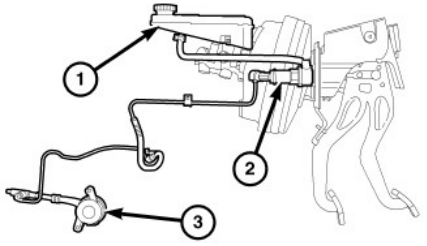
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The typical clutch hydraulic system consists of a clutch master cylinder (2), slave cylinder (3), and an interconnecting hydraulic line. Clutch hydraulic fluid is supplied by the brake system via the brake master cylinder reservoir (1).



8114a710

FLUID

CAUTION: **Never use any type of petroleum-based fluid (engine oil, transmission oil, power steering fluid, etc.) in the clutch hydraulic system. Use of such fluids will result in master/slave cylinder seal damage, and cause a failure of the hydraulic clutch release system.**

NOTE: Under normal operating conditions, the clutch hydraulic system does not require additional fluid for the life of the vehicle. Since the clutch shares the brake reservoir, the fluid level will be maintained whenever the brake system is checked.

The fluid required for use in the clutch hydraulic system is brake fluid conforming to DOT 3 specifications and J1703 standards. No other type of fluid is recommended or approved for use in the clutch hydraulic system. Use only MOPAR® brake fluid or equivalent from a tightly sealed container.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The clutch hydraulic system is responsible for engaging and disengaging the clutch. Depressing the clutch pedal develops fluid pressure in the clutch master cylinder. This pressure is transmitted to the integral release bearing which is in contact with the pressure plate diaphragm spring. As additional force is applied, the bearing depresses the diaphragm spring fingers inward on the fulcrums. The action moves the pressure plate rearward, relieving clamping force on the clutch disc.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

Primary Tool Number/Name - 20113 - Tool, Flywheel Locking
Alternate Tool Number/Name - 1860846001 - Counter-torque

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CLEANING

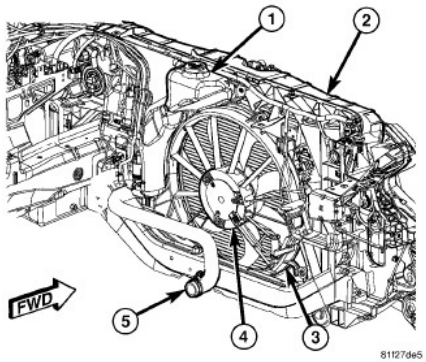
Drain cooling system and refill with clean water. Refer to drain and fill procedures in this section. Run engine with radiator cap installed until upper radiator hose is hot. Stop engine and drain water from system. If water is dirty; fill, run, and drain system again, until water runs clear. Refill cooling system with a 50/50 mixture of the recommended ethylene-glycol and distilled water (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The cooling system consists of an engine cooling module, thermostat, pressure coolant recovery container on the 3.6L engine and on the 2.0L Diesel engines, coolant, hoses, and a water pump to circulate the coolant. The engine cooling module consists of a radiator, electric fan, shroud, transmission oil cooler, and air conditioning condenser.



COOLING SYSTEM - OVERVIEW

1 - WINDSHIELD WASHER RESERVOIR

2 - UPPER SUPPORT

3 - FAN SHROUD

4 - FAN MOTOR

5 - LOWER RADIATOR HOSE

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

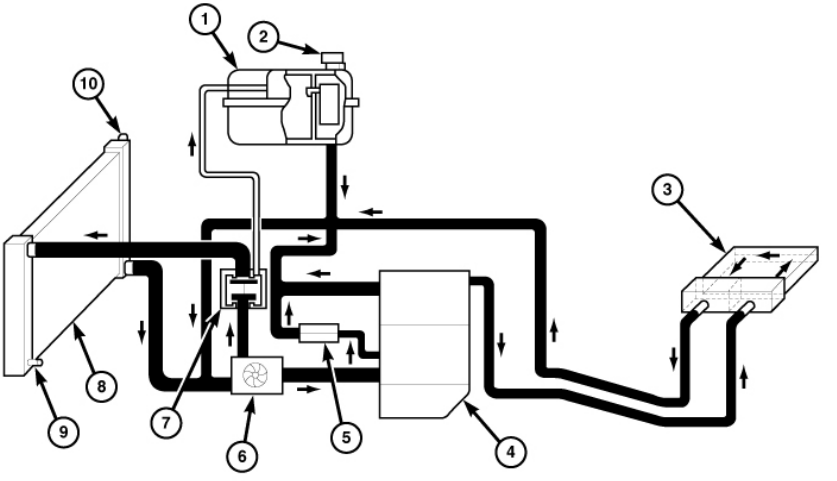
INSPECTION

After performing a cleaning/flush procedure, inspect all hoses, clamps and connections for deterioration and leaks. Inspect radiator and heater core for leaks.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L DIESEL



3699434

1 - COOLANT RECOVERY PRESSURE CONTAINER	6 - WATER PUMP
2 - PRESSURE CAP	7 - THERMOSTAT HOUSING
3 - HEATER CORE	8 - RADIATOR
4 - ENGINE	9 - COOLANT DRAIN VALVE
5 - OIL COOLER	10 - SERVICE FILL VENT VALVE

The water pump draws coolant from the radiator and delivers it to the engine block. The coolant travels through the engine block into the cylinder head. Coolant exits the engine at the thermostat. If the coolant temperature is less than 87°C (189°F) the thermostat directs all of the coolant back to the water pump. If the coolant temperature is between 87°C (189°F) and 102°C (216°F) the thermostat is in the mix mode and directs the coolant to the radiator and the water pump. If the coolant is greater than 102°C (216°F), the thermostat directs all of the coolant to the radiator.

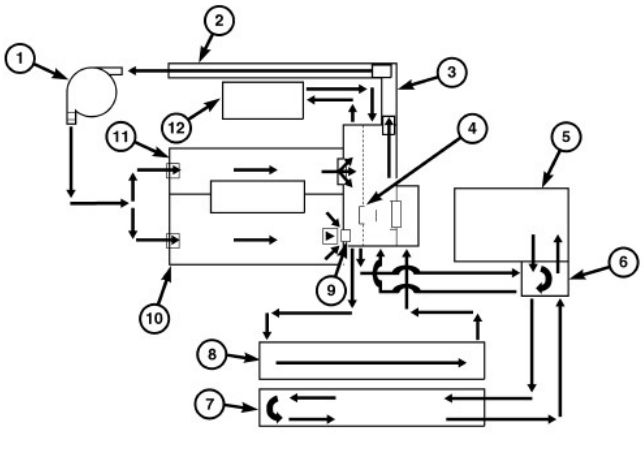
The thermostat also feeds excess coolant and bleeds air from the system through a hose leading to the coolant reservoir. The reservoir returns coolant to the inlet side of the water pump. A port and hose at the rear of the engine block provides coolant to the heater core. This coolant is returned to the engine at the intake side of the water pump.

The oil cooler receives coolant directly from the engine block. A hose returns this coolant to the inlet side of the water pump.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.4L/3.6L

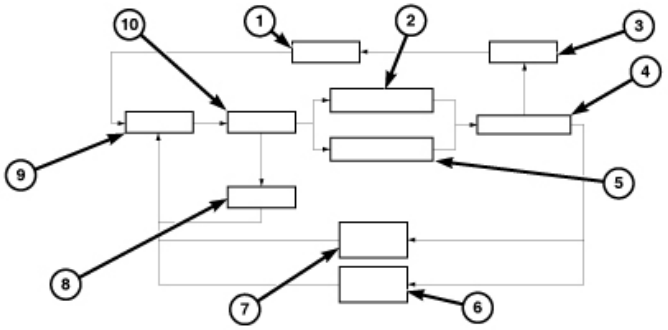


81826a68

COOLING SYSTEM FLOW - 2.4L

- 1 - WATER PUMP
- 2 - RETURN TUBE
- 3 - WATER PLENUM
- 4 - PRIMARY THERMOSTAT
- 5 - TRANSMISSION
- 6 - INTERNAL TRANSMISSION COOLER
- 7 - COMBINATION COOLER
- 8 - RADIATOR
- 9 - SECONDARY THERMOSTAT
- 10 - CYLINDER BLOCK
- 11 - CYLINDER HEAD
- 12 - HEATER CORE

The primary purpose of a cooling system is to maintain engine temperature in a range that will provide satisfactory engine performance and emission levels under all expected driving conditions.



2804559

COOLING SYSTEM FLOW - 3.6L

- 1 - RADIATOR

- 2 - RH CYLINDER HEAD
- 3 - THERMOSTAT
- 4 - WATER CROSSOVER
- 5 - LH CYLINDER HEAD
- 6 - REAR HEATER CORE
- 7 - FRONT HEATER CORE
- 8 - OIL COOLER
- 9 - WATER PUMP
- 10 - CYLINDER BLOCK

The cooling system also provides hot water (coolant) for heater performance.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

7700 - Tester, Cooling System

Originally Shipped In Kit Number(s) *7700-A*.

8286 - Refractometer

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DRAINING

When servicing the cooling system, it is essential that coolant does not drip onto the accessory drive belts and/or pulleys. Shield the belts with shop towels before working on the cooling system. If coolant contacts the belts or pulleys, flush both with clean water.

WARNING: **Make sure engine cooling system is cool before servicing. Do not remove any clamps or hoses , pressure cap, or open the radiator draincock. When the system is hot and under pressure serious burns from coolant can occur.**

1. Position a clean collecting container under draincock location.
2. Open radiator draincock located at the lower right side of radiator. Turn draincock counterclockwise until it stops.
3. Remove coolant pressure cap.
4. Raise vehicle on hoist.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LEVEL CHECK

NOTE: Do not remove pressure cap for routine coolant level inspections.

The coolant bottle provides a quick visual method for determining the coolant level without removing the pressure cap. **With the engine cold and not running**, simply observe the level of the coolant in the coolant recovery container. The level should be between the MIN and MAX marks.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REVERSE FLUSHING

REVERSE FLUSHING DESCRIPTION

Reverse flushing of the cooling system is the forcing of water through the cooling system. This is done using air pressure in the opposite direction of normal coolant flow. It is usually only necessary with very dirty systems with evidence of partial plugging.

REVERSE FLUSHING RADIATOR

Disconnect the radiator hoses from the radiator inlet and outlet. Attach a section of the radiator hose to the radiator bottom outlet fitting and insert the flushing gun. Connect a water supply hose and air supply hose to the flushing gun.

CAUTION: **Internal radiator pressure must not exceed 138 kPa (20 psi) as damage to radiator may result.**

Allow the radiator to fill with water. When the radiator is filled, apply air in short blasts. Allow the radiator to refill between blasts. Continue this reverse flushing until clean water flows out through the rear of the radiator cooling tube passages.

REVERSE FLUSHING SYSTEM

Drain the cooling system. Remove the thermostat housing and thermostat. Install the thermostat housing. Disconnect the radiator upper hose from the radiator and attach the flushing gun to the hose. Disconnect the radiator lower hose from the water pump and attach a lead-away hose to the water pump inlet fitting.

Connect the water supply hose and air supply hose to flushing gun. Allow the engine to fill with water. When the engine is filled, apply air in short blasts, allowing the system to fill between air blasts. Continue until clean water flows through the lead away hose.

Remove the lead away hose, flushing gun, water supply hose and air supply hose. Remove the thermostat housing and install the thermostat. Install the thermostat housing with a replacement gasket. Refer to Thermostat Replacement. Connect the radiator hoses. Refill the cooling system with the correct antifreeze/water mixture (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Description) . Refer to Refilling the Cooling System.

CHEMICAL CLEANING

In some instances, use a radiator cleaner (Mopar® Radiator Kleen or equivalent) before flushing. This will soften scale and other deposits and aid flushing operation.

CAUTION: **Follow manufacturers instructions when using these products.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL ECONOMY AND MAINTENANCE

A vehicle that is not properly tuned and maintained cannot be expected to perform at its maximum efficiency and can have an adverse effect on fuel economy. The following recommendations will ensure that the vehicle is performing at its maximum efficiency:

- **Use the recommended motor oil grade.** Using the manufacturer's recommended grade of Mopar® motor oil can improve fuel mileage by 1-2%. Mopar® motor oil labeled "Energy Conserving" contains friction-reducing additives.
- **Check and replace air filters.** Replacing a clogged air filter with a new Mopar® air filter can improve fuel mileage by as much as 10%.
- **Keep the engine tuned.** Repairing a vehicle that is noticeably out of tune can improve fuel mileage by an average of 4%. Maintaining a vehicle and repairing problems, such as a faulty oxygen sensor, can improve mileage by as much as 40%.
- **Keep tires properly inflated.** Underinflated tires can lower fuel mileage by 0.4% for every 1 psi drop in pressure of all four tires.

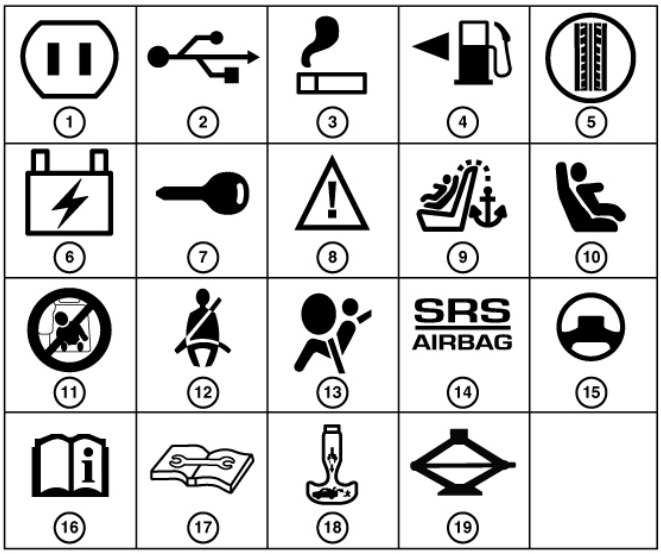
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Chrysler LLC uses international symbols to identify various systems on the vehicle.

The graphic symbols illustrated are used to identify various instrument controls, vehicle controls and service information references. The symbols correspond to the controls and displays that are located on the instrument panel and throughout the vehicle.



INFORMATION SYMBOLS

INTERNATIONAL INFORMATION SYMBOL IDENTIFICATION

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	115-Volt Power Inverter	11	Side Airbag
2	USB Connector	12	Seat Belt
3	Lighter	13	Airbag
4	Fuel Fill Side	14	Supplemental Restraint System
5	Spare Tire Winch	15	Power Steering Fluid
6	Fuse	16	See Owner's Manual
7	Key Activate (Power Outlet)	17	See Appropriate Service Manual Section
8	Warning	18	Emergency Release Handle
9	Child Seat Tether Anchor	19	Jack/Jack Tools Location
10	Lower Anchors and Tether for Children (latch)		

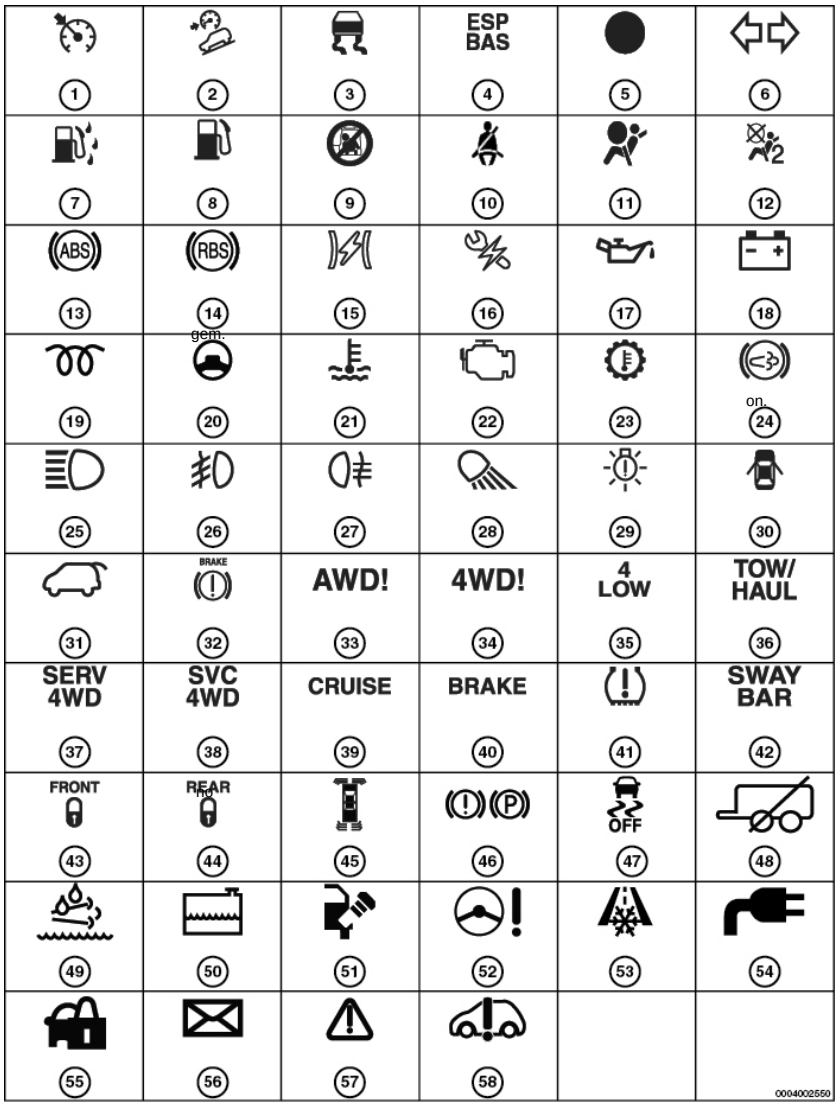
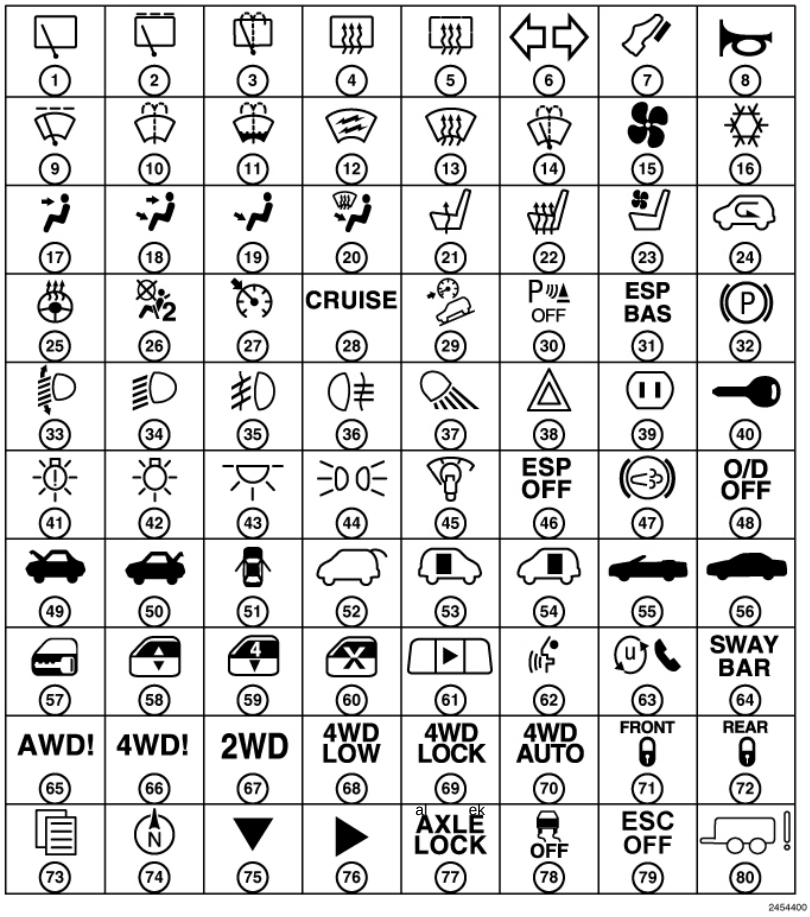


Figure 1 - INDICATOR SYMBOLS

INTERNATIONAL INDICATOR SYMBOL IDENTIFICATION

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	Electronic Speed Control	30	Door Ajar
2	Hill Descent Control	31	Liftgate Open
3	Traction Control	32	Brake System Warning Parking Brake
4	Electronic Stability Program/Brake System Assist System	33	All Wheel Drive
5	Security Indicator	34	Four Wheel Drive
6	Turn Signals	35	Four Wheel Drive Low
7	Water In Fuel	36	Tow/Haul
8	Low Fuel	37	Service Four Wheel Drive
9	Side Airbag	38	Service Four Wheel Drive

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
10	Seat Belt Reminder	39	Cruise Indicator
11	Airbag Warning Light	40	Brake System Warning Parking Brake
12	Passenger Airbag Off	41	Tire Pressure Monitor
13	Failure Of Anti-Lock Braking System	42	Sway Bar Disconnect Indicator
14	HEV Brake Regenerative Light	43	Front Axle Lock
15	Electronic Throttle Control	44	Rear Axle Lock
16	HEV Service Light	45	Park Asist Indicator
17	Engine Oil	46	Park Brake Indicator
18	Battery Charging	47	Electronic Stability Control/Traction Control Off
19	Glow Plug/Intake Air Heated	48	Trailer Brake System Off
20	Power Steering Fluid	49	Diesel Exhaust Fluid
21	Engine Coolant Temperature	50	Coolant Level
22	Malfunction Indicator Light	51	Fuel Cap
23	Transmission Oil Temperature Light	52	EPS (Electric Power Steering)
24	Diesel Exhaust Brake	53	Icy Road Condition
25	High Beam	54	Electric Vehicle Plug In State
26	Front Fog Light	55	Vehicle Theft Alarm
27	Rear Fog Light	56	Stored Warnings
28	Cargo Lamp	57	Service ETC
29	Exterior Bulb Failure	58	Electric Vehicle System Service



CONTROL SYMBOLS

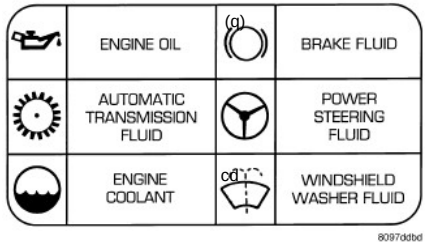
INTERNATIONAL CONTROL SYMBOL IDENTIFICATION

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
1	Rear Window Wiper	26	Passenger Air Bag Off	51	Door Ajar
2	Rear Window Intermittent Wiper	27	Electronic Speed Control	52	Liftgate Release
3	Rear Window Washer	28	Cruise Indicator	53	Sliding Door
4	Rear Window Defrost	29	Hill Descent Control	54	Sliding Door
5	Heated Mirror	30	Park Assist Off	55	Convertible Top Down
6	Turn Signals	31	Electronic Stability Program/Brake System Assist System	56	Convertible Top Up
7	Adjustable Pedals	32	Park Brake Release	57	Door Lock
8	Horn	33	Adjustable Headlights	58	Window Lift
9	Windshield Wiper Intermittent	34	Low Beam	59	Convertible 4 Window Down
10	Windshield Washer	35	Front Fog Light	60	Window Lock

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
11	Windshield Washer Fluid Level	36	Rear Fog Light	61	Power Rear Window
12	Windshield Electrically Heated	37	Cargo Lamp	62	Voice Recognition Button
13	Windshield Defrost	38	Hazard Lights	63	Uconnect™ Button
14	Windshield Wiper And Washer	39	115-Volt Power Inverter	64	SwayBar Disconnect
15	Ventilating Fan	40	Key Activate (Power Outlet)	65	All Wheel Drive
16	Air Conditioning	41	Exterior Bulb Failure	66	Four Wheel Drive
17	Upper Air Outlet	42	Master Lighting Switch	67	Two Wheel Drive
18	Upper And Lower Air Outlet	43	Dome Light	68	Four Wheel Drive Low
19	Lower Air Outlet	44	Park Lights	69	Four Wheel Drive Lock
20	Defrost And Lower Air Outlet	45	Instrument Panel Illumination	70	Four Wheel Drive Auto
21	Heated Seat Low	46	Electronic Stability Program Off	71	Front Axle Lock
22	Heated Seat High	47	Diesel Exhaust Brake	72	Rear Axle Lock
23	Ventilated Seat	48	Overdrive Off	73	EVIC Menu
24	Recirculation	49	Hood Release	74	Navigation Button
25	Heated Steering Wheel	50	Trunk/Deck Release	75	Step
76	Reset	77	Axle Lock Button	78	Traction Control Off
79	Electronic Stability Control Off	80	Trailer Brakes		

ENGINE COMPARTMENT

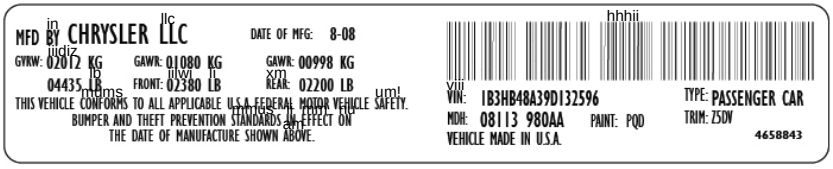
The graphic symbols illustrated are used to identify engine compartment lubricant and fluid inspection and fill locations. The symbols correspond to the caps located within the engine compartment.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



VEHICLE CERTIFICATION LABEL - TYPICAL

A vehicle certification label is attached to every Chrysler LLC vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

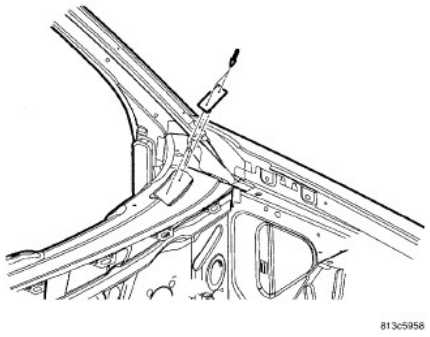
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Vehicle Identification Number (VIN) plate is attached to the top left side of the instrument panel. The VIN contains 17 characters that provide data concerning the vehicle. Refer to the decoding chart to determine the identification of a vehicle.

To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the Vehicle Identification Number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.



POSITIONS 1 - 3: WORLD MANUFACTURER IDENTIFIER

1	2	3	Manufacturer	Vehicle Type
3	C	4	Chrysler de Mexico	MPV

POSITION 4: BRAKE SYSTEM & GVWR

Brake System	GVWR Range		Active Belts, Air Bags	Active Belts, Air Bags, Side Bags-Front Row	Active Belts, Air Bags, Side Bags-All Rows	Active Belts, No Air Bags	Active Belts, GVWR > 10, 000 lbs.
	Pounds	Kilograms					
Hydraulic	5001 - 6000	(2268 - 2721 KG)	B	—	P	—	—

POSITIONS 5 - 7:

Define the following: brand, marketing name, drive wheels, cab/body type, drive position, and price series.

FWD			AWD			BODY TYPE	POSITION	SERIES
D	C	A	—	—	—	Hatchback Tall	Left Hand Drive	SE
D	C	B	D	D	B			SXT (US)
D	C	C	D	D	C			SXT (BUX, Canada, Mexico)
D	C	D	D	D	D			Crew
D	C	E	D	D	E			R/T (US) R/T Rallye (Canada)
D	C	F	D	D	F			R/T (BUX, Canada, Mexico)
D	C	G	D	D	G			CROSSROAD

FWD			AWD			BODY TYPE	POSITION	SERIES
D	C	H	—	—	—			SE
D	C	J	—	—	—		Right Hand Drive	SXT
D	C	K	—	—	—			R/T

POSITION 8: ENGINE

Code	Displacement	Cylinders	Fuel	Turbo	Sales Codes
Y	2.0 Liter	4	Diesel	Yes	EBT
B	2.4 Liter	4	Gasoline	No	EDG
G	3.6 Liter	6	Gasoline	No	ERB

POSITION 9: CHECK DIGIT

0 through 9 or X

POSITION 10: MODEL YEAR

E = 2014

POSITION 11: ASSEMBLY PLANT

Enter a short description of your concept here (optional).

Code	Plant
G	Saltillo Assembly
S	Warren Truck Assembly

POSITION 12 - 17: PLANT SEQUENCE NUMBER

A six digit number assigned by assembly plant.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FLUID TYPES

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

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

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

API QUALITY CLASSIFICATION

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

9400-9

GEAR LUBRICANTS

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL REQUIREMENTS

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

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

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

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

REFORMULATED GASOLINE

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

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

GASOLINE/OXYGENATE BLENDS

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

CAUTION:

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

MMT IN GASOLINE

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

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

SULFUR IN GASOLINE

If you live in the northeast United States, your vehicle may have been designed to meet California low emission standards with Cleaner-Burning California reformulated gasoline with low sulfur. If such fuels are not available in states adopting California emission standards, your vehicles will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be adversely affected. Gasoline sold outside of California is permitted to have higher sulfur levels which may affect the performance of the vehicle's catalytic converter. This may cause the Malfunction Indicator Lamp (MIL), Check Engine or Service Engine Soon light to illuminate. Chrysler recommends that you try a different brand of unleaded gasoline having lower sulfur to determine if the problem is fuel related prior to returning your vehicle to an authorized dealer for service.

CAUTION:

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

MATERIALS ADDED TO FUEL

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

FUEL SYSTEM CAUTIONS

CAUTION:

Follow these guidelines to maintain your vehicle's performance:

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LUBRICANT RECOMMENDATIONS

CHASSIS

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

BODY

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - HOISTING

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

WARNING:

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

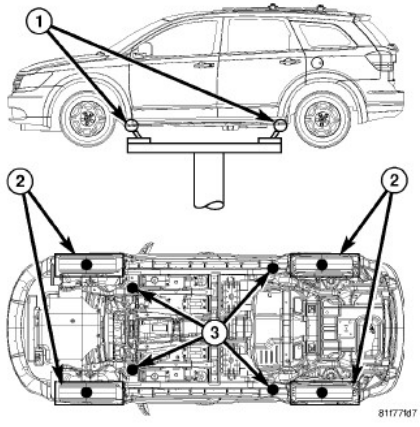
CAUTION:

Do not position hoisting device on suspension components, damage to vehicle can result.

Do not attempt to raise one entire side of the vehicle by placing a floor jack midway between the front and rear wheels. This practice may result in permanent damage to the body.

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

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



1 - FLOOR JACK, VEHICLE EMERGENCY JACK

2 - DRIVE ON HOIST

3 - CHASSIS LIFT (DUAL POST)

3 - OUTBOARD LIFT (DUAL LIFT)

3 - FLOOR JACK

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - NEW VEHICLE PREPARATION

VEHICLE READINESS

DESCRIPTION	ACTION
Keep All Protective Transit Film and Wheel Covers & Films on vehicle until sold, or up to 180 Days	Keep All Protective Transit Film and Wheel Covers & Films on vehicle until sold, or up to 180 Days.
Place vehicle into Customer Mode	Simultaneously press the "Front Defrost" and "List/Enter" buttons and hold for five (5) seconds. The EVIC display will update once the vehicle goes into customer mode.
Inflate tire pressure to maximum side wall pressure	Increase the tire pressure to maximum sidewall pressure if vehicle is going into lot storage.
Install all "Shipped Loose" items	Install all "Shipped Loose" items
Install Front License Plate Bracket (if required)	Install Front License Plate Bracket
Install Roof Rack	Install Roof Rack
Install Antenna	Install Antenna
Install Wheel Center Caps	Install Wheel Center Caps

UNDERHOOD

DESCRIPTION	ACTION
Hood Latch and Safety Catch - Adjust as Needed	Verify the operation of the hood release system including the inside hood release lever and the outside hood secondary safety catch. Adjust if necessary. The safety catch prevents the hood from going to the full open position until it is manually released. To test the safety catch, unlatch the hood with the interior hood release lever and attempt to raise the hood without operating the safety catch.
Battery State-of-Charge - document voltage	Check the battery state of charge by connecting a digital voltmeter at the jump-start locations. The battery voltage should be at least 12.4 volts. If charging is necessary, follow the service manual procedures and recharge the battery. Record voltage on New Vehicle Prep (NVP) form.
Loose Attachments, Routing and Clearance	Inspect the following for routing, loose attachments, connections, and clearance. Reroute and tighten as required: Brake Lines, Fuel Lines, Power Steering Hoses, Vacuum Hoses, Clutch Lines, Refrigerant Lines, Wiring, Belts.
All Fluid Levels	Refer to the owner's manual or service information for proper fluid level inspection locations.
No Fluid Leaks present	Visually inspect the underhood area to make sure absence of fluid leaks. Check clamps for tightness an full engagement.

UNDER VEHICLE

DESCRIPTION	ACTION
No Fluid Leaks present	Raise the vehicle on an appropriate hoist and check the following: Loose Attachments, Routing Clearance and Damage, Absence of Fluid Leaks. Refer to Service Information for proper lift points. Check clamps for tightness and full engagement.

DESCRIPTION	ACTION
Loose Attachments, Routing, Clearance, Damage	Raise the vehicle on an appropriate hoist and check the following: Loose Attachments, Routing Clearance and Damage, Absence of Fluid Leaks. Refer to Service Information for proper lift points. Check clamps for tightness and full engagement.

ROAD TEST

DESCRIPTION	ACTION
Perform Road Test, Mileage: Before _____ After _____	Record mileage before and after road test.
Engine Starts with All Keys	Start vehicle with all sets of keys.
All Warning Lights and Gauges / No DTCs	Verify all warning lights and gauges are operating properly, and no fault codes exist.
Keyless Go (if equipped)	Make sure vehicle starts with push button, when key is inside vehicle.
Engine Starts Only in Park & Neutral	Verify engine will only start while automatic transmission is in park or neutral.
Service and Parking Brakes	Apply the service brakes while the car is in motion. Be sure the brake operation is smooth and positive. Make sure the vehicle stops in a straight line and without pulling to one side. Make sure there is no shudder or vibration when braking. Make sure that the parking brake is easy to operate. Make sure the parking brake does not drag.
Brake Transmission Shift Interlock	Make sure that the vehicle will only start when the brake is depressed on vehicles with automatic transmission.
Automatic Transmission Shifting	Make sure that the park lock mechanism holds the vehicle. With the vehicle on a grade, put the automatic transmission in park and slowly release the service brake to check the operation of the park mechanism. Make sure the shift lever operates easily and smoothly. Check for smooth shifting. Check for proper upshifting and downshifting.
Autostick	Verify that Autostick feature allows proper shifting through the gears.

ROAD TEST

DESCRIPTION	ACTION
Engine Performance - Cold	The engine should: start properly, idle smoothly and at proper speed, be free from stumbling or hesitation, produce sufficient power, be free of unusual noises, operate within the proper temperature range, and stop when the ignition key is shut off or stop button is depressed.
Engine Performance - Warm	The engine should: start properly, idle smoothly and at proper speed, be free from stumbling or hesitation, produce sufficient power, be free of unusual noises, operate within the proper temperature range, and stop when the ignition key is shut off or stop button is depressed.
Steering and Handling	Check that the power assist works properly. Make sure that the steering wheel does not vibrate abnormally at idle or road speed. Make sure that the steering wheel is centered when traveling in a straight line. Check that the vehicle does not drift to either side on flat road surfaces. Make sure that the vehicle does not vibrate or shake abnormally.
Noise, Vibration, Squeaks, or Rattles	Check that the vehicle is free of noise, vibrations, squeaks, or rattles. Tighten any loose fasteners.
Heater / Defrost - Front	Check the heater operation after the vehicle has reached operating temperature. Operate blower motor at all speeds. Operate the system in all modes. Check for hot air at all appropriate outlets. Check for temperature control operation.
Air Conditioning	Make sure that the A/C system cools properly. Operate blower motor at all speeds. Check for cool air at all temperature outlets. Operate the system in all modes.
Rear Heater and Air Conditioning (if equipped)	Check the rear heater and A/C for proper operation.
Defrost - Rear	Make sure that the electric heated rear defroster operates correctly. Turn on and feel for warmth.

DESCRIPTION	ACTION
Cruise Control (if equipped)	Check the "on/off" switch. Check the "set" operation. Check the "resume" function. Check the "accelerate" and "decelerate" function. Check the "cancel" button. Check the brake/clutch release function. If equipped, verify operation of Adaptive Cruise Control function.
Set Compass Variance / Calculation (if equipped)	Refer to the service information on TechCONNECT for information regarding compass setting procedures.
Tire Pressure Monitoring System	Verify that Tire Pressure Monitoring Indicator Light is not illuminated when tires are above minimum inflation recommendations. Make sure that indicator lamp is not flashing/chiming.
Park Assist (if equipped)	Put vehicle in reverse and slowly back up toward an object. Verify that Park Assist warning icon, lights and chimes operate properly as object is approached.
Back-Up Camera (if equipped)	Put vehicle in reverse, verify that screen provides a clear and visible image from rear of vehicle.

INTERIOR

DESCRIPTION	ACTION
Visually Inspect Interior Parts for Damage, Fit, etc.	From the interior of the vehicle, open and close all doors to make sure ease of operation. Fully open and close the glove box to make sure proper operation. Fully open and close the console door to make sure proper operation. Check interior panels for proper fit and free from damage.
All Interior Lamps and Horn	Operate and visually inspect all interior lights and switches, including: Dome/Map lamps, and if equipped the following: vanity mirror lamps, glove box lamps, ash tray lamp, cigar lighter lamp, radio lamps, door mounted lamps, illuminated entry system. Make sure that the horn operates properly.
Rear View Mirror	Check that the rearview mirror's day/night function Is operating properly.
Front and Rear Wipers and Washers	Activate front windshield wipers, and if equipped, rear window wipers and check for proper operation at all speeds. Activate the front and if equipped, the rear washer. Check the spray pattern for proper operation and aim. Check the intermittent wipe feature for proper operation.
All interior Door Locks including Child Locks	Check all interior door locks for proper operation, including rear child safety door locks if equipped. Place in the unlocked position.

INTERIOR

DESCRIPTION	ACTION
Steering Wheel Mounted Controls	Check all steering wheel controls for proper operation.
Cigar Lighter (if equipped)	Check cigar lighter for proper operation.
Power Windows and Window Lock Switch	Fully open and close all power windows to make sure proper operation and sealing. Make sure that the windows operate properly at each door. Verify that window lock button is operating properly.
Outside Power Mirrors	Check power mirrors for proper operation.
Power Heated Mirrors (if equipped)	Check power heated mirrors for proper operation.
Seats and Seat Belts - All Adjustments	Check for correct installation and operation of seat and shoulder belts, and retractors. Check that the restraint system safety labels regarding the use of seatbelts and airbags are in place. Fully cycle the seats for proper adjustments and verify that each seat is securely mounted. Fold down and latch the rear seats. Pull forward to check that the latches operate correctly. Check for proper head restraint operation.
Power Sunroof (if equipped)	Cycle sunroof. Make sure that the sunroof opens and closes easily. Verify proper operation of one touch open/close feature if equipped.
Set Clock(s)	Set all clocks to correct time. Refer to Owner's Manual for information regarding clock setting procedures.

DESCRIPTION	ACTION
Audio System	Turn the radio on and check reception in both AM and FM modes. Check that the CD player operates properly. Check for good sound quality from all speakers.
Satellite Radio (if equipped)	Turn on satellite radio and verify reception.
Video System (if equipped)	Test the DVD player to make sure that a DVD will load properly and display on the screen.
Heated Steering Wheel (if equipped)	Verify that heated steering wheel is functioning properly.
Power Outlet(s)	Check all the power outlets for proper operation.
Integrated Child Seat / Belt	Check the child restraints and child seats for proper operation.
Heated Seats (if equipped)	Check for proper operation of heated seats on all power levels, on all equipped seats.
Cargo Compartment Cover (if equipped)	Check the rear cargo compartment cover is operating properly.

EXTERIOR

DESCRIPTION	ACTION
Inspect Body and Paint for Damage and Fit/ Finish	Inspect the body exterior for damage, loose or missing items. During the inspection, make sure that no vehicle damage occurred from the time the vehicle was received and the beginning of the New Vehicle Preparation.
Exterior Lamps - Headlamps, Turn Signals, Hazards, Park/Tail /License Plate, Trunk Lights, etc.	Operate and visually inspect the following: Headlamps (High/Low Beams), turn signals, hazard warning flashers, parking/tail/license plate lamps, reverse/back up lamps, fog lamps, stop lamps including center mounted stop lamp, daytime running lamps (if equipped), clearance lamps, cargo bed lamps, any other lamps.
Lock and Unlock all doors with all mechanical keys	Verify all doors lock and unlock with all mechanical keys.
Doors, Liftgate - Adjust Strikers as Needed	Open each door/liftgate/tailgate from the outside to check outside door handle operation. Check the door detent. Partially close all doors to check the open-door detent. Close all doors/liftgates/tailgates to check the operation of latches and strikers. Adjust strikers as required. Verify liftgate/tailgate ease of operation.
Security Alarm Test (if equipped)	Lock doors using the Remote Keyless Entry Transmitter. Verify the operation of the Vehicle Security System warning lamp.
Passive Entry (if equipped)	Verify that the Keyless Enter-N-Go feature is operating properly, by grabbing the door handle of the locked vehicle, while the Remote Keyless Entry transmitter key is within 5 feet of the vehicle. The door should unlock automatically.
Remote Keyless Entry (if equipped)	Verify that doors unlock properly using all key FOBS.
Remote Start (if equipped)	Verify that engine starts with all keys when using Remote Keyless Entry Transmitter.

VEHICLE STORAGE

DESCRIPTION	ACTION
Remove all protective transit film from body of vehicle, and keep all wheel covers on vehicle until sold	Remove all protective transit film from body of vehicle, and keep all wheel covers on vehicle until sold.
Inflate tire pressure to maximum side wall pressure	Inflate tire pressure to maximum side wall pressure (except heavy duty trucks.)
Put Vehicle into Ship Mode	Simultaneously press the "Front Defrost" and "List/Enter" buttons and hold for five (5) seconds. The EVIC display will update once the vehicle goes into

DESCRIPTION	ACTION
	ship mode.

FINAL DETAIL & INSPECTION

DESCRIPTION	ACTION
Perform all incomplete recalls and RRTs	Perform all incomplete recalls and RRTs.
Remove interior and exterior Transportation Protective Covers that were not previously removed	Remove exterior protective coatings/coverings from vehicle, remove interior protective covers, grease markings on door jambs, unnecessary labels, etc.
Inspect paint and body, touch up as needed	Make sure that the body is free from paint chips or scratches. Touch up any chips/scratches using thin layers of paint. Make sure that the body is free from dings and dents.
Place vehicle into Customer Mode	Place vehicle into customer mode prior to delivery.
Test and record battery state of charge	Check the battery state of charge by connecting a digital voltmeter at the jump-start locations. The battery voltage should be at least 12.4 volts. If charging is necessary, follow the service manual procedures and recharge the battery. Record voltage on New Vehicle Prep (NVP) form.
Adjust tire pressures including spare to door placard	Adjust tire pressures including spare to door placard.
Wash and clean vehicle exterior	Wash the entire vehicle. Clean the tire sidewalls and wheel/wheel covers (use non - acidic wheel cleaner). Clean exterior/interior glass surfaces.
Clean vehicle interior	Inspect the interior trim, seats, carpeting, and moldings. Clean as necessary.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CLEANING

CAUTION: **When cleaning cylinder head and cylinder block surfaces, DO NOT use a metal scraper because the surfaces could be cut or ground. Use ONLY a wooden or plastic scraper.**

To ensure engine gasket sealing, proper surface preparation must be performed, especially with the use of aluminum engine components and multi-layer steel cylinder head gaskets.

NOTE: Multi-Layer Steel (MLS) head gaskets require a scratch free sealing surface.

1. Remove all gasket material from cylinder head and block (Refer to 09 - Engine - Standard Procedure) . Be careful not to gouge or scratch the aluminum head sealing surface.

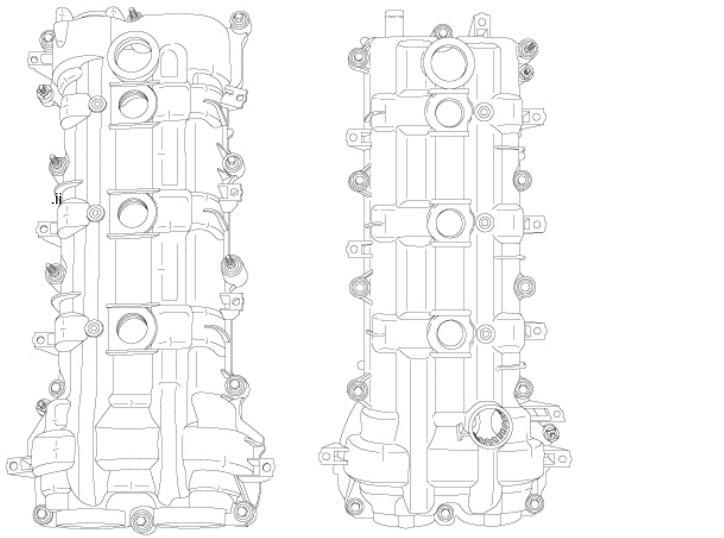
2. Clean all engine oil passages.

   CAUTION: **Non-compressible debris such as oil, coolant or RTV sealants that are not removed from bolt holes can cause the aluminum casting to crack when tightening the bolts.**

3. Clean out the cylinder head bolt holes in the engine block. **DO NOT USE any adhesives when installing the MLS head gaskets. The use of adhesives may cause the gasket not to seal properly and may leak. MLS gaskets are to be installed on a surface free of debris and oils.**

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

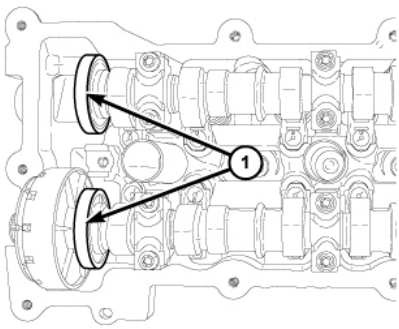


The cylinder head covers are made of a carbon and fiberglass composite. The cylinder head covers are not interchangable from side-to-side. The cylinder head covers are sealed with a press-in-place gasket that is designed to isolate the cover from the cylinder head for improved NVH. There are two dowel pins on the outboard side of the cover flange to locate the cover to holes in the cylinder head. RTV is used to seal the T-joint at the timing cover, cylinder head and cylinder head cover.

RIGHT

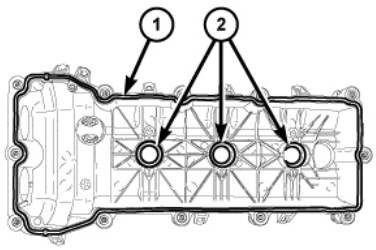
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



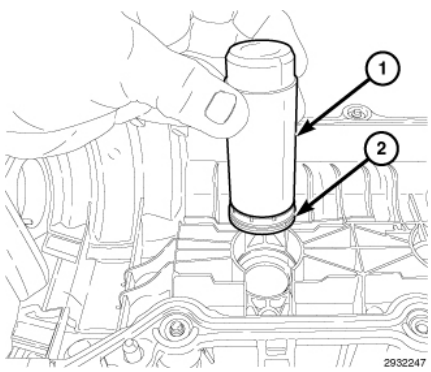
2691700

NOTE: The LH cylinder head cover is shown, the RH cylinder head cover is similar.



2776066

1. Install the cylinder head cover gasket (1).
2. The spark plug tube seals (2) can be reused if not damaged.
3. If required, install new spark plug tube seals (2) in the cylinder head cover:



2932247

- Lubricate the spark plug tube seal inner and outer diameters with clean engine oil.
- Place the spark plug tube seal (2) on the Cam Sensor/Spark Plug Tube Seal Installer 10256 (1).
- Push the seal into the cylinder head cover until the base of the seal is seated.
- Remove the tool.

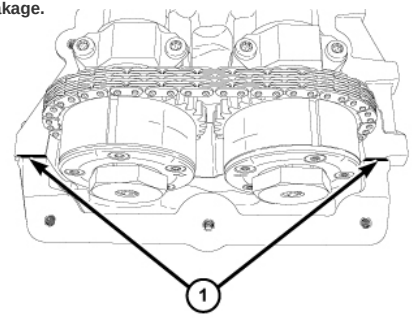
NOTE: The LH cylinder head cover T-joint is shown, the RH cylinder head cover T-joint is similar.

4. Clean the timing engine timing cover, cylinder head and cylinder head cover mating surfaces with isopropyl alcohol in preparation for sealant application.

CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than**

Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.

CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**

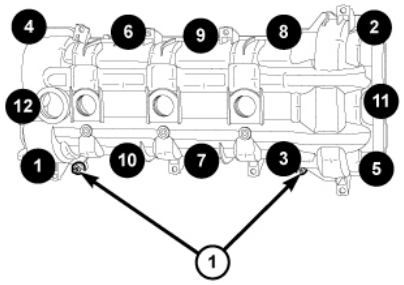


2776075

5. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant (1) to the two engine timing cover to cylinder head T-joints as shown.

6. Align the locator pins (1) to the cylinder head and install the cylinder head cover.

7. Tighten the cylinder head cover bolts and double ended studs in the sequence shown to 12 N·m (106 in. lbs.).

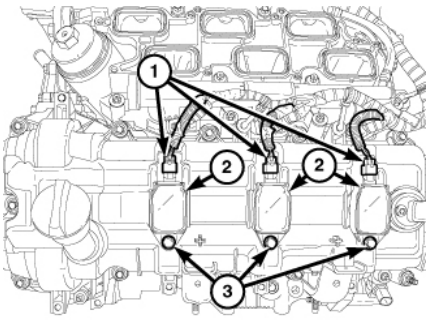


2719834

NOTE: The LH ignition coils are shown, the RH ignition coils are similar.

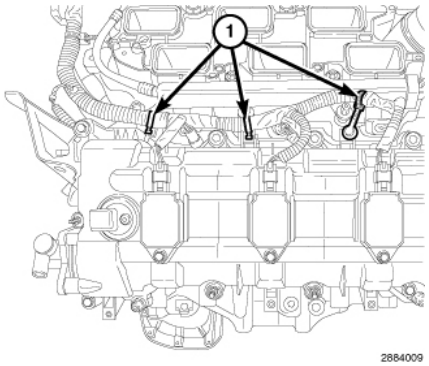
8. If removed, install the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation)

9. Install the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation)



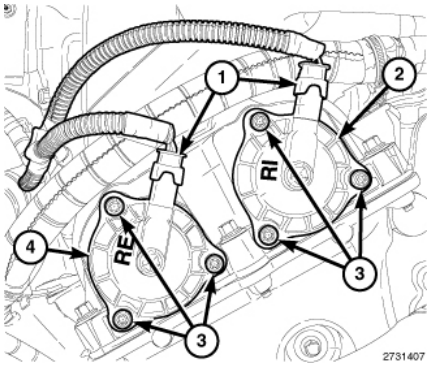
2726572

10. Engage three injection/ignition harness retainers (1) to the right cylinder head cover.

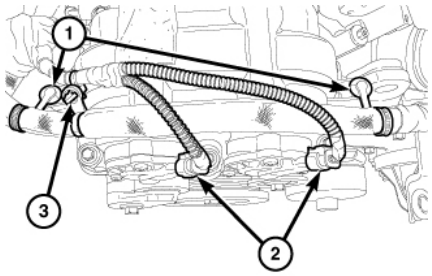


2884009

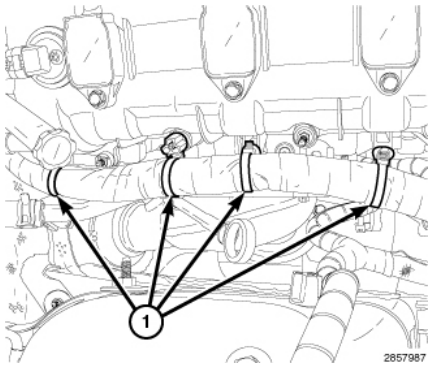
11. Refer to the markings made at disassembly and install the variable valve timing solenoids (2 and 4) in their original locations (Refer to 08 - Electrical/8I - Ignition Control/SOLENOID, Variable Valve Timing - Installation)



12. Connect the electrical connectors (2) to the variable valve timing solenoids on the right cylinder head.
13. Engage two starter wire harness retainers to the right cylinder head cover (1).
14. Engage the starter harness to main harness retainer (3).

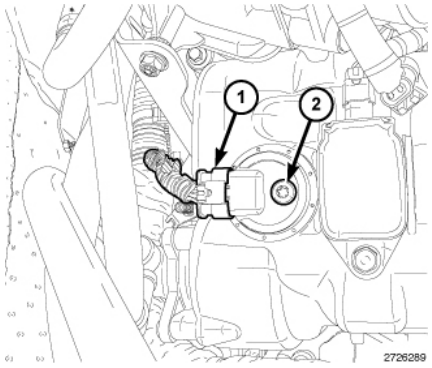


15. Engage four main wire harness retainers (1) to the right cylinder head cover.



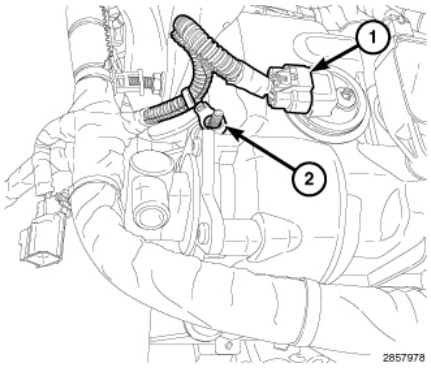
NOTE: If both RH and LH CMP sensors where removed, install them into their original locations.

16. Install the camshaft position sensor (Refer to 08 - Electrical/8I - Ignition Control/SENSOR, Camshaft Position - Installation)

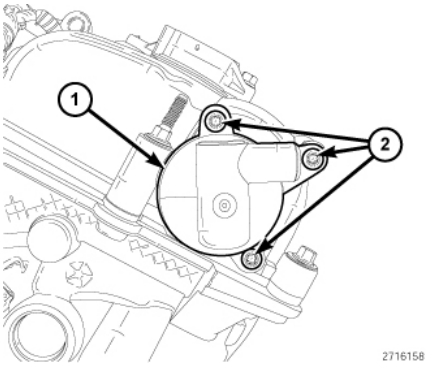


17. Connect the electrical connector (1) to the right Camshaft Position (CMP) sensor.

18. Engage the main wire harness retainer (2) to the right cylinder head cover mounting stud.

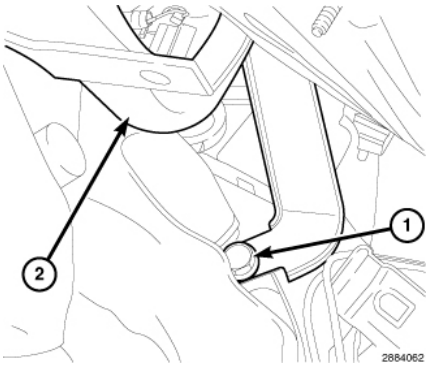


19. Install the PCV valve (1) (Refer to 25 - Emissions Control/Evaporative Emissions/VALVE, Positive Crankcase Ventilation (PCV) - Removal)

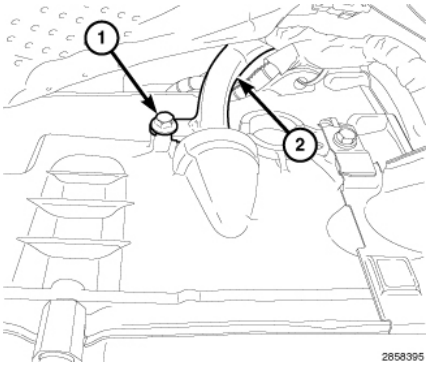


20. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

21. Install the transmission oil level indicator tube (2) with the upper transmission to engine bolt (1) tightened to 55 N·m (41 ft. lbs.).

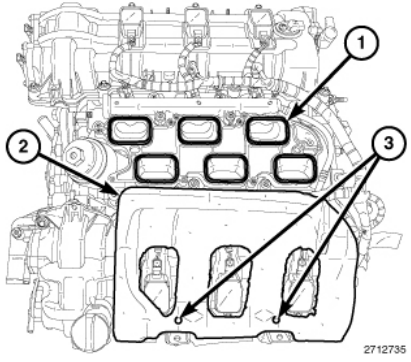


22. Install the bolt (1) securing the transmission fluid level indicator tube (2) to the transmission housing and tighten to 12 N·m (106 in. lbs.).



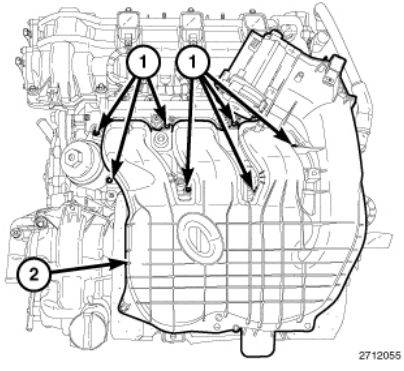
23. Lower the vehicle.

24. If removed, install the insulator (2) to the two alignment posts (3) on top of the LH cylinder head cover.



25. Install the upper intake manifold (1), support brackets and air inlet hose (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

26. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



NOTE:

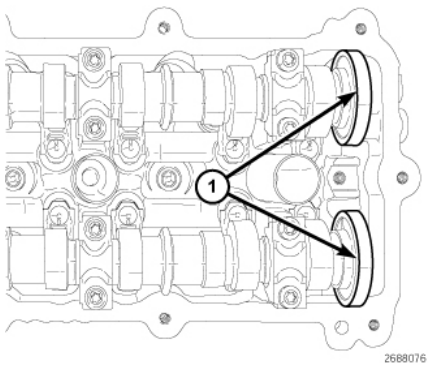
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

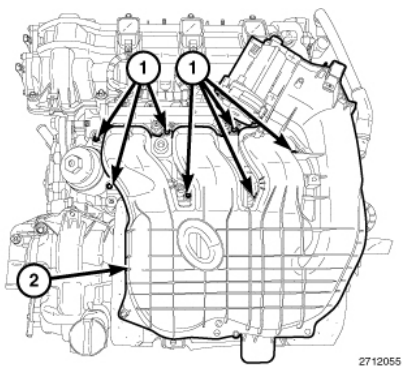
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

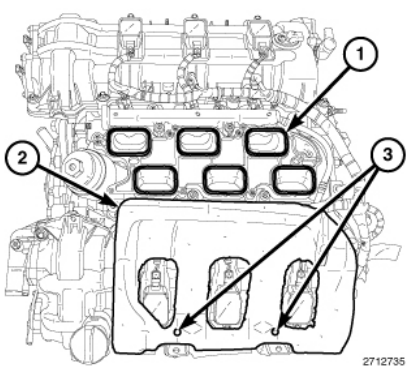
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



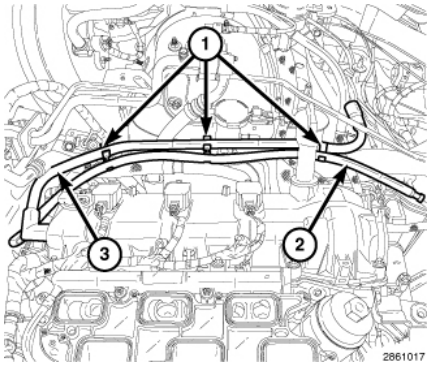
1. Disconnect and isolate the negative battery cable.
2. Remove the air inlet hose and upper intake manifold (2) (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Removal) .



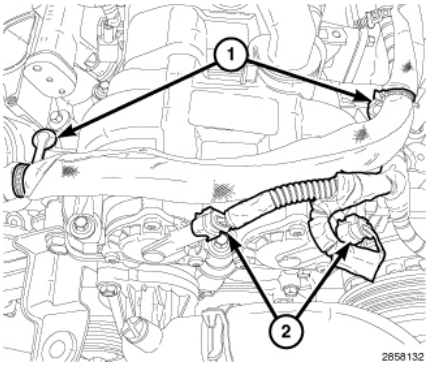
3. Cover the open intake ports (1) to prevent debris from entering the engine.
4. Remove the insulator (2) from the LH cylinder head cover.



5. Disengage the clips (1), remove the make-up air tube (3) from the left cylinder head cover and reposition the transmission breather hose (2).



NOTE: Mark the variable valve timing solenoid connectors (2) with a paint pen or equivalent so that they may be reinstalled in their original locations.

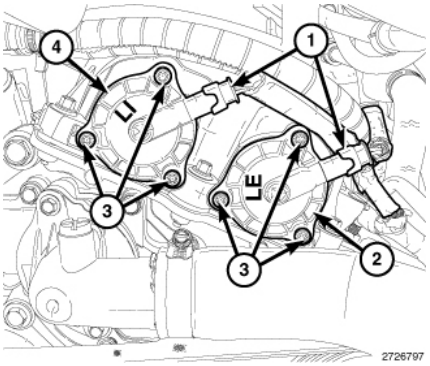


6. Disconnect the electrical connectors (2) from the left variable valve timing solenoids.

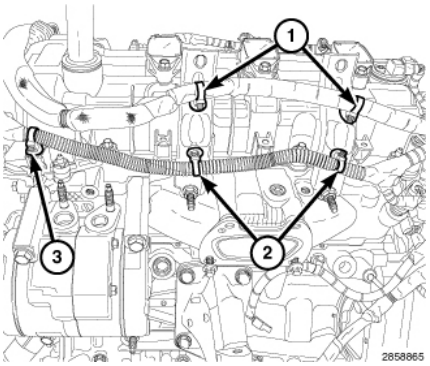
7. Disengage two starter wire harness retainers (1) from the left cylinder head cover.

8. Mark the variable valve timing solenoids (2 and 4) with a paint pen or equivalent so that they may be reinstalled in their original locations.

9. Remove the variable valve timing solenoids (Refer to 08 - Electrical/8I - Ignition Control/SOLENOID, Variable Valve Timing - Removal)

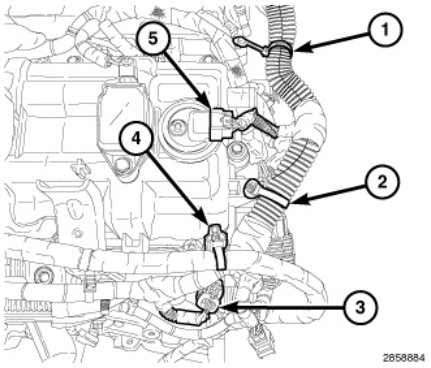


10. Disengage one main wire harness retainer (3) from the left cylinder head cover.

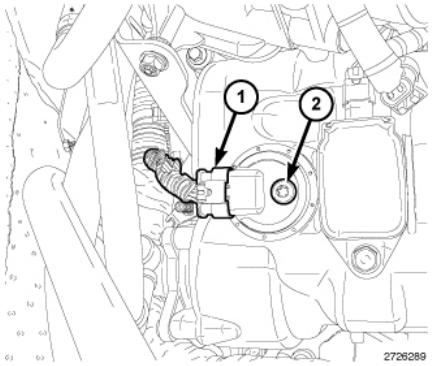


11. Disconnect the left Camshaft Position (CMP) sensor (5).

12. Disengage one main wire harness retainer (2) from the cylinder head cover and one main wire harness retainer (4) from the cylinder head cover mounting stud.

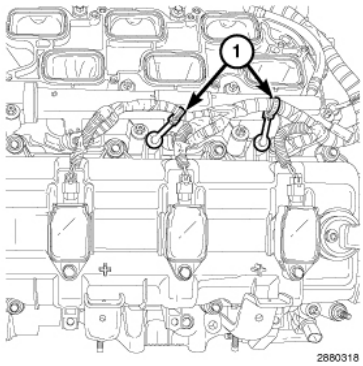


NOTE: The RH CMP sensor is shown, the LH CMP sensor is similar. If removing both RH and LH CMP sensors, mark the sensors so they can be installed in their original locations.

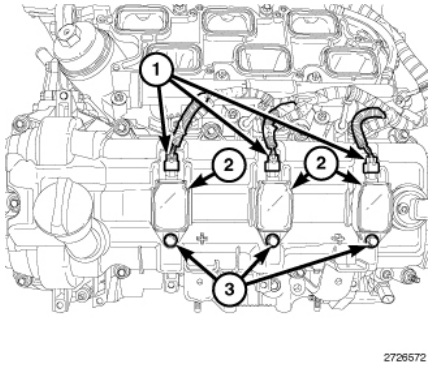


13. Remove the camshaft position sensor (Refer to 08 - Electrical/8I - Ignition Control/SENSOR, Camshaft Position - Removal)

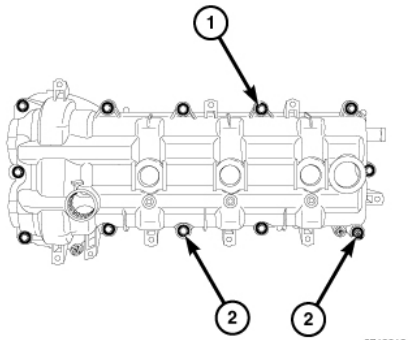
14. Disengage two injection/ignition harness retainers (1) from the left cylinder head cover.



15. Remove the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal)



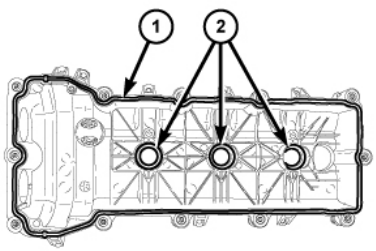
16. Loosen ten cylinder head cover mounting bolts (1) and two studbolts (2) and remove the cylinder head cover.



2719912

17. Remove and discard the cylinder head cover gasket (1).

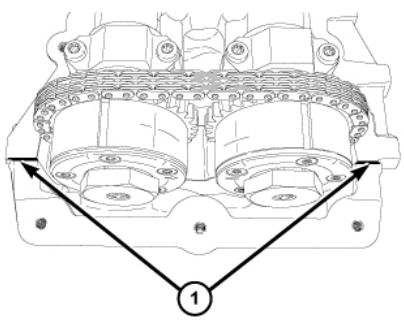
18. The spark plug tube seals (2) can be reused if not damaged.



2776066

CAUTION: **Do not use oil based liquids, wire brushes, abrasive wheels or metal scrapers to clean the engine gasket surfaces. Use only isopropyl (rubbing) alcohol, along with plastic or wooden scrapers. Improper gasket surface preparation may result in engine fluid leakage.**

19. Remove all residual sealant (1) from the cylinder head, timing chain cover and cylinder head cover mating surfaces (Refer to 09 - Engine - Standard Procedure)



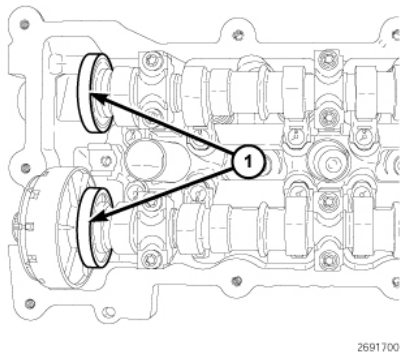
2776075

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

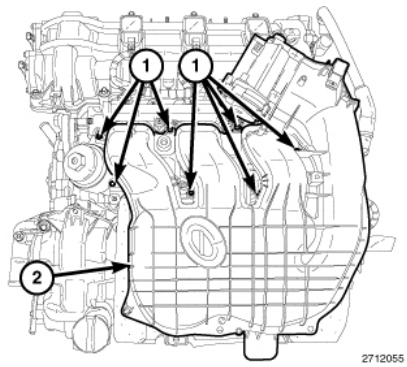
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



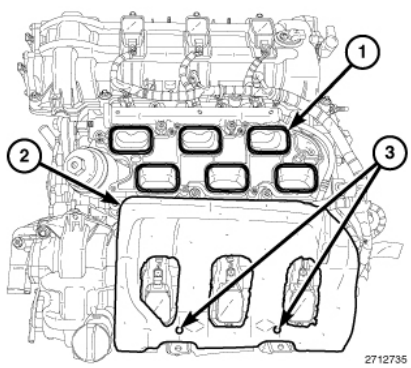
2691700

1. Disconnect and isolate the negative battery cable.
2. Remove the air inlet hose and upper intake manifold (2) (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Removal) .



2712055

3. Cover the open intake ports (1) to prevent debris from entering the engine.

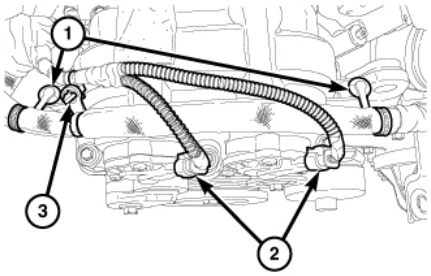


2712735

NOTE: Mark the variable valve timing solenoid connectors (2) with a paint pen or equivalent so that they may be reinstalled in their original locations.

4. Disconnect the electrical connectors (2) from the variable valve timing solenoids on the right cylinder head.
5. Disengage the starter harness to main harness retainer (3).

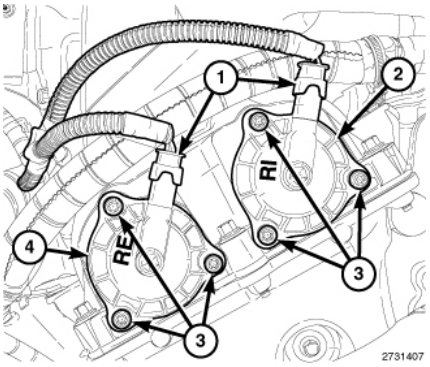
6. Disengage two starter wire harness retainers from the right cylinder head cover (1).



2858821

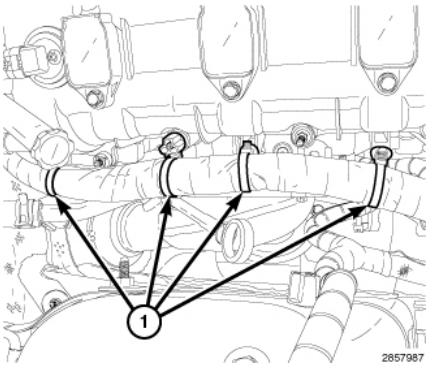
7. Mark the variable valve timing solenoids (2 and 4) with a paint pen or equivalent so that they may be reinstalled in their original locations.

8. Remove the variable valve timing solenoids (Refer to 08 - Electrical/8I - Ignition Control/SOLENOID, Variable Valve Timing - Removal)



2731407

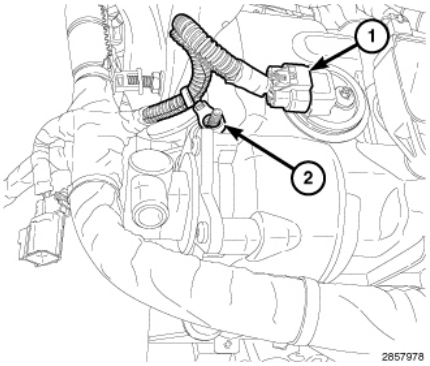
9. Disengage four main wire harness retainers (1) from the right cylinder head cover.



2857987

10. Disconnect the electrical connector (1) from the right Camshaft Position (CMP) sensor.

11. Disengage the main wire harness retainer (2) from the right cylinder head cover mounting stud.

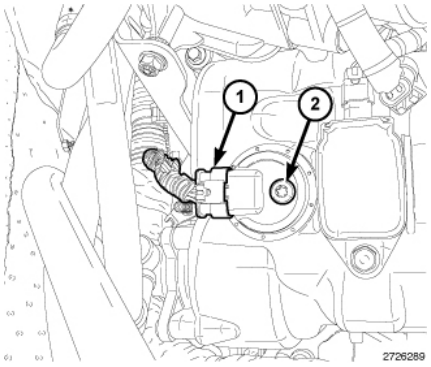


2857978

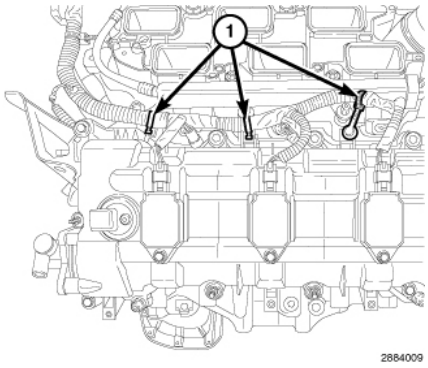
NOTE:

If removing both RH and LH CMP sensors, mark the sensors so they can be installed in their original locations.

12. Remove the camshaft position sensor (Refer to 08 - Electrical/8I - Ignition Control/SENSOR, Camshaft Position - Removal)

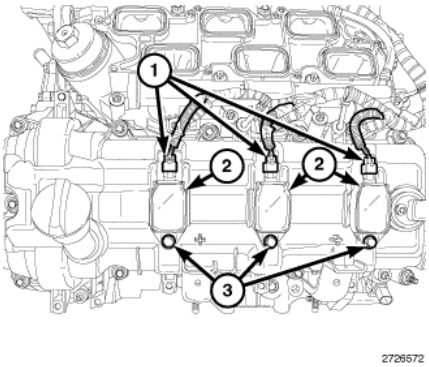


13. Disengage three injection/ignition harness retainers (1) from the right cylinder head cover.



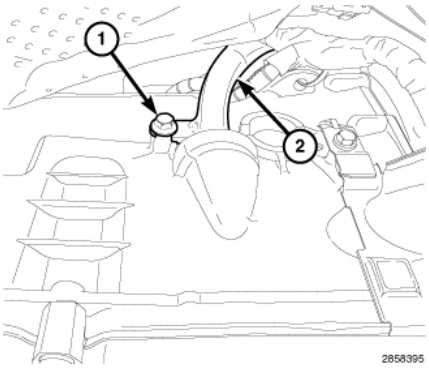
NOTE: The LH ignition coils are shown, the RH ignition coils are similar.

14. Remove the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal)

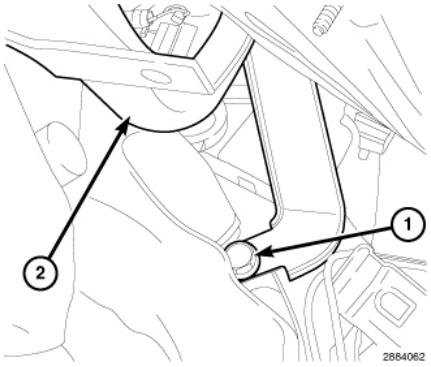


15. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

16. Loosen the bolt (1) securing the transmission fluid level indicator tube (2) to the transmission housing.

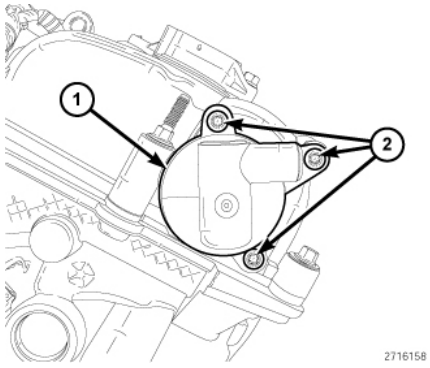


17. Remove the upper transmission to engine bolt (1) and reposition the transmission oil level indicator tube (2).

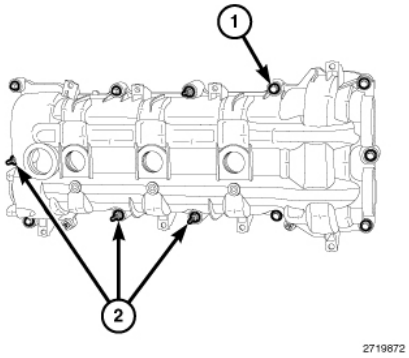


18. Lower the vehicle.

19. Remove the PCV valve (1) (Refer to 25 - Emissions Control/Evaporative Emissions/VALVE, Positive Crankcase Ventilation (PCV) - Removal)



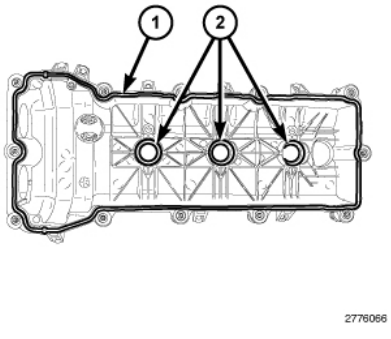
20. Loosen nine cylinder head cover mounting bolts (1) and three studbolts (2) and remove the cylinder head cover.



NOTE: The LH cylinder head cover is shown, the RH cylinder head cover is similar.

21. Remove and discard the cylinder head cover gasket (1).

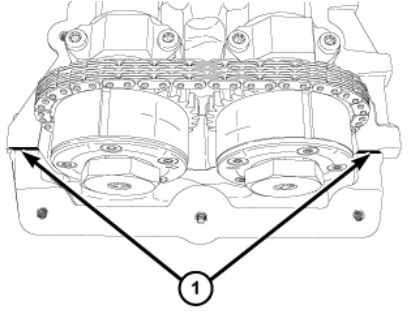
22. The spark plug tube seals (2) can be reused if not damaged.



NOTE: The LH cylinder head cover T-joints are shown, the RH cylinder head cover T-joints are similar.

CAUTION: **Do not use oil based liquids, wire brushes, abrasive wheels or metal scrapers to clean the engine gasket surfaces. Use only isopropyl (rubbing) alcohol, along with plastic or wooden scrapers. Improper gasket surface preparation may result in engine fluid leakage.**

23. Remove all residual sealant (1) from the cylinder head, timing chain cover and cylinder head cover mating surfaces (Refer to 09 - Engine - Standard Procedure)

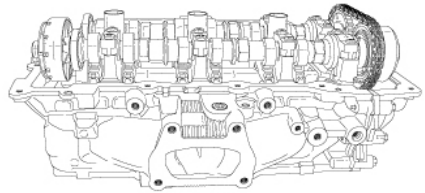


2776075

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

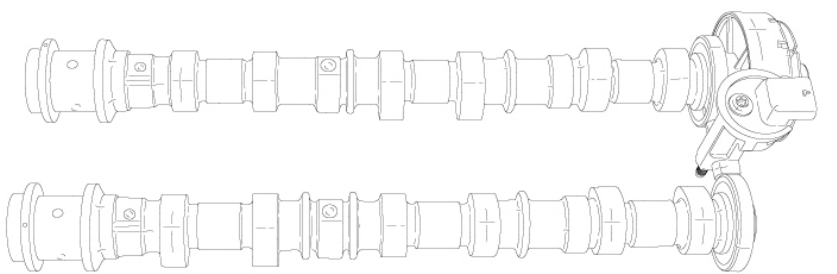
The aluminum cylinder heads are a unique design with left and right castings. The exhaust manifolds are integrated into the cylinder heads. The cylinder head features four valves per cylinder with pressed in powdered metal valve guides. The valve guides are not serviceable. The DOHC valvetrain uses roller rocker arms with hydraulic lifters. The cylinder head's camshaft bearing caps are made of powdered metal and the location and direction of each cap is marked on the side of the caps. The spark plug tubes are pressed into the cylinder heads and sealed in place. The tubes are a thin wall design and caution must be taken when working in the spark plug tube area.



2793404

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



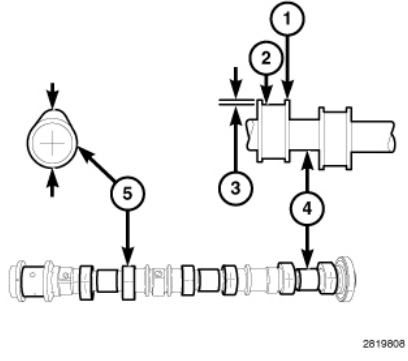
2820031

The Pentastar engine uses a Dual Over Head Camshaft (DOHC) configuration. The camshafts are a nodular cast iron design and have a pressed on magnetic timing wheel that is magnetic encoded. The two Camshaft Position (CMP) sensors are located between the timing wheels. Attached to the rear of the right exhaust camshaft is a centrifuge which is part of the crankcase ventilation system. The centrifuge is used to separate oil droplets from the crankcase gases before they enter the PCV valve. Four bearing journals are machined into the camshaft. Camshaft end play is controlled by two thrust walls that border the nose piece journal.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

NOTE: RH intake camshaft shown, other camshafts similar.



1. Inspect camshaft bearing journals (4) for damage and binding. If journals are binding, check the cylinder head for damage. Also check cylinder head oil holes for clogging.

2. Check the surface of the cam lobes (5) for abnormal wear (3). Measure and compare the unworn area (1) to the worn area (2). Replace camshafts that are not within specification (Refer to 09 - Engine - Specifications) .

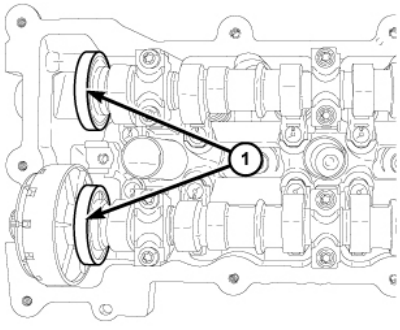
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION:

The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.

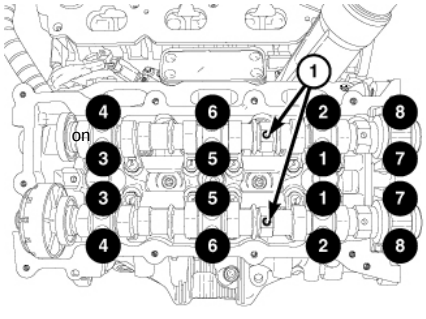


2691700

1. Lubricate camshaft journals with clean engine oil.

CAUTION:

Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage. If the camshafts need to be rotated more than a few degrees, first move the pistons away from the cylinder heads by rotating the crankshaft counterclockwise to a position 30° before-top-dead-center. Once the camshafts are returned to their top-dead-center position, rotate the crankshaft clockwise to return the crankshaft to top-dead-center.



2688733

2. Install the right side camshaft(s) at top-dead-center by positioning the alignment holes (1) vertically. This will place the camshafts at the neutral position (no valve load) easing the installation of the camshaft bearing caps.

NOTE:

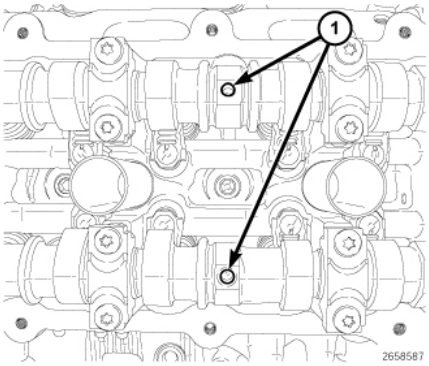
Caps are identified numerically (1 through 4), intake or exhaust (I or E) and should be installed from the front to the rear of the engine. All caps should be installed with the notch forward so that the stamped arrows (<) on the caps point toward the front of the engine.

3. Install the camshaft bearing caps and hand tighten the retaining bolts to the proper) .

4. Verify the rocker arms are aligned to the cam lobe (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve/Installation) .

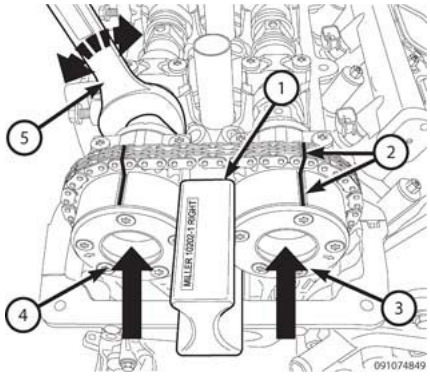
5. Tighten the bearing cap retaining bolts in the sequence shown to the proper) .

6. Verify the alignment holes are vertical to the cylinder head surface.

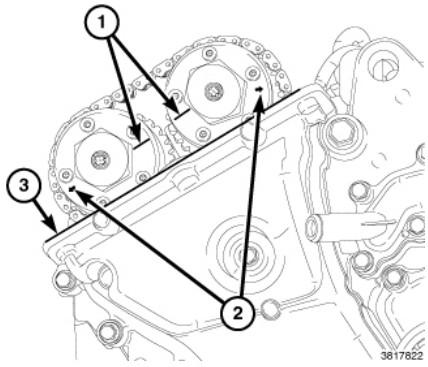


NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the RT Camshaft/Phasers to the camshaft alignment pins.

7. Verify the cam phasers (3 and 4) are aligned to the marks (2) made on the timing chain.
8. Install the phasers (3 and 4) onto the camshafts.
9. Install the oil control valves. Tighten to the proper) .



10. Using care, slowly rotate the engine four revolutions to verify the valve to piston clearance and camshaft phaser timing mark alignment (1).

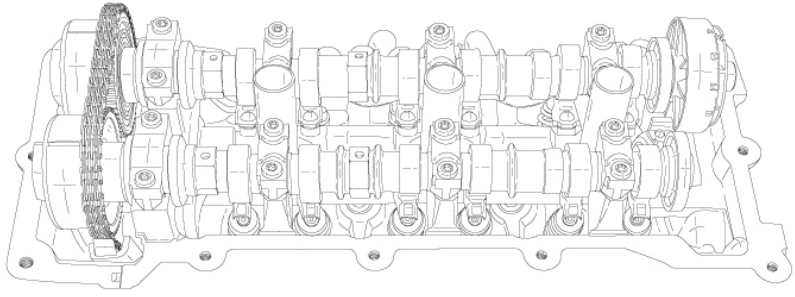


11. Install the cylinder head cover, spark plugs, ignition coils and the upper intake manifold (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Installation)

NOTE: The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



2820145

NOTE: RH camshafts shown, LH camshafts similar.

The camshaft has precisely machined (egg shaped) lobes to provide accurate valve timing and duration. The camshaft is driven by the crankshaft via drive sprockets and chains.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

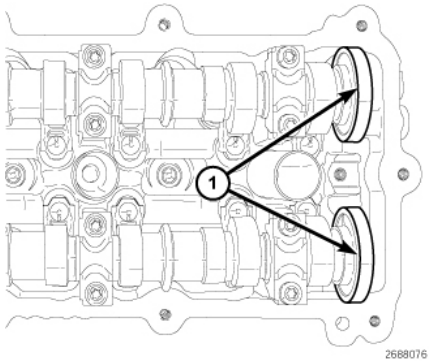
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

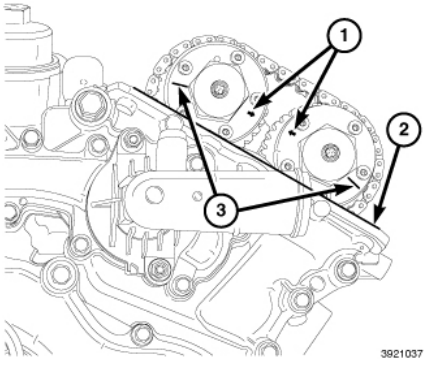
CAUTION: **When the timing chain is removed and the cylinder heads are still installed, Do not forcefully rotate the camshafts or crankshaft independently of each other. Severe valve and/or piston damage can occur.**

CAUTION: **DO NOT STAMP OR STRIKE THE CAMSHAFT BEARING CAPS. SEVERE DAMAGE WILL OCCUR TO THE BEARING CAPS.**



1. Remove the upper intake manifold, all ignition coils, all spark plugs and left cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head/Removal) .

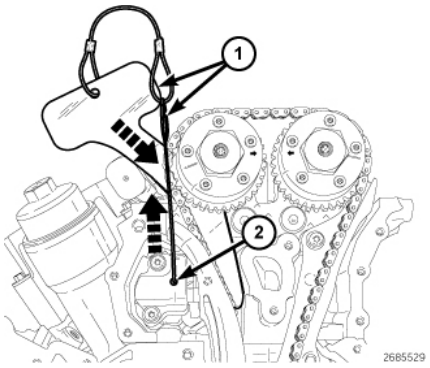
2. The left side cam phaser **SCRIBE LINES** (3) should face away from each other and the **ARROWS** (1) should point toward each other and be parallel to the cylinder head cover mounting surface (2). The number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



3. Mark the camshaft phasers to the timing chain with a paint pen or equivalent.

NOTE: Graphic shows engine timing cover removed for clarity.

4. Using the Pin 10200-3 (2), lift the pawl off of the rack (3). While holding the pawl off of the rack, push Holder, Timing Chain, Left Side 10200-1 (1) into place between the cylinder head and the cam chain guide to force the rack and piston back into the tensioner body.

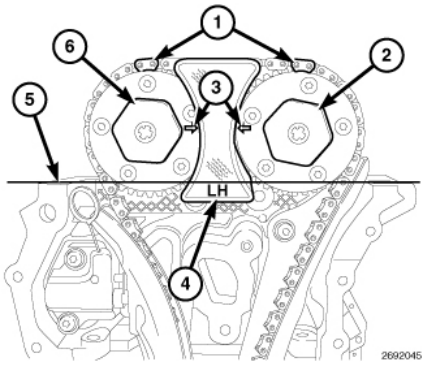


NOTE: The holder remains in place while the phasers are removed.

NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the LH Camshaft/Phaser Lock.

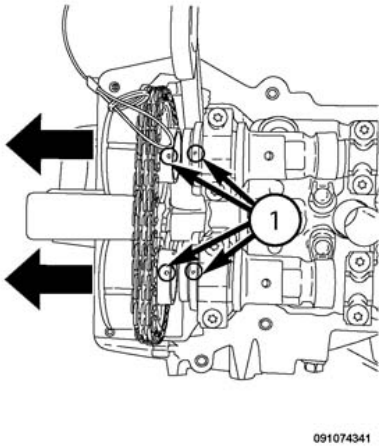
5. Install the Locks, Camshaft/Phaser 10202 (4).

6. Remove the exhaust oil control valve (2) and the intake oil control valve (6).



NOTE: The alignment marks located on the camshaft specifies the location of the drive pin in reference to the phaser alignment mark.

7. Using care. Remove both the intake and exhaust oil control valves simultaneously.



NOTE: DO NOT REMOVE THE PHASER LOCK.

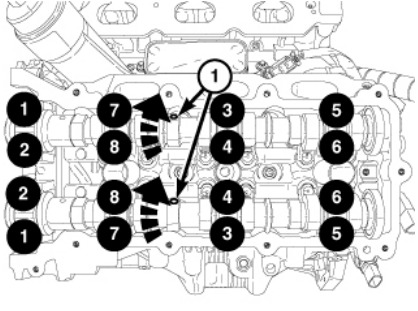
NOTE: Camshaft bearing caps should have been marked during engine manufacturing. For example, the number one exhaust camshaft bearing cap is marked “1E–>”. The caps should be installed with the notch forward.

8. Rotate the camshafts counterclockwise to position the alignment holes (1) **approximately 30° before top-dead-center**. This places the camshafts in the neutral position (no valve load).

9. Loosen the camshaft bearing cap bolts in the sequence shown.

NOTE:

When the camshaft is removed the rocker arms may slide downward, mark the rocker arms before removing the camshaft.



2676491

10. Remove the camshaft bearing caps and the camshafts.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

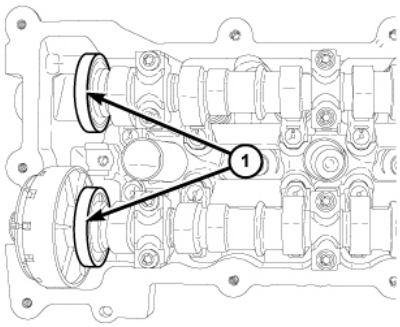
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

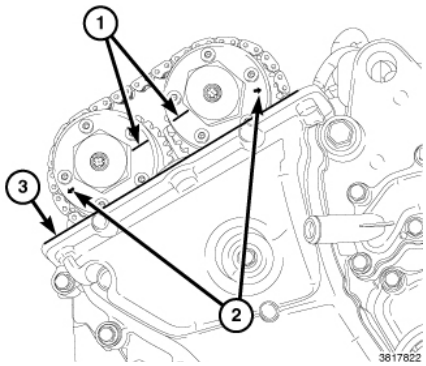
CAUTION: **When the timing chain is removed and the cylinder heads are still installed, Do not forcefully rotate the camshafts or crankshaft independently of each other. Severe valve and/or piston damage can occur.**

CAUTION: **DO NOT STAMP OR STRIKE THE CAMSHAFT BEARING CAPS. SEVERE DAMAGE WILL OCCUR TO THE BEARING CAPS.**



2691700

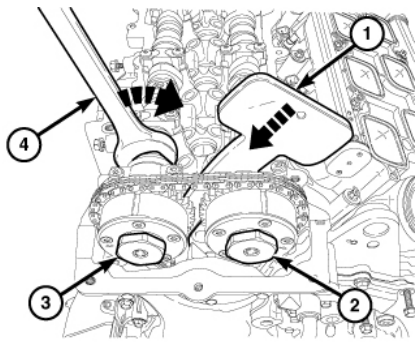
1. Remove the upper intake manifold, all ignition coils, all spark plugs, right cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head/Removal) .
2. The right side cam phaser **ARROWS** (2) should point away from each other and the **SCRIBE LINES** (1) should be parallel to the cylinder head cover mounting surface (3) when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
3. Mark the camshaft phasers to the timing chain with a paint pen or equivalent.



3617822

4. Use the timing chain to compress the tensioner by slightly rotating the exhaust camshaft clockwise (4). Insert the Holder, Timing Chain 10369 (1) into place between the cylinder head boss and the tensioner arm to hold the tensioner in the compressed position. The Timing Chain Holder remains in place while the phasers are removed.

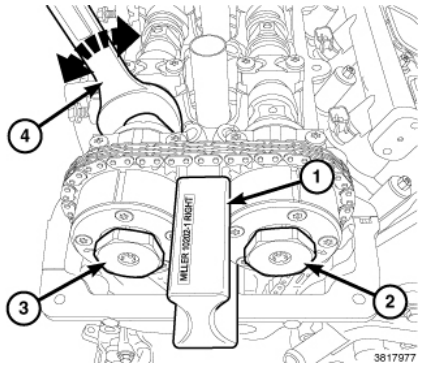
NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the RH Camshaft/Phaser Lock.



3658638

5. Install Lock, Camshaft/Phaser, Right Side 10202-1 (1).

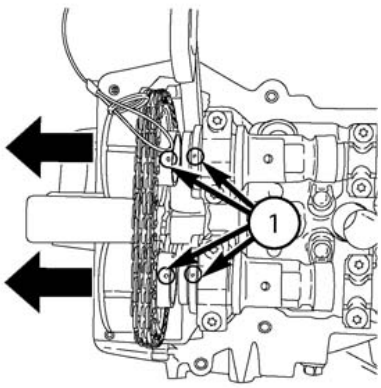
6. Remove both the intake (2) and exhaust (3) oil control valves.



NOTE: Left side shown. Right side similar.

7. Using care. Remove both the intake and exhaust oil control valves simultaneously.

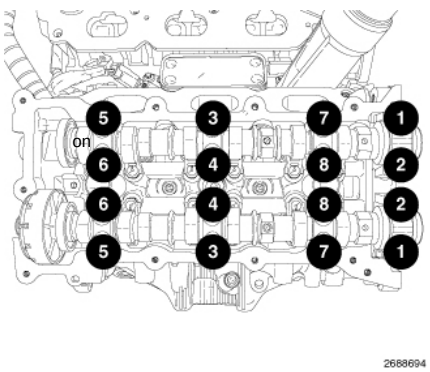
NOTE: DO NOT REMOVE THE PHASER LOCK



8. Camshaft bearing caps should have been marked during engine manufacturing. For example, the number one exhaust camshaft bearing cap is marked “1E–>”. The caps should be installed with the notch forward.

NOTE: Loosen the camshaft bearing cap bolts in the sequence shown.

NOTE: When the camshaft is removed the rocker arms may slide downward, mark the rocker arms before removing the camshaft.



9. Remove the camshaft bearing caps and the camshafts.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CAMSHAFT END PLAY

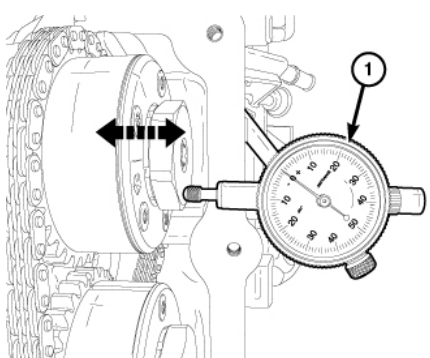
Special Tools: Click to display a list of tools used in this procedure

NOTE: Right intake camshaft shown, other camshafts similar.

1. Remove the cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal).

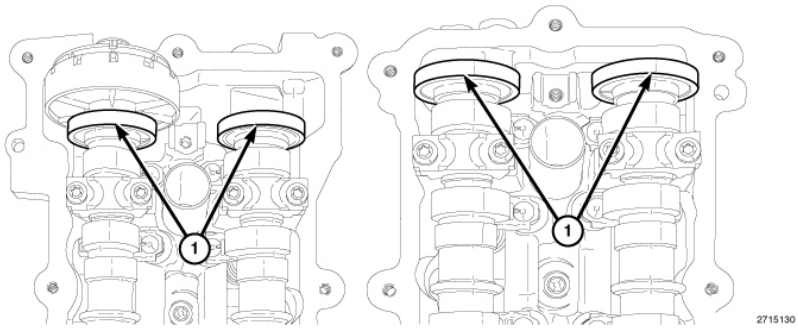
NOTE: Cylinder #1 or #4 must be used when checking for Top Dead Center (TDC).

2. Mount Dial Indicator Set C-3339A (1) to a stationary point at the front of the engine. Locate the probe perpendicular against the nose of the camshaft.
3. Move the camshaft all the way to the rear of its travel.
4. Zero the dial indicator.
5. Move the camshaft forward to the limit of travel and read the dial indicator. Compare the measured end play to the specification (Refer to 09 - Engine - Specifications) .



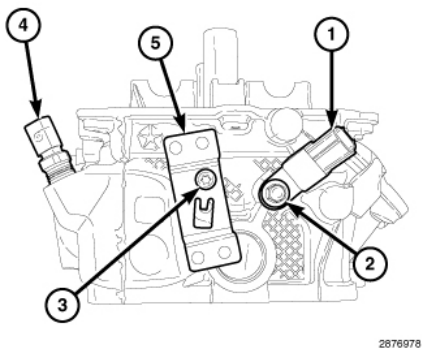
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

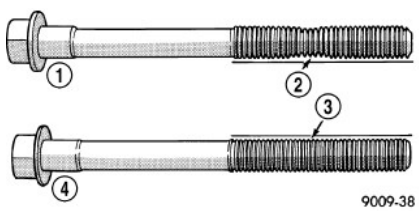


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. If removed, install the Engine Coolant Temperature (ECT) sensor (4) and tighten to 11 N·m (97 in. lbs.).
2. If removed, install the ignition coil capacitor (1) with a M6 bolt (2) and tightened to 10 N·m (89 in. lbs.).
3. If removed, install the engine wire harness retainer bracket (5) with a T30 bolt (3) and tightened to 12 N·m (106 in. lbs.).



CAUTION: **The cylinder head bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**

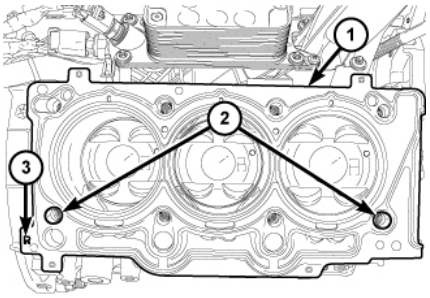


NOTE: Typical cylinder head bolt shown.

4. Check cylinder head bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.

NOTE: Right head gasket shown, left head gasket similar.

CAUTION: **When cleaning cylinder head and cylinder block surfaces, DO NOT use a metal scraper because the surfaces could be cut or ground. Use ONLY a wooden or plastic scraper.**



2800384

5. Clean and prepare the gasket sealing surfaces of the cylinder head and block (Refer to 09 - Engine - Standard Procedure) .

CAUTION: **Non-compressible debris such as oil, coolant or RTV sealants that are not removed from bolt holes can cause the aluminum casting to crack when tightening the bolts.**

6. Clean out the cylinder head bolt holes in the engine block.

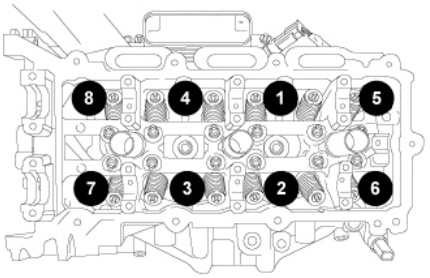
WARNING: **The multi-layered steel head gaskets have very sharp edges that could cause personal injury if not handled carefully.**

CAUTION: **The installation of the cylinder head gaskets are not interchangeable between the left and right cylinder heads. They are clearly marked (3) with "R" for right and "L" for left. They must be applied on a dry surface, without the use of any adhesives.**

7. Position the new cylinder head gasket (1) onto the locating dowels (2).

8. Position the cylinder head onto the cylinder block. Make sure the cylinder head seats fully over the locating dowels.

NOTE: Do not apply any additional oil to the bolt threads.



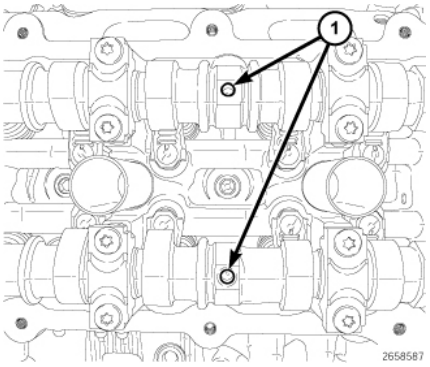
2692178

9. Install the eight cylinder head bolts finger tight.

10. Tighten the cylinder head bolts in the sequence shown, following this 9 step torque plus angle method. Tighten according to the following torque values:

- Step 1: All to 30 N·m (22 ft. lbs.)
- Step 2: All to 45 N·m (33 ft. lbs.)
- Step 3: All + 75° Turn **Do not use a torque wrench for this step.**
- Step 4: All + 50° Turn **Do not use a torque wrench for this step.**
- Step 5: Loosen all fasteners in reverse of sequence shown
- Step 6: All to 30 N·m (22 ft. lbs.)
- Step 7: All to 45 N·m (33 ft. lbs.)
- Step 8: All + 70° Turn **Do not use a torque wrench for this step.**
- Step 9: All + 70° Turn **Do not use a torque wrench for this step.**

CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage. If the camshafts need to be rotated more than a few degrees, first move the pistons away from the cylinder heads by rotating the crankshaft counterclockwise to a position 30° before-top-dead-center. Once the camshafts are returned to their top-dead-center position, rotate the crankshaft clockwise to return the crankshaft to top-dead-center.**



2658587

NOTE: If the hydraulic lifters are being reused, reassemble them into their original locations.

11. If removed, install the hydraulic lifters (Refer to 09 - Engine/Cylinder Head/LIFTER(S) , Hydraulic - Installation).

NOTE: If the rocker arms are being reused, reassemble them into their original locations.

12. Install the rocker arms and camshafts (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation) .

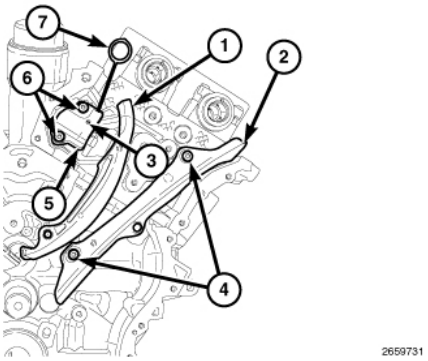
13. Rotate the camshafts clockwise to TDC by positioning the alignment holes (1) vertically.

14. Install the left cam chain guide (2) with two bolts (4) and tighten the T30 bolts (4) to 12 N·m (9 ft. lbs.).

15. Install the left cam chain tensioner (5) to the cylinder head with two bolts (6) and tighten the T30 bolts (6) to 12 N·m (9 ft. lbs.).

16. Reset the left cam chain tensioner (5) by lifting the pawl (3), pushing back the piston and installing Tensioner Pin 8514 (7) (Refer to 09 - Engine/Valve Timing - Standard Procedure) .

17. Install the left tensioner arm (1).

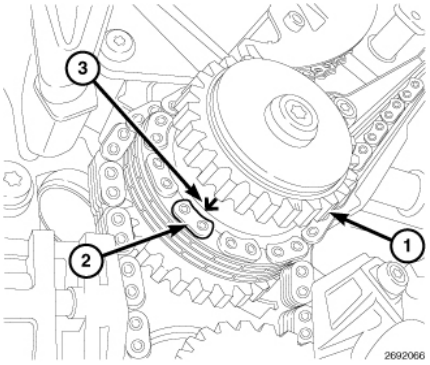


2659731

18. Press the left intake cam phaser onto the intake camshaft, install and hand tighten the oil control valve.

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

19. Drape the left side cam chain over the left intake cam phaser and onto the idler sprocket (1) so that the arrow (3) is aligned with the plated link (2) on the cam chain.

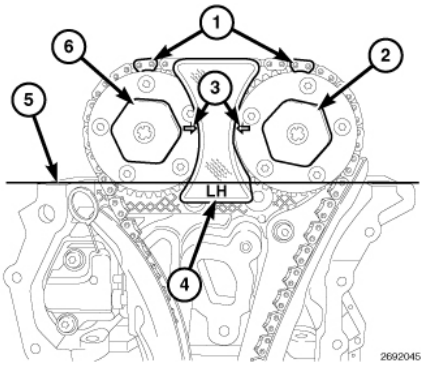


2692066

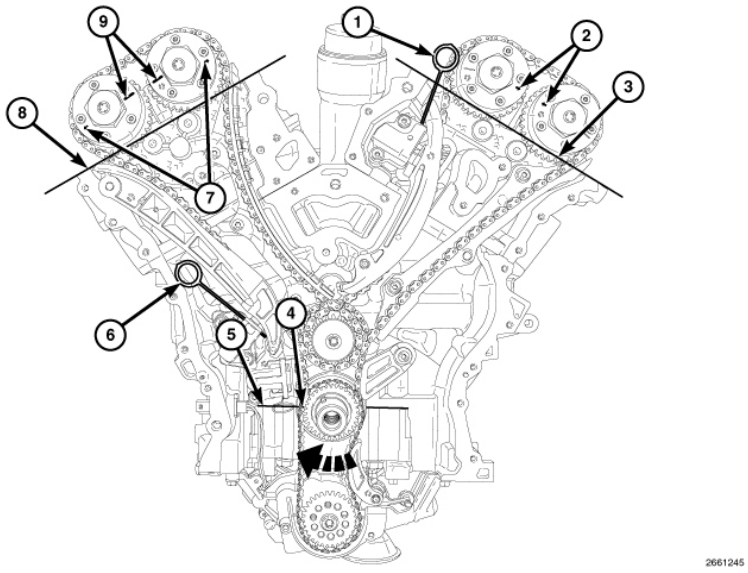
20. While maintaining this alignment, route the cam chain around the exhaust and intake cam phasers so that the plated links are aligned with the phaser timing marks (1). Position the left side cam phasers so that the arrows (3) point toward each other and are parallel to the valve cover sealing surface (5). Press the exhaust cam phaser onto the exhaust cam, install and hand tighten the oil control valve (2).

NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser or phaser lock.

21. Install the LH Camshaft Phaser Lock 10202 (4) and tighten the oil control valves (2) and (6) to 150 N·m (110 ft. lbs.).



2692045

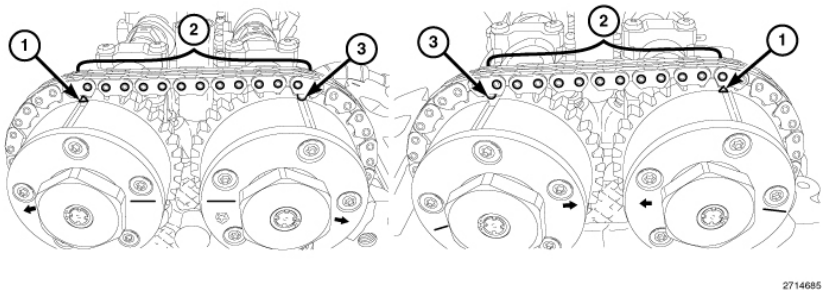


22. Remove the LH Camshaft Phaser Lock 10202 .

23. Remove the Tensioner Pin 8514 (1) from the left cam chain tensioner.

24. Rotate the crankshaft clockwise two complete revolutions stopping when the dimple (4) on the crankshaft is aligned the with the block/bearing cap junction (5).

25. While maintaining this alignment, verify that the arrows on the left side cam phasers (2) point toward each other and are parallel to the valve cover sealing surface (3) and that the right side cam phaser arrows (7) point away from each other and the scribe lines (9) are parallel to the valve cover sealing surface (8).



26. There should be 12 chain pins (2) between the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

27. If the engine timing is not correct, repeat this procedure.

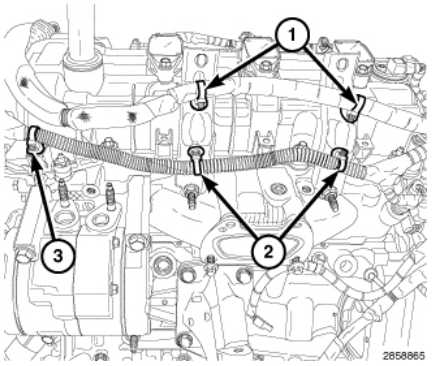
28. Install the engine timing cover, crankshaft vibration damper, upper and lower oil pans and cylinder head covers (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Installation).

29. Install the left upper intake manifold support brackets (1) and tighten the stud (2) finger tight.

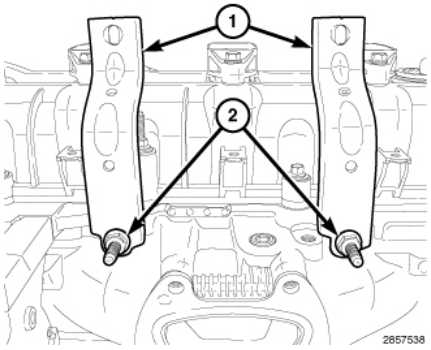
30. Fasten two starter wire harness retainers (1) to the upper intake manifold support brackets.

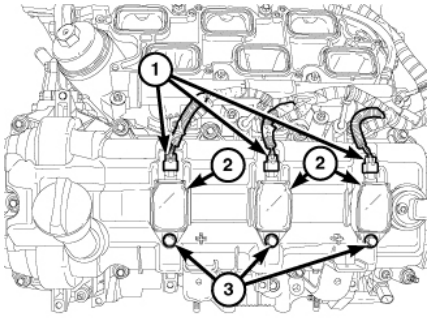
31. Fasten one main wire harness retainer (3) to the left cylinder head cover and two retainers (2) to the upper intake manifold support brackets.

32. Install the spark plugs and tighten to 18 N·m (13 ft. lbs.) (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .



33. Install the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation) .



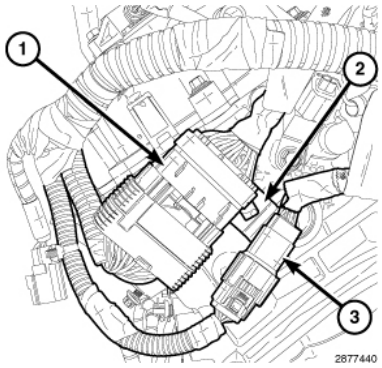


34. Connect the ignition coil capacitor electrical connector.

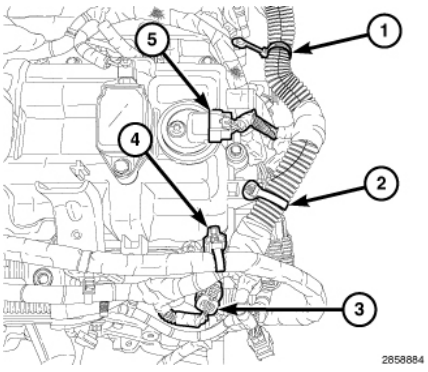
35. Connect the injection/ignition electrical connector (1).

36. Connect the engine oil pressure/temperature sensor electrical connector (3).

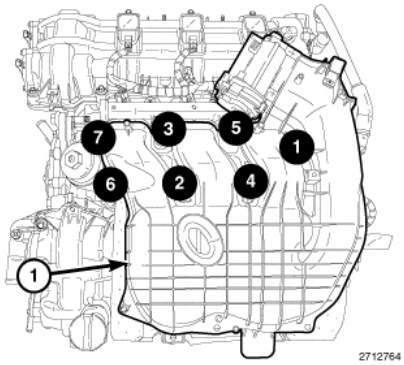
37. Fasten the injection/ignition wire harness and the oil pressure/temperature sensor wire harness from the retainer bracket (2) on the rear of the left cylinder head.



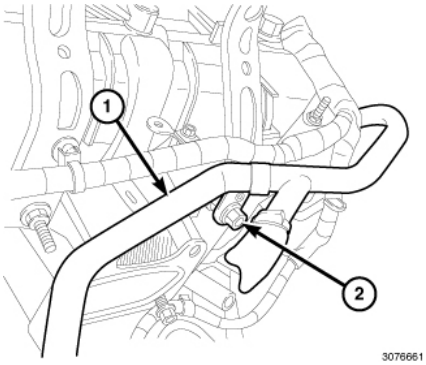
38. Connect the Engine Coolant Temperature (ECT) sensor electrical connector (3).



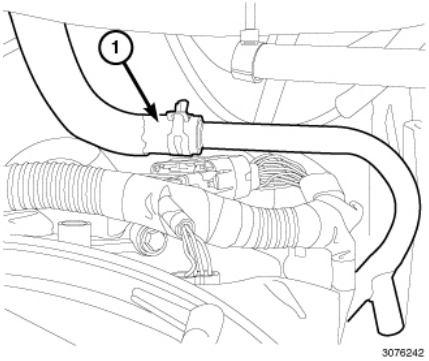
39. Install the upper and lower intake manifolds (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .



40. Position the heater core return tube (1) onto the upper support bracket, install the retaining nut (2) and tighten to 12 N·m (9 ft. lbs.).



41. Connect the heater core return hose (1).

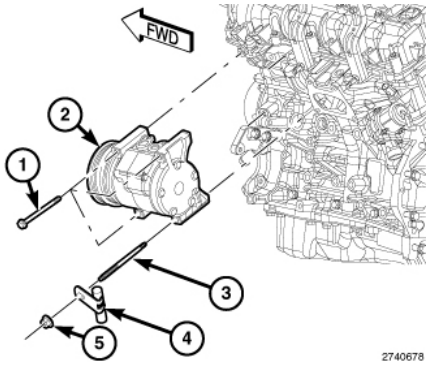


42. Position the A/C compressor (2), install the upper bolts (1) finger tight.

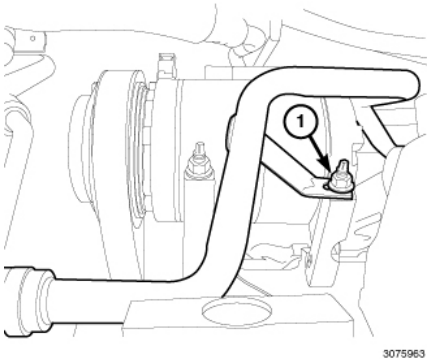
43. Install the lower A/C compressor retaining studs (3) finger tight

44. Tightened the A/C compressor upper bolts (1) to 25 N·m (18 ft. lbs.).

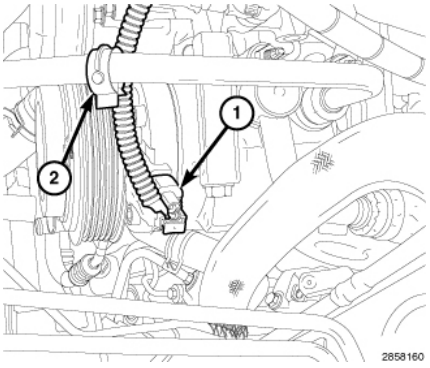
45. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .



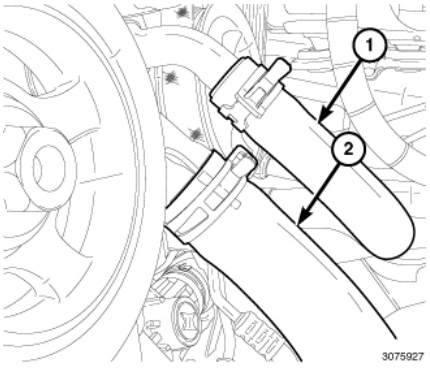
46. Position the heater core return tube lower support bracket onto the A/C compressor lower retaining stud, install the nut (1) and tighten both A/C compressor lower retaining nuts to 25 N·m (18 ft. lbs.).



47. Connect the A/C compressor electrical connector (1) and fasten the wire harness retainer (2) to the A/C compressor discharge line.



48. Connect the lower heater core return hose (1) to the engine coolant pump housing.

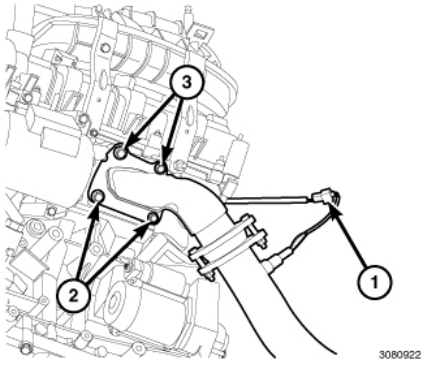


49. Position the left down pipe onto the partially installed lower flange bolts (2).

50. Install the upper down pipe flange bolts (1) and tighten to 23 N·m (17 ft. lbs.).

51. Tighten the lower down pipe flange bolts (2) to 23 N·m (17 ft. lbs.).

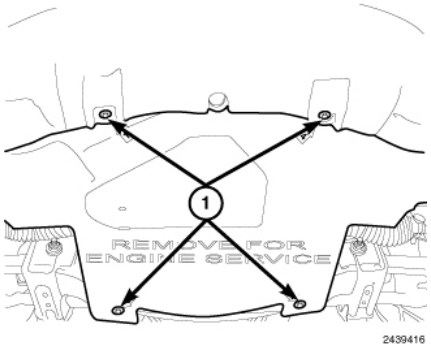
52. Connect the left upstream oxygen sensor electrical connector (4) to the main wire harness.



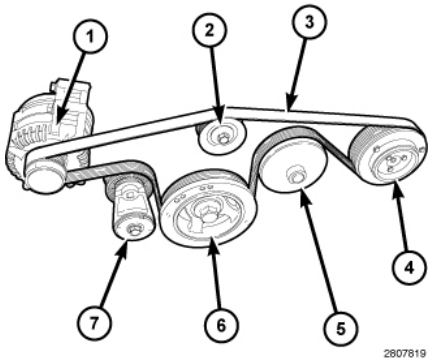
53. If removed, install the oil filter.

54. Position the belly pan and install the retainers (1).

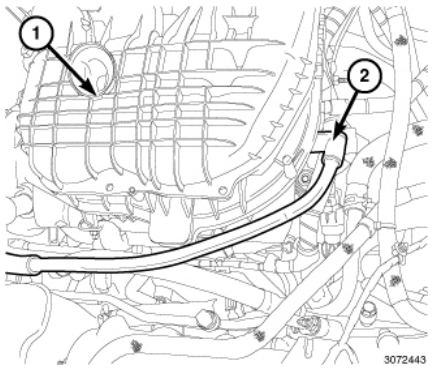
55. Lower the vehicle.



56. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts the stop and install the accessory drive belt (3), then slowly rotate the tensioner into position.



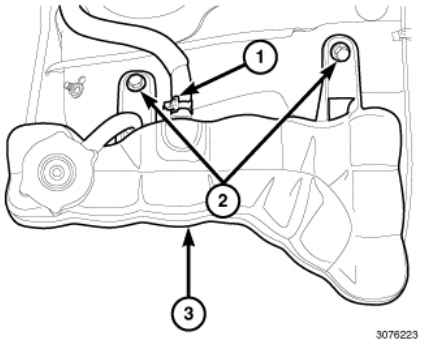
57. Connect the fresh air makeup hose (2) to the rear of the intake manifold (1).



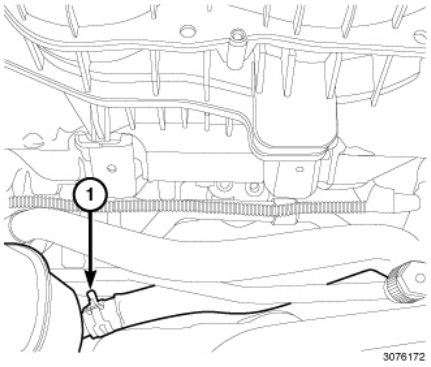
58. Position the coolant bottle (3) into the engine compartment.

59. Install the coolant bottle retaining bolts (2) and tighten to 12 N·m (9 ft. lbs.).

60. Connect the heater core purge hose (1) to the coolant bottle.



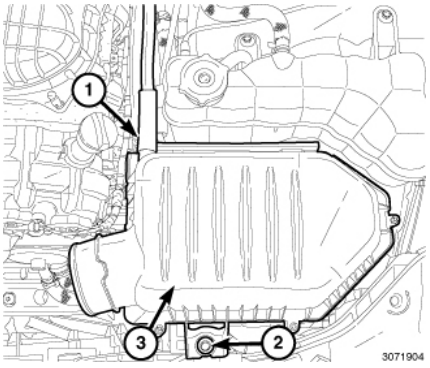
61. Connect the coolant bottle return hose (1).



62. Position the air cleaner housing (3) into the vehicle.

63. Install the air cleaner housing retaining bolt (2) and tighten to 12 N·m (9 ft. lbs.).

64. Connect the fresh air makeup hose (1) to the air cleaner housing.



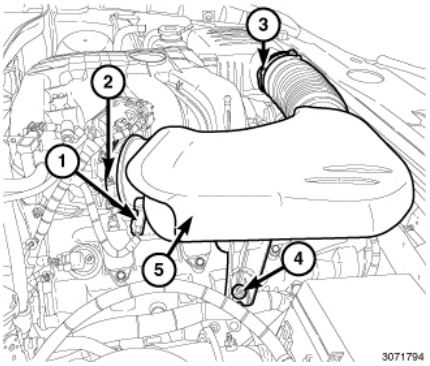
65. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

66. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

67. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

68. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

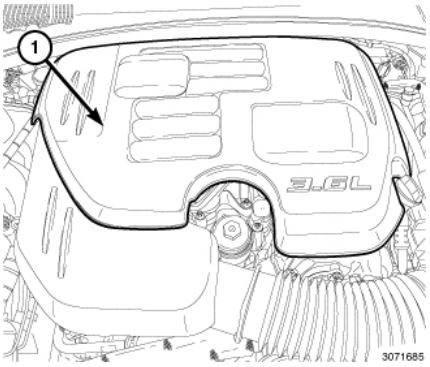
69. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



70. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .

71. Fill the cooling system with the specified type and amount of engine coolant (Refer to 07 - Cooling - Standard Procedure) .

72. Position the engine cover (1) and secure the retaining grommets onto the ball studs.

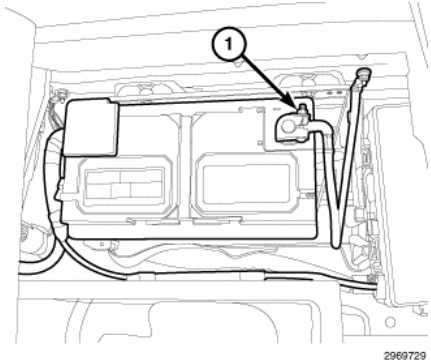


73. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

74. Run the engine until it reaches normal operating temperature and check for leaks.

NOTE:

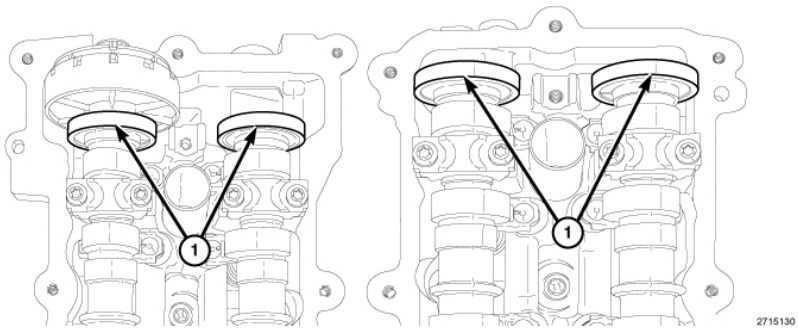
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

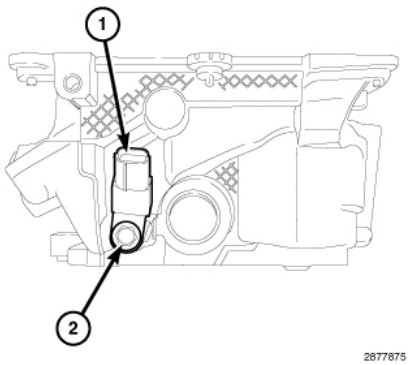
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

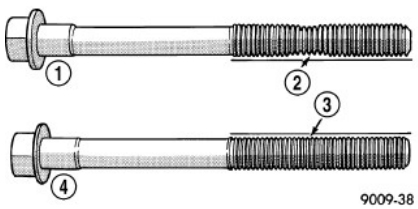


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. If removed, install the ignition coil capacitor (1) with an M6 bolt (2) tightened to 10 N·m (89 in. lbs.).



CAUTION: **The cylinder head bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**

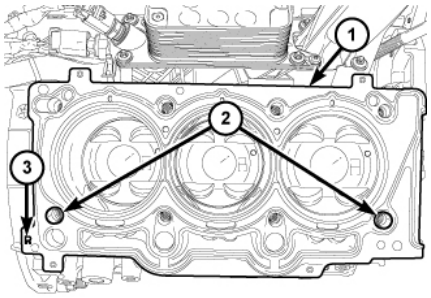


NOTE: Typical cylinder head bolt shown.

2. Check the cylinder head bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.

CAUTION: **When cleaning cylinder head and cylinder block surfaces, DO NOT use a metal scraper because the surfaces could be cut or ground. Use ONLY a wooden or plastic scraper.**

3. Clean and prepare the gasket sealing surfaces of the cylinder head and block (Refer to 09 - Engine - Standard Procedure) .



2800384

CAUTION: **Non-compressible debris such as oil, coolant or RTV sealants that are not removed from bolt holes can cause the aluminum casting to crack when tightening the bolts.**

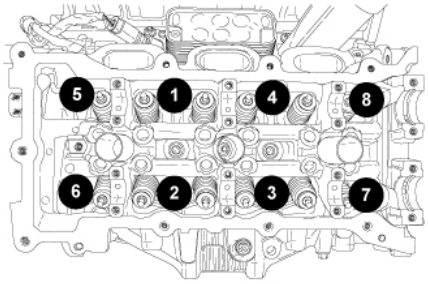
4. Clean out the cylinder head bolt holes in the engine block.

WARNING: **The multi-layered steel head gaskets have very sharp edges that could cause personal injury if not handled carefully.**

CAUTION: **The installation of the cylinder head gaskets are not interchangeable between the left and right cylinder heads. They are clearly marked (3) with "R" for right and "L" for left. They must be applied on a dry surface, without the use of any adhesives.**

5. Position the new cylinder head gasket (1) on the locating dowels (2).

6. Position the cylinder head onto the cylinder block. Make sure the cylinder head seats fully over the locating dowels.



2719043

NOTE: Do not apply any additional oil to the bolt threads.

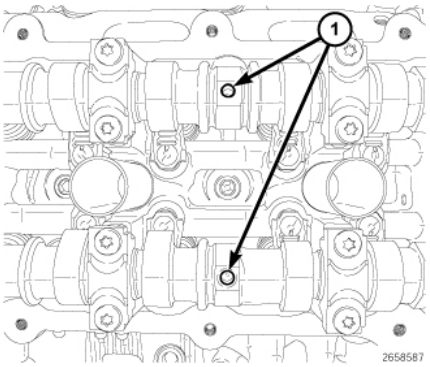
7. Install the eight cylinder head bolts finger tight.

8. Tighten the cylinder head bolts in the sequence shown, following this 9 step torque plus angle method. Tighten according to the following torque values:

- Step 1: All to 30 N·m (22 ft. lbs.)
- Step 2: All to 45 N·m (33 ft. lbs.)
- Step 3: All + 75° Turn **Do not use a torque wrench for this step.**
- Step 4: All + 50° Turn **Do not use a torque wrench for this step.**
- Step 5: Loosen all fasteners in reverse of sequence shown
- Step 6: All to 30 N·m (22 ft. lbs.)
- Step 7: All to 45 N·m (33 ft. lbs.)
- Step 8: All + 70° Turn **Do not use a torque wrench for this step.**
- Step 9: All + 70° Turn **Do not use a torque wrench for this step.**

NOTE: If the hydraulic lifters are being reused, reassemble them into their original locations.

9. If removed, install the hydraulic lifters (Refer to 09 - Engine/Cylinder Head/LIFTER(S) , Hydraulic - Installation).



2658587

NOTE: If the rocker arms are being reused, reassemble them into their original locations.

10. Install the rocker arms and camshafts (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation) .

CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could**

occur resulting in possible valve damage. If the camshafts need to be rotated more than a few degrees, first move the pistons away from the cylinder heads by rotating the crankshaft counterclockwise to a position 30° before-top-dead-center. Once the camshafts are returned to their top-dead-center position, rotate the crankshaft clockwise to return the crankshaft to top-dead-center.

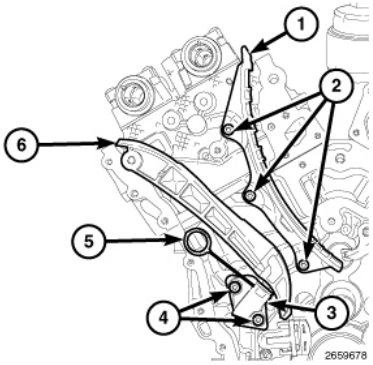
11. Verify that the camshafts are set at TDC by positioning the alignment holes (1) vertically.

12. Install the right cam chain guide (1) with three bolts (2). Tighten the T30 bolts (2) to 12 N·m (106 in. lbs.).

13. Install the right cam chain tensioner (3) to the engine block with two bolts (4). Tighten the T30 bolts (4) to 12 N·m (106 in. lbs.).

14. Reset the right cam chain tensioner (3) by pushing back the tensioner piston and installing Tensioner Pin 8514 (5).

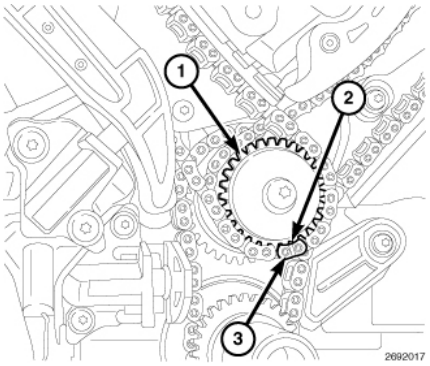
15. Install the right tensioner arm (6).



CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

16. Press the right exhaust cam phaser onto the exhaust camshaft. Install and hand tighten the oil control valve.

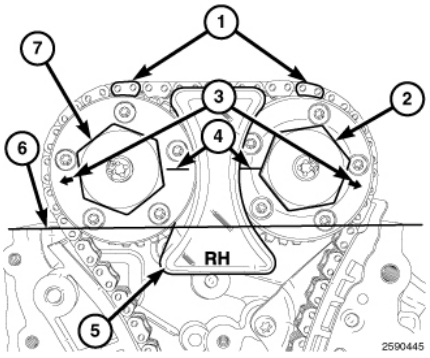
17. Drape the right side cam chain over the right exhaust cam phaser and onto the idler sprocket (1) so that the dimple (2) is aligned with the plated link (3) on the cam chain.

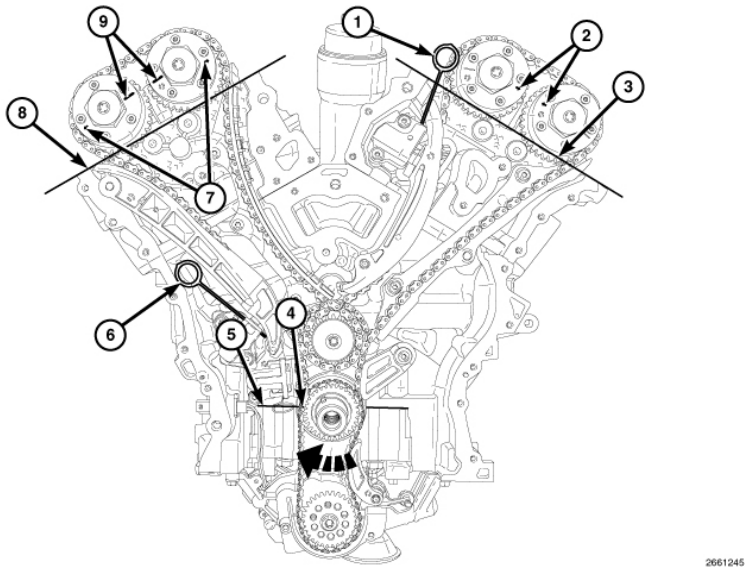


18. While maintaining this alignment, route the cam chain around the exhaust and intake cam phasers so that the plated links are aligned with the phaser timing marks (1). Position the right side cam phasers so that the arrows (3) point away from each other and the scribe lines (4) are parallel to the valve cover sealing surface (6). Press the intake cam phaser onto the intake cam, install and hand tighten the oil control valve (2).

NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser or phaser lock.

19. Install the RH Camshaft Phaser Lock 10202 (5) and tighten the oil control valves (2) and (7) to 150 N·m (110 ft. lbs.).



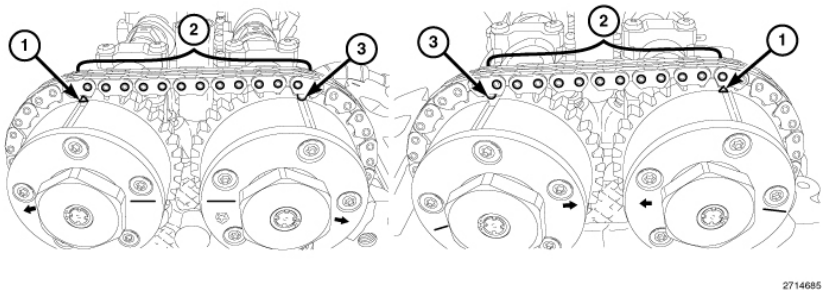


20. Remove the RH Camshaft Phaser Lock 10202 .

21. Remove the Tensioner Pin 8514 (6) from the RH cam chain tensioner.

22. Rotate the crankshaft clockwise two complete revolutions stopping when the dimple (4) on the crankshaft is aligned the with the block/bearing cap junction (5).

23. While maintaining this alignment, verify that the arrows on the left side cam phasers (2) point toward each other and are parallel to the valve cover sealing surface (3) and that the right side cam phaser arrows (7) point away from each other and the scribe lines (9) are parallel to the valve cover sealing surface (8).



24. There should be 12 chain pins (2) between the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

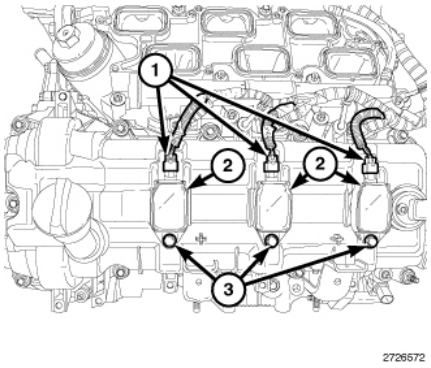
25. If the engine timing is not correct, repeat this procedure.

26. Install the engine timing cover, crankshaft vibration damper, upper and lower oil pans and cylinder head covers (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Installation).

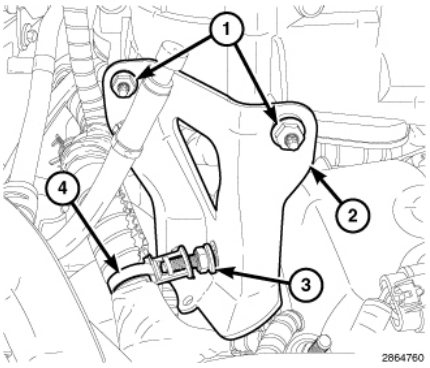
NOTE: The left side ignition coils are shown, the right side ignition coils are similar.

27. Install the spark plugs and tighten to 18 N·m (13 ft. lbs.) (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

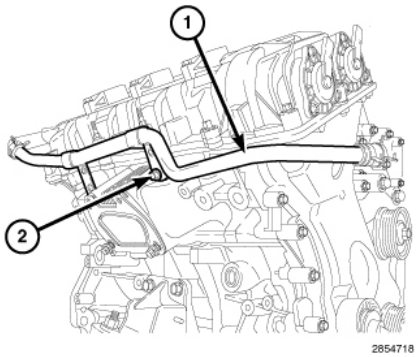
28. Install the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation) .



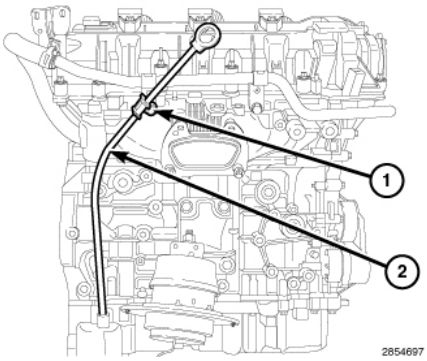
29. Position the upper intake manifold support bracket (2) and install the retaining stud (3) finger tight.



30. Install the heater core supply tube (1) with one bolt (2) tightened to 12 N·m (106 in. lbs.).

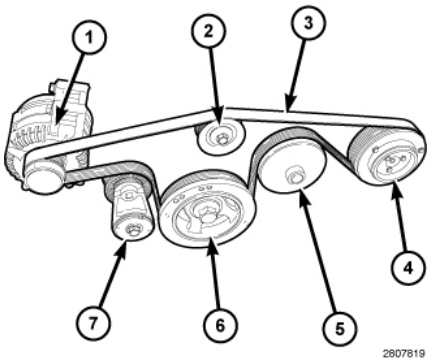


31. Position the oil level indicator (2), install the retaining bolt (1) and tighten to 12 N·m (106 in. lbs.).



32. Install the generator (1) (Refer to 08 - Electrical/8F - Engine Systems/Charging/GENERATOR - Installation) .

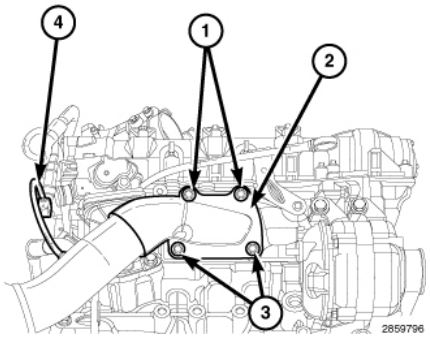
33. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts the stop and install the accessory drive belt (3), then slowly rotate the tensioner into position.



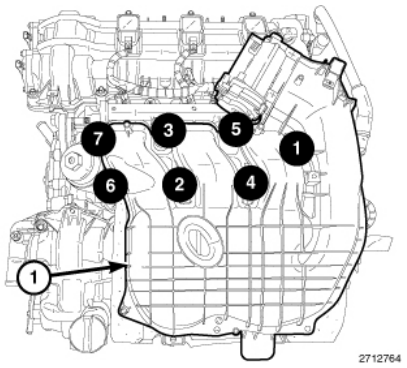
34. Install the right down pipe (2) onto the partially installed lower flange bolts (3).

35. Install the upper down pipe flange bolts (1) and tighten all M8 bolts to 23 N·m (17 ft. lbs.).

36. Connect the right upstream oxygen sensor connectors (4) to the main wire harness.



37. Install the upper and lower intake manifolds (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .



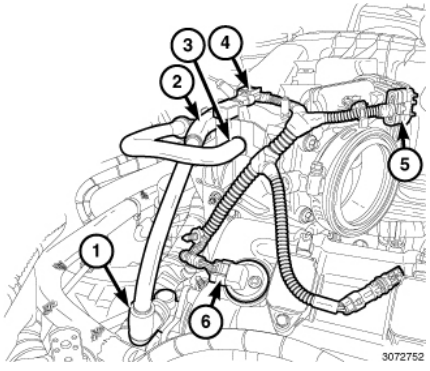
38. Connect the electrical connector at the Camshaft Position Sensor (CMP) (6).

39. Connect the electrical connector at the Electronic Throttle Control (ETC) (5).

40. Connect the electrical connector at the Manifold Absolute Pressure (MAP) Sensor (4).

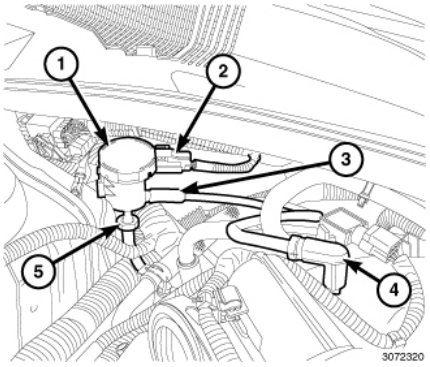
41. Connect the brake booster vacuum hose (3).

42. Connect the PCV hose to the PCV valve (1) and to the intake manifold (2).



43. Connect the EVAP purge solenoid vacuum line (4) to the intake manifold.

44. Connect the vacuum line (3) to the EVAP purge solenoid (1).

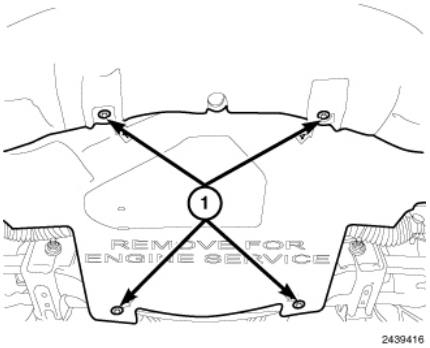


45. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

46. If removed, install the oil filter.

47. Position the belly pan and install the retainers (1).

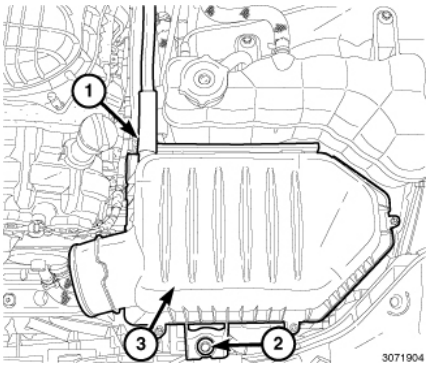
48. Lower the vehicle.



49. Position the air cleaner housing (3) into the vehicle.

50. Install the air cleaner housing retaining bolt (2) and tighten to 12 N·m (9 ft. lbs.).

51. Connect the fresh air makeup hose (1) to the air cleaner housing.



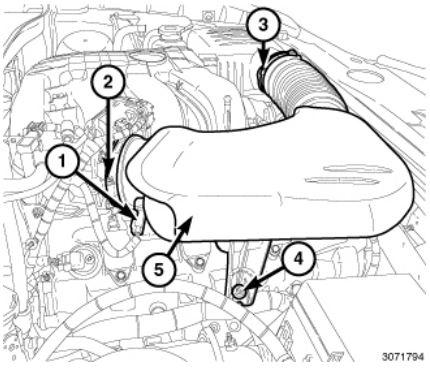
52. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

53. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

54. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

55. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

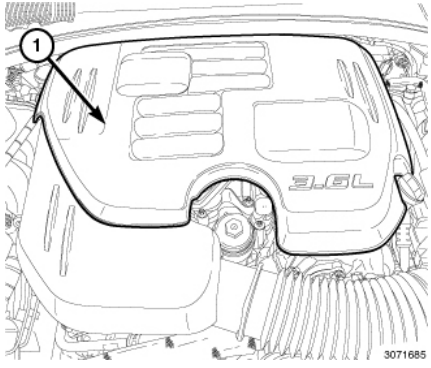
56. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



57. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .

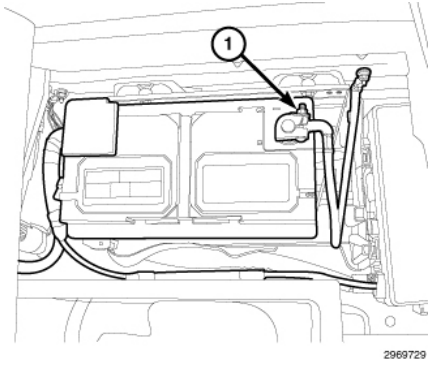
58. Fill the cooling system with the specified type and amount of engine coolant (Refer to 07 - Cooling - Standard Procedure) .

59. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



60. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

61. Run the engine until it reaches normal operating temperature and check for leaks.

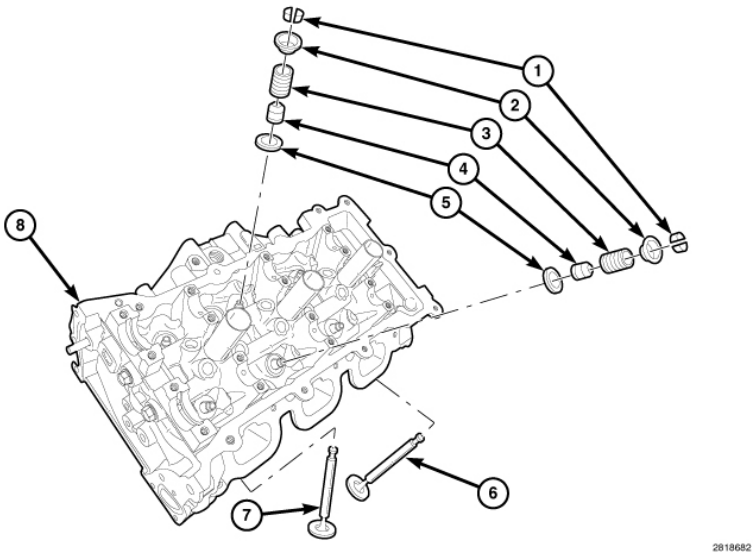


NOTE:

The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The intake valve (6) is made from a one piece forged heat resistant (martensitic) steel. The exhaust valve (7) is a two piece construction with a forged (austenitic) head welded to the (martensitic) stem. Both valves have a nitrided surface treatment to prevent scuffing except at the tip and lock grooves. The four valves per cylinder are actuated by roller rocker arms, which pivot on stationary lash adjusters. All valves use three bead lock keepers (1) to retain springs (3) and to promote valve rotation.

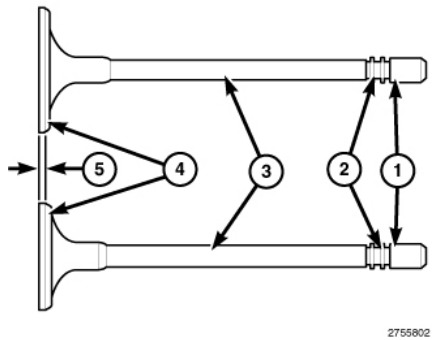
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Special Tools: Click to display a list of tools used in this procedure

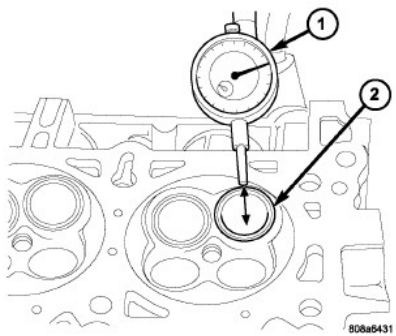
Valves

1. Clean and inspect the valves thoroughly. Replace burned, warped and cracked valves.
2. Inspect the retainer lock grooves for wear or damage (2).
3. Inspect the valve face (4) for for wear and pitting.
4. Measure the valve stems (3) and margins (5) for wear (Refer to 09 - Engine - Specifications) .



Valve Guides

1. Remove carbon and varnish deposits from inside of the valve guides with a reliable guide cleaner.
2. Measure valve stem-to-guide clearance as follows:
3. Install the valve (2) into the cylinder head so that it is 15 mm (0.590 inch.) off of the valve seat. A small piece of hose may be used to hold the valve in place.
4. Attach the Dial Indicator Set C-3339A (1) to the cylinder head and set it at a right angle to the valve stem being measured.

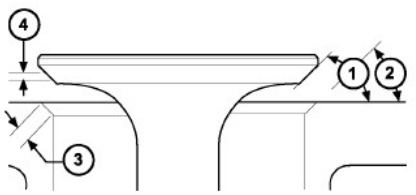


5. Move the valve to and from the indicator. Compare this reading to the specification (Refer to 09 - Engine - Specifications) .

NOTE: If stem-to-guide clearance exceeds specifications, you must measure the valve stem. If the valve stem is within specification or if the valve guide is loose in the cylinder head, replace the cylinder head.

REFACING INTAKE AND EXHAUST VALVES

Special Tools: Click to display a list of tools used in this procedure



809c3e96

1 - SEAT WIDTH

2 - FACE ANGLE

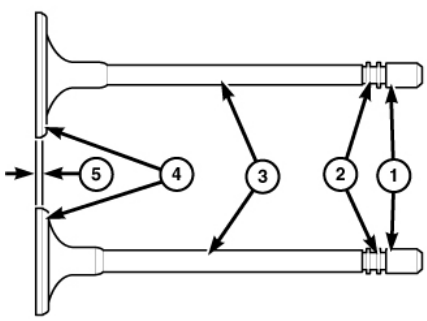
3 - SEAT ANGLE

4 - SEAT CONTACT AREA

The intake and exhaust valves have a 45.25 ± 0.25 degree face angle (1). The valve seats (2) have a 44.75 ± 0.25 degree face angle.

VALVES

Inspect the remaining margin (5) after the valves are refaced) .



2755802

VALVE SEATS

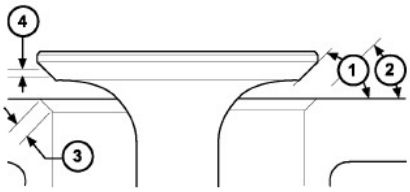
NOTE: When refacing the valve seats, it is important that the correct size valve guide pilot be used for the reseating stones. A true and complete surface must be obtained.

1. Measure the concentricity of the valve seat using a dial indicator. Total runout should not exceed 0.050 mm (0.002 inch.) total indicator reading.

2. Inspect the valve seat (3) with Prussian blue to determine where the valve contacts the seat. To do this, coat the valve seat (3) **LIGHTLY** with Prussian blue

then set the valve in place. Rotate the valve with light pressure. If the blue is transferred to the center of the valve face (4), contact is satisfactory. If the blue is transferred to the top edge of the valve face, then lower the valve seat with a 15 degree stone. If the blue is transferred to the bottom edge of the valve face, then raise the valve seat with a 65 degree stone.

NOTE: Valve seats which are worn or burned can be reworked, provided that the correct angle and seat width are maintained. Otherwise the cylinder head must be replaced.



809c3e98

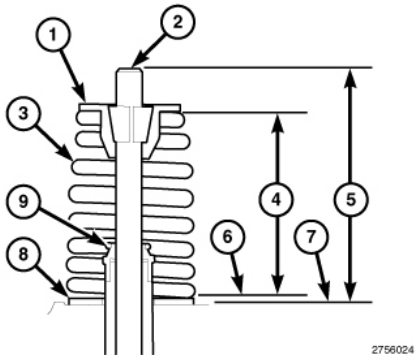
3. When the seat is properly positioned the width of the intake seat should be 1.0 - 1.2 mm (0.04 - 0.05 in.) and the exhaust seats should be 1.41 - 1.61 mm (0.055 - 0.063 in.).

VALVE AND SPRING INSTALLED HEIGHT

1. Coat the valve stems (2) with clean engine oil and install the valves into the cylinder head.

NOTE: If the valves are being reused, reassemble them into their original locations.

2. If the valves or valve seats have been refinished, check the valve tip height (5). If the valve tip height (5) exceeds the specification, grind the valve tip until it is within) . Make sure the measurement is taken from the cylinder head surface (7) to the top of the valve stem (2).



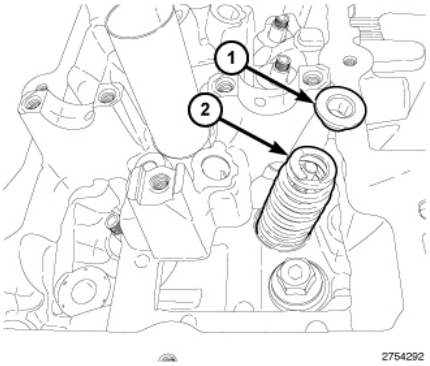
2756024

3. If removed, install the spring seat and valve guide seal over the valve guide (Refer to 09 - Engine/Cylinder Head/SEAL(S) , Valve Guide - Installation).

NOTE: Ensure that the garter spring is intact around the top of the valve guide seal.

NOTE: If the valve springs are being reused, reassemble them into their original locations. Number 5 cylinder exhaust valve spring shown, all other valves similar.

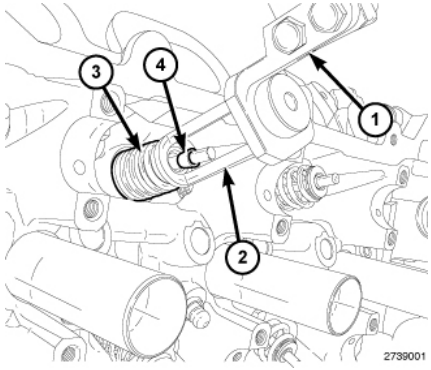
4. Install the valve spring (2) and valve spring retainer (1).



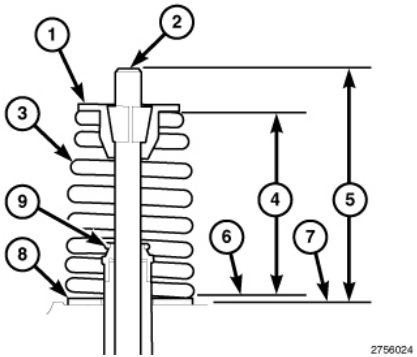
2754292

NOTE: Number 3 cylinder intake valve spring compression shown, all other valves similar.

5. Compress valve springs (3) with the Valve Spring Compressor Adapter 10224 (2) mounted in the Valve Spring Compressor C-3422-D (1). Install the retaining locks (4) and release the valve spring compression.



6. If the valves or valve seats have been refinished, check the installed height of the valve springs (4). If the installed valve spring height (4) is greater than 40.0 mm (1.575 in.), install a second spring seat (8) in the head counter bore under the valve spring seat (8) to bring the spring height back within specification. Make sure the measurement is taken from the top of spring seat (6) to the bottom surface of spring retainer (1).

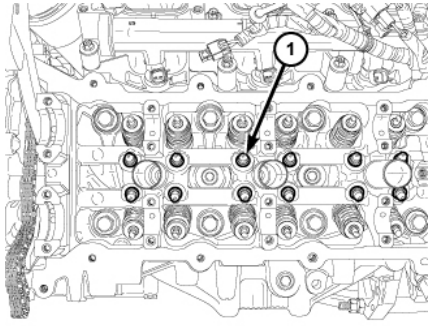


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The LH cylinder head hydraulic lifters are shown, the RH cylinder head hydraulic lifters are similar. If the hydraulic lifters are being reused, reassemble them into their original locations.



2742108

1. Verify that the hydraulic lifters are at least partially full of oil. There should be little or no plunger travel when the hydraulic lifter is depressed.
2. Install the hydraulic lifter(s) (1).

NOTE: If the rocker arms are being reused, reassemble them into their original locations.

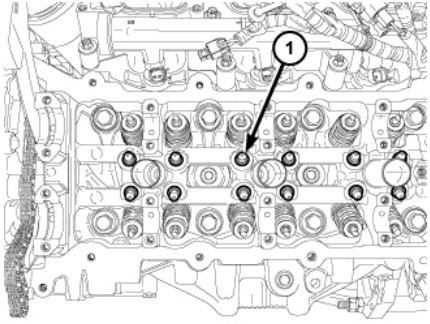
3. Install the rocker arm(s) (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Installation) .
4. Install the camshaft(s), phasers, cylinder head cover(s) and upper intake manifold (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation)
5. Connect the negative battery cable and tighten nut to the proper) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The LH cylinder head hydraulic lifters are shown, the RH cylinder head hydraulic lifters are similar.



2742108

1. Disconnect and isolate the negative battery cable.
2. Remove the camshaft(s) (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal)

NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

3. Remove the rocker arm(s) (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Removal)

NOTE: If the hydraulic lifters are to be reused, identify their positions so that they can be reassembled into their original locations.

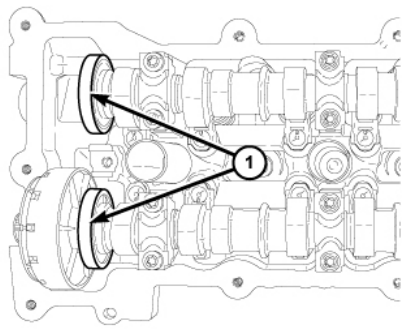
4. Remove the hydraulic lifter(s) (1).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

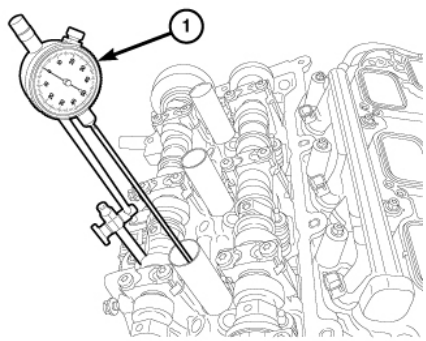
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



2691700

1. Remove the upper intake manifold, right ignition coils and right cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)

2. Remove the left ignition coils and all spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

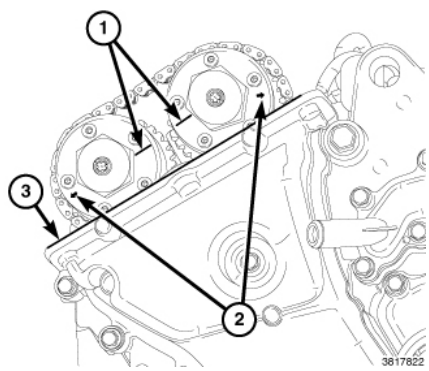


3822244

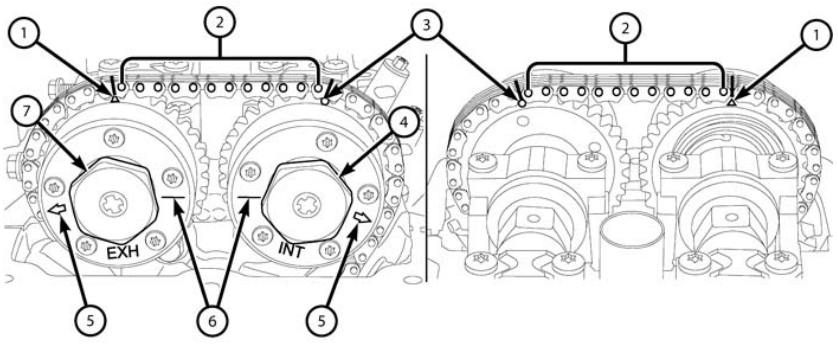
CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

3. Mount Dial Indicator Set C-3339A (1) to a stationary point on the engine, such as the cylinder head cover mounting surface. Position the indicator probe into the number one cylinder, rotate the crankshaft clockwise (as viewed from the front) to place the number one piston at top-dead-center on the exhaust stroke and set the indicator dial to zero.

4. The right side cam phaser **ARROWS** (2) should point away from each other and the **SCRIBE LINES** (1) should be parallel to the cylinder head cover mounting surface (3) when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



3817822



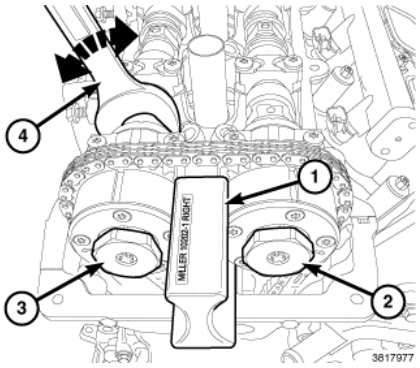
NOTE: The phaser markings (1 and 3) could align with either an external or internal chain link. Either alignment is acceptable as long as there are twelve chain pins (2) between the markings.

NOTE: Using a paint pen or equivalent. Mark the timing chain links to the corresponding timing marks located on the cam phasers.

5. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3) as viewed from either the front or rear of the cam phasers.

6. Mark both sides of the cam chain at the phaser timing marks (1 and 3) using a paint pen or equivalent to aid in reassembly.

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

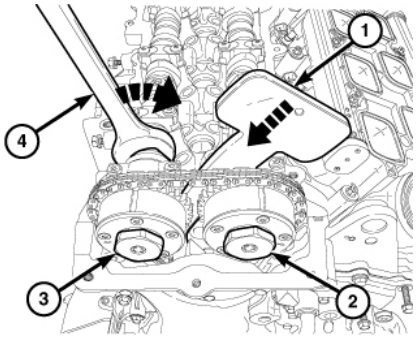


7. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (1) against the cylinder head cover mounting surface with the tool number facing up.

8. Loosen, but do not remove, the exhaust oil control valve (3) and the intake oil control valve (2).

9. Remove the Lock, Camshaft/Phaser, Right Side 10202-1 (1).

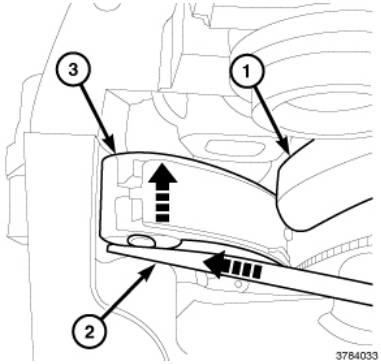
CAUTION: **Do not insert the Timing Chain Holder into position without first compressing the tensioner. The Timing Chain Holder is not designed to compress the tensioner and excessive force can damage the timing chain tensioner arm.**



10. Use the timing chain to compress the tensioner by slightly rotating the exhaust camshaft clockwise (4). Insert Holder, Timing Chain 10369 (1) into place between the cylinder head boss and the tensioner arm to hold the tensioner in the compressed position. The Timing Chain Holder remains in place while the phasers are removed.

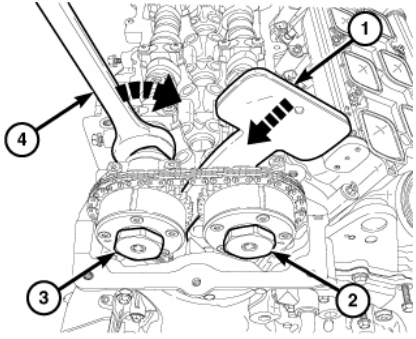
NOTE:

If the Timing Chain Holder (1) does not engage or slips from position, wedge a trim stick (2) or equivalent between the front cover and the tensioner arm (3) to push the tensioner arm towards the rear of the engine and then repeat the previous step.



11. Remove the oil control valve (3) and pull the right side exhaust cam phaser off of the camshaft.

12. Remove the oil control valve (2) and pull the right side intake cam phaser off of the camshaft.

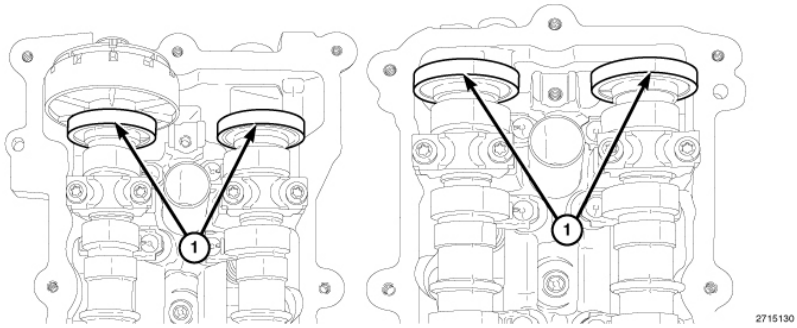


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

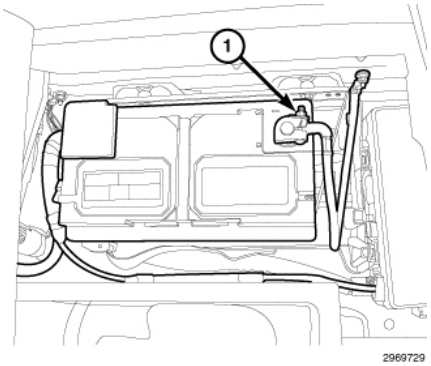
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

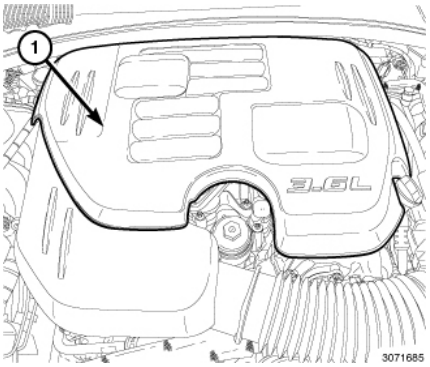
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).

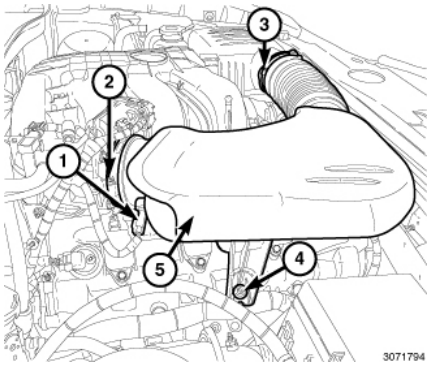


3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

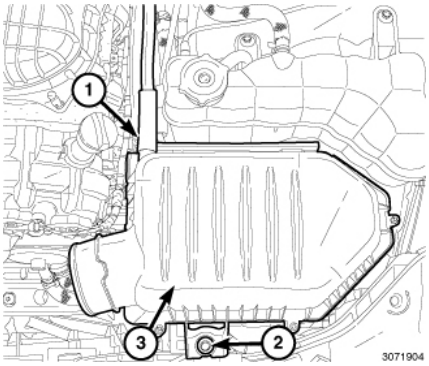


4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.

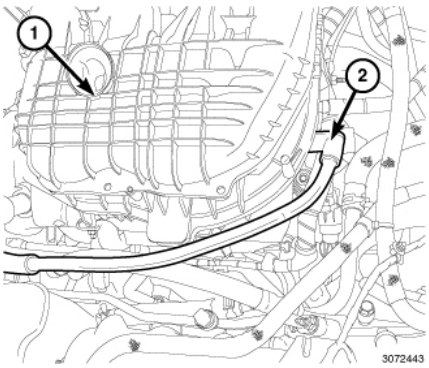
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).



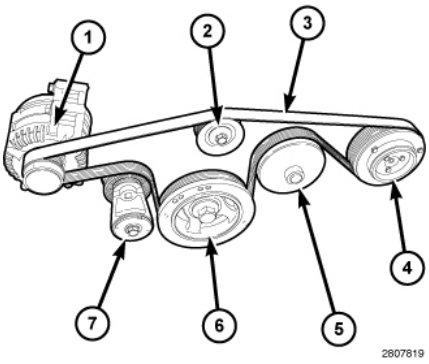
9. Disconnect the fresh air makeup hose (1) from the air cleaner housing.
10. Remove the air cleaner housing retaining bolt (2).
11. Remove the air cleaner housing (3).



12. Remove the fresh air makeup hose (2) from the rear of the intake manifold (1).



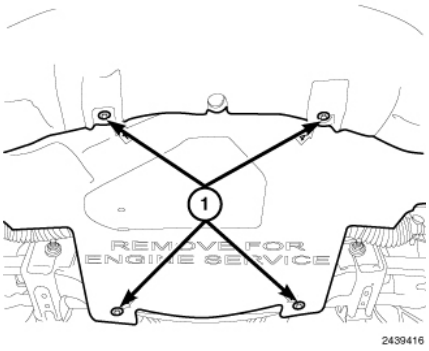
13. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts the stop and remove the accessory drive belt (3), then slowly rotate the tensioner into the freearm position.



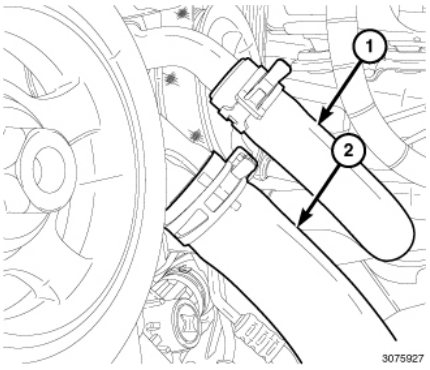
14. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
15. Remove the belly pan retainers (1) and remove the belly pan.

16. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .

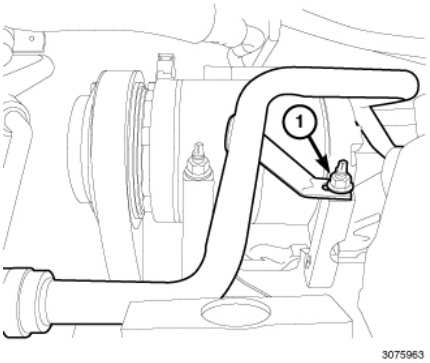
17. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



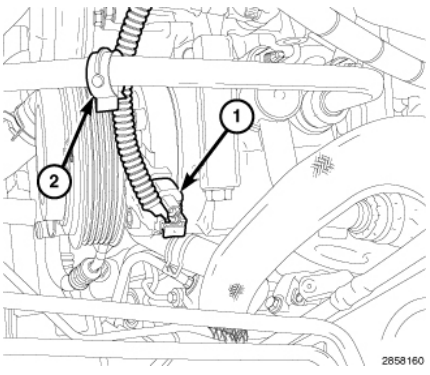
18. Remove the lower heater core return hose (1) from the engine coolant pump housing.



19. Remove the heater core return tube lower support bracket retaining nut (1).



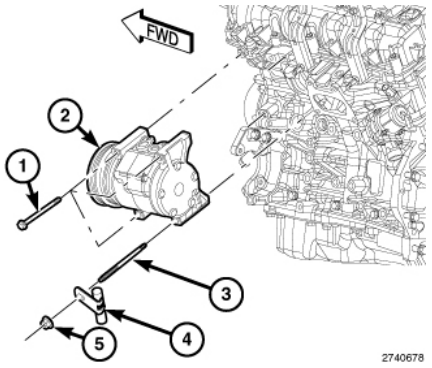
20. Disconnect the A/C compressor electrical connector (1) and disengage the wire harness retainer (2) from the A/C compressor discharge line.



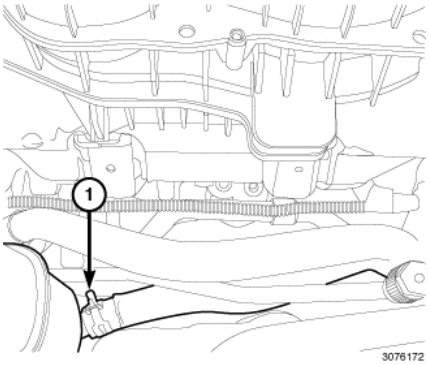
21. Remove the A/C compressor lower retaining studs (3).

22. Lower the vehicle.

23. Remove the A/C compressor upper retaining bolts (1) and reposition the A/C compressor aside (2).



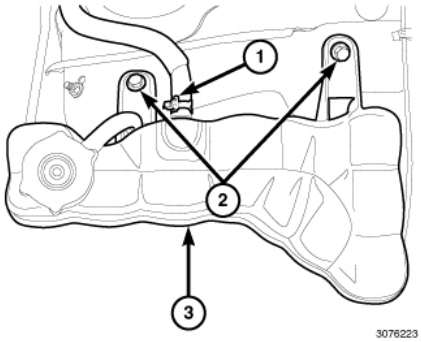
24. Remove the coolant bottle return hose (1).



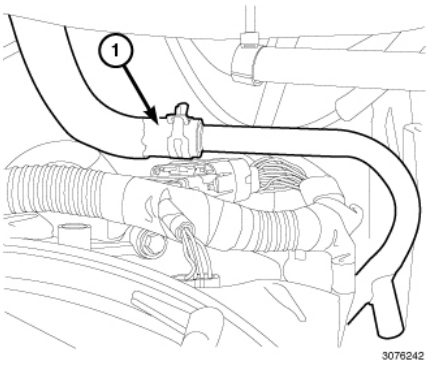
25. Remove the heater core purge hose (1) from the coolant bottle.

26. Remove the coolant bottle retaining bolts (2).

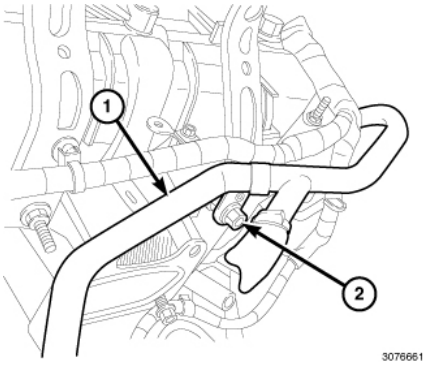
27. Remove the coolant bottle (3).



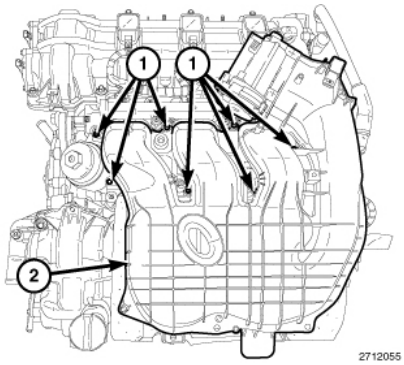
28. Disconnect the heater core return hose (1).



29. Remove the heater core return tube upper support bracket retaining nut (2) and remove the tube (1).



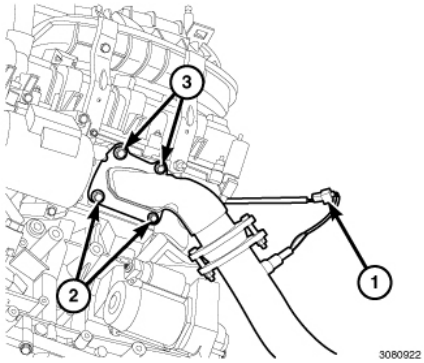
30. Remove the upper and lower intake manifolds (2) and insulator (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



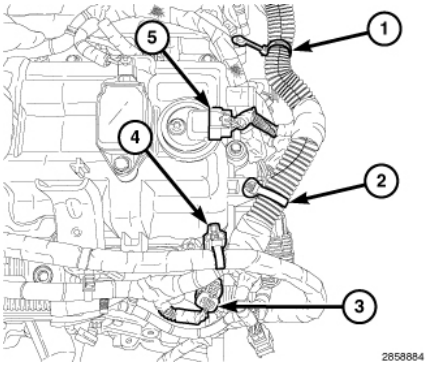
31. Disconnect the left upstream oxygen sensor electrical connector (1) from the main wire harness.

32. Loosen the lower down pipe flange bolts (2).

33. Remove the upper down pipe flange bolts (3) and position the down pipe and catalytic converter aside.



34. Disconnect the Engine Coolant Temperature (ECT) sensor electrical connector (3).

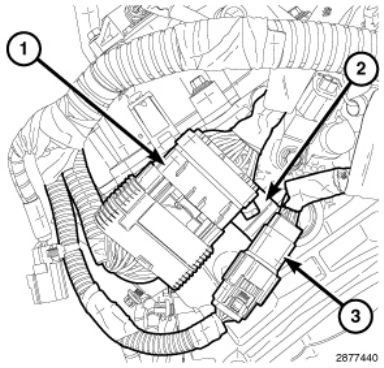


35. Disconnect the ignition coil capacitor electrical connector.

36. Disconnect the injection/ignition electrical connector (1).

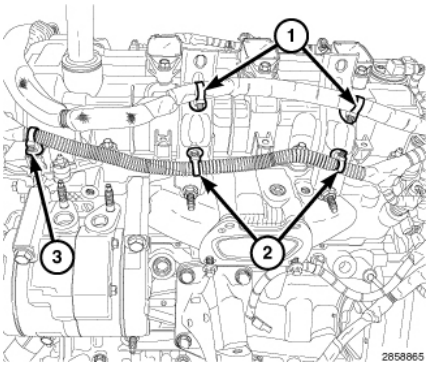
37. Disconnect the engine oil pressure/temperature sensor electrical connector (3).

38. Unfasten the injection/ignition wire harness and the oil pressure/temperature sensor wire harness from the retainer bracket (2) on the rear of the left cylinder head.

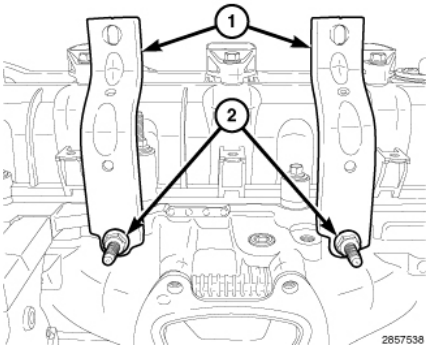


39. Unfasten two starter wire harness retainers (1) from the upper intake manifold support brackets.

40. Unfasten one main wire harness retainer (3) from the left cylinder head cover and two retainers (2) from the upper intake manifold support brackets.



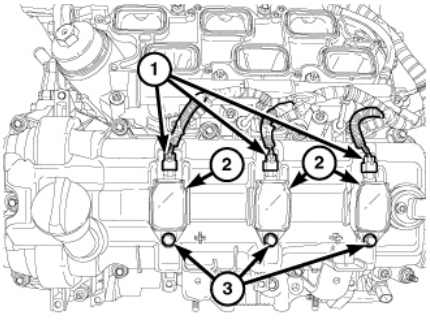
41. Remove the bolts (2) and remove the left upper intake manifold support brackets (1).

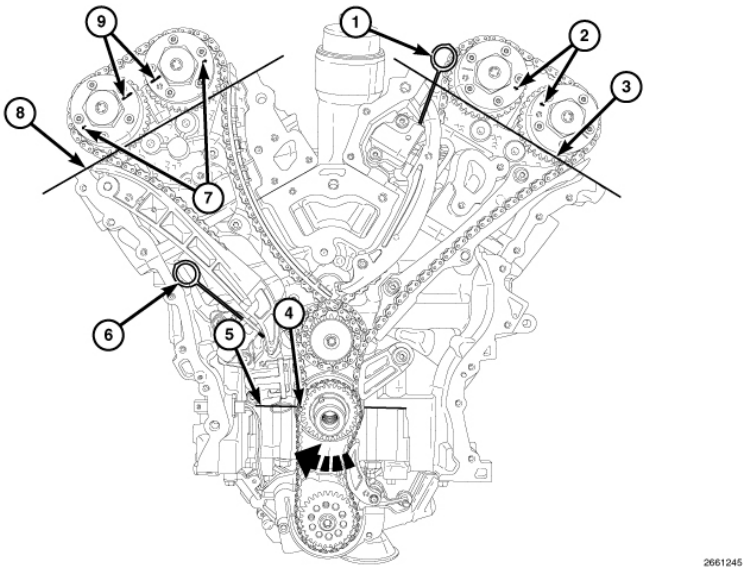


42. Remove the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal) .

43. Remove the cylinder head covers, lower and upper oil pans, crankshaft vibration damper and engine timing cover (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Removal)

NOTE: Take this opportunity to measure timing chain wear (Refer to 09 - Engine/Valve Timing - Standard Procedure) .





CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

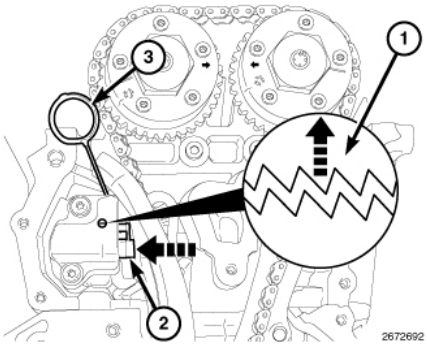
44. Rotate the crankshaft clockwise to place the number one piston at TDC on the exhaust stroke by aligning the dimple (4) on the crankshaft with the block/bearing cap junction (5). The left side cam phaser arrows (2) should point toward each other and be parallel to the valve cover sealing surface (3). The right side cam phaser arrows (7) should point away from each other and the scribe lines (9) should be parallel to the valve cover sealing surface (8).

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

45. Mark the direction of rotation on the timing chain using a paint pen or equivalent to aid in reassembly.

CAUTION: **When the timing chains are removed and the cylinder heads are still installed, DO NOT rotate the camshafts or crankshaft without first locating the proper crankshaft position. Failure to do so will result in valve and/or piston damage.**

46. Reset the left cam chain tensioner by lifting the pawl (1), pushing back the piston (2) and installing Tensioner Pin 8514 (3) (Refer to 09 - Engine/Valve Timing - Standard Procedure) .



NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser lock.

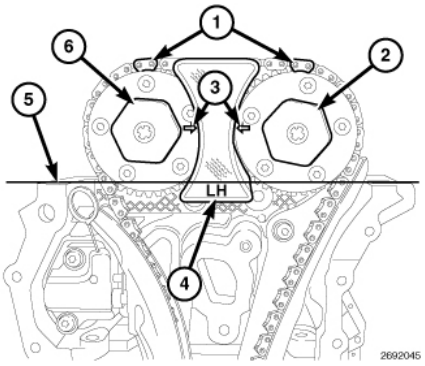
47. Install the LH Camshaft Phaser Lock 10202 (4).

48. Loosen both the intake oil control valve (6) and exhaust oil control valve (2).

49. Remove the LH Camshaft Phaser Lock 10202 (4).

50. Remove the oil control valve (2) from the left side exhaust cam phaser and pull the phaser off of the camshaft.

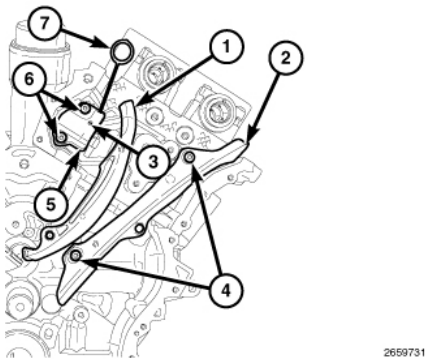
51. Remove the oil control valve (6) from the left side intake cam phaser and pull the phaser off of the camshaft.



52. Remove the left cam chain tensioner arm (1).

53. Remove two T30 bolts (6) and the left cam chain tensioner (5).

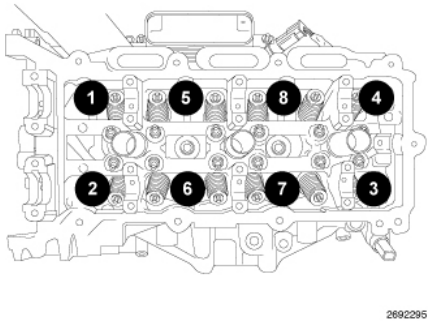
54. Remove two T30 bolts (4) and the left cam chain guide (2).



55. Remove the left camshafts (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal) .

NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

56. Remove the rocker arms (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Removal) .



NOTE: If the hydraulic lifters are to be reused, identify their positions so that they can be reassembled into their original locations.

57. If required, remove the hydraulic lifters (Refer to 09 - Engine/Cylinder Head/LIFTER(S) , Hydraulic - Removal).

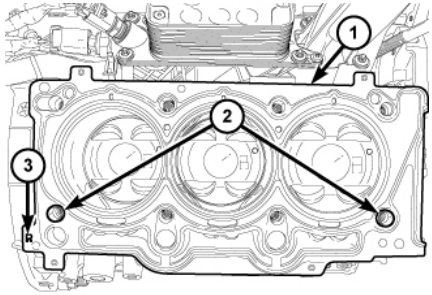
58. Using the sequence shown, remove the cylinder head retaining bolts.

NOTE: Right head gasket shown, left head gasket similar.

WARNING: **The multi-layered steel head gaskets have very sharp edges that could cause personal injury if not handled carefully.**

CAUTION: **Do not lay the cylinder head on its gasket sealing surface, due to the design of the cylinder head gasket, any distortion to the cylinder head sealing surface may prevent the gasket from properly sealing resulting in leaks.**

NOTE: The head gasket (1) crimps the locating dowels (2) and the dowels may pull out of the engine block when the head gasket is removed.



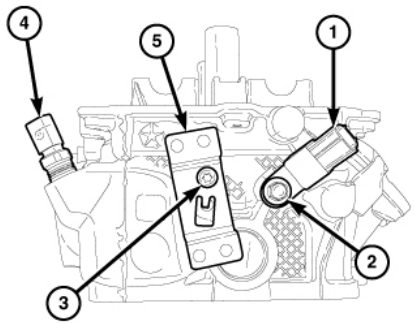
2800384

59. Remove the cylinder head and gasket (1) and discard the gasket.

60. If required, remove the Engine Coolant Temperature (ECT) sensor (4).

61. If required, remove the bolt (2) and the ignition coil capacitor (1).

62. If required, remove the bolt (3) and the engine wire harness retainer bracket (5).

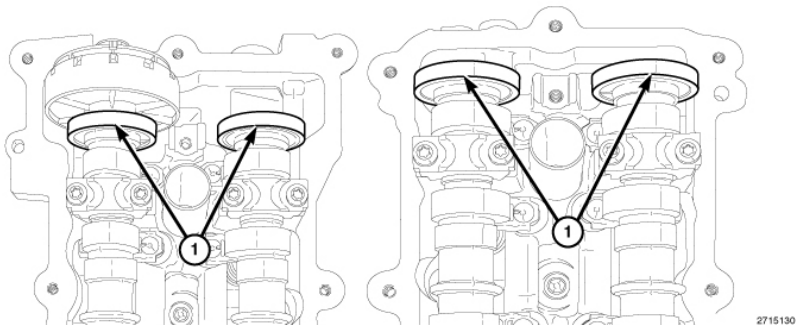


2876978

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

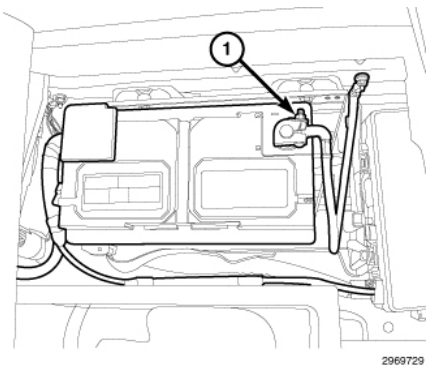
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

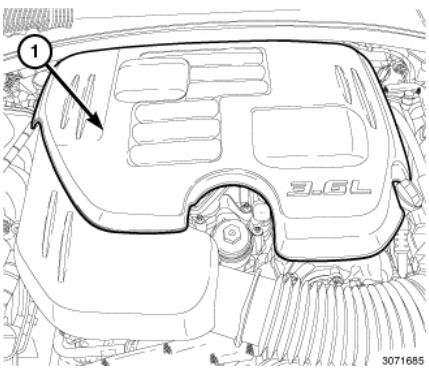


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).

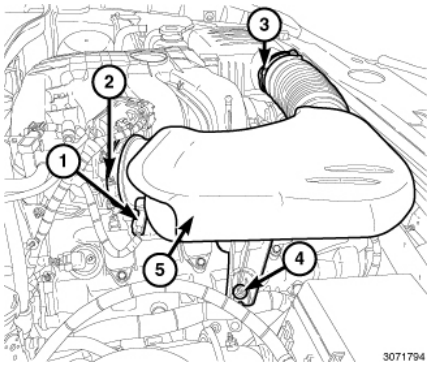


3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

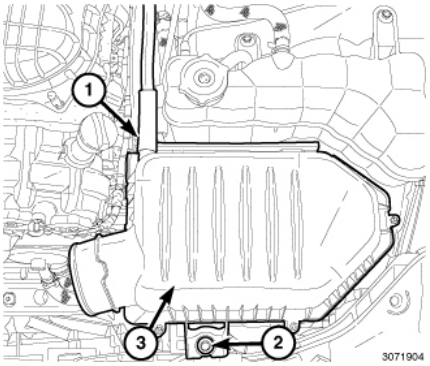


4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.

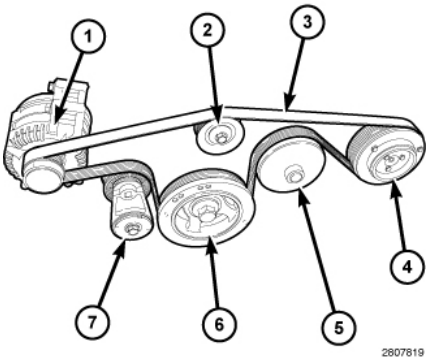
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).



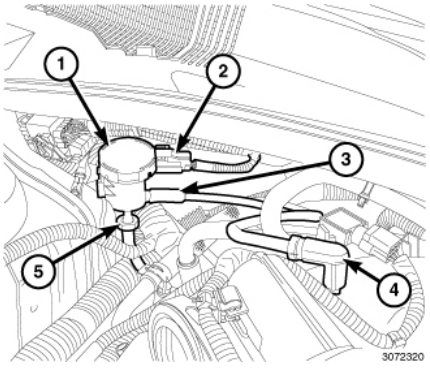
9. Disconnect the fresh air makeup hose (1) from the air cleaner housing.
10. Remove the air cleaner housing retaining bolt (2).
11. Remove the air cleaner housing (3).



12. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts the stop and remove the accessory drive belt (3), then slowly rotate the tensioner into the freearm position.
13. Remove the generator (1) (Refer to 08 - Electrical/8F - Engine Systems/Charging /GENERATOR - Removal) .

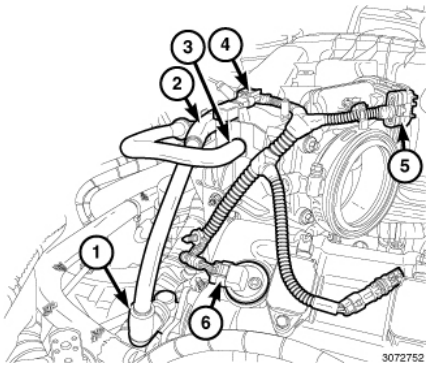


14. Disconnect the vacuum line (3) at the EVAP purge solenoid (1).
15. Disconnect the EVAP purge solenoid vacuum line (4) at the intake manifold and remove the vacuum line.

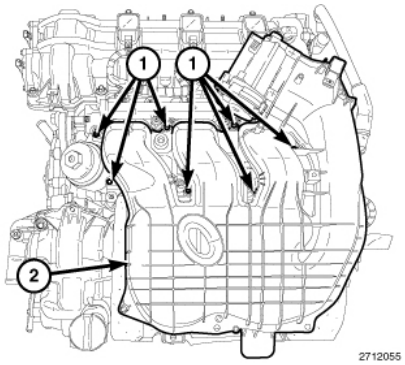


16. Disconnect the PCV hose from the PCV valve (1) and the intake manifold (2) and remove hose.
17. Disconnect the brake booster vacuum hose (3) and position aside.

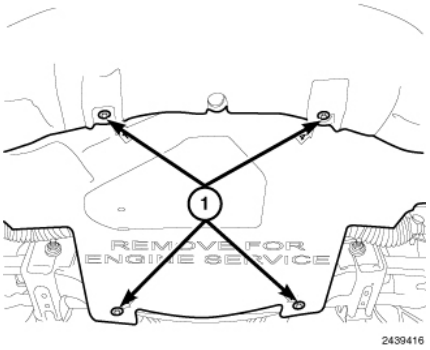
18. Disconnect the electrical connector at the Manifold Absolute Pressure (MAP) Sensor (4).
19. Disconnect the electrical connector at the Electronic Throttle Control (ETC) (5).
20. Disconnect the electrical connector at the Camshaft Position Sensor (CMP) (6) and position harness aside.



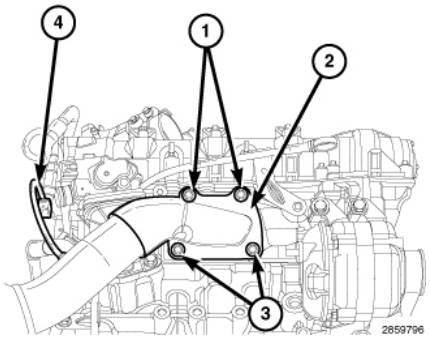
21. Remove the upper and lower intake manifolds (2) and insulator (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



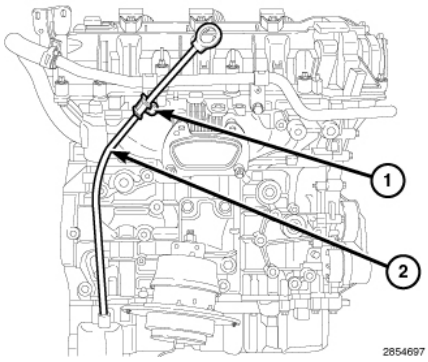
22. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
23. Remove the belly pan retainers (1) and remove the belly pan.
24. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
25. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



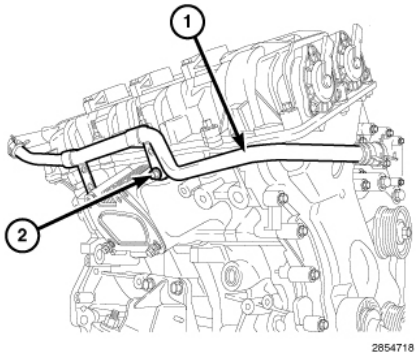
26. Disconnect the right upstream oxygen electrical sensor connector (4) from the main wire harness.
27. Loosen the lower down pipe flange bolts (3).
28. Remove the upper down pipe flange bolts (1) and position the down pipe and catalytic converter aside.



29. Remove the oil level indicator (2) retaining bolt (1) and remove the oil level indicator.



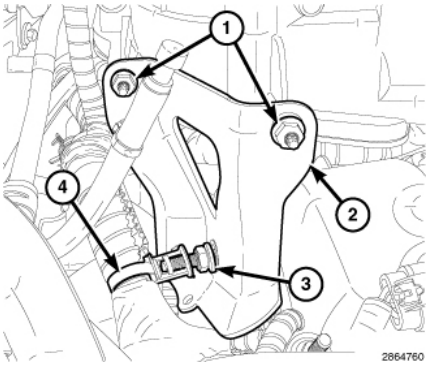
30. Remove the heater core supply tube (1) support bracket retaining bolt (2) and remove the heater core supply tube (1).



31. Disconnect the ignition coil capacitor electrical connector.

32. Remove the stud (3) and remove the upper intake manifold support bracket (2).

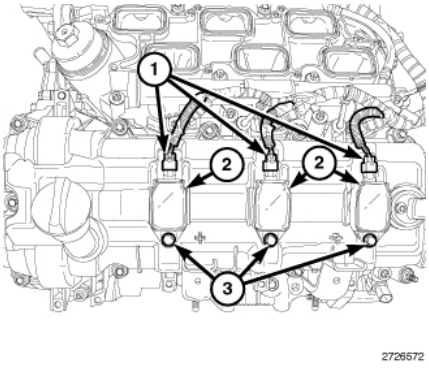
33. Remove the cylinder head covers, lower and upper oil pans, crankshaft vibration damper and engine timing cover (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Removal) .



NOTE: Take this opportunity to measure timing chain wear (Refer to 09 - Engine/Valve Timing - Standard Procedure) .

34. Lower the vehicle.

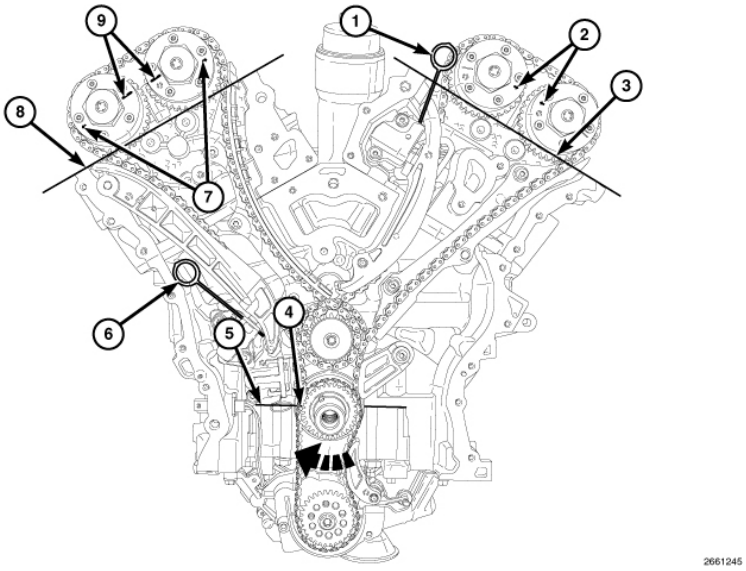
NOTE: The left side ignition coils are shown, the right side ignition coils are similar.



35. Remove the ignition coils (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal) .

CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

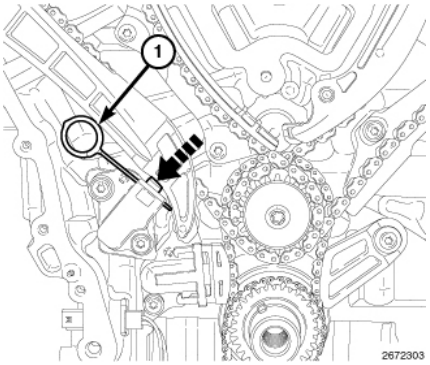


36. Rotate the crankshaft clockwise to place the number one piston at TDC on the exhaust stroke by aligning the dimple (4) on the crankshaft with the block/bearing cap junction (5). The left side cam phaser arrows (2) should point toward each other and be parallel to the valve cover sealing surface (3). The right side cam phaser arrows (7) should point away from each other and the scribe lines (9) should be parallel to the valve cover sealing surface (8).

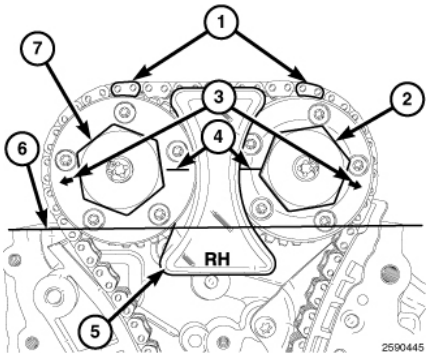
37. Mark the direction of rotation on the timing chain using a paint pen or equivalent to aid in reassembly.

CAUTION: **When the timing chains are removed and the cylinder heads are still installed, DO NOT rotate the camshafts or crankshaft without first locating the proper crankshaft position. Failure to do so will result in valve and/or piston damage.**

38. Reset the right cam chain tensioner by pushing back the tensioner piston and installing Tensioner Pin 8514 (1).



NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser lock.



39. Install the RH Camshaft Phaser Lock 10202 (5).

40. Loosen both the intake oil control valve (2) and exhaust oil control valve (7).

41. Remove the RH Camshaft Phaser Lock 10202 (5).

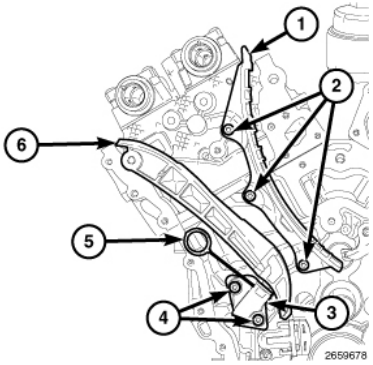
42. Remove the oil control valve (2) from the right side intake cam phaser and pull the phaser off of the camshaft.

43. Remove the oil control valve (7) from the right side exhaust cam phaser and pull the phaser off of the camshaft.

44. Remove the right cam chain tensioner arm (6).

45. Remove two T30 bolts (4) and the right cam chain tensioner (3).

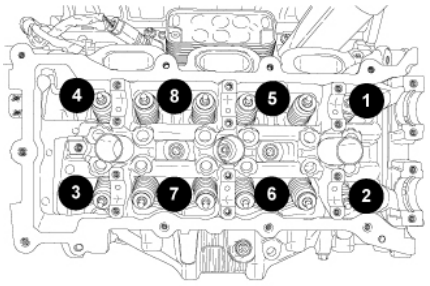
46. Remove three T30 bolts (2) and the right cam chain guide (1).



47. Remove the right camshafts (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal) .

NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

48. Remove the rocker arms (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Removal) .



NOTE: If the hydraulic lifters are to be reused, identify their positions so that they can be reassembled into their original locations.

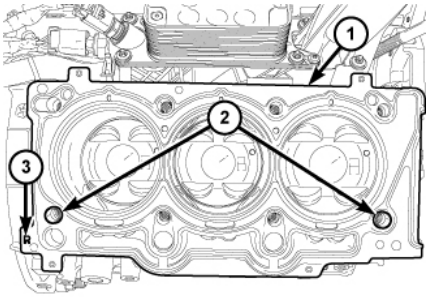
49. If required, remove the hydraulic lifters (Refer to 09 - Engine/Cylinder Head/LIFTER(S) , Hydraulic - Removal).

50. Using the sequence shown, remove the cylinder head retaining bolts.

WARNING: **The multi-layered steel head gaskets have very sharp edges that could cause personal injury if not handled carefully.**

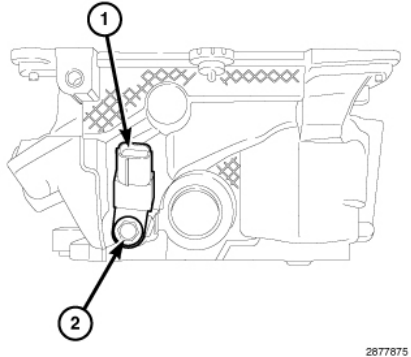
CAUTION: **Do not lay the cylinder head on its gasket sealing surface, due to the design of the cylinder head gasket, any distortion to the cylinder head sealing surface may prevent the gasket from properly sealing resulting in leaks.**

NOTE: The head gasket (1) crimps the locating dowels (2) and the dowels may pull out of the engine block when the head gasket is removed.



51. Remove the cylinder head and gasket. Discard the gasket.

52. If required, remove the bolt (2) and the ignition coil capacitor (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

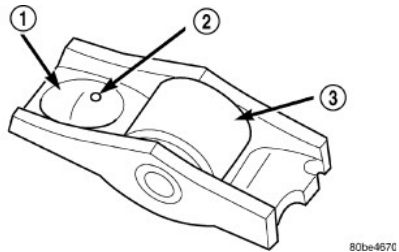
The rocker arms are steel stampings with an integral roller bearing. The rocker arms incorporate a 0.5 mm oil hole in the lash adjuster socket for roller and camshaft lubrication.

2804799

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Inspect the cam follower assembly for wear or damage. Replace as necessary.

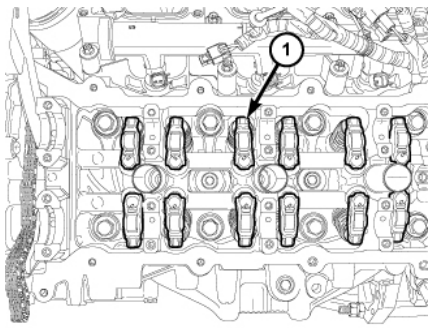


INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Proper inspection of the rocker arms is required to ensure proper installation. Inspection from the top and also side view is critical to verify the proper seated position of each and every rocker arm. Failure to install the rocker arms correctly may cause severe engine damage.**

NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar. If the rocker arms are being reused, reassemble them into their original locations.



2741091

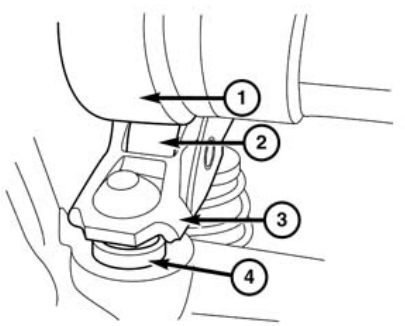
1. Lubricate the rocker arms with clean engine oil before installation.

NOTE: When placing the rocker arms. The valve stem should fit securely into the rocker arm guides.

2. Position the rocker arm(s) (1) onto the lifter(s) and valve stem(s).

3. Position the camshaft(s) onto the mounts and install the camshaft caps. Hand tighten the cap retaining bolts to the proper) .

NOTE: If any of the rocker arms are not installed properly. Loosen the camshaft caps and reposition the rocker arms.



210171394

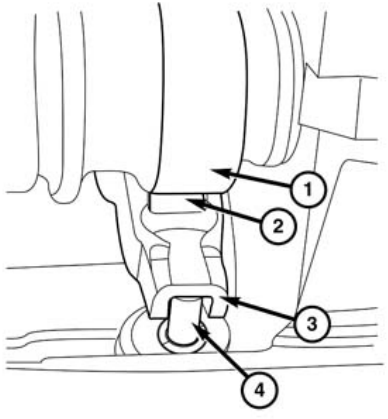
4. Verify that the rocker arm (3) is positioned over the lifter (4).

5. Verify that the rocker arm roller (2) is seated to the camshaft lobe (1).

6. Use a mirror to verify the valve stem (4) is centered between the rocker arm guides (3).

7. Verify the camshaft lobe (1) is centered over the rocker arm roller (2).

8. Tighten the camshaft caps (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation) .



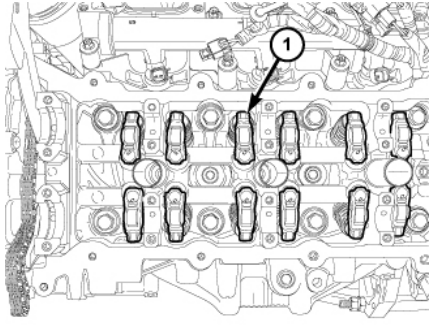
091673879

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar.



2741091

1. Disconnect and isolate the negative battery cable.
2. Remove the camshaft(s) (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal)

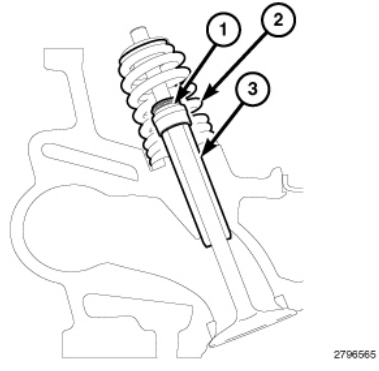
NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

3. Remove the rocker arm(s) (1).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The valve stem oil seals (1) are made of elastomer over-molded steel in a non-integrated type guide mounted configuration. The seal is not held in place by the valve spring (2). The valve stem seals are not reusable if removed from the valve guides (3), they must be replaced. Always coat the valve seals with clean engine oil before installing the valves.



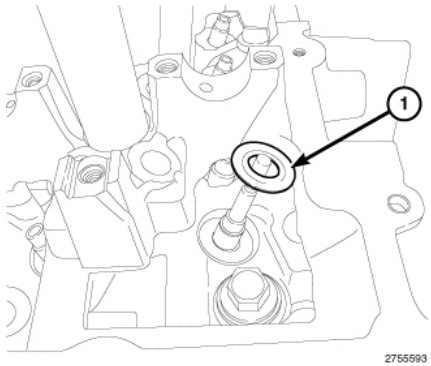
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If removed, install the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Installation) .

NOTE:
Reassemble the valves into their original locations. If the valves or valve seats have been refinished, verify that the valve stem tip height is within specification (Refer to 09 - Engine - Specifications) . Number 5 cylinder exhaust valve shown, all other valves similar.

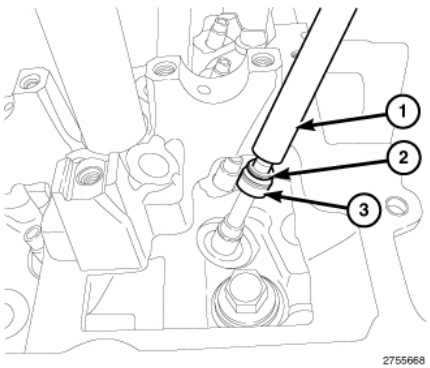


2. If removed, install the spring seat (1) over the valve guide.

3. Apply engine oil to the lip of the valve guide seal (3). Install the valve guide seal (3) over the valve stem. Using an appropriate driver (1), push the seal firmly and squarely over the valve guide. **Do Not Force** the seal against the top of guide.

NOTE:
Ensure that the garter spring (2) is intact around the top of the valve guide seal (3). Number 5 cylinder exhaust valve guide seal shown, all other valves similar.

NOTE:
If the valve springs are being reused, reassemble them into their original locations.



4. Install the valve spring(s) (Refer to 09 - Engine/Cylinder Head/SPRING(S) , Valve - Installation).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

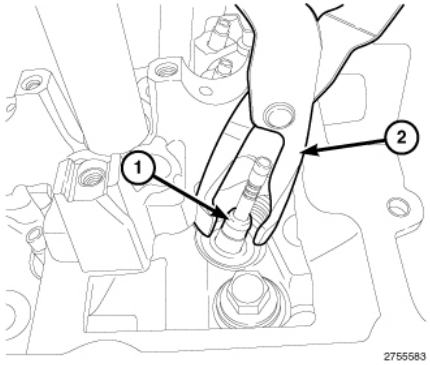
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If the springs are to be reused, identify their positions so that they can be reassembled into their original locations.

1. Remove the valve spring(s) (2) (Refer to 09 - Engine/Cylinder Head/SPRING(S) , Valve - Removal).

NOTE: Number 5 cylinder exhaust valve guide seal shown, all other valve guide seals similar.

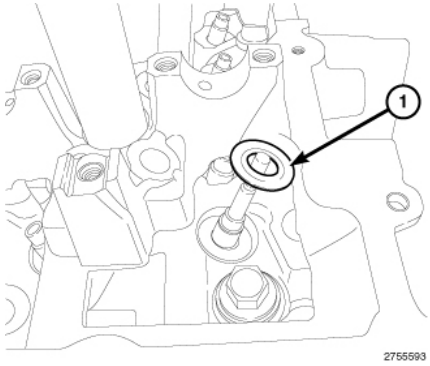
2. Remove the valve guide seal (1) using a valve seal tool (2). Discard the removed seal.



NOTE: Number 5 cylinder exhaust valve spring seat shown, all other valve spring seats similar.

3. If required, remove the valve spring seat (1).

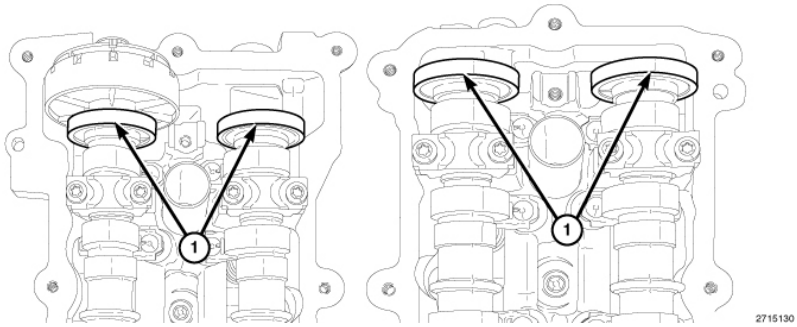
4. If required, remove the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Removal) .



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

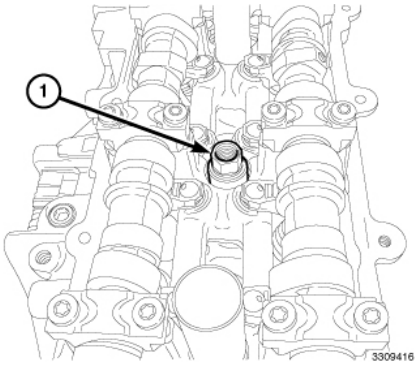
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

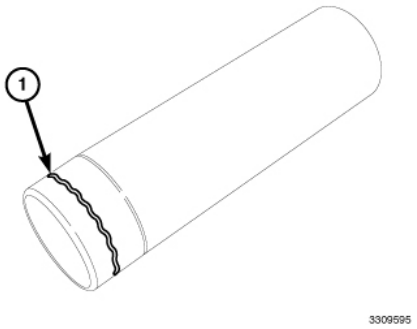


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. Remove the spark plug (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .
2. Install the lower half of Spark Plug Tube Installer 10255 (1) into the cylinder head and tighten to 17.5 N·m (13 ft. lbs.).

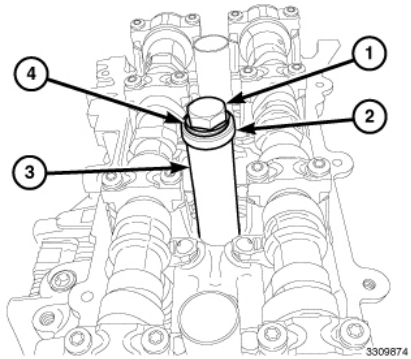


3. Apply Mopar® Stud and Bearing Mount to the new spark plug tube approximately 3 mm (0.118 in.) from the end of the tube, in a 2 mm (0.078 in.) wide bead (1).



4. Position the spark plug tube (3) on the top half of Spark Plug Tube Installer 10255 (2) and assemble the tool on the cylinder head. Make sure there are two thrust washers (4) installed.

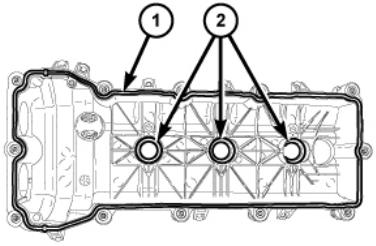
CAUTION: **Do not overtighten the bolt (1). Overtightening can damage the cylinder head spark plug threads.**



5. Tighten the bolt (1) to draw the spark plug tube into position. When the top half of the tool contacts the bottom half of the tool, the tube is installed.

NOTE: LH cylinder head cover shown, RH cylinder head cover similar.

CAUTION: **Spark plug torque is critical and must not exceed the specified value. Overtightening stretches the spark plug shell reducing its heat transfer capability resulting in possible catastrophic engine failure.**



6. Install the spark plug (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

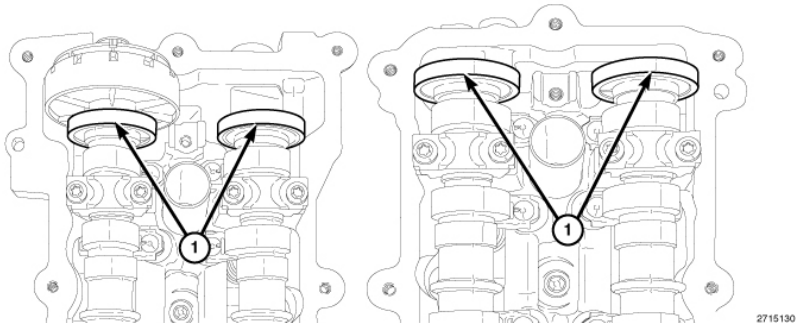
7. If required, install a new spark plug tube seal (2).

8. Install the cylinder head cover(s) (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation). Connect the negative battery cable and tighten the nut to proper) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

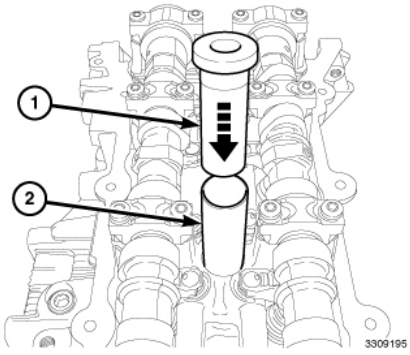
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

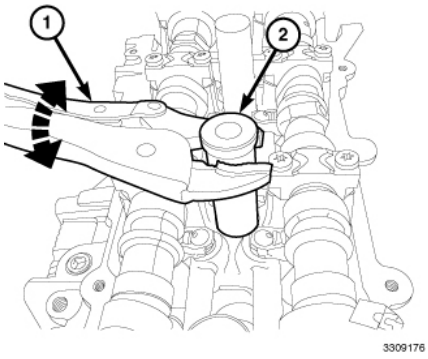


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. Disconnect and isolate the negative battery cable.
2. Remove the ignition coils (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal) .
3. Using compressed air, blow out any dirt or contaminates from around the top of the spark plugs.
4. Remove the cylinder head cover(s) (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal).
5. Install the top half of Spark Plug Tube Installer 10255 (1) into the spark plug tube to be removed (2).



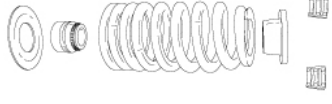
6. Using suitable locking pliers (1), remove the spark plug tube (2) from the cylinder head and discard the tube.
7. Clean the area around the spark plug tube mounting with Mopar® Parts Cleaner or equivalent.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The valve springs are a beehive design and made from high strength chrome silicon steel. The springs are common for intake and exhaust applications. Valve guide seals are rubber overmolded on a steel support cylinder with a garter spring at the seal lip. The seals are not integrated with the valve spring seat. The valve spring seat is a flat steel washer. The steel valve spring retainers are designed for use with beehive springs and the valve spring retainer locks are a three bead Butt type design.

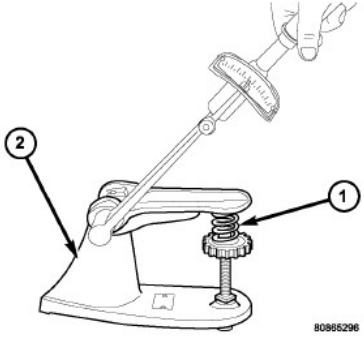


2814925

INSPECTION

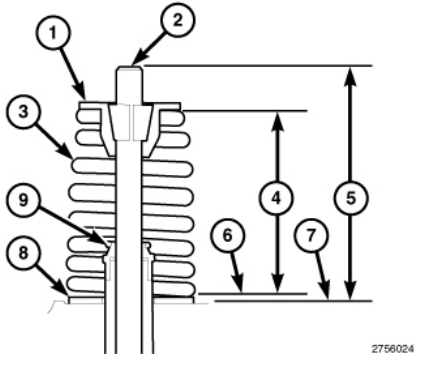
When valves have been removed for inspection, reconditioning or replacement, valve springs should be checked against specifications for free-length, spring force and spring installed height (Refer to 09 - Engine - Specifications) .

Spring force can be measured with a test fixture (2). Follow the tool manufactures instructions. Replace any springs that do not meet specifications.



Installed height of the valve spring must be checked with the valve assembled into the cylinder head (Refer to 09 - Engine/Cylinder Head/SPRING(S) , Valve - Installation).

If the valves or valve seats have been refinished and the installed valve spring height (4) is greater than 40.0 mm (1.575 in.), install an additional spring seat (8) in the head counterbore under the original valve spring seat (8) to bring the spring height back within specification. Make sure the measurement is taken from the top of spring seat (6) to the bottom surface of spring retainer (1).

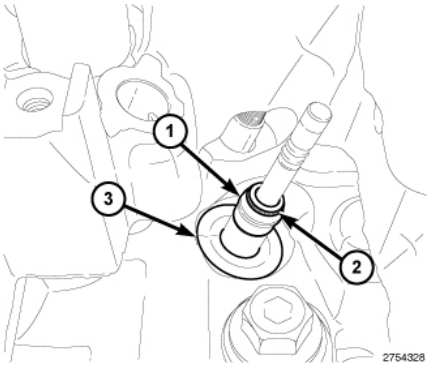


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

IN VEHICLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

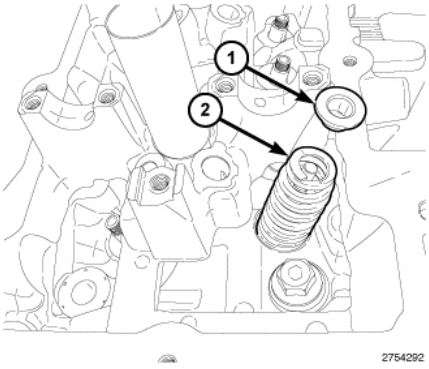
1. If removed, install the spring seat (3) and valve guide seal (1) over the valve guide (Refer to 09 - Engine/Cylinder Head/SEAL(S) , Valve Guide - Installation)



NOTE: Ensure that the garter spring (2) is intact around the top of the valve guide seal (1). Number 5 cylinder exhaust valve guide seal shown, all other valves similar.

NOTE: If the valve springs are being reused, reassemble them into their original locations. Number 5 cylinder exhaust valve spring shown, all other valves similar.

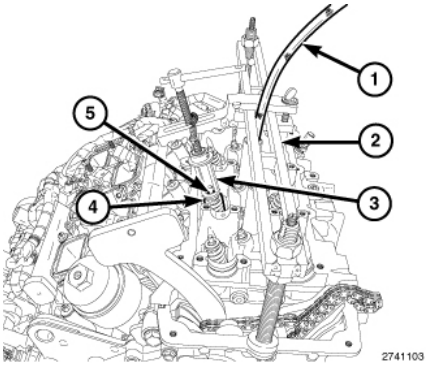
2. Install the valve spring (2) and valve spring retainer (1).



NOTE: Number 4 cylinder intake valve spring compression shown, all other valves similar.

3. Using Valve Spring Compressor Adapter 10224 (3) with Valve Spring Compressor MD998772A (2), compress the valve spring (4) **only enough** to install the valve retaining locks (5).

4. Relieve the air pressure and remove the spark plug adapter.

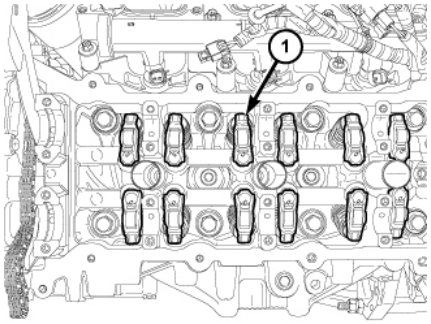


5. Install the spark plug and tighten to 17.5 N·m (13 ft. lbs.) (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar. If the rocker arms are being reused, reassemble them into their original locations.

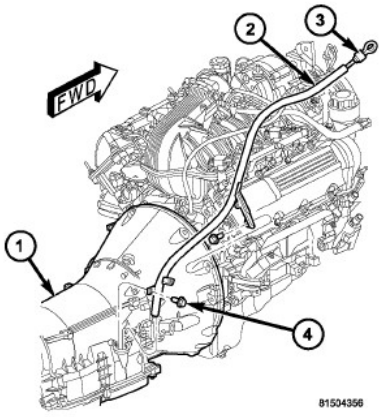
6. Install the rocker arm(s) (1) (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Installation) .

7. Install the camshaft(s), phasers, cylinder head cover(s) and upper intake manifold (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation)



2741091

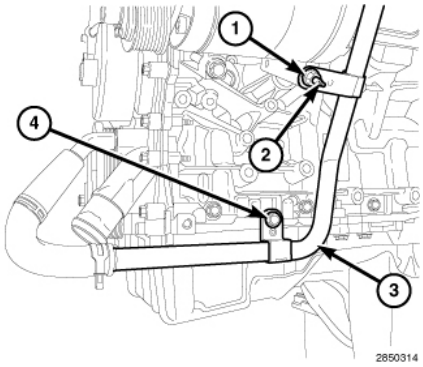
8. If removed, install the transmission fluid level indicator tube (2) (Refer to 21 - Transmission and Transfer Case/Automatic - NAG1/SEAL - Installation) .



81504356

NOTE: Power steering pump not shown.

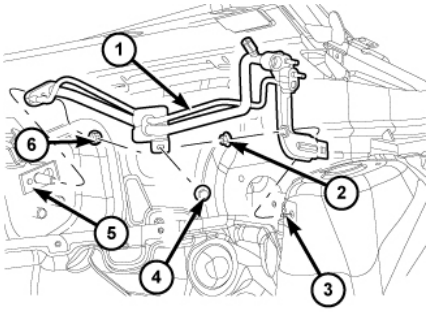
9. If removed, install the nut (1) and bolt (4) to the support brackets of the heater core return tube (3). Tighten the fasteners to 12 N·m (106 in. lbs.).



2850314

10. If removed, install the A/C suction and liquid line assembly (1) (Refer to 24 - Heating and Air Conditioning/Plumbing/LINE, A/C Suction - Installation) .

11. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



2741556

OFF VEHICLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. If removed, install the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Installation) .

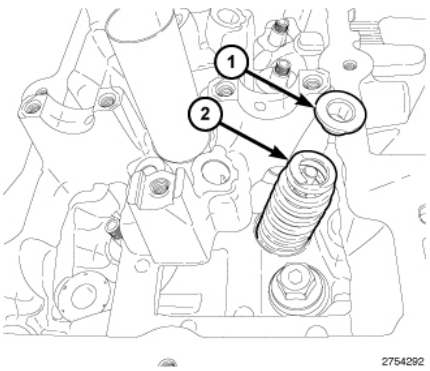
NOTE: Reassemble the valves into their original locations. If the valves or valve seats have been refinished, verify that the valve stem tip height is within specification (Refer to 09 - Engine - Specifications) .

2. If removed, install the spring seat (3) and valve guide seal (1) over the valve guide (Refer to 09 - Engine/Cylinder Head/SEAL(S) , Valve Guide - Installation).

NOTE: Ensure that the garter spring (2) is intact around the top of the valve guide seal (1). Number 5 cylinder exhaust valve guide seal shown, all other valves similar.

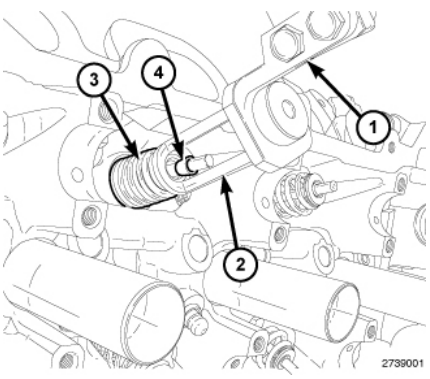
NOTE: If the valve springs are being reused, reassemble them into their original locations. Number 5 cylinder exhaust valve spring shown, all other valves similar.

3. Install the valve spring (2) and valve spring retainer (1).



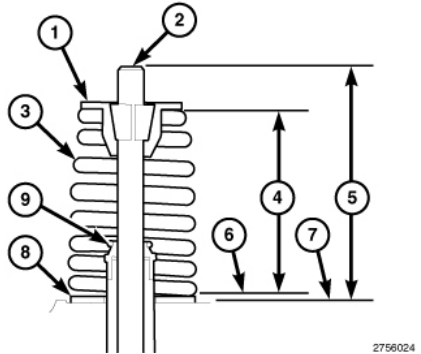
NOTE: Number 3 cylinder intake valve spring compression shown, all other valves similar.

4. Compress valve springs (3) with the Valve Spring Compressor Adapter 10224 (2) mounted in the Valve Spring Compressor C-3422-D (1). Install the retaining locks (4) and release the valve spring compression.



5. If the valves or valve seats have been refinished, check the installed height of the valve springs (4). If the installed valve spring height (4) is greater than 40.0 mm (1.575 in.), install an additional spring seat (8) in the head counterbore under the original valve spring seat (8) to bring the spring height back within specification. Make sure the measurement is taken from the top of spring seat (6) to the bottom surface of spring retainer (1).

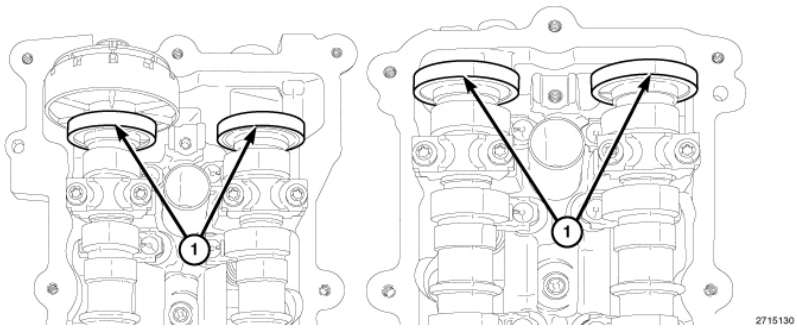
6. Install the cylinder head(s) (Refer to 09 - Engine/Cylinder Head - Installation)



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

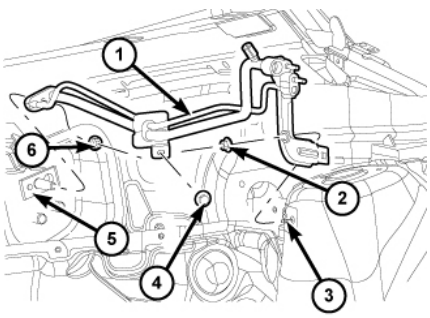
IN VEHICLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure



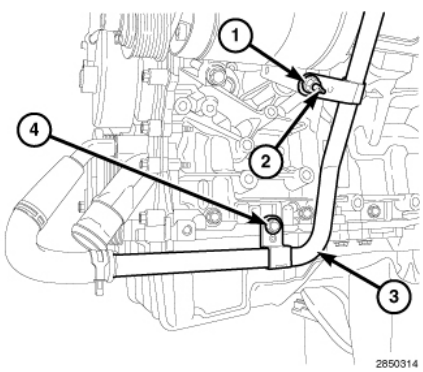
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. Disconnect and isolate the negative battery cable.
2. If removing the LH exhaust valve springs, recover the refrigerant from the refrigerant system and remove the A/C suction and liquid line assembly (1) (Refer to 24 - Heating and Air Conditioning/Plumbing/LINE, A/C Suction - Removal) .



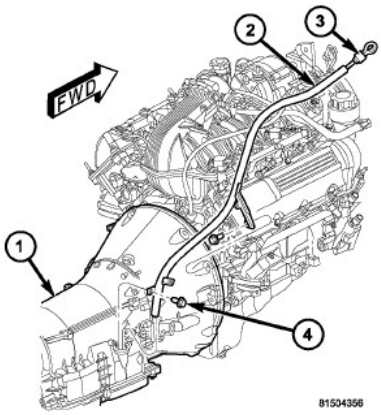
NOTE: Power steering pump not shown.

3. If removing the LH exhaust valve springs, remove the nut (1) and bolt (4) from the support brackets of the heater core return tube (3) and reposition the tube.



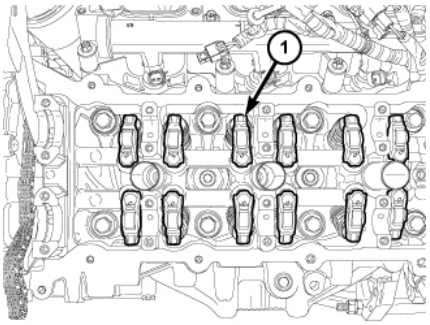
4. If removing the RH valve springs, remove the transmission fluid level indicator tube (2) (Refer to 21 - Transmission and Transfer Case/Automatic - NAG1/SEAL - Removal) .

5. Remove both cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)



NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar.

NOTE: Only remove the camshafts from one head at a time. The opposite head must remain assembled in order to lock the crankshaft against rotation.



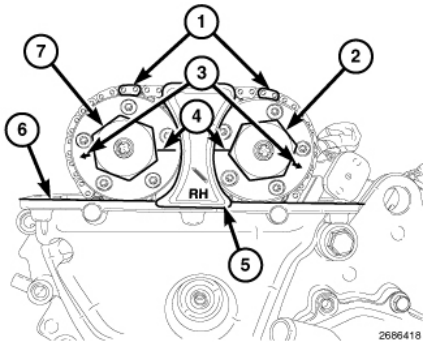
6. Remove the camshaft(s) (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal) .

NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

7. Remove the rocker arm(s) (1) (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve - Removal) .

NOTE: RH camshaft phaser lock shown, LH camshaft phaser lock similar.

CAUTION: **Air pressure applied to the cylinder holds the valves in place. This air pressure also has a tendency to force the piston down and rotate the crankshaft. Do not allow the crankshaft to rotate. Crankshaft rotation may damage the timing chain or front timing cover and affect camshaft timing.**



8. If removing the LH camshafts, install the RH Camshaft Phaser Lock 10202 -1 (5) to lock the crankshaft against rotation. If removing the RH camshafts, install the LH Camshaft Phaser Lock 10202 -2 to lock the crankshaft against rotation.

NOTE: Number 4 cylinder intake valve spring compression shown, all other valves similar.

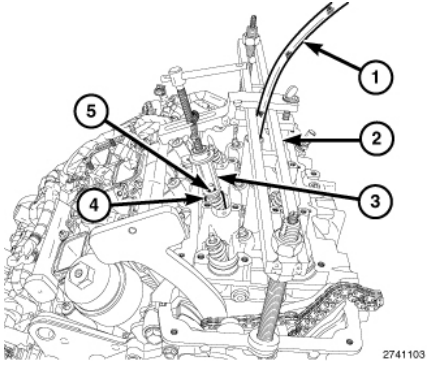
9. Remove the spark plug (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

10. Install Valve Spring Compressor MD998772A (2) onto the cylinder head.

11. Install a spark plug adapter attached to a regulated shop air supply (1). Pressurize the cylinder being serviced to 620.5 - 689 kPa (90 - 100 psi) to hold the valves in place.

CAUTION: **Air pressure must be maintained as long as the valve springs are removed to prevent the valves from dropping into the cylinders.**

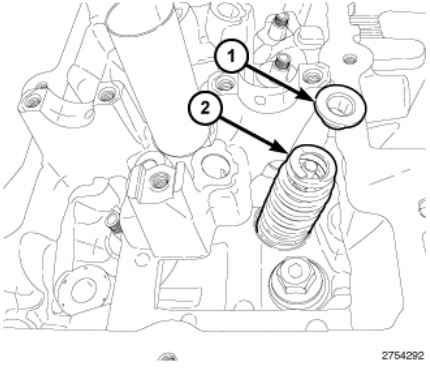
12. Using Valve Spring Compressor Adapter 10224 (3), compress valve spring (4) and remove valve retaining locks (5).



NOTE: If the springs are to be reused, identify their positions so that they can be reassembled into their original locations. Number 5 cylinder exhaust valve spring shown, all other valve springs similar.

13. Release the valve spring compression and remove the valve spring retainer (1) and valve spring (2).

14. If required, remove the valve guide seal and spring seat (Refer to 09 - Engine/Cylinder Head/SEAL(S) , Valve Guide - Removal).



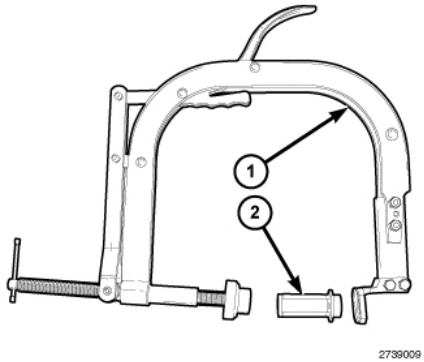
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OFF VEHICLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

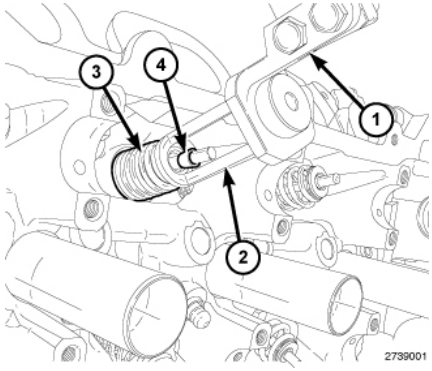
1. Remove the cylinder head(s) (Refer to 09 - Engine/Cylinder Head - Removal)

2. Position the Valve Spring Compressor Adapter 10224 (2) in the Valve Spring Compressor C-3422-D (1).



NOTE: Number 3 cylinder intake valve spring compression shown, all other valves similar.

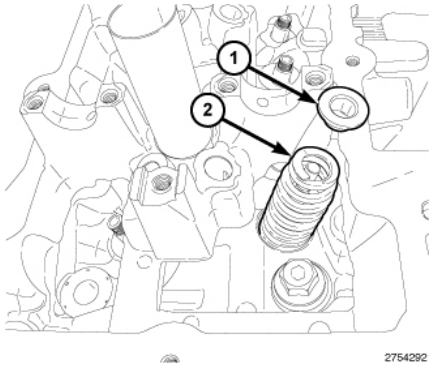
3. Compress the valve spring (3) and remove the valve retaining locks (4).



NOTE: If the springs are to be reused, identify their positions so that they can be reassembled into their original locations. Number 5 cylinder exhaust valve spring shown, all other valves similar.

4. Release the valve spring compression and remove the valve spring retainer (1) and valve spring (2).

5. If required, remove the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Removal)

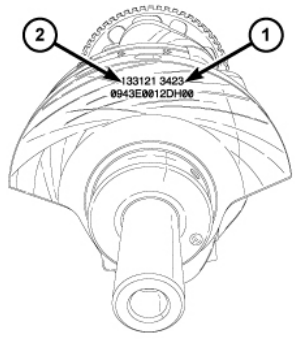


6. If required, remove the valve guide seal and spring seat (Refer to 09 - Engine/Cylinder Head/SEAL(S) , Valve Guide - Removal).

Connecting Rod Bearing Fitting

Bearing oil clearance can also be determined by using Plastigage or equivalent (Refer to 09 - Engine/Engine Block - Standard Procedure)

The connecting rod bearings are “select fit” to achieve proper oil clearance. Connecting rod bearing journal diameter grade markings (2) are stamped into the front crankshaft counterweight. These marks are read from left to right, corresponding with journal number 1, 2, 3, 4, 5, 6. Select the bearing size that corresponds to the crankshaft markings for each rod bearing journal.



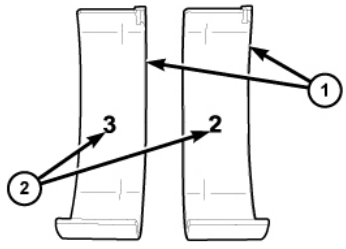
2787957

Connecting rod bearing journal diameter grade markings correspond to specific journal diameters. The chart below identifies the three crankshaft grade markings and their associated journal diameters.

Crankshaft Marking	Journal Size mm (in.)
1	58.9910 - 58.9969 mm (2.3225 - 2.3227 in.)
2	58.9970 - 59.0029 mm (2.3227 - 2.3229 in.)
3	59.0030 - 59.0090 mm (2.3229 - 2.3232 in.)

NOTE: Install the rod bearings in pairs. Do not mix sizes or use a new bearing half with an old bearing half.

The connecting rod bearing shells (1) are marked with the bearing size (2) on the bearing lining surface. The bearings are available in three different sizes in order to achieve the desired oil clearance.



2789568

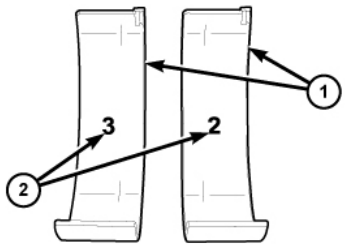
Rod bearing shells are available in three sizes. The chart below identifies the three bearing sizes.

Bearing Marking	Size mm (in.)
1	1.583 - 1.580 mm (0.0623 - 0.0622 in.)
2	1.580 - 1.577 mm (0.0622 - 0.0621 in.)
3	1.577 - 1.574 mm (0.0621 - 0.0620 in.)

Connecting Rod Bearing Replacement

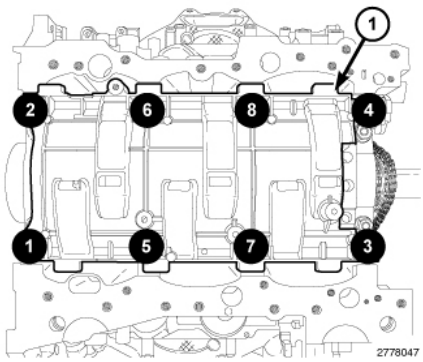
Special Tools: Click to display a list of tools used in this procedure

The connecting rod bearings (1) are serviced in-vehicle. They must be replaced one-at-a-time in order to prevent the pistons from contacting the valves. The connecting rod bearings are “select fit” to achieve proper oil clearances (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure).



2789568

1. Disconnect and isolate the negative battery cable.
2. Remove the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal)
3. Remove the oil pan, oil pump pick-up and engine oil pump (Refer to 09 - Engine/Lubrication /PUMP, Engine Oil - Removal)
4. Remove the eight main bearing cap bolts from the windage tray in the sequence shown and remove the windage tray (1).

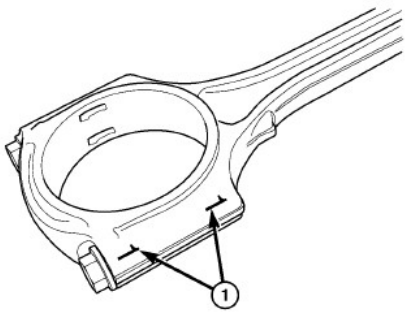


2778047

CAUTION: **DO NOT use a number stamp or a punch to mark connecting rods or caps, as damage to connecting rods could occur**

NOTE: Connecting rods and bearing caps are not interchangeable and should be marked before removing to ensure correct reassembly.

5. Mark connecting rod and bearing cap positions (1) using a permanent ink marker or scribe tool.

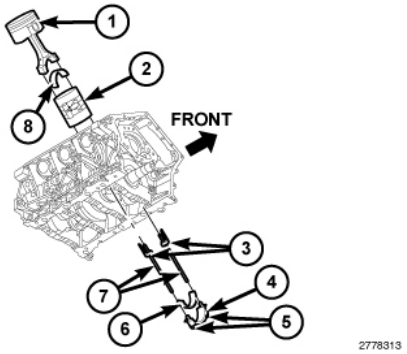


811318c8

NOTE: Typical V6 engine configuration shown.

CAUTION: **Replace only one connecting rod bearing at a time while all other connecting rod bearing caps remain properly tightened. If all connecting rod bearing caps are removed, crankshaft rotation will result in valve and/or piston damage.**

CAUTION: **Care must be taken not to damage the fractured rod and cap joint face surfaces, as engine damage may occur.**



6. Remove the connecting rod cap bolts (5) and the connecting rod cap (4). Discard the cap bolts.
7. Remove the plastic guide plates (3) from the Guide Pins 8189 (7) and install the Guide Pins to the connecting rod being removed.

CAUTION: **Care must be taken not to nick crankshaft journals, as engine damage may occur.**

8. Rotate the crankshaft away from the connecting rod and remove the bearing shell.
9. If required, select and fit new bearings to the connecting rod (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure)
10. Install the bearing shell (8) on the connecting rod with the tang inserted into the machined groove in the rod. Lubricate the bearing surface with clean engine oil.
11. Rotate the crankshaft while guiding the connecting rod into position over the rod journal.

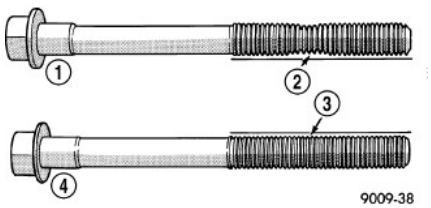
CAUTION: **The connecting rod bolts must not be reused. Always replace the connecting rod bolts whenever they are loosened or removed.**

12. Install the bearing shell (6) on the connecting rod cap (4) with the tang inserted into the machined groove in the cap. Lubricate the bearing surface with clean engine oil.

NOTE: Do not lubricate the threads of the connecting rod cap bolts (5).

13. Install the connecting rod cap and bearing with the tang on the same side as the rod. Tighten the **NEW** connecting rod cap bolts (5) to the proper) .
14. If required, check the connecting rod side clearance (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure)
15. Repeat the previous steps for each connecting rod bearing being replaced.

CAUTION: **The main bearing cap bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**



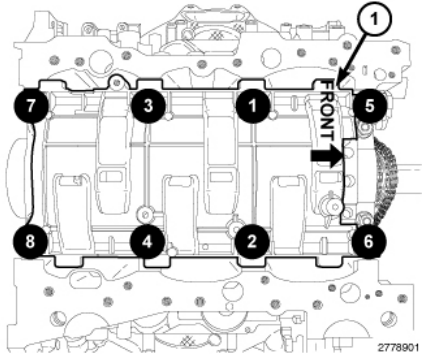
16. Check the main bearing cap bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.
17. Install the windage tray with eight main bearing cap bolts. Tighten the bolts in the sequence shown to 21 N·m (16 ft. lbs.) plus 90°.
18. Install the engine oil pump, oil pump pick-up and oil pan (Refer to 09 - Engine/Lubrication/PUMP, Engine Oil - Installation)

19. Install the spark plugs and ignition coils (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation)

20. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

21. Connect the negative battery cable and tighten nut to the proper) .

22. Operate the engine until it reaches normal operating temperature.

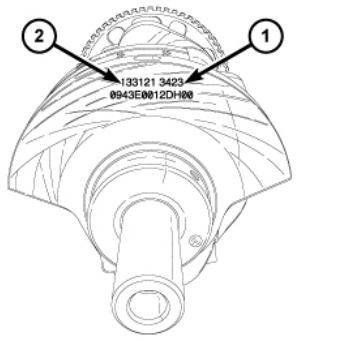


Main Bearing Fitting

NOTE: Crankshaft thrust washers are not selectable and are only available in a single thickness.

Bearing oil clearance can also be determined by using Plastigage or equivalent (Refer to 09 - Engine/Engine Block - Standard Procedure)

The upper and lower main bearings are “select fit” to achieve proper oil clearances. Crankshaft main bearing journal diameter grade markings (1) are stamped into the front crankshaft counterweight. These marks are read from left to right, corresponding with journal number 1, 2, 3, 4.

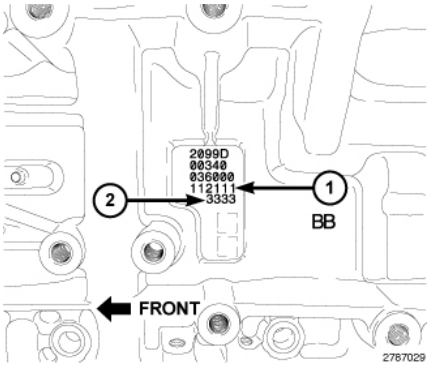


2767957

Crankshaft main bearing journal diameter grade markings correspond to specific journal diameters. The chart below identifies the five crankshaft grade markings and their associated journal diameters.

Crankshaft Marking	Journal Size mm (in.)
1	71.9870 - 71.9905 mm (2.8341 - 2.8343 in.)
2	71.9906 - 71.9941 mm (2.8343 - 2.8344 in.)
3	71.9942 - 71.9977 mm (2.8344 - 2.8345 in.)
4	71.9978 - 72.0013 mm (2.8346 - 2.8347 in.)
5	72.0014 - 72.0050 mm (2.8347 - 2.8348 in.)

Engine block main bearing journal diameter grade markings (2) are stamped into the left side of the engine block. These marks are read from left to right, corresponding with journal number 1, 2, 3, 4.



2767029

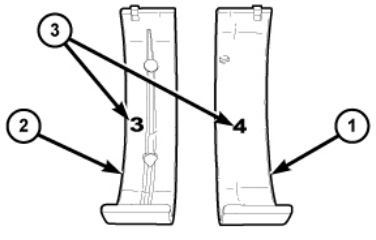
Engine block main bearing journal grade markings correspond to specific journal diameters. The chart below identifies the five engine block grade markings and their associated journal diameters.

Engine Block Marking	Journal Size mm (in.)
1	77.0055 - 77.0090 mm (3.0317 - 3.0318 in.)
2	77.0019 - 77.0054 mm (3.0316 - 3.0317 in.)
3	76.9983 - 77.0018 mm (3.0314 - 3.0316 in.)
4	76.9947 - 76.9982 mm (3.0313 - 3.0314 in.)
5	76.9910 - 76.9946 mm (3.0311 - 3.0313 in.)

For upper and lower main bearing selection, obtain the grade identification marks from the crankshaft and engine block. Main bearings are available in five sizes. Upper and lower sizes can be mixed on a journal in order to achieve the desired oil clearance. The chart below identifies the five sizes available and how they should be selected based on crankshaft and engine block grade markings.

	Crankshaft Marking				
Engine Block Marking	**1**	**2**	**3**	**4**	**5**
1	1/1	1/2	2/2	2/3	3/3
2	1/2	2/2	2/3	3/3	3/4
3	2/2	2/3	3/3	3/4	4/4
4	2/3	3/3	3/4	4/4	4/5
5	3/3	3/4	4/4	4/5	5/5
UPPER/LOWER Main Bearings to Achieve 0.024 - 0.050 mm (0.0009 - 0.0020 in.) Oil Clearance					

The upper main bearing shell (2) and lower main bearing shell (1) are marked with the bearing size (3) on the bearing lining surface. The upper and lower bearings are available in five different sizes and can be mixed on a journal in order to achieve the proper oil clearance.



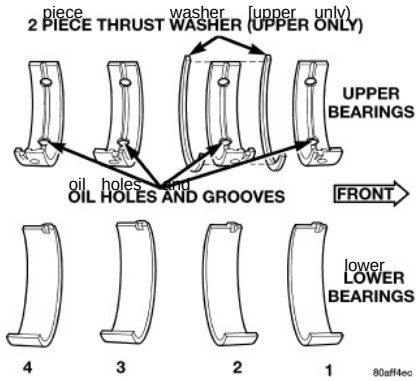
2787936

Upper and lower main bearing shells are available in five sizes. The chart below identifies the five bearing sizes.

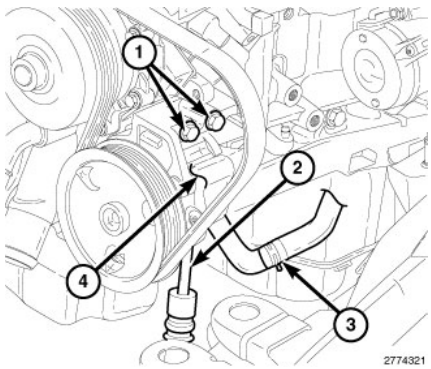
Bearing Marking	Size mm (in.)
1	2.4951 - 2.4987 mm (0.0982 - 0.0984 in.)
2	2.4915 - 2.4951 mm (0.0981 - 0.0982 in.)
3	2.4879 - 2.4915 mm (0.0979 - 0.0981 in.)
4	2.4843 - 2.4879 mm (0.0978 - 0.0979 in.)
5	2.4807 - 2.4843 mm (0.0977 - 0.0978 in.)

Main Bearing Replacement

The main bearings are serviced in-vehicle. They must be replaced one-at-a-time in order to properly support the crankshaft. The upper and lower main bearing shells are NOT interchangeable. The upper and lower main bearings are “select fit” to achieve proper oil clearances (Refer to 09 - Engine/Engine Block/BEARING(S) , Crankshaft - Standard Procedure).



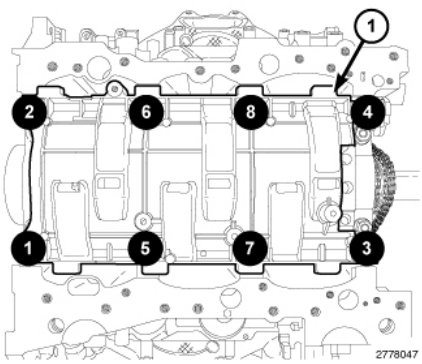
NOTE: Late production vehicles are equipped with Electro-Hydraulic Power Steering (EHPS) and do not have an engine mounted power steering pump.



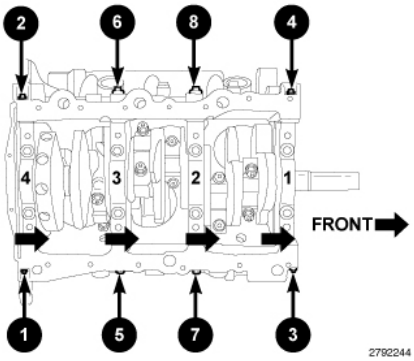
1. Disconnect and isolate the negative battery cable.
2. If equipped with an engine mounted power steering pump, remove the serpentine drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal) .

NOTE: Only two power steering pump mounting bolts are shown. Another bolt is on the lower end of the pump near the pulley.

3. Remove the three power steering pump mounting bolts (1) and reposition the power steering pump, if equipped .
4. Remove the oil pan, oil pump pick-up and engine oil pump (Refer to 09 - Engine/Lubrication /PUMP, Engine Oil - Removal)
5. Remove the eight main bearing cap bolts from the windage tray in the sequence shown and remove the windage tray (1).



NOTE: Typical V6 engine configuration shown.



6. Remove the eight main bearing tie bolts in the sequence shown.

CAUTION: **DO NOT use a number stamp or a punch to mark main bearing caps, as damage to main bearings could occur.**

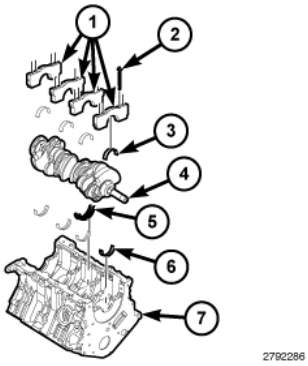
NOTE: Main bearing caps are not interchangeable and are marked to insure correct assembly.

7. Mark the main bearing cap positions using a permanent ink marker or a scribe tool.

NOTE: Typical V6 engine configuration shown.

CAUTION: **Replace only one main bearing at a time while all other main bearing caps remain properly tightened. If all main bearing caps are removed, the weight of the unsupported crankshaft will damage the crankshaft oil seals.**

NOTE: Replace the main bearings in the following order; 2, 3, 1, 4.



8. Remove the two cap bolts (2) and remove the main bearing cap (1).

9. When removing the No. 2 bearing cap, also remove the thrust washers (5).

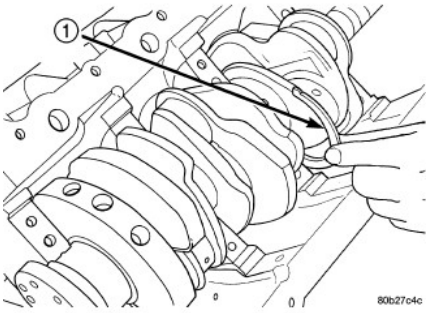
10. Slide the upper main bearing half (6) out from between the crankshaft and the engine block.

11. If required, select fit new main bearings to the engine block (Refer to 09 - Engine/Engine Block/BEARING(S) , Crankshaft - Standard Procedure)

12. Lubricate the upper main bearing half (6) with clean engine oil and slide the bearing into position.
.

NOTE: Typical V6 engine configuration shown.

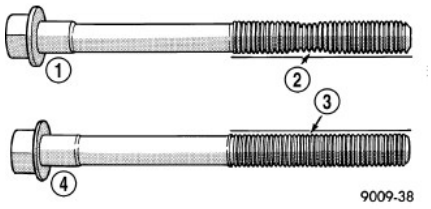
13. When installing thrust washers (1) at the No. 2 main bearing location, use the following procedure:



a. Move the crankshaft forward to the limit of travel. Lubricate and install the front thrust washer (1) by rolling the washer onto the machined shelf between the No. 2 upper main bulk head and crankshaft thrust surface.

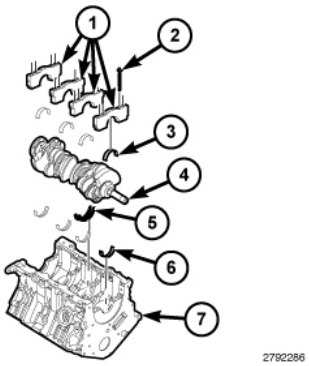
b. Move the crankshaft rearward to the limit of travel. Lubricate and install the rear thrust washer by rolling the washer onto the machined shelf between the No. 2 upper main bulk head and crankshaft thrust surface.

CAUTION: **The main bearing cap bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**

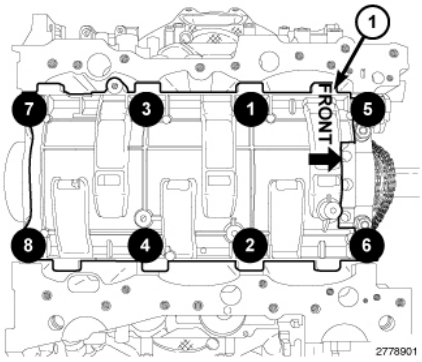


14. Check the main bearing cap bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.

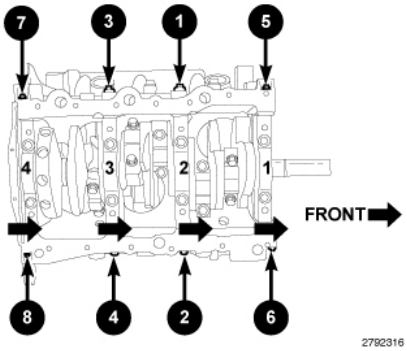
NOTE: Typical V6 engine configuration shown.



15. Lubricate and install the lower bearing half (3) onto the main cap (1).
16. Install the main bearing cap (1) with two inner main bearing cap bolts (2) tightened to 20 N·m (15 ft. lbs.) plus 90°.
17. Repeat the previous steps for main bearings 3, 1 and 4.
18. Measure crankshaft end play (Refer to 09 - Engine/Engine Block/CRANKSHAFT - Standard Procedure)
19. Install the windage tray with eight main bearing cap bolts. Tighten the bolts in the sequence shown to 21 N·m (16 ft. lbs.) plus 90°.



NOTE: Typical V6 engine configuration shown.



20. Install the eight main bearing tie bolts. Tighten the bolts in the sequence shown to 28 N·m (21 ft. lbs.).
21. Install the engine oil pump, oil pump pick-up and oil pan (Refer to 09 - Engine/Lubrication /PUMP, Engine Oil - Installation)

NOTE: Only two power steering pump mounting bolts are shown. Another bolt is on the lower end of the pump near the pulley.

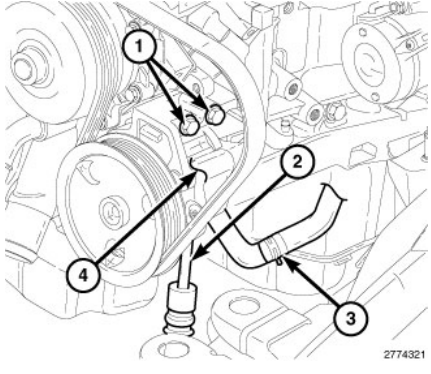
22. If removed, position the power steering pump (4) to the engine block. Install the three pump mounting bolts (1) and tighten to 25 N·m (18 ft. lbs.).
23. If removed, install the accessory drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation) .

24. Install the spark plugs and ignition coils (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation)

25. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

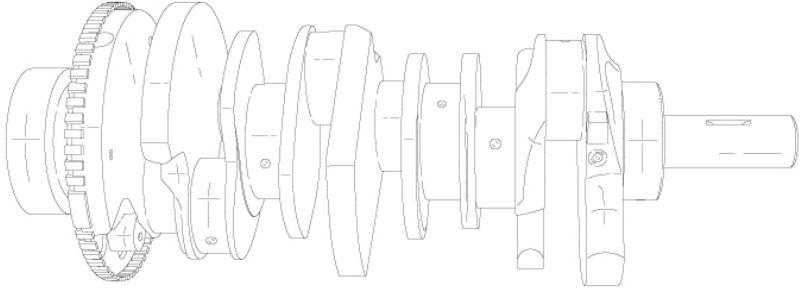
26. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

27. Operate the engine until it reaches normal operating temperature.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



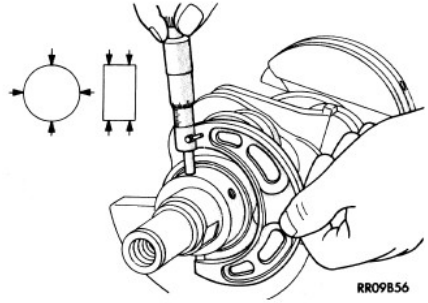
2824124

The crankshaft is a cast design and is constructed using ductile iron. The crankshaft is a three throw split pin design with counterweights for balancing purposes. The main journals are crossed drilled for rod bearing lubrication. The crankshaft is supported by four select fit main bearings with number 2 serving as the thrust washer location. The rear counterweight has provisions for crankshaft position sensor target wheel mounting. Both the front and rear seals are a single piece design and are mounted to the timing cover and cylinder block.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

NOTE: Typical crankshaft journal measurements shown.

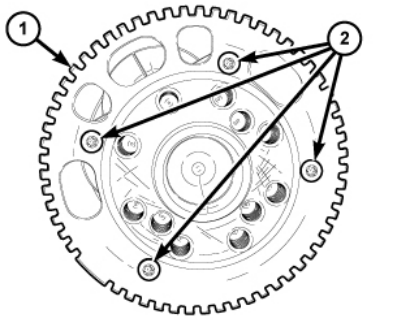


1. Clean the oil off the bearing journals.
2. Determine the maximum diameter of the journals with a micrometer. Measure at two locations 90° apart at each end of the journals.
3. Compare the measured rod journal diameter to the crankshaft connecting rod bearing journal diameter grade marking chart (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure). Select the bearing size that corresponds to the crankshaft markings for each rod bearing journal that will provide the proper oil clearance.
4. Compare the measured main bearing journal diameter to the crankshaft main bearing journal diameter grade marking chart (Refer to 09 - Engine/Engine Block/BEARING(S) , Crankshaft - Standard Procedure). Obtain the main bearing journal grade identification marks from the engine block and select the upper and lower main bearing sizes that will provide the proper oil clearance.
5. For connecting rod journals, verify that the maximum taper and maximum out of round are within specifications) .
6. For main bearing journals, verify that the maximum taper and maximum out of round are within specifications) .

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. If required, select and fit new crankshaft main bearings to the engine block (Refer to 09 - Engine/Engine Block/BEARING(S) , Crankshaft - Standard Procedure)
2. If required, select and fit new bearings to the connecting rod (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure)
3. If removed, install the target wheel (1) to the crankshaft with four new bolts (2). Ensure the threaded holes in the crankshaft are free of residual thread lock adhesive. Tighten the bolts to 10 N·m (89 in. lbs.).



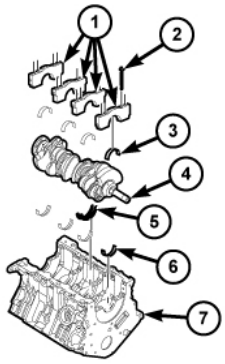
2792895

NOTE: Typical V6 engine configuration shown.

4. If removed, lubricate and install the upper main bearing halves (6) into the engine block (7).

CAUTION: **When installing the crankshaft, use care not to damage bearing surfaces on the crankshaft.**

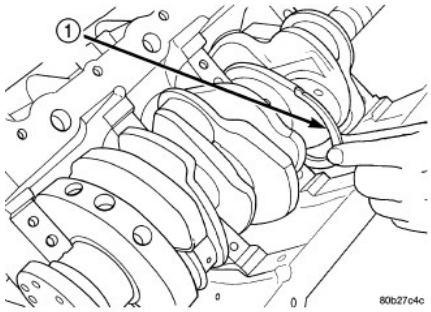
5. Install the crankshaft (4) into the engine block (7).



2792286

NOTE: Typical V6 engine configuration shown.

6. Installing thrust washers (1) at the No. 2 main bearing location, using the following procedure:

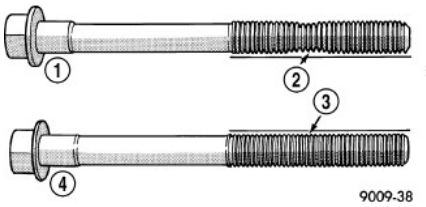


80b27c4c

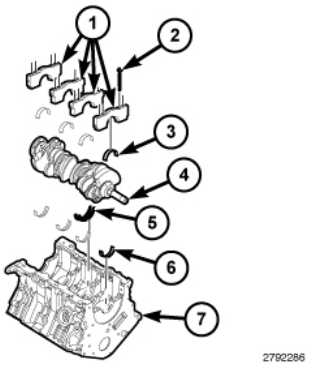
   a. Move the crankshaft forward to the limit of travel. Lubricate and install the front thrust washer (1) by rolling the washer onto the machined shelf between the No. 2 upper main bulk head and crankshaft thrust surface.
   b. Move the crankshaft rearward to the limit of travel. Lubricate and install the rear thrust washer by rolling the washer onto the machined shelf between the No. 2 upper main bulk head and crankshaft thrust surface.

CAUTION: **The main bearing cap bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**

7. Check the main bearing cap bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.



NOTE: Typical V6 engine configuration shown.

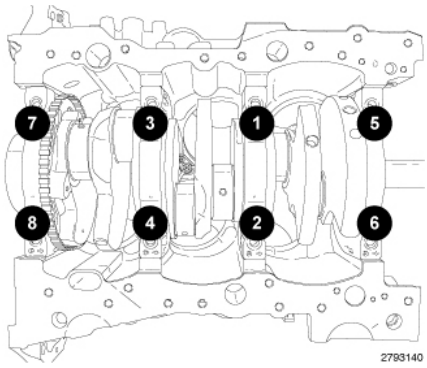


8. If removed, lubricate and install the lower main bearing halves (3) onto the main caps (1).

9. Install the main bearing caps (1) with two inner main bearing cap bolts (2).

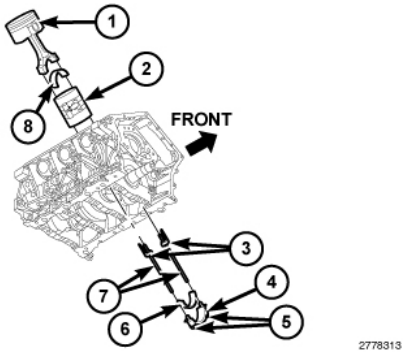
10. Tighten the inner main bearing cap bolts in the sequence shown to 20 N·m (15 ft. lbs.) plus 90°.

11. Measure crankshaft end play (Refer to 09 - Engine/Engine Block/CRANKSHAFT - Standard Procedure)



NOTE: Typical V6 engine configuration shown.

12. If removed, install the bearing shell (8) on the connecting rod with the tang inserted into the machined groove in the rod. Lubricate the bearing surface with clean engine oil.



CAUTION: **Care must be taken not to nick crankshaft journals, as engine damage may occur.**

13. Remove the plastic guide plates (3) from the Guide Pins 8189 (7) and install the Guide Pins to the connecting rod.

CAUTION: **Avoid contact with the piston oil cooler jet(s). Positioning of the oil cooler jet(s) is critical for proper engine operation.**

14. Pull the connecting rod and piston toward the crankshaft until the connecting rod is seated on the crankshaft journal. Remove the guide pins.

CAUTION: **The connecting rod bolts must not be reused. Always replace the connecting rod bolts whenever they are loosened or removed.**

15. If removed, install the bearing shell (6) on the connecting rod cap (4) with the tang inserted into the machined groove in the cap. Lubricate the bearing surface with clean engine oil.

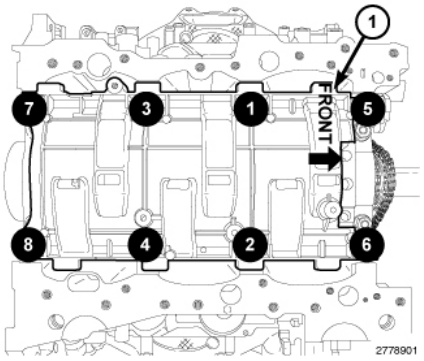
NOTE: Do not lubricate the threads of the connecting rod cap bolts (5).

16. Install the connecting rod cap and bearing with the tang on the same side as the rod. Tighten the the **NEW** connecting rod cap bolts (5) to 20 N·m (15 ft. lbs.) plus 90°.

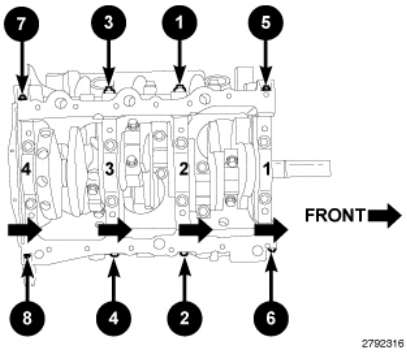
17. If required, check the connecting rod side clearance (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure)

18. Repeat the previous steps for the remaining connecting rods.

19. Install the windage tray (1) with eight main bearing cap bolts. Tighten the bolts in the sequence shown to 21 N·m (16 ft. lbs.) plus 90°.



NOTE: Typical V6 engine configuration shown.



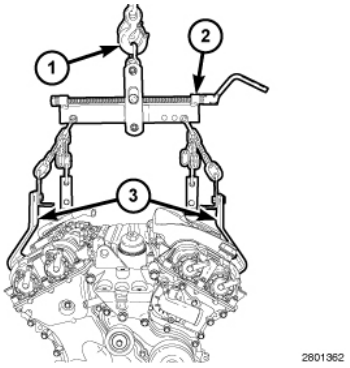
20. Install the eight main bearing tie bolts. Tighten the bolts in the sequence shown to 28 N·m (21 ft. lbs.).

21. Install the engine oil pump and oil pump pick-up (Refer to 09 - Engine/Lubrication/PUMP, Engine Oil - Installation)

22. Install the rear crankshaft oil seal and flexplate (Refer to 09 - Engine/Engine Block/SEAL, Crankshaft Oil - Installation)

23. Install the timing chain and sprockets, engine timing cover, oil pans, spark plugs and cylinder head covers (Refer to 09 - Engine/Valve Timing/CHAIN and SPROCKETS, Timing - Installation)

24. Install the engine (Refer to 09 - Engine - Installation)



25. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

26. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

27. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .

28. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure)

NOTE:

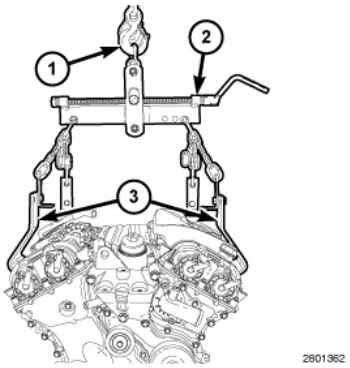
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

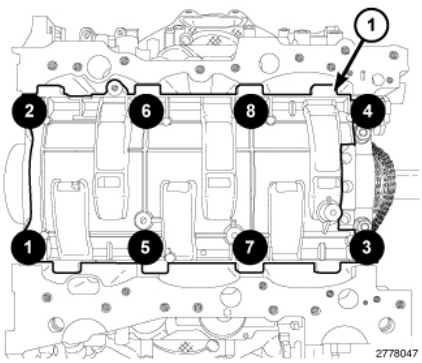
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

NOTE: To remove the crankshaft from the engine, the engine must be removed from the vehicle.



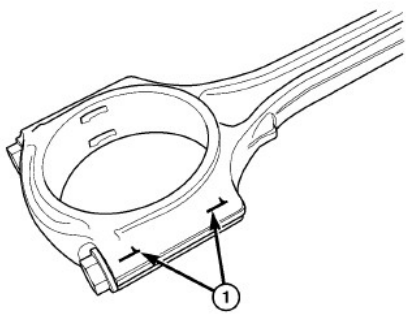
1. Remove the engine (Refer to 09 - Engine - Removal)



2. Remove the cylinder head covers, spark plugs, upper oil pan, engine timing cover, timing chain and sprockets (Refer to 09 - Engine/Valve Timing/CHAIN and SPROCKETS, Timing - Removal)
3. Remove the flexplate and the rear crankshaft oil seal (Refer to 09 - Engine/Engine Block/SEAL, Crankshaft Oil - Removal)
4. Remove the oil pump pick-up and engine oil pump (Refer to 09 - Engine/Lubrication/PUMP, Engine Oil - Removal)
5. Remove the eight main bearing cap bolts from the windage tray in the sequence shown and remove the windage tray (1).

CAUTION: **DO NOT use a number stamp or a punch to mark connecting rods or caps, as damage to connecting rods could occur**

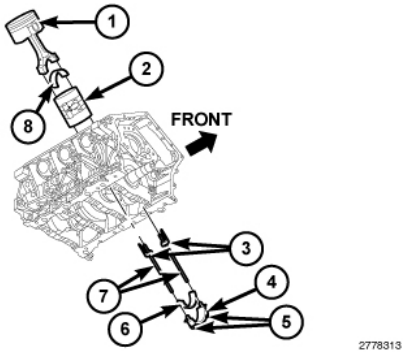
NOTE: Connecting rods and bearing caps are not interchangeable and should be marked before removing to ensure correct reassembly.



6. Mark connecting rod and bearing cap positions (1) using a permanent ink marker or scribe tool.

NOTE: Typical V6 engine configuration shown.

CAUTION: **Care must be taken not to damage the fractured rod and cap joint face surfaces, as engine damage may occur.**



7. Remove the connecting rod cap bolts (5) and the connecting rod caps (4). Discard the cap bolts.

CAUTION: **Care must be taken not to nick crankshaft journals, as engine damage may occur.**

8. Remove the plastic guide plates (3) from the Guide Pins 8189 (7) and install the Guide Pins to the connecting rod.

CAUTION: **Avoid contact with the piston oil cooler jet(s). Positioning of the oil cooler jet(s) is critical for proper engine operation.**

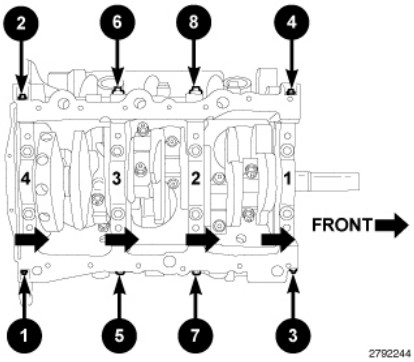
9. Push the connecting rod and piston into the cylinder until the connecting rod is clear of the crankshaft journal. Remove the guide pins. Repeat this procedure at each cylinder until all of the connecting rods are clear of the crankshaft.

NOTE: Typical V6 engine configuration shown.

Remove the main bearing cross bolts in the sequence shown.

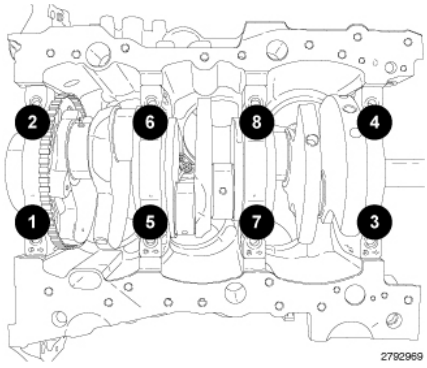
CAUTION: **DO NOT use a number stamp or a punch to mark main bearing caps, as damage to main bearings could occur.**

NOTE: Main bearing caps are not interchangeable and are marked to insure correct assembly.



10. Mark the main bearing cap positions using a permanent ink marker or a scribe tool.

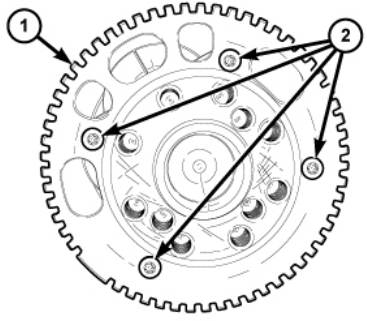
11. Remove the eight main bearing cap bolts in the sequence shown and remove the main bearing caps.



CAUTION: **Do not rest the crankshaft on the target wheel (1). Damaged or bent target wheel teeth will destroy the target wheels ability to correctly relay crankshaft position to the crankshaft position sensor.**

12. Remove the crankshaft from the engine block.

13. If required, remove the four bolts (2) and the target wheel (1). Discard the four bolts.

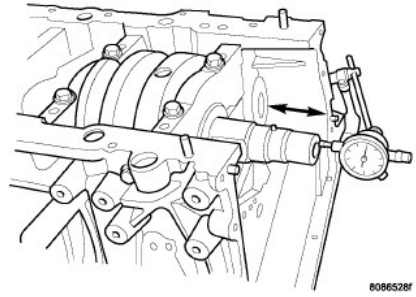


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - END PLAY

Special Tools: Click to display a list of tools used in this procedure

NOTE: Typical V6 engine shown.

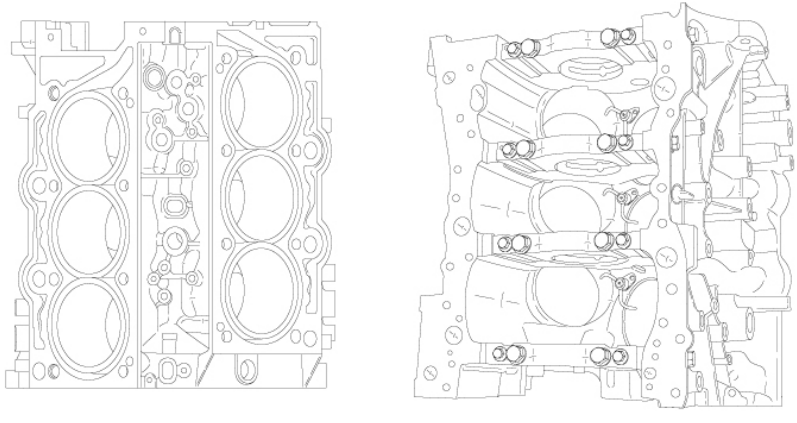


1. Mount Dial Indicator Set C-3339A to a stationary point at the front of the engine. Locate the probe perpendicular against the nose of the crankshaft.
2. Move the crankshaft all the way to the rear of its travel.
3. Zero the dial indicator.
4. Move the crankshaft forward to the limit of travel and read the dial indicator. Compare the measured end play to the specification (Refer to 09 - Engine - Specifications) .

NOTE: Crankshaft thrust washers are not selectable and are only available in a single thickness.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



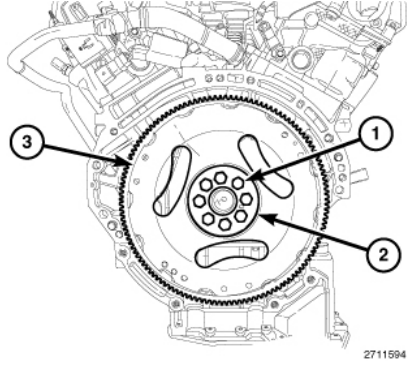
The cylinder block is a 60 degree high-pressure die cast aluminum design with cast steel cylinder liners. The leading side of the block is on the right side and houses cylinders 1, 3 and 5. The cylinder block is an open deck design with cut slots between each cylinder. Two knock sensors are located in the block valley. The cylinder block has three sets of piston cooling jets which are attached to the main oil gallery. The four powdered metal main bearing caps are a cross-bolted design and have directional arrows molded into the caps. The number 2 main bearing is the location for the two piece upper half thrust bearings. The thrust bearings are installed with the oil groves facing outward. The main bearing caps are a 6-bolt design and cross-bolted for improved lower end strength. There are three oil drain back drillings located on each of the cylinder banks.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the flexplate (3) onto the crankshaft.
2. Install the spacer (2) and the bolts (1) hand tight.
3. Tighten the flexplate retaining bolts (1) to 95 N·m (70 ft. lbs.) in a criss-cross pattern.
4. Install the transmission .

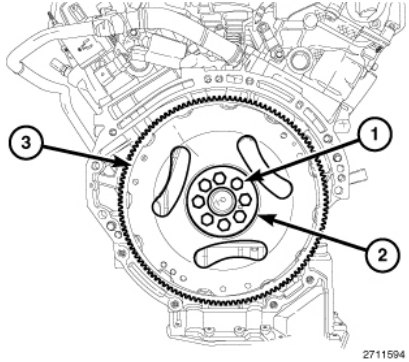


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the transmission .
2. Remove the bolts (1) and the spacer plate (2).
3. Remove the flexplate (3).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

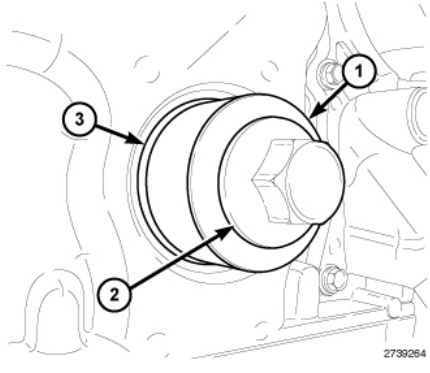
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Position the front crankshaft oil seal (3) into place on the engine timing cover.

2. Align the Front Crankshaft Seal Installer 10199 (1) to the flywheel key on the crankshaft and against the front crankshaft oil seal (3).

CAUTION: **Only tighten the crankshaft vibration damper bolt until the oil seal is seated in the cover. Overtightening of the bolt can crack the front timing cover.**



3. Install and tighten the crankshaft vibration damper bolt (2) until the Crankshaft oil seal is seated in the engine timing cover.

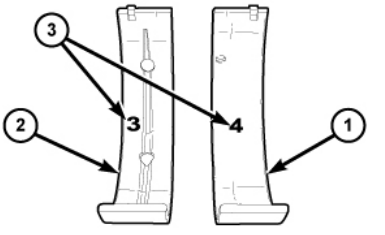
4. Install the crankshaft vibration damper and accessory drive belt (Refer to 09 - Engine/Engine Block/DAMPER, Vibration - Installation)

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

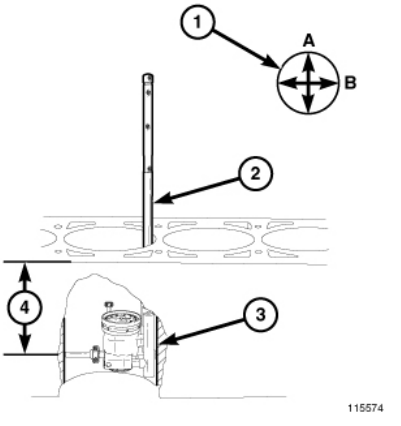
Special Tools: Click to display a list of tools used in this procedure

1. Wipe the main bearing inserts (1 and 2) clean.
2. Inspect the inserts for abnormal wear patterns, scoring, grooving, fatigue, pitting and for metal or other foreign material imbedded in the lining.
3. Inspect the back of the inserts for fractures, scrapes, or irregular wear patterns.
4. Inspect the insert locking tabs for damage.



2787936

5. Inspect the crankshaft thrust washers for scoring, scratches, wear or blueing.
6. Replace any bearing that shows abnormal wear (Refer to 09 - Engine/Engine Block/BEARING(S) , Crankshaft - Standard Procedure)
7. Inspect the main bearing bores for signs of scoring, nicks and burrs.
8. If the cylinder block main bearing bores show damage the engine block must be replaced.
9. Use Cylinder Indicator C-119 (2) to correctly measure the inside diameter of the cylinder bore (3). A cylinder bore gauge capable of reading in 0.003 mm (0.0001 in.) INCREMENTS is required. If a bore gauge is not available, do not use an inside micrometer.
10. Measure the inside diameter of the cylinder bore at three levels below the top of the bore (4). Start at the top of the bore, perpendicular (across or at 90 degrees) to the axis of the crankshaft at point A (1).
11. Repeat the measurement near the middle of the bore, then repeat the measurement near the bottom of the bore.
12. Determine taper by subtracting the smaller diameter from the larger diameter.



115574

13. Rotate measuring device 90° to point B (1) and repeat the three measurements. Verify that the maximum taper is within) .
14. Determine out-of-roundness by comparing the difference between A and B at each of the three levels. Verify that the maximum out of round is within) .
15. If cylinder bore taper and out-of-roundness are within specification, the cylinder bore can be honed (Refer to 09 - Engine/Engine Block - Standard Procedure) . If the cylinder bore taper or out-of-round condition exceeds the maximum limits, the cylinder block must be replaced.

NOTE: A slight amount of taper always exists in the cylinder bore after the engine has been in use for a period of time.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CLEANING

CAUTION: **DO NOT use a wire wheel or other abrasive cleaning devise to clean the pistons or connecting rods. The pistons have a Moly coating, this coating must not be damaged.**

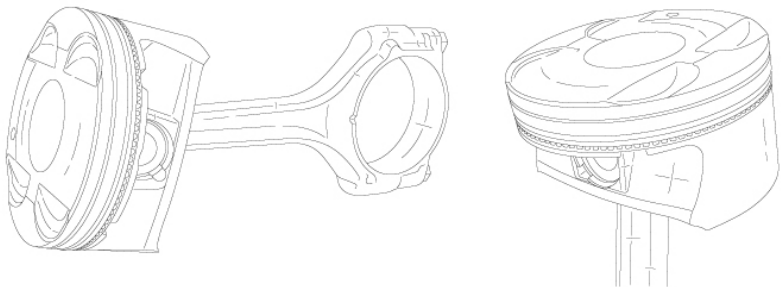
CAUTION: **Do not remove the piston pin from the piston and connecting rod assembly.**

1. Using a suitable cleaning solvent clean the pistons in warm water and towel dry.

2. Use a wood or plastic scraper to clean the ring land grooves.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



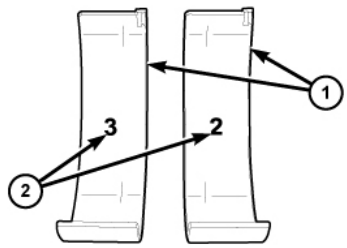
2824195

CAUTION: **Do not use a metal stamp to mark connecting rods as damage may result, instead use ink or a scratch awl.**

The pistons are a lightweight design with ultra low tension piston rings for improved fuel economy. The pistons are made of a high strength aluminum alloy and the piston skirt has a Moly® coating. The top piston ring land has an anodized coating for improved wear. The piston is connected to the rod using a full floating pin with two locking clips. The connecting rod is forged steel with a bolted cracked cap design. The connecting rod bolts are not reusable. Pistons are available in two different diameters with grade markings for each bore indicated on the side of the cylinder block. The upper compression ring is a 1.2 mm steel ring with a spray coating. The intermediate compression ring is 1.2 mm micro napier design. Both compression rings have a dot or a mark on the piston ring. The marked side of the ring must face the top of the piston. The 2 mm three piece oil control ring is very thin. These are chrome plated rings and have a stainless steel expander.

INSPECTION

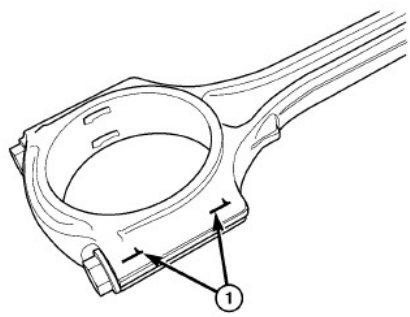
1. Wipe the inserts (1) clean.
2. Inspect the inserts for abnormal wear patterns, scoring, grooving, fatigue, pitting and for metal or other foreign material imbedded in the lining.
3. Inspect the back of the inserts for fractures, scrapes, or irregular wear patterns.
4. Inspect the insert locking tabs for damage.



2789568

5. Replace any bearing that shows abnormal wear (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure)
6. Inspect the connecting rod bearing bores for signs of scoring, nicks and burrs.

NOTE: Misaligned or bent connecting rods can cause abnormal wear on pistons, piston rings, cylinder walls, connecting rod bearings and crankshaft connecting rod journals. If wear patterns or damage to any of these components indicate the probability of a misaligned connecting rod, inspect it for correct rod alignment.

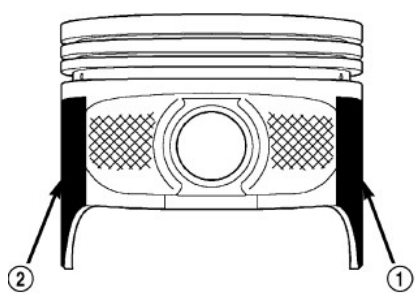


811318c8

7. Replace misaligned, bent or twisted connecting rods.

NOTE: Connecting rods are serviced with the piston pre-assembled. The pistons are "select fit" to achieve proper oil clearance (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure)

NOTE: Typical coated piston shown.



80aac2ac

8. Inspect the piston for scoring or scraping marks in the piston skirts. Check the ring lands for cracks and/or deterioration.
9. Check the piston for taper and out of round shape.

NOTE: The coating material (1 and 2) is applied to the piston after the final piston machining process. Measuring the outside diameter of a coated piston will not provide accurate results. Therefore measuring the inside diameter of the cylinder bore with a dial Bore Gauge is MANDATORY (Refer to 09 - Engine/Engine Block - Inspection) .

10. Compare the measured cylinder bore diameter to the engine block cylinder bore grade marking chart (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure) Select the piston size that corresponds to the engine block markings for each cylinder to provide the proper oil clearance.

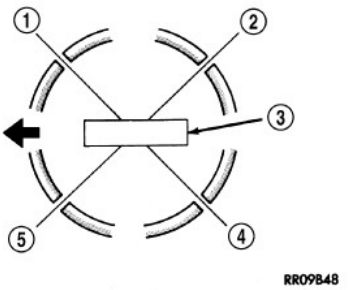
NOTE: Piston installation into the cylinder bore requires slightly more pressure than that required for non-coated pistons. The bonded coating on the piston will give the appearance of a line-to-line fit with the cylinder bore.

NOTE: The coated pistons will be serviced with the piston pin and connecting rod pre-assembled.

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

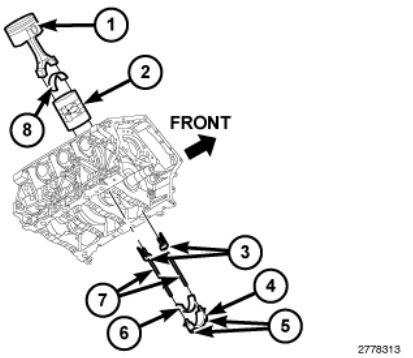
1. If required, select and fit new piston and connecting rod assemblies to the engine block (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure)
2. If required, select and fit new bearings to the connecting rod (Refer to 09 - Engine/Engine Block/BEARING(S) , Connecting Rod - Standard Procedure)
3. If required, hone the cylinder bores (Refer to 09 - Engine/Engine Block - Standard Procedure)
4. If removed, install the piston rings (Refer to 09 - Engine/Engine Block/RING(S) , Piston - Installation).
5. Position the piston ring end gaps as follows:



- Oil ring expander gap (5)
- Oil ring lower side rail end gap (4)
- Oil ring upper side rail end gap (1)
- No. 2 (intermediate) ring end gap (5)
- No. 1 (upper) ring end gap (2)

NOTE: Typical V6 engine configuration shown.

NOTE: Ensure the position of the ring end gaps does not change when installing the ring compressor.



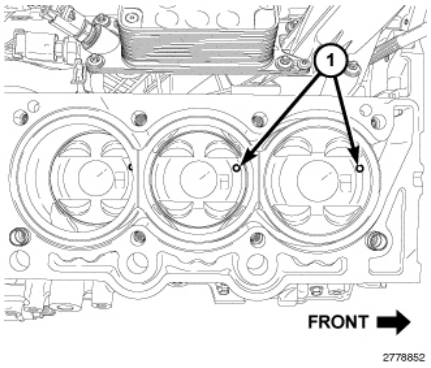
6. Lubricate the piston rings with clean engine oil. Position Piston Compressor C-385 (2) over the piston and rings. Tighten the compressor (2).

NOTE: Install the rod bearings in pairs. Do not mix sizes or use a new bearing half with an old bearing half.

7. Install the bearing shell (8) on the connecting rod with the tang inserted into the machined groove in the rod. Lubricate the bearing surface with clean engine oil.
8. Remove the plastic guide plates (3) from the Guide Pins 8189 (7) and install the Guide Pins to the connecting rod being installed.

NOTE: Right cylinder bank shown, left cylinder bank similar.

9. The pistons crowns are stamped with a mark (1) indicating installation position. This mark must be positioned toward the front of engine on both cylinder banks.



10. Wipe the cylinder bore clean and lubricate with clean engine oil.

11. Rotate the crankshaft until the connecting rod journal is on the center of cylinder bore.

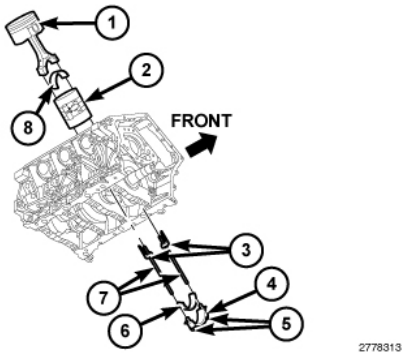
CAUTION: **Avoid contact with the piston oil cooler jet(s). Positioning of the oil cooler jet(s) is critical for proper engine operation.**

12. Insert the piston and connecting rod into the cylinder bore and carefully position the guide pins over the crankshaft journal.

13. Tap the piston down in the cylinder bore using a hammer handle while guiding the connecting rod into position over the rod journal.

NOTE: Typical V6 engine configuration shown.

CAUTION: **The connecting rod bolts must not be reused. Always replace the connecting rod bolts whenever they are loosened or removed.**



14. Install the bearing shell (6) on the connecting rod cap (4) with the tang inserted into the machined groove in the cap. Lubricate the bearing surface with clean engine oil.

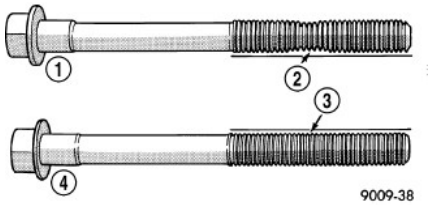
NOTE: Do not lubricate the threads of the connecting rod cap bolts (5).

15. Install the connecting rod cap and bearing with the tang on the same side as the rod. Tighten the **NEW** connecting rod cap bolts (5) to the proper) .

16. If required, check the connecting rod side clearance (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Standard Procedure)

17. Repeat the previous steps for each piston being installed.

CAUTION: **The main bearing cap bolts are tightened using a torque plus angle procedure. The bolts must be examined BEFORE reuse. If the threads are necked down the bolts must be replaced.**



18. Check the main bearing cap bolts for necking by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2) the bolt must be replaced.

19. Install the windage tray with eight main bearing cap bolts. Tighten the bolts in the sequence shown to the proper) .

20. Install the engine oil pump and oil pump pick-up (Refer to 09 - Engine/Lubrication/PUMP, Engine Oil - Installation)

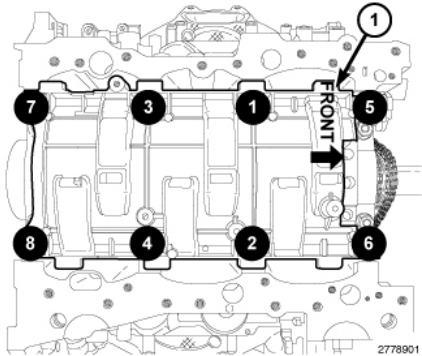
21. Install the cylinder heads, engine timing cover and oil pans (Refer to 09 - Engine/Cylinder Head - Installation)

22. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

23. Connect the negative battery cable and tighten the nut to the proper) .

24. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .

25. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure)

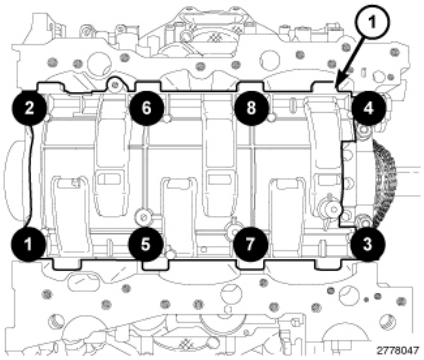


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

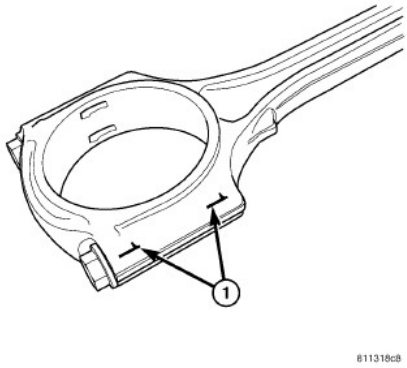
1. Disconnect and isolate the negative battery cable.
2. Remove the oil pans, engine timing cover and cylinder heads (Refer to 09 - Engine/Cylinder Head - Removal) .
3. Remove the engine oil pump (Refer to 09 - Engine/Lubrication/PUMP, Engine Oil - Removal) .
4. Remove the eight main bearing cap bolts from the windage tray in the sequence shown and remove the windage tray (1).



5. If necessary, remove the top ridge of the cylinder bores with a reliable ridge reamer before removing the pistons from the engine block. **Be sure to keep the tops of pistons covered during this operation.** Pistons and connecting rods must be removed from the top of the engine block. When removing piston and connecting rod assemblies from the engine, rotate the crankshaft clockwise so that each connecting rod is centered in the cylinder bore.

CAUTION: **DO NOT use a number stamp or a punch to mark connecting rods or caps, as damage to connecting rods could occur**

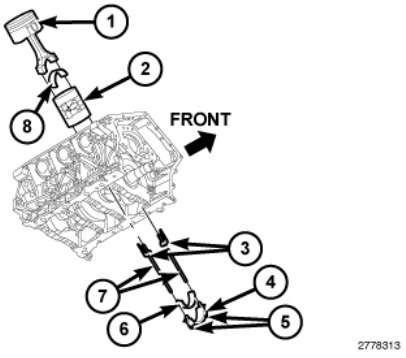
NOTE: Connecting rods and bearing caps are not interchangeable and should be marked before removing to ensure correct reassembly.



6. Mark connecting rod and bearing cap positions (1) using a permanent ink marker or scribe tool.

NOTE: Typical V6 engine configuration shown.

CAUTION: **Care must be taken not to damage the fractured rod and cap joint face surfaces, as engine damage may occur.**



7. Remove the connecting rod cap bolts (5) and the connecting rod cap (4). Discard the cap bolts.

CAUTION: **Care must be taken not to nick crankshaft journals, as engine damage may occur.**

8. Remove the plastic guide plates (3) from the Guide Pins 8189 (7) and install the Guide Pins to the connecting rod being removed.

CAUTION: **Avoid contact with the piston oil cooler jet(s). Positioning of the oil cooler jet(s) is critical for proper engine operation.**

9. Remove the piston and connecting rod (1) from cylinder bore.
10. Repeat the previous steps for each piston being removed.
11. Immediately after piston and connecting rod removal, reinstall the bearing cap (4) on the mating connecting rod to prevent damage to the fractured cap and rod surfaces.
12. If required, remove the piston rings (Refer to 09 - Engine/Engine Block/RING(S) , Piston - Removal).
13. Repeat the previous steps for each piston being removed.

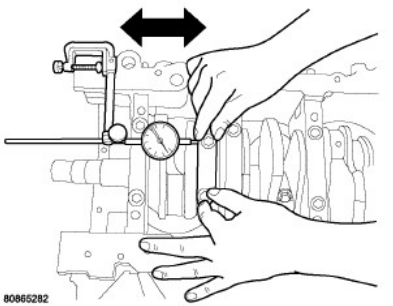
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

Connecting Rod Side Clearance

Special Tools: Click to display a list of tools used in this procedure

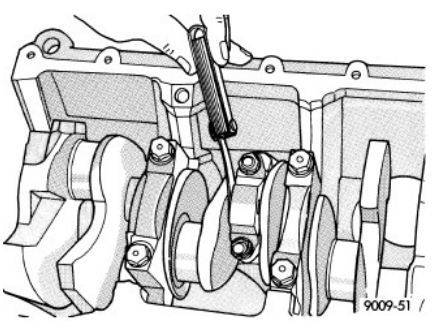
Dial Indicator

1. Mount Dial Indicator Set C-3339A to a stationary point on the engine. Locate the probe perpendicular to and resting against the connecting rod cap being checked.
2. Move the connecting rod all the way to the rear of its travel.
3. Zero the dial indicator.
4. Move the connecting rod forward to the limit of travel and read the dial indicator. Compare the measured side clearance to the) .
5. Repeat this procedure for each connecting rod. Rotate the crankshaft for connecting rod accessibility.



Feeler Gauge

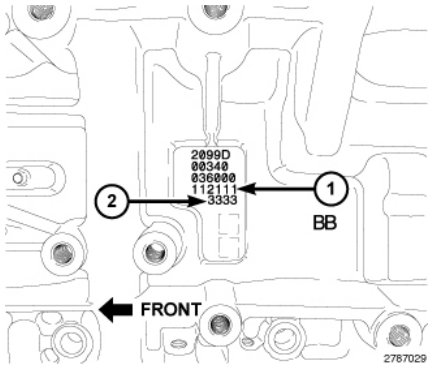
1. Slide a snug-fitting feeler gauge between the connecting rod and crankshaft journal flange. Compare the measured side clearance to the) .
2. Repeat this procedure for each connecting rod. Rotate the crankshaft for connecting rod accessibility.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

Piston Fitting

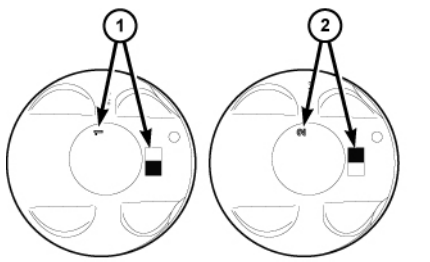
The pistons are “select fit” to achieve proper oil clearance. Engine block cylinder bore diameter grade markings (1) are stamped into the left side of the engine block. These marks are read from left to right, corresponding with cylinder number 1, 2, 3, 4, 5, 6.



Engine block cylinder bore diameter grade markings correspond to specific cylinder bore diameters. The chart below identifies the two engine block grade markings and their associated cylinder bore diameters.

Engine Block Marking	Cylinder Bore Size mm (in.)
1	95.995 ± 0.005 mm (3.7793 ± 0.0002 in.)
2	96.005 ± 0.005 mm (3.7797 ± 0.0002 in.)

The piston is marked with the piston size (1 and 2) on the piston crown. The pistons are available in two different sizes in order to achieve the desired oil clearance. Select the piston size that corresponds to the engine block cylinder bore diameter grade markings for each cylinder.



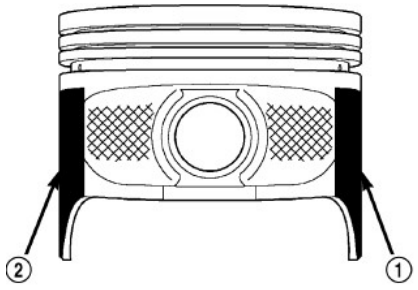
Pistons are available in two sizes. The chart below identifies the two piston sizes.

Piston Marking	Size mm (in.)	
	Metal to Metal	Metal to Coating
1	95.995 ± 0.005 mm (3.7793 ± 0.0002 in.)	95.970 - 96.000 mm (3.7783 - 3.7795 in.)
2	95.965 ± 0.005 mm (3.7781 ± 0.0002 in.)	95.980 - 96.010 mm (3.7787 - 3.7835 in.)

NOTE: Typical coated piston shown.

The coated pistons are serviced with the piston pin and connecting rod pre-assembled. The coating material (1 and 2) is applied to the piston after the final piston

machining process. Piston installation into the cylinder bore requires slightly more pressure than that required for non-coated pistons. The bonded coating on the piston will give the appearance of a line-to-line fit with the cylinder bore.



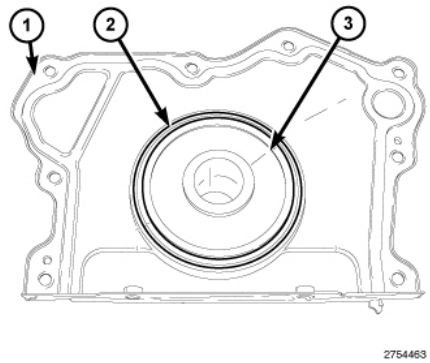
80aac2ao

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

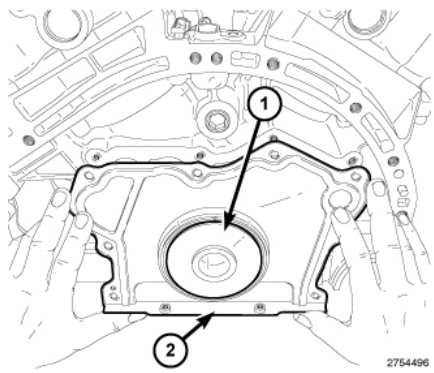
CAUTION: **The rear crankshaft oil seal (2) and retainer (1) are an assembly. To avoid damage to the seal lip, DO NOT remove the seal protector (3) from the rear crankshaft oil seal before installation onto the engine.**

CAUTION: **Whenever the crankshaft is replaced, the rear crankshaft oil seal must also be replaced. Failure to do so may result in engine fluid leakage.**

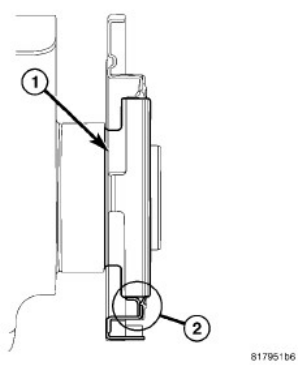


1. Inspect the crankshaft to make sure there are no nicks or burrs on the seal surface.
2. Clean the engine block sealing surfaces thoroughly.

NOTE: It is not necessary to lubricate the seal or the crankshaft when installing the seal retainer. Residual oil following installation can be mistaken for seal leakage.



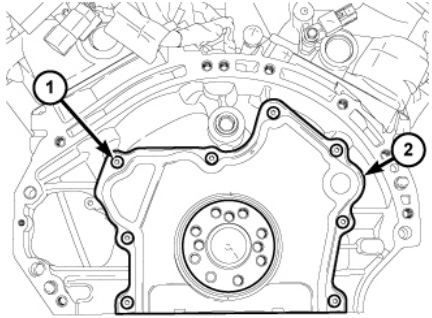
3. Carefully position the oil seal retainer assembly (2), and seal protector (1) on the crankshaft and push firmly into place on the engine block (during this step, the seal protector will be pushed from the rear oil seal assembly as a result of installing the rear oil seal).
4. Verify that the seal lip (2) on the retainer is uniformly curled inward toward the engine on the crankshaft (1).



5. Install the eight seal retainer bolts (1) and tighten to 12 N·m (106 in. lbs.).

NOTE: Make sure that the seal retainer flange is flush with the engine block oil pan sealing surface.

6. Install the upper oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Installation) .
7. Install the flexplate (Refer to 09 - Engine/Engine Block/FLEXPLATE - Installation) .
8. Install the transmission (Refer to 21 - Transmission and Transfer Case/Automatic - NAG1 - Installation) .
9. Fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)



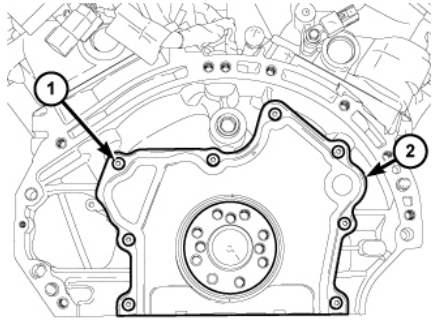
2711679

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The rear crankshaft oil seal is incorporated into the seal retainer (2) and can not be removed from the retainer. The rear crankshaft oil seal and seal retainer (2) are serviced as an assembly.



2711679

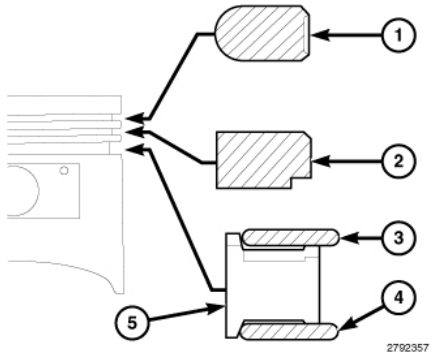
1. Remove the transmission (Refer to 21 - Transmission and Transfer Case/Automatic - NAG1 - Removal) .
2. Remove the flexplate (Refer to 09 - Engine/Engine Block/FLEXPLATE - Removal) .
3. Remove the upper oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Removal) .
4. Remove the eight seal retainer attaching screws (1).
5. Remove and discard the seal retainer (2).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Typical piston shown.

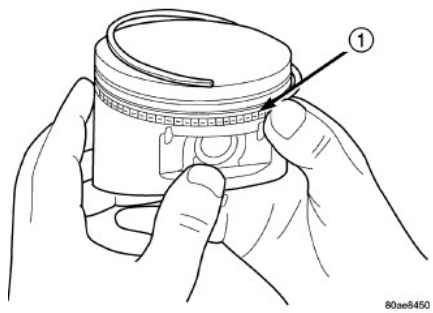


1. If required, fit new rings to the piston (Refer to 09 - Engine/Engine Block/RING(S) , Piston - Standard Procedure)

CAUTION: **To avoid damage to the piston rings, they must be installed in the following order:**

- **Oil ring expander (5)**
- **Oil ring lower side rail (4)**
- **Oil ring upper side rail (3)**
- **No. 2 (intermediate) piston ring (2)**
- **No. 1 (upper) piston ring (1)**

NOTE: Typical piston shown. Do not use a piston ring expander to install the oil ring side rails.

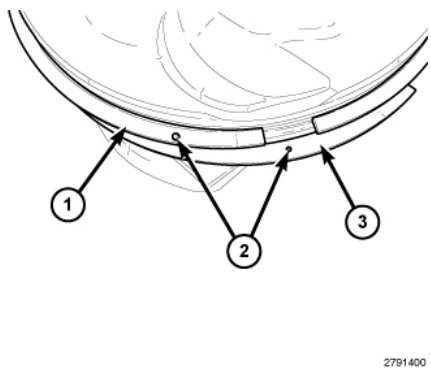


2. Install the oil ring expander (1).

3. Install the oil ring lower side rail by placing one end between the piston ring groove and the oil ring expander. Hold this end firmly and press down the portion to be installed until the side rail is in position.

4. Install the oil ring upper side rail in the same manner as the lower side rail.

NOTE: The No. 1 (upper) piston ring (1) and No. 2 (intermediate) piston ring (3) have a different cross section. Install the rings with manufacturers I.D. mark (dot) (2) facing up, towards the top of the piston.

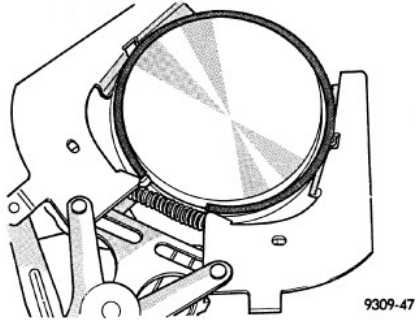


NOTE: Typical piston shown.

5. Install the No. 2 (intermediate) piston ring using a ring expander tool.

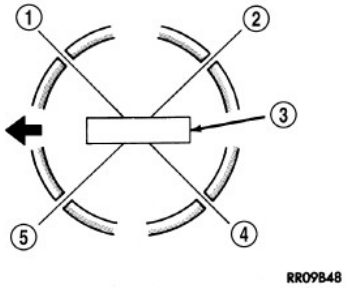
6. Install the No. 1 (upper) piston ring using a ring expander tool.

7. Rotate the rings around the piston, the rings must rotate in the grooves with out binding.



8. Position the piston ring end gaps as follows:

   - Oil ring expander gap (5)
   - Oil ring lower side rail end gap (4)
   - Oil ring upper side rail end gap (1)
   - No. 2 (intermediate) ring end gap (5)
   - No. 1 (upper) ring end gap (2)



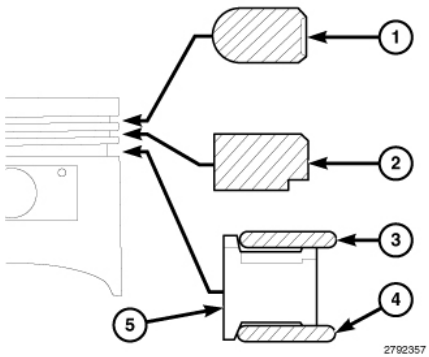
9. Install the piston and connecting rod(s) (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Installation) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Typical piston shown.

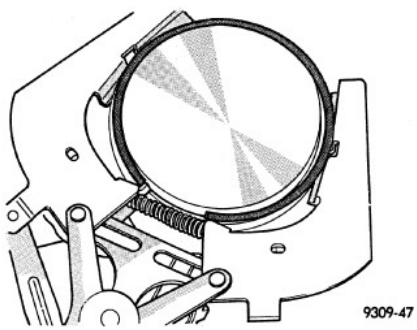


1. Remove the piston and connecting rod(s) (Refer to 09 - Engine/Engine Block/ROD, Piston and Connecting - Removal) .

CAUTION: **To avoid damage to the piston rings, they must be removed in the following order:**

- **No. 1 (upper) piston ring (1)**
- **No. 2 (intermediate) piston ring (2)**
- **Oil ring upper side rail (3)**
- **Oil ring lower side rail (4)**
- **Oil ring expander (5)**

NOTE: Typical piston shown.



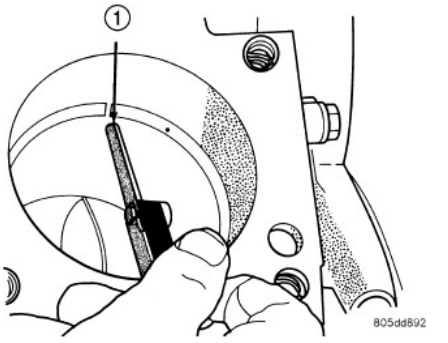
2. Remove the No. 1 (upper) piston ring using a ring expander tool.
3. Remove the No. 2 (intermediate) piston ring using a ring expander tool.

NOTE: Typical piston shown. Do not use a piston ring expander to remove the oil ring side rails.

4. Remove the oil ring upper side rail.
5. Remove the oil ring lower side rail.
6. Remove the oil ring expander (1).

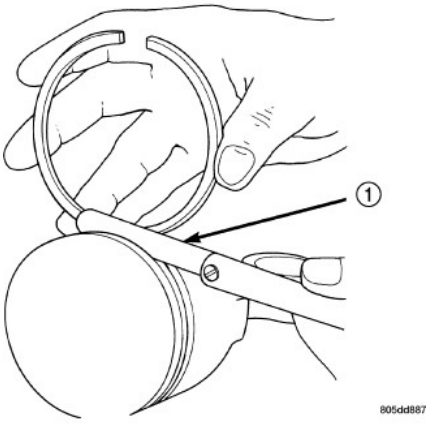
STANDARD PROCEDURE - PISTON RING FITTING

1. Wipe the cylinder bore clean.
2. Using a piston, to ensure that the ring is squared in the cylinder bore, slide the ring downward into the cylinder to a position 12 mm (0.50 in.) from the bottom of the cylinder bore.
3. Using a feeler gauge (1), check the ring end gap. Replace any rings not within specification.



Ring Position	Ring End Gap
No. 1 (top) Ring	0.25 - 0.40 mm (0.010 - 0.016 in.)
No. 2 (center) Ring	0.30 - 0.45 mm (0.012 - 0.018 in.)
Oil Control Ring (Steel Rail)	0.15 - 0.66 mm (0.006- 0.26 in.)

4. Clean the piston ring grooves. Remove any nicks or burrs.
5. Measure the ring side clearance as shown. Make sure the feeler gauge (1) fits snugly between the ring land and the ring. Replace any ring not within specification.

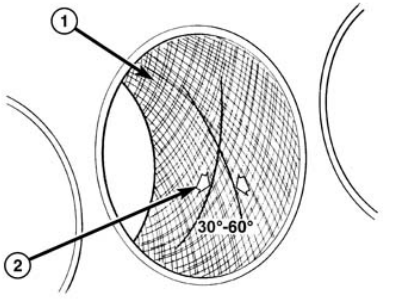


Ring Position	Ring Side Clearance
No. 1 (top) Ring	0.025 - 0.033 mm (0.0010 - 0.0013 in.)
No. 2 (center) Ring	0.030 - 0.078 mm (0.0012 - 0.0031 in.)
Oil Control Ring (Steel Rails)	0.007 - 0.173 mm (.0003 - 0.0068 in.)

CYLINDER BORE DEGLAZING

Before deglazing, mask the crankcase area to keep abrasive materials from entering the engine lower end. Tape off the water jacket and any openings to the oil circuit to prevent abrasive material from entering the coolant and oil circuits.

CAUTION: **DO NOT use rigid type hones to remove cylinder wall glaze.**



warm
80661041

1. Select an appropriate size flexible ball hone.

2. Deglazing of the cylinder walls may be done if the cylinder bore is straight and round. About 20-60 strokes, depending on the condition of the cylinder bore, will be sufficient to provide a satisfactory surface. Use a light **honing** oil, available from major oil distributors.

CAUTION: **DO NOT use engine or transmission oil, mineral spirits, or kerosene.**

3. Deglazing should be done by moving the hone up and down fast enough to get a crosshatch pattern. The hone marks should intersect at 30° to 60° inclusive angle for proper seating of rings.

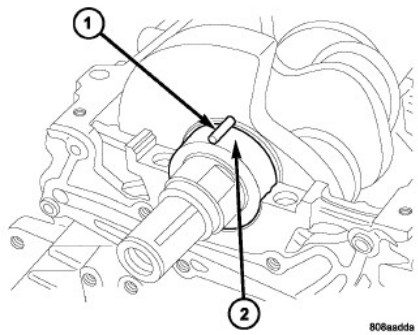
4. A controlled hone motor speed between 200 and 300 RPM is necessary to obtain the proper crosshatch angle (1). The number of up and down strokes per minute can be regulated to get the desired 30° to 60° inclusive angle (2). Faster up and down strokes increase the crosshatch angle.

5. After deglazing, it is necessary that the block be cleaned to remove all traces of abrasive. Use a brush to wash parts with a solution of hot water and detergent. Dry parts thoroughly. Use a clean, white, lint-free cloth to check that the bore is clean. Oil the bores after cleaning to prevent rusting. Upon completion, perform a visual inspection of the cylinder block passages to inspect for abrasive debris. If any debris is found , repeat the cleaning process.

NOTE: **Cylinder bore diameter should not increase more than 20 microns during deglazing process from original nominal bore diameter, if the maximum of 20 microns is exceeded, the cylinder block must be replaced. If deglazing the cylinder bore cannot remove the light scratches and scuffs the cylinder block should be replaced.**

MEASURING BEARING CLEARANCE USING PLASTIGAGE

NOTE: Typical crankshaft journal shown.

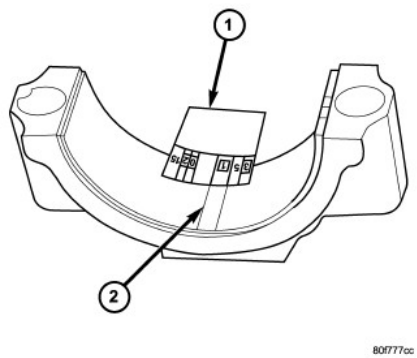


Engine crankshaft and connecting rod bearing clearances can be determined by the use of Plastigage or equivalent. The following is the recommended procedure for the use of Plastigage:

1. Remove the oil film from surface to be checked. Plastigage is soluble in oil.
2. Place a piece of Plastigage (1) across the entire width of the journal (In addition, suspected areas can be checked by placing the Plastigage in the suspected area). Plastigage must not crumble in use. If brittle, obtain fresh stock.
3. Torque the bearing cap bolts of the bearing being checked to the proper) .

NOTE: DO NOT rotate the crankshaft. Plastigage will smear, causing inaccurate results.

NOTE: Typical connecting rod cap shown.



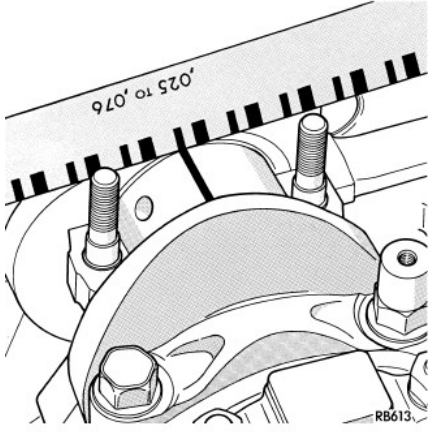
4. Remove the bearing cap and compare the width of the flattened Plastigage (2) with the scale provided on the package (1). Locate the band closest to the same width. This band shows the amount of clearance. Differences in readings between the ends indicate the amount of taper present or the possibility of foreign material trapped under the bearing insert.
5. Record all readings taken. Compare clearance measurements to) .

NOTE: Typical connecting rod journal shown.

NOTE: Plastigage is available in a variety of clearance ranges. Use the most appropriate range for the specifications you are checking. Plastigage generally is accompanied by two scales. One scale is in inches, the other is a metric scale.

6. Install the proper bearings to achieve the specified bearing clearances.

7. Repeat the Plastigage measurement to verify your bearing selection prior to final assembly.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

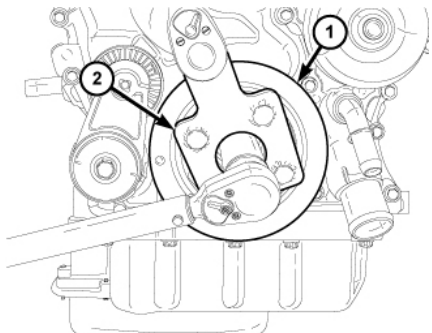
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the accessory drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)

NOTE: A force greater than 350 N·m (260 ft. lbs.) may be required to remove the crankshaft vibration damper bolt.

2. Hold the crankshaft vibration damper (1) with Vibration Damper Holder 10198 (2) and remove the crankshaft vibration damper bolt.

3. Pull the crankshaft vibration damper (1) off of the crankshaft.

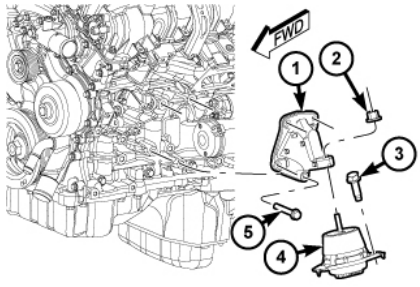


2739171

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

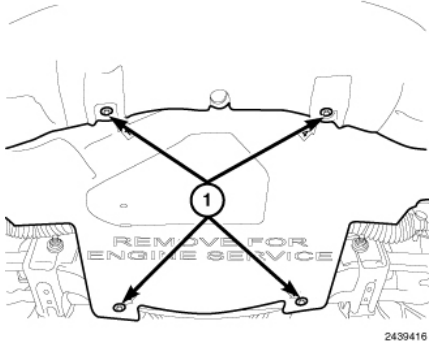
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



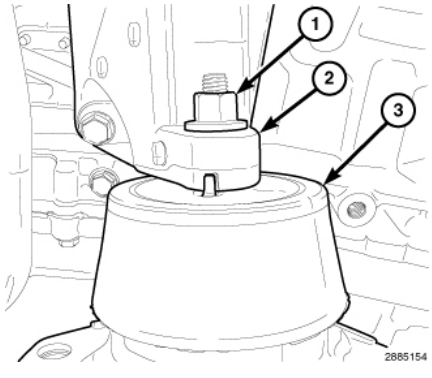
2797224

1. If removed, position the left engine mount bracket (1), install the four retaining bolts (5) and tighten to 61 N·m (45 ft. lbs.).
2. Position the left engine mount isolator (4) stud into the bracket, align the tab on the isolator with the notch in the engine mount bracket, install the retaining nut (2) finger tight.
3. Lower the screw jack until both engine mount isolators are in position.
4. Install both left and right engine mount isolator to frame bolts (3) finger tight.
5. Lower the engine so the weight is resting on the isolators and remove the screw jack.
6. Position the belly pan and install the retainers (1).
7. Lower the vehicle.



2439416

8. Tighten the left engine mount isolator (3) upper retaining nut (1) 61 N·m (45 ft. lbs.).

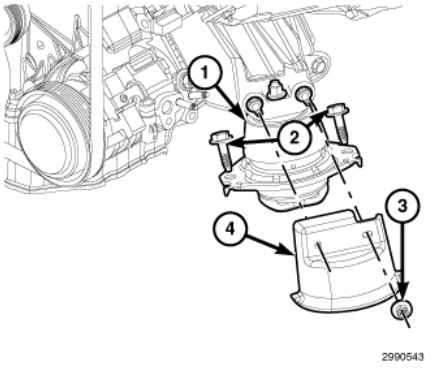


2885154

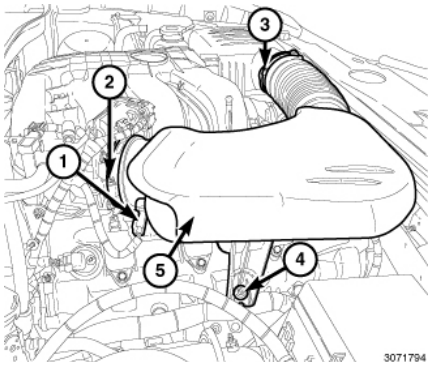
NOTE: Left engine mount shown, right engine mount similar.

9. Tighten both left and right engine mount isolator to frame bolts (2) to 61 N·m (45 ft. lbs.).

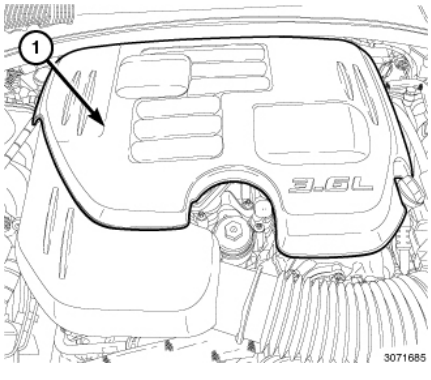
10. Position the left engine mount isolator heat shield (4), install the retaining nuts and tighten to 12 N·m (9 ft. lbs.).



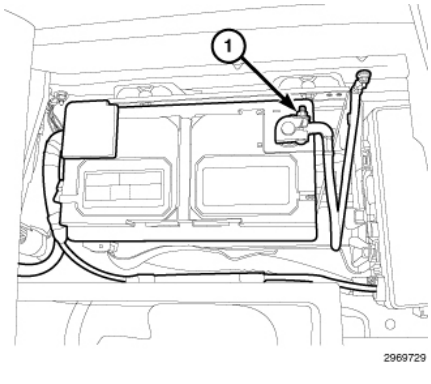
11. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
12. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
13. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).
14. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).
15. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



16. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



17. Connect the negative battery cable and tighten nut (1) to 5 N·m (45 in. lbs.).

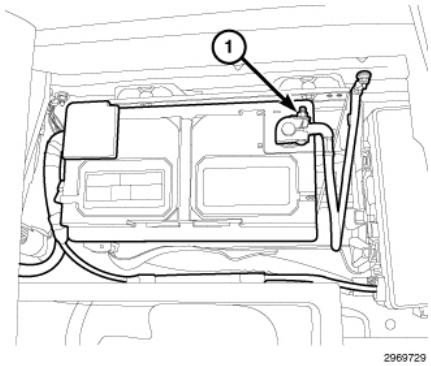


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

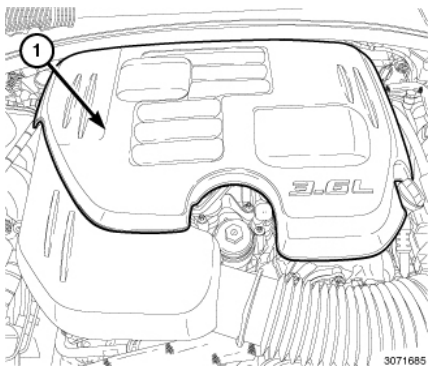
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

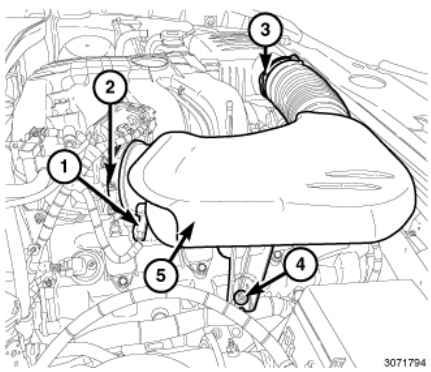
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



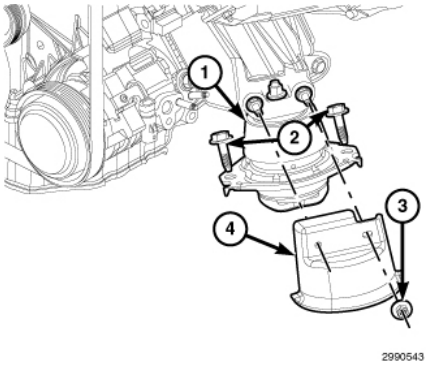
3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).



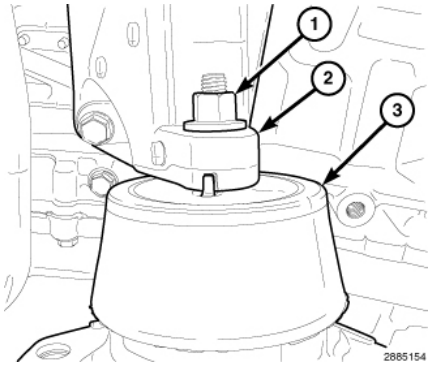
NOTE: Left engine mount shown, right engine mount similar.

8. Remove the left engine mount isolator heat shield retaining nuts (3) and remove the heat shield (4).

9. Remove both left and right engine mount isolator to frame retaining bolts (2).



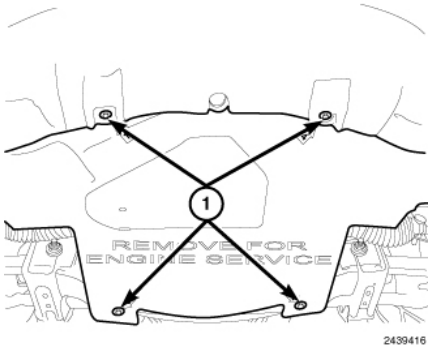
10. Remove the left engine mount isolator (3) upper retaining nut (1).



11. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

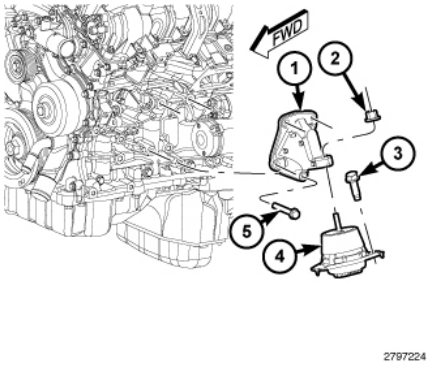
12. Remove the belly pan retainers (1) and remove the belly pan.

13. Using a suitable screw jack, raise the engine to gain clearance for engine mount isolator removal.



14. Remove the engine mount isolator (4) from the vehicle.

15. If required, remove the left engine mount bracket (1) four retaining bolts (5) and remove the left engine mount bracket.

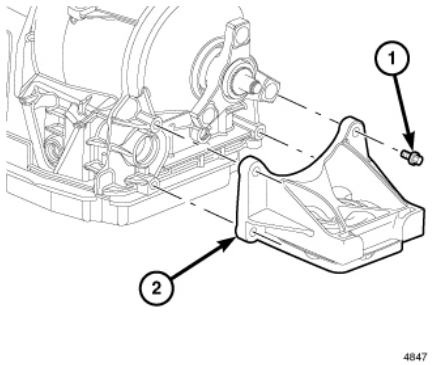


INSTALLATION

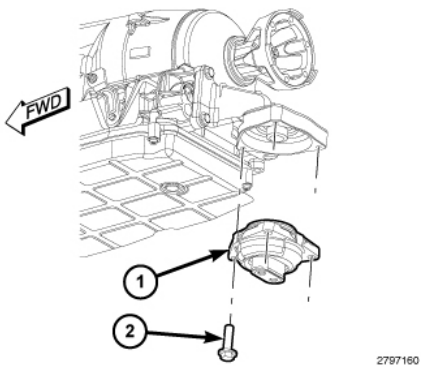
Labor Operations: Click to display a list of Labor Operations associated with this procedure

RWD

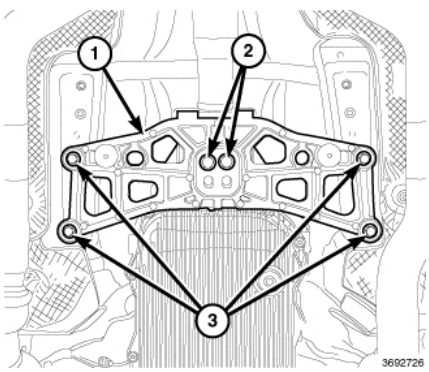
1. If removed, install the rear engine mount bracket (2) with four bolts (1) tightened to 33 N·m (24 ft. lbs.).



2. Install the rear engine mount isolator (1) with four bolts (2) tightened to 33 N·m (24 ft. lbs.).

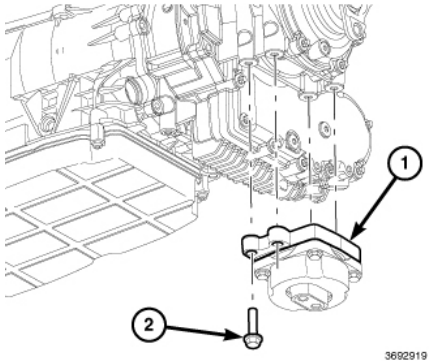


3. Install the crossmember (1) with four bolts (3) tightened to 65 N·m (48 ft. lbs.).
4. Lower the transmission so the weight is resting on the isolator.
5. Install two bolts (2) to the rear engine mount isolator and tighten to 65 N·m (48 ft. lbs.).
6. Lower the vehicle.

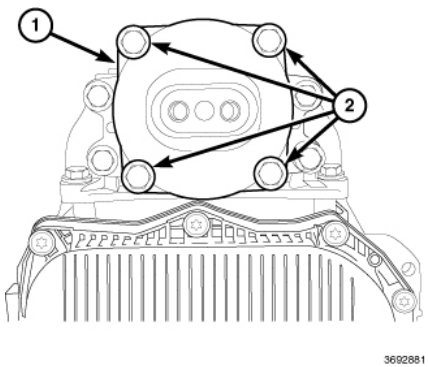


AWD

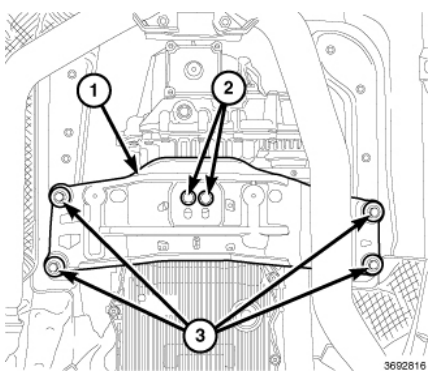
1. If removed, install the rear engine mount bracket (1) with four bolts (2) tightened to 33 N·m (24 ft. lbs.).



2. Install the rear engine mount isolator (1) with four bolts (2) tightened to 33 N·m (24 ft. lbs.).



3. Install the crossmember (1) with four bolts (3) tightened to 65 N·m (48 ft. lbs.).
4. Lower the transmission so the weight is resting on the isolator.
5. Install two bolts (2) to the rear engine mount isolator and tighten to 65 N·m (48 ft. lbs.).
6. Lower the vehicle.



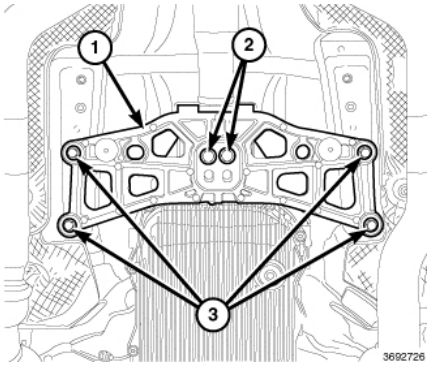
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

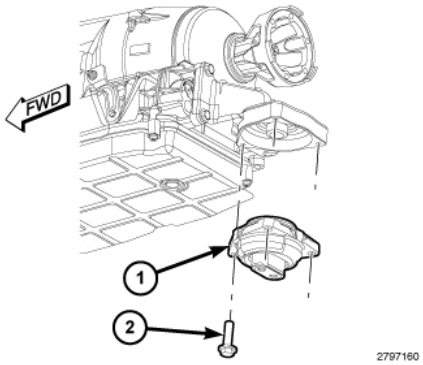
Labor Operations: Click to display a list of Labor Operations associated with this procedure

RWD

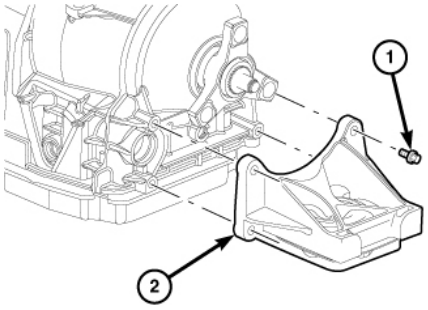
1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove the two bolts (2) from the rear engine mount isolator.
3. Using a suitable jack stand and a block of wood positioned under the transmission oil pan, raise the transmission until the weight is off of the isolator (approximately 5 mm).
4. Remove four bolts (3) and the crossmember (1).



5. Remove four bolts (2) and the rear engine mount isolator (1).

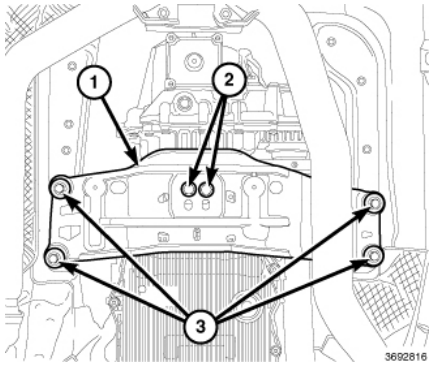


6. If required, remove four bolts (1) and the rear engine mount bracket (2).

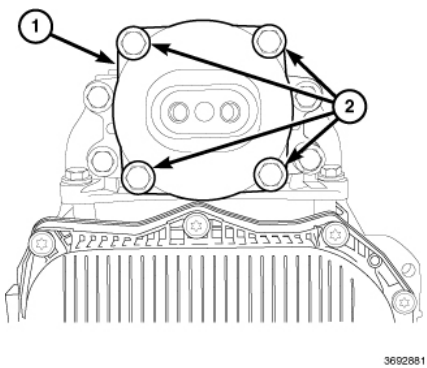


AWD

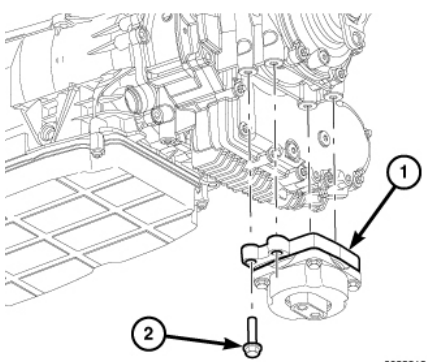
1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove the two bolts (2) from the rear engine mount isolator.
3. Using a suitable jack stand and a block of wood positioned under the transfer case, raise the transmission until the weight is off of the isolator (approximately 5 mm).
4. Remove four bolts (3) and the crossmember (1).



5. Remove four bolts (2) and the rear engine mount isolator (1).



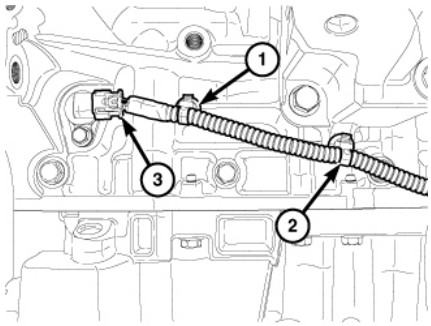
6. If required, remove four bolts (2) and the rear engine mount bracket (1).



INSTALLATION

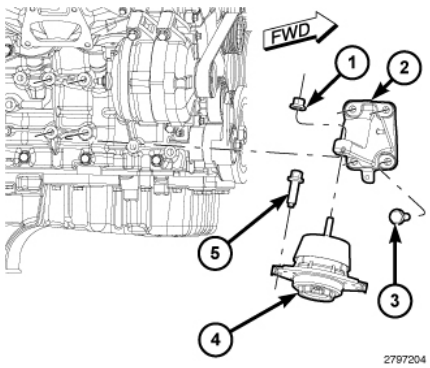
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If removed, connect the main wire harness to the Crankshaft Position (CKP) sensor (3).
2. If removed, fasten the CKP main wire harness retainer (1) to the engine block and one main wire harness retainer (2) to the right engine mount bracket.



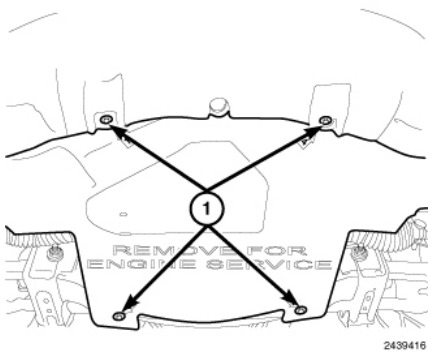
2858935

3. If removed, position the right engine mount bracket (2), install the four retaining bolts (5) and tighten to 61 N·m (45 ft. lbs.).
4. Position the right engine mount isolator (4) stud into the bracket, align the tab on the isolator with the notch in the engine mount bracket, install the retaining nut (1) finger tight.
5. Lower the screw jack until both engine mount isolators are in position.
6. Install the both left and right engine mount isolator to frame bolts (3) finger tight.
7. Lower the engine so the weight is resting on the isolators and remove the screw jack.



2797204

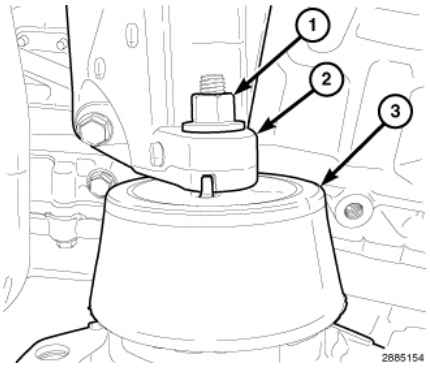
8. Position the belly pan and install the retainers (1).
9. Lower the vehicle.



2439416

NOTE: Left engine mount shown, right engine mount similar.

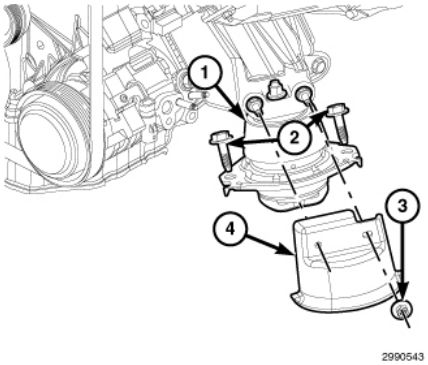
10. Tighten the right engine mount isolator (3) upper retaining nut (1) 61 N·m (45 ft. lbs.).



NOTE: Left engine mount shown, right engine mount similar.

11. Tighten both left and right engine mount isolator to frame bolts (2) to 61 N·m (45 ft. lbs.).

12. Position the right engine mount isolator heat shield (4), install the retaining nuts and tighten to 12 N·m (9 ft. lbs.).



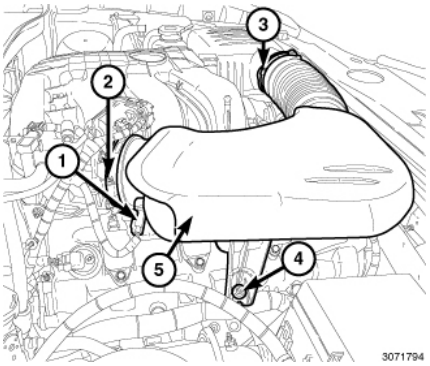
13. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

14. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

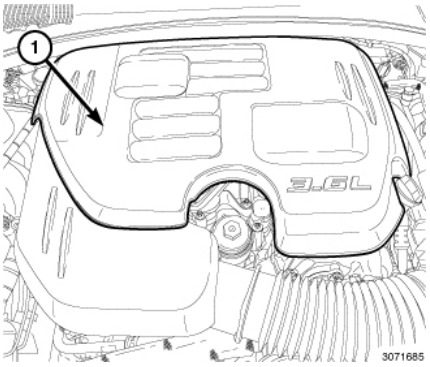
15. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

16. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

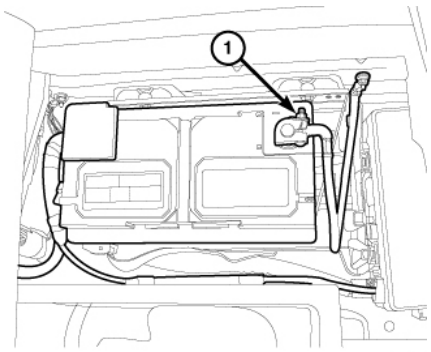
17. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



18. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



19. Connect the negative battery cable and tighten nut (1) to 5 N·m (45 in. lbs.).

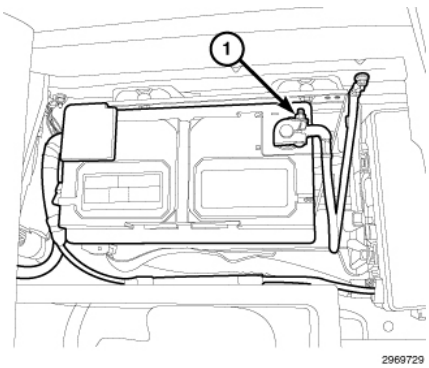


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

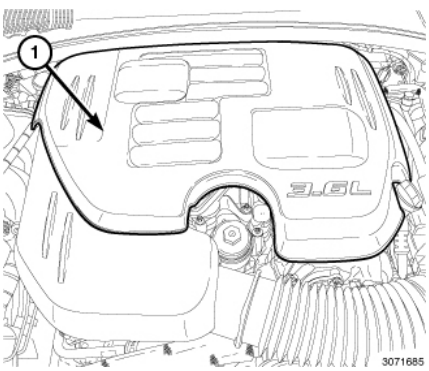
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

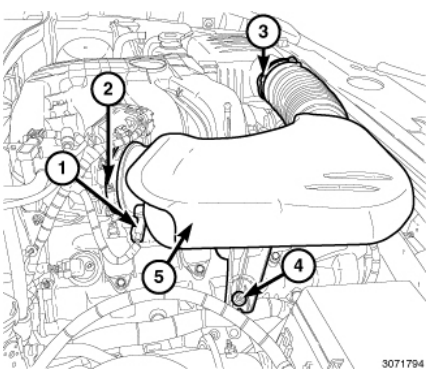
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



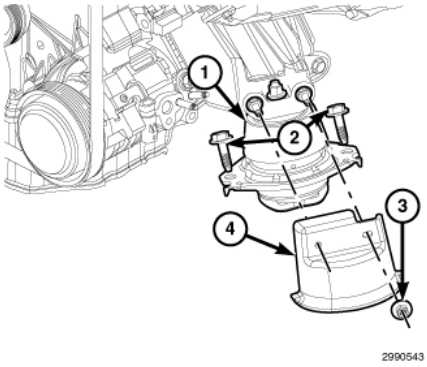
3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).



NOTE: Left engine mount shown, right engine mount similar.

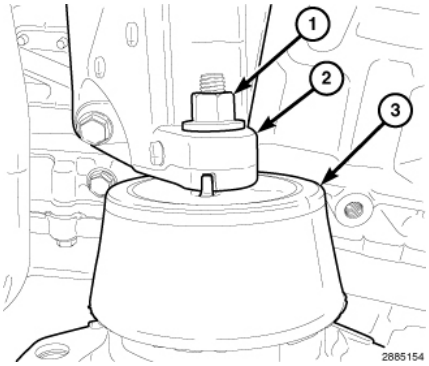
8. Remove the right engine mount isolator heat shield retaining nuts (3) and remove the heat shield (4).

9. Remove both left and right engine mount isolator to frame retaining bolts (2).



2990543

10. Remove the right engine mount isolator (3) upper retaining nut (1).

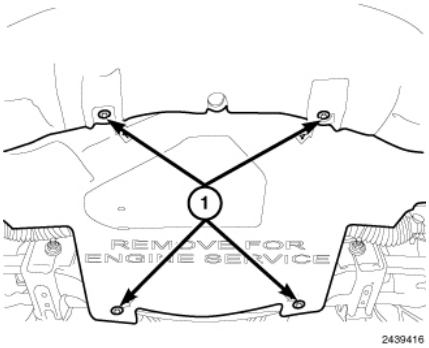


2885154

11. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

12. Remove the belly pan retainers (1) and remove the belly pan.

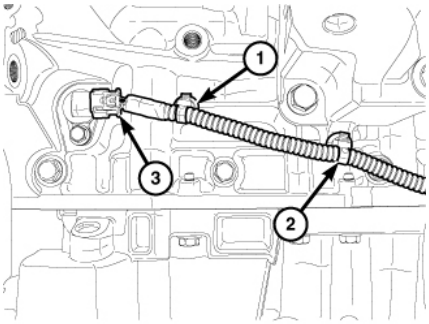
13. Using a suitable screw jack, raise the engine to gain clearance for engine mount isolator removal.



2439416

14. If required, disconnect the main wire harness from the Crankshaft Position (CKP) sensor (3).

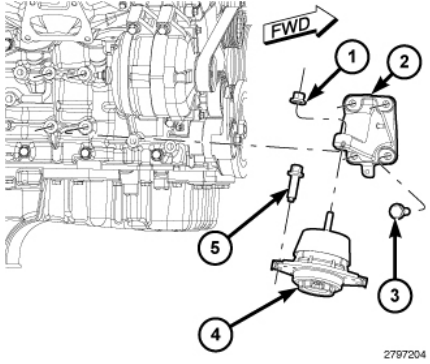
15. If required, unfasten the main wire harness retainer (1) from the engine block and one main wire harness retainer (2) from the right engine mount bracket and position harness aside.



2858935

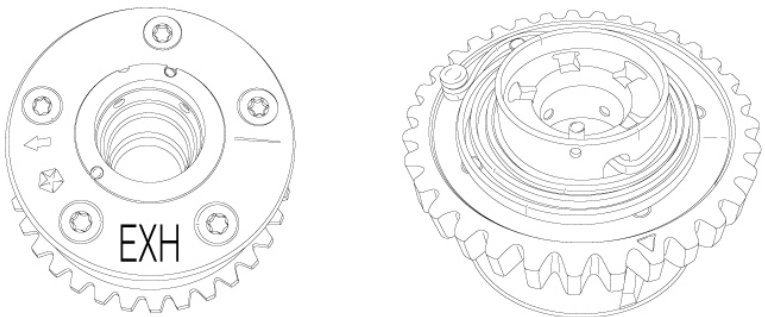
16. Remove the engine mount isolator (4) from the vehicle.

17. If required, remove the right engine mount bracket (2) four retaining bolts (3) and remove the right engine mount bracket.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



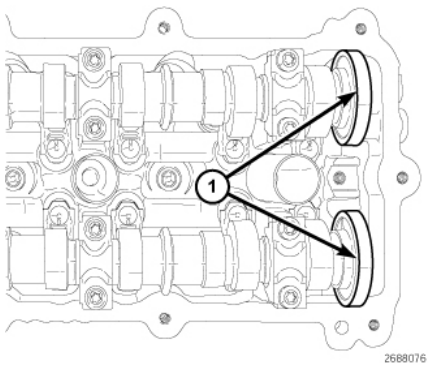
The engine is equipped with Variable Valve Timing (VVT). This system adjusts the timing of all four camshafts independently using solenoids and oil control valves to direct oil pressure into the camshaft phaser assemblies. The camshaft phaser assembly advances and/or retards camshaft timing to improve engine performance, mid-range torque, idle quality, fuel economy, and reduce emissions. The four phasers are located on the front of the camshafts, behind the VVT solenoids, inside of the engine timing cover. The exhaust phasers are identified with EXH and the intake phasers are identified with INT. The exhaust phaser has a clockspring, the intake phaser does not. The camshaft sprockets are integrated with the camshaft phaser and are serviced as an assembly. Do not attempt to disassemble the phasers, they are not serviceable. Phasers are interchangeable between the right and left cylinder heads but should be installed in the same location as removed.

The engine has an Oil Control Valve (OCV) for each phaser. The OCV also acts as a bolt for mounting the Phaser to the camshaft. The OCVs spool valve is spring loaded and should move freely within the OCV body. The four OCVs are identical but should be installed in the same location as removed.

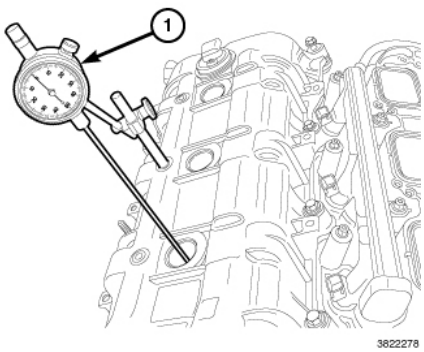
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



CAUTION: **Do not rotate the crankshaft more than a few degrees independently of the camshafts. Piston to valve contact could occur resulting in possible valve damage. If the crankshaft needs to be rotated more than a few degrees, first remove the camshafts .**

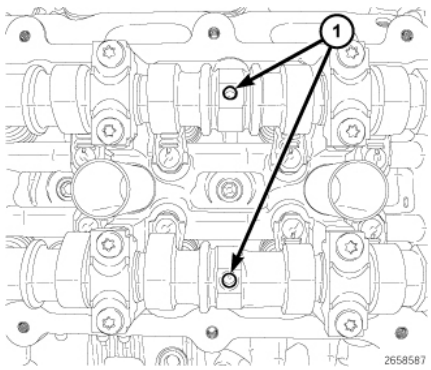


1. Verify that the indicator dial (1) is set to zero when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.

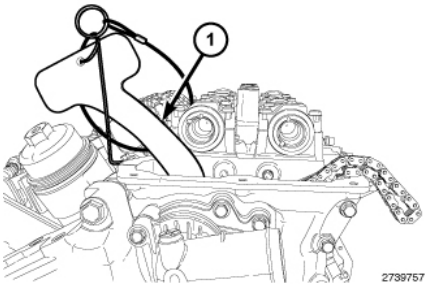
2.

CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage.**

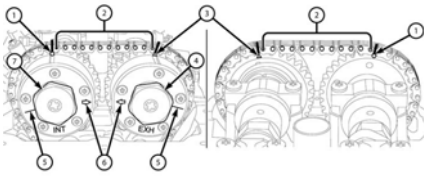
Verify that the camshafts are set at top-dead-center by positioning the alignment holes (1) vertically.



NOTE: The Timing Chain Holder (1) should still be in place as inserted during the Removal procedure. If required, the Timing Chain Holder can be reinserted by repeating Step 10 of the Removal procedure (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Removal) .

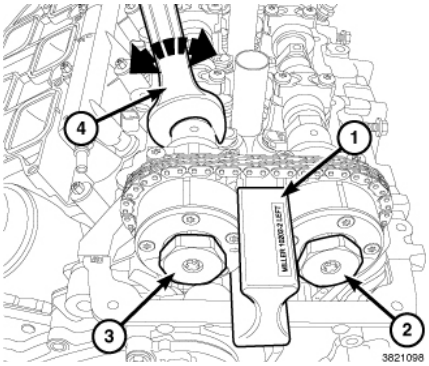


NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser.

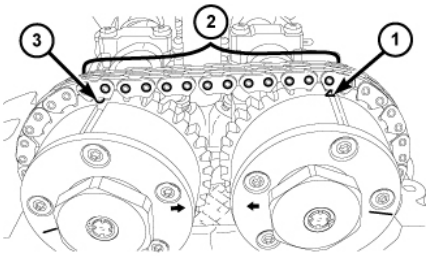


3. Route the cam chain around the left intake cam phaser while aligning the paint mark with the phaser timing mark (1). Press the left intake cam phaser onto the intake camshaft. Install and hand tighten the oil control valve (7).
4. While maintaining this alignment, route the cam chain around the exhaust cam phaser so that the paint mark is aligned with the phaser timing mark (3). Press the exhaust cam phaser onto the exhaust cam, install and hand tighten the oil control valve (4).
5. The **SCRIBE LINES** (5) on the cam phasers should face away from each other and the **ARROWS** (6) should point toward each other and be parallel to the cylinder head cover mounting surface. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (3) and the intake cam phaser circle marking (1).

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.



6. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (1) against the cylinder head cover mounting surface with the tool number facing up.
7. Tighten the oil control valves (2) and (3) to 150 N·m (110 ft. lbs.).
8. Remove the Camshaft Phaser Lock (1) and the Timing Chain Holder.
9. Rotate the crankshaft clockwise two complete revolutions stopping when the right side number one cylinder piston is again positioned at top-dead-center on the exhaust stroke. To assure correct engine timing, verify the following;
   - The indicator dial is set to **ZERO** when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
   - The **SCRIBE LINES** (3) on the left side cam phasers face away from each other.
   - The **ARROWS** (4) on the left side cam phasers point toward each other and are parallel to the cylinder head cover mounting surface.
   - There are twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).



10. If the engine timing is not correct, repeat this procedure.
11. Install the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

12. Install the right ignition coils (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation)

13. Install the left cylinder head cover and left ignition coils (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation)

14. Install the upper intake manifold and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

16. Start the engine and perform the following Powertrain Verification Tests (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure):

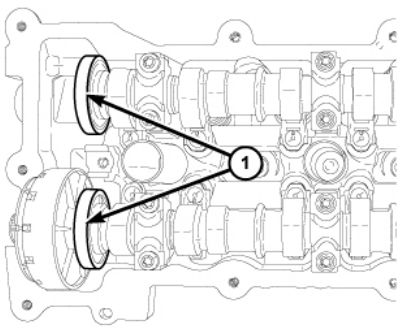
    - Cam/Crank Variation Relearn
    - Target Coefficient Relearn

NOTE: Following the first restart after a DTC driven phaser replacement, clear all DTCs and verify that subsequent restarts do not set any additional codes. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing) for any DTCs that reset.

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

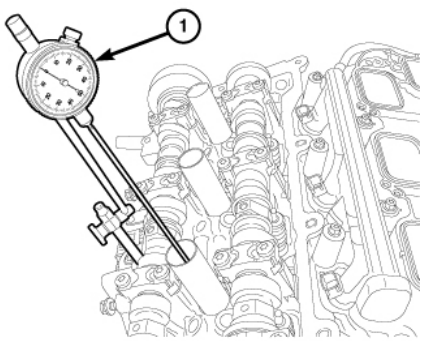
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



2691700

CAUTION: **Do not rotate the crankshaft more than a few degrees independently of the camshafts. Piston to valve contact could occur resulting in possible valve damage. If the crankshaft needs to be rotated more than a few degrees, first remove the camshafts .**

1. Verify that the indicator dial (1) is set to zero when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.

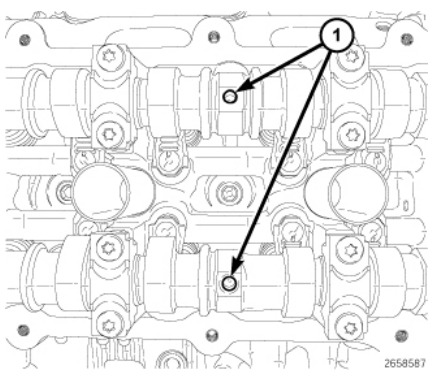


3822244

2.

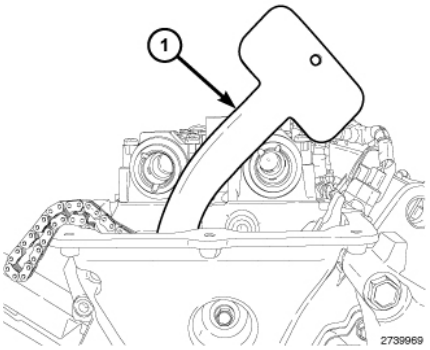
CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage.**

Verify that the camshafts are set at top-dead-center by positioning the alignment holes (1) vertically.

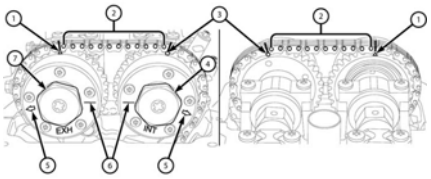


2658587

NOTE: The Timing Chain Holder (1) should still be in place as inserted during the Removal procedure. If required, the Timing Chain Holder can be reinserted by installing the exhaust cam phaser and repeating Step 10 of the Removal procedure (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Removal) .



NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser.

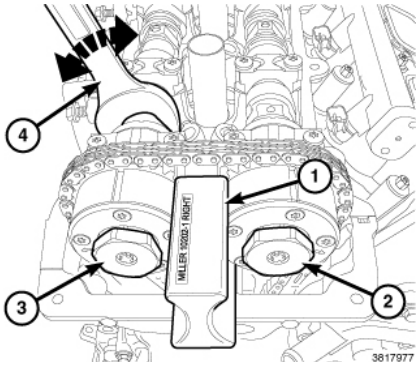


3. Route the cam chain around the right exhaust cam phaser while aligning the paint mark with the phaser timing mark (1). Press the right exhaust cam phaser onto the exhaust camshaft. Install and hand tighten the oil control valve (7).

4. While maintaining this alignment, route the cam chain around the intake cam phaser so that the paint mark is aligned with the phaser timing mark (3). Press the intake cam phaser onto the intake cam, install and hand tighten the oil control valve (4).

5. The **ARROWS** (5) on the cam phasers should point away from each other and the **SCRIBE LINES** (6) should be parallel to the cylinder head cover mounting surface. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

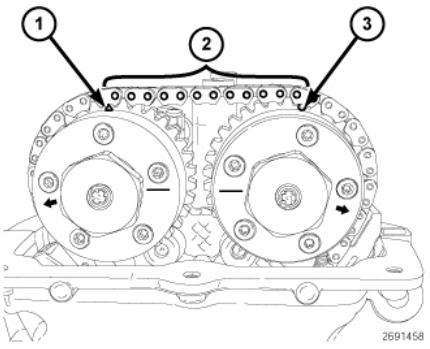


6. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (1) against the cylinder head cover mounting surface with the tool number facing up.

7. Tighten the oil control valves (2) and (3) to 150 N·m (110 ft. lbs.).

8. Remove the Camshaft Phaser Lock (1) and the Timing Chain Holder.

9. Rotate the crankshaft clockwise two complete revolutions stopping when the right side number one cylinder piston is again positioned at top-dead-center on the exhaust stroke. To assure correct engine timing, verify the following;



- The indicator dial is set to **ZERO** when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
- The **ARROWS** (4) on the right side cam phasers point away from each other.
- The **SCRIBE LINES** (5) on the right side cam phasers are parallel to the cylinder head cover mounting surface.
- There are twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

10. If the engine timing is not correct, repeat this procedure.

11. Install the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

12. Install the left ignition coils (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation)

13. Install the right cylinder head cover and right ignition coils (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation)

14. Install the upper intake manifold and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

16. Start the engine and perform the following Powertrain Verification Tests (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure):

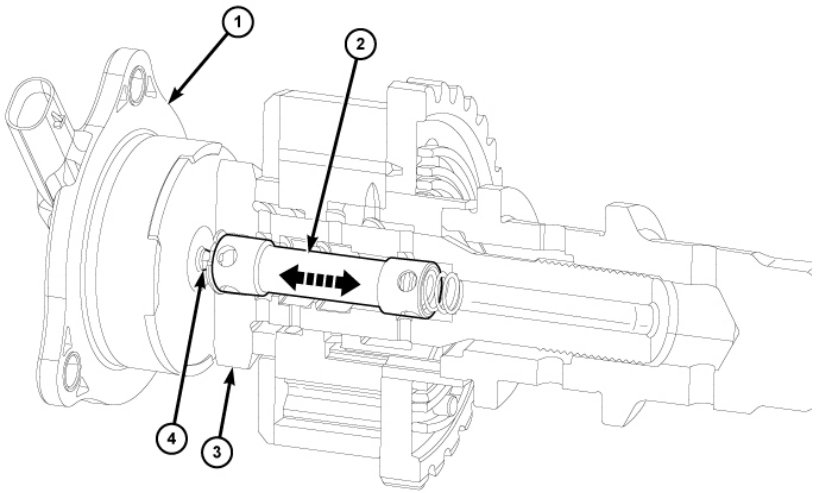
    - Cam/Crank Variation Relearn
    - Target Coefficient Relearn

NOTE:

Following the first restart after a DTC driven phaser replacement, clear all DTCs and verify that subsequent restarts do not set any additional codes. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing) for any DTCs that reset.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

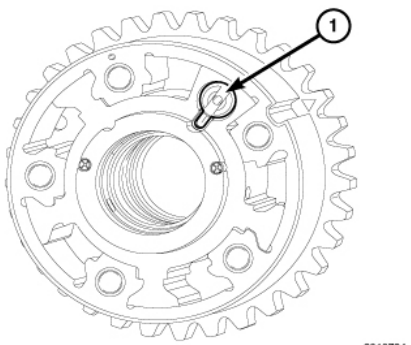
OPERATION



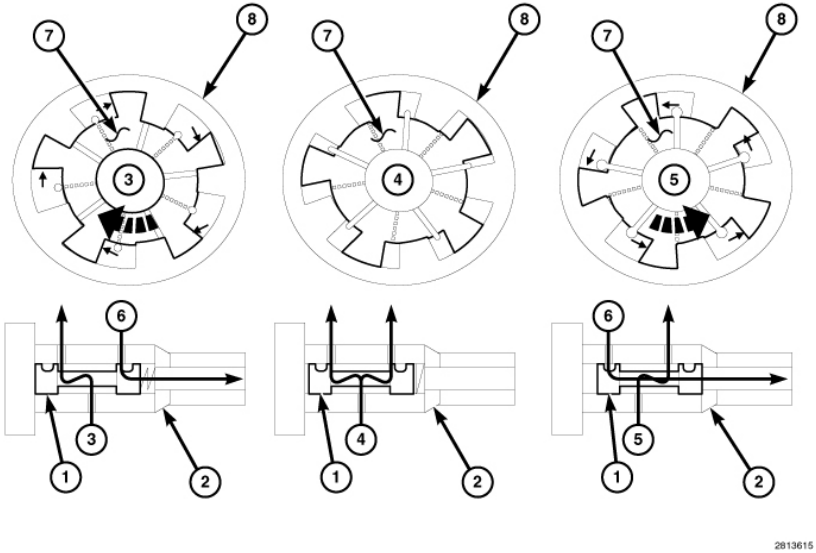
2811799

Each phaser position is adjusted using regulated oil pressure through the Oil Control Valve (OCV) (3). To begin phaser movement, a voltage signal is applied to the VVT solenoid (1) to extend or retract the solenoid pintle (4). The pintle pushes against an internal spool valve (2) within the OCV moving the valve forwards and backwards to direct oil flow.

At engine startup, system oil pressure overcomes spring pressure and unlocks the phaser lock-pin (1) in preparation for phasing. The phasers remain in this position until a PCM signal is given to pulse-width modulate the VVT solenoid. At engine shutdown, as oil pressure is reduced, both Phasers return to their lock-pin position (1). However, because the exhaust Phaser needs to travel to a position above and beyond the standard camshaft clockwise rotation, the assistance of a clock spring is required. The intake Phaser on the other hand, simply relies on the torsional resistance from the valvetrain to push it back towards lock-pin position.



2813724



The position of the spool valve (1) inside the OCV (2) determines which ports and chambers inside the phaser are being fed, either to advance (3), hold (4) or retard (5) the timing of the phaser sprocket relative to the camshaft. The spool valve also returns oil from the chambers to the sump (6). The Camshaft Position (CMP) sensor monitors the position of the camshaft with respect to the crankshaft and provides feedback to the PCM. As oil pressure pushes against the vanes (6) of the phaser rotor, the rotor begins to move. Since this rotor is physically attached to the camshaft, rotor rotation causes the camshaft position to rotate relative to the standard sprocket (7) position.

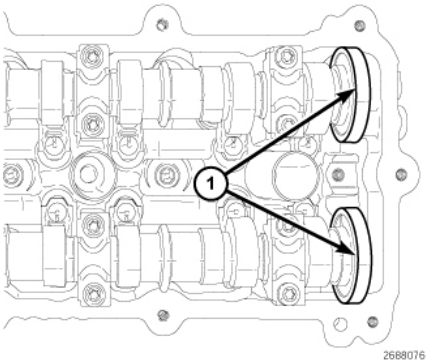
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION:

The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.

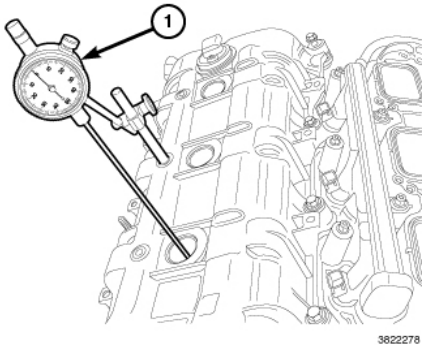


1. Remove the upper intake manifold, left ignition coils and left cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)

2. Remove the right ignition coils and all spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

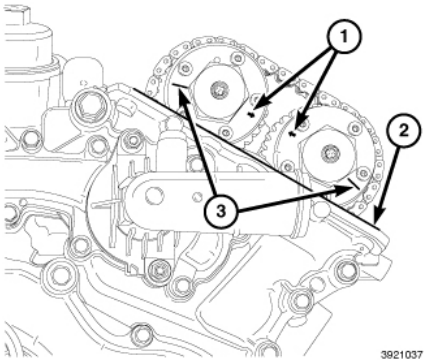
CAUTION:

When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.



3. Mount Dial Indicator Set C-3339A (1) to a stationary point on the engine, such as the number three cylinder ignition coil mount. Position the indicator probe into the number one cylinder, rotate the crankshaft clockwise (as viewed from the front) to place the number one cylinder piston at top-dead-center on the exhaust stroke and set the indicator dial to zero.

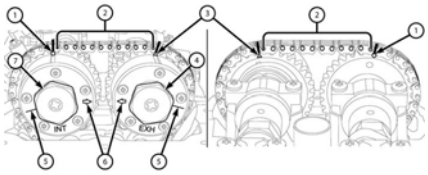
4. The left side cam phaser **SCRIBE LINES** (3) should face away from each other and the **ARROWS** (1) should point toward each other and be parallel to the cylinder head cover mounting surface (2) when the number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



NOTE:

The cam phaser timing markings (1 and 3) could align with either an external or internal chain link. Either

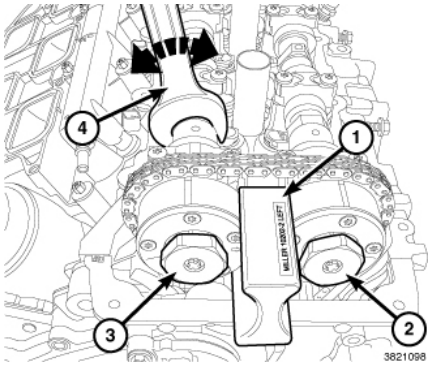
alignment is acceptable as long as there are twelve chain pins (2) between the markings.



NOTE: Using a paint pen or equivalent. Mark the timing chain links to the corresponding timing marks located on the cam phasers.

5. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (3) and the intake cam phaser circle marking (1) as viewed from either the front or rear of the cam phasers.

6. Mark both sides of the cam chain at the phaser timing marks (1 and 3) using a paint pen or equivalent to aid in reassembly.

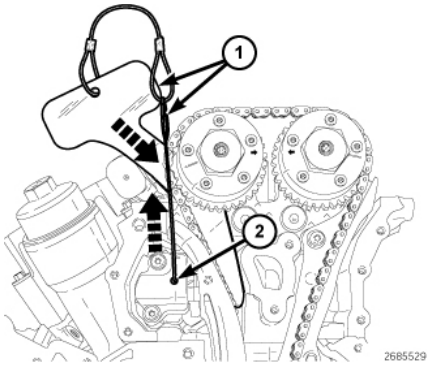


NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

7. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (1) against the cylinder head cover mounting surface with the tool number facing up.

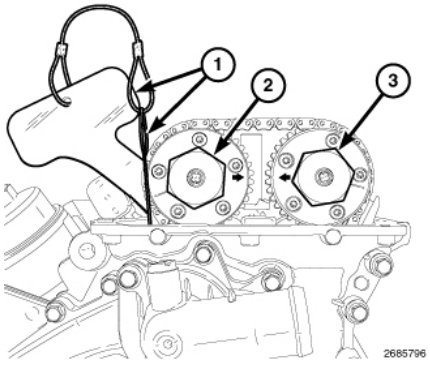
8. Loosen, but do not remove, the exhaust oil control valve (2) and the intake oil control valve (3).

9. Remove the Lock, Camshaft/Phaser, Left Side 10202-2 (1).



NOTE: Graphic shows engine timing cover removed for clarity.

10. Using Pin 10200-3 (2), lift the pawl off of the rack (3). While holding the pawl off of the rack, push Holder, Timing Chain, Left Side 10200-1 (1) into place between the cylinder head and the cam chain guide to force the rack and piston back into the tensioner body. The holder remains in place while the phasers are removed (Refer to 09 - Engine/Valve Timing - Standard Procedure) .



11. Remove the oil control valve (4) and pull the left side exhaust cam phaser off of the camshaft.

12. Remove the oil control valve (3) and pull the left side intake cam phaser off of the camshaft.

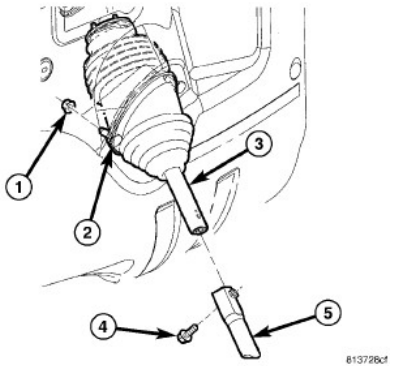
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

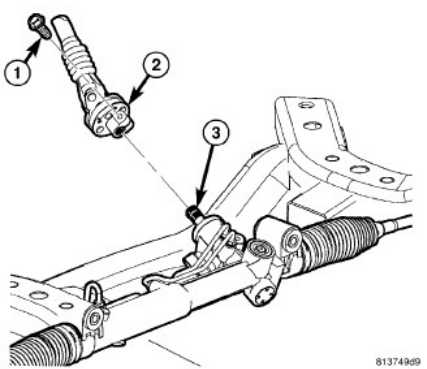
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION:

Steering column module is centered to the vehicles steering system. Failure to keep the system and steering column module centered and locked/inhibited from rotating can result in steering column module damage. .



1. Slide the lower intermediate shaft (5) onto the upper intermediate shaft (3). Install a **new** pinch bolt (4) and tighten to 45 N·m (33 ft. lbs.).



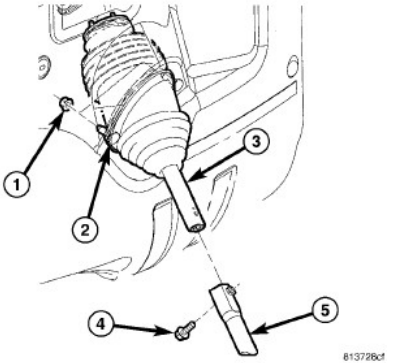
2. Slide the coupler from the lower intermediate shaft (2) onto the steering gear shaft (3) and install a **new** pinch bolt (1). Tighten the pinch bolt to 45 N·m (33 ft. lbs.).
3. Lower the vehicle.
4. Connect the negative (ground) cable to the battery.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

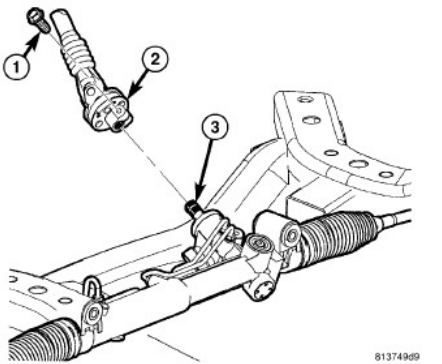
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Steering column module is centered to the vehicles steering system. Failure to keep the system and steering column module centered and locked/inhibited from rotating can result in steering column module damage. .**



1. Raise and support vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove the pinch bolt (4) connecting the upper intermediate shaft (3) to the lower intermediate shaft (5).
3. Separate the lower intermediate shaft (5) from the upper intermediate shaft (3).
4. Remove the pinch bolt (1) from the lower intermediate shaft (2) at the steering gear (3).
5. Carefully separate the intermediate shaft (2) from the steering gear (3).
6. Remove the lower intermediate shaft (2) from the vehicle.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

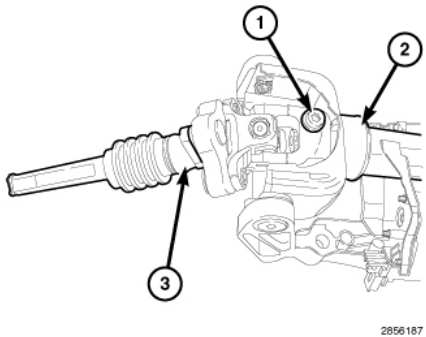
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION:

Steering column module is centered to the vehicles steering system. Failure to keep the system and steering column module centered and locked/inhibited from rotating can result in steering column module damage. .

NOTE:

When removing and installing the column to service the upper intermediate shaft, it is not necessary to remove the steering wheel and Steering Column Control Module; the column can be removed and installed as an assembly.



2856187

1. Slide upper intermediate shaft (3) onto splines of steering wheel assembly (2).
2. Install coupler pinch bolt (1) and tighten to 45 N·m (33 ft. lbs.)
3. Install column in vehicle (Refer to 19 - Steering/Column - Installation) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

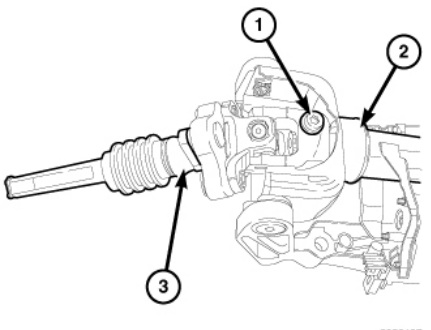
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Steering column module is centered to the vehicles steering system. Failure to keep the system and steering column module centered and locked/inhibited from rotating can result in steering column module damage. .**

(Refer to 10 - Restraints/CLOCKSPRING/Standard Procedure) .

NOTE: When removing the column to service the upper intermediate shaft, it is not necessary to remove the steering wheel and Steering Column Control Module; the column can be removed as an assembly.



1. Remove the steering column from the vehicle (Refer to 19 - Steering/Column - Removal) .
2. Remove the coupler pinch bolt (1).
3. Slide the upper intermediate shaft (3) off the splines of the steering column.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

WARNING:

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

CAUTION:

Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant (antifreeze), may result in engine damage and may decrease corrosion protection. Organic Additive Technology (OAT) engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze). If a non-OAT engine coolant (antifreeze) is introduced into the cooling system in an emergency, it should be replaced with the specified engine coolant (antifreeze) as soon as possible.

To find the coolant needed, (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .

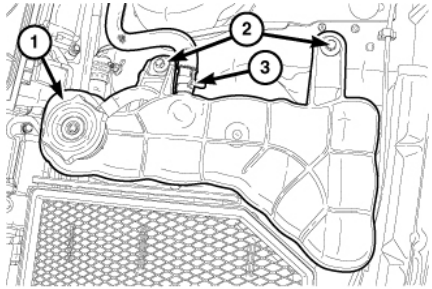
The cooling system is designed around the coolant. The coolant must accept heat from engine metal, in the cylinder head area near the exhaust valves and engine block. Then coolant carries the heat to the radiator where the tube/fin radiator can transfer the heat to the air.

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

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



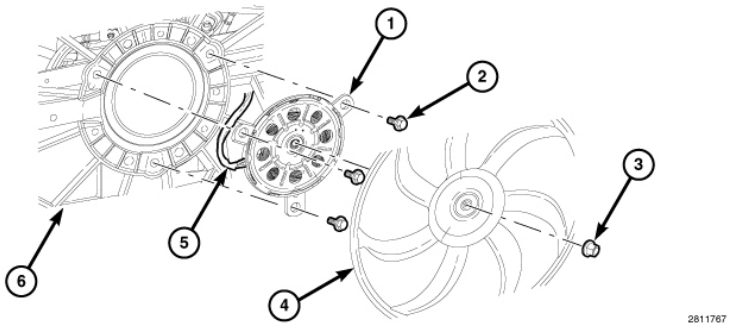
2912996

1. Partially drain cooling system using the draincock only (Refer to 07 - Cooling - Standard Procedure) . Drain system below level of the coolant recovery pressure container.
2. Remove coolant recovery container pressure cap (1).
3. Remove and plug coolant recovery tube (3).
4. Remove mounting screws (2).
5. Pull the coolant recovery container away from the body.
6. Remove the coolant supply line from the coolant recovery container.
7. Remove coolant recovery container from vehicle.

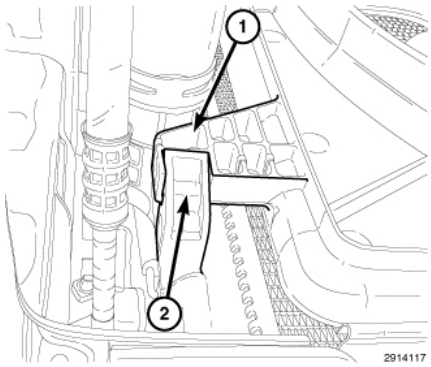
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L DUAL FAN

Labor Operations: Click to display a list of Labor Operations associated with this procedure

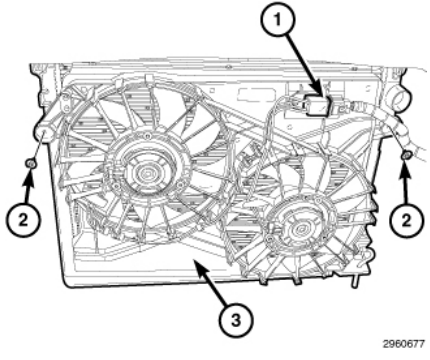


1. Install the fan blade (4) to the fan motor. Tighten the nut (3) to 6 N·M (50 in. lbs.).
2. Position the fan motor assembly to the shroud (6).
3. Install the bolts (2) that support the fan motor to the shroud. Tighten the nut (3) to 6 N·M (50 in. lbs.).
4. Route the fan motor wiring harness (5) through the fan shroud (6).
5. Position radiator cooling fan assembly (1) in vehicle.
6. Guide the fan (1) into the lower radiator mounts (2).



7. Install cooling fan mounting bolts (2). Tighten to 6 N·m (50 in. lbs.)
8. Connect cooling fan electrical connector (1).
9. Install the air filter housing (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Installation) .
10. Connect the negative battery cable.

11. Operate engine until it reaches normal operating temperature.



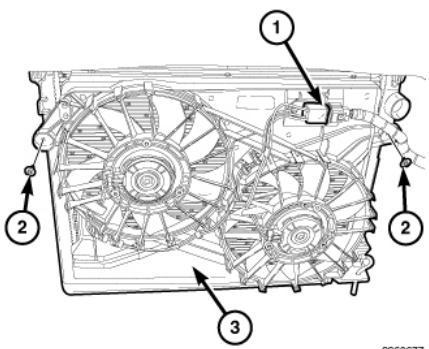
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

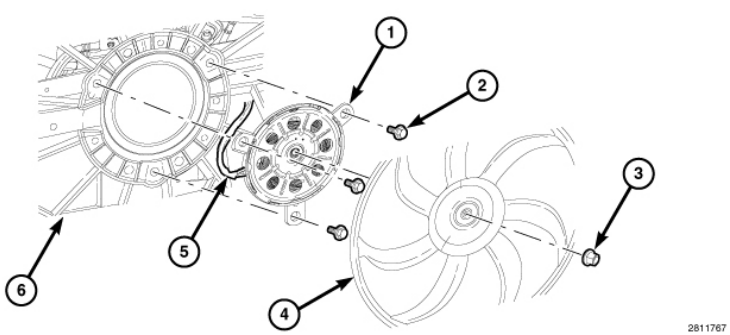
3.6L DUAL FAN

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If replacing the fan blades. The dual fan blades can be replaced separately from the motor. Single motor fan blades are balanced to the motor and must be replaced as a fan/motor assembly.

1. Disconnect negative battery cable.
2. Remove the air filter housing assembly (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal)
3. Disconnect the cooling fan electrical connector (1).
4. Remove the cooling fan mounting bolts (2).
5. Using care. Remove the radiator cooling fan assembly (3) from vehicle.





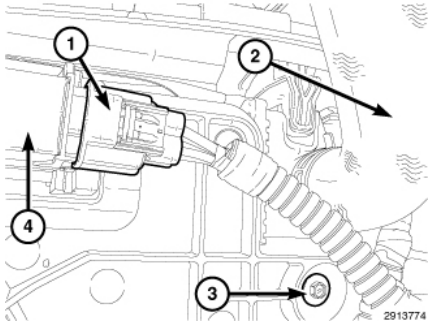
6. Removing the fan motor wiring harness (5) from the fan shroud (6).
7. Remove the fan blade (4) from the fan motor.
8. Remove the bolts (2) that support the fan motor to the shroud.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L SINGLE FAN

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If replacing the fan blades. The dual fan blades can be replaced separately from the motor. Single motor fan blades are balanced to the motor and must be replaced as a fan/motor assembly.



1. Disconnect negative battery cable.
2. Remove the air filter housing assembly (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal)
3. Disconnect the cooling fan electrical connector (1).
4. Remove the upper cooling fan mounting bolts (3).
5. Remove the cooling fan assembly from the vehicle taking care not to damage the fins on the radiator.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Inspect the radiator tanks for cracks, broken or missing fittings also inspect the joint where the tanks seam up to the radiator core for signs of leakage and/or deteriorating seals.

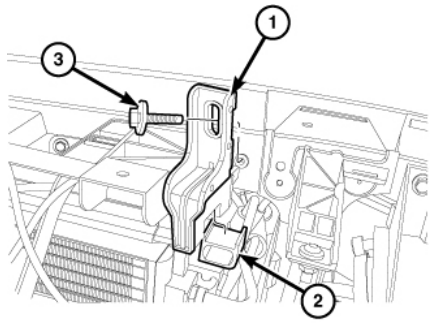
Inspect radiator core for corroded, bent or missing cooling fins. Inspect the core for bent or damaged cooling tubes.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

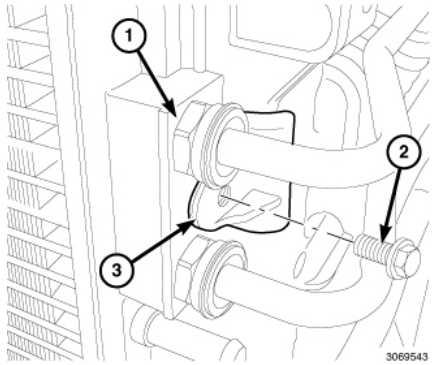
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the radiator into engine compartment. Seat the radiator assembly lower rubber isolators into the mounting holes in radiator lower support .
2. Install the radiator mounting bracket (1) and bolts (2). Tighten to 12 N·m (106 in. lbs.).



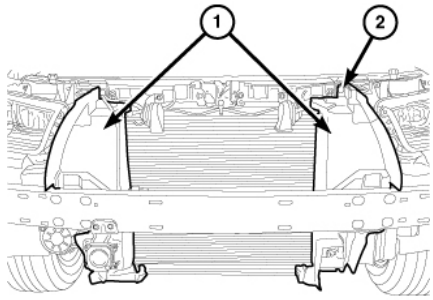
3069474

3. Position the condenser on radiator and loosely install the support bolt.
4. Install upper and lower mounting bolt. Tighten bolts to 10 N·m (88 in. lbs.).
5. Tighten the support bolt to 10 N·m (88 in. lbs.).



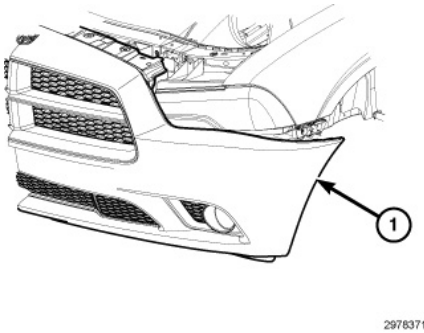
3069543

6. Install the air deflectors (1).
7. Position the hood latch release cable (2) through the notch in deflector.



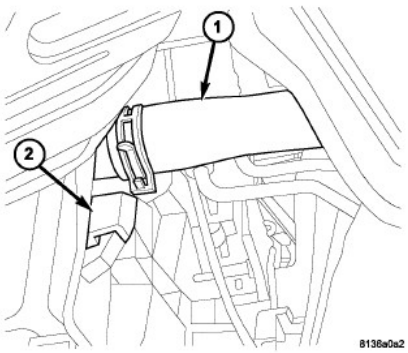
3069454

8. Install the front bumper fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .

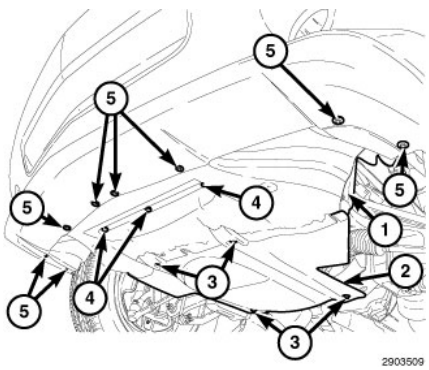


9. Raise the vehicle.

10. Install the lower radiator hose (1) and clamp.



11. Install the lower engine cover.



12. Lower vehicle.

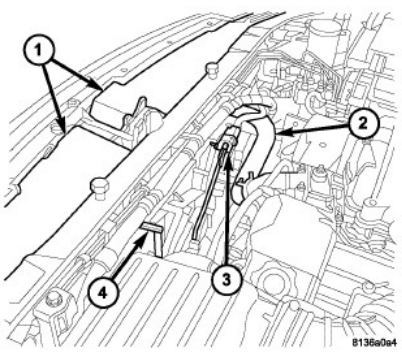
13. Install the radiator fan (Refer to 07 - Cooling/Engine/FAN, Cooling - Installation) .

14. Install the upper radiator upper hose (2). Align hose so it does not interfere with the accessory drive belt or engine. Position hose clamp so it will not interfere with the hood.

15. Connect the negative cable.

16. Fill the cooling system with coolant (Refer to 07 - Cooling - Standard Procedure) .

17. Operate the engine until it reaches normal operating temperature. Check the cooling system and automatic transmission for the correct fluid levels.

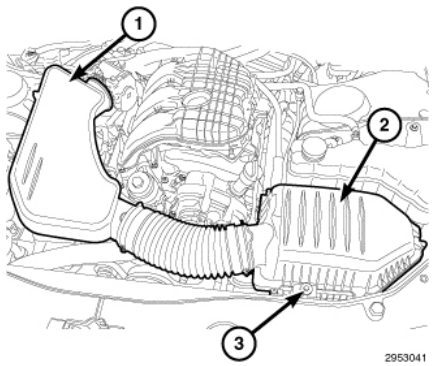


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

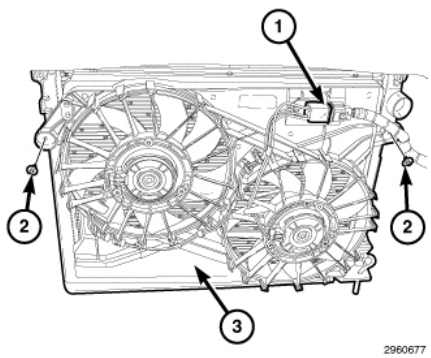
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

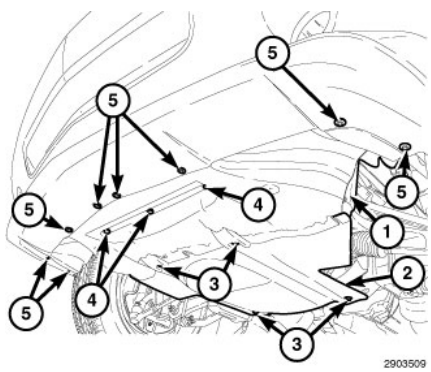
1. Disconnect negative battery cable.
2. Remove the air intake assembly.
3. Drain cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove upper radiator hose.



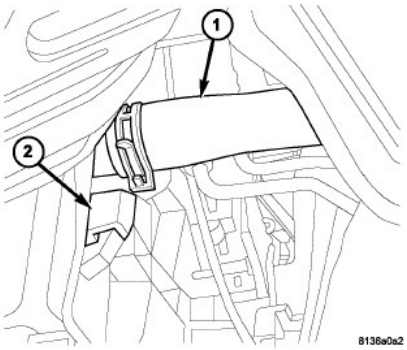
5. Remove radiator fan assembly (3) (Refer to 07 - Cooling/Engine/FAN, Cooling - Removal) .



6. Raise vehicle.
7. Remove the lower engine cover.

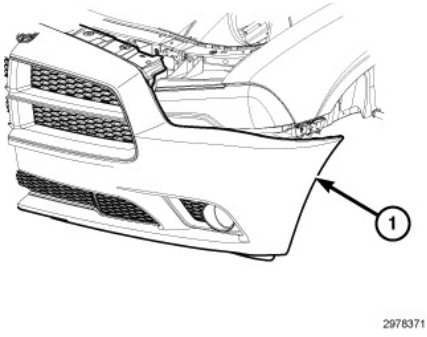


8. Remove lower radiator hose (1).

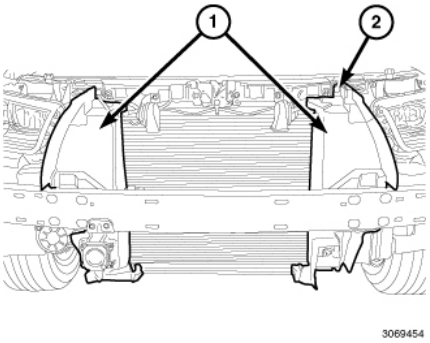


9. Lower vehicle.

10. Remove the front bumper fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .



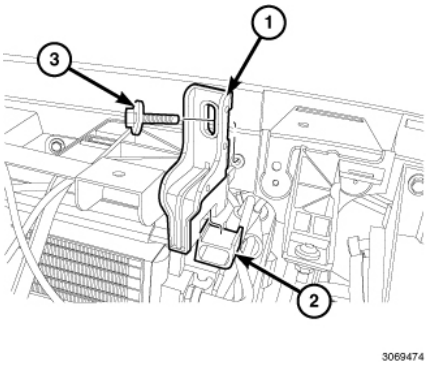
11. Remove the air deflectors (1).



CAUTION: **Bolts are installed with threadlocker. Use hand tools to remove the upper radiator mounting bolts.**

12. Remove upper radiator mounting brackets bolts (3).

13. Remove the upper radiator brackets (1) from the radiator supports (2)



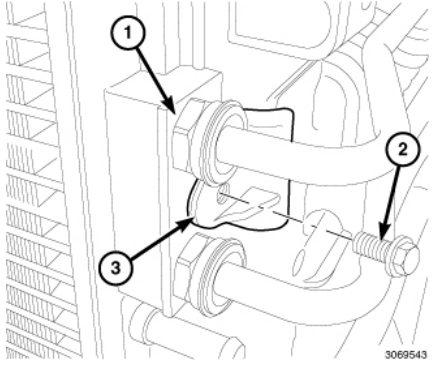
14. Remove the lower condenser mounting bolts.

15. Remove the support bolt (2) located between the cooler lines.

16. Using a suitable hanger. Support the condensor and remove the right side upper mounting bolt.

17. Separate condenser assembly from radiator.

18. Tilt radiator toward engine and remove radiator from vehicle.



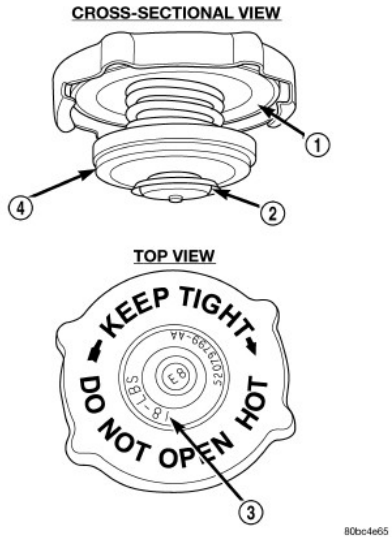
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

All cooling systems are equipped with a pressure cap on the radiator. This cap releases pressure at some point within a range of 110-144 kPa (16-21 psi). The pressure relief point (in pounds) is engraved on top of the cap (3).

The cooling system will operate at pressures slightly above atmospheric pressure. This results in a higher coolant boiling point allowing increased radiator cooling capacity. The cap contains a spring-loaded pressure relief valve (4). This valve opens when system pressure reaches the release range of 110-144 kPa (16-21 psi).

A rubber gasket (2) seals the radiator filler neck. This is done to maintain vacuum during coolant cool-down and to prevent leakage when system is under pressure.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Hold cap at eye level, right side up. The vent valve at bottom of cap should open. If rubber gasket has swollen and prevents vent valve from opening, replace cap.

Hold cap at eye level, upside down. If any light can be seen between vent valve and rubber gasket, replace cap. **Do not use a replacement cap that has a spring to hold vent shut.** A replacement cap must be the type designed for a coolant reserve/overflow system with a completely sealed diaphragm spring and a rubber gasket. This gasket is used to seal to radiator filler neck top surface. Use of proper cap will allow coolant return to radiator.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

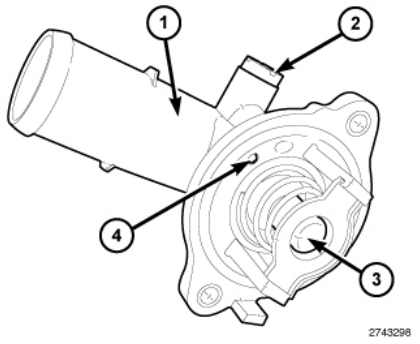
DESCRIPTION

CAUTION: **Do not operate an engine without a thermostat, except for servicing or testing.**

A pellet-type thermostat controls the operating temperature of the engine by controlling the amount of coolant flow to the radiator. On all engines the thermostat is closed below 195°F (90°C). Above this temperature, coolant is allowed to flow to the radiator. This provides quick engine warm up and overall temperature control.

The same thermostat is used for winter and summer seasons. An engine should not be operated without a thermostat, except for servicing or testing. Operating without a thermostat causes other problems. These are: longer engine warm-up time, unreliable warm-up performance, increased exhaust emissions and crankcase condensation. This condensation can result in sludge formation.

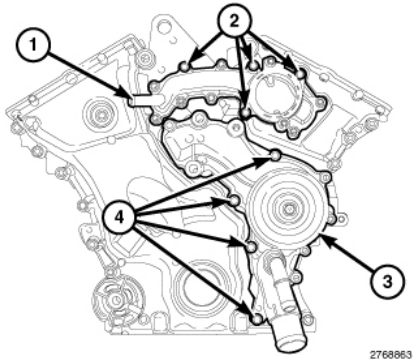
The thermostat is part of the housing.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L COOLANT CROSSOVER

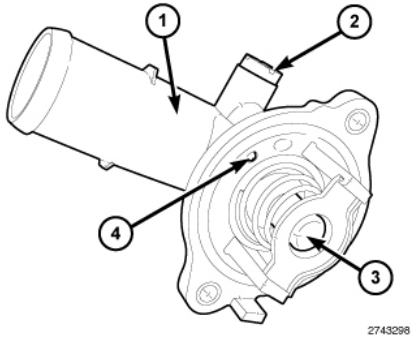
Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Clean gasket sealing surfaces.
2. Install new gasket onto the coolant crossover.

   NOTE: The shorter M6 mounting bolts (2), bolt directly to the engine timing cover.

3. Hand tighten the M6 mounting bolts . Tighten the bolts in a criss cross pattern to 12 N·m (106 in. lbs.).
4. Install the heater supply hose to the coolant crossover (1).
5. Install the thermostat housing (Refer to 07 - Cooling/Engine/THERMOSTAT - Installation) .

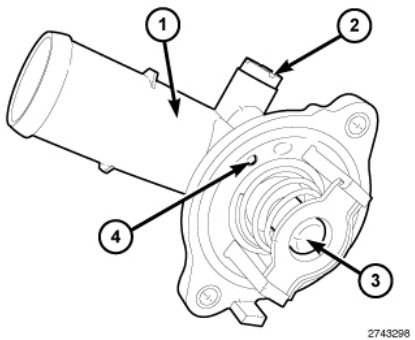


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **The Thermostat and housing is serviced as an assembly. Do not remove the thermostat from the housing, damage to the thermostat may occur.**

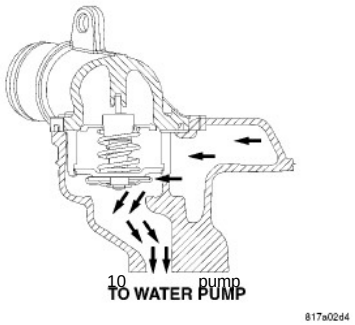


1. Clean mating areas of timing chain cover and thermostat housing (1).
2. Install a new gasket on to the thermostat housing.
3. Position thermostat housing (1) on the water crossover.
4. Install two thermostat housing bolts. Tighten bolts to 12 N·m (106 in. lbs.).
5. Install upper radiator hose on thermostat housing (1).
6. Fill cooling system (Refer to 07 - Cooling - Standard Procedure) .
7. Install the air intake system (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Installation) .
8. Connect negative battery cable to battery.
9. Start and warm the engine. Check for leaks.

OPERATION

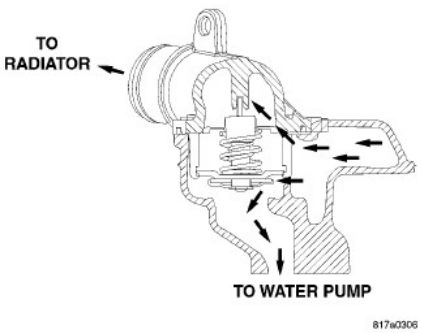
WARM-UP PHASE

Up to a coolant temperature of approximately 87° C (189° F), the main valve is closed and the bypass valve fully open. The flow through the radiator is interrupted and coolant flows through the bypass passage directly to the inlet side of the water pump.



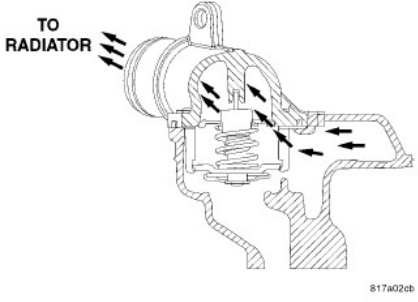
PARTIAL-LOAD PHASE

The main valve begins to open at a coolant temperature of 86° C (189° F), and a small amount of coolant flows through the radiator. As the engine temperature increases, the main valve opens further and the bypass valve gradually closes. More coolant flows through the radiator and less coolant flows through the bypass passage.



FULL-LOAD PHASE

The main valve is fully open at a coolant temperature above 102° C (216° F). The bypass plate seals off the bypass passage. The entire quantity of coolant flows through the radiator.

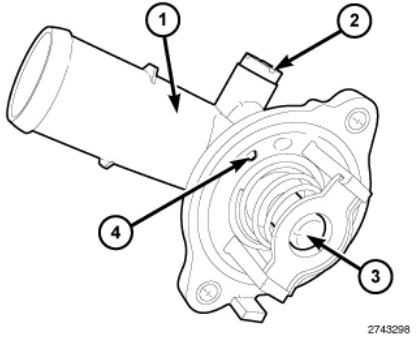


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

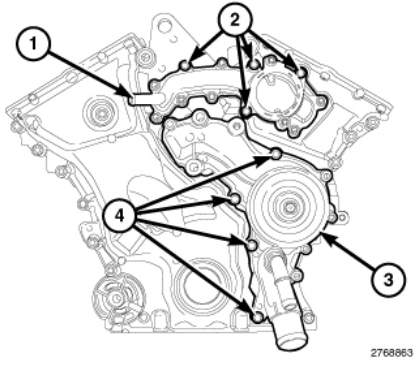
3.6L COOLANT CROSSOVER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the thermostat housing assembly (Refer to 07 - Cooling/Engine/THERMOSTAT - Removal) .



2. Remove the Heater supply hose from the coolant crossover (1).
3. Remove the coolant crossover mounting bolts. Take notice to the four bolts (2) that bolt directly to the timing cover.
4. Remove the coolant crossover and discard Gaskets.



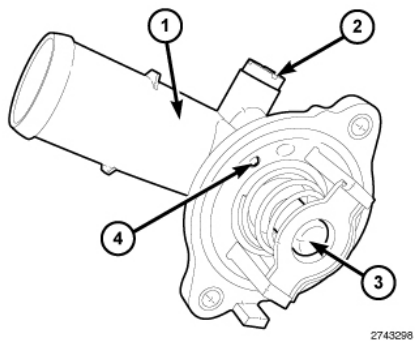
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Do not loosen radiator draincock with system hot and pressurized. Serious burns from coolant can occur.**

CAUTION: **The Thermostat and housing is serviced as an assembly. Do not remove the thermostat from the housing, damage to the thermostat may occur.**



Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

If thermostat is being replaced, be sure that replacement is specified thermostat for vehicle model and engine type.

1. Disconnect negative battery cable at battery.
2. Remove the air intake assembly (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal) .
3. Drain cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove upper radiator hose clamp and upper radiator hose at thermostat housing (1).
5. Remove thermostat housing mounting bolts, thermostat housing (1) and thermostat (3).

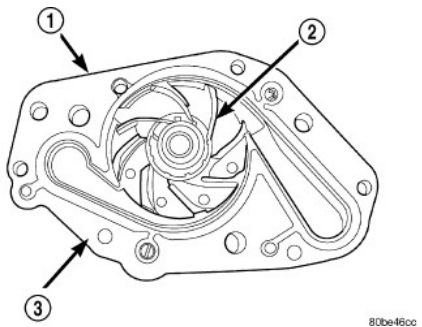
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A centrifugal water pump (2) circulates coolant through the water jackets, passages, intake manifold, radiator core, cooling system hoses and heater core. The pump is driven from the engine crankshaft by a single serpentine main drive belt.

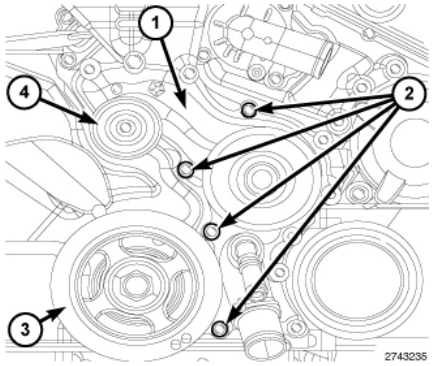
The water pump impeller is pressed onto the rear of a shaft that rotates in bearings pressed into the housing. The housing has two small holes to allow seepage to escape. The water pump seals are lubricated by the antifreeze in the coolant mixture. No additional lubrication is necessary.

The water pump (1) is mounted directly to the timing chain cover and is equipped with a non serviceable integral pulley.



3.6L

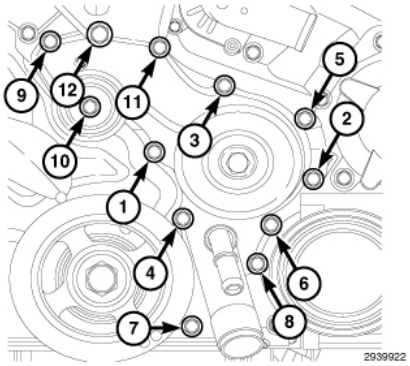
Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Clean mating surfaces.

NOTE: Take notice the lengths of the mounting bolts. Some M6 bolts mount directly to the timing cover (2).

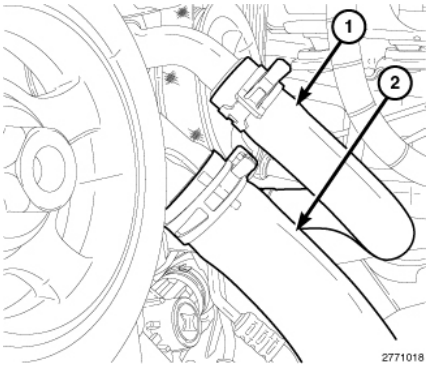
2. Using a new gasket, position water pump (1) and hand tighten the M6 mounting bolts.
3. Hand tighten the idler pulley (4) bolt.
4. Hand tighten the upper M8 and M10 water pump to engine block mounting bolts.



NOTE: Tightening the water pump fasteners in sequential order, will insure proper sealing surface.

5. Tighten the bolts 1 - 12 in the sequence shown. Tighten the bolts to their respective torque:
   - Tighten M6 mounting bolts to 12 N·m (9 ft. lbs.).
   - Tighten M8 bolts to 25 N·m (18 ft. lbs.).
   - Tighten M10 bolt to 55 N·m (41 ft. lbs.).
   - Repeat the tightening sequence until the proper torque has been met.
6. Spin water pump to be sure that pump impeller does not rub against timing chain case/cover.

CAUTION: **A number or letter is stamped into the tongue of constant tension clamps (4). If replacement is necessary, use only an original equipment clamp with matching number or letter.**

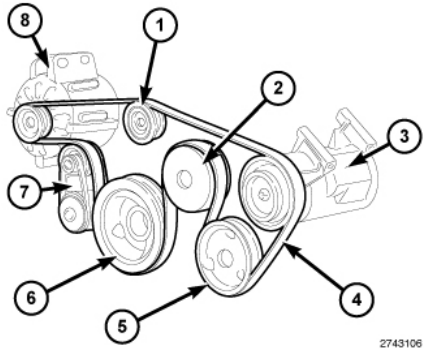


7. Install the lower radiator hose (2).
8. Install the lower return heater hose (1).

CAUTION: **When installing the serpentine accessory drive belt, belt must be routed correctly. If not, engine may overheat due to water pump rotating in wrong direction.**

9. Install accessory drive belt (4) (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation) .

10. Evacuate air and refill cooling system. (Refer to 07 - Cooling - Standard Procedure) .

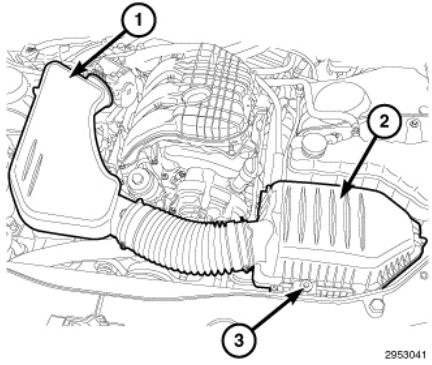


11. Install the air intake hose and resonator (1) assembly at the air filter housing.

12. Connect the intake air temperature sensor.

13. Connect negative battery cable.

14. Check the cooling system for leaks (Refer to 07 - Cooling - Diagnosis and Testing) .

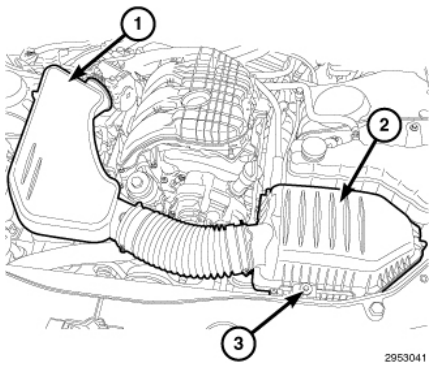


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

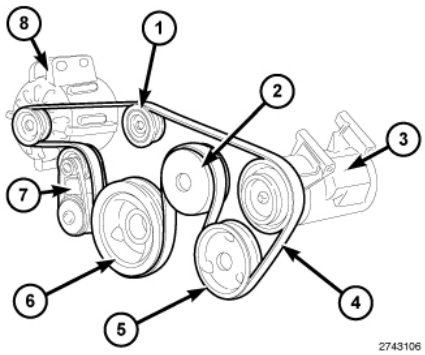
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The water pump on 3.6L engines is bolted directly to the engine timing chain case cover.

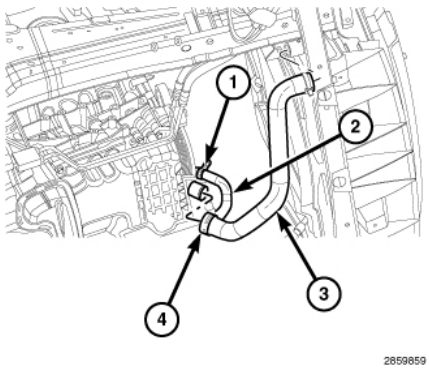


1. Disconnect negative battery cable from battery.
2. Remove the air intake system and the air filter box cover (2) as an assembly.
3. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove the accessory drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal) .



WARNING: **Constant tension hose clamps are used on most cooling system hoses. When removing or installing, use only tools designed for servicing this type of clamp. Always wear safety glasses when servicing constant tension clamps.**

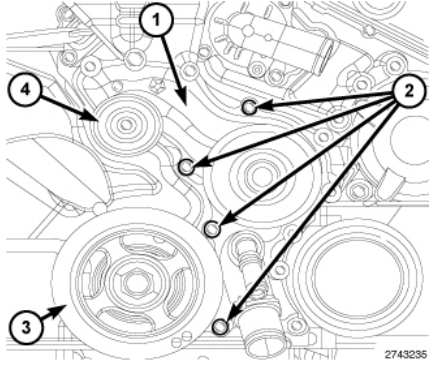
CAUTION: **A number or letter is stamped into the tongue of constant tension clamps (4). If replacement is necessary, use only an original equipment clamp with matching number or letter.**



5. Remove the lower heater hose (1) at the water pump and position aside.
6. Remove the lower radiator hose (3) from the water pump and position aside.
7. Remove idler pulley (4) (Refer to 07 - Cooling/Accessory Drive/PULLEY, Idler - Removal) .
8. Remove the eleven water pump mounting bolts. Take notice to the four water pump bolts (2) that bolt directly to the timing cover.

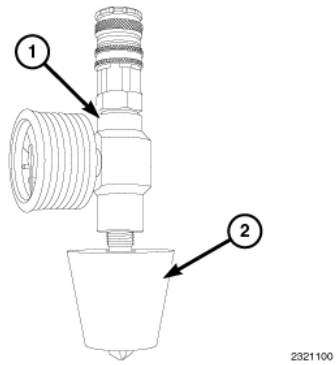
CAUTION: **Do not pry on the water pump at the timing chain case/cover. The machined surfaces may be damaged resulting in leaks.**

9. Remove water pump (1) and discard gasket.



STANDARD PROCEDURE - COOLANT AIR EVACUATION

Evacuating or purging air from the cooling system involves the use of a pressurized air operated vacuum generator. The vacuum created allows for a quick and complete coolant refilling while removing any airlocks present in the system components.



NOTE: To avoid damage to the cooling system, ensure that no component would be susceptible to damage when a vacuum is drawn on the system.

WARNING: **ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN. DISPOSE OF GLYCOL BASED COOLANT PROPERLY. CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA. DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE OR HOT UNDER PRESSURE; PERSONAL INJURY CAN RESULT. AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED; PERSONAL INJURY CAN RESULT.**

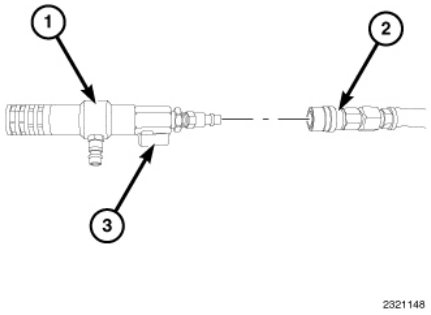
WARNING: **WEAR APPROPRIATE EYE AND HAND PROTECTION WHEN PERFORMING THIS PROCEDURE.**

NOTE: The service area where this procedure is performed should have a minimum shop air requirement of 80 PSI (5.5 bar) and should be equipped with an air dryer system.

NOTE: For best results, the radiator should be empty. The vehicle's heater control should be set to the heat position (ignition may need to be turned to the on position but do not start the motor).

1. Refer to the Chrysler Pentastar Service Equipment (Chrysler PSE) Coolant Refiller #85-15-0650 or equivalent tool's operating manual for specific assembly steps.
2. Choose an appropriate adapter cone that will fit the vehicle's radiator filler neck or reservoir tank.
3. Attach the adapter cone (2) to the vacuum gauge (1).
4. Make sure the vacuum generator/venturi ball valve (3) is closed and attach an airline hose (2) (minimum shop air requirement of 80 PSI/5.5 bar) to the vacuum generator/venturi (1).

5. Position the adaptor cone/vacuum gauge assembly into the radiator filler neck or reservoir tank. Ensure that the adapter cone is sealed properly.

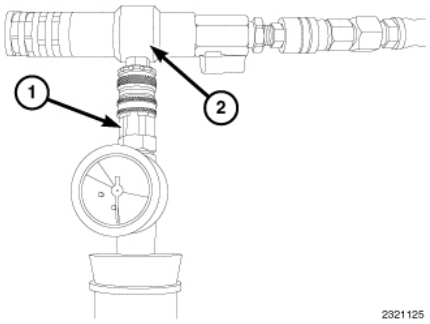


2321148

6. Connect the vacuum generator/venturi (2) to the positioned adaptor cone/vacuum gauge assembly (1).

7. Open the vacuum generator/venturi ball valve.

NOTE: Do not bump or move the assembly as it may result in loss of vacuum. Some radiator overflow hoses may need to be clamped off to obtain vacuum.



2321125

8. Let the system run until the vacuum gauge shows a good vacuum through the cooling system. Refer to the tool's operating manual for appropriate pressure readings.

NOTE: If a strong vacuum is being created in the system, it is normal to see the radiator hoses to collapse.

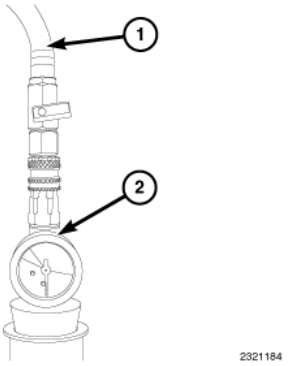
9. Close the vacuum generator/venturi ball valve.

10. Disconnect the vacuum generator/venturi and airline from the adaptor cone/vacuum gauge assembly.

11. Wait approximately 20 seconds, if the pressure readings do not move, the system has no leaks. If the pressure readings move, a leak could be present in the system and the cooling system should be checked for leaks and the procedure should be repeated.

12. Place the tool's suction hose into the coolant's container.

NOTE: Ensure there is a sufficient amount of coolant, mixed to the required strength/protection level available for use. For best results and to assist the refilling procedure, place the coolant container at the same height as the radiator filler neck. Always draw more coolant than required. If the coolant level is too low, it will pull air into the cooling system which could result in airlocks in the system.



2321184

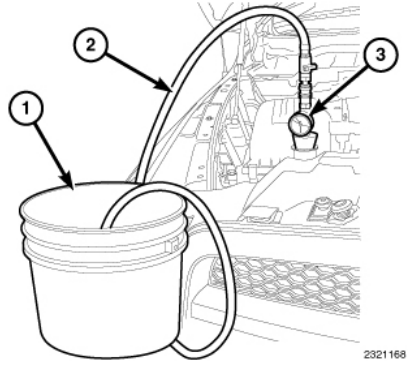
13. Connect the tool's suction hose (1) to the adaptor cone/vacuum gauge assembly (2).

NOTE: View typical

14. Open the suction hose's ball valve to begin refilling the cooling system.

15. When the vacuum gauge reads zero, the system is filled.

NOTE: On some remote pressurized tanks, it is recommended to stop filling when the proper level is reached.



16. Close the suction hose's ball valve and remove the suction hose from the adaptor cone/vacuum gauge assembly.

17. Remove the adaptor cone/vacuum gauge assembly from the radiator filler neck or reservoir tank.

18. With heater control unit in the HEAT position, operate engine with container cap in place.

19. After engine has reached normal operating temperature, shut engine off and allow it to cool. When engine is cooling down, coolant will be drawn into the radiator from the pressure container.

20. Add coolant to the recovery bottle/container as necessary. **Only add coolant to the container when the engine is cold. Coolant level in a warm engine will be higher due to thermal expansion.** Add necessary coolant to raise container level to the COLD MINIMUM mark after each cool down period.

21. Once the appropriate coolant level is achieved, attach the radiator cap or reservoir tank cap.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADDING ADDITIONAL COOLANT

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

CAUTION: **Do not use coolant additives that are claimed to improve engine cooling.**

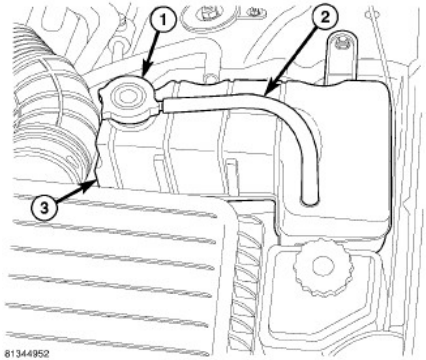
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

COOLANT LEVEL CHECK

NOTE:

Do not remove radiator cap for routine coolant level inspections. The coolant level can be checked at coolant recovery bottle (2).

The coolant reserve/overflow system provides a quick method for determining coolant level. With engine not running, the coolant level should be between MIN and MAX marks (3). If the coolant level is at or below the MIN mark, fill the recovery bottle with a 50/50 mixture of antifreeze and water ONE QUART AT A TIME. Repeat this procedure until the coolant level is at the FULL mark.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ENGINE COOLANT

WARNING:

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

CAUTION:

Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant (antifreeze), may result in engine damage and may decrease corrosion protection. Organic Additive Technology (OAT) engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze). If a non-OAT engine coolant (antifreeze) is introduced into the cooling system in an emergency, it should be replaced with the specified engine coolant (antifreeze) as soon as possible.

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

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

COOLANT PERFORMANCE

The required ethylene-glycol and water mixture depends upon climate and vehicle operating conditions. The coolant performance of various mixtures follows:

Pure Water- Water can absorb more heat than a mixture of water and ethylene-glycol. This is for purpose of heat transfer only. Water also freezes at a higher temperature and allows corrosion.

100 percent Ethylene-Glycol - The corrosion inhibiting additives in ethylene-glycol need the presence of water to dissolve. Without water, additives form deposits in system. These act as insulation causing temperature to rise to as high as 149°C (300°F). This temperature is hot enough to melt plastic. The increased temperature can result in sever engine damage. In addition, 100 percent ethylene-glycol freezes at -22°C (-8°F).

50/50 Ethylene-Glycol and Water - Is the recommended mixture, it provides protection against freezing to -37°C (-34°F). The antifreeze concentration **must always** be a minimum of 44 percent, year-round in all climates. If percentage is lower, engine parts may be eroded by cavitation. Maximum protection against freezing is provided with a 68 percent antifreeze concentration, which prevents freezing down to -67.7°C (-90°F). A higher percentage will freeze at a warmer temperature. Also, a higher percentage of antifreeze can cause the engine to overheat because specific heat of antifreeze is lower than that of water.

OAT coolant is purple in color. It cannot be mixed with other types of coolant including Chrysler's existing HOAT coolant and only should only be mixed with approved OAT coolant of the same color. Maintenance of the cooling system is not required unless a repair has been made with loss of coolant or the coolant has been contaminated.

CAUTION:

Richer antifreeze mixtures cannot be measured with normal field equipment and can cause problems associated with 100 percent ethylene-glycol.

CAUTION:

Do not use coolant additives that are claimed to improve engine cooling.

MONITORED COMPONENT

25-0000-00000-30-COMPREHENSIVE-COMPONENTS

There are several components that will affect vehicle emissions if they malfunction. If one of these components malfunctions the Malfunction Indicator Lamp (Check Engine) will illuminate.

Some of the component monitors are checking for proper operation of the part. Electrically operated components now have input (rationality) and output (functionality) checks as well as continuity tests (opens/shorts). Previously, a component like the Throttle Position sensor (TPS) was checked by the PCM for an open or shorted circuit. If one of these conditions occurred, a DTC was set. Now there is a check to ensure that the component is working. This is done by watching for a TPS indication of a greater or lesser throttle opening than MAP and engine rpm indicate. In the case of the TPS, if engine vacuum is high and engine rpm is 1600 or greater and the TPS indicates a large throttle opening, a DTC will be set. The same applies to low vacuum and 1600 rpm.

Any component that has an associated limp in will set a fault after 1 trip with the malfunction present.

Refer to the Diagnostic Trouble Codes Description Charts in this section and the appropriate Powertrain Diagnostic Procedure Manual for diagnostic procedures.

The following is a list of the monitored components:

- Catalyst Monitor
- Comprehensive Components
- EGR (if equipped)
- Fuel Control (rich/lean)
- Oxygen Sensor Monitor
- Oxygen Sensor Heater Monitor
- Purge
- Misfire
- Natural Vacuum Leak Detection (NVLD)

COMPREHENSIVE COMPONENTS

Along with the major monitors, OBD II requires that the diagnostic system monitor any component that could affect emissions levels. In many cases, these components were being tested under OBD I. The OBD I requirements focused mainly on testing emissions-related components for electrical opens and shorts.

However, OBD II also requires that inputs from powertrain components to the PCM be tested for **rationality**, and that outputs to powertrain components from the PCM be tested for **functionality**. Methods for monitoring the various Comprehensive Component monitoring include:

1. Circuit Continuity
    - Open
    - Shorted high
    - Shorted to ground
2. Rationality or Proper Functioning

- Inputs tested for rationality
- Outputs tested for functionality

NOTE: Comprehensive component monitors are continuous. Therefore, enabling conditions do not apply. All will set a DTC and illuminate the MIL in 1- trip.

Input Rationality—While input signals to the PCM are constantly being monitored for electrical opens and shorts, they are also tested for rationality. This means that the

input signal is compared against other inputs and information to see if it makes sense under the current conditions.

PCM sensor inputs that are checked for rationality include:

- Manifold Absolute Pressure (MAP) Sensor
- Oxygen Sensor (O2S) (slow response)
- Engine Coolant Temperature (ECT) Sensor
- Camshaft Position (CMP) Sensor
- Vehicle Speed Sensor
- Crankshaft Position (CKP) Sensor
- Intake Air Temperature (IAT) Sensor
- Throttle Position (TPS) Sensor
- Ambient/Battery Temperature Sensors
- Power Steering Switch
- Oxygen Sensor Heater
- Engine Controller
- Brake Switch
- Natural Vacuum Leak Detection (NVLD)
- P/N Switch
- Trans Controls

Output Functionality—PCM outputs are tested for functionality in addition to testing for opens and shorts. When the PCM provides a voltage to an output component, it can verify that the command was carried out by monitoring specific input signals for expected changes. For example, when the PCM commands the Idle Air Control (IAC) Motor to a specific position under certain operating conditions, it expects to see a specific (target) idle speed (RPM). If it does not, it stores a DTC.

PCM outputs monitored for functionality include:

- Fuel Injectors
- Ignition Coils
- Torque Converter Clutch Solenoid
- Idle Air Control
- Purge Solenoid
- EGR Solenoid
- Radiator Fan Control
- Trans Controls

OXYGEN SENSOR (O2S) MONITOR

DESCRIPTION—Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° C to 350° C (572° F to 662° F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. When there is a large amount of oxygen in the exhaust caused by a lean condition, misfire or exhaust leak, the sensor produces a low voltage, below 450 mV. When the oxygen content is lower, caused by a rich condition, the sensor produces a higher voltage, above 450mV.

The information obtained by the sensor is used to calculate the fuel injector pulse width. The PCM is programmed to maintain the optimum air/fuel ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrous oxide (NOx) from the exhaust.

The O2S is also the main sensing element for the EGR, Catalyst and Fuel Monitors, and purge.

The O2S may fail in any or all of the following manners:

- Slow response rate (Big Slope)
- Reduced output voltage (Half Cycle)
- Heater Performance

Slow Response Rate (Big Slope)—Response rate is the time required for the sensor to switch from lean to rich signal output once it is exposed to a richer than optimum A/F mixture or vice versa. As the PCM adjusts the air/fuel ratio, the sensor must be able to rapidly detect the change. As the sensor ages, it could take longer to detect the changes in the oxygen content of the exhaust gas. The rate of change that an oxygen sensor experiences is called 'Big Slope'. The PCM checks the oxygen sensor voltage in increments of a few milliseconds.

Reduced Output Voltage (Half Cycle)—The output voltage of the O2S ranges from 2.5 to 5 volt. A good sensor can easily generate any output voltage in this range as it is exposed to different concentrations of oxygen. To detect a shift in the A/F mixture (lean or rich), the output voltage has to change beyond a threshold value. A malfunctioning sensor could have difficulty changing beyond the threshold value. Many times the condition is only temporary and the sensor will recover. Under normal conditions the voltage signal surpasses the threshold, and a counter is incremented by one. This is called the Half Cycle Counter.

Heater Performance—The heater is tested by a separate monitor. Refer to the Oxygen Sensor Heater Monitor.

OPERATION—As the Oxygen Sensor signal switches, the PCM monitors the half cycle and big slope signals from the oxygen sensor. If during the test neither counter reaches a predetermined value, a malfunction is entered and a Freeze Frame is stored. Only one counter reaching its predetermined value is needed for the monitor to pass.

The Oxygen Sensor Signal Monitor is a two trip monitor that is tested only once per trip. When the Oxygen Sensor fails the test in two consecutive trips, the MIL is illuminated and a DTC is set. The MIL is extinguished when the Oxygen Sensor monitor passes in three consecutive trips. The DTC is erased from memory after 40 consecutive warm-up cycles without test failure.

Enabling Conditions—The following conditions must typically be met for the PCM to run the oxygen sensor monitor:

- Battery voltage
- Engine temperature
- Engine run time
- Engine run time at a predetermined speed
- Engine run time at a predetermined speed and throttle opening
- Transmission in gear (automatic only)
- Fuel system in Closed Loop
- Long Term Adaptive (within parameters)
- Power Steering Switch in low PSI (no load)
- Engine at idle
- Fuel level above 15%
- Ambient air temperature
- Barometric pressure
- Engine RPM within acceptable range of desired idle
- Closed throttle speed

Pending Conditions—The Task Manager typically does not run the Oxygen Sensor Signal Monitor if overlapping monitors are running or the MIL is illuminated for any of the following:

- Misfire Monitor
- Front Oxygen Sensor and Heater Monitor
- MAP Sensor
- Vehicle Speed Sensor
- Engine Coolant Temperature Sensor
- Throttle Position Sensor
- Engine Controller Self Test Faults
- Cam or Crank Sensor
- Injector and Coil
- Idle Air Control Motor
- EVAP Electrical
- EGR Solenoid Electrical
- Intake Air Temperature
- 5 Volt Feed

Conflict—The Task Manager does not run the Oxygen Sensor Monitor if any of the following conditions are present:

- A/C ON (A/C clutch cycling temporarily suspends monitor)
- Purge flow in progress
- Ethanol content learn is taking place and the ethanol used once flag is set

Suspend—The Task Manager suspends maturing a fault for the Oxygen Sensor Monitor if an of the following are present:

- Oxygen Sensor Heater Monitor, Priority 1
- Misfire Monitor, Priority 2

OXYGEN SENSOR HEATER MONITOR (NGC)

DESCRIPTION—If the Oxygen sensor (O2S) DTC as well as a O2S heater DTC is present, the O2S Heater DTC MUST be repaired first. After the O2S Heater is repaired, verify that the sensor circuit is operating correctly.

The voltage reading taken from the O2S are very temperature sensitive. The readings taken from the O2S are not accurate below 300° C (572° F). Heating the O2S is done to allow the engine controller to shift to closed loop control as soon as possible. The heating element used to heat the O2S must be tested to ensure that it is heating the sensor properly. Starting with the introduction on the NGC module the strategy for checking the heater circuit has changed. The heater resistance is checked by the NGC almost immediately after the engine is started. The same O2S heater return pin used to read the heater resistance is capable of detecting an open circuit, a shorted high or shorted low condition.

CATALYST MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide.

Normal vehicle miles or engine misfire can cause a catalyst to decay. A meltdown of the ceramic core can cause a reduction of the exhaust passage. This can increase vehicle emissions and deteriorate engine performance, driveability and fuel economy.

The catalyst monitor uses dual oxygen sensors (O2S's) to monitor the efficiency of the converter. The dual O2S strategy is based on the fact that as a catalyst deteriorates, its oxygen storage capacity and its efficiency are both reduced. By monitoring the oxygen storage capacity of a catalyst, its efficiency can be indirectly calculated. The upstream O2S is used to detect the amount of oxygen in the exhaust gas before the gas enters the catalytic converter. The PCM calculates the A/F mixture from the output of the O2S. A low voltage indicates high oxygen content (lean mixture). A high voltage indicates a low content of oxygen (rich mixture).

When the upstream O2S detects a high oxygen condition, there is an abundance of oxygen in the exhaust gas. A functioning converter would store this oxygen so it can use it for the oxidation of HC and CO. As the converter absorbs the oxygen, there will be a lack of oxygen downstream of the converter. The output of the downstream O2S will indicate limited activity in this condition.

As the converter loses the ability to store oxygen, the condition can be detected from the behavior of the downstream O2S. When the efficiency drops, no chemical reaction takes place. This means the concentration of oxygen will be the same downstream as upstream. The output voltage of the downstream O2S copies the voltage of the upstream sensor. The only difference is a time lag (seen by the PCM) between the switching of the O2S's.

To monitor the system, the number of lean-to-rich switches of upstream and downstream O2S's is counted. The ratio of downstream switches to upstream switches is used to determine whether the catalyst is operating properly. An effective catalyst will have fewer downstream switches than it has upstream switches i.e., a ratio closer to zero. For a totally ineffective catalyst, this ratio will be one-to-one, indicating that no oxidation occurs in the device.

The system must be monitored so that when catalyst efficiency deteriorates and exhaust emissions increase to over the legal limit, the MIL (check engine lamp) will be illuminated.

Monitor Operation—To monitor catalyst efficiency, the PCM expands the rich and lean switch points of the heated oxygen sensor. With extended switch points, the air/fuel mixture runs richer and leaner to overburden the catalytic converter. Once the test is started, the air/fuel mixture runs rich and lean and the O2 switches are counted. A switch is counted when an oxygen sensor signal goes from below the lean threshold to above the rich threshold. The number of Rear O2 sensor switches is divided by the number of Front O2 sensor switches to determine the switching ratio.

The test runs for 20 seconds. As catalyst efficiency deteriorated over the life of the vehicle, the switch rate at the downstream sensor approaches that of the upstream sensor. If at any point during the test period the switch ratio reaches a predetermined value, a counter is incremented by one. The monitor is enabled to run another test during that trip. When the test fails three times, the counter increments to three, a malfunction is entered, and a Freeze Frame is stored. When the counter increments to three during the next trip, the code is matured and the MIL is illuminated. If the test passes the first, no further testing is conducted during that trip.

The MIL is extinguished after three consecutive good trips. The good trip criteria for the catalyst monitor is more stringent than the failure criteria. In order to pass the test and increment one good trip, the downstream sensor switch rate must be less than 80% of the upstream rate (60% for manual transmissions). The failure percentages are 90% and 70% respectively.

Enabling Conditions—The following conditions must typically be met before the PCM runs the catalyst monitor. Specific times for each parameter may be different from engine to engine.

- Accumulated drive time
- Enable time
- Ambient air temperature
- Barometric pressure
- Catalyst warm-up counter
- Engine coolant temperature
- Accumulated throttle position sensor
- Vehicle speed
- MAP
- RPM
- Engine in closed loop
- Fuel level

Pending Conditions—

- Misfire DTC
- Front Oxygen Sensor Response
- Front Oxygen Sensor Heater Monitor
- Front Oxygen Sensor Electrical
- Rear Oxygen Sensor Rationality (middle check)
- Rear Oxygen Sensor Heater Monitor
- Rear Oxygen Sensor Electrical
- Fuel System Monitor
- All TPS faults
- All MAP faults
- All ECT sensor faults
- Purge flow solenoid functionality
- Purge flow solenoid electrical
- All PCM self test faults
- All CMP and CKP sensor faults
- All injector and ignition electrical faults
- Idle Air Control (IAC) motor functionality
- Vehicle Speed Sensor
- Brake switch
- Intake air temperature

Conflict—The catalyst monitor does not run if any of the following are conditions are present:

- EGR Monitor in progress
- Fuel system rich intrusive test in progress
- EVAP Monitor in progress
- Time since start is less than 60 seconds

- Low fuel level
- Low ambient air temperature
- Ethanol content learn is taking place and the ethanol used once flag is set

Suspend—The Task Manager does not mature a catalyst fault if any of the following are present:

- Oxygen Sensor Monitor, Priority 1
- Upstream Oxygen Sensor Heater, Priority 1
- EGR Monitor, Priority 1
- EVAP Monitor, Priority 1
- Fuel System Monitor, Priority 2
- Misfire Monitor, Priority 2

MONITORED SYSTEMS

There are new electronic circuit monitors that check fuel, emission, engine and ignition performance. These monitors use information from various sensor circuits to indicate the overall operation of the fuel, engine, ignition and emission systems and thus the emissions performance of the vehicle.

The fuel, engine, ignition and emission systems monitors do not indicate a specific component problem. They do indicate that there is an implied problem within one of the systems and that a specific problem must be diagnosed.

If any of these monitors detect a problem affecting vehicle emissions, the Malfunction Indicator (Check Engine) Lamp will be illuminated. These monitors generate Diagnostic Trouble Codes that can be displayed with the a scan tool.

The following is a list of the system monitors:

- EGR Monitor (if equipped)
- Misfire Monitor
- Fuel System Monitor
- Oxygen Sensor Monitor
- Oxygen Sensor Heater Monitor
- Catalyst Monitor
- Evaporative System Leak Detection Monitor

Following is a description of each system monitor, and its DTC.

Refer to the appropriate Powertrain Diagnostics Procedures manual for diagnostic procedures.

OXYGEN SENSOR (O2S) MONITOR

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperatures of 300° C to 350° C (572° F to 662° F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. The PCM is programmed to maintain the optimum air/fuel ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrous oxide (NOx) from the exhaust.

The O2S is also the main sensing element for the EGR (if equipped), Catalyst and Fuel Monitors.

The O2S may fail in any or all of the following manners:

- Slow response rate
- Reduced output voltage
- Dynamic shift
- Shorted or open circuits

Response rate is the time required for the sensor to switch from lean to rich once it is exposed to a richer than optimum A/F mixture or vice versa. As the sensor starts malfunctioning, it could take longer to detect the changes in the oxygen content of the exhaust gas.

The output voltage of the O2S ranges from 0 to 1 volt (voltages are offset by 2.5 volts on NGC vehicles). A good sensor can easily generate any output voltage in this range as it is exposed to different concentrations of oxygen. To detect a shift in the A/F mixture (lean or rich), the output voltage has to change beyond a threshold value. A malfunctioning sensor could have difficulty changing beyond the threshold value.

OXYGEN SENSOR HEATER MONITOR

If there is an oxygen sensor (O2S) DTC as well as a O2S heater DTC, the O2S heater fault MUST be repaired first. After the O2S fault is repaired, verify that the heater circuit is operating correctly.

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperatures of 300° C to 350° C (572° F to 662° F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The voltage readings taken from the O2S are very temperature sensitive. The readings are not accurate below 300° C (572° F). Heating of the O2S is done to allow the engine controller to shift to closed loop control as soon as possible. The heating element used to heat the O2S must be tested to ensure that it is heating the sensor properly.

The O2S circuit is monitored for a drop in voltage. The sensor output is used to test the heater by isolating the effect of the heater element on the O2S output voltage from the other effects.

EGR MONITOR (if equipped)

The Powertrain Control Module (PCM) performs an on-board diagnostic check of the EGR system.

The EGR monitor is used to test whether the EGR system is operating within specifications. The diagnostic check activates only during selected engine/driving conditions. When the conditions are met, the Linear solenoid is de-energized to disable EGR and the O2S compensation control is monitored. Turning off the EGR shifts the air fuel (A/F) ratio in the lean direction. The O2S data should indicate an increase in the O2 concentration in the combustion chamber when the exhaust gases are no longer recirculated. While this test does not directly measure the operation of the EGR system, it can be inferred from the shift in the O2S data whether the EGR system is operating correctly. Because the O2S is being used, the O2S test must pass its test before the EGR test. Also looks at EGR linear potentiometer for feedback.

MISFIRE MONITOR

Excessive engine misfire results in increased catalyst temperature and causes an increase in HC emissions. Severe misfires could cause catalyst damage. To prevent catalytic convertor damage, the PCM monitors engine misfire.

The Powertrain Control Module (PCM) monitors for misfire during most engine operating conditions (positive torque) by looking at changes in the crankshaft speed. If a misfire occurs the speed of the crankshaft will vary more than normal.

The PCM can detect and compensate for variances in the engine and its components. To learn these variations, the PCM uses the input of the actual crankshaft rotation pattern and ideal crankshaft rotation pattern that has been calibrated into the PCM. The PCM then compares the two patterns. The variation between the two values is the Adaptive Numerator. If the Adaptive Numerator is not learned by the PCM, the misfire monitor will not run and the Multi-Cylinder Displacement System (MDS) will not operate. Without MDS operation, the customer will experience decreased fuel economy. If the customer experiences decrease fuel economy, use the scan tool to ensure that the Adaptive Numerator is learned.

FUEL SYSTEM MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide. The catalyst works best when the air fuel (A/F) ratio is at or near the optimum of 14.7 to 1.

The PCM is programmed to maintain the optimum air/fuel ratio. This is done by making short term corrections in the fuel injector pulse width based on the O2S output. The programmed memory acts as a self calibration tool that the engine controller uses to compensate for variations in engine specifications, sensor tolerances and engine fatigue over the life span of the engine. By monitoring the actual air-fuel ratio with the O2S (short term) and multiplying that with the program long-term (adaptive) memory and comparing that to the limit, it can be determined whether it will pass an emissions test. If a malfunction occurs such that the PCM cannot maintain the optimum A/F ratio, then the MIL will be illuminated.

CATALYST MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide.

Normal vehicle miles or engine misfire can cause a catalyst to decay. A meltdown of the ceramic core can cause a reduction of the exhaust passage. This can increase vehicle emissions and deteriorate engine performance, driveability and fuel economy.

The catalyst monitor uses dual oxygen sensors (O2S's) to monitor the efficiency of the converter. The dual O2S's strategy is based on the fact that as a catalyst deteriorates, its oxygen storage capacity and its efficiency are both reduced. By monitoring the oxygen storage capacity of a catalyst, its efficiency can be indirectly calculated. The upstream O2S is used to detect the amount of oxygen in the exhaust gas before the gas enters the catalytic converter. The PCM calculates the A/F mixture from the output of the O2S. A low voltage indicates high oxygen content (lean mixture). A high voltage indicates a low content of oxygen (rich mixture).

When the upstream O2S detects a lean condition, there is an abundance of oxygen in the exhaust gas. A functioning converter would store this oxygen so it can use it for the oxidation of HC and CO. As the converter absorbs the oxygen, there will be a lack of oxygen downstream of the converter. The output of the downstream O2S will indicate limited activity in this condition.

As the converter loses the ability to store oxygen, the condition can be detected from the behavior of the downstream O2S. When the efficiency drops, no chemical reaction takes place. This means the concentration of oxygen will be the same downstream as upstream. The output voltage of the downstream O2S copies the voltage of the upstream sensor. The only difference is a time lag (seen by the PCM) between the switching of the O2S's.

To monitor the system, the number of lean-to-rich switches of upstream and downstream O2S's is counted. The ratio of downstream switches to upstream switches is used to determine whether the catalyst is operating properly. An effective catalyst will have fewer downstream switches than it has upstream switches i.e., a ratio closer to zero. For a totally ineffective catalyst, this ratio will be one-to-one, indicating that no oxidation occurs in the device.

The system must be monitored so that when catalyst efficiency deteriorates and exhaust emissions increase to over the legal limit, the MIL (Check Engine lamp) will be illuminated.

NATURAL VACUUM LEAK DETECTION (NVLD)

The Natural Vacuum Leak Detection (NVLD) system is the next generation evaporative leak detection system that will first be used on vehicles equipped with the Next Generation Controller (NGC). This new system replaces the leak detection pump as the method of evaporative system leak detection. This is to detect a leak equivalent to a 0.020" (0.5 mm) hole. This system has the capability to detect holes of this size very dependably.

The basic leak detection theory employed with NVLD is the "Gas Law". This is to say that the pressure in a sealed vessel will change if the temperature of the gas in the vessel changes. The vessel will only see this effect if it is indeed sealed. Even small leaks will allow the pressure in the vessel to come to equilibrium with the ambient pressure. In addition to the detection of very small leaks, this system has the capability of detecting medium as well as large evaporative system leaks.

The NVLD seals the canister vent during engine off conditions. If the EVAP system has a leak of less than the failure threshold, the evaporative system will be pulled into a vacuum, either due to the cool down from operating temperature or diurnal ambient temperature cycling. The diurnal effect is considered one of the primary contributors to the leak determination by this diagnostic. When the vacuum in the system exceeds about 1" H2O (0.25 KPA), a vacuum switch closes. The switch closure sends a signal to the NGC. The NGC, via appropriate logic strategies (described below), utilizes the switch signal, or lack thereof, to make a determination of whether a leak is present.

The NVLD device is designed with a normally open vacuum switch, a normally closed solenoid, and a seal, which is actuated by both the solenoid and a diaphragm. The NVLD is located on the atmospheric vent side of the canister. The NVLD assembly may be mounted on top of the canister outlet, or in-line between the canister and atmospheric vent filter. The normally open vacuum switch will close with about 1" H2O (0.25 KPA) vacuum in the evaporative system. The diaphragm actuates the switch. This is above the opening point of the fuel inlet check valve in the fill tube so cap off leaks can be detected. Submerged fill systems must have recirculation lines that do not have the in-line normally closed check valve that protects the system from failed nozzle liquid ingestion, in order to detect cap off conditions.

The normally closed valve in the NVLD is intended to maintain the seal on the evaporative system during the engine off condition. If vacuum in the evaporative system exceeds 3" to 6" H2O (0.75 to 1.5 KPA), the valve will be pulled off the seat, opening the seal. This will protect the system from excessive vacuum as well as allowing sufficient purge flow in the event that the solenoid was to become inoperative.

The solenoid actuates the valve to unseal the canister vent while the engine is running. It also will be used to close the vent during the medium and large leak tests and during the purge flow check. This solenoid requires initial 1.5 amps of current to pull the valve open but after 100 ms. will be duty cycled down to an average of about 150 mA for the remainder of the drive cycle.

Another feature in the device is a diaphragm that will open the seal in the NVLD with pressure in the evaporative system. The device will "blow off" at about 0.5" H2O (0.12 KPA) pressure to permit the venting of vapors during refueling. An added benefit to this is that it will also allow the tank to "breathe" during increasing temperatures, thus limiting the pressure in the tank to this low level. This is beneficial because the induced vacuum during a subsequent declining temperature will achieve the switch closed (pass threshold) sooner than if the tank had to decay from a built up pressure.

The device itself has 3 wires: Switch sense, solenoid driver and ground. The NGC utilizes a high-side driver to energize and duty-cycle the solenoid.

NON-MONITORED CIRCUITS

The PCM does not monitor all circuits, systems and conditions that could have malfunctions causing driveability problems. However, problems with these systems may cause the PCM to store diagnostic trouble codes for other systems or components. For example, a fuel pressure problem will not register a fault directly, but could cause a rich/lean condition or misfire. This could cause the PCM to store an oxygen sensor or misfire diagnostic trouble code.

The major non-monitored circuits are listed below along with examples of failures modes that do not directly cause the PCM to set a DTC, but for a system that is monitored.

FUEL PRESSURE

The fuel pressure regulator controls fuel system pressure. The PCM cannot detect a clogged fuel pump inlet filter, clogged in-line fuel filter, or a pinched fuel supply or return line. However, these could result in a rich or lean condition causing the PCM to store an oxygen sensor, fuel system, or misfire diagnostic trouble code.

SECONDARY IGNITION CIRCUIT

The PCM cannot detect an inoperative ignition coil, fouled or worn spark plugs, ignition cross firing, or open spark plug cables. The misfire will however, increase the oxygen content in the exhaust, deceiving the PCM in to thinking the fuel system is too lean. Also see misfire detection. There are DTC's that can detect misfire and Ionization shorts in the secondary ignition circuit, refer to the Powertrain Diagnostic for more information.

CYLINDER COMPRESSION

The PCM cannot detect uneven, low, or high engine cylinder compression. Low compression lowers O2 content in the exhaust. Leading to fuel system, oxygen sensor, or misfire detection fault.

EXHAUST SYSTEM

The PCM cannot detect a plugged, restricted or leaking exhaust system. It may set a EGR (if equipped) or Fuel system or O2S fault.

FUEL INJECTOR MECHANICAL MALFUNCTIONS

The PCM cannot determine if a fuel injector is clogged, the needle is sticking or if the wrong injector is installed. However, these could result in a rich or lean condition causing the PCM to store a diagnostic trouble code for either misfire, an oxygen sensor, or the fuel system.

EXCESSIVE OIL CONSUMPTION

Although the PCM monitors engine exhaust oxygen content when the system is in closed loop, it cannot determine excessive oil consumption.

THROTTLE BODY AIR FLOW

The PCM cannot detect a clogged or restricted air cleaner inlet or filter element.

VACUUM ASSIST

The PCM cannot detect leaks or restrictions in the vacuum circuits of vacuum assisted engine control system devices. However, these could cause the PCM to store a MAP sensor diagnostic trouble code and cause a high idle condition.

PCM SYSTEM GROUND

The PCM cannot determine a poor system ground. However, one or more diagnostic trouble codes may be generated as a result of this condition. The module should be mounted to the body at all times, including when diagnostics are performed.

PCM CONNECTOR ENGAGEMENT

The PCM may not be able to determine spread or damaged connector pins. However, it might store diagnostic trouble codes as a result of spread connector pins.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TRIP DEFINITION

A “Trip” means vehicle operation (following an engine-off period) of duration and driving mode such that all components and systems are monitored at least once by the diagnostic system. The monitors must successfully pass before the PCM can verify that a previously malfunctioning component is meeting the normal operating conditions of that component. For misfire or fuel system malfunction, the MIL may be extinguished if the fault does not recur when monitored during three subsequent sequential driving cycles in which conditions are similar to those under which the malfunction was first determined.

Anytime the MIL is illuminated, a DTC is stored. The DTC can self erase only after the MIL has been extinguished. Once the MIL is extinguished, the PCM must pass the diagnostic test for the most recent DTC for 40 warm-up cycles (80 warm-up cycles for the Fuel System Monitor and the Misfire Monitor). A warm-up cycle can best be described by the following:

- The engine must be running
- A rise of 40° F (4.5° C) in engine temperature must occur from the time when the engine was started
- Engine coolant temperature must crossover 160° F (71° C)
- A “driving cycle” that consists of engine start up and engine shut off.

Once the above conditions occur, the PCM is considered to have passed a warm-up cycle. Due to the conditions required to extinguish the MIL and erase the DTC, it is most important that after a repair has been made, all DTC's be erased and the repair verified by running 1 good trip.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

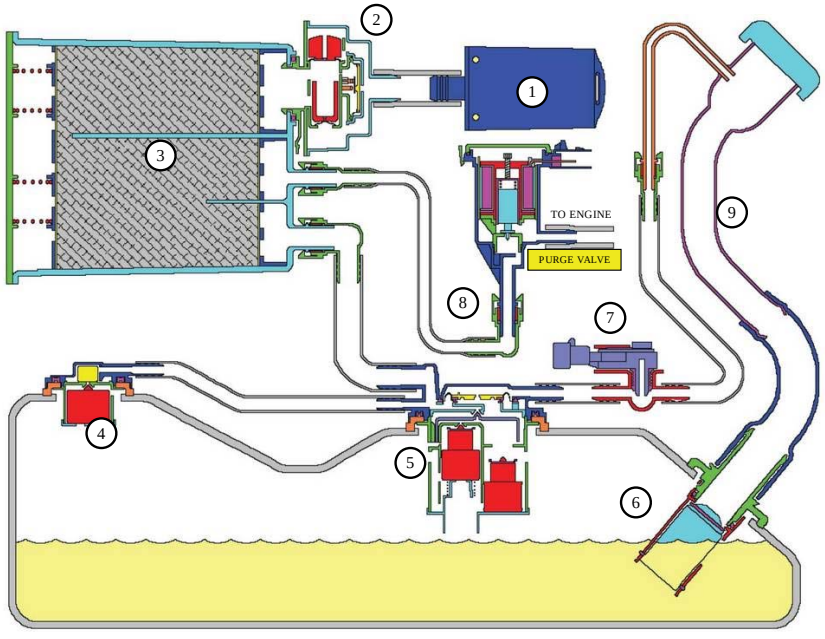
VEHICLE EMISSION CONTROL INFORMATION LABEL

All models have a Vehicle Emission Control Information (VECI) Label. Chrysler permanently attaches the label in the engine compartment. It cannot be removed without defacing information and destroying the label.

The label contains the vehicle's model year and what regulations the vehicle conforms to also if the vehicle is OBD II compliant.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



CALL OUT	DESCRIPTION
1	Fresh Air Filter
2	Evaporative System Integrity Monitor (ESIM)
3	Evaporative Charcoal Canister
4	Fuel Tank Vent (Check Valve)
5	Control Valve
6	Inlet Check Valve
7	Fuel Tank Pressure Sensor
8	To Engine Purge Solenoid and Intake Manifold
9	Fuel Fill Tube

The evaporative emissions system is designed to control the release of fuel vapors into the atmosphere. The fuel tank check valve (4) and control valve (5) are used to reduce emissions due to the venting of vapor expansion within the fuel tank. When fuel evaporates from the fuel tank, vapors pass through a vent hose to the evaporative charcoal canister (3) where they are temporarily held. When the engine is running, the vapors are drawn into the intake manifold (8). In addition, fuel vapors produced during vehicle refueling are allowed to pass through the vent hose to the evaporative charcoal canister (3) for temporary storage (prior to being drawn into the intake manifold). The fuel tank check valve (4) and control valve (5) are non-serviceable components of the fuel tank assembly. The system is equipped with self-diagnosing capability using an Evaporative System Integrity Monitor (2) (Refer to 25 - Emissions Control/Evaporative Emissions/SWITCH, Evaporative Emissions System Monitor - Operation) .

The fuel tank pressure sensor (7) provides the PCM with information on vapor pressure inside the fuel tank. Excessive fuel tank pressure could cause fuel vapors to vent out the fuel filler cap or damage system components while insufficient fuel tank pressure (vacuum) caused by lack of fresh air entering the tank (1) to take the place of consumed fuel could lead to collapsed tank, lines or loss of fuel pressure.

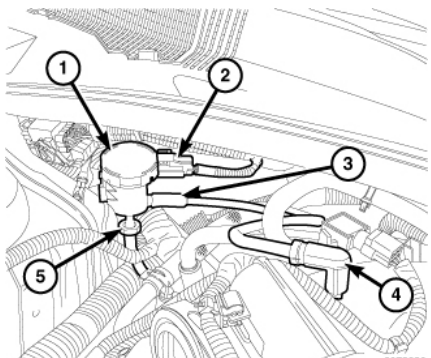
The inlet check valve (6) prevents fuel from splashing back on the customer during vehicle refueling. This valve is also a non-serviceable component of the fuel tank assembly.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The EVAP purge Solenoid (1) attaches to a bracket near the right rear of the engine. The solenoid will not operate unless it is installed correctly.



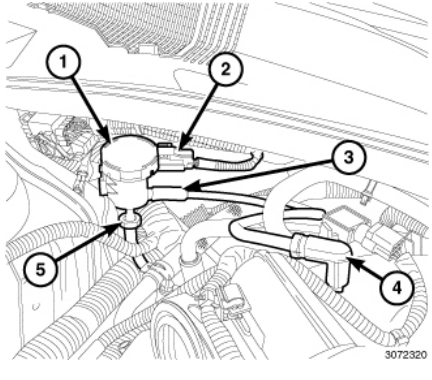
1. Install the EVAP purge solenoid (1) onto the mounting bracket.
2. Connect the vacuum lines (3,5) to the EVAP purge solenoid.
3. Connect the electrical connector (2) to the EVAP purge solenoid.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The EVAP purge solenoid (1) attaches to a bracket near the right rear of the engine. The solenoid will not operate unless it is installed correctly.

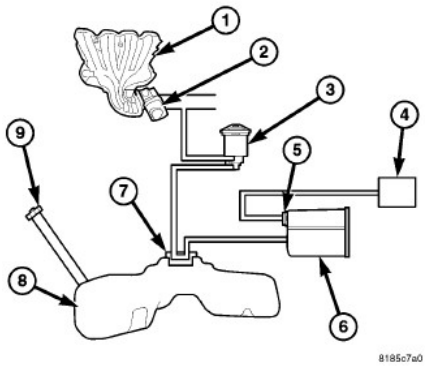


1. Disconnect the electrical connector (2) from the EVAP purge solenoid.
2. Disconnect the vacuum lines (3,5) from the EVAP purge solenoid.
3. Remove the EVAP purge solenoid (1) from the mounting bracket.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The ESIM (Evaporative System Integrity Monitor) is very similar to the NVLD. However, the design of the ESIM has been simplified and unlike the NVLD the ESIM does not require a solenoid. The ESIM mounts directly to the canister, eliminating the need for a mounting bracket. It is critical that the ESIM is mounted vertically. On vehicles where the canister is mounted on an angle, the ESIM requires an adaptor to maintain a vertical position. When the ESIM is installed vertically, the electrical connector is in the 3 o'clock position.



SYSTEM

1 - Intake Manifold

2 - Throttle Body

3 - Purge Solenoid

4 - Filter

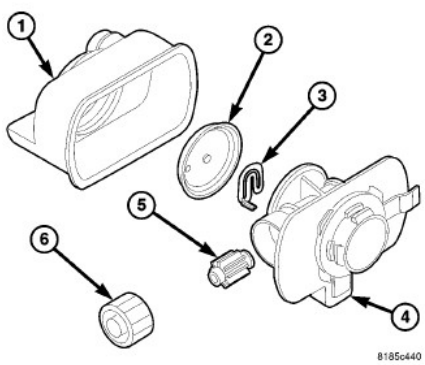
5 - ESIM

6 - Vapor Canister

7 - Control Valve

8 - Fuel Tank

9 - Gas Cap



EXPLODED VIEW

The ESIM assembly consists of a housing, a small weight and a large weight that serve as check valves, a diaphragm, a switch and a cover. There is one large weight and one small weight check valve in the ESIM assembly. A seal is attached at the end of each weighted check valve. The large weight check valve seals for pressure. The small weight check valve seals for vacuum. The weighted check valves are contained within the ESIM housing.

1 - ESIM Housing

2 - Diaphragm

3 - Switch

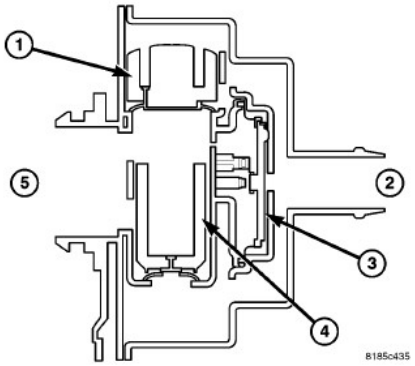
4 - Cover

5 - Small Check Valve

6 - Large Check Valve

The ESIM (Evaporative System Integrity Monitor), while physically different than the NVLD system, performs the same basic function as the NVLD does – controlling evaporative emissions. The ESIM has been simplified because the solenoid used on the NVLD is not used on the ESIM.

The ESIM consists of housing, two check valves (sometimes referred to as weights), a diaphragm, a switch and a cover. The larger check valve seals for pressure and the smaller one seals for vacuum.



CUT AWAY OF MODULE

1 - Large Check Valve

2 - Fresh Air Inlet

3 - Diagram

4 - Small Check Valve

5 - Vapor Canister

During refueling, pressure is built up in the evaporative system. When pressure reaches approximately .5 inches of water, the large check valve unseats and pressure vents to the fresh air filter.

Conversely, when the system cools and the resulting vacuum lifts the small check valve from its seat and allows fresh air to enter the system and relieve the vacuum condition. When a calibrated amount of vacuum is achieved in the evaporative system, the diaphragm is pulled inward, pushing on the spring and closing the contacts.

The ESIM conducts test on the evaporative system as follows: An engine off, non-intrusive test for small leaks and an engine running, intrusive test for medium/large leaks.

The ESIM weights seal the evap. system during engine off conditions. If the evap. system is sealed, it will be pulled into a vacuum, either due to the cool down from operating temperature or diurnal ambient temperature cycling. When the vacuum in the system exceeds about 1” H20, the vacuum switch closes. The switch closure sends a signal to the NGC. In order to pass the non-intrusive small leak test, the ESIM switch must close within a calculated amount of time and within a specified amount of key-off events.

If the ESIM switch does not close as specified, the test is considered inconclusive and the intrusive engine running test will be run during the next key-on cycle. This intrusive test will run on the next cold engine running condition.

Conditions for running the intrusive test are:

- After the vehicle is started, the engine coolant temperature must be within 10° C (50°F) of ambient to indicate a cold start.
- The fuel level must be between 12% and 88%.
- The engine must be in closed loop.
- Manifold vacuum must be greater than a minimum specified value.
- Ambient temperature must be between 4° C and 37° C (39° F and 98° F) and the elevation level must be below 8500 feet.

The test is accomplished by the NGC activating the purge solenoid to create a vacuum in the evaporative system. The NGC then measures the amount of time it takes for the vacuum to dissipate. This is known as the vacuum decay method. If the switch opens quickly a large leak is recorded. If the switch opens after a predetermined amount of time, then the small leak matures. If the switch does not close, then a general evaporative failure is recorded. The purge monitor tests the integrity of the hose attached between the purge valve and throttle body/intake. The purge monitor is a two stage test and it runs only after the evaporative system passes the small leak test.

Even when all of the thresholds are met, a small leak won't be recorded until after the medium/large leak monitor has been run. This is accomplished by the NGC activating the purge solenoid to create a vacuum in the evaporative system. The NGC then measures the amount of time it takes for the vacuum to dissipate. This is known as the vacuum decay method. If the switch opens quickly a large leak is recorded. If the switch opens after a predetermined amount of time, then the small leak

matures. If the medium/large leak test runs and the ESIM switch doesn't close, a general evaporative test is run. The purge solenoid is activated for approximately 10 seconds, increasing the amount of vacuum in the system. IF the ESIM switch closes after the extended purge activation, a large leak fault is generated. If the switch doesn't close, a general evaporative system fault is generated.

The purge monitor tests the integrity of the hose attached between the purge valve and throttle body/intake. The purge monitor is a two stage test and it runs only after the evaporative system passes the small leak test.

Stage one of the purge monitor is non-intrusive. NGC monitors the purge vapor ratio. If the ratio is above a calibrated specification, the monitor passes. Stage two is an intrusive test and it runs only if stage one fails. During the stage two test, the GPEC commands the purge solenoid to flow at a specified rate to force the purge vapor ratio to update. The vapor ratio is compared to a calibrated specification and if it is less than specified, a one-trip failure is recorded.

The ESIM switch stuck closed monitor checks to see if the switch is stuck closed. This is a power down test that runs at key-off; when the NGC sees 0 rpm's, the purge solenoid is energized for a maximum of 30 seconds, venting any vacuum trapped in the evaporative system. If the switch opens or was open before the test began, the monitor passes. If the switch doesn't open, the monitor fails. This is a two-trip MIL. The star scan tool can be used to force the ESIM switch stick closed monitor to run.

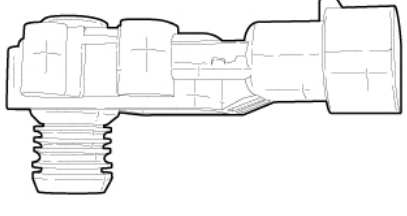
The NGC also uses the ESIM to detect a loose or missing gas cap. The NGC controller looks for a change in the fuel level (25% minimum) and then gas cap is loose or missing. If a medium/large leak is detected, a loose gas cap light illuminates and a pending one-trip fault code is set. On the NGC, this is a three-trip fault before the code matures

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The fuel tank pressure sensor provides the PCM with information on vapor pressure inside the fuel tank. The sensor is a diaphragm-type pressure sensor and varies its voltage output depending on fuel tank pressure. When the fuel tank isolation valve is activated (closed), preventing fuel vapors from leaving the tank, the PCM will monitor the fuel tank pressure sensor to prevent pressure from increasing or decreasing to an unsafe level.

Excessive fuel tank pressure could cause fuel vapors to vent out the fuel filler cap or damage system components while insufficient fuel tank pressure (vacuum) caused by lack of air entering the tank to take the place of consumed fuel could lead to collapsed tank, lines or loss of fuel pressure.



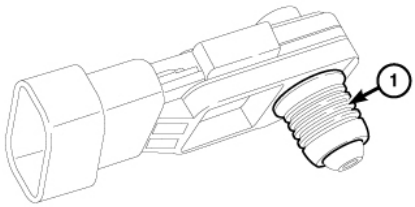
2496502

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

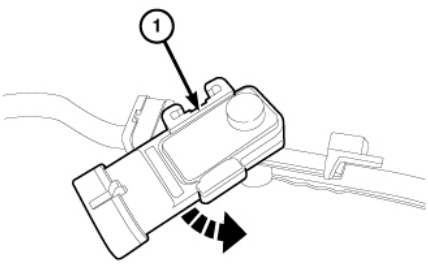
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. The fuel tank pressure sensor seal (1) can be reused if not damaged.



3322827

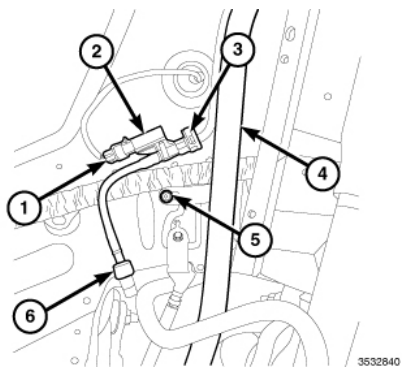
2. Install the fuel tank pressure sensor (1) into the fuel tank vent tube and rotate until it locks into position.



3656575

3. Connect the fuel filler tube vent line (3) at the filler tube (4) and the fuel tank vent steel line (6).

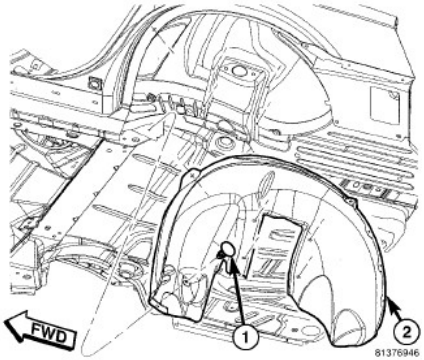
4. Connect the fuel pressure electrical connector (1).



3532840

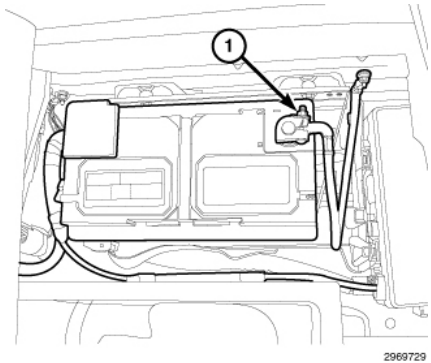
5. Position the rear wheelhouse splash shield (2) to the body and install the push-pins (1).

6. Install the left rear tire.



7. Lower the vehicle.

8. Connect the negative battery cable (1).

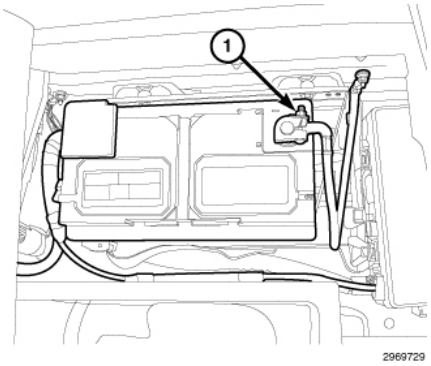


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

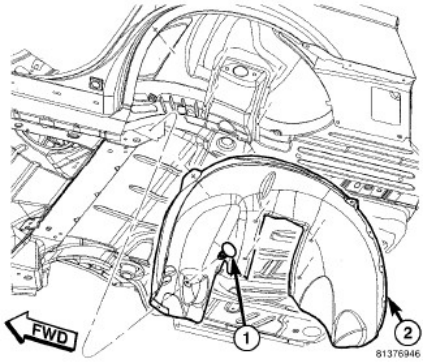
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

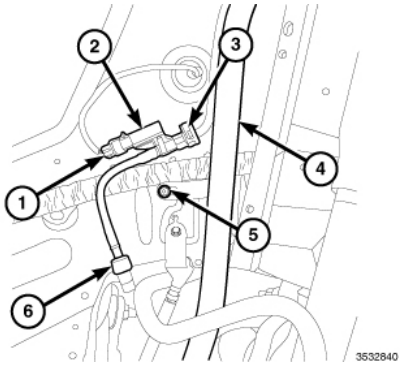
1. Disconnect and isolate the negative battery cable (1).



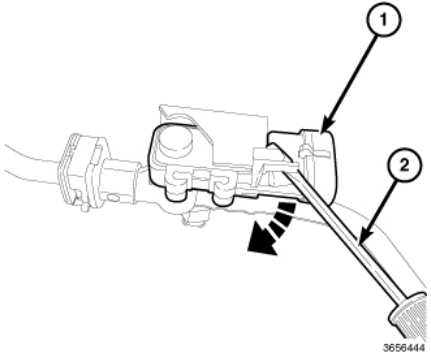
2. Partially raise and the support vehicle.
3. Remove the left rear tire.
4. Remove the push-pins (1) that secure the rear wheelhouse splash shield (2) to the body.
5. Remove the rear wheelhouse splash shield from the vehicle.



6. Disconnect the fuel tank pressure sensor electrical connector (1).
7. Disconnect the fuel tank vent line at the filler tube (3) and the fuel tank vent steel line (6).



8. Carefully raise the retaining tab (2), rotate and remove the fuel tank pressure sensor (1) from the fuel tank vent tube.

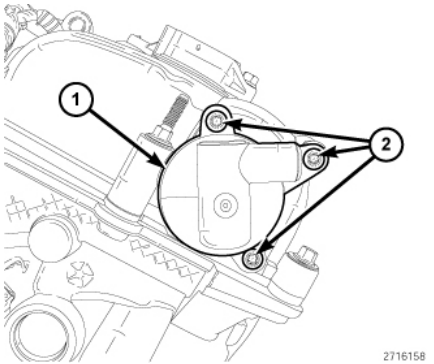


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

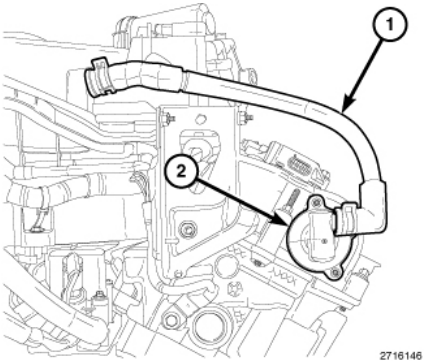
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Clean and inspect the sealing surfaces of the PCV valve and cylinder head cover. The seal can be reused provided it is free of cuts or tears.
2. Install the PCV valve seal in the cylinder head cover.
3. Install the PCV valve (1) with three screws (2). Tighten the screws to 4 N·m (35 in. lbs.).



4. Install the PCV hose (1) between the upper intake manifold and the PCV valve (2).

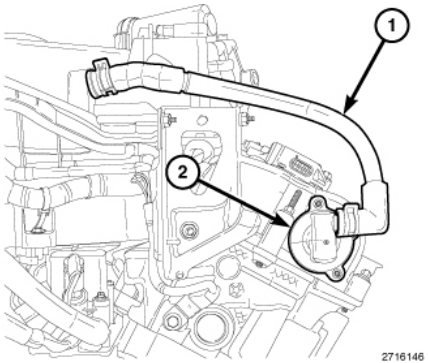


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

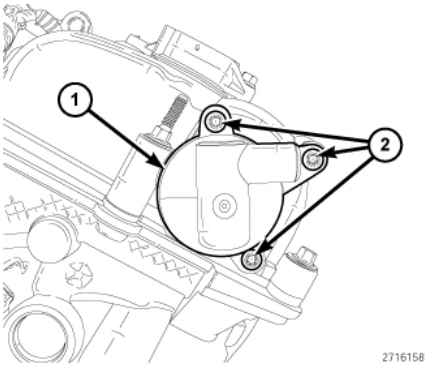
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the hose (1) from the PCV valve (2).



2. Remove the three screws (2) and the PCV valve (1) from the right cylinder head cover.

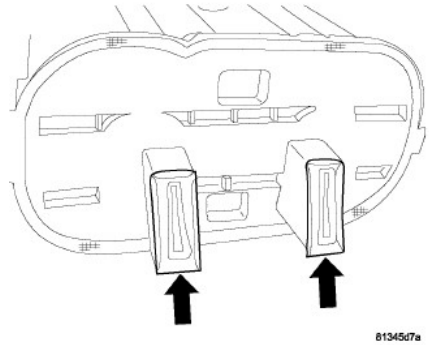


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

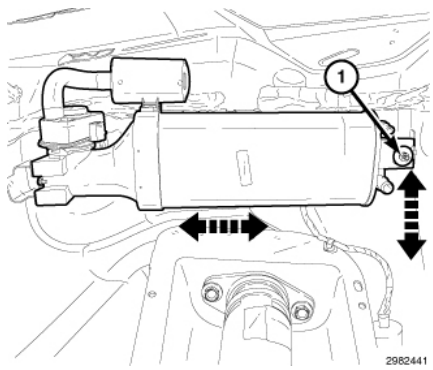
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

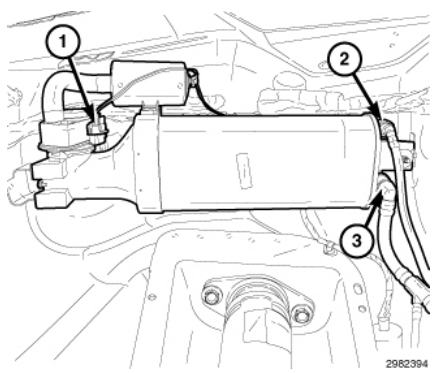
1. Install the rubber isolators into the vapor canister mounts.
2. Position the vapor canister, ESIM, and fresh air filter into the vehicle as an assembly.



3. Slide the vapor canister rubber isolators onto the mounting bracket.
4. Raise the front of the vapor canister onto the mounting stud.
5. Install the vapor canister retaining nut (1) and tighten to 9 N·m (80 in. lbs.).



6. Connect the vapor purge line (3) quick-connect fitting to the EVAP canister.
7. Connect the fuel tank vapor line (2) quick-connect fitting to the EVAP canister.
8. Connect the ESIM electrical connector (1).

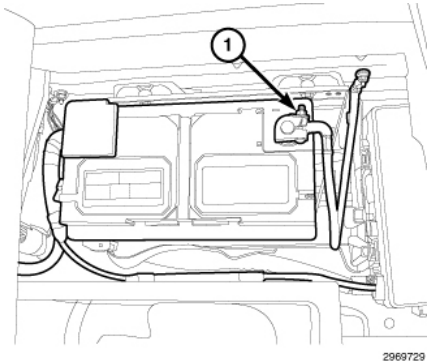


9. Install the right rear wheelhouse splash shield.
10. Install the right rear tire.
11. Lower the vehicle.

12. Install the fuel tank filler cap.

13. Connect the negative battery cable (1).

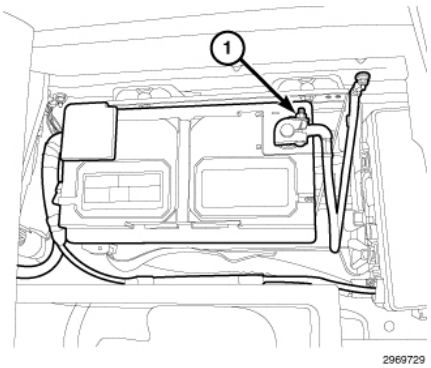
14. Start the engine and check for leaks.



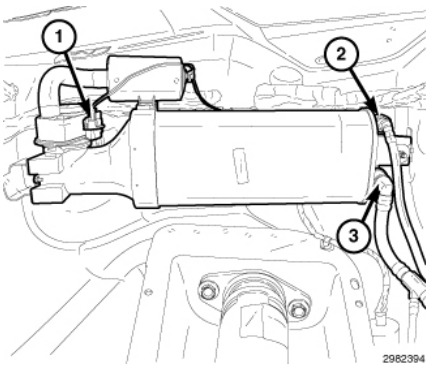
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

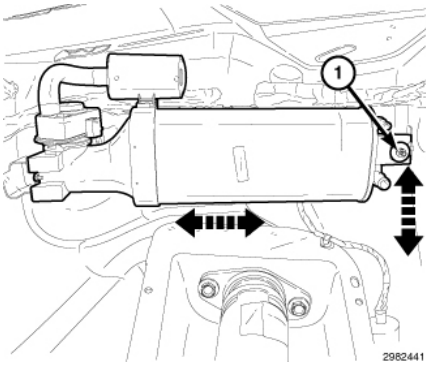
Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Disconnect the negative battery cable.
2. Remove the fuel tank filler cap.
3. Raise and support the vehicle.
4. Remove the right rear tire.
5. Remove the right rear wheelhouse splash shield.

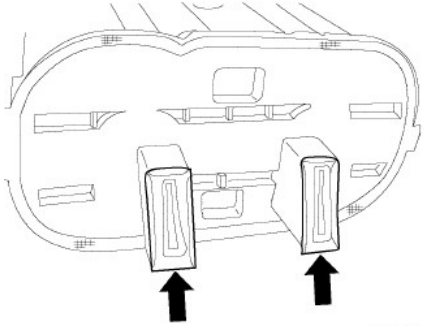


6. Disconnect the ESIM electrical connector (1).
7. Disconnect the fuel tank vapor line (2) quick-connect fitting from the EVAP canister and position aside.
8. Disconnect the vapor purge line (3) quick-connect fitting from the EVAP canister and position aside.



9. Remove the vapor canister retaining nut (1).
10. Lower the front of the vapor canister.
11. Slide the vapor canister forward off of rear mounting brackets.
12. Make sure you do not lose the rear mounting bracket rubber mounts.

13. Remove the vapor canister, ESIM, and fresh air filter from the vehicle as an assembly.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Acronym	Description
APPS	Accelerator Pedal Position Sensor
AAT	Ambient Air Temperature
ABS	Anti-Lock Brake System
ASBS	Auto Sway Bar System
ASCM	Air Suspension Control Module
ASD	Auto Shut Down
BARO	Barometric
BCM	Body Control Module
CGW	Central Gateway
CKP	Crankshaft Position Sensor
CMP	Camshaft Position Sensor
CMTC	Compass/Mini-Trip Computer
DCHA	Diesel Cabin Heater Assist
DLC	Data Link Connector
DTC	Diagnostic Trouble Code
EATX	Electronic Automatic Transaxle
ECT	Engine Coolant Temperature
ECM	Engine Control Module
EGR	Exhaust Gas Recirculation
ETC	Electronic Throttle Control
GEN	Generator
GPEC	Global Powertrain Engine Controller
FCM	Front Control Module
FDCM	Final Drive Control Module
IAT	Intake/Inlet Air Temperature
IAC	Idle Air Control
IOD	Ignition Off-Draw
IPM	Integrated Power Module
JTEC	Jeep Truck Engine Controller
KS	Knock Sensor
KIN	Keyless Ignition Node
LDP	Leak Detection Pump

MAP	Manifold Air Pressure
MDS	Multi Displacement System
MIC	Mechanical Instrument Cluster
MIL	Malfunction Indicator Lamp
MTV	Manifold Tuning Valve
NGC	Next Generation Controller
NVLD	Natural Vacuum Leak Detection
O2S	Oxygen Sensor
OBD	On Board Diagnostic
PDC	Power Distribution Center
PCI	Programmable Communication Interface
PCM	Powertrain Control Module
PCV	Positive Crankcase Ventilation
PEP	Peripheral Expansion Port
SBEC	Single Board Engine Controller
SCM	Steering Control Module
S/C	Speed Control
SKIM	Sentry Key Immobilizer Module
SKREEM	Sentry Key Remote Entry Module
SOL	Solenoid
SRV	Short Runner Valve
TCM	Transmission Control Module
TCC	Torque Converter Clutch
TIP	Throttle Inlet Pressure
TIPM	Totally Integrated Power Module
TP	Throttle Position
TPMS	Tire Pressure Monitor System
TRS	Transmission Range Sensor
VSS	Vehicle Speed Sensor/Signal
WIN	Wireless Ignition Node

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The following procedure has been established to assist technicians in the field with enabling and running OBD II Monitors. The order listed in the following procedure is intended to allow the technician to effectively complete each monitor and to set the CARB Readiness Status in the least time possible.

NOTE:

Once the monitor run process has begun, do not turn off the ignition. By turning the ignition key off, monitor enabling conditions will be lost. EVAP Monitor runs after key off. By performing a Battery Disconnect, or Selecting Erase DTCs, the CARB Readiness and all additional OBD II information will be cleared.

Monitor Preliminary Checks:

1. Plug a scan tool into the vehicle's Data Link Connector (DLC).
2. Turn the ignition, KEY ON - ENGINE OFF. Watch for the MIL lamp illumination during the bulb check. MIL lamp must illuminate, if not, repair MIL lamp.
3. Using a scan tool check for Powertrain related DTCs.

- Verify that No Emissions Related DTCs are Present. If an Emissions DTC is Present, the OBD II Monitors may not run and the CARB Readiness will not update.
- The Emissions related DTC, will need to be repaired, then cleared. By clearing DTCs, the OBD Monitors will need to be run and completed to set the CARB Readiness Status.

Using the scan tool check the CARB Readiness Status.

Do all the CARB Readiness Status Locations read YES?

- YES - all monitors have been completed and this vehicle is ready to be I/M or Emission Tested.
- NO - then the following procedure needs to be followed to run/complete all available monitors.

NOTE:

Only the monitors, which are not YES in the CARB Readiness Status, need to be completed. Specific criteria need to be met for each monitor. The most efficient order to run the monitors has been outlined below, including suggestions to aid the process.

Evaporative Emission System Leak Detection with Purge Monitor

This monitor requires a cool down cycle, usually an overnight soak for at least 8 hours without the engine running. The ambient temperature must decrease overnight - parking the vehicle outside is advised. To run this test the fuel level must be between 15-85% full. Criteria for EVAP monitor:

- Engine off time greater than one hour .
- Fuel Level between 15% and 85%.
- Start Up ECT and IAT within 10°C (18°F).
- Vehicle started and run until Purge Monitor reports a result.

NOTE:

If the vehicle does not report a result and the conditions where correct. It may take up to two weeks to fail the small

leak monitor. DO NOT use this test to attempt to determine a fault. Use the appropriate service information procedure for finding a small leak. If there are no faults and the conditions are correct this test will run and report a pass. Note the Small leak test can find leaks less than 10 thousands of an inch. If a small leak is present it takes approximately one week of normal driving to report a failure.

Catalyst / O2 Monitor

The Catalyst and O2 Monitor information are acquired and processed at the same time. Most vehicles will need to be driven at highway speed (less than 50 mph) (73km/h) for a few minutes. Some vehicles run the monitor at idle in drive. If the vehicle is equipped with a manual transmission, using 4th gear may assist in meeting the monitor running criteria.

- Engine RPM between 1200 to 3000.
- Enginetemperature greater than 70°C (158°F)
- Engine run time greater than 92 seconds
- MAP between 10 - 20 kPa (7.5 - 15 Hg)
- Vehicle speed between 20 - 70 mph (29–103 km/h)

EGR Monitor

After the vehicle has reached the below conditions and during a throttle decel the EGR monitor will run.

- Engine RPM between 1375 - 2500
- Engine temperature greater than 70°C (158°F)
- Engine run time greater than 125 seconds
- Vehicle speed between 25 - 70 mph (37–103 km/h)

O2 Sensor Heater Monitor

This monitor is now continuously running once the heaters are energized. Pass information will be processed at power down.

Mis-Fire Monitor

The Misfire Monitor is a continuous two-trip monitor. The monitor uses two different tests/counters:

NOTE:

The Adaptive Numerator must be learned before the PCM will run the Mis-Fire Monitor. The PCM updates the Adaptive Numerator at every key-ON, and is relearned after battery disconnect. The Misfire Monitor will not run until the Adaptive Numerator has updated since the last battery disconnect. If the Adaptive Numerator is equal to the default value then the PCM knows that the Adaptive Numerator has not been learned and does not permit the Misfire Monitor to run. If the Adaptive Numerator exceeds a calibrated percentage, the PCM sets a DTC for CKP NOT LEARNED and illuminates the MIL.

- 200 Revolution Counter - Looks for misfire that can cause immediate catalyst damage.
- 1000 Revolution Counter - Looks for misfire that can cause emissions to increase 1.5 times the Federal Test Procedure (FTP) standards. This test must also identify misfire percentages that might cause a “durability demonstration vehicle” to fail an Inspection and Maintenance Program tailpipe emissions test.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The PCM is responsible for efficiently coordinating the operation of all the emissions-related components. The PCM is also responsible for determining if the diagnostic systems are operating properly. The software designed to carry out these responsibilities is call the “Task Manager”.

OPERATION

The Task Manager determines when tests happen and when functions occur. Many of the diagnostic steps required by OBD II must be performed under specific operating conditions. The Task Manager software organizes and prioritizes the diagnostic procedures. The job of the Task Manager is to determine if conditions are appropriate for tests to be run, monitor the parameters for a trip for each test, and record the results of the test. Following are the responsibilities of the Task Manager software:

- Test Sequence
- MIL Illumination
- Diagnostic Trouble Codes (DTCs)
- Trip Indicator
- Freeze Frame Data Storage
- Similar Conditions Window

Test Sequence

In many instances, emissions systems must fail diagnostic tests more than once before the PCM illuminates the MIL. These tests are known as 'two trip monitors.' Other tests that turn the MIL lamp on after a single failure are known as 'one trip monitors.' A trip is defined as 'start the vehicle and operate it to meet the criteria necessary to run the given monitor.'

Many of the diagnostic tests must be performed under certain operating conditions. However, there are times when tests cannot be run because another test is in progress (conflict), another test has failed (pending) or the Task Manager has set a fault that may cause a failure of the test (suspend).

Pending

Under some situations the Task Manager will not run a monitor if the MIL is illuminated and a fault is stored from another monitor. In these situations, the Task Manager postpones monitors **pending** resolution of the original fault. The Task Manager does not run the test until the problem is remedied.

For example, when the MIL is illuminated for an Oxygen Sensor fault, the Task Manager does not run the Catalyst Monitor until the Oxygen Sensor fault is remedied. Since the Catalyst Monitor is based on signals from the Oxygen Sensor, running the test would produce inaccurate results.

Conflict

There are situations when the Task Manager does not run a test if another monitor is in progress. In these situations, the effects of another monitor running could result in an erroneous failure. If this **conflict** is present, the monitor is not run until the conflicting condition passes. Most likely the monitor will run later after the conflicting monitor has passed.

For example, if the Fuel System Monitor is in progress, the Task Manager does not run the catalyst Monitor. Since both tests monitor changes in air/fuel ratio and adaptive fuel compensation, the monitors will conflict with each other.

Suspend

Occasionally the Task Manager may not allow a two trip fault to mature. The Task Manager will **suspend** the maturing of a fault if a condition exists that may induce an erroneous failure. This prevents illuminating the MIL for the wrong fault and allows more precise diagnosis.

For example, if the PCM is storing a one trip fault for the Oxygen Sensor and the catalyst monitor, the Task Manager may still run the catalyst Monitor but will suspend the results until the Oxygen Sensor Monitor either passes or fails. At that point the Task Manager can determine if the catalyst system is actually failing or if an Oxygen Sensor is failing.

MIL Illumination

The PCM Task Manager carries out the illumination of the MIL. The Task Manager triggers MIL illumination upon test failure, depending on monitor failure criteria.

The Task Manager Screen shows both a Requested MIL state and an Actual MIL state. When the MIL is illuminated upon completion of a test for a good trip, the Requested MIL state changes to OFF. However, the MIL remains illuminated until the next key cycle. (On some vehicles, the MIL will actually turn OFF during the thirdgood trip) During the key cycle for the third good trip, the Requested MIL state is OFF, while the Actual MIL state is ON. After the next key cycle, the MIL is not illuminated and both MIL states read OFF.

Diagnostic Trouble Codes (DTCs)

With OBD II, different DTC faults have different priorities according to regulations. As a result, the priorities determine MIL illumination and DTC erasure. DTCs are entered according to individual priority. DTCs with a higher priority overwrite lower priority DTCs.

Priorities

- Priority 1 One-Trip Failure of Non-Fuel or Non-Mis-Fire Fault (e.g., Cat Mon Failure)
- Priority 3 Matured Fault (either One-Trip or Two-Trip) Non-Fuel AND Non-Mis-Fire
- Priority 4 One-Trip Failure of Fuel System or Mis-Fire Fault
- Priority 6 Matured Fault for Fuel System or Mis-Fire (either One-Trip or Two-Trip)

Non-emissions related failures have no priority. One trip failures of two trip faults have low priority. Two trip failures or matured faults have higher priority. One and two trip failures of fuel system and misfire monitor take precedence over non-fuel system and non-misfire failures.

DTC Self Erasure

With one trip components or systems, the MIL is illuminated upon test failure and DTCs are stored.

Two trip monitors are components requiring failure in two consecutive trips for MIL illumination. Upon failure of the first test, the Task Manager enters a maturing code. If the component fails the test for a second time the code matures and a DTC is set.

After three good trips the MIL is extinguished and the Task Manager automatically switches the trip counter to a warm-up cycle counter. DTCs are automatically erased following 40 warm-up cycles if the component does not fail again.

For misfire and fuel system monitors, the component must pass the test under a Similar Conditions Window in order to record a good trip. A Similar Conditions Window is when engine RPM is within ±375 RPM and load is within ±20% of when the fault occurred.

NOTE: It is important to understand that a component does not have to fail under a similar window of operation to mature. It must pass the test under a Similar Conditions Window when it failed to record a Good Trip for DTC erasure for misfire and fuel system monitors.

DTCs can be erased anytime with a scan tool. Erasing the DTC with the scan tool erases all OBD II information. The scan tool automatically displays a warning that erasing the DTC will also erase all OBD II monitor data. This includes all counter information for warm-up cycles, trips and Freeze Frame.

Trip Indicator

The **Trip** is essential for running monitors and extinguishing the MIL. In OBD II terms, a trip is a set of vehicle operating conditions that must be met for a specific monitor to run. All trips begin with a key cycle.

Good Trip

The Good Trip counters are as follows:

- Global Good Trip
- Fuel System Good Trip
- Misfire Good Trip
- Alternate Good Trip (appears as a Global Good Trip on scan tool)
-
    - Comprehensive Components
    - Major Monitor
- Warm-Up Cycles

Global Good Trip

To increment a Global Good Trip, the Oxygen sensor and Catalyst efficiency monitors must have run and passed, and 2 minutes of engine run time.

Fuel System Good Trip

To count a good trip (three required) and turn off the MIL, the following conditions must occur:

- Engine in closed loop
- Operating in Similar Conditions Window
- Short Term multiplied by Long Term less than threshold
- Less than threshold for a predetermined time

If all of the previous criteria are met, the PCM will count a good trip (three required) and turn off the MIL.

Misfire Good Trip

If the following conditions are met the PCM will count one good trip (three required) in order to turn off the MIL:

- Operating in Similar Condition Window

- 1000 engine revolutions with no misfire

Alternate Good Trip

Alternate Good Trips are used in place of Global Good Trips for Comprehensive Components and Major Monitors. If the Task Manager cannot run a Global Good Trip because a component fault is stopping the monitor from running, it will attempt to count an Alternate Good Trip.

The Task Manager counts an Alternate Good Trip for Comprehensive components when the following conditions are met:

- Two minutes of engine run time, idle or driving
- No other faults occur

The Task Manager counts an Alternate Good Trip for a Major Monitor when the monitor runs and passes. Only the Major Monitor that failed needs to pass to count an Alternate Good Trip.

Warm-Up Cycles

Once the MIL has been extinguished by the Good Trip Counter, the PCM automatically switches to a Warm-Up Cycle Counter that can be viewed on the scan tool. Warm-Up Cycles are used to erase DTCs and Freeze Frames. Forty Warm-Up cycles must occur in order for the PCM to self-erase a DTC and Freeze Frame. A Warm-Up Cycle is defined as follows:

- Engine coolant temperature must start below and rise above 160° F (71° C)
- Engine coolant temperature must rise by 40° F (4.5° C)
- No further faults occur

Freeze Frame Data Storage

Once a failure occurs, the Task Manager records several engine operating conditions and stores it in a Freeze Frame. The Freeze Frame is considered one frame of information taken by an on-board data recorder. When a fault occurs, the PCM stores the input data from various sensors so that technicians can determine under what vehicle operating conditions the failure occurred.

The data stored in Freeze Frame is usually recorded when a system fails the first time for two trip faults. Freeze Frame data will only be overwritten by a different fault with a higher priority.

CAUTION: **Erasing DTCs, either with the scan tool, or by disconnecting the battery, also clears all Freeze Frame data.**

Similar Conditions Window

The Similar Conditions Window displays information about engine operation during a monitor. Absolute MAP (engine load) and Engine RPM are stored in this window when a failure occurs. There are two different Similar conditions Windows: Fuel System and Misfire.

FUEL SYSTEM

- **Fuel System Similar Conditions Window** — An indicator that 'Absolute MAP When Fuel Sys Fail' and 'RPM When Fuel Sys Failed' are all in the same range when the failure occurred. Indicated by switching from 'NO' to 'YES'.
- **Absolute MAP When Fuel Sys Fail** — The stored MAP reading at the time of failure. Informs the user at what engine load the failure occurred.
- **Absolute MAP** — A live reading of engine load to aid the user in accessing the Similar Conditions Window.
- **RPM When Fuel Sys Fail** — The stored RPM reading at the time of failure. Informs the user at what engine RPM the failure occurred.
- **Engine RPM** — A live reading of engine RPM to aid the user in accessing the Similar Conditions Window.
- **Adaptive Memory Factor** — The PCM utilizes both Short Term Compensation and Long Term Adaptive to calculate the Adaptive Memory Factor for total fuel correction.
- **Upstream O2S Volts** — A live reading of the Oxygen Sensor to indicate its performance. For example, stuck lean, stuck rich, etc.
- **SCW Time in Window (Similar Conditions Window Time in Window)** - A timer used by the PCM that indicates that, after all Similar Conditions have been met, if there has been enough good engine running time in the SCW without failure detected. This timer is used to increment a Good Trip.
- **Fuel System Good Trip Counter** — A Trip Counter used to turn OFF the MIL for Fuel System DTCs. To increment a Fuel System Good Trip, the engine must be in the Similar Conditions Window, Adaptive Memory Factor must be less than calibrated threshold and the Adaptive Memory Factor must stay below that threshold for a calibrated amount of time.
- **Test Done This Trip** — Indicates that the monitor has already been run and completed during the current trip.

MISFIRE

- **Same Misfire Warm-Up State** — Indicates if the misfire occurred when the engine was warmed up (above 160° F).
- **In Similar Misfire Window** — An indicator that 'Absolute MAP When Misfire Occurred' and 'RPM When Misfire Occurred' are all in the same range when the failure occurred. Indicated by switching from 'NO' to 'YES'.
- **Absolute MAP When Misfire Occurred** — The stored MAP reading at the time of failure. Informs the user at what engine load the failure occurred.
- **Absolute MAP** — A live reading of engine load to aid the user in accessing the Similar Conditions Window.
- **RPM When Misfire Occurred** — The stored RPM reading at the time of failure. Informs the user at what engine RPM the failure occurred.
- **Engine RPM** — A live reading of engine RPM to aid the user in accessing the Similar Conditions Window.
- **Adaptive Memory Factor** — The PCM utilizes both Short Term Compensation and Long Term Adaptive to calculate the Adaptive Memory Factor for total fuel correction.

- **200 Rev Counter** — Counts 0–100 720 degree cycles.
- **SCW Cat 200 Rev Counter** — Counts when in similar conditions.
- **SCW FTP 1000 Rev Counter** — Counts 0–4 when in similar conditions.
- **Misfire Good Trip Counter** — Counts up to three to turn OFF the MIL.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SCAN TOOL STATE DISPLAY TEST MODE

OPERATION

The switch inputs to the Powertrain Control Module (PCM) have two recognized states; HIGH and LOW. For this reason, the PCM cannot recognize the difference between a selected switch position versus an open circuit, a short circuit, or a defective switch. If the State Display screen shows the change from HIGH to LOW or LOW to HIGH, assume the entire switch circuit to the PCM functions properly. From the state display screen, access either State Display Inputs and Outputs or State Display Sensors.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

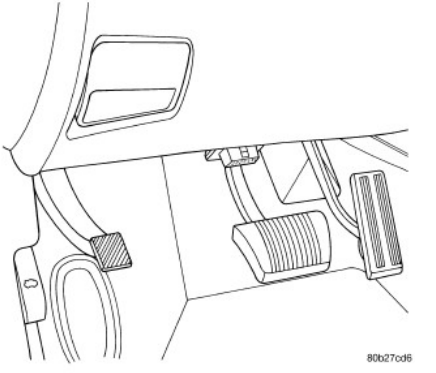
SYSTEM

The Powertrain Control Module (PCM) monitors many different circuits in the fuel injection, ignition, emission and engine systems. If the PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the PCM's memory. If the code applies to a non-emissions related component or system, and the problem is repaired or ceases to exist, the PCM cancels the code after 40 warmup cycles. Diagnostic trouble codes that affect vehicle emissions illuminate the Malfunction Indicator Lamp (MIL). Refer to Malfunction Indicator Lamp in this section.

Certain criteria must be met before the PCM stores a DTC in memory. The criteria may be a specific range of engine RPM, engine temperature, and/or input voltage to the PCM.

The PCM might not store a DTC for a monitored circuit even though a malfunction has occurred. This may happen because one of the DTC criteria for the circuit has not been met. **For example**, assume the diagnostic trouble code criteria requires the PCM to monitor the circuit only when the engine operates between 750 and 2000 RPM. Suppose the sensor's output circuit shorts to ground when engine operates above 2400 RPM (resulting in 0 volt input to the PCM). Because the condition happens at an engine speed above the maximum threshold (2000 rpm), the PCM will not store a DTC.

There are several operating conditions for which the PCM monitors and sets DTC's. Refer to Monitored Systems, Components, and Non-Monitored Circuits in this section.



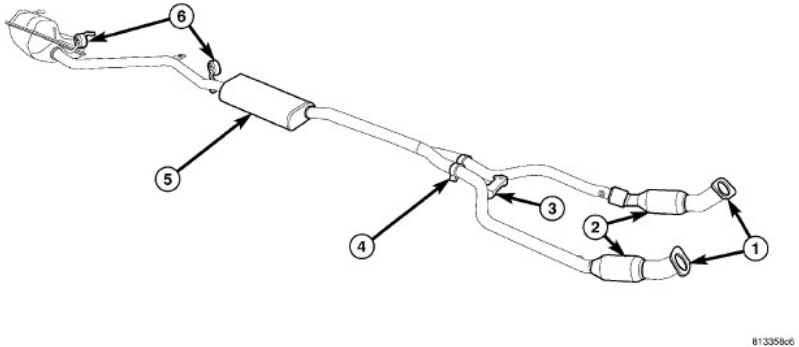
NOTE:

Various diagnostic procedures may actually cause a diagnostic monitor to set a DTC. For instance, pulling a spark plug wire to perform a spark test may set the misfire code. When a repair is completed and verified, use the scan tool to erase all DTC's and extinguish the MIL.

Technicians can display stored DTC's. For obtaining the DTC information, use the Data Link Connector with the scan tool .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The 5.7L close coupled, three-way catalytic converter inlets are connected to the exhaust manifolds by the use of ball flange (1). The left and right side converter outlet pipe connects to the exhaust system. The 5.7L is bolted to the exhaust header. The 3.6L bolts directly to the integrated exhaust manifold (Refer to 09 - Engine/Manifolds /MANIFOLD, Exhaust - Description) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Check catalytic converter for a flow restriction. (Refer to 11 - Exhaust System - Diagnosis and Testing) Exhaust System Restriction Check for procedure.

Visually inspect the catalytic converter element by using a borescope or equivalent. Remove oxygen sensor(s) and insert borescope. If borescope is not available, remove converter and inspect element using a flashlight. Inspect element for cracked or melted substrate.

NOTE: Before replacing a catalytic converter, determine the root cause of failure. Most catalytic converter failures are caused by air, fuel or ignition problems. (Refer to Appropriate Diagnostic Information) for test procedures.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

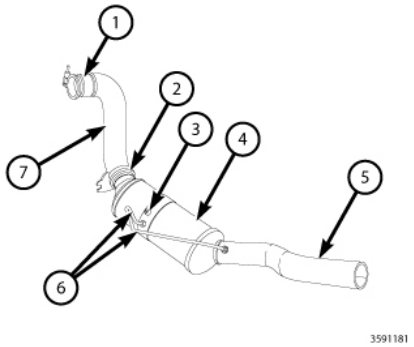
A diesel particulate filter (DPF) is installed for exhaust gas after-treatment. The DPF filters, stores and burns particulate matter (soot) that is generated during the combustion process. The soot is oxidized to carbon dioxide CO2 at exhaust temperatures over 600º C (1,112º F).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

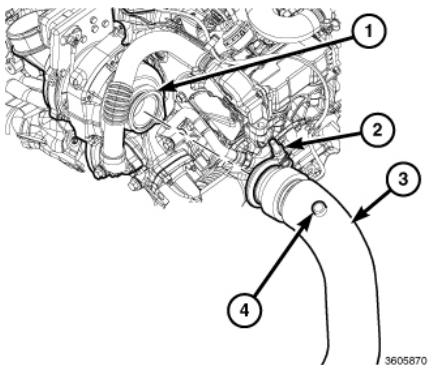
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the steel differential pressure lines (6).
2. Position the Diesel Particulate Filter (DPF) (4) into the vehicle.
3. Loosely install the DPF outlet pipe (5) into the muffler/resonator pipe.



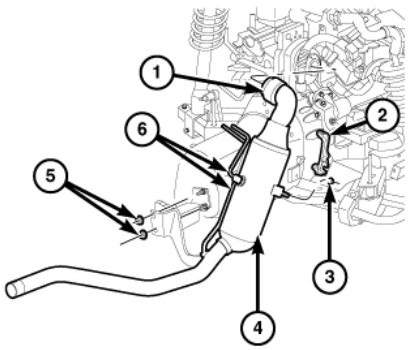
3591181

4. Lower the vehicle.
5. Position new steel gasket onto the downpipe (3).
6. Position the downpipe (3) to the turbocharger flange (1) and loosely tighten the clamp (2).



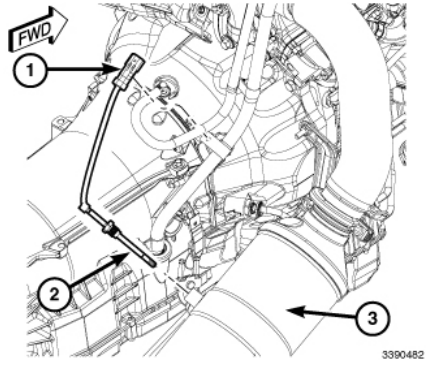
3605870

7. Raise and support the vehicle.
8. Install the front steady rest bracket (2) to the transmission. Tighten the nuts to 26 N·M (19 ft. lbs.).
9. Connect the differential pressure hoses to the steel lines (6).
10. Align the DPF to their respective mounts.
11. Tighten the front steady bracket retainer nut (3) for the DPF to 26 N·M (19 ft. lbs.).
12. Install the rear bracket support nuts (5). Tighten the nuts to 10 N·M (89 in. lbs.).
13. Tighten the muffler/resonator clamp.



3591143

14. Install the temperature sensor (2).



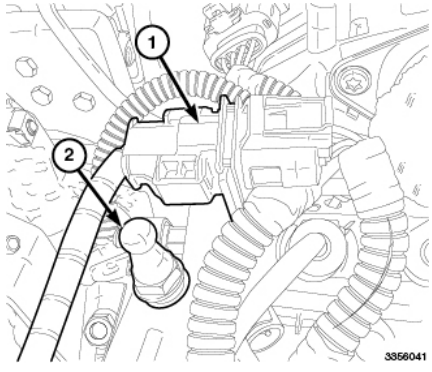
15. Lower vehicle.

16. Tighten the DPF to turbocharger outlet clamp (3) to 25 N·M (18 ft. lbs.).

17. Install the O2 sensor.

18. Reposition the transmission dipstick to the bracket and install the ball stud (2).

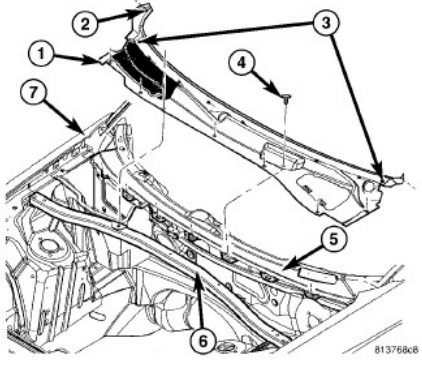
19. Connect the O2 sensor electrical connector (1) and mount it to the transmission fill tube support bracket.



20. Install the cowl assembly (1) (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Installation) .

21. Install the engine cover.

22. Connect the negative battery cable.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The oxidation catalysts raise the exhaust gas temperatures to regenerate the DPF , which is passive regeneration. If the passive regeneration cannot keep up with the build up of soot in the DPF, the Powertrain Control Module (PCM) will actively regenerate the DPF to burn off the soot. Residue remains inside the DPF in the form of non burnable ash. Ash comes from the oils and other materials that are trapped in the oils and are present in the soot. Ash is not eliminated by the regeneration cycle. Excessive ash accumulation requires the replacement of the DPF. The DPF uses a silicon carbide wall-flow monolith with a platinum coating to trap particulates. The monolith contains a large number of square parallel channels, which run in the axial direction and are separated by thin porous walls. The channels are alternatively open at one end, but plugged at the other. The exhaust gases flow through the walls and escape through the pores in the wall material. Particulates, however, are too large to escape and are trapped in the monolith walls. The PCM starts the regeneration of the DPF if the soot load exceeds a performance map value. The PCM determines the load condition of the DPF based upon the exhaust gas pressure upstream and downstream of the DPF. A pressure differential sensor provides the pressure input to the PCM. During the regeneration process, the PCM raises the temperature in the DPF to burn off the soot accumulated. Under normal operation, the engine does not produce enough heat to oxidize the soot inside the DPF. This process requires temperatures above 550 ºC (1,022 ºF). After regeneration, the PCM reads the actual pressure difference at the DPF and compares it with a reference value. From this comparison, the PCM determines the ash quantity inside the DPF.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

NOTE: The Vehicle Emission Control Information (VECI) label(s) must be in place for the life of the vehicle. When replacing the component in which the VECI label is adhered, a new VECI label must also be adhered to the new component.

All models have a VECI Label. Chrysler permanently attaches the label in the engine compartment. It cannot be removed without defacing information and destroying the label.

The label contains the vehicle's emission specifications and vacuum hose routings. All hoses must be connected and routed according to the label.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL LEVEL SENDING UNIT and SENSOR

The fuel level sending units and sensors are integrated with both the main fuel pump module and the auxiliary fuel pump module and are not serviced separately. The appropriate fuel pump module must be replace if either fuel level sending unit is to be replaced.

For fuel pump module removal (Refer to 14 - Fuel System/Fuel Delivery/MODULE, Fuel Pump - Removal) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The fuel pressure regulator is integrated with the auxiliary fuel pump module and is not serviced separately. The auxiliary fuel pump module must be replace if the fuel pressure regulator is to be replaced.

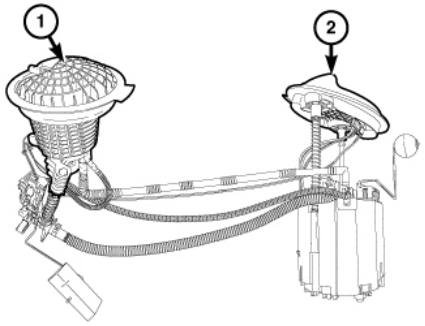
For auxiliary fuel pump module removal (Refer to 14 - Fuel System/Fuel Delivery/MODULE, Fuel Pump - Removal) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

This vehicle uses a saddle type tank that has a reservoir on both sides of the rear drive shaft. The main fuel pump module (2) is located on the left side of the vehicle and is a high flow fuel pump specifically designed for the 6.4L HEMI Engine. The auxiliary fuel pump module (1) is located the right side of the vehicle. The fuel outlet or fuel supply line is on the auxiliary fuel pump module (right side) and supplies fuel to the engine. The electrical connector is on the main fuel pump module (left side) and controls both modules. The fuel pressure regulator is integrated into the auxiliary fuel pump module and is not a serviceable component.

Both modules have fuel level sending cards. The fuel level sending cards are not serviceable components. There are 3 hoses that connect the main and auxiliary fuel pump modules together, one is the fuel supply line the other two are fuel return lines. These lines are removed from the main fuel pump module when servicing either unit. One fuel filter is used and is located at the bottom of the main fuel pump module and is designed for extended life. A separate frame mounted fuel filter is not used with any engine. The fuel filter is not a serviceable component.

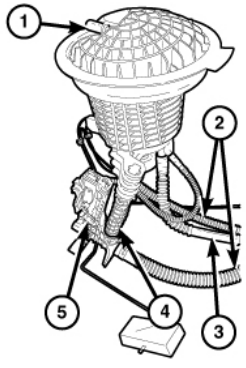


3032258

Left side main fuel pump module with electrical connector (1) and fuel level sending card (2).

3032668

Right side auxiliary fuel pump module with the fuel supply fitting (1), fuel return lines (2), fuel supply line (3), fuel pressure regulator (4) and fuel level sending card (5).



3032832

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

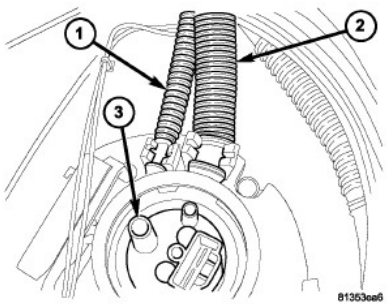
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

MAIN FUEL PUMP MODULE

WARNING: **No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.**

CAUTION: **Do not allow the float arm of the main fuel pump module to come in contact with any part of the fuel tank during removal or installation, damage to the float arm and fuel level sending card may result.**

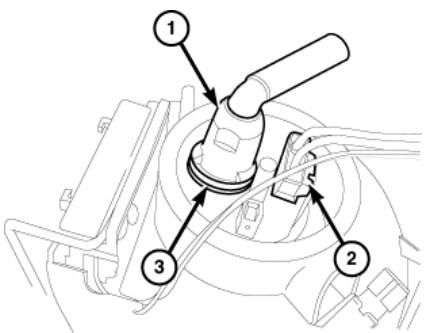
NOTE: The Auxiliary Fuel Pump Module must be installed before the Main Fuel Pump Module.



1. If the auxiliary fuel pump module is removed, see **AUXILIARY FUEL PUMP MODULE**.

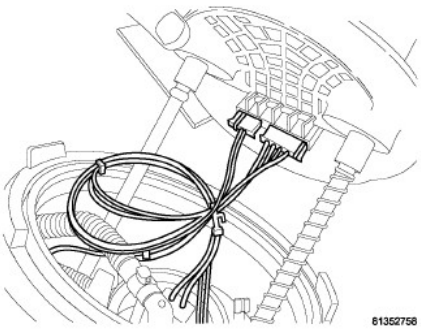
NOTE: Whenever the fuel pump module is serviced, the rubber O-ring seal must be replaced.

2. Install a new rubber O-ring seal.
3. Using caution not to bend the float arm, lower the bottom section of the main fuel pump module into the fuel tank.
4. Connect the fuel return lines (1,2) to the main fuel pump module.
5. Connect the fuel supply line (1) to the main fuel pump module.



6. Connect the electrical connectors at the top section of the main fuel pump module.
7. Join the upper section and lower section of the main fuel pump module together.

8. Position the main fuel pump module as noted during removal.

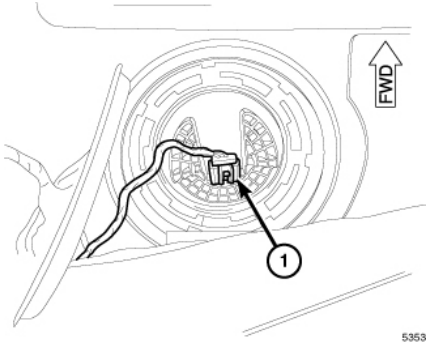


CAUTION: **Verify the electrical wires are tucked away into the fuel tank so they don't get pinched between the top of the fuel pump module and the rubber O-ring seal.**

CAUTION: **An indexing arrow is located on top of the fuel pump module to clock it's position into the fuel tank. The fuel pump module must be installed in the same position as removed.**

9. Align the rubber O-ring seal and lower the main fuel pump module into position.

10. Verify the main fuel pump module is in the same position as noted during removal. This step must be performed to prevent the float from contacting the side of the fuel tank.

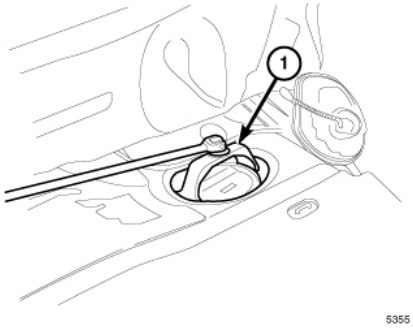


11. Position the lock ring over top of the main fuel pump module.

12. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring.

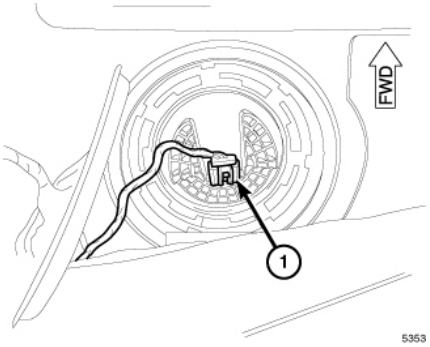
13. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench 9340 .

14. Rotate the breaker bar clockwise until all seven notches of the lock ring have engaged.

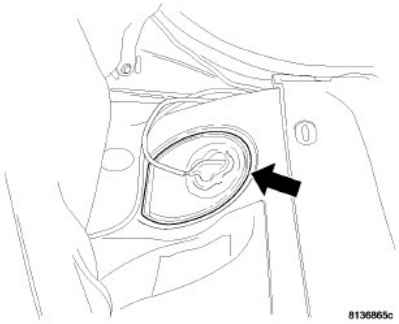


15. Connect the electrical connector (1) to the main fuel pump module.

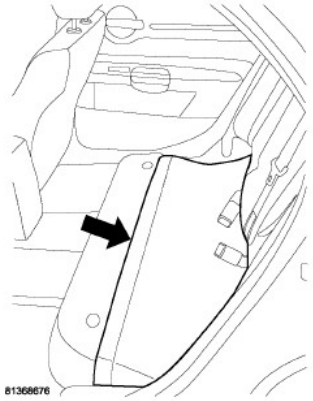
16. Fill the fuel tank and check for leaks around the rubber O-ring seal.



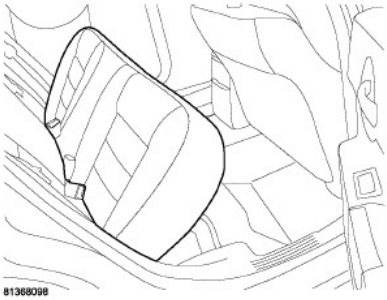
17. Install the main fuel pump module plastic access cover.



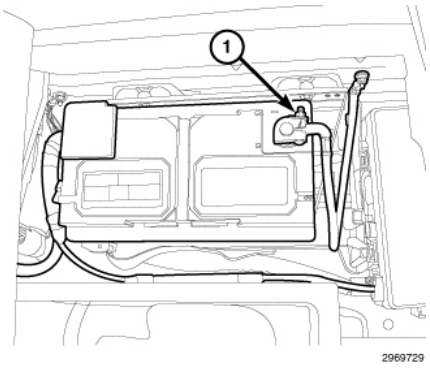
18. Lower the foam pad covering back into place.



19. Push the rear lower seat cushion back and down and install the seat cushion.



20. Connect the negative battery cable.

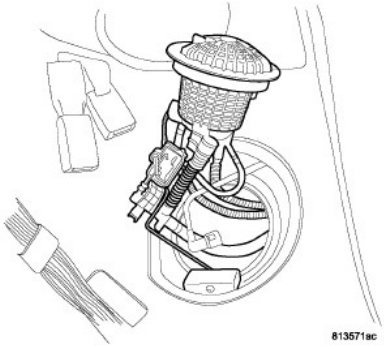


AUXILIARY FUEL PUMP MODULE

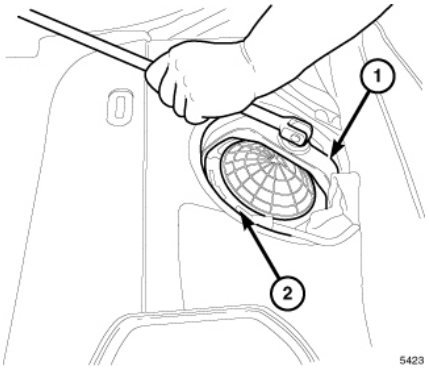
CAUTION: **An indexing arrow is located on top of the fuel pump module to clock it's position into the fuel tank. The fuel pump module must be installed in the same position as removed.**

CAUTION: **Do not allow the float arm of the auxiliary fuel pump module to come in contact with any part of the fuel tank during removal or installation, damage to the float arm and fuel level sending card may result.**

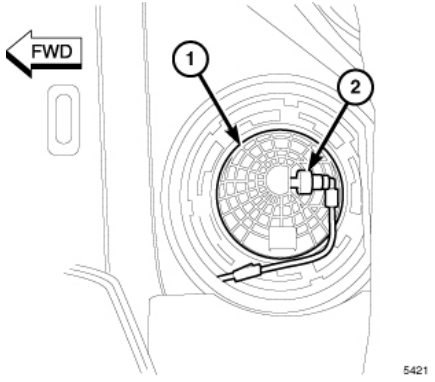
NOTE: Whenever the fuel pump module is serviced, the rubber O-ring seal must be replaced.



1. Install a new rubber O-ring seal.
2. Using caution not to bend the float arm, lower the auxiliary fuel pump module into the fuel tank while guiding the fuel return lines, fuel supply line and electrical connector over to the left side of the fuel tank.
3. Align the rubber O-ring seal and lower the auxiliary fuel pump module into position as noted during removal.
4. Position the lock ring over top of the auxiliary fuel pump module.
5. Verify the auxiliary fuel pump module is in the same position as noted during removal. This step must be performed to prevent the float from contacting the side of the fuel tank.
6. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring (2).
7. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench 9340 (1).
8. Rotate the breaker bar clockwise until all seven notches of the lock ring have engaged.

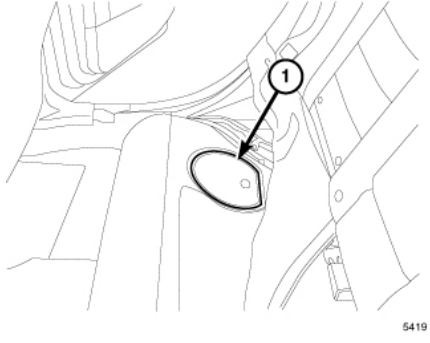


9. Connect the fuel supply line (2) to auxiliary fuel pump module (1).



10. Install the auxiliary fuel pump module plastic access cover (1).

11. Install the main fuel pump module, see MAIN FUEL PUMP MODULE.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

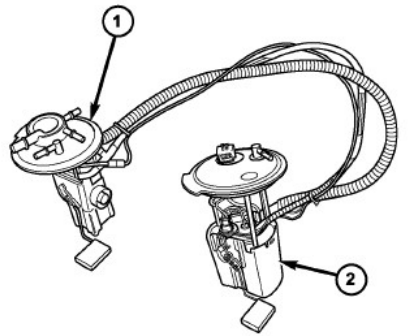
OPERATION

The way the fuel pumps work is as follows, fuel enters the reservoir of the main fuel pump module (driver side). The main fuel pump module (2) pumps the fuel through the filter to the auxiliary fuel pump module (1) (passenger side) through a supply line inside the fuel tank. The fuel pressure regulator inside the auxiliary fuel pump module regulates the pressure at 58 psi and sends fuel to the engine. All unused fuel that is not sent to the engine is fed through a venturi at the bottom of the auxiliary fuel pump module. This creates a low pressure siphoning effect and draws fuel from the passenger side of the tank and transfers it to the drivers side tank via siphon hose inside the tank. While the vehicle is running the fuel in the passenger side of tank is continuously transferred to the drivers side. Fuel will continue to fill the drivers side tank till it reaches the bridge section and then starts to spill over to the passenger side.

Both main and auxiliary fuel pumps have fuel level sender cards and the reading of these senders are averaged out to give us the fuel gauge reading. When diagnosing a fuel level sender concern, the passenger side reading should never be higher than the drivers side reading. However it is possible, depending on fuel level and driving habit before diagnosing, to spill fuel over to the passenger side that might indeed show a lower resistance value than the driver side.

The fuel gauge gives an indication to the vehicle operator the level of fuel in the fuel tank. This fuel gauge is controlled by the instrument cluster circuit board based upon cluster programming and a hard wired inputs received by the cluster from the fuel level sending units integrated into the fuel pump modules.

The instrument cluster continually monitors both fuel pump sender cards to determine the level of fuel in the fuel tank. The cluster then sends the proper fuel level messages to other electronic modules in the vehicle over the Controller Area Network (CAN) data bus. For further diagnosis of the fuel gauge or the instrument cluster circuitry that controls the gauge (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) . The fuel gauge is serviced as a unit with the instrument cluster.



The technician needs to order the correct part when replacing the main fuel pump module, auxiliary fuel pump module and/or fuel tank as all are replaced individually.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

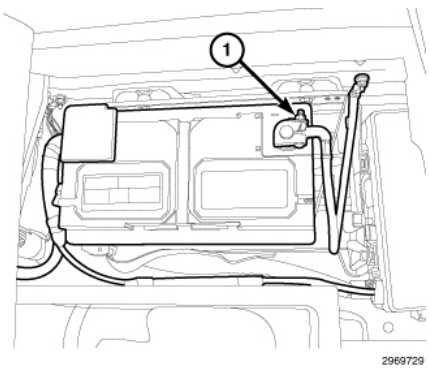
MAIN FUEL PUMP MODULE

WARNING: **The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.**

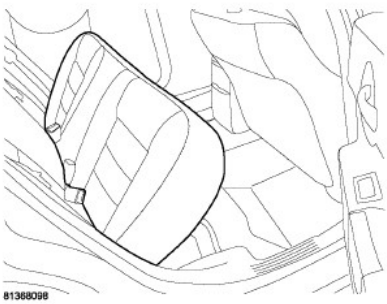
WARNING: **No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.**

CAUTION: **If the electric fuel pump module is not operating or the fuel level sending unit is not operating and the fuel level cannot be determined, the fuel tank must be removed prior to draining. If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle**

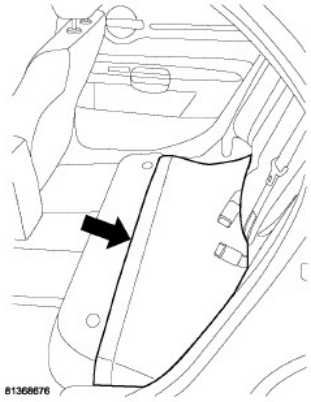
1. Verify the fuel level is below 5/8 of a tank.
2. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
3. If required, perform the draining fuel tank procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
4. Disconnect the negative battery cable.



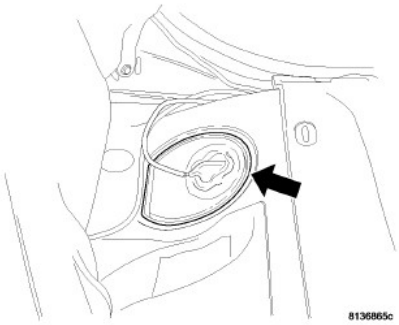
5. Push the rear lower seat cushion up and back and remove the seat cushion.



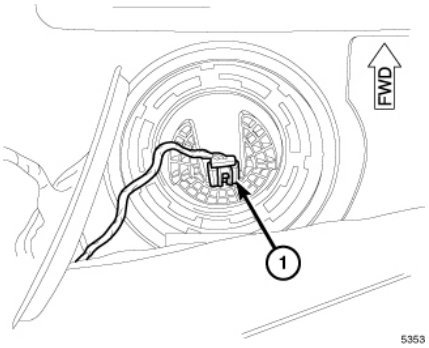
6. Fold back the foam pad covering the fuel pump module plastic access covers.



7. Remove the left side main fuel pump module plastic access cover.



8. Disconnect the electrical connector from the main fuel pump module.



CAUTION: **An indexing arrow is located on top of the fuel pump module to clock it's position into the fuel tank, note it's location for reassembly.**

NOTE: Prior to removing the fuel pump module, use compressed air to remove any accumulated dirt and debris from around fuel tank opening.

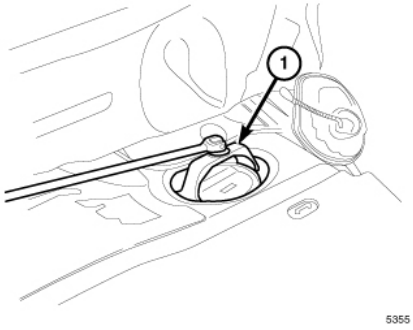
9. Mark the main fuel pump module orientation.

10. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring.

11. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench 9340 (1).

NOTE: The main fuel pump module will spring up slightly when the lock ring is removed.

12. Rotate the breaker bar counterclockwise and remove the lock ring.

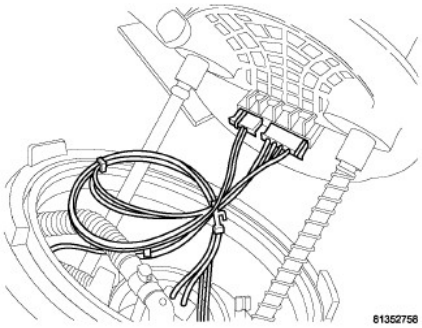


CAUTION: **Do not allow the float arm of the main fuel pump module to come in contact with any part of the fuel tank during removal or installation, damage to the float arm and fuel level sending card may result.**

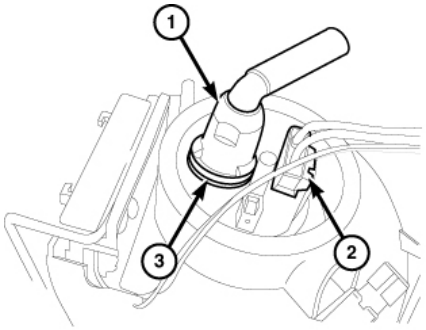
13. Raise and separate the top section from the bottom section of the main fuel pump module.

14. Disconnect the electrical connectors from under the top section of the main fuel pump module.

15. Remove the top section of the main fuel pump module from the vehicle.



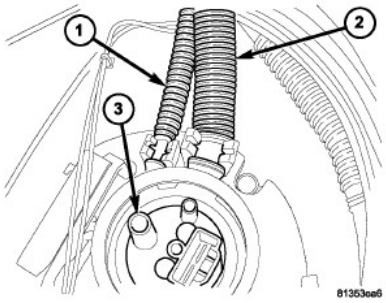
16. Press the quick connect release tab (3) and remove the fuel supply line (1) from the main fuel pump module.



17. Disconnect the fuel return lines (1,2) from the main fuel pump module.

NOTE: Do not spill fuel into the interior of the vehicle.

18. Carefully lift the bottom section of the main fuel pump module out of the fuel tank, tip the bottom section on its side and drain the remaining fuel from the bottom reservoir into the fuel tank and remove from vehicle.

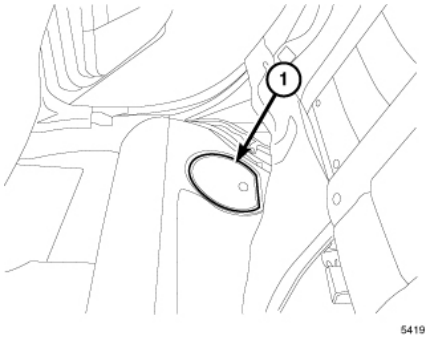


NOTE: Whenever a fuel pump module is serviced, the rubber O-ring seal must be replaced.

19. Remove and discard the rubber O-ring seal.

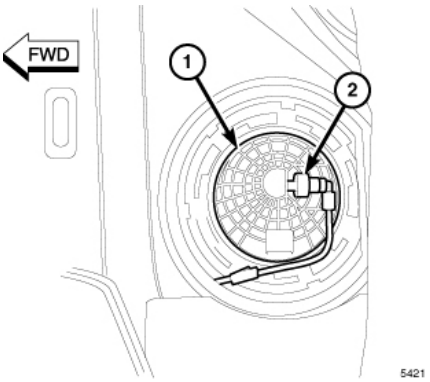
AUXILIARY FUEL PUMP MODULE

NOTE: The Main Fuel Pump Module must be removed for Auxiliary Fuel Pump Module removal.

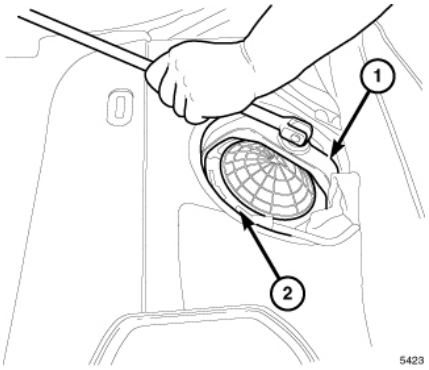


1. Remove the main fuel pump module, see **MAIN FUEL PUMP MODULE**.
2. Remove the auxiliary fuel pump module plastic access cover (1) from the floor pan.

NOTE: Prior to removing the fuel pump module, use compressed air to remove any accumulated dirt and debris from around fuel tank opening.



3. Disconnect the fuel supply line (2) from the auxiliary fuel pump module (1).
4. Mark the auxiliary fuel pump module orientation.



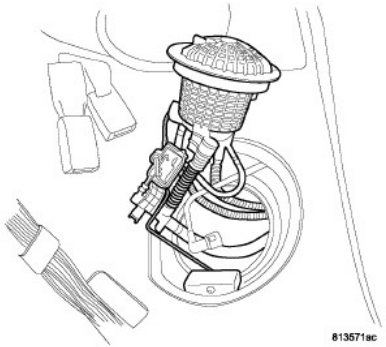
5. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring (2).
6. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench 9340 (1).
7. Rotate the breaker bar counterclockwise and remove the lock ring (2).

CAUTION: **Do not allow the float arm of the auxiliary fuel pump module to come in contact with any part of the fuel tank during removal or installation, damage to the float arm and fuel level sending card may result.**

8. Lift the auxiliary fuel pump module up and out of fuel tank while guiding the fuel supply and return lines out from the left side of the fuel tank.

NOTE: Whenever a fuel pump module is serviced, the rubber O-ring seal must be replaced.

9. Remove and discard the rubber O-ring seal.

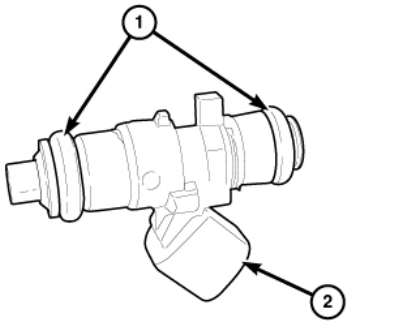


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

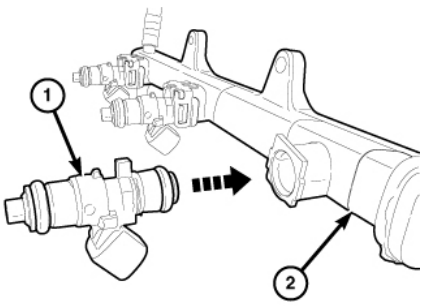
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lightly lubricate the new O-ring seals (1) with clean engine oil and position the seals onto the fuel injector (2).



2756756

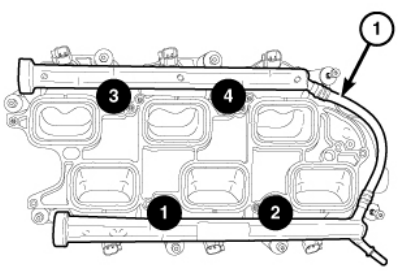
2. Install the six fuel injectors into the fuel rail.



2756853

3. Clean out the fuel injector bores in the lower intake manifold.

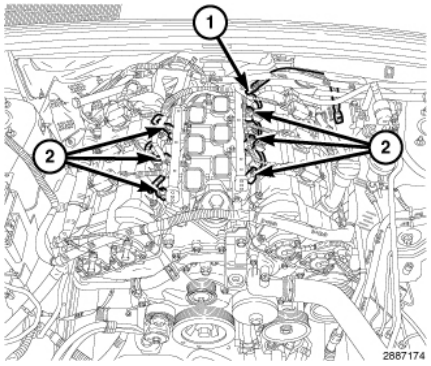
4. Position the fuel rail (1) onto the lower intake manifold, install the four retaining bolts and using the sequence shown, tighten to 7 N·m (62 in. lbs.).



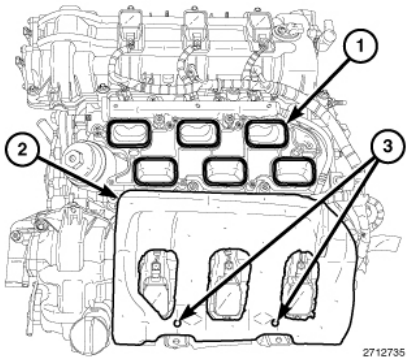
2756534

5. Connect the fuel injector electrical connectors (2).

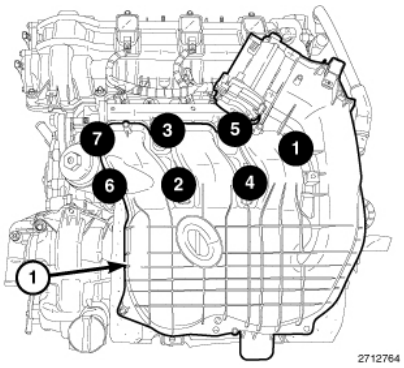
6. Connect the fuel supply hose to the fuel rail (1) (Refer to 14 - Fuel System/Fuel Delivery/FITTING, Quick Connect - Standard Procedure) .



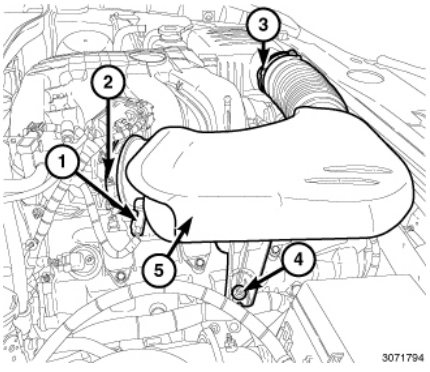
7. Install the insulator (2) to the two alignment posts (3) on top of the left cylinder head cover.



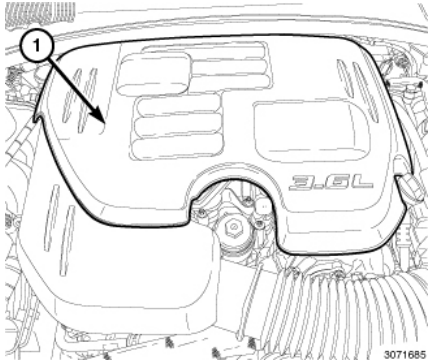
8. Install the upper intake manifold (1) and support brackets (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .



9. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
10. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
11. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).
12. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).
13. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).

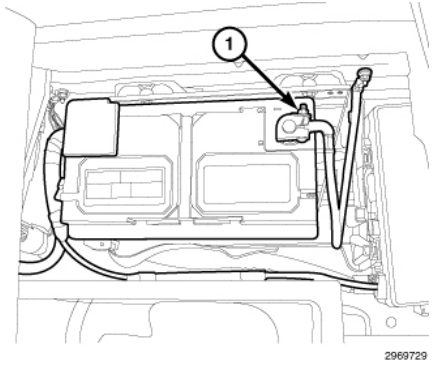


14. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

16. Start the engine and check for leaks.



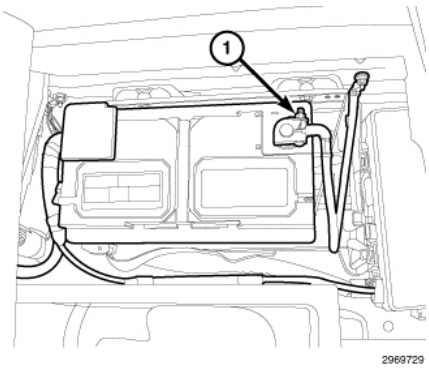
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

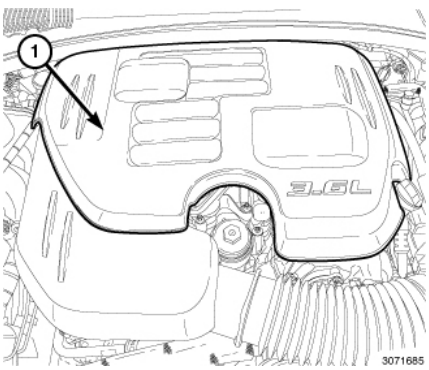
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The fuel system is under constant pressure even with engine off. Before servicing the fuel rail, fuel system pressure must be released.**

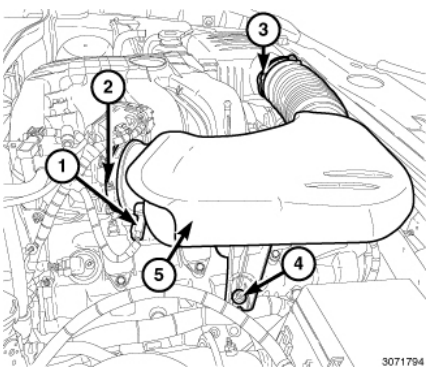
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).



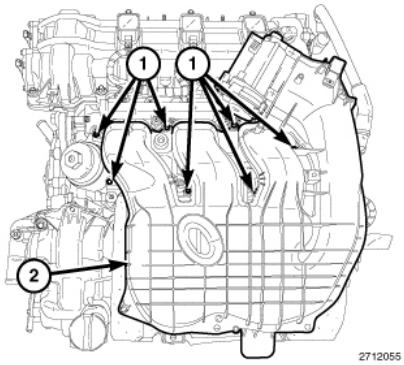
3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



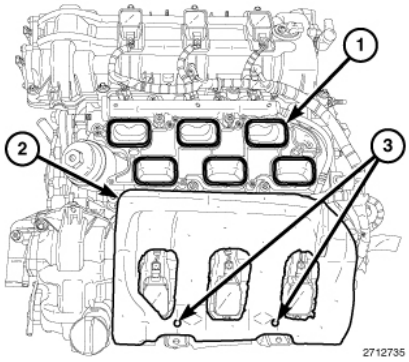
4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).



9. Remove the upper intake manifold (2) (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .

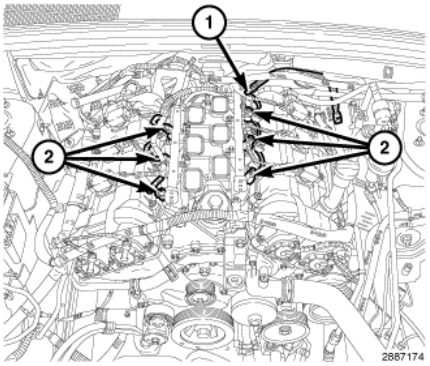


10. Remove the insulator (2) from the left cylinder head cover.



11. Disconnect the fuel injector electrical connectors (2).

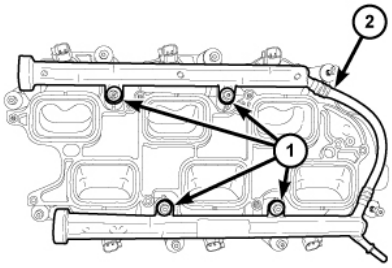
12. Disconnect the fuel supply hose (1) from the fuel rail (Refer to 14 - Fuel System/Fuel Delivery/FITTING, Quick Connect - Standard Procedure) .



CAUTION: **The left and right fuel rails are replaced as an assembly. Do not attempt to separate the rail halves at the connector tube. Due to the design of this tube, it does not use any clamps. Never attempt to install a clamping device of any kind on the tube. When removing the fuel rail assembly for any reason, be careful not to bend or kink the tube.**

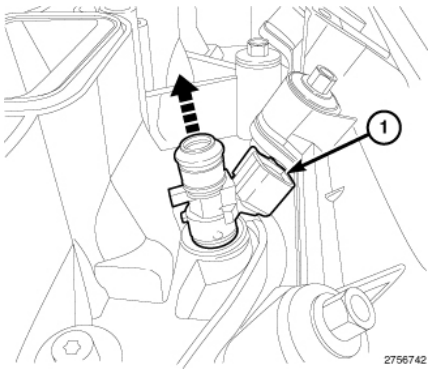
13. Remove the fuel rail (2) four retaining bolts (1).

14. Lift the fuel rail and the fuel injectors from the lower intake manifold.



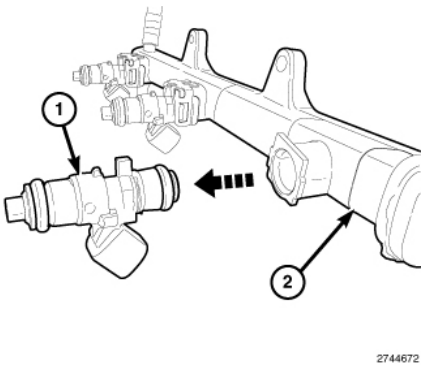
CAUTION: **When removing the fuel rail from the lower intake manifold, one or more fuel injectors may remain in the intake manifold resulting in residual fuel spilling onto the engine from the fuel rail.**

15. If required, remove any remaining fuel injectors (1) from the lower intake manifold.

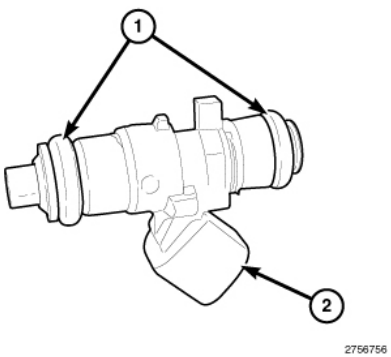


NOTE: Number 2 fuel injector removal shown, all other fuel injectors similar.

16. If required, remove any remaining fuel injectors (1) from the fuel rail (2).



17. Remove and discard all fuel injector O-ring seals (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

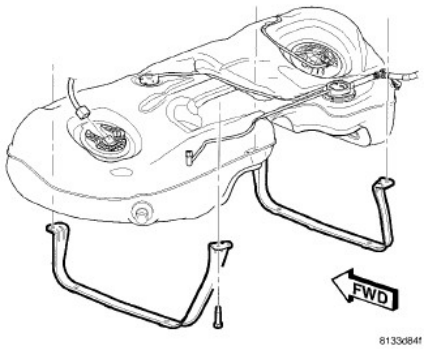
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

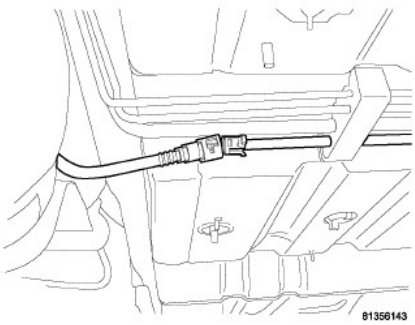
WARNING:

No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.

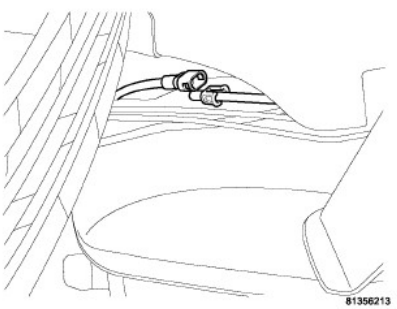
1. If removed, install the fuel pump modules (Refer to 14 - Fuel System/Fuel Delivery/MODULE, Fuel Pump - Installation) .
2. Using a suitable hydraulic jack with a fuel tank adapter, support the fuel tank.
3. Carefully raise the fuel tank into position while guiding the ORVR vent line through bracket.
4. Position the fuel tank support straps.
5. Install fuel tank support strap retaining bolts and tighten to 27 N·m (20 ft. lbs.).



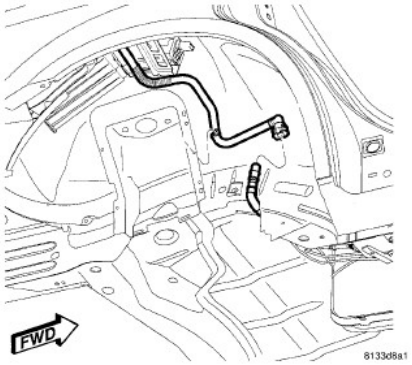
6. Connect the fuel supply line.



7. Connect the vapor line.

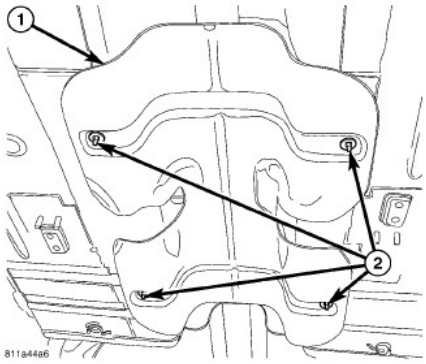


8. Connect the EVAP line in the right rear wheel well.

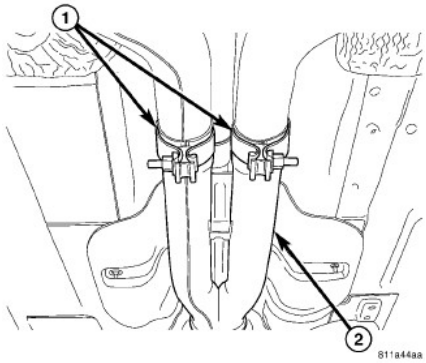


9. Position the heat shield (1) and install the heat shield retainers (2).

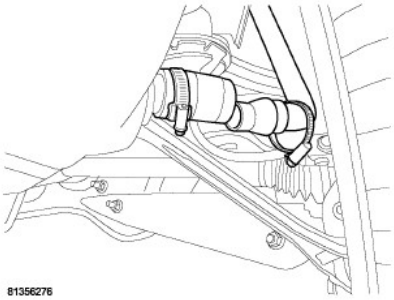
10. Install the propeller shaft (Refer to 03 - Differential and Driveline/Propeller Shaft - Installation) .



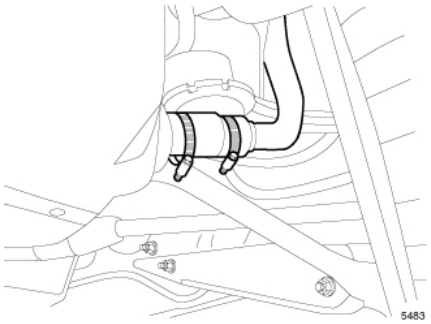
11. Install the muffler and tailpipe assembly (2) (Refer to 11 - Exhaust System/MUFFLER, Exhaust - Installation) .



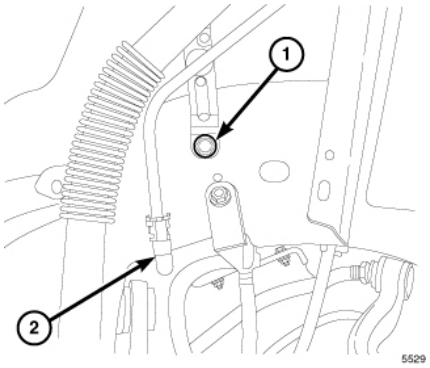
12. Connect the fuel filler tube to the rubber hose on the fuel tank.



13. Install the hose clamp to the rubber hose connecting the fuel filler tube to the fuel tank and tighten the clamp to 4 N·m (35 in. lbs.).



14. Connect the ORVR vent line (2).

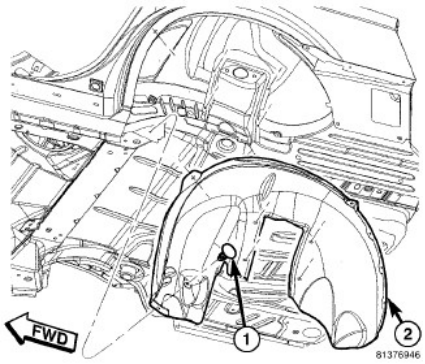


15. Install the fuel filler tube retaining bolt (1) and tighten to 7 N·m (62 in. lbs.).

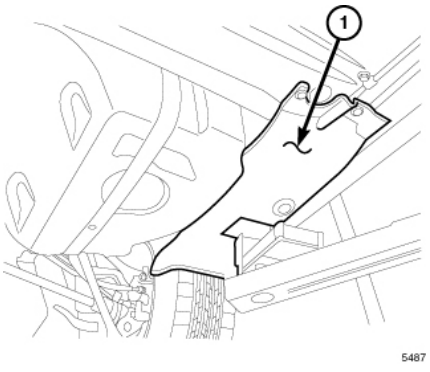
16. Position the left rear wheelhouse splash shield (2).

17. Install the push-pins (1) that secure the rear wheelhouse shield to the body.

18. Install the left rear tire.

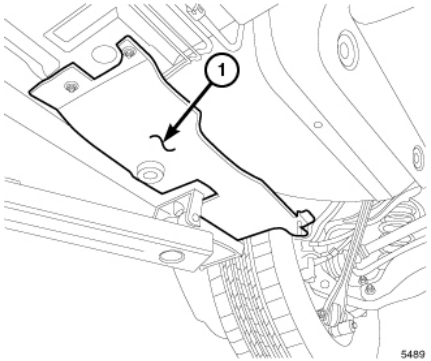


19. Install the left underbody splash shield (1).



20. Install the right underbody splash shield (1).

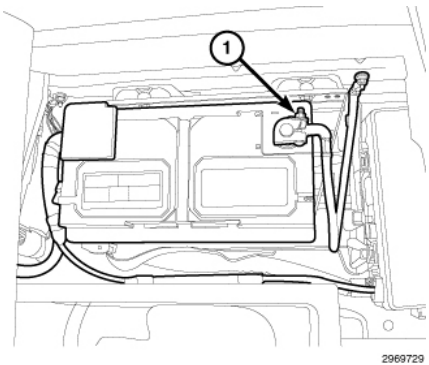
21. Lower the vehicle.



22. Fill the fuel tank.

23. Connect the negative battery cable (1).

24. Use the scan tool to pressurize the fuel system and check for leaks.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

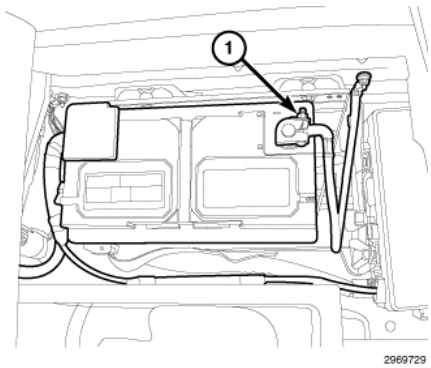
WARNING:

The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.

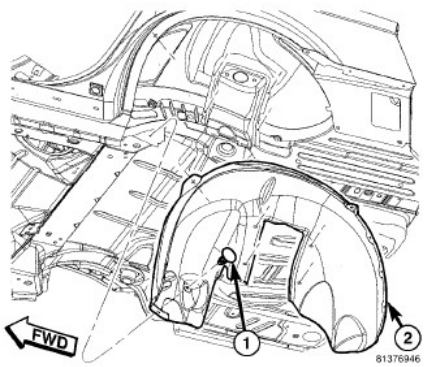
WARNING:

No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.

1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Perform the draining fuel tank procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
3. Disconnect the negative battery cable (1).
4. Raise and support the vehicle.
5. Remove the left rear tire.

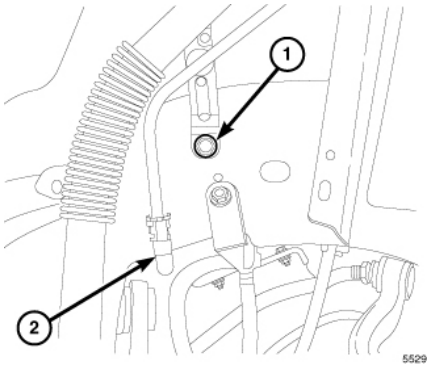


6. Remove the push-pins (1) that secure the rear wheelhouse shield to the body.
7. Remove the left rear wheelhouse splash shield (2).

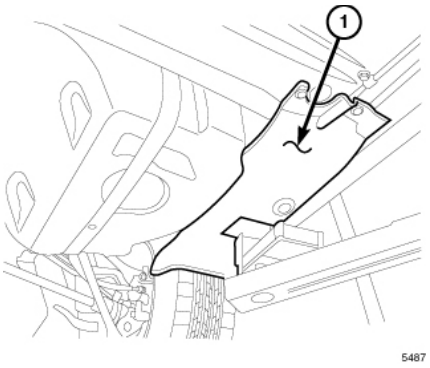


8. Disconnect the fuel filler tube ORVR vent line (2).

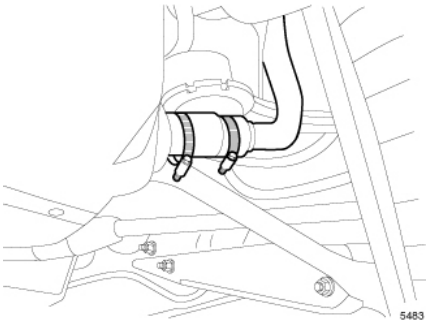
9. Remove the fuel filler tube retaining bolt (1).



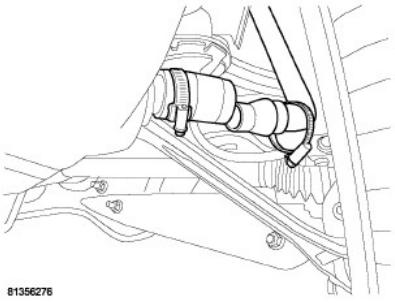
10. Remove the under body splash shield (1).



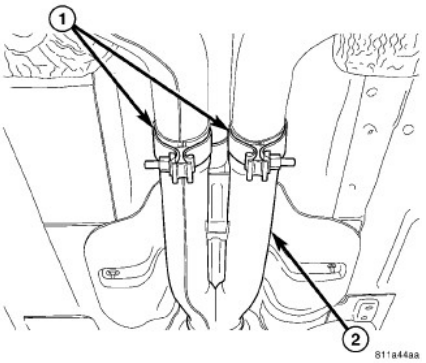
11. Remove the hose clamp from the fuel filler tube.



12. Remove fuel filler tube from the rubber hose on the fuel tank and position aside.

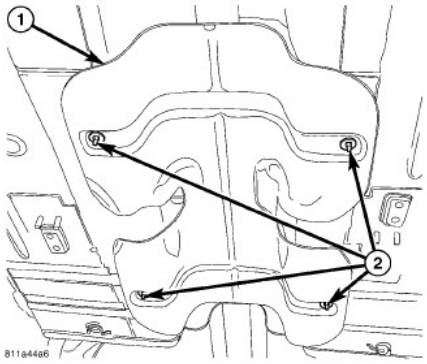


13. Remove the muffler and tailpipe assembly (2) (Refer to 11 - Exhaust System/MUFFLER, Exhaust - Removal) .

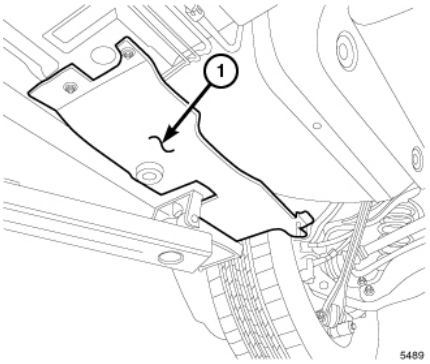


14. Remove the propeller shaft (Refer to 03 - Differential and Driveline/Propeller Shaft - Removal) .

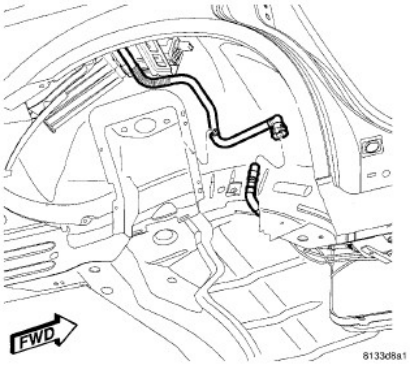
15. Remove the heat shield retainers (2) and remove the heat shield (1).



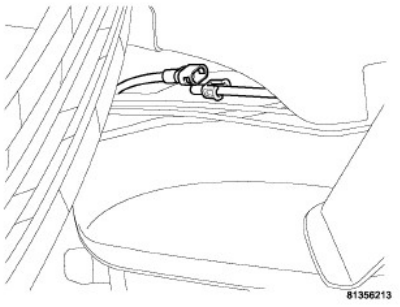
16. Remove the right underbody splash shield (1).



17. Disconnect the EVAP line in the right rear wheel well.

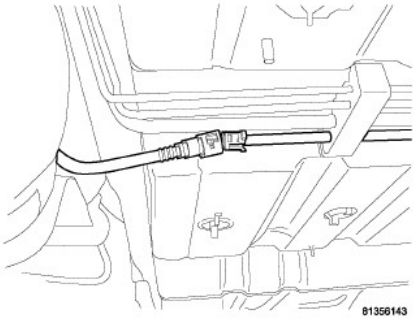


18. Disconnect the vapor line.

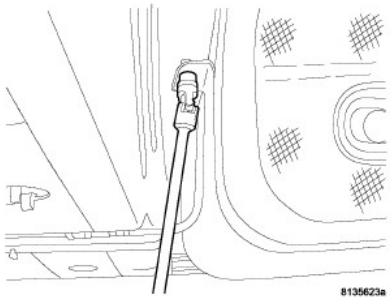


19. Disconnect the fuel supply line.

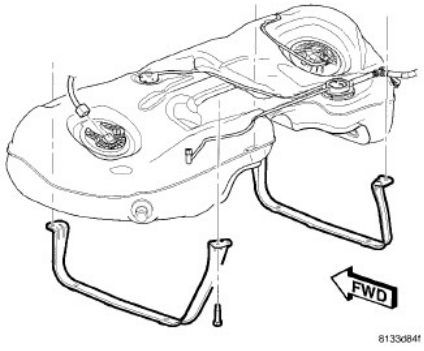
20. Using a suitable hydraulic jack with a fuel tank adapter, support the fuel tank.



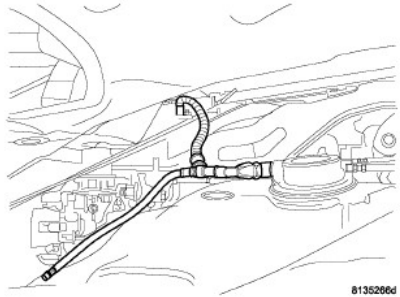
21. Remove the fuel tank support strap retaining bolts.



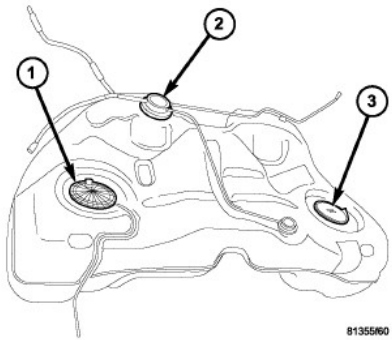
22. Remove the fuel tank support straps.



23. Carefully lower the fuel tank and pull the ORVR vent line through bracket.



24. Lower and remove the fuel tank from the vehicle.

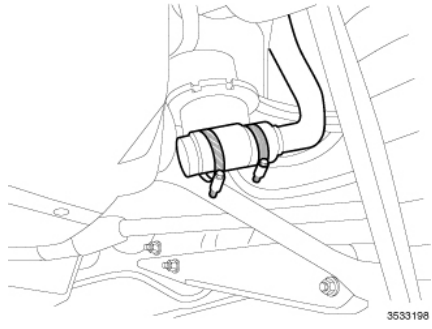


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

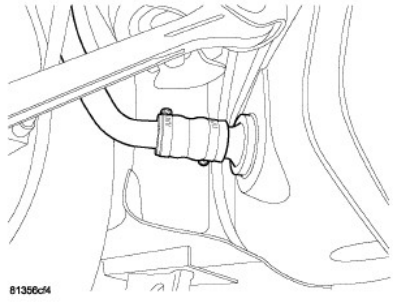
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

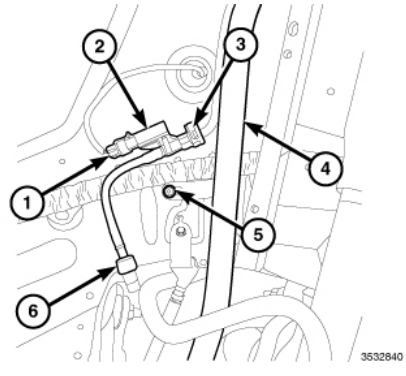
1. Position the fuel filler tube into the vehicle.
2. Insert the fuel filler tube hose into the fuel tank filler neck.



3. Slide the fuel filler tube hose clamp into position and tighten.

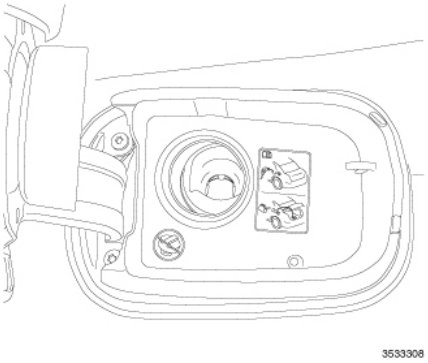


4. Install the fuel filler tube retaining nut (5) and tighten to 35 N·m (26 ft. lbs.).
5. Reconnect the fuel filler tube ORVR line (3).

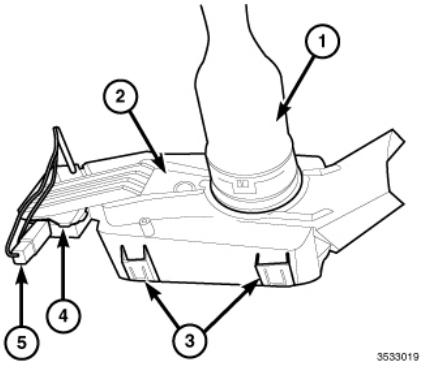


6. Partially lower vehicle.
7. Install the fuel filler housing to the fender.
8. Align the fuel filler tube to the fuel filler housing rubber seal and press the housing into place.

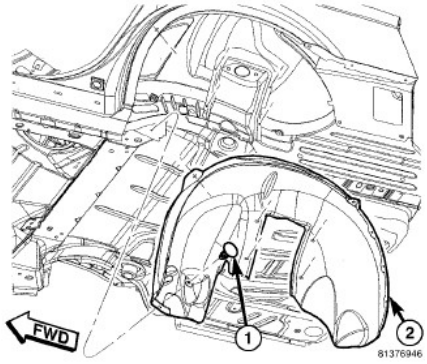
9. Press the housing till it locks into place.



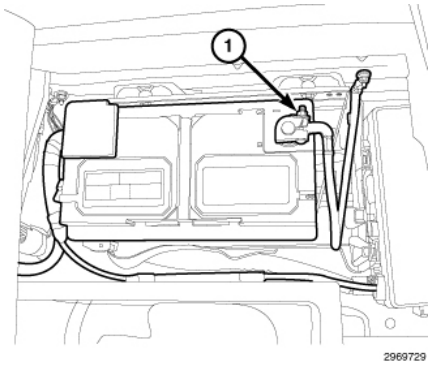
10. Connect the fuel door release solenoid electrical connector (5).



11. Position the rear wheelhouse splash shield (2) to the body and install the push-pins (1).
12. Install the left rear tire.
13. Lower the vehicle.



14. Connect the negative battery cable (1).
15. Fill the fuel tank and check for leaks.

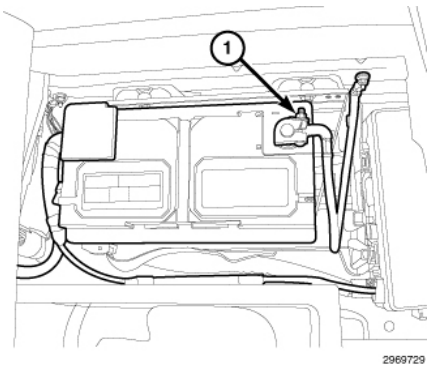


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

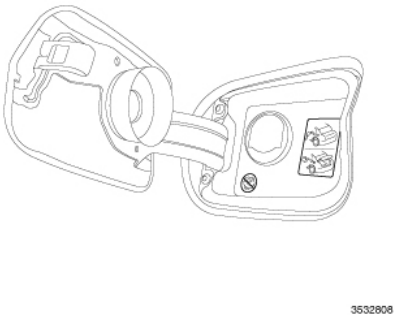
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

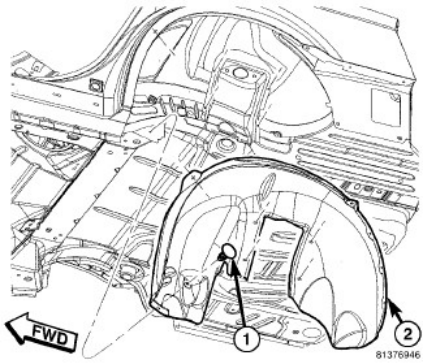
1. Perform the fuel tank draining procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect the negative battery cable (1).



3. Open the fuel filler door.
4. Partially raise and support vehicle.

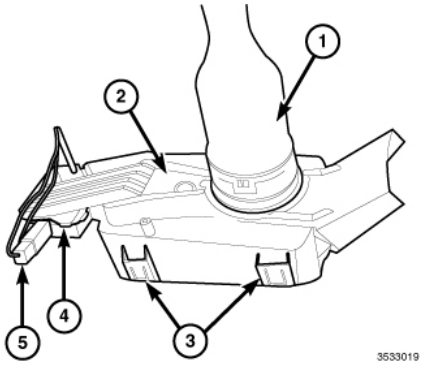


5. Remove the left rear tire.
6. Remove the push-pins (1) that secure the rear wheelhouse splash shield (2) to the body.
7. Remove the rear wheelhouse splash shield from the vehicle.



8. From behind the fender. Disconnect the fuel door release solenoid (4) electrical connector (5).

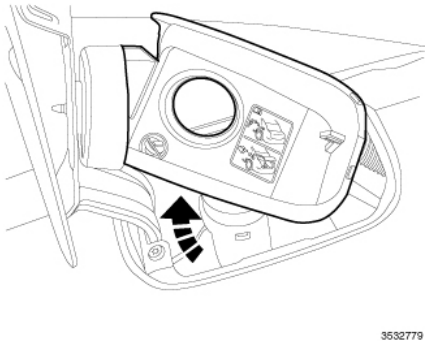
9. Press in the tabs (3) that hold the fuel filler tube housing (1) to the fender.



NOTE:

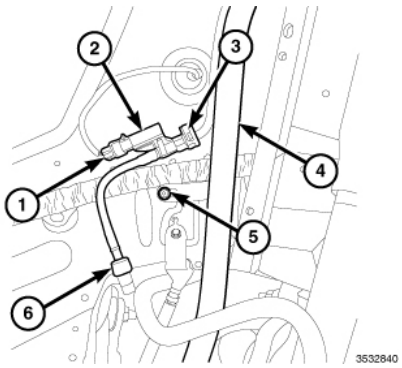
The manual release cable for the fuel door is routed through a rubber grommet into the trunk. Complete removal of the filler tube housing is not necessary for filler tube service.

10. Remove the fuel filler support housing and position aside.



11. Disconnect the ORVR line (3) at the filler tube.

12. Remove the fuel filler tube retaining nut (5).

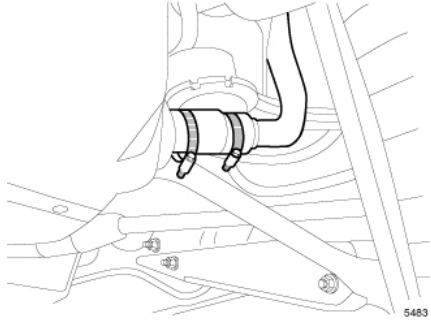


13. Raise and support the vehicle.

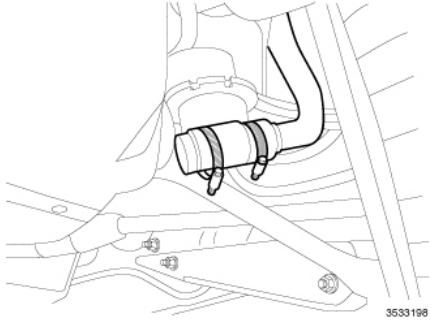
NOTE:

The filler tube connecting hose to the fuel tank is pressure fitted to the filler tube. To remove the hose. It must be removed from the fuel tank side.

14. Remove the hose clamp from the fuel tank. Leave the hose clamp tight at the fuel filler neck.



15. Remove the fuel filler tube from the fuel tank and remove the fuel filler tube from below the vehicle.



QUICK-CONNECT FITTINGS

Different types of quick-connect fittings are used to attach the various fuel system components, lines and tubes. Some quick-connect fittings require the use of a special tool for disconnection and removal.

These are the quick-connect fittings:

- Redundant Latch Single Button Type Fitting
- Single Button Type Fitting
- Pinch Type Fitting
- Single Tab Type Fitting
- Two Tab Type Fitting
- Plastic Retainer Ring Type Fitting
- Latch Clip Type 1 Fitting
- Latch Clip Type 2 Fitting
- Wing Type Fitting

DISCONNECTING

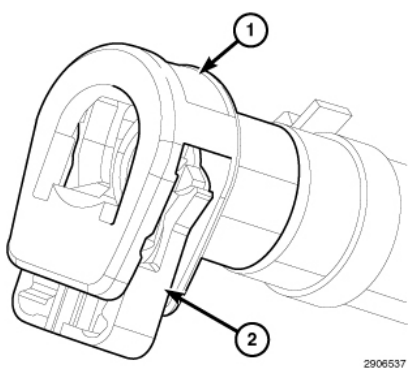
WARNING: **The fuel system is under a constant pressure (even with engine off). Before servicing any fuel system hose, fitting or line, fuel system pressure must be released.**

CAUTION: **Before separating a Quick-Connect fitting, pay attention to what type of fitting is being used . This will prevent unnecessary fitting or fitting latch breakage.**

CAUTION: **The interior components (O-rings, clips) of quick-connect fittings are not serviced separately, but new plastic spacers and latches are available for some types. If service parts are not available, do not attempt to repair the damaged fitting or fuel line (tube). If repair is necessary, replace the complete fuel line (tube) assembly.**

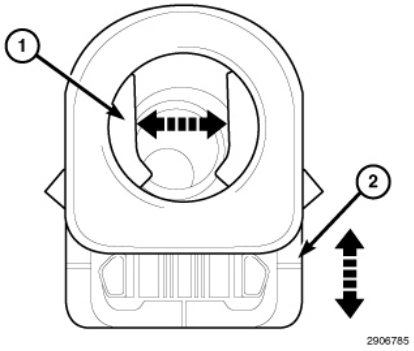
Redundant Latch Single Button Type Fitting:

This type of quick-connect fitting is equipped with a redundant latch (2) and a single push button (1) that releases two internal latches located in the quick-connect fitting. Special tools are not required for removal.



CAUTION: **Do not pry or pull up on the push button as damage to the latches of the quick-connect fitting will occur.**

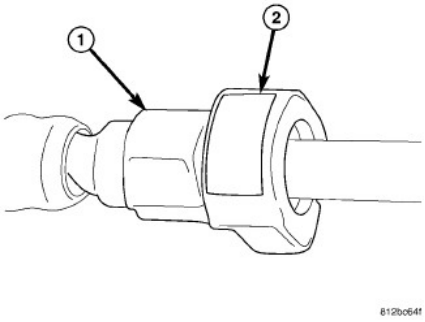
1. Pull the redundant latch (2) out away from the quick-connect fitting.
2. Press on the push button with your thumb, release the internal latches (1) and remove the quick-connect fitting from the fuel system component.



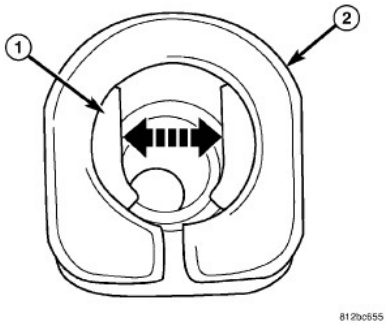
Single Button Type Fitting:

CAUTION: **Do not pry or pull up on the push button as damage to the latches of the quick-connect fitting will occur.**

This type of quick-connect fitting is equipped with a single push button (2) that releases two internal latches located in the quick-connect fitting. Special tools are not required for removal.



1. Press on the push button with your thumb, release the internal latches (1).
2. Remove the quick-connect fitting from the fuel system component.

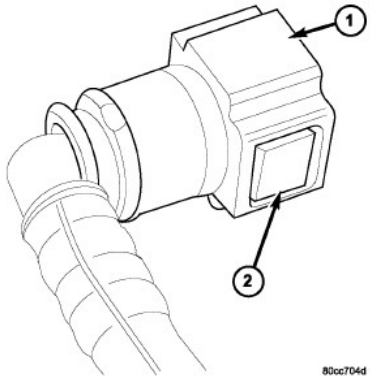


2 Button Type Fitting

This type of quick-connect fitting (1) is equipped with two push buttons (2) that releases two internal latches located in the quick-connect fitting. Special tools are not required for removal.

1. Press on both push buttons with your thumb, release the internal latches.

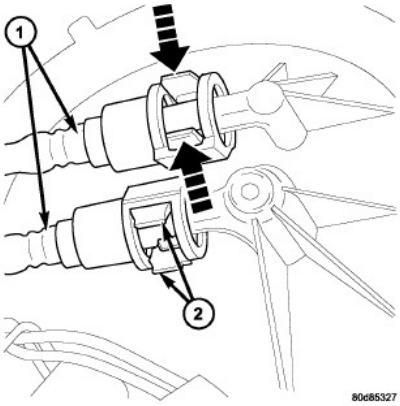
2. While holding the two push buttons simultaneously, remove the quick-connect fitting from the fuel system component.



Pinch Type Fitting

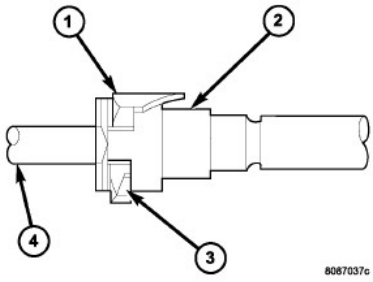
This type of quick-connect fitting (1) is equipped with two finger tabs (2). Special tools are not required for removal.

1. Pinch both tabs (2) together and release the quick-connect fitting.
2. Remove the quick-connect fitting from the fuel system component.



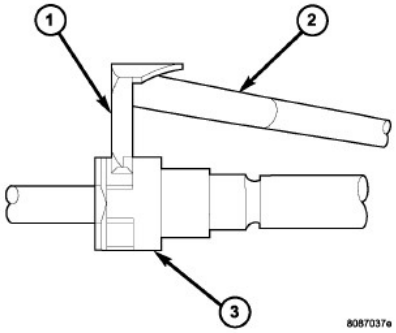
Single Tab Type Fitting

This type of quick-connect fitting (3) is equipped with a single pull tab (1). The tab is removable. After tab is removed the quick-connect fitting can be separated from the fuel system component. Special tools are not required for removal.



1. Press release tab on side of fitting to release pull tab (1). **If release tab is not pressed prior to releasing pull tab, pull tab will be damaged.**

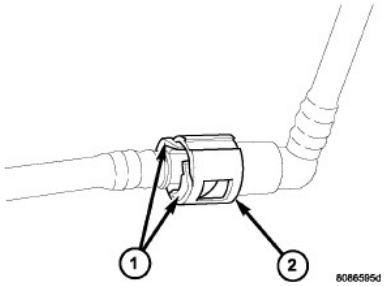
2. While pressing the release tab on the side of the quick-connect fitting use a screwdriver (2) to pry up the pull tab.
3. Raise the pull tab until it separates from the quick-connect fitting.
4. Remove the quick-connect fitting from the fuel system component.



Two Tab Type Fitting

This type of quick-connect fitting (2) is equipped with tabs located on both sides of the fitting (1). These tabs are integral to the fuel system component. The plastic tabs will remain on the component being serviced after the quick-connect fitting is removed. The O-ring and spacer will remain in the quick-connect fitting. Special tools are not required for removal.

1. Squeeze the plastic tabs (1) against the sides of component being serviced with your fingers.
2. Remove the quick-connect fitting from the fuel system component.

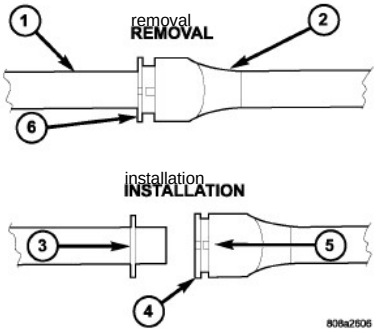


Plastic Retainer Ring Type Fitting

This type of fitting can be identified by the use of a round plastic retainer ring (4) usually black in color. Special tools are not required for removal.

NOTE: The round plastic retainer ring must be pressed squarely into the quick-connect fitting body. If this retainer is cocked during removal it will be difficult to disconnect the quick-connect fitting. Use an open-end wrench on the shoulder of the plastic retainer ring to aid in disconnection.

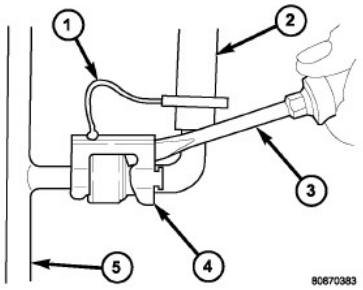
1. Firmly push the quick-connect fitting (5) towards the component being serviced while firmly pushing the round plastic retainer ring into the quick-connect fitting (6). With the round plastic ring depressed, remove the quick-connect fitting from the fuel system component.
2. After removal the plastic retainer ring will remain with the quick-connect fitting.



Latch Clip Type 1 Fitting

Depending on vehicle model and engine, 2 different types of safety latch clips are used. One is tethered (1) to fuel line and the other is not. A special tool will be necessary to disconnect the fuel line after latch clip is removed. The latch clip may be used on certain fuel line and fuel rail connections or to join fuel lines together.

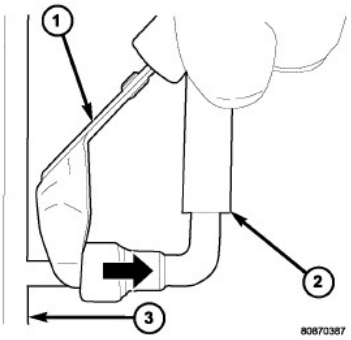
1. Pry up on the latch clip (4) with a screwdriver (3).
2. Slide the latch clip away from the quick-connect fitting while lifting the screwdriver and position aside.



3. Insert an appropriate fuel line removal tool (1) into the quick-connect fitting and release the internal latches.

NOTE: After removal the internal latches will remain in the quick-connect fitting.

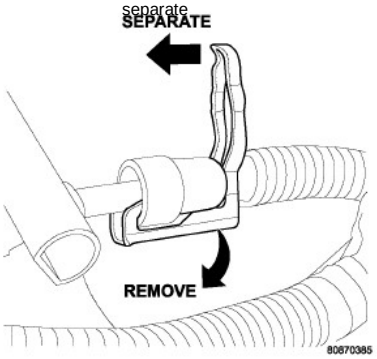
4. With the special tool still inserted, remove the quick-connect fitting from the fuel system component.



Latch Clip Type 2 Fitting

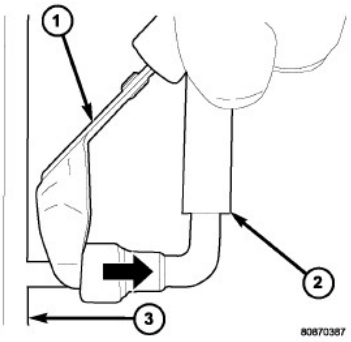
Depending on vehicle model and engine, 2 different types of safety latch clips are used. One is tethered to the fuel line and the other is not. A special tool will be necessary to disconnect the fuel line after the latch clip is removed. The latch clip may be used on certain fuel line and fuel rail connections or to join fuel lines together.

1. Unlatch the small arms on the end of clip, swing away and separate from the fuel system component.
2. Slide the latch clip away from the quick-connect fitting while lifting with a screwdriver and position aside.



3. Insert an appropriate fuel line removal tool (1) into the quick-connect fitting and release the internal latches.

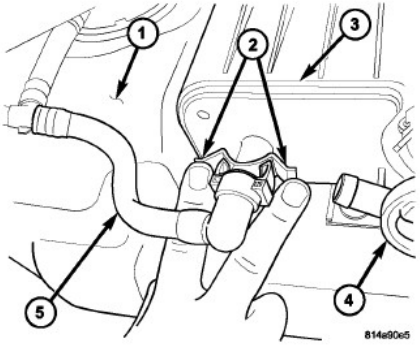
NOTE: After removal the internal latches will remain in the quick-connect fitting.



4. With the special tool still inserted, remove the quick-connect fitting from the fuel system component.

Wing Type Fitting

The wing type fitting is used on fuel system and emission components. The wing type fitting is most commonly used on the EVAP canister (3). Special tools are not required for removal.



1. Using two fingers, press both wings (2) and release the locking tabs.

NOTE: After removal the locking tabs will remain with the quick-connect fitting.

2. While holding the wings, remove the quick-connect fitting from the fuel system component.

CONNECTING

1. Inspect the quick-connect fitting body and fuel system components for damage. Replace as necessary.
2. Prior to connecting any quick-connect fitting to components, check condition of fitting and components. Clean parts with a lint-free cloth. Lubricate with clean engine oil.
3. Insert the quick-connect fitting onto the fuel tube or fuel system component until the built-in stop on the fuel tube or component rests against the back of fitting.
4. Continue pushing until a click is felt.
5. If Equipped:

- **Redundant Latch Single Button Type Fitting:** Push redundant latch until it locks into position in the quick-connect fitting.
- **Single Tab Type Fitting:** Push new tab down until it locks into position in the quick-connect fitting.
- **Latch Clip Type Fitting:** Install latch clip (snaps into position). **If latch clip will not snap into position, this indicates the quick-connect fitting is not properly installed onto fuel system component, recheck the connection.**

6. Verify a locked condition by firmly pulling on the quick-connect fitting connection of the fuel system component.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The fuel level sending units and sensors are integrated with both the main fuel pump module and the auxiliary fuel pump module and are not serviced separately. The appropriate fuel pump module must be replace if either fuel level sending unit is to be replaced.

For fuel pump module removal (Refer to 14 - Fuel System/Fuel Delivery/MODULE, Fuel Pump - Removal) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

8978A - Decay Tool, Fuel

9340 - SAE Fuel Pump Lock Ring Wrench

Originally Shipped In Kit Number(s) *9327, 9327CC, 9397, 9575.*

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DRAINING FUEL TANK

Special Tools: Click to display a list of tools used in this procedure

Conventional Procedure

WARNING:

The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.

WARNING:

No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.

CAUTION:

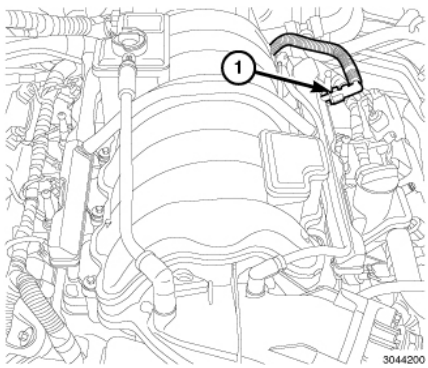
If the electric fuel pump is not operating, and the fuel level is above 5/8 of a tank, the fuel tank must be removed prior to draining. If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle.

CAUTION:

If the fuel level sending unit is not operating, and the fuel level cannot be determined the fuel tank must be removed prior to draining. If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle.

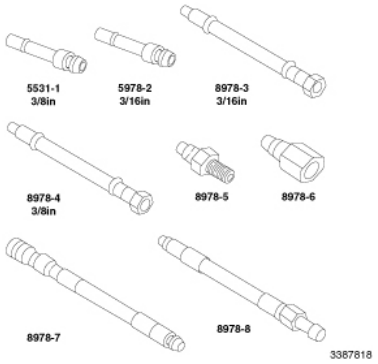
NOTE:

Due to a one-way check valve installed into the fuel fill fitting at the tank, the tank cannot be drained at the fuel filler tube.



1. Perform the fuel system pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect the fuel supply line (2) from the fuel rail (Refer to 14 - Fuel System/Fuel Delivery/FITTING, Quick Connect - Standard Procedure)

NOTE: Tool number 8978-2 is used on 5/16" fuel lines while tool number 8531-1 is used on 3/8" fuel lines.



3. Install the appropriate fuel line adapter fitting from the Decay Tool, Fuel 8978A to the fuel supply line. Route the opposite end of this hose to an OSHA approved fuel storage tank such as the JohnDow Gas Caddy 320-FC-P30-A or equivalent.

NOTE: Due to a built in time out feature of the diagnostic scan tool, the fuel pump may need to be reactivated several times before the fuel tank evacuation is complete.

4. Using a diagnostic scan tool, activate the fuel pump until the fuel tank has been evacuated.

Alternative Procedure

WARNING: **The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.**

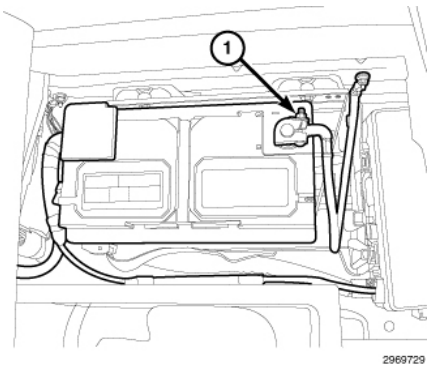
WARNING: **No sparks, open flames or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.**

CAUTION: **The fuel level of the vehicle must be below 5/8 of a tank before using the "Alternative Procedure". If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle.**

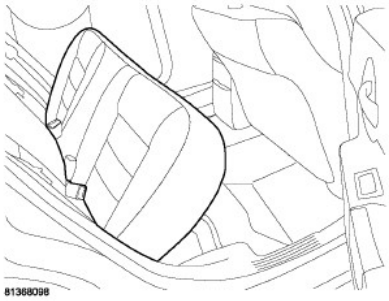
CAUTION: **If the electric fuel pump is not operating, and the fuel level is above 5/8 of a tank, the fuel tank must be removed prior to draining. If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle.**

CAUTION: **If the fuel level sending unit is not operating, and the fuel level cannot be determined the fuel tank must be removed prior to draining. If the fuel level is above 5/8 of a tank and the fuel pump module lock-ring is removed, fuel will spill into the interior of the vehicle.**

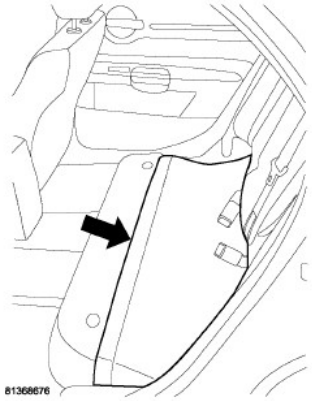
1. Verify the fuel level is below 5/8 of a tank.
2. Perform the fuel system pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
3. Disconnect the negative battery cable (1).



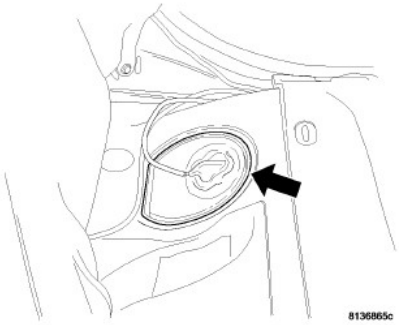
4. Push the rear lower seat cushion up and back and remove the seat cushion.



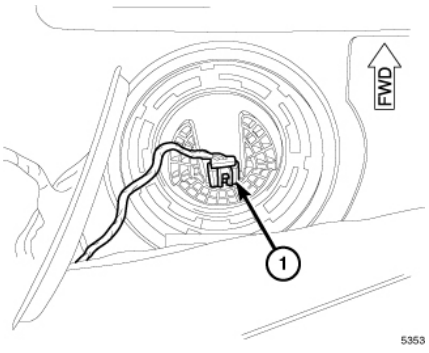
5. Fold back the foam pad covering the fuel pump module plastic access covers.



6. Remove the left side fuel pump module plastic access cover.



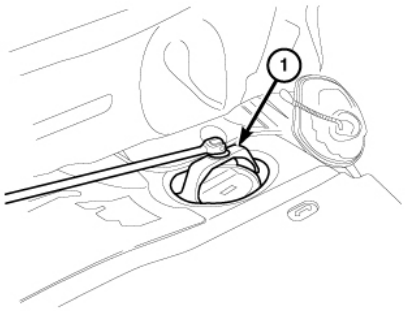
7. Disconnect the electrical connector from the fuel pump module.



CAUTION: **An indexing arrow is located on top of the fuel pump module to clock it's position into the fuel tank, note it's location for**

reassembly.

NOTE: Prior to removing the fuel pump module, use compressed air to remove any accumulated dirt and debris from around fuel tank opening.

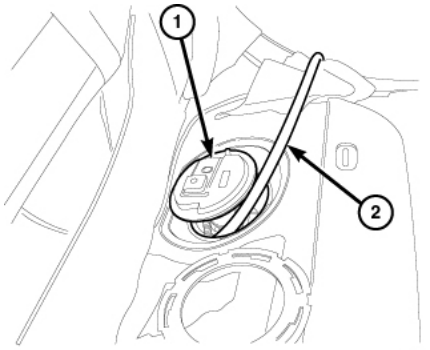


5355

8. Mark the fuel pump module orientation.
9. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring.
10. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench (1).
11. Rotate the breaker bar counterclockwise and remove the lock ring.

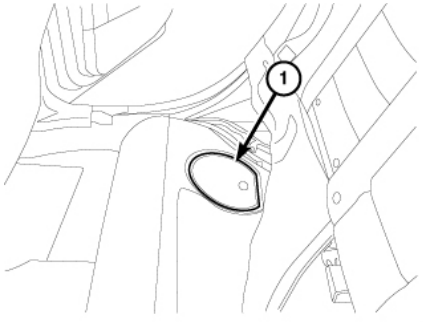
CAUTION: **Do not spill fuel into the interior of the vehicle.**

CAUTION: **The lower reservoir of the fuel pump module must be drained before removal or fuel can spill into the interior of the vehicle.**



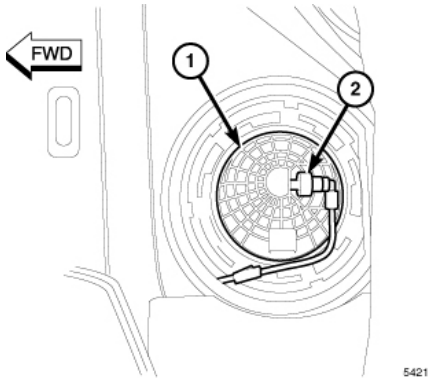
5357

12. Lift the fuel pump module up enough to push a 3/8 inch hose into the fuel tank.
13. Attach the opposite end of this hose to an OSHA approved fuel storage tank such as the JohnDow Gas Caddy 320-FC-P30-A or equivalent.
14. Using the gas caddy, evacuate the left side of the fuel tank.
15. Remove the right side auxiliary fuel pump module plastic access cover (1).



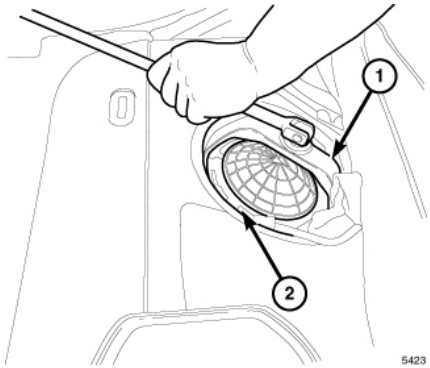
5419

16. Disconnect the fuel supply line (2) at the auxiliary fuel pump module (1).



CAUTION: **An indexing arrow is located on top of the fuel pump module to clock it's position into the fuel tank, note it's location for reassembly.**

NOTE: Prior to removing the auxiliary fuel pump module, use compressed air to remove any accumulated dirt and debris from around fuel tank opening.



17. Mark the auxiliary fuel pump module orientation.

18. Position the SAE Fuel Pump Lock Ring Wrench 9340 (1) into the notches on the outside edge of the lock ring (2).

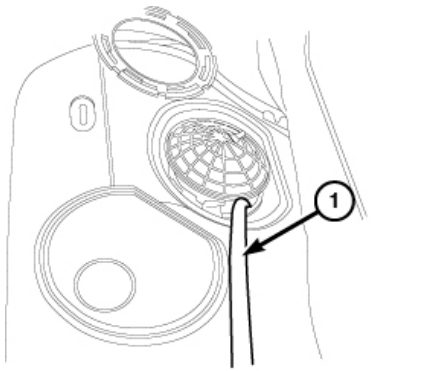
19. Install a 1/2 inch drive breaker bar into the SAE Fuel Pump Lock Ring Wrench 9340 (1).

20. Rotate the breaker bar counterclockwise and remove the lock ring.

21. Lift the auxiliary fuel pump module up enough to push a 3/8 inch hose (1) into the fuel tank.

22. Attach the opposite end of this hose to an OSHA approved fuel storage tank such as the JohnDow Gas Caddy 320-FC-P30-A or equivalent.

23. Using the gas caddy, evacuate the right side of the fuel tank.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL SYSTEM PRESSURE RELEASE

WARNING: **The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.**

1. Remove the fuel pump relay from the Power Distribution Center (PDC) (Refer to 04 - Vehicle Quick Reference/Fuse Locations and Types - Specifications) . A relay location label can also be found on the underside of the PDC cover.
2. Start and run the engine until it stalls.
3. Attempt restarting engine until it will no longer run.
4. Turn ignition key to the OFF position.
5. Return fuel pump relay to the Power Distribution Center (PDC).

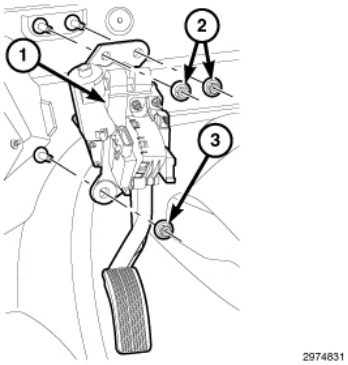
NOTE: After servicing the fuel system, one or more Diagnostic Trouble Codes (DTC's) may have been stored in the Powertrain Control Module (PCM) memory due to disconnecting the fuel pump module circuit. A diagnostic scan tool must be used to erase a DTC.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

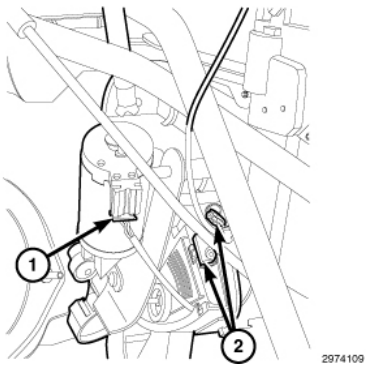
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

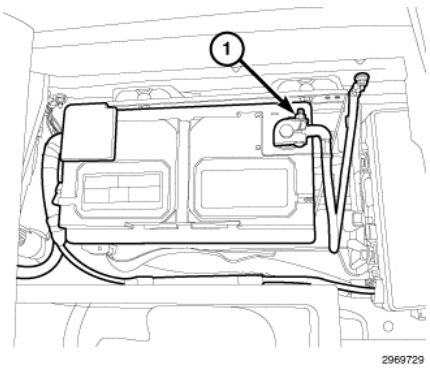
1. Position the pedal assembly (1) to the mounting studs.
2. Install the pedal assembly 3 retaining nuts (2,3) and tighten to 34 N·m (25 ft. lbs.).



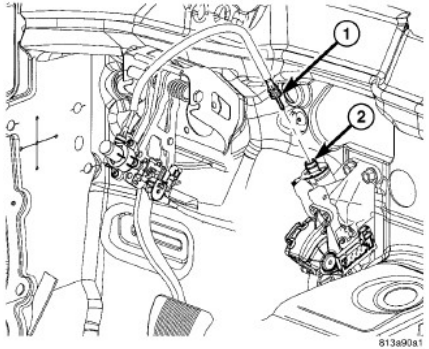
3. Connect both electrical connectors at the APPS (2).
4. Connect the electrical connector at the accelerator pedal adjuster motor (1).



5. Connect the negative battery cable (1).



6. If equipped with adjustable pedals, synchronize the accelerator pedal to the brake pedal and then connect the adjuster cable (1) to the accelerator pedal adjuster motor (2) (Refer to 05 - Brakes/Hydraulic/Mechanical/PEDAL(S) , Brake and/or Accelerator - Installation).

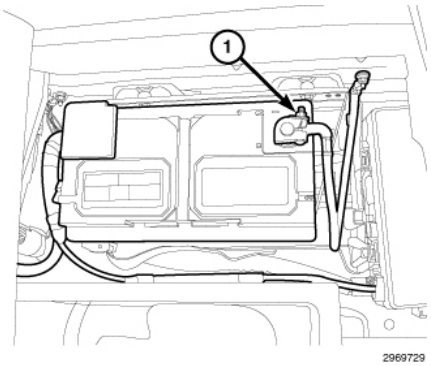


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

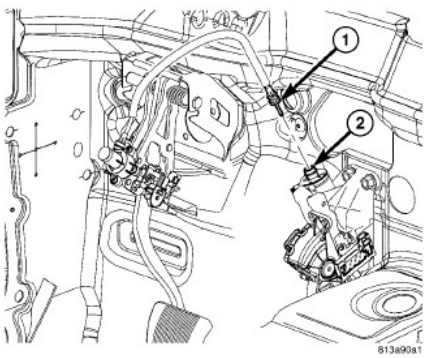
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

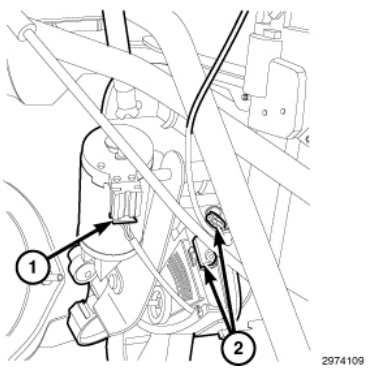
1. Disconnect the negative battery cable (1).



2. If equipped with adjustable pedals, remove the adjuster cable (1) at accelerator pedal adjuster motor (2).



CAUTION: **Do not attempt to separate or remove the Accelerator Pedal Position Sensor (APPS) from the accelerator pedal assembly. The APPS and the accelerator pedal is replaced as an assembly. If the sensor is removed from the pedal, the electronic calibration may be destroyed.**

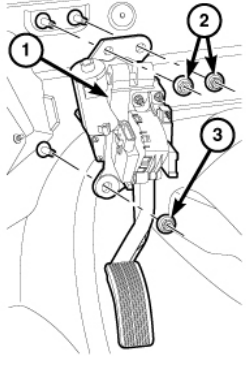


3. Disconnect the electrical connector at the accelerator pedal adjuster motor (1).

4. Disconnect both electrical connectors at the APPS (2).

5. Remove the pedal assembly 3 retaining nuts (2,3).

6. Remove the pedal assembly (1).

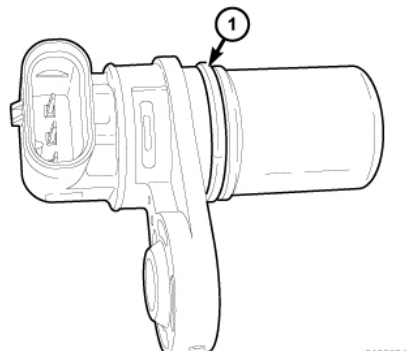


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Crankshaft Position (CKP) sensor (1) is a hall effect device combined with an internal magnet.

The CKP sensor is mounted into the right rear side of the cylinder block. It is positioned and bolted into a machined hole.

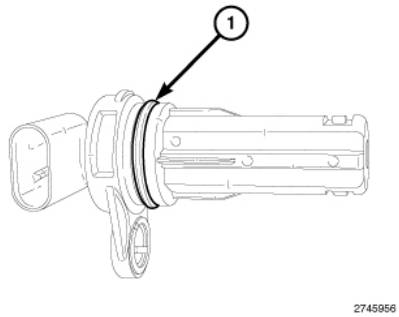


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

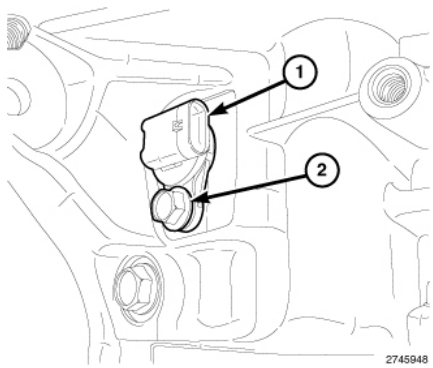
1. The crankshaft position (CKP) sensor O-ring (1) can be reused if not damaged.
2. Apply a small amount of engine oil to the sensor O-ring (1).



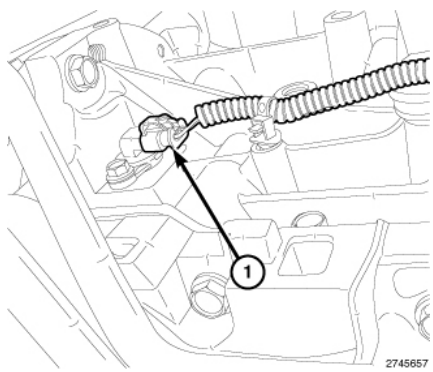
3. Clean out the CKP sensor mounting bolt hole in the engine block.
4. Install the sensor (1) into the engine block with a slight rocking and twisting motion.

CAUTION: **Before tightening the CKP sensor mounting bolt, be sure the sensor is completely flush to the cylinder block. If the CKP sensor is not flush, damage to the sensor mounting tang may result.**

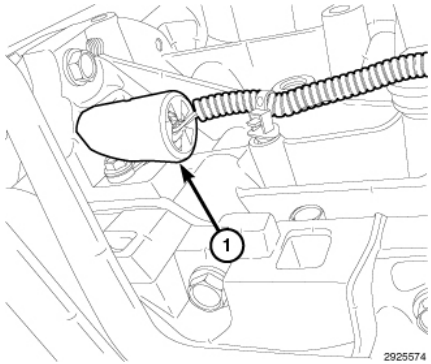
5. Install the mounting bolt (2) and tighten to 12 N·m (9 ft. lbs.).



6. Connect the CKP sensor electrical connector (1).

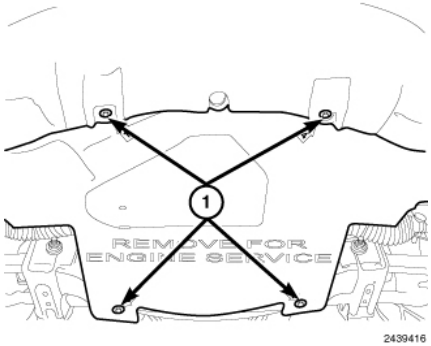


7. Position the heat shield (1) over the CKP sensor.

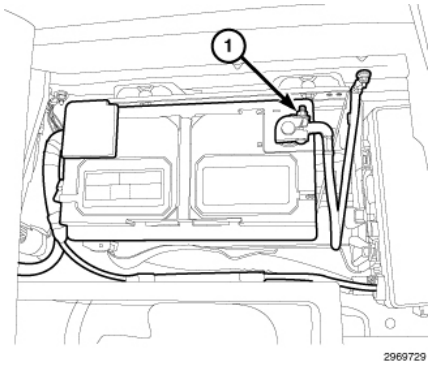


8. Position the belly pan and install the retainers (1).

9. Lower the vehicle.



10. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



NOTE:

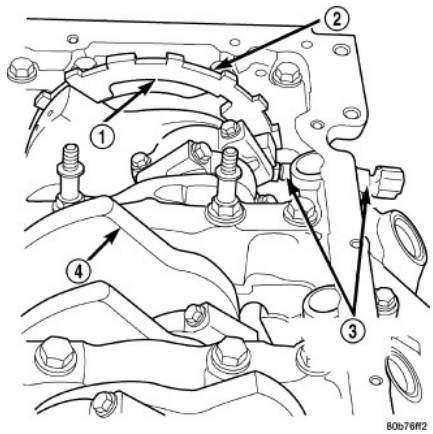
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

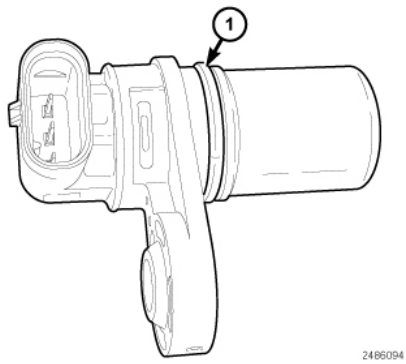
OPERATION

The engine speed and crankshaft position are provided through the CKP (Crankshaft Position) sensor (3). The sensor generates pulses which sends an input signal to the Powertrain Control Module (PCM). The PCM interprets the sensor input signal to determine the crankshaft position. The PCM then uses this information, along with other inputs, to determine injector sequence and ignition timing.

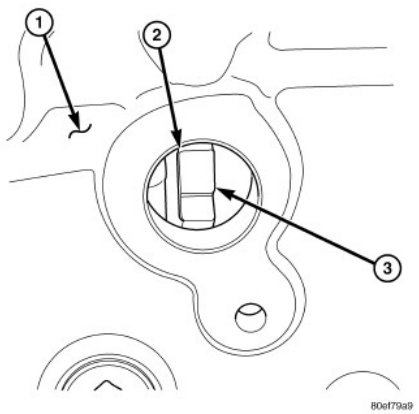
A tonewheel (targetwheel) is bolted to the engine crankshaft (1). This tonewheel has notches (2) on the outer edge.



The sensor (1) is a hall effect device combined with an internal magnet. It is also sensitive to steel within a certain distance from it.



The notches (3) cause a pulse to be generated when they pass under the sensor. The generated pulses are the input signal to the PCM.

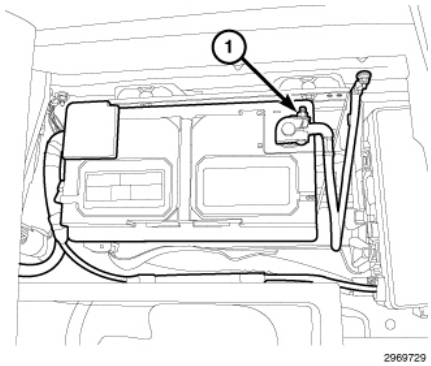


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

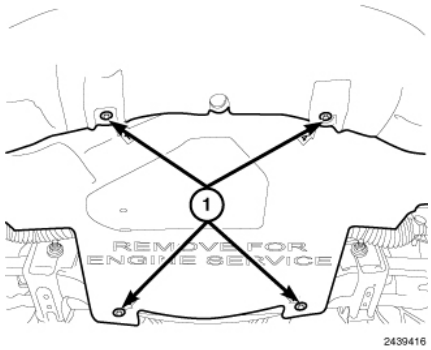
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable (1).

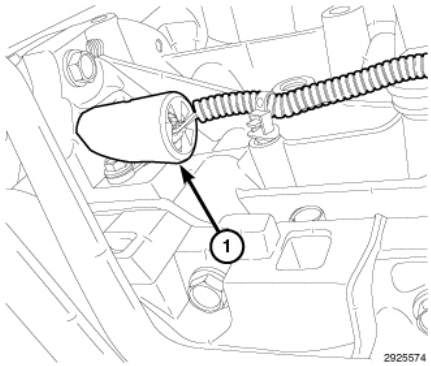


2. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
3. Remove the belly pan retainers (1) and remove the belly pan.

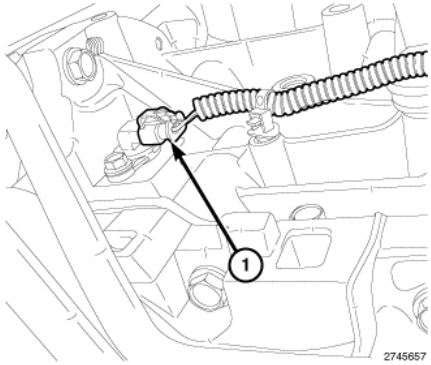


The crankshaft position (CKP) sensor is mounted into the right rear side of the cylinder block.

4. Push back the heat shield (1) from the crankshaft position (CKP) sensor.

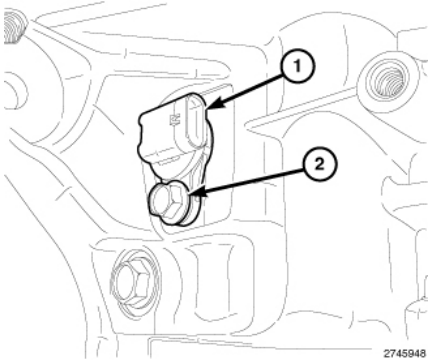


5. Disconnect the electrical connector (1) from the crankshaft position (CKP) sensor.

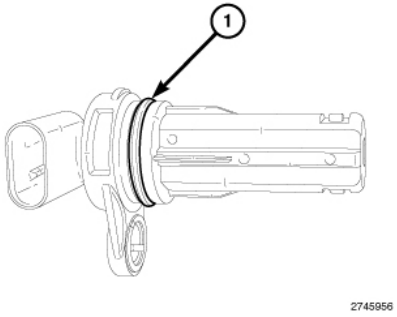


6. Remove the sensor mounting bolt (2).

7. Carefully twist the sensor (1) from the cylinder block.



8. The CKP sensor O-ring (1) can be reused if not damaged.

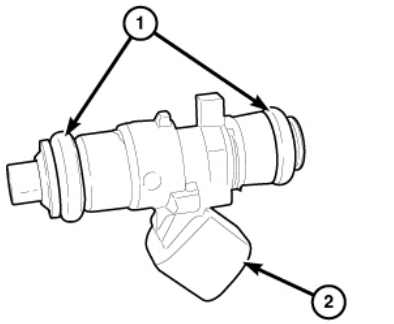


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

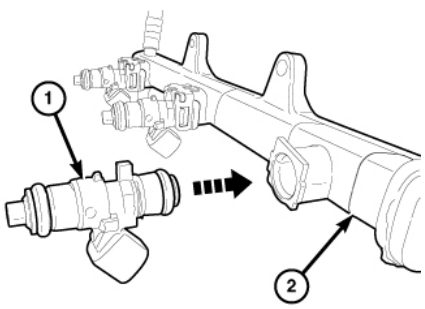
1. Lightly lubricate the new O-ring seals (1) with clean engine oil and position the seals onto the fuel injector (2).



2756756

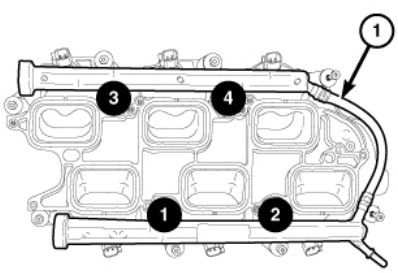
NOTE: Number 2 fuel injector installation shown, all other fuel injectors similar.

2. Install the fuel injectors (1) into the fuel rail (2).



2756853

3. Install the fuel rail and upper intake manifold (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Installation) .

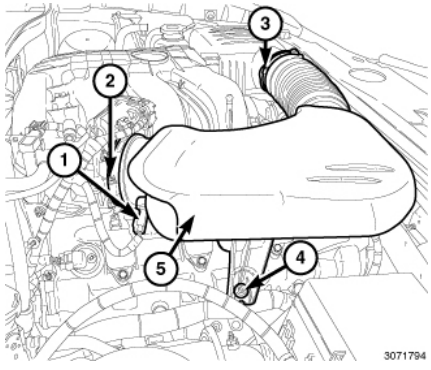


2756534

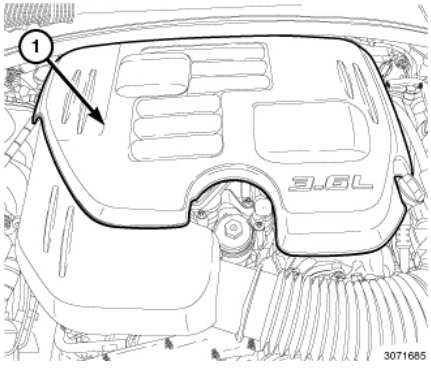
4. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
5. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
6. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

7. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

8. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).

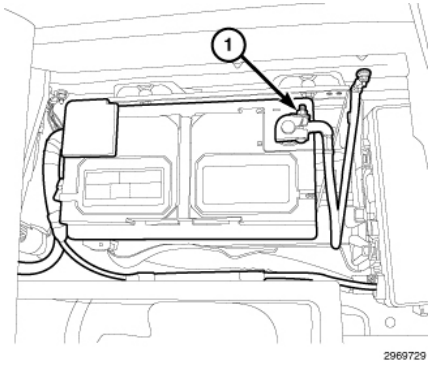


9. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



10. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

11. Start the engine and check for leaks.



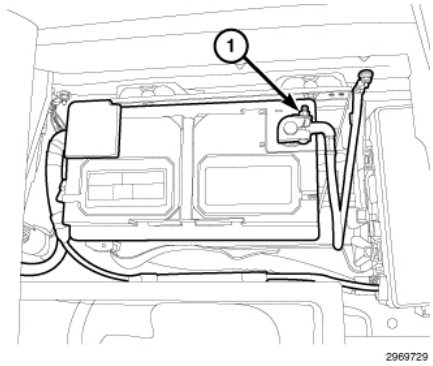
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

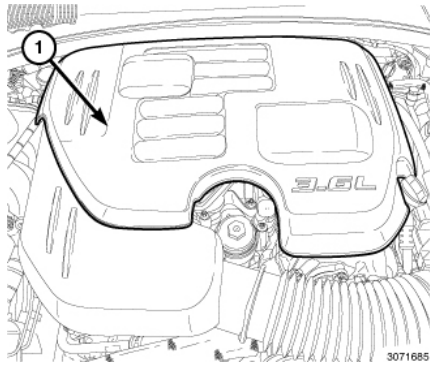
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The fuel system is under constant pressure even with engine off. Before servicing the fuel rail, fuel system pressure must be released.**

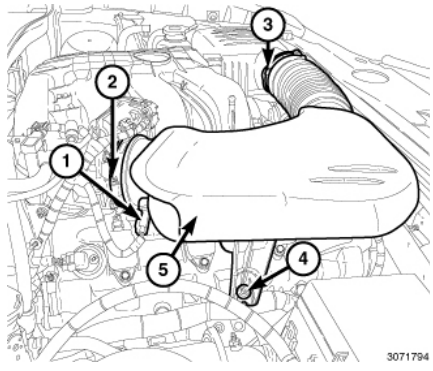
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).



3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

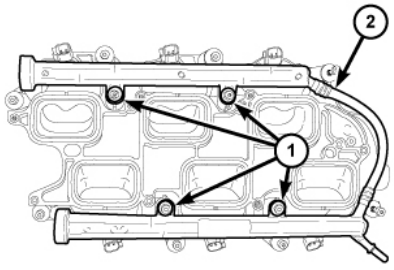


4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).



CAUTION: **When removing the fuel rail from the lower intake manifold, one or more fuel injectors may remain in the intake manifold resulting in residual fuel spilling onto the engine from the fuel rail.**

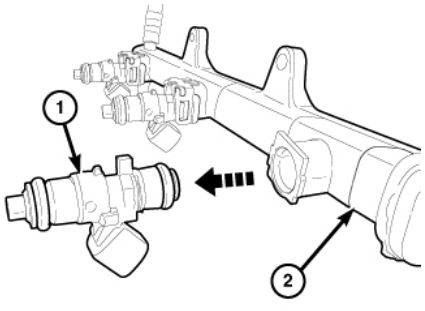
9. Remove the upper intake manifold and fuel rail (2) (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Removal) .



2714021

NOTE: Number 2 fuel injector removal shown, all other fuel injectors similar.

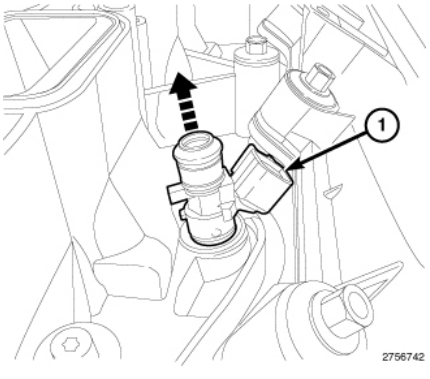
10. Remove the fuel injectors (1) from the fuel rail (2).



2744672

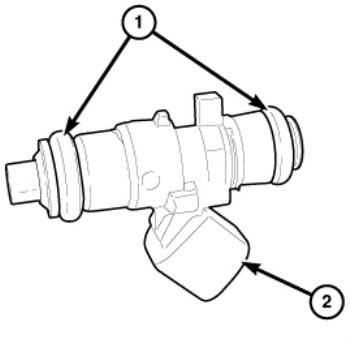
NOTE: Number 2 fuel injector removal shown, all other fuel injectors similar.

11. Remove the fuel injectors (1) from the lower intake manifold.



2756742

12. Remove and discard all fuel injector O-ring seals (1).



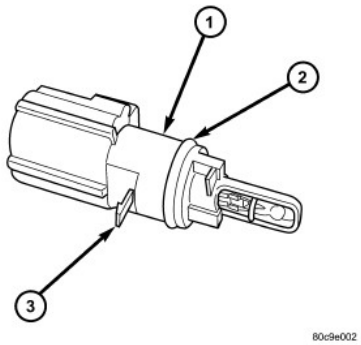
2756756

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

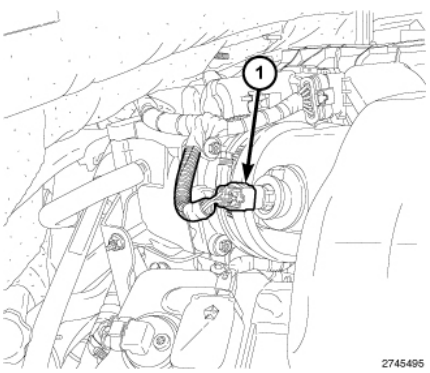
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

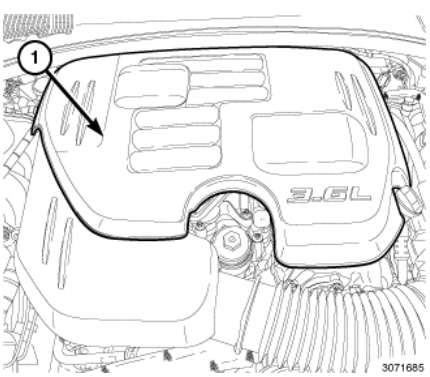
1. The Inlet Air Temperature (IAT) sensor O-ring seal (2) can be reused if not damaged.
2. Clean the IAT sensor mounting hole in the air inlet hose.
3. Install the IAT sensor into the air inlet hose and rotate clockwise until the release tab (3) engages.



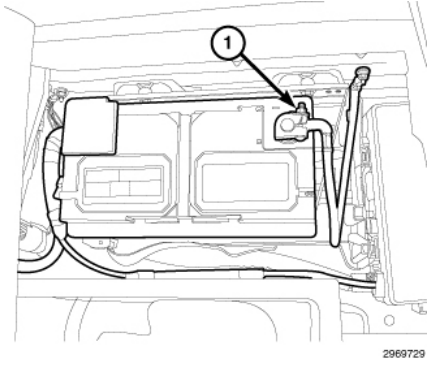
4. Install the electrical connector (1) to the IAT sensor.



5. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

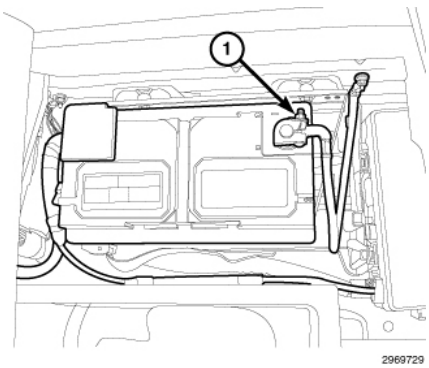


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

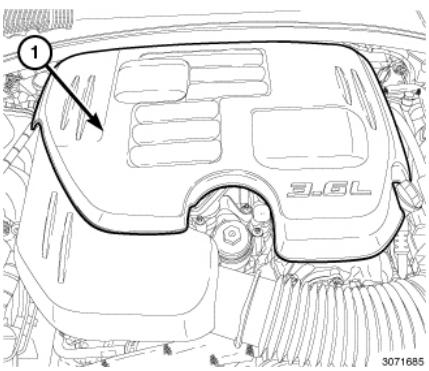
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

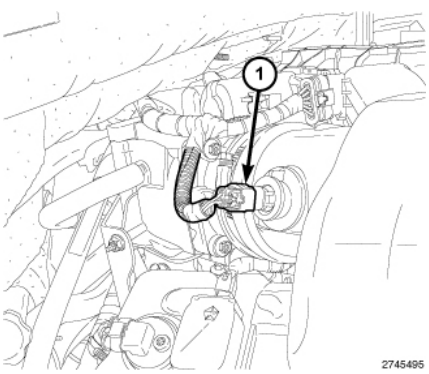
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



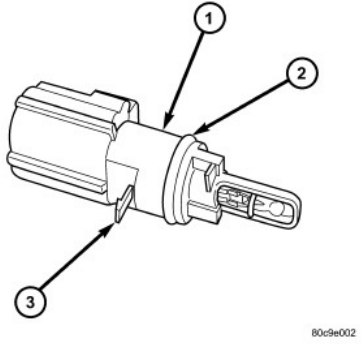
3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.



4. Clean any dirt from the air inlet tube at the IAT sensor base.

5. Gently lift the small plastic release tab (3), rotate the sensor about 1/4 turn counterclockwise and remove the sensor from the inlet air hose.

6. The IAT sensor O-ring (2) can be reused if not damaged.

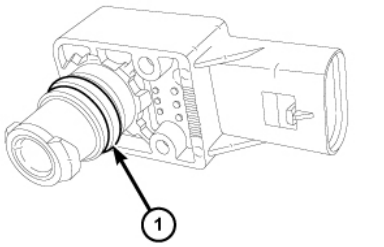


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

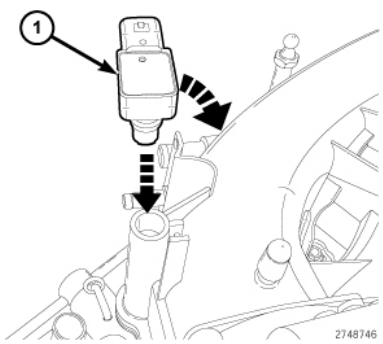
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. The manifold air pressure (MAP) sensor O-ring (1) can be reused if not damaged.
2. Apply a small amount of engine oil to the sensor O-ring (1).



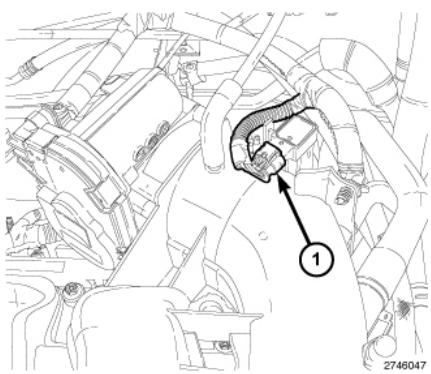
2748738

3. Install the MAP sensor (1) into the upper intake manifold and rotate 1/4 turn clockwise.



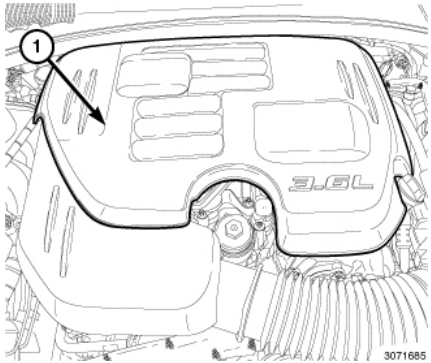
2748746

4. Connect and lock the electrical connector (1) to the sensor.

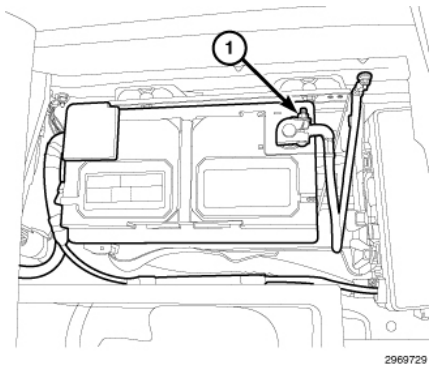


2746047

5. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

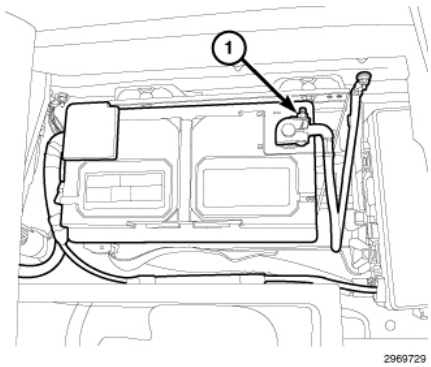


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

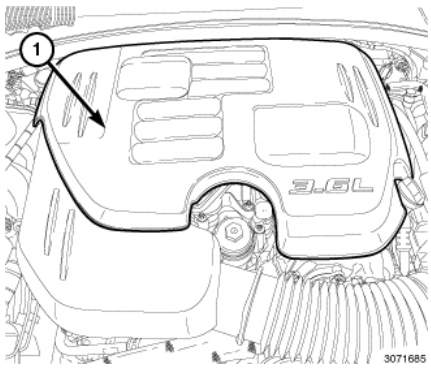
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

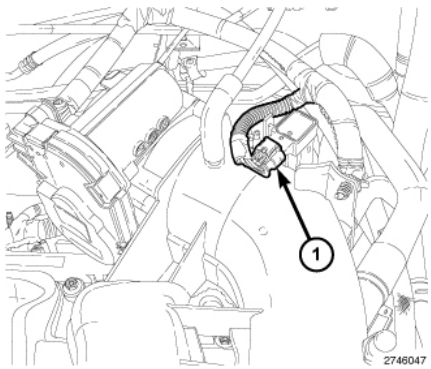
1. Disconnect and isolate the negative battery cable (1).



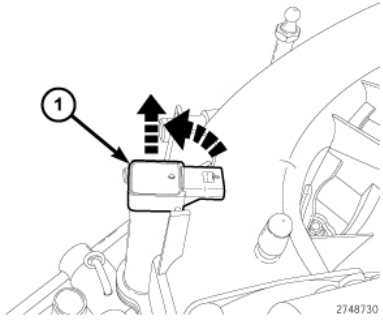
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



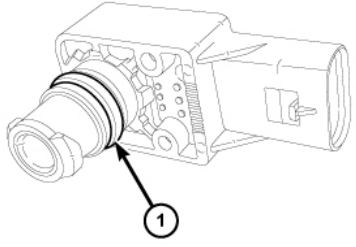
3. Unlock and disconnect the electrical connector (1) from the MAP sensor.



4. Rotate the MAP sensor 1/4 turn counterclockwise and pull the sensor straight up and out of the upper intake manifold.



5. The MAP sensor O-ring (1) can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL CORRECTION or ADAPTIVE MEMORIES

OPERATION

Short Term

Short Term Adaptive or Short Term Fuel Trim (STFT) is an immediate correction to fuel injector pulse width. During Closed Loop operation, Short Term Adaptive makes immediate adjustments to fuel delivery in direct response to the signal from the upstream O2 sensor. The PCM infers air/fuel ratio by monitoring oxygen content measured by the upstream O2 stream sensor.

This is an immediate response to the O2 sensor signal that is not switching or is consistently high or low. If the upstream oxygen sensor voltage is not consistently switching between 2.5 and 3.5 volts, the PCM knows that the base pulse width calculation needs to be modified by adjusting the injector pulse width until the correct O2 sensor voltage is achieved. The need to adjust the injector pulse width may be a result of vehicle operating conditions, engine wear, fuel quality, etc. The maximum range of authority for Short Term Adaptive is ±33%. Short Term Adaptive values are not stores when the ignition is off.

Long Term

The main function of Long Term Adaptive is to make fuel corrections that permit Short Term Adaptive to hover around zero. In order to maintain correct emissions throughout all operating ranges of the engines, a cell structure based on engine rpm and load (MAP) is used.

There are 26 cells used for the NGC. Two of the cells are used only during idle, as determined by throttle position and park/neutral switch input. The other cells each represent a given off-idle manifold pressure and rpm range.

After the vehicle has reached full operating temperature, short term correction factors will update Long Term Adaptive Memory cells based on vehicle load (RPM/MAP) to allow the Short Term Adaptive value to be brought back to near zero. Once this correction factor is updated in the memory, it will be used by the PCM under all operating conditions, open loop and closed loop. However, the values stored in the Long-term are updated only after the vehicle has entered long-term closed loop at full operating temperature. This is done to prevent any transition temperature or start-up compensation form corrupting long term fuel correction.

Long Term and Short Term Adaptive can each change the pulse width by as much as ±33% for a maximum total correction of ±66% from base pulse width calculation. Long Term Adaptive values are used during both Open Loop and Closed Loop operation.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL ECONOMY AND MAINTENANCE

A vehicle that is not properly tuned and maintained cannot be expected to perform at its maximum efficiency and can have an adverse effect on fuel economy. The following recommendations will ensure that the vehicle is performing at its maximum efficiency:

- **Use the recommended motor oil grade.** Using the manufacturer's recommended grade of Mopar® motor oil can improve fuel mileage by 1-2%. Mopar® motor oil labeled "Energy Conserving" contains friction-reducing additives.
- **Check and replace air filters.** Replacing a clogged air filter with a new Mopar® air filter can improve fuel mileage by as much as 10%.
- **Keep the engine tuned.** Repairing a vehicle that is noticeably out of tune can improve fuel mileage by an average of 4%. Maintaining a vehicle and repairing problems, such as a faulty oxygen sensor, can improve mileage by as much as 40%.
- **Keep tires properly inflated.** Underinflated tires can lower fuel mileage by 0.4% for every 1 psi drop in pressure of all four tires.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INJECTION SYSTEM

All engines used in this section have a sequential Multi-Port Electronic Fuel Injection system. The MPI system is computer regulated and provides precise air/fuel ratios for all driving conditions. The Powertrain Control Module (PCM) operates the fuel injection system.

The PCM regulates:

- Ignition timing
- Air/fuel ratio
- Emission control devices
- Cooling fan
- Charging system
- Idle speed
- Vehicle speed control

Various sensors provide the inputs necessary for the PCM to correctly operate these systems. In addition to the sensors, various switches also provide inputs to the PCM.

The PCM can adapt its programming to meet changing operating conditions.

Fuel is injected into the intake port above the intake valve in precise metered amounts through electrically operated injectors. The PCM fires the injectors in a specific sequence. Under most operating conditions, the PCM maintains an air fuel ratio of 14.7 parts air to 1 part fuel by constantly adjusting injector pulse width. Injector pulse width is the length of time the injector is open.

The PCM adjusts injector pulse width by opening and closing the ground path to the injector. Engine RPM (speed) and manifold absolute pressure (air density) are the **primary** inputs that determine injector pulse width.

MODES OF OPERATION

As input signals to the PCM change, the PCM adjusts its response to output devices. For example, the PCM must calculate a different injector pulse width and ignition timing for idle than it does for Wide Open Throttle (WOT). There are several different modes of operation that determine how the PCM responds to the various input signals.

The multi-port fuel injection systems has the following modes of operation:

- Ignition switch ON (Zero RPM)
- Engine start-up
- Engine warm-up
- Cruise
- Idle
- Acceleration
- Deceleration
- Wide-Open-Throttle
- Ignition switch OFF

Within these modes of operation, there are two different types of operation, OPEN LOOP and CLOSED LOOP.

During OPEN LOOP operation the PCM receives input signals and responds according to preset PCM programming. Inputs from the upstream and downstream heated oxygen sensors are not monitored during OPEN LOOP operation, except for heated oxygen sensor diagnostics (they are checked for shorted conditions at all times).

During CLOSED LOOP operation the PCM monitors the inputs from the upstream and downstream heated oxygen sensors. The upstream heated oxygen sensor input tells the PCM if the calculated injector pulse width resulted in the ideal air-fuel ratio of 14.7 to one. By monitoring the exhaust oxygen content through the upstream heated oxygen sensor, the PCM can fine tune injector pulse width. Fine tuning injector pulse width allows the PCM to achieve optimum fuel economy combined with low emissions.

For the PCM to enter CLOSED LOOP operation, the following must occur:

1. Engine coolant temperature must be over 35°F (1.7°C).
    - If the coolant is over 35°F (1.7°C) the PCM will wait 38 seconds.
    - If the coolant is over 50°F (10°C) the PCM will wait 15 seconds.
    - If the coolant is over 167°F (75°C) the PCM will wait 3 seconds.
    - For other temperatures the PCM will interpolate the correct waiting time.
2. O2 sensor must read either greater than 0.745 volts or less than 0.29 volt.

OPEN LOOP operation is used for engine start-up (crank), engine warm-up, deceleration with fuel shutoff and wide open throttle. Under most conditions, acceleration, deceleration (with A/C on), idle and cruise modes, **with the engine at operating temperature** occur in CLOSED LOOP operation.

IGNITION SWITCH ON (ZERO RPM) MODE

When the ignition switch activates the fuel injection system, the following actions occur:

- The PCM monitors the engine coolant temperature sensor and throttle position sensor input. The PCM determines basic fuel injector pulse width from this input.
- The PCM determines atmospheric air pressure from the MAP sensor input to modify injector pulse width.

When the key is in the ON position and the engine is not running (zero rpm), the Auto Shutdown (ASD) and fuel pump relays de-energize after approximately 1 second. Therefore, battery voltage is not supplied to the fuel pump, ignition coil, fuel injectors and heated oxygen sensors.

ENGINE START-UP MODE

This is an OPEN LOOP mode. If the vehicle is in park or neutral (automatic transaxles) or the clutch pedal is depressed (manual transaxles) the ignition switch energizes the starter relay when the engine is not running. The following actions occur when the starter motor is engaged.

- If the PCM receives the camshaft position sensor and crankshaft position sensor signals, it energizes the Auto Shutdown (ASD) relay and fuel pump relay. If the PCM does not receive both signals within approximately one second, it will not energize the ASD relay and fuel pump relay. The ASD and fuel pump relays supply battery voltage to the fuel pump, fuel injectors, ignition coil, (EGR solenoid and PCV heater if equipped) and heated oxygen sensors.
- The PCM energizes the injectors (on the 69° falling edge) for a calculated pulse width until it determines crankshaft position from the camshaft position sensor and crankshaft position sensor signals. The PCM determines crankshaft position within 1 engine revolution.
- After determining crankshaft position, the PCM begins energizing the injectors in sequence. It adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.
- When the engine idles within ±64 RPM of its target RPM, the PCM compares current MAP sensor value with the atmospheric pressure value received during the Ignition Switch On (zero RPM) mode.

Once the ASD and fuel pump relays have been energized, the PCM determines injector pulse width based on the following:

- MAP
- Engine RPM
- Battery voltage
- Engine coolant temperature
- Inlet/Intake air temperature (IAT)
- Throttle position
- The number of engine revolutions since cranking was initiated

During Start-up the PCM maintains ignition timing at 9° BTDC.

ENGINE WARM-UP MODE

This is an OPEN LOOP mode. The following inputs are received by the PCM:

- Manifold Absolute Pressure (MAP)
- Crankshaft position (engine speed)
- Engine coolant temperature
- Inlet/Intake air temperature (IAT)
- Camshaft position
- Knock sensor
- Throttle position
- A/C switch status
- Battery voltage
- Vehicle speed
- Speed control
- O2 sensors

The PCM adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.

The PCM adjusts ignition timing and engine idle speed. Engine idle speed is adjusted through the idle air control motor.

CRUISE OR IDLE MODE

When the engine is at operating temperature this is a CLOSED LOOP mode. During cruising or idle the following inputs are received by the PCM:

- Manifold absolute pressure
- Crankshaft position (engine speed)
- Inlet/Intake air temperature
- Engine coolant temperature
- Camshaft position
- Knock sensor
- Throttle position
- Exhaust gas oxygen content (O2 sensors)
- A/C switch status
- Battery voltage
- Vehicle speed

The PCM adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.

The PCM adjusts engine idle speed and ignition timing. The PCM adjusts the air/fuel ratio according to the oxygen content in the exhaust gas (measured by the upstream and downstream heated oxygen sensor).

The PCM monitors for engine misfire. During active misfire and depending on the severity, the PCM either continuously illuminates or flashes the malfunction indicator lamp (Check Engine light on instrument panel). Also, the PCM stores an engine misfire DTC in memory, if 2nd trip with fault.

The PCM performs several diagnostic routines. They include:

- Oxygen sensor monitor
- Downstream heated oxygen sensor diagnostics during open loop operation (except for shorted)
- Fuel system monitor
- EGR monitor (if equipped)
- Purge system monitor
- Catalyst efficiency monitor
- All inputs monitored for proper voltage range, rationality.
- All monitored components (refer to the Emission section for On-Board Diagnostics).

The PCM compares the upstream and downstream heated oxygen sensor inputs to measure catalytic convertor efficiency. If the catalyst efficiency drops below the minimum acceptable percentage, the PCM stores a diagnostic trouble code in memory, after 2 trips.

During certain idle conditions, the PCM may enter a variable idle speed strategy. During variable idle speed strategy the PCM adjusts engine speed based on the following inputs.

- A/C status
- Battery voltage
- Battery temperature or Calculated Battery Temperature
- Engine coolant temperature
- Engine run time
- Inlet/Intake air temperature
- Vehicle mileage

ACCELERATION MODE

This is a CLOSED LOOP mode. The PCM recognizes an abrupt increase in Throttle Position sensor output voltage or MAP sensor output voltage as a demand for increased engine output and vehicle acceleration. The PCM increases injector pulse width in response to increased fuel demand.

- Wide Open Throttle-open loop

DECELERATION MODE

This is a CLOSED LOOP mode. During deceleration the following inputs are received by the PCM:

- A/C status
- Battery voltage
- Inlet/Intake air temperature
- Engine coolant temperature
- Crankshaft position (engine speed)
- Exhaust gas oxygen content (upstream heated oxygen sensor)
- Knock sensor
- Manifold absolute pressure
- Throttle position sensor
- IAC motor (solenoid) control changes in response to MAP sensor feedback

The PCM may receive a closed throttle input from the Throttle Position Sensor (TPS) when it senses an abrupt decrease in manifold pressure. This indicates a hard deceleration (Open Loop). In response, the PCM may momentarily turn off the injectors. This helps improve fuel economy, emissions and engine braking.

WIDE-OPEN-THROTTLE MODE

This is an OPEN LOOP mode. During wide-open-throttle operation, the following inputs are used by the PCM:

- Inlet/Intake air temperature
- Engine coolant temperature
- Engine speed
- Knock sensor
- Manifold absolute pressure
- Throttle position

When the PCM senses a wide-open-throttle condition through the Throttle Position Sensor (TPS) it de-energizes the A/C compressor clutch relay. This disables the air conditioning system and disables EGR (if equipped).

The PCM adjusts injector pulse width to supply a predetermined amount of additional fuel, based on MAP and RPM.

IGNITION SWITCH OFF MODE

When the operator turns the ignition switch to the OFF position, the following occurs:

- All outputs are turned off, unless 02 Heater Monitor test is being run. Refer to the Emission section for On-Board Diagnostics.
- No inputs are monitored except for the heated oxygen sensors. The PCM monitors the heating elements in the oxygen sensors and then shuts down.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SYSTEM DIAGNOSIS

OPERATION

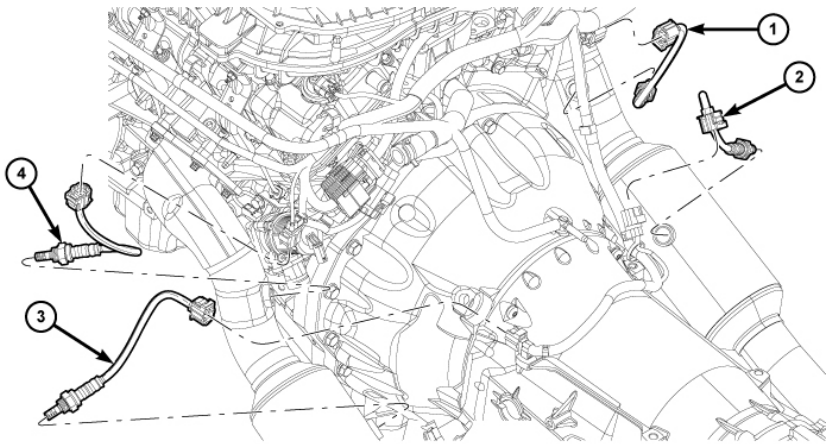
The PCM can test many of its own input and output circuits. If the PCM senses a fault in a major system, the PCM stores a Diagnostic Trouble Code (DTC) in memory.

For DTC information see On-Board Diagnostics (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Powertrain Control - Description) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure



2797543

The engine is equipped with four heated oxygen sensors:

- The right upstream oxygen sensor (1) is referred to as the 1/1 sensor.
- The right downstream oxygen sensor (2) is referred to as the 1/2 sensor.
- The left upstream oxygen sensor (4) is referred to as the 2/1 sensor.
- The lefft downstream oxygen sensor (3) is referred to as the 2/2 sensor.

1. If reinstalling the original oxygen sensor, coat the sensor threads with an anti-seize compound such as Loctite 771- 64 or equivalent. New sensors have compound on the threads and do not require an additional coating. **Do Not add any additional anti-seize compound to the threads of a new oxygen sensor.**
2. Install the oxygen sensor and tighten to 43 N·m (32 ft. lbs.).

   CAUTION: **Never apply any type of grease to the oxygen sensor electrical connector, or attempt any repair of the sensor wiring harness.**
3. Connect the heated oxygen sensor electrical connector.
4. Lower the vehicle.
5. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The intake manifold features a dual shaft Short Runner Valve (SRV) system to maximize both low end torque and peak power. The SRV is bolted to the rear of the intake manifold and can be service separately from the manifold.

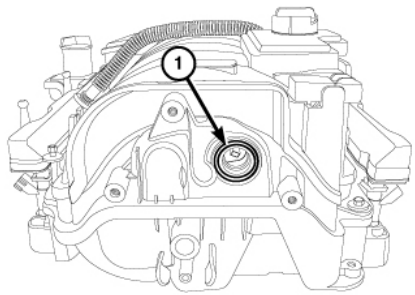
The SRV system operates under Wide Open Throttle conditions to maximize engine performance. When activated by the PCM, the SRV actuates a mechanical linkage to redirect the intake air flow to eight short runners. The PCM looks for a signal feedback when the actuator is activated. If the signal feedback is not present, the PCM sets the DTC.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

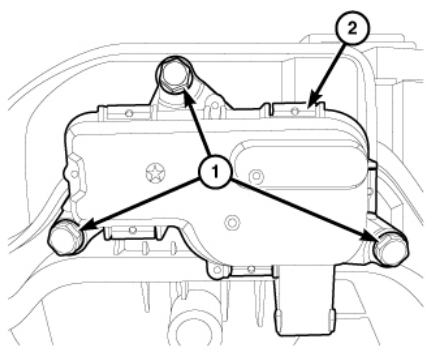
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.



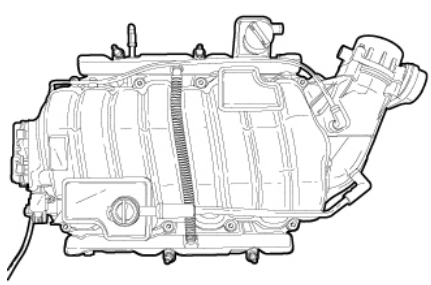
2979774

1. Install a new SRV actuator rubber O-ring seal (1).



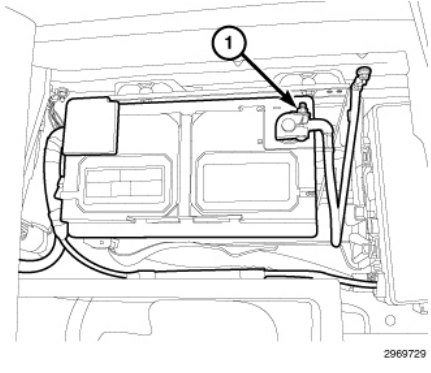
2979559

2. Position the SRV actuator (2), install the retaining bolts (1) and tighten to 5 N·m (44 in. lb.).


2979729

3. Install the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .

4. Connect the negative battery cable (1).

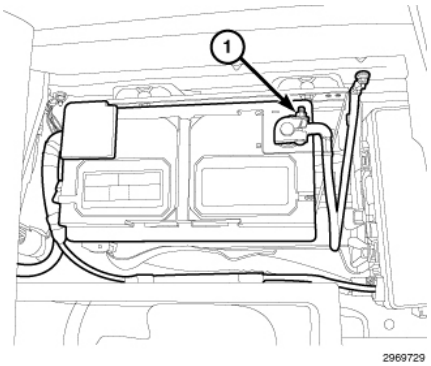


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

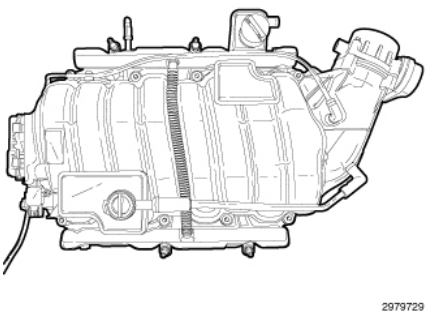
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

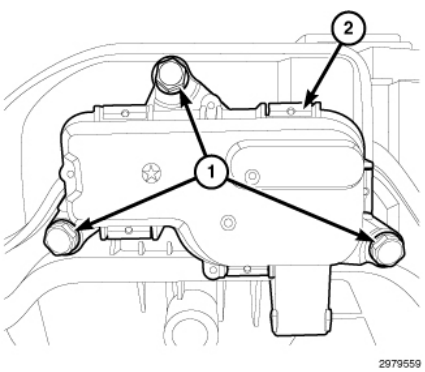
1. Disconnect the negative battery cable (1).



2. Remove the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .

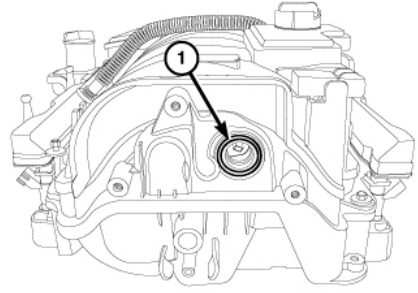


3. Remove the Short Runner Valve (SRV) actuator retaining bolts (1) and remove the SRV actuator (2).



NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.

4. Remove and discard the SRV actuator rubber O-ring seal (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

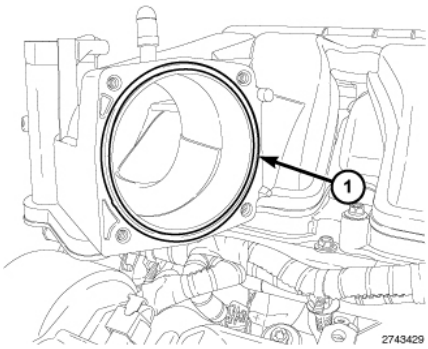
The SRV system operates under WOT conditions above 5000 rpm to maximize engine performance. When actuated by the PCM, the SRV solenoid energizes, allowing mechanical linkage to redirect the intake air flow to six short runners. The PCM looks for a current spike when actuating the solenoid. If the spike is not present, the PCM sets the DTC.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

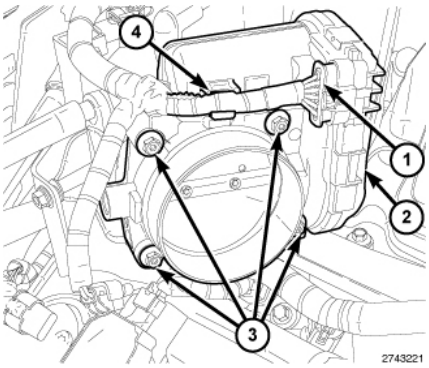
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

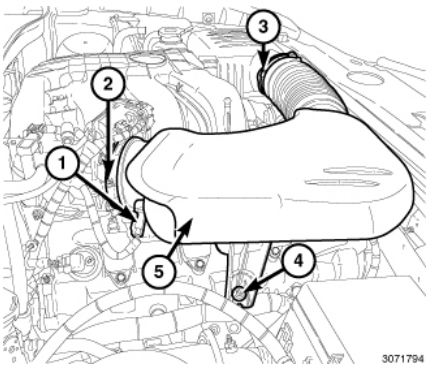
1. Check the condition of the throttle body-to-intake manifold seal (1). The seal can be reused if not damaged.
2. Clean the mating surfaces of the throttle body and intake manifold.



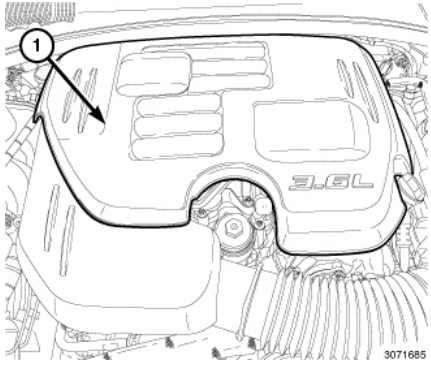
3. Position the throttle body (2) to the intake manifold.
4. Install the throttle body mounting bolts (3) and tighten in a crisscross pattern sequence to 6 N·m (53 in. lbs.).
5. Connect the electrical connector (1) to the Electronic Throttle Control (ETC) (2) and secure the ETC harness to the clip (4) on the throttle body.



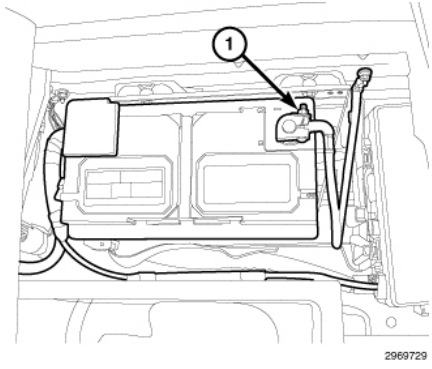
6. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
7. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
8. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).
9. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).
10. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



11. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



12. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

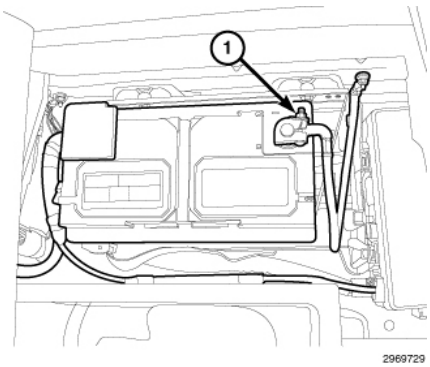


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

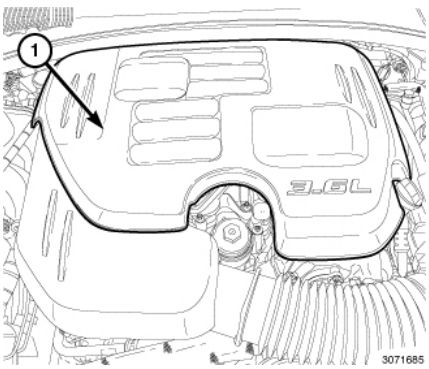
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

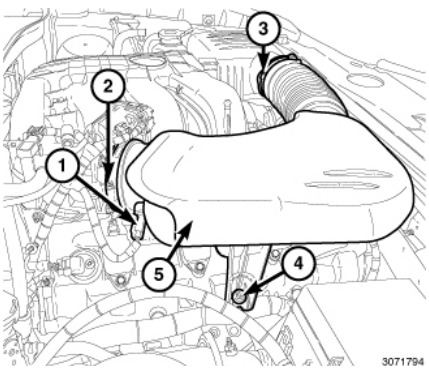
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

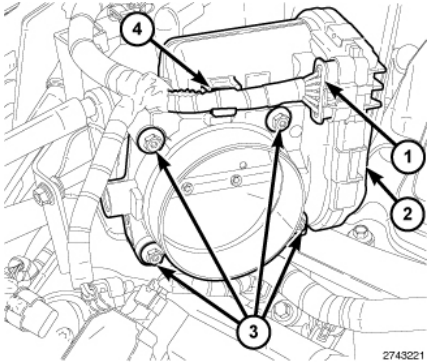


CAUTION: **Never have the ignition key in the ON position when checking the throttle body shaft for a binding condition. This may set DTC's.**

8. Disconnect the electrical connector (1) from the Electronic Throttle Control (ETC) (2) and unfasten the ETC harness from the clip (4) on the throttle body.
9. Remove four throttle body mounting bolts (3).

10. Remove the throttle body from the upper intake manifold.

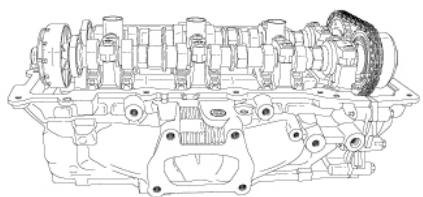
11. Check the condition of the throttle body-to-intake manifold seal. The seal can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The 3.6L aluminum cylinder heads are a unique design with left and right castings. The exhaust manifolds are integrated into the cylinder heads. If any damaged is found to the exhaust manifold portion, the cylinder head must be removed for repair or replacement (Refer to 09 - Engine/Cylinder Head - Removal) .



2793404

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

A misaligned exhaust system is usually indicated by a vibration, rattling noise, or binding of exhaust system components. These noises are sometimes hard to distinguish from other chassis noises. Inspect exhaust system for broken or loose clamps, heat shields, isolators, and brackets. Replace or tighten as necessary. It is important that exhaust system clearances and alignment be maintained.

Perform the following procedures to align the exhaust system:

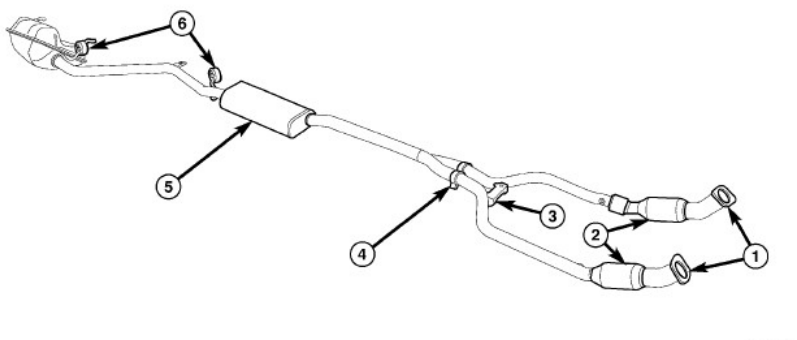
1. Loosen clamps and support brackets.

2. Align the exhaust system starting at the front, working rearward.

3. Tighten all clamps and brackets once alignment and clearances are achieved.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The 5.7L close coupled, three-way catalytic converter inlets are connected to the exhaust manifolds by the use of ball flange (1). The left and right side converter outlet pipe connects to the exhaust system. The 5.7L is bolted to the exhaust header. The 3.6L bolts directly to the integrated exhaust manifold (Refer to 09 - Engine/Manifolds /MANIFOLD, Exhaust - Description) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Check catalytic converter for a flow restriction. (Refer to 11 - Exhaust System - Diagnosis and Testing) Exhaust System Restriction Check for procedure.

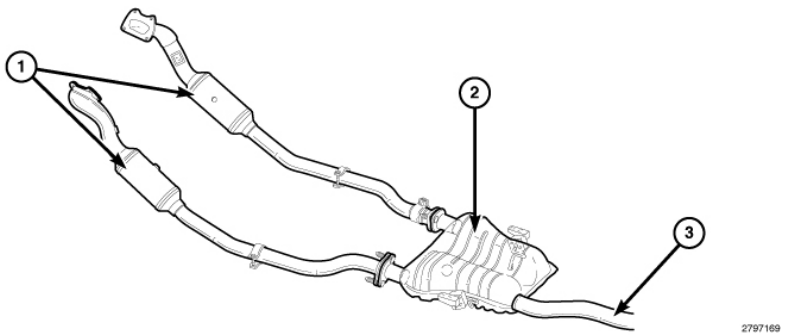
Visually inspect the catalytic converter element by using a borescope or equivalent. Remove oxygen sensor(s) and insert borescope. If borescope is not available, remove converter and inspect element using a flashlight. Inspect element for cracked or melted substrate.

NOTE: Before replacing a catalytic converter, determine the root cause of failure. Most catalytic converter failures are caused by air, fuel or ignition problems. (Refer to Appropriate Diagnostic Information) for test procedures.

DESCRIPTION

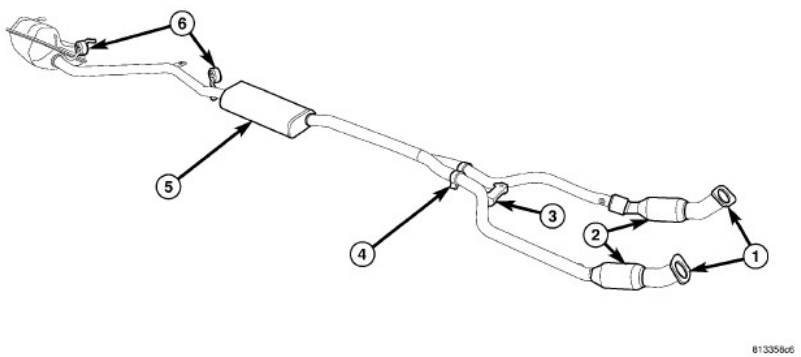
WARNING: **The normal operating temperature of the exhaust system is very high. Therefore, never work around or attempt to service any part of the exhaust system until it is cooled. Special care should be taken when working near the catalytic converter. The temperature of the converter rises to a high level after a short period of engine operation time.**

CAUTION: **Avoid application of rust prevention compounds or undercoating materials to exhaust system floor pan heat shields. Light overspray near the edges is permitted. Application of coating will result in excessive floor pan temperatures and objectionable fumes.**



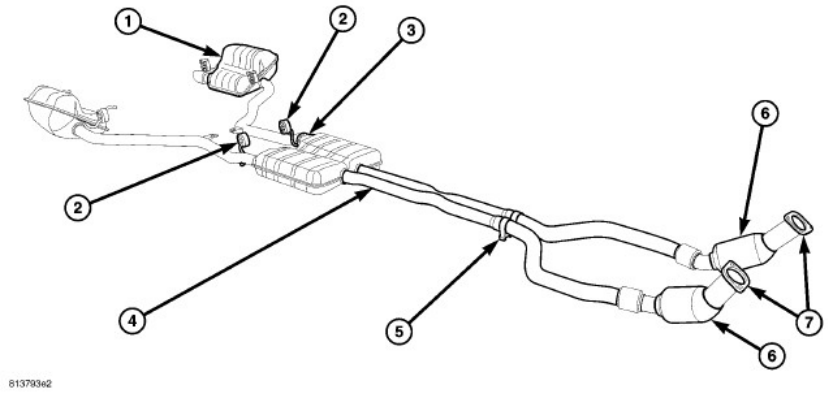
The 3.6L converters are mounted to an integrated exhaust manifold (Refer to 09 - Engine/Manifolds/MANIFOLD, Exhaust - Description)

The 3.6L exhaust system uses two catalytic converters (1) located in the front exhaust pipe and a single muffler (2), with a single resonator/tailpipe assembly.



The exhaust system consists of two front close coupled catalytic converters, a RH rear muffler and resonator assembly, and on vehicles equipped with dual exhaust, LH resonator and tailpipe assembly.

For the single exhaust systems, the RH muffler, resonator and tailpipe (4) are one single unit .



EXHAUST SYSTEM - V8 DUAL SYSTEM

1 - LH REAR RESONATOR AND TAIL PIPE

2 - ISOLATOR

3 - BALL FLARE FLANGE 5.7L/6.4L

4 - RH REAR MUFFLER AND RESONATOR

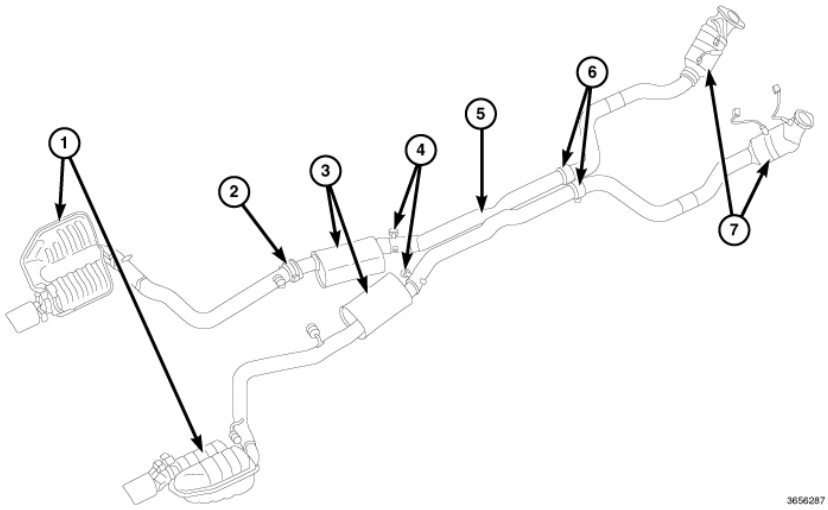
5 - BAND CLAMPS

6 - CATALYTIC CONVERTER ASSEMBLY

7 - BALL FLANGE

On a 5.7L/6.4L, both catalytic converters attach directly to the exhaust manifold using studs and nuts.

The exhaust down pipes exit the converters and connect into the rear muffler and resonator (s).



Performance exhaust systems use two catalytic converters (7) located in the front exhaust pipe, and dual mufflers (3), a dual resonator/tailpipe assembly (1), and an active exhaust valve (4) located at the exhaust pipes (5).

The front exhaust pipe/catalytic converter assembly is a hydra-form thin wall air gap design. This design is used to reduce heat, noise and improve emissions. When replacement is required, use original equipment parts (or their equivalent).

The exhaust manifolds are equipped with ball flange outlets to assure a tight seal and strain free connections.

The exhaust system must be properly aligned to prevent stress, leakage and body contact. If the system contacts any body panel, it may amplify objectionable noises originating from the engine or body.

When inspecting an exhaust system, critically inspect for cracked or loose joints, stripped screw or bolt threads, corrosion damage and worn, cracked or broken hangers. Replace all components that are badly corroded or damaged. DO NOT attempt to repair.

When replacement is required, use original equipment parts (or their equivalent). This will assure proper alignment and provide acceptable exhaust noise levels.

The exhaust system consists of exhaust manifold(s), exhaust pipe with active exhaust valves, differential pressure sensor, catalytic converter(s) with oxygen sensors,

muffler and tailpipe.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

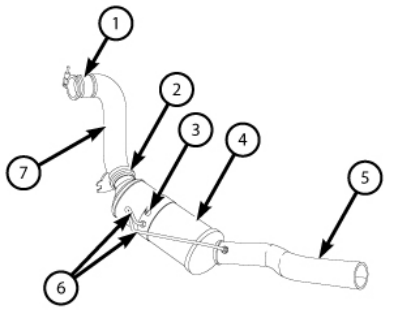
A diesel particulate filter (DPF) is installed for exhaust gas after-treatment. The DPF filters, stores and burns particulate matter (soot) that is generated during the combustion process. The soot is oxidized to carbon dioxide CO_2 at exhaust temperatures over 600º C (1,112º F).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

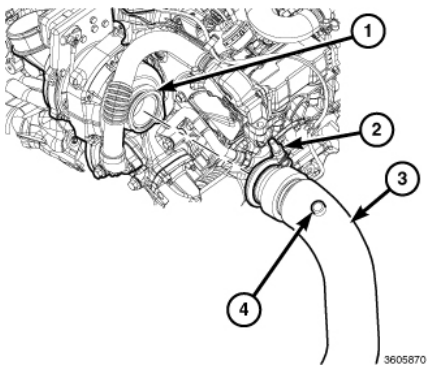
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the steel differential pressure lines (6).
2. Position the Diesel Particulate Filter (DPF) (4) into the vehicle.
3. Loosely install the DPF outlet pipe (5) into the muffler/resonator pipe.



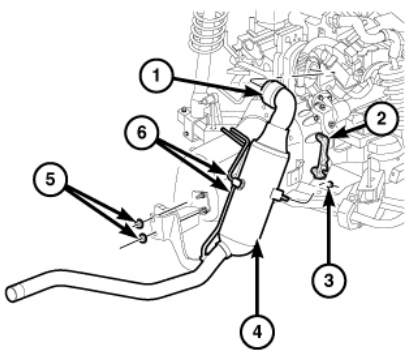
3591181

4. Lower the vehicle.
5. Position new steel gasket onto the downpipe (3).
6. Position the downpipe (3) to the turbocharger flange (1) and loosely tighten the clamp (2).



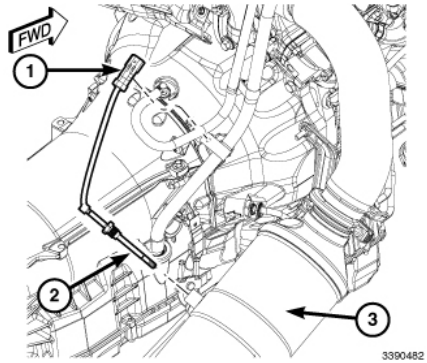
3605870

7. Raise and support the vehicle.
8. Install the front steady rest bracket (2) to the transmission. Tighten the nuts to 26 N·M (19 ft. lbs.).
9. Connect the differential pressure hoses to the steel lines (6).
10. Align the DPF to their respective mounts.
11. Tighten the front steady bracket retainer nut (3) for the DPF to 26 N·M (19 ft. lbs.).
12. Install the rear bracket support nuts (5). Tighten the nuts to 10 N·M (89 in. lbs.).
13. Tighten the muffler/resonator clamp.



3591143

14. Install the temperature sensor (2).



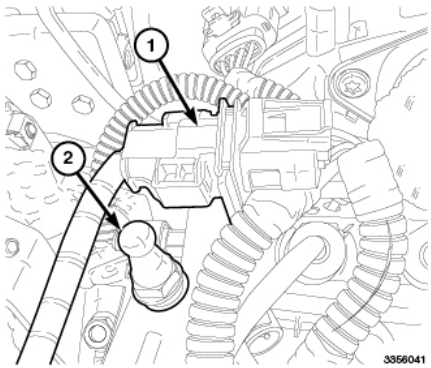
15. Lower vehicle.

16. Tighten the DPF to turbocharger outlet clamp (3) to 25 N·M (18 ft. lbs.).

17. Install the O2 sensor.

18. Reposition the transmission dipstick to the bracket and install the ball stud (2).

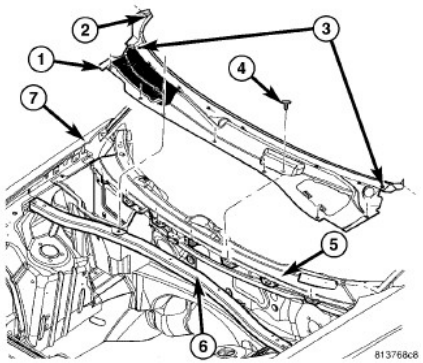
19. Connect the O2 sensor electrical connector (1) and mount it to the transmission fill tube support bracket.



20. Install the cowl assembly (1) (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Installation) .

21. Install the engine cover.

22. Connect the negative battery cable.



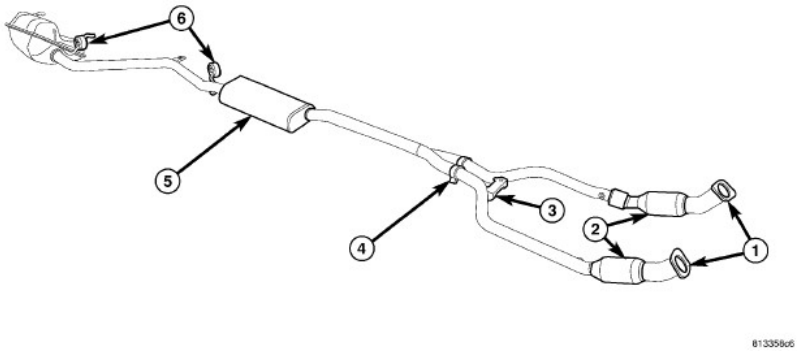
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The oxidation catalysts raise the exhaust gas temperatures to regenerate the DPF , which is passive regeneration. If the passive regeneration cannot keep up with the build up of soot in the DPF, the Powertrain Control Module (PCM) will actively regenerate the DPF to burn off the soot. Residue remains inside the DPF in the form of non burnable ash. Ash comes from the oils and other materials that are trapped in the oils and are present in the soot. Ash is not eliminated by the regeneration cycle. Excessive ash accumulation requires the replacement of the DPF. The DPF uses a silicon carbide wall-flow monolith with a platinum coating to trap particulates. The monolith contains a large number of square parallel channels, which run in the axial direction and are separated by thin porous walls. The channels are alternatively open at one end, but plugged at the other. The exhaust gases flow through the walls and escape through the pores in the wall material. Particulates, however, are too large to escape and are trapped in the monolith walls. The PCM starts the regeneration of the DPF if the soot load exceeds a performance map value. The PCM determines the load condition of the DPF based upon the exhaust gas pressure upstream and downstream of the DPF. A pressure differential sensor provides the pressure input to the PCM. During the regeneration process, the PCM raises the temperature in the DPF to burn off the soot accumulated. Under normal operation, the engine does not produce enough heat to oxidize the soot inside the DPF. This process requires temperatures above 550 ºC (1,022 ºF). After regeneration, the PCM reads the actual pressure difference at the DPF and compares it with a reference value. From this comparison, the PCM determines the ash quantity inside the DPF.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

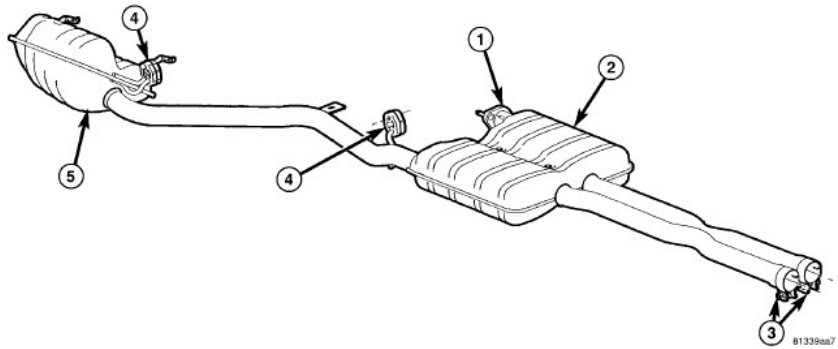


The 3.6L exhaust pipe assembly consists of:

- Muffler and resonator assembly module (5)
- Isolators (6)

The muffler and resonator assembly is serviced as an assembly.

The 5.7L/6.4L RH muffler and tailpipe assembly consists of:



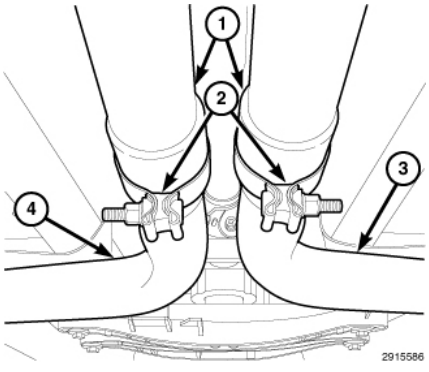
- Front exhaust pipe and muffler (2) and resonator (5)
- Ball flange (1)
- Isolators (4)
- Band clamps (3)

The muffler and resonator assembly is serviced as an assembly.

DUAL MUFFLER

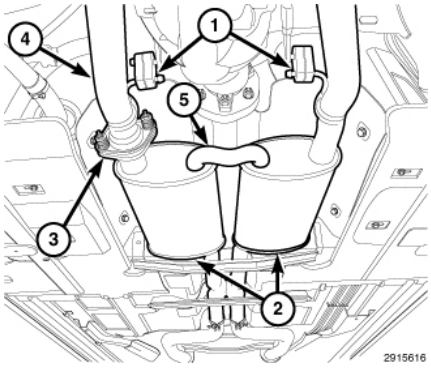
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: When replacement is required on any component of the exhaust system, it is most important that original equipment parts (or their equivalent) be used.

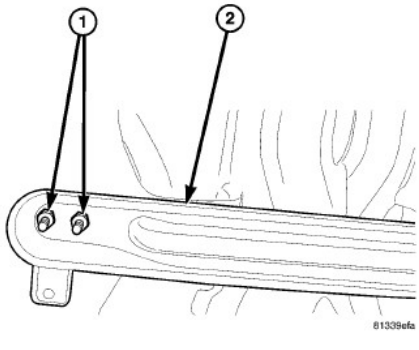


1. Position the front exhaust pipe module clamps (2) on exhaust pipe assembly.
2. Install the exhaust pipe assembly into catalytic converters (3 and 4).

NOTE: Isolators will have an approximately 10° forward angle when installed.



3. Install the isolators (1).
4. 5.7L/6.4L Engines - If equipped, install LH rear resonator and tailpipe assembly (Refer to 11 - Exhaust System/RESONATOR, Exhaust - Installation) .
5. Check for proper alignment and clearance to underbody and engine compartment components before tightening clamps.
6. Tighten the band clamps to 61 N·m (45 ft. lbs.).
7. Install both tunnel reinforcement brackets (2) and nuts (1). Tighten nuts to 25 N·m (215 in. lbs.)



8. Check the clearance between muffler and resonator assembly and fuel tank. Clearance is 14mm (.55 in.) for V8 engine.
9. Check the clearance at rear tunnel reinforcement. Clearance is 15 - 20mm (.59 - .78 in.).
10. The tailpipe should be centered in the rear fascia opening.
11. Adjust clearance as necessary.
12. Lower the vehicle.
13. Start the engine and inspect for exhaust leaks. Repair exhaust leaks as necessary.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

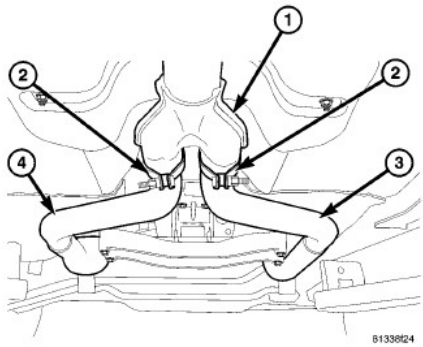
SINGLE MUFFLER

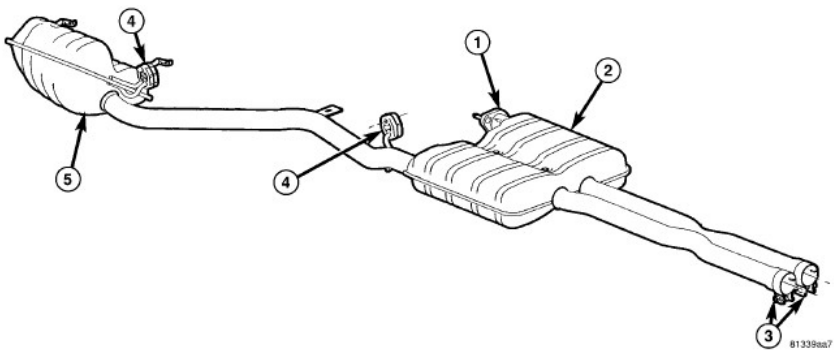
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the front exhaust pipe module clamps (2) on exhaust pipe assembly.
2. Install the exhaust pipe assembly into catalytic converters (3 and 4).

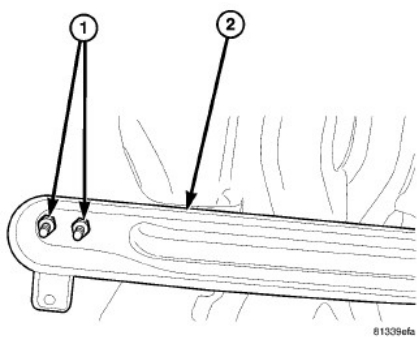
NOTE: Isolators will have an approximately 10° forward angle when installed.

3. Install the isolators.





4. 3.6L/5.7L Engines - If equipped, install the LH rear resonator and tailpipe assembly (Refer to 11 - Exhaust System/RESONATOR, Exhaust - Installation) .
5. Check for proper alignment and clearance to underbody and engine compartment components before tightening clamps.
6. Tighten band clamps to 61 N·m (45 ft. lbs.).
7. Install the tunnel reinforcement (2) and nuts (1). Tighten nuts to 25 N·m (215 in. lbs.)
8. Check the clearance between muffler and resonator assembly and the fuel tank. Clearance is 14mm (.55 in.) for V8 engine and 16mm (.62 in.) for V6 engine.
9. Check the clearance at rear tunnel reinforcement. Clearance is 15 - 20mm (.59 - .78 in.).
10. The tailpipe should be centered in the rear fascia opening.
11. Adjust clearance as necessary.



12. Lower the vehicle.

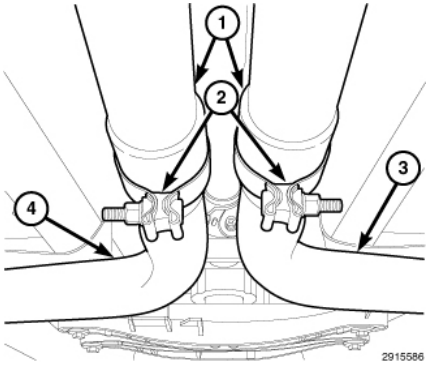
13. Start the engine and inspect for exhaust leaks. Repair exhaust leaks as necessary.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DUAL MUFFLER

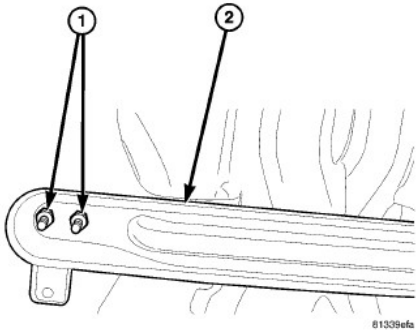
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise the vehicle.

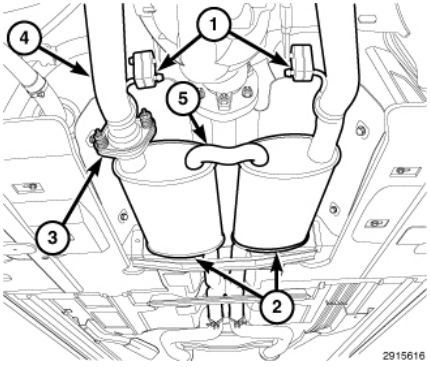


CAUTION: **Do not use any tools to remove the rubber isolators–remove by hand only. Soapy water or silicone based lubricant spray may be used to assist removal/installation of isolators. DO NOT use a petroleum based lubricant on the isolators, as damage to the rubber material can occur.**

2. Apply penetrating oil to band clamps.
3. Remove the catalytic converter to muffler and resonator clamps (2).
4. Remove the nuts (1) from the front and rear tunnel reinforcement brackets (2).



NOTE: The right side resonator is part of the muffler assembly and must be replaced with the mufflers if need replacing.



5. 5.7L Engines - If equipped, remove LH resonator and tailpipe assembly (4) (Refer to 11 - Exhaust System/RESONATOR, Exhaust - Removal) .
6. Remove the isolators (1).
7. Remove the muffler and tailpipe assembly (2) by twisting/turning while pulling assembly out of catalytic converters.

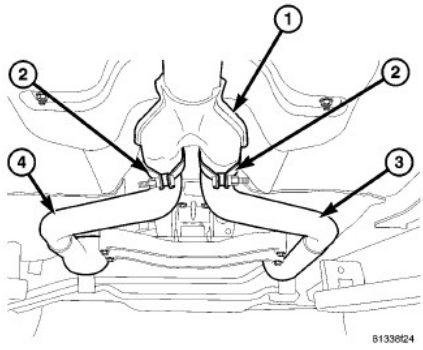
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SINGLE MUFFLER

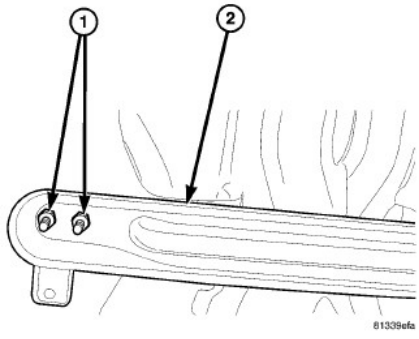
Labor Operations: Click to display a list of Labor Operations associated with this procedure

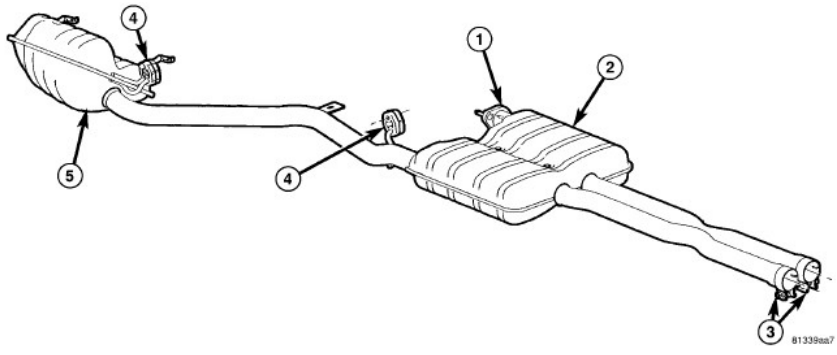
1. Raise the vehicle.

2. Remove the catalytic converter to muffler and resonator clamps (2).



3. Remove the nuts (1) and tunnel reinforcement (2).





4. 3.6L/5.7L Engines - If equipped, remove the LH resonator and tailpipe assembly (Refer to 11 - Exhaust System/RESONATOR, Exhaust - Removal) .

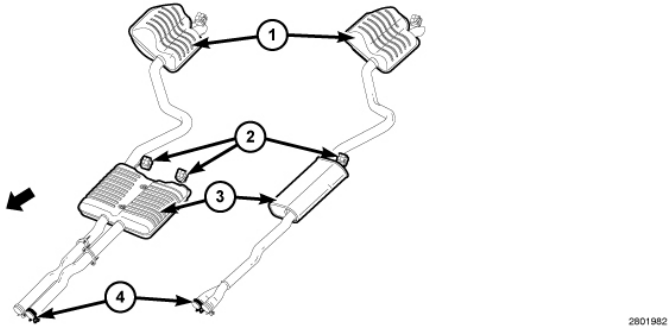
5. Remove the isolators (4).

6. Remove the muffler and tailpipe assembly (5) by twisting/turning while pulling assembly out of catalytic converters.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SINGLE MUFFLER/RESONATOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: NOTE: Always work from the front to rear of exhaust system when aligning and tightening exhaust system components.

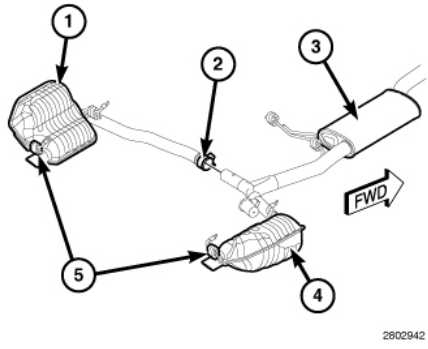
1. Position muffler/resonator assembly (2) onto the catalytic exhaust pipes.
2. Install support isolators.
3. Align muffler/resonator assembly to maintain position and proper clearance with underbody parts. All support isolators should have equal load on them.
4. Tighten the exhaust clamps (4) to 50 N·m (37 ft. lbs.).
5. Connect the ground straps.
6. Lower vehicle.
7. Start the engine and inspect for exhaust leaks. Repair exhaust leaks as necessary

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DUAL MUFFLER/RESONATOR

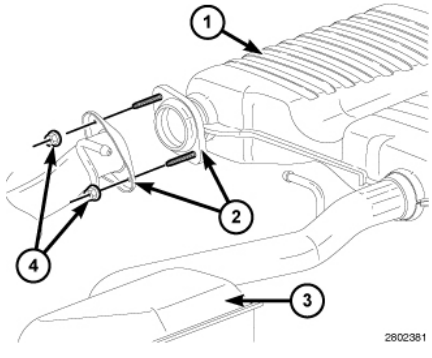
Labor Operations: Click to display a list of Labor Operations associated with this procedure

3.6L



1. Raise the vehicle.
2. Loosen the pipe strap clamp (2) for the left side resonator pipe.
3. Remove the isolators (5) at the left side resonator.
4. Remove the left side resonator and tailpipe assembly (1).
5. Loosen the front strap clamps at the catalytic convertor down pipes.
6. Remove the isolator to the muffler/resonator assembly.
7. Remove the right side muffler/resonator assembly.

5.7L/6.4L

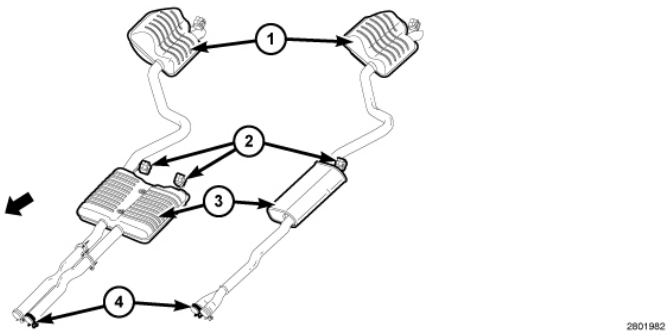


1. Raise the vehicle.
2. Remove the two mounting nuts (4) at the muffler flange (2).
3. Remove the isolators to the left side resonator.
4. Remove left side resonator/tailpipe assembly from the muffler flange (2).
5. Loosen the front strap clamps at the catalytic convertor down pipes.
6. Remove the isolators to the muffler/resonator assembly.
7. Remove the right side muffler/resonator (1) assembly.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SINGLE MUFFLER/RESONATOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: On single exhaust systems, the muffler, resonator and tailpipe (4) are one single unit .

1. Apply penetrating oil to band clamp nut and bolt (4).
2. Remove ground straps.
3. Support the exhaust system with a stand.
4. Remove the muffler/resonator assembly from the catalytic converter down pipes at the clamps (4).

CAUTION: **Do not use any tools to remove the rubber isolators–remove by hand only. Soapy water or silicone based lubricant spray may be used to assist removal/installation of isolators. DO NOT use a petroleum based lubricant on the isolators, as damage to the rubber material can occur.**

5. Remove the isolators (2).
6. Remove the muffler/resonator assembly.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

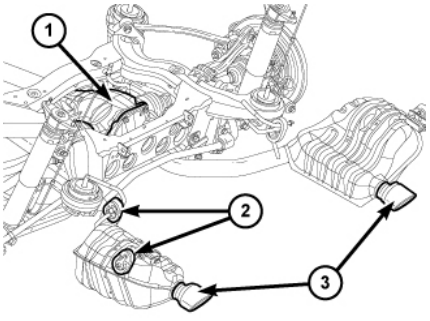
NOTE:

Muffler installation is a two-man operation. Never allow the muffler to hang from the isolators. A helper is required so no damage will come to the isolators or to the tailpipe/muffler assembly.

NOTE:

Some exhaust systems are equipped with adjustable tail pipes and can be removed without removing the resonator assembly.

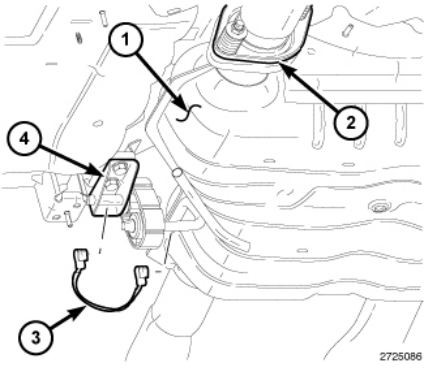
1. If equipped with adjustable tail pipes. Install the tailpipe to the resonator outlet pipe and tighten clamp.
2. If equipped with non adjustable tailpipes, position the tailpipe/resonator (3) assembly in vehicle.
3. If equipped, install the left side tailpipe/resonator at the flange. Tighten the nuts to 28 N·M (21 ft. lbs.).
4. Install tailpipe/resonator insulators (2).
5. Install the tailpipe into the exhaust pipe.



2740253

WITH MUFFLER

1. Install muffler insulators (4) and ground straps (3)
2. Align muffler (1) to the catalytic convertor pipe flange. Install and Tighten flange (2) nuts to 47 N·m (35 ft. lbs.).
3. Make sure the tailpipe/resonator assembly is correctly positioned and the properly aligned. The minimum clearance between components is 25mm (1 inch).
4. Lower the vehicle.
5. Start the engine and inspect for exhaust leaks. Repair exhaust leaks as necessary.



2725086

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

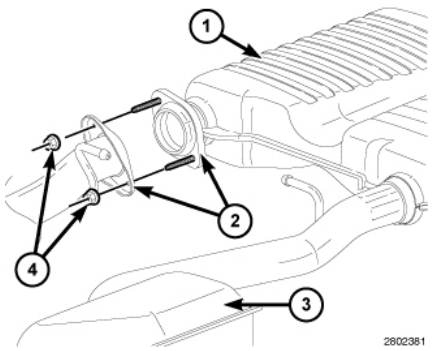
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

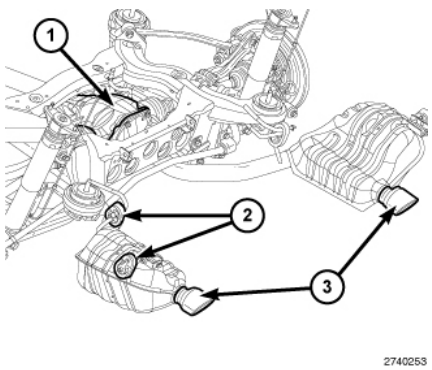
NOTE: Assistance in removal is recommended. Never allow the muffler to hang from the isolators this may cause damage to either the isolators or the tailpipe/muffler assembly.

NOTE: Some exhaust systems are equipped with adjustable tail pipes and can be removed without removing the resonator assembly.

1. Raise and support the vehicle.
2. Saturate the bolts and nuts with heat valve lubricant. Allow 5 minutes for penetration.
3. If equipped with adjustable tail pipes. Separate the tailpipe from the resonator outlet pipe.
4. If equipped with non adjustable tailpipes, separate the left side tailpipe/resonator at the flange (2).



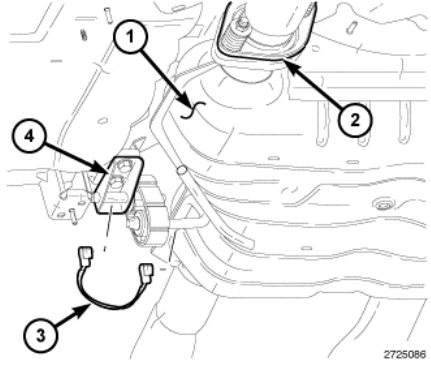
5. Remove the rear isolators (2).
6. Remove the tailpipe/resonator assembly.



WITH MUFFLER

1. Remove the tailpipe/resonator to muffler assembly flange (2) nuts.

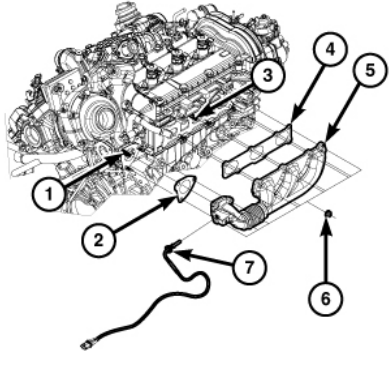
2. Remove tailpipe/resonator and muffler as an assembly from vehicle.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Exhaust Gas Temperature Sensor (7) 1/1 is located the outlet of the Exhaust Manifold and is accessible from the top of the engine compartment. The Exhaust Gas Temperature Sensor 1/1 operates as a typical two wire 5-Volt sensor. It sends a signal to the Powertrain Control Module (PCM) indicating the temperature of the exhaust gases entering the Diesel Particulate Filter.

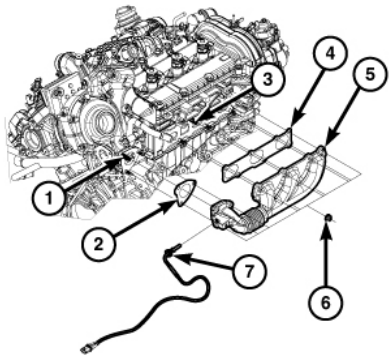


EXHAUST TEMPERATURE SENSOR 1/1

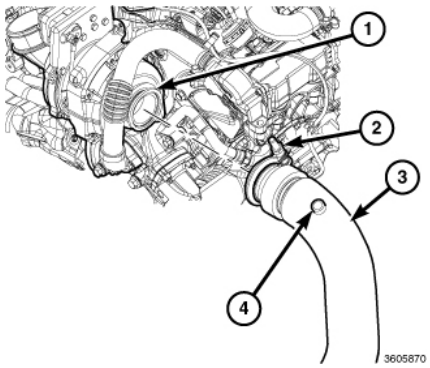
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION:

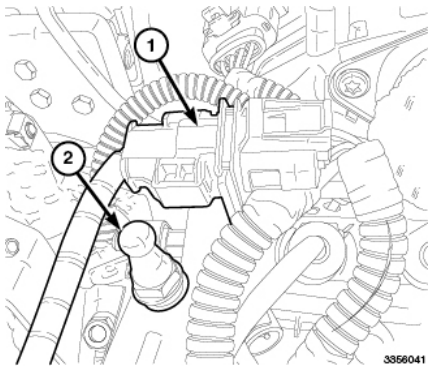
The exhaust gas temperature sensor requires care when handling and installing. The exhaust gas temperature sensor is sensitive to knocks and bending. For this reason if the exhaust gas temperature sensor has been dropped, it must not be installed as damage to the sensor may have occurred. Do not remove from packaging until ready to install. Failure to follow these instructions may result in damage to the exhaust gas temperature sensor.



1. Install the exhaust temperature sensor (7) and tighten to 45 N·m (33 ft. lbs.).



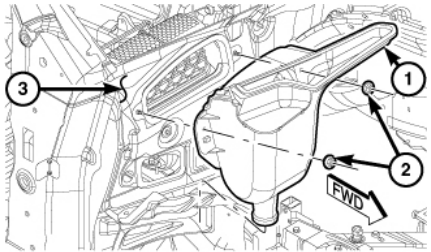
2. Align the Diesel Particulate Filter (DPF) pipe to the turbocharger. Tighten the clamp (2) to 25 N·m (18 ft. lbs.)



3. Connect the upstream exhaust temperature sensor wire harness connector.

4. Connect the oxygen sensor wire harness connector (1).

5. Install the HVAC air inlet housing (1) and securely tighten nuts.

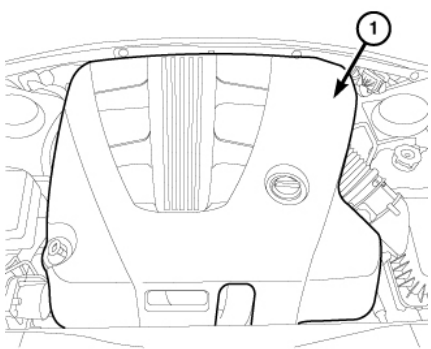


2824799

6. Install the cowl extension and the side extensions (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Installation) .

7. Install the engine cover (1).

8. Connect the negative battery cable.



3522971

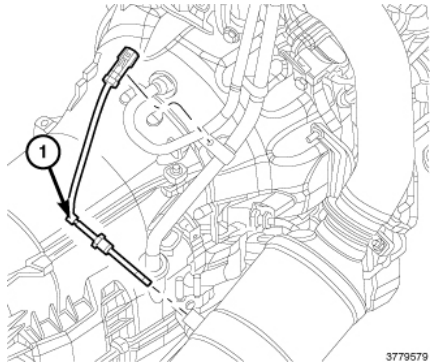
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

EXHAUST TEMPERATURE SENSOR 1/2

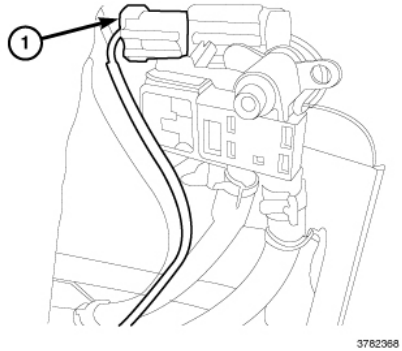
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION:

The exhaust gas temperature sensor requires care when handling and installing. The exhaust gas temperature sensor is sensitive to knocks and bending. For this reason if the exhaust gas temperature sensor has been dropped, it must not be installed as damage to the sensor may have occurred. Do not remove from packaging until ready to install. Failure to follow these instructions may result in damage to the exhaust gas temperature sensor.



1. Install the exhaust temperature sensor (1) and tighten to 47 N·m (35 ft. lbs.).



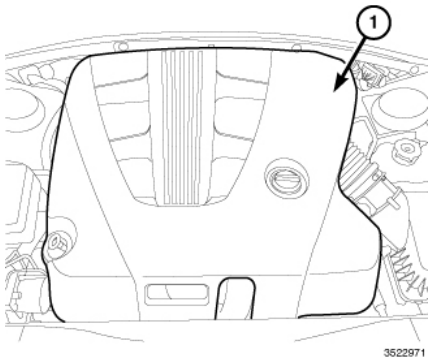
2. Connect the exhaust temperature sensor wire harness connector (1).
3. Install the transmission belly pan.
4. Connect the negative battery cable.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

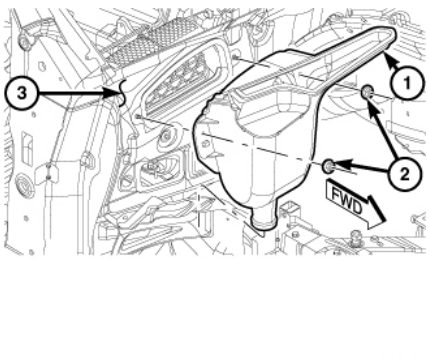
EXHAUST TEMPERATURE SENSOR 1/1

Labor Operations: Click to display a list of Labor Operations associated with this procedure

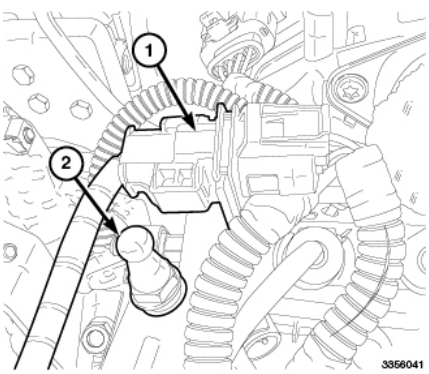
1. Disconnect the negative battery cable.
2. Remove the engine cover (1).



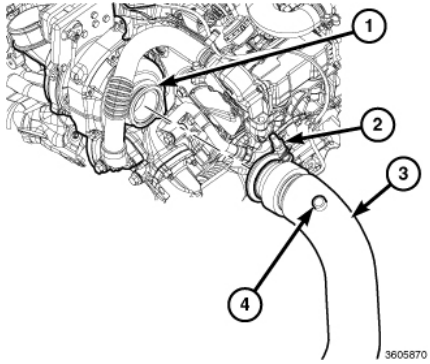
3. Remove the cowl extension and the side extensions (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Removal) .
4. Remove nuts and the HVAC air inlet housing (1).



5. Disconnect the oxygen sensor wire harness connector (1).
6. Disconnect the upstream exhaust temperature sensor wire harness connector.

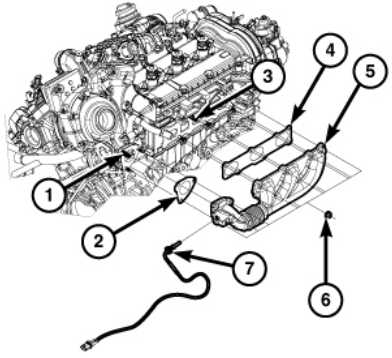


7. Loosen the clamp (2) and separate the Diesel Particulate Filter (DPF) from turbocharger.



CAUTION:

The exhaust gas temperature sensor requires care when handling and installing. The exhaust gas temperature sensor is sensitive to knocks and bending. For this reason if the exhaust gas temperature sensor has been dropped, it must not be installed as damage to the sensor may have occurred. Do not remove from packaging until ready to install. Failure to follow these instructions may result in damage to the exhaust gas temperature sensor.



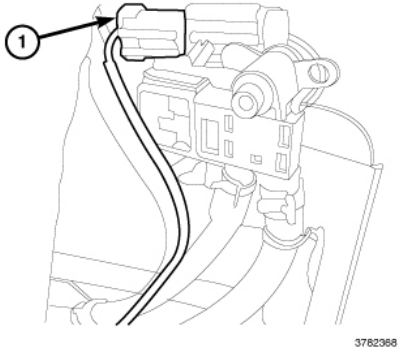
8. Remove the exhaust temperature sensor (7).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

EXHAUST TEMPERATURE SENSOR 1/2

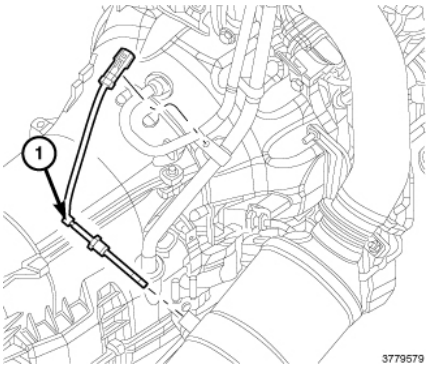
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the transmission belly pan.
3. Disconnect the exhaust temperature sensor wire harness connector (1).



CAUTION: **The exhaust gas temperature sensor requires care when handling and installing. The exhaust gas temperature sensor is sensitive to knocks and bending. For this reason if the exhaust gas temperature sensor has been dropped, it must not be installed as damage to the sensor may have occurred. Do not remove from packaging until ready to install. Failure to follow these instructions may result in damage to the exhaust gas temperature sensor.**

4. Remove the exhaust temperature sensor (1).

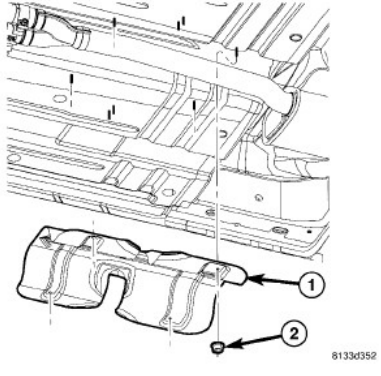


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the heat shields (1).
2. Install the nuts (2). Tighten the nuts (2) to 10 N·m (98 in. lbs.).
3. Install the floor pan mid support bracket.
4. Lower the vehicle.

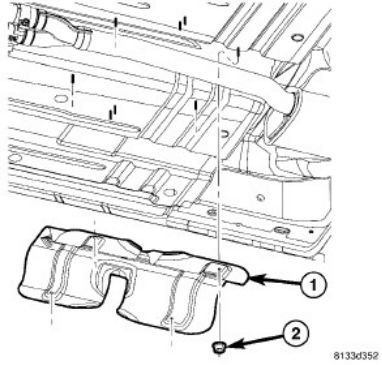


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The normal operating temperature of the exhaust system is very high. Therefore, never work around or attempt to service any part of the exhaust system until it is cooled. Special care should be taken when working near the catalytic converter. The temperature of the converter rises to a high level after a short period of engine operation time.**



1. Raise and secure the vehicle.
2. Remove the floor pan mid support bracket.
3. Remove the nuts (2).
4. Remove the heat shields (1).

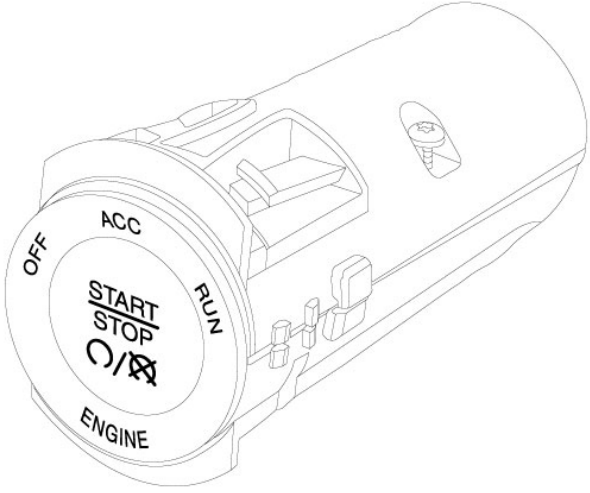
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Inspect the exhaust pipes, catalytic converters, muffler, and resonators for cracked joints, broken welds and corrosion damage that would result in a leaking exhaust system. Inspect the clamps, support brackets, and insulators for cracks and corrosion damage.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



Keyless Ignition Node (KIN) is part of the new ignition system.

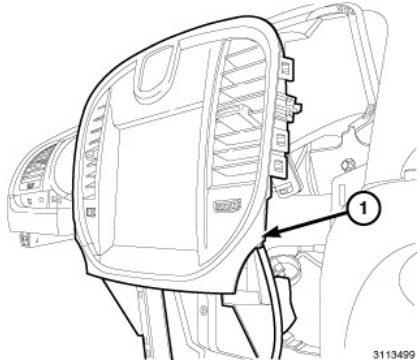
The KIN module is located in the instrument panel to the left of the center stack.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Push the Keyless Ignition Node (KIN) into the instrument panel until it snaps into place.
2. Reach through the Integrated Center Stack (ICS) screen opening and connect the KIN electrical connector.
3. Install the instrument cluster bezel (1) (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Cluster - Installation) .
4. Connect the negative battery cable.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

This new ignition system operation begins when an owner approaches their vehicle with a FOB somewhere on their person or belongings, i.e., in their gym bag. When the owner KIN's SSB (Keyless Ignition Node's Start/Stop Button), the RF HUB is signalled with "request to start". The RF HUB then uses all of the 5 LF (low frequency) antennas to communicate with the FOB and confirm the FOB is located inside the vehicle. Once located, the FOB's response is evaluated by the RF HUB to determine if the pushing on the SSB is in fact the owner. This process completes 'FOB authentication'. Once successfully completed, the RF HUB next sends the BCM the ignition switch position, which equates to a 'request to start' command. The process of starting a vehicle without the act of using a bladed key or FOB is called 'Keyless Go'.

Keyless go only operates when the RF HUB can locate the FOB inside the vehicle. Please refer to the owner's manual for more information on authentication zones.

After putting the vehicle into park, pushing the KIN's SSB allows the vehicle's engine to be shut off. In an emergency, pressing the SSB continuously for 2 seconds or repeatedly (one hit every 30- 500msec) shuts off the engine.

IGNITION-OFF DRAW TEST

The term Ignition-Off Draw (IOD) identifies a normal condition where power is being drained from the battery with the ignition in the **OFF** position. A normal vehicle electrical system will draw from five to thirty-five milliamperes (0.005 to 0.035 ampere) with the ignition in the **OFF** position, and all non-ignition controlled circuits in proper working order. Up to thirty-five milliamperes are needed to enable the memory functions for the Powertrain Control Module (PCM), digital clock, electronically tuned radio, and other modules which may vary with the vehicle equipment.

A vehicle that has not been operated for approximately twenty days, may discharge the battery to an inadequate level. When a vehicle will not be used for twenty days or more (stored), the vehicle should be but into **SHIPPING MODE**. This will reduce battery discharging. On CTP base vehicles, putting the vehicle in **SHIPPING MODE** has the same effect as pulling the IOD fuse as non CTP vehicles.

Excessive IOD can be caused by:

- Electrical items left on.
- Inoperative or improperly adjusted switches.
- Inoperative or shorted electronic modules and components.
- An internally shorted generator.
- Intermittent shorts in the wiring.

If the IOD is over thirty-five milliamperes, the problem must be found and corrected before replacing a battery. In most cases, the battery can be charged and returned to service after the excessive IOD condition has been corrected.

1. Verify that all electrical accessories are off. Turn off all lamps and close all doors. If the vehicle is equipped with an illuminated entry system or an electronically tuned radio, allow the electronic timer function of these systems to automatically shut off (time out). This may take up to ten minutes. See the Electronic Module Ignition-Off Draw Table for more information.

ELECTRONIC MODULE IGNITION-OFF DRAW (IOD) TABLE

Module	Time Out? (If Yes, Interval And Wake-Up Input)	IOD	IOD After Time Out
TGW	No	1 to 3 milliamperes	N/A
Audio Power Amplifier	No	up to 1 milliampere	N/A
Powertrain Control Module (PCM)	No	0.95 milliampere	N/A

2. Determine that the underhood lamp is operating properly, then disconnect the lamp wire harness connector or remove the lamp bulb.

3. Turn off all electrical accessories.

4. Disconnect the battery negative cable.

CAUTION: **Do not open any doors, or turn on any electrical accessories with the lowest milliampere scale selected, or the multi-meter may be damaged.**

5. Connect a 10 amp fused jumper wire between the negative battery cable and the negative battery post.

6. Turn the ignition **ON** and then **OFF** and wait 10 minutes for all systems to enter sleep mode.

NOTE: Do not break the connection between the 10 amp fused jumper wire and the battery. If the connection between the battery negative terminal post and the negative cable terminal clamp is lost during any part of the IOD test, the electronic timer function will be activated and all of the tests will have to be repeated.

7. Set an electronic digital multi-meter to its highest amperage scale. Connect the multi-meter to the battery negative cable terminal clamp and the battery negative terminal post, but not on the jumper connection.

8. Remove the 10 amp jumper wire without breaking the digital multi-meter connection.

9. The multi-meter leads must be securely clamped to the battery negative cable terminal clamp and the battery negative terminal post, but not the 10 amp jumper wire.

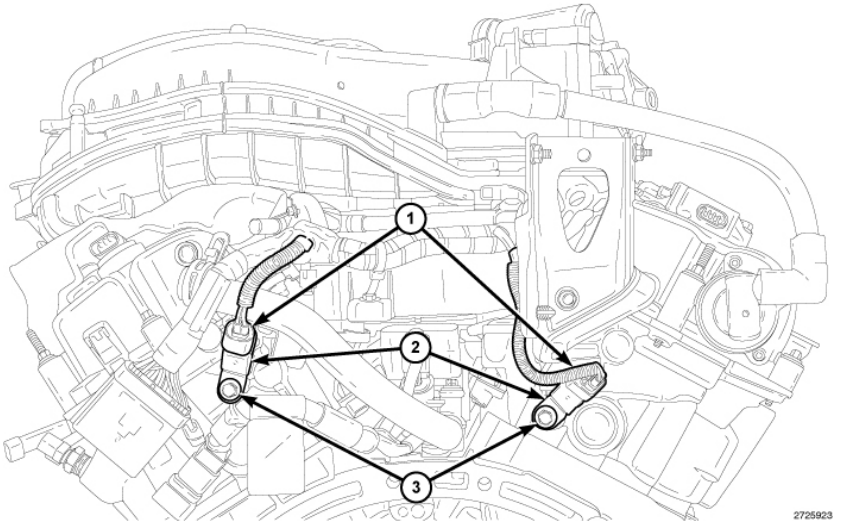
10. The high-amperage IOD reading on the multi-meter should be very low or nonexistent, depending upon the electrical equipment in the vehicle. If the amperage reading remains high, remove and replace each fuse or circuit breaker in the BCM, front and rear PDC or junction block (Refer to 04 - Vehicle Quick Reference/Fuse Locations and Types - Specifications) , one at a time until the amperage reading becomes very low, or nonexistent. Refer to the appropriate wiring information for complete Body Control Module (BCM), circuit breaker, and circuit identification. This will isolate each circuit and identify the circuit that is the source of the high-amperage IOD. If the amperage reading remains high after removing and replacing each fuse, disconnect the wire harness from the generator. If the amperage reading now becomes very low or nonexistent, diagnose and repair the Charging System as necessary. After the high-amperage IOD has been corrected, switch the multi-meter to progressively lower amperage scales and, if necessary, repeat the fuse and circuit breaker remove-and-replace process to identify and correct all sources of excessive IOD. It is now safe to select the lowest milliampere scale of the multi-meter to check the low-amperage IOD.

11. Observe the multi-meter reading. The low-amperage IOD should not exceed thirty-five milliamperes (0.035 ampere). If the current draw exceeds thirty-five milliamperes, isolate each circuit using the fuse and circuit breaker remove-and-replace process in **Step #10**. The multi-meter reading will drop to within the acceptable limit when the source of the excessive current draw is disconnected. Repair this circuit as required; whether a wiring short, incorrect switch adjustment, or an inoperative component is the cause.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

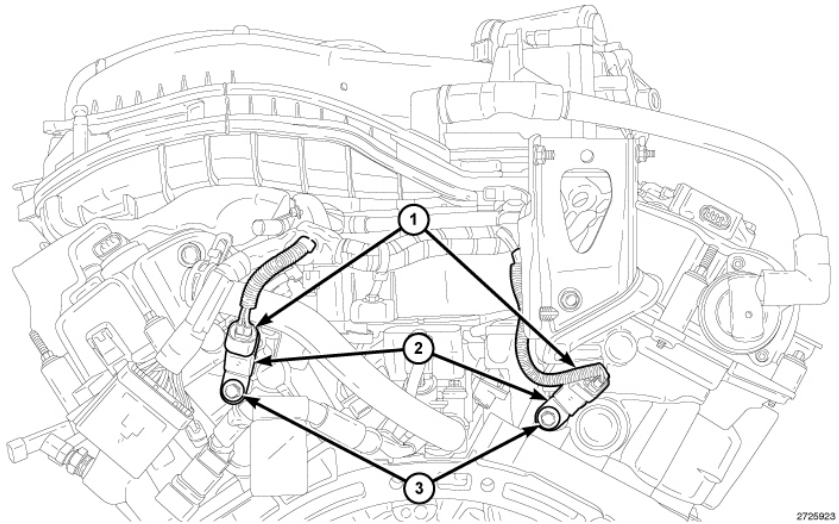


1. Install the ignition coil capacitor (2) and bolt (3). Tighten the bolt to 10 N·m (89 in. lbs.).
2. Connect the electrical connector (1).
3. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

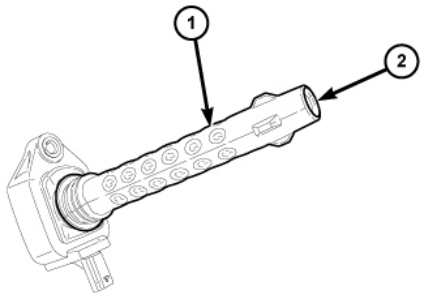


1. Disconnect and isolate the negative battery cable.
2. Remove the electrical connector (1).
3. Remove the mounting bolt (3) and the ignition capacitor (2).

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

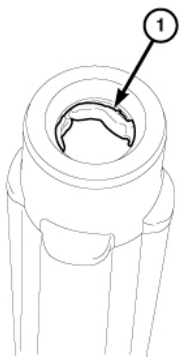
1. Using compressed air, blow out any dirt or contaminants from around the top of spark plug.
2. Check the condition of the ignition coil rubber boot (1). Inspect the opening of the boot (2) for any debris, tears or rips. Carefully remove any debris with a lint free cloth.



2726637

CAUTION: **Do not apply a silicone based grease such as Mopar® Dielectric Grease to the ignition coil rubber boot. The silicone based grease will absorb into the boot causing it to stick and tear.**

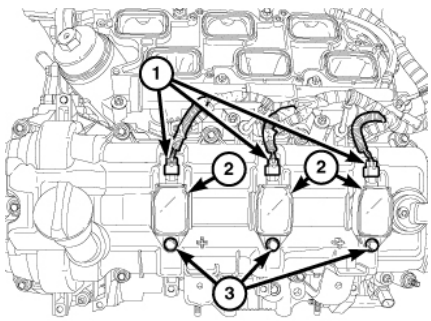
3. Place a small, 360° bead of Fluostar 2LF lubricant (1) along the inside opening of the coil boot approximately 1 to 2 mm from the chamfer edge but not on the chamfered surface.



3404740

NOTE: The LH ignition coils are shown, the RH ignition coils are similar.

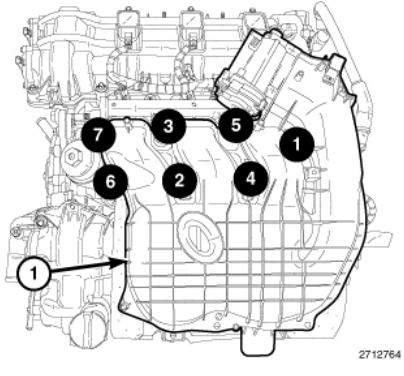
4. Position the ignition coil (2) into the cylinder head cover opening. Using a twisting action, push the ignition coil onto the spark plug.
5. Install the ignition coil mounting bolt (3) and tighten to 8 N·m (71 in.lbs).
6. Connect and lock the electrical connector (1) to the ignition coil (2).



2726572

7. If removed, install the insulator, upper intake manifold (1) and air inlet hose (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .

8. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

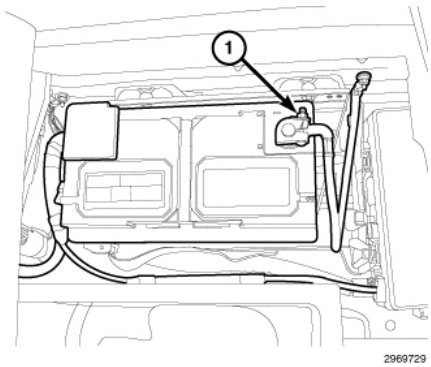


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

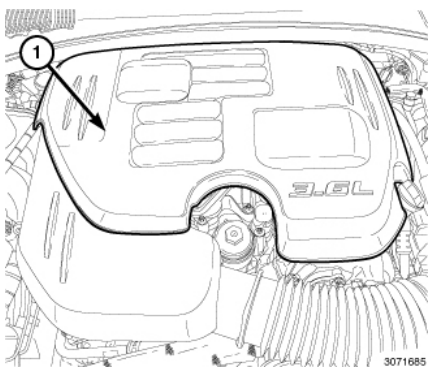
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

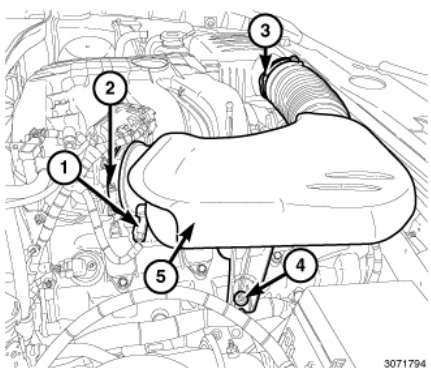
1. Disconnect and isolate the negative battery cable (1).



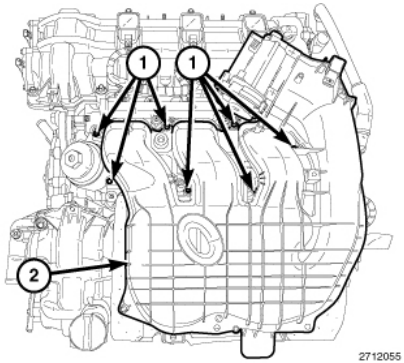
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. If removing the ignition coils from cylinders 1, 3 or 5 on the right side of the engine, first remove the air inlet hose (5) (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal) .

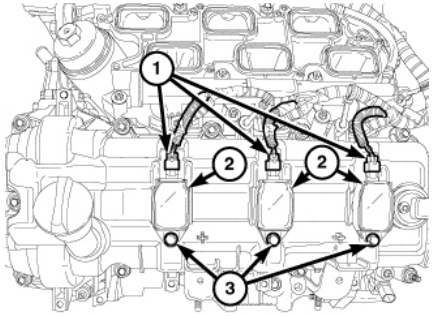


4. If removing the ignition coils from cylinders 2, 4 or 6 on the left side of the engine, first remove the air inlet hose, upper intake manifold (2) and insulator (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



2712055

NOTE: The left side ignition coils are shown, the right side ignition coils are similar.



2726572

5. Unlock and disconnect the electrical connector (1) from the ignition coil.

6. Remove the ignition coil retaining bolt (3).

7. Pull the ignition coil (2) from cylinder head cover opening with a slight twisting action.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

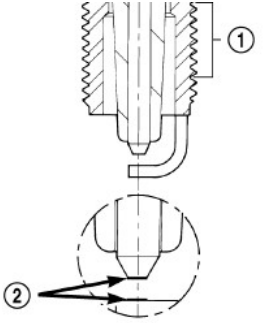
CAUTION: **Cleaning platinum plugs may damage the platinum center electrode or the thin platinum pad.**

The spark plugs are platinum resistor design. They have resistance values of 3,500 to 20,000 ohms when checked with at least a 1000 volt tester. For spark plug identification and specifications (Refer to 08 - Electrical/8I - Ignition Control - Specifications) .

Do not use an ohm meter to check the resistance of the spark plugs. This will give an inaccurate reading.

When the spark plugs use a single or double platinum tips, they have a recommended service life of 100,000 miles for normal driving conditions per schedule A in this manual. The spark plugs have a recommended service life of 75,000 miles for severe driving conditions per schedule B in this manual. A thin platinum pad (2) is welded to both or just the center electrode end(s). Extreme care must be used to prevent spark plug cross threading, incorrect gapping and ceramic insulator damage during plug removal and installation.

Mopar® Nickel-Graphite Anti-Seize compound is applied to the thread area (1) to prevent damage to the spark plug during removal and installation.

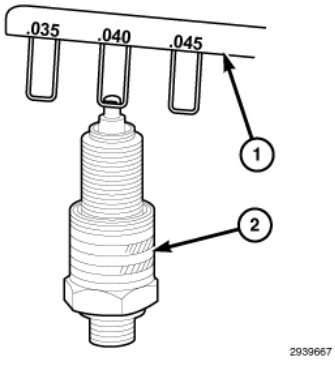


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

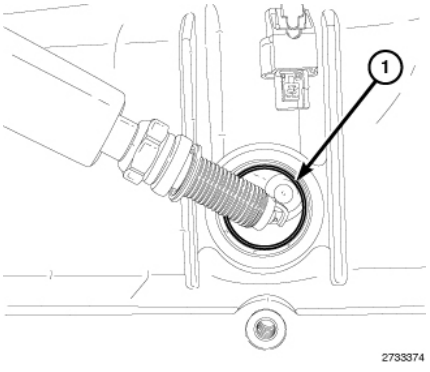
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check and adjust the spark plug gap with a gap gauging tool (1) (Refer to 08 - Electrical/8I - Ignition Control - Specifications) .



CAUTION: **Special care should be taken when installing spark plugs into the cylinder head spark plug wells. Be sure the plugs do not drop into the plug wells as electrodes can be damaged.**

CAUTION: **The spark plug tubes (1) are a thin wall design. Avoid damaging the spark plug tubes. Damage to the spark plug tube can result in oil leaks.**



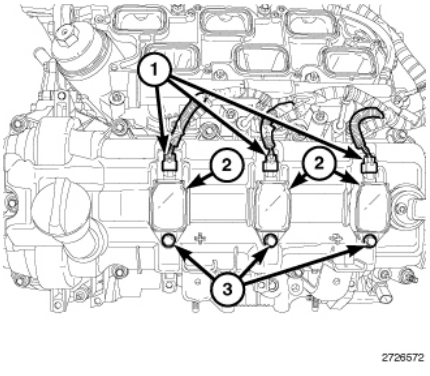
2. Start the spark plug into the cylinder head by hand to avoid cross threading.

CAUTION: **Spark plug torque is critical and must not exceed the specified value. Overtightening stretches the spark plug shell reducing its heat transfer capability resulting in possible catastrophic engine failure.**

3. Tighten the spark plugs to 17.5 N·m (13 ft. lbs.).

NOTE: The left side ignition coils are shown, the right side ignition coils are similar.

4. Install the ignition coil (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation) .

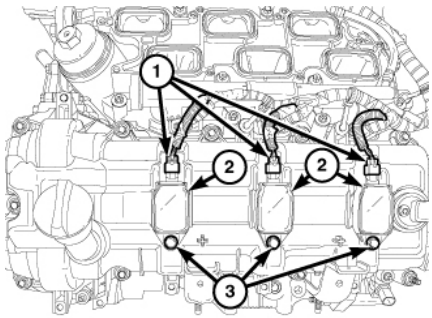


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

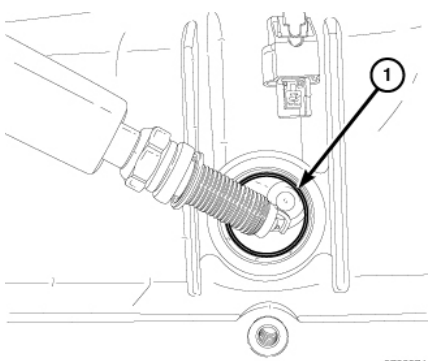
NOTE: The left side ignition coils are shown, the right side ignition coils are similar.



2726572

1. Remove the ignition coil (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal) .

CAUTION: **The spark plug tubes (1) are a thin wall design. Avoid damaging the spark plug tubes. Damage to the spark plug tube can result in oil leaks.**



2733374

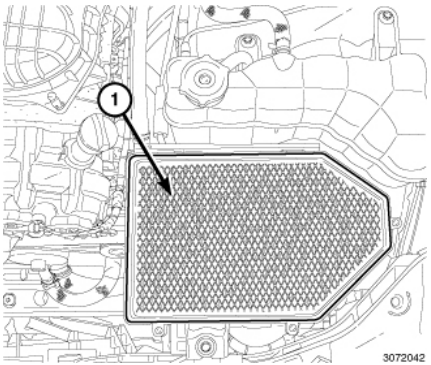
2. Prior to removing the spark plug, spray compressed air into the cylinder head opening. This will help prevent foreign material from entering combustion chamber.
3. Remove the spark plug from the cylinder head using a quality thin wall socket with a rubber or foam insert.
4. Inspect the spark plug condition.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

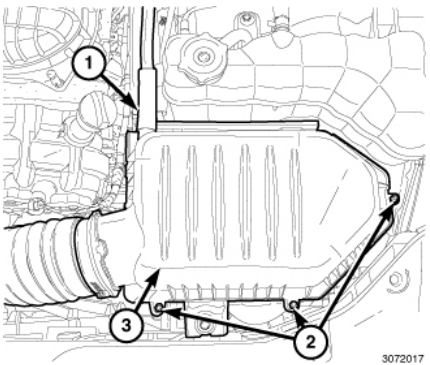
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install a new air cleaner element (1) into the air cleaner housing.
2. Position the air cleaner housing cover so that the alignment tabs insert into the lower housing.



3. Seat the cover (3) onto the housing and install the retaining bolts (2) and tighten to 4 N·m (35 in. lbs.).
4. Connect the fresh air makeup hose (1) onto the air cleaner housing.

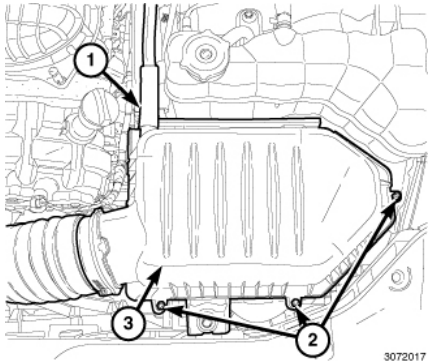


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

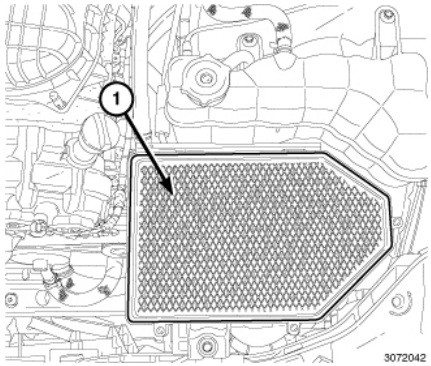
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the fresh air makeup hose (1) at the air cleaner housing (3).
2. Remove the air cleaner housing cover retaining bolts (2).



CAUTION: **Do not use compressed air to clean out the air cleaner housing without first covering the air inlet to the throttle body. Dirt or foreign objects could enter the intake manifold causing engine damage.**

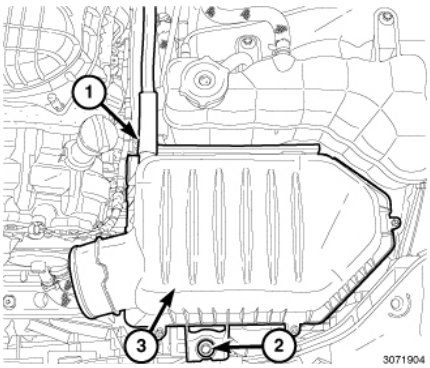
3. Lift the air cleaner housing cover off the housing and position aside.
4. Remove the air cleaner element (1).
5. Remove any dirt or debris from the bottom of the air cleaner housing.



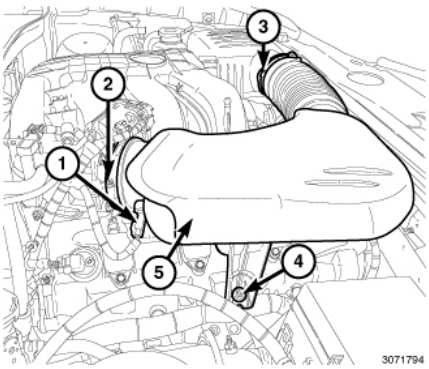
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

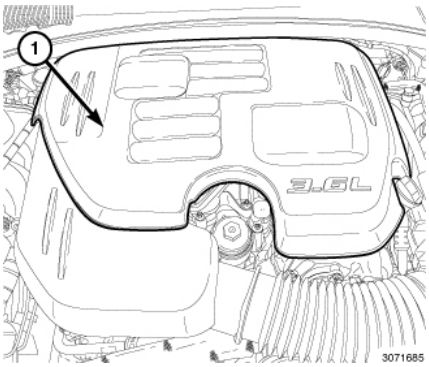
1. Position the air cleaner housing (3) into the vehicle.
2. Install the air cleaner housing retaining bolt (2) and tighten to 4 N·m (35 in. lbs.).
3. Connect the fresh air makeup hose (1) onto the air cleaner housing.



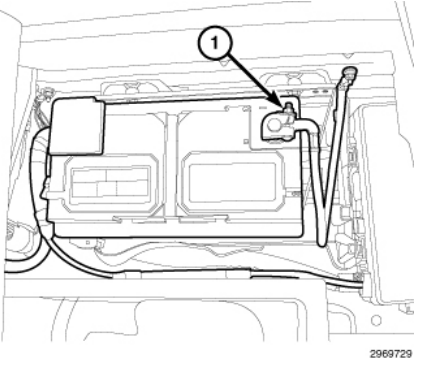
4. Position the air inlet hose assembly (5), connect the air inlet hose to the throttle body and the air cleaner housing.
5. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
6. Tighten the clamp (3) at the air cleaner housing to 4 N·m (35 in. lbs.).
7. Tighten the clamp (2) at the throttle body to 4 N·m (35 in. lbs.).
8. Connect the electrical connector (1) to the Inlet Air Temperature (IAT) sensor.



9. Position the engine cover (1) and secure the retaining grommets to the ball studs.



10. Connect the negative battery cable and tighten nut (1) to 5 N·m (45 in. lbs.).

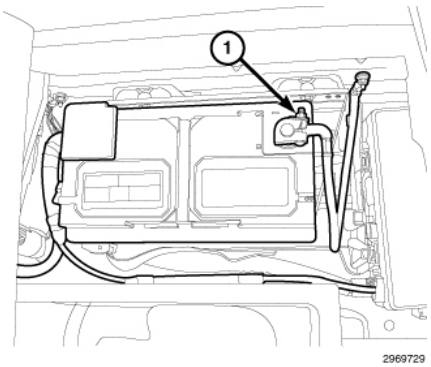


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

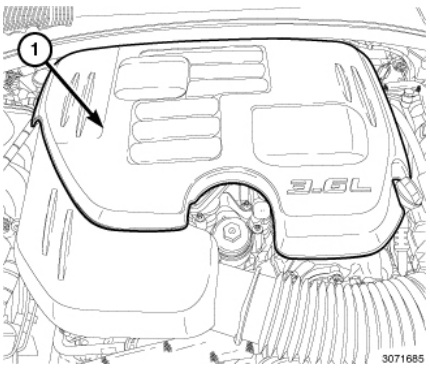
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

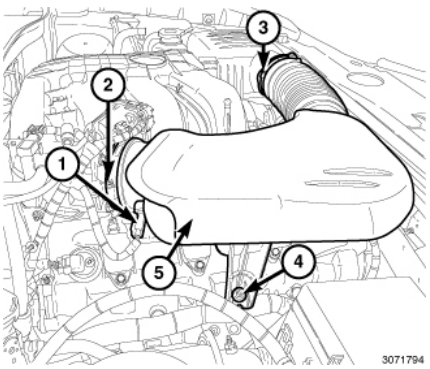
1. Disconnect and isolate the negative battery cable.



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

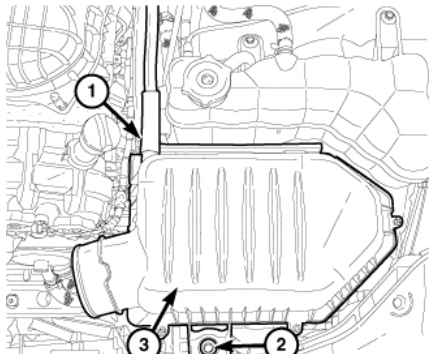


3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).



8. Disconnect the fresh air makeup hose (1) from the air cleaner housing.
9. Remove the air cleaner housing retaining bolt (2).

10. Remove the air cleaner housing (3).

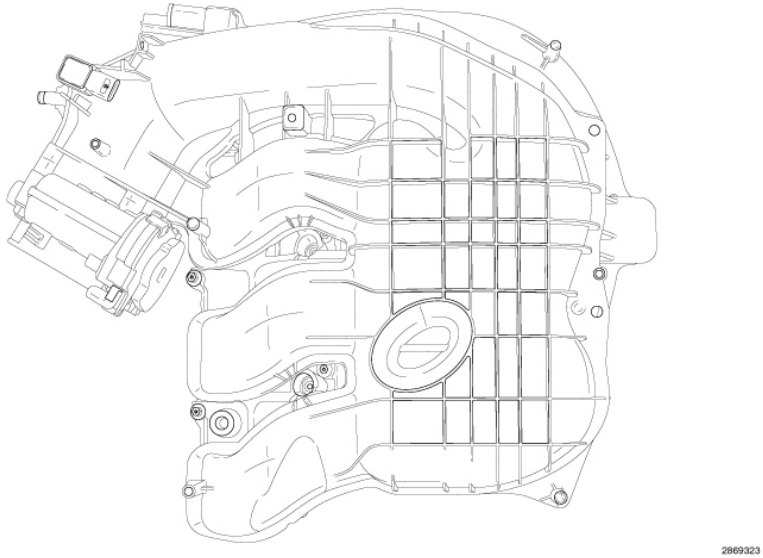


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Upper Intake Manifold

CAUTION: **If the engine has experienced a catastrophic failure, THE INTAKE MANIFOLD MUST BE REPLACED!**

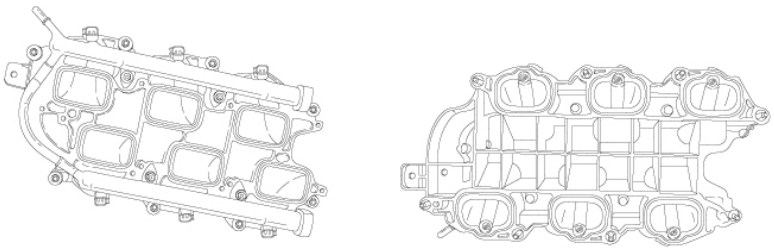


The upper intake manifold is an injection molded nylon composite design. The upper intake manifold is sealed to the lower intake manifold using six individual press-in-place port silicone gaskets. Replace the gaskets whenever the upper intake manifold is removed from the engine. There is a silencer pad positioned between the upper and lower intake manifolds for improved noise, vibration and harshness (NVH). The left cylinder head cover has two alignment posts to aid proper installation of the silencer pad. The seven upper intake manifold fasteners thread directly into the composite lower intake manifold and are a self-taping design. If the upper intake manifold is damaged or cracked, it must be replaced.

The Electronic Throttle Control (ETC) and Manifold Air Pressure (MAP) sensor are attached directly to the upper intake manifold. The upper intake manifold also provides vacuum ports for brake booster, positive crankcase ventilation (PCV) and emissions control.

Lower Intake Manifold

CAUTION: **If the engine has experienced a catastrophic failure, THE INTAKE MANIFOLD MUST BE REPLACED!**



2869336

The lower intake manifold is an injection molded nylon composite design. The lower intake manifold is sealed to the cylinder heads using six individual press-in-place port silicone gaskets. Replace the gaskets whenever the lower intake manifold is removed from the engine. The seven upper intake manifold fasteners thread directly into the composite lower intake manifold and are a self-taping design.

The fuel injection fuel rail is also a composite design. The four fuel rail fasteners thread directly into the composite lower intake manifold and are a self-taping design. The lower intake manifold can be serviced without removing the fuel injector rail. The fuel rail and fuel injectors must be installed into the lower intake manifold as an assembly. Do not attempt to install the fuel rail when the injectors are in the manifold. Always install new O-rings on the fuel injectors.

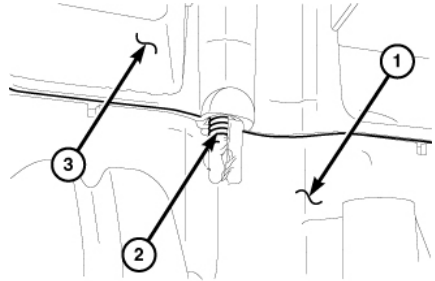
If the lower intake manifold is damaged or cracked, it must be replaced.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

NOTE:

When the upper intake manifold (3) and lower intake manifold (1) are not aligned properly, cross threading of the upper intake manifold attaching bolts can occur. The graphic shows non-repairable damage to the lower intake manifold (1) due to cross threading of an upper intake manifold attaching bolt (2).



2869717

Check both the upper and lower intake manifolds for:

- Damage and cracks
- Gasket surface damage or warping

Check the lower intake manifold for:

- Damaged fuel injector ports

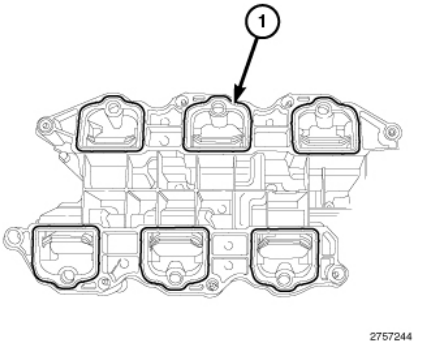
If either the upper or lower manifold exhibits any damaged or warped conditions, replace the manifold.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

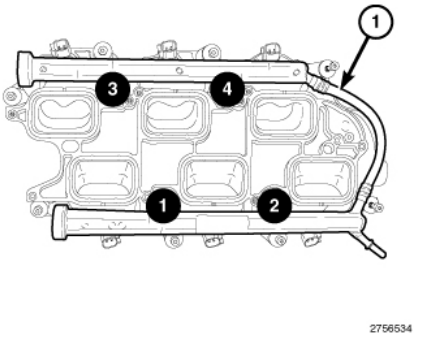
LOWER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Clean and inspect the sealing surfaces. Install new lower intake manifold to cylinder head seals (1).

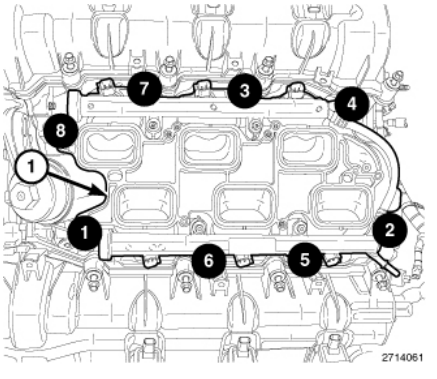


2. If removed, install the fuel injectors and the fuel rail (1) to the lower intake manifold. Tighten the four bolts in the sequence shown to 7 N·m (62 in. lbs.) (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Installation) .



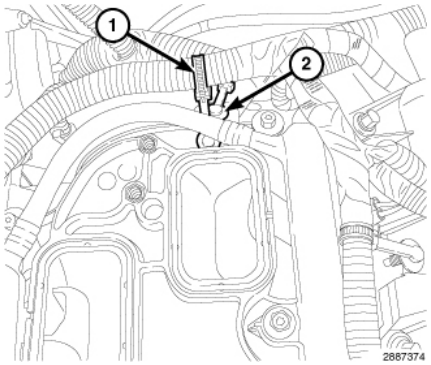
3. Position the lower intake manifold (1) onto the cylinder head surfaces.

4. Install the intake manifold retaining bolts and tighten in the sequence shown to 12 N·m (106 in. lbs.).



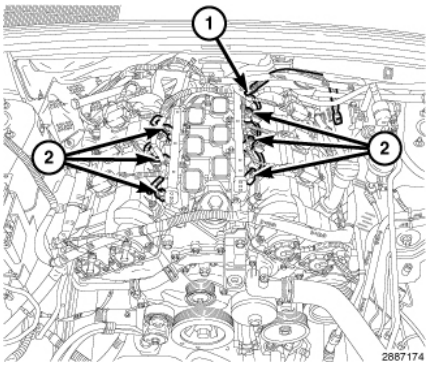
5. Fasten the main wire harness retainer (2) to the rear of the lower intake manifold.

6. Fasten the injection/ignition harness retainer (1) to the rear of the lower intake manifold.

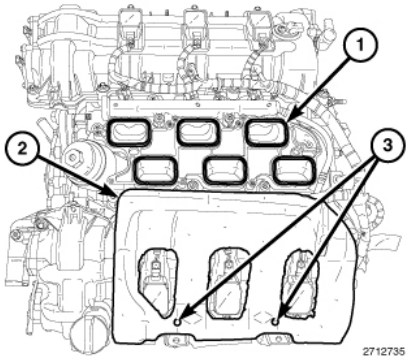


7. Connect the fuel injector electrical connectors (2).

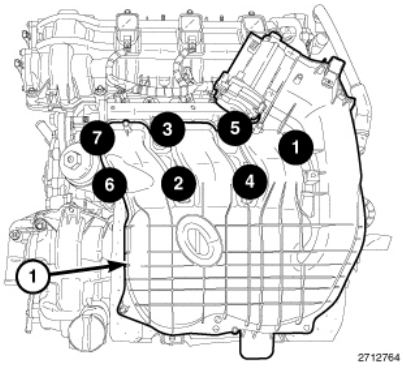
8. Connect the fuel supply hose to the fuel rail (1) (Refer to 14 - Fuel System/Fuel Delivery/FITTING, Quick Connect - Standard Procedure) .



9. Install the insulator (2) to the two alignment posts (3) on top of the left cylinder head cover.



10. Install the upper intake manifold (1) and support brackets (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .



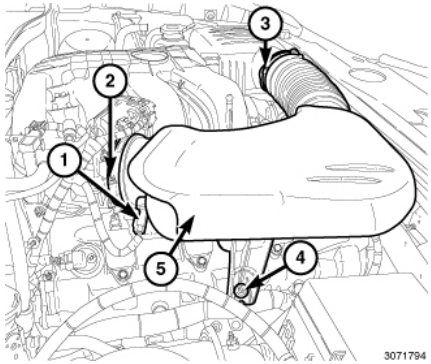
11. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

12. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

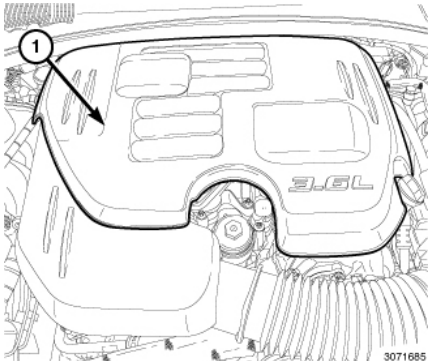
13. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

14. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

15. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).

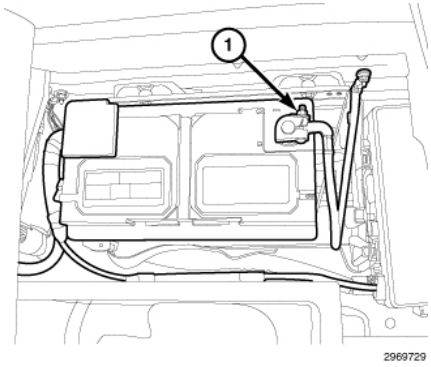


16. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



17. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

18. Start the engine and check for leaks.

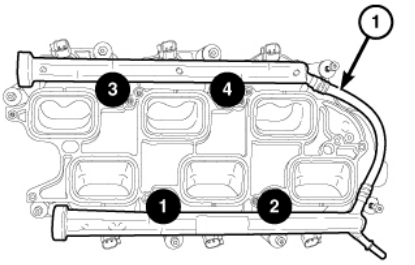


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

UPPER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Prior to installing the upper intake manifold, verify that the four fuel rail bolts were not inadvertently loosened. The bolts must tightened in the sequence shown to 7 N·m (62 in. lbs.) (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Installation) .

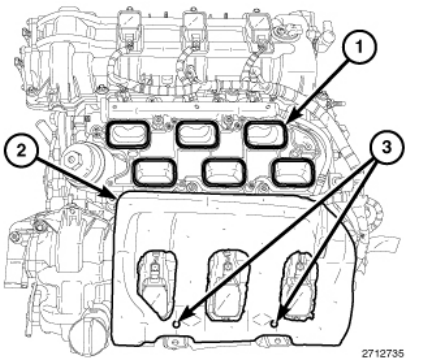


2756534

1. Clean and inspect the sealing surfaces. Install new upper to lower intake manifold seals (1).

NOTE: Make sure the fuel injectors and wiring harnesses are in the correct position so that they don't interfere with the upper intake manifold installation.

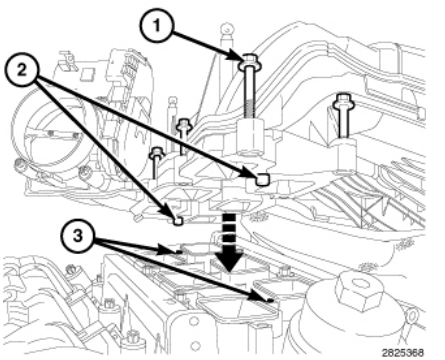
2. If removed, position the insulator (2) onto the two alignment posts (3) on top of the left cylinder head cover.



2712735

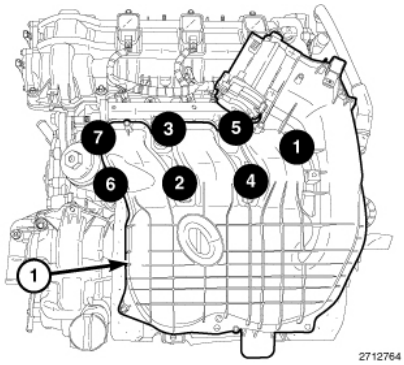
3. Lift and hold the seven upper intake attaching bolts (1) clear of the mating surface. Back the bolts out slightly or if required, use an elastic band to hold the bolts clear of the mating surface.

4. Position the upper intake manifold (1) onto the lower intake manifold so that the two locating posts (2) on the upper intake manifold align with corresponding holes (3) in the lower intake manifold.



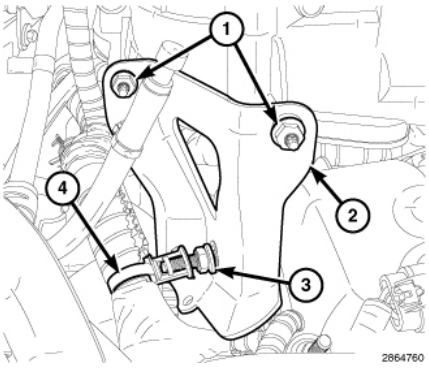
2825368

5. Install the seven upper intake manifold attaching bolts. Tighten the bolts in the sequence shown to 10 N·m (89 in. lbs.).

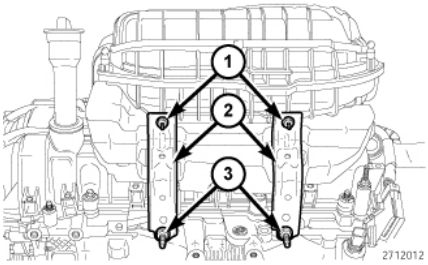


6. Install two nuts (1) to the upper intake manifold support bracket (2). Tighten the nuts (1) to 10 N·m (89 in. lbs.) and tighten the stud (3) to 20 N·m (15 ft. lbs.)

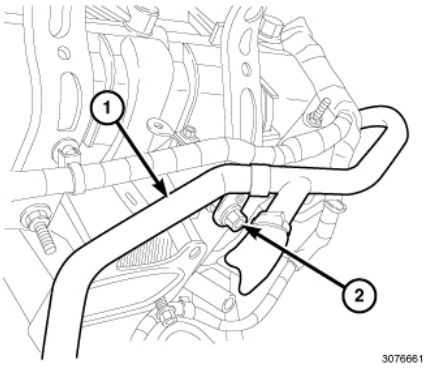
7. Engage the wire harness retainer (4) to the stud (3).



8. Install the two upper intake manifold support brackets (2) with two stud retainers (3) and two nuts (1). Tighten the stud retainers (3) to 20 N·m (15 ft. lbs.) and tighten the nuts (1) to 10 N·m (89 in. lbs.).



9. Position the heater core return tube (1), install the retaining nut (2) and tighten to 12 N·m (9 ft. lbs.).



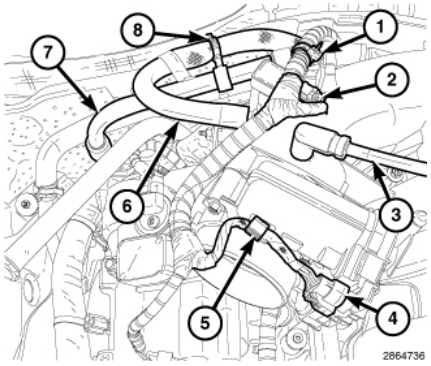
10. Connect the following hoses to the upper intake manifold:

- Positive Crankcase Ventilation (PCV) (7)

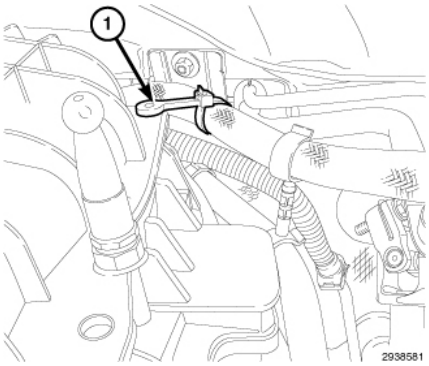
- Brake booster vacuum hose (6)
- EVAP vapor purge line (3)

11. Connect the electrical connectors to the Manifold Absolute Pressure (MAP) sensor (2) and the Electronic Throttle Control (ETC) (4).

12. Secure the ETC harness to the clip (5) on the throttle body and fasten the wire harness retainer (1) to the upper intake manifold near the MAP sensor.



13. Fasten the brake booster vacuum hose retainer (1) to the upper intake manifold.



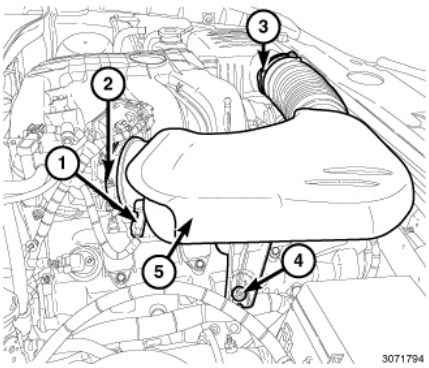
14. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

15. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

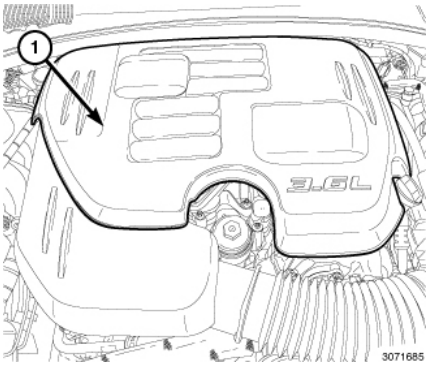
16. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

17. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

18. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).

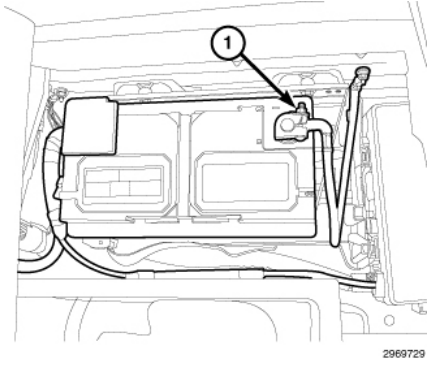


19. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



20. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

21. Start the engine and check for leaks.

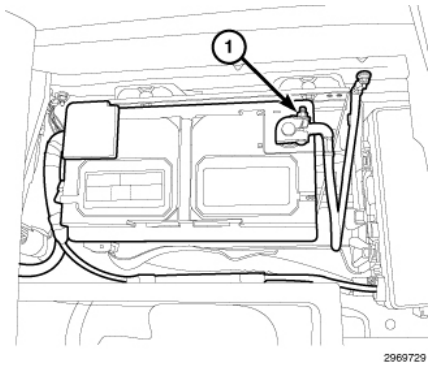


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

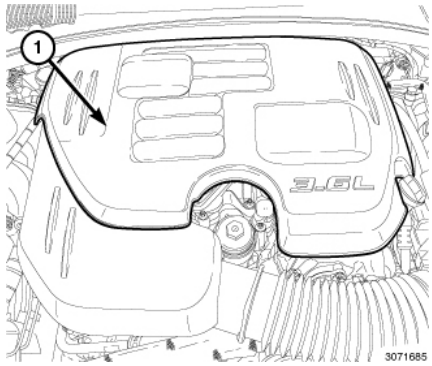
LOWER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

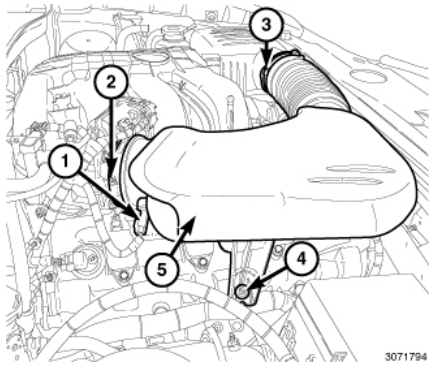
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).



3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

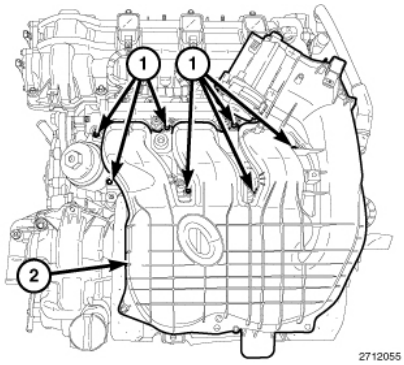


4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).

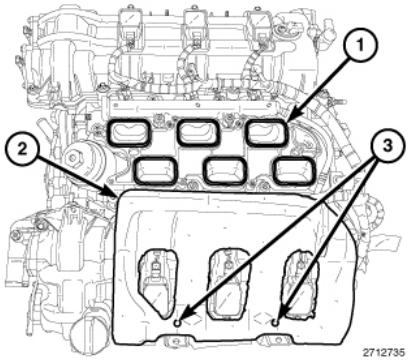


WARNING: **The fuel system is under constant pressure even with engine off. Before servicing the fuel rail, fuel system pressure must be released.**

9. Remove the upper intake manifold (2) and support brackets (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .

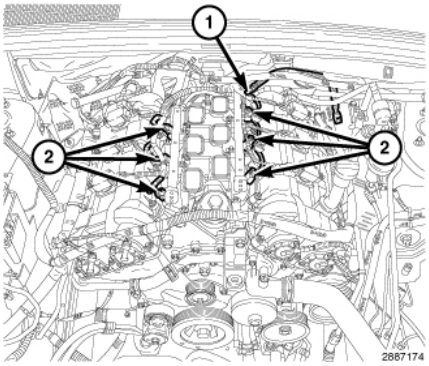


10. Remove the insulator (2) from the left cylinder head cover.



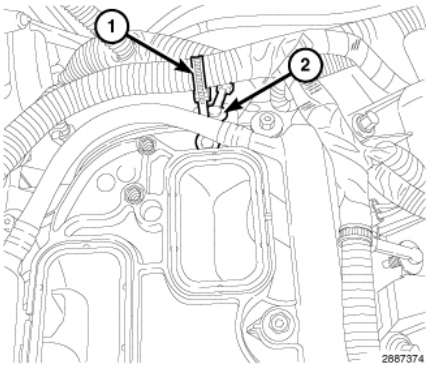
11. Disconnect the fuel supply hose (1) from the fuel rail (Refer to 14 - Fuel System/Fuel Delivery/FITTING, Quick Connect - Standard Procedure) .

12. Disconnect the fuel injector electrical connectors (2).



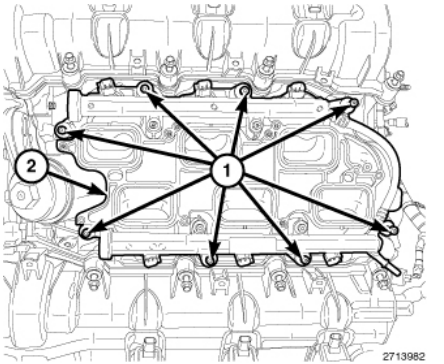
13. Unfasten the injection/ignition harness retainer (1) from the rear of the lower intake manifold.

14. Disengage the main wire harness retainer (2) form the rear of the lower intake manifold.

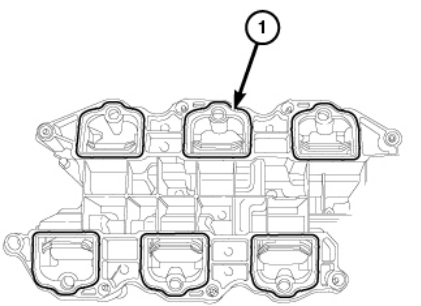


15. Remove the eight lower intake manifold attaching bolts (1).

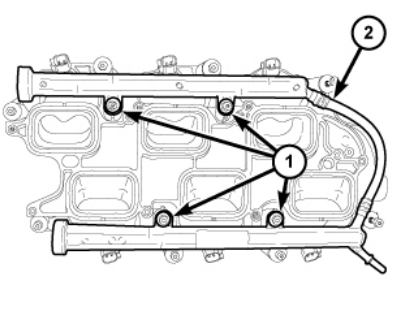
16. Remove the lower intake manifold (2) with the fuel injectors and fuel rail as an assembly.



17. Remove and discard the six lower intake manifold to cylinder head seals (1).



18. If required, remove the fuel rail (2) and fuel injectors from the lower intake manifold (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Removal) .



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The intake manifold features a dual shaft Short Runner Valve (SRV) system to maximize both low end torque and peak power. The SRV is bolted to the rear of the intake manifold and can be service separately from the manifold.

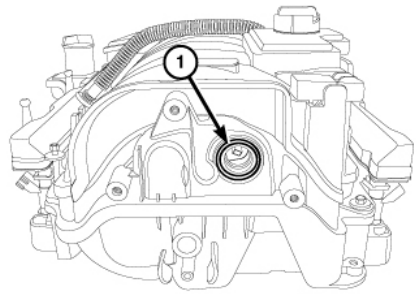
The SRV system operates under Wide Open Throttle conditions to maximize engine performance. When activated by the PCM, the SRV actuates a mechanical linkage to redirect the intake air flow to eight short runners. The PCM looks for a signal feedback when the actuator is activated. If the signal feedback is not present, the PCM sets the DTC.

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

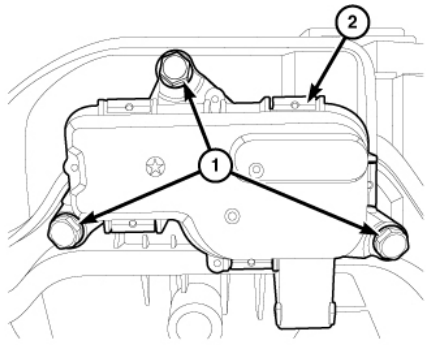
NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.

1. Install a new SRV actuator rubber O-ring seal (1).



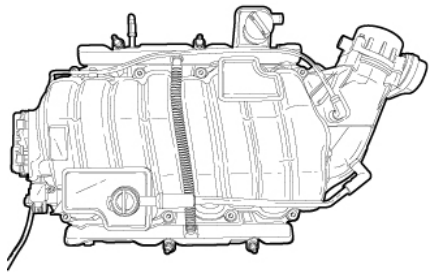
2979774

2. Position the SRV actuator (2), install the retaining bolts (1) and tighten to 5 N·m (44 in. lb.).

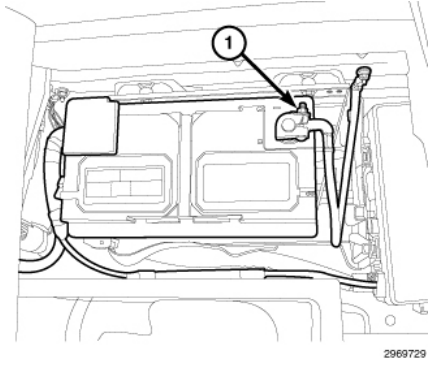


2979559

3. Install the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .


2979729

4. Connect the negative battery cable (1).

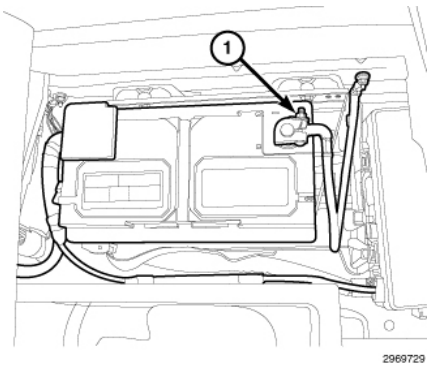


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

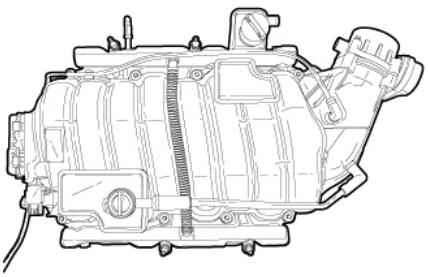
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable (1).

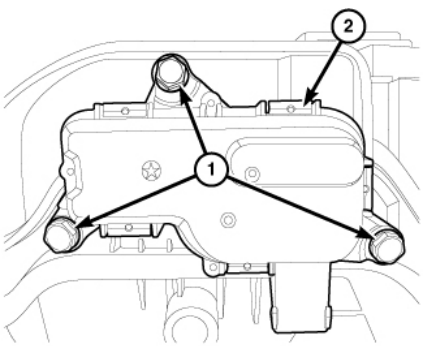


2969729

2. Remove the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .


2979729

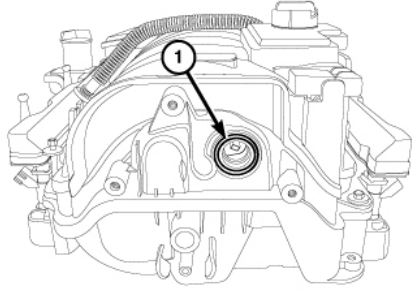
3. Remove the Short Runner Valve (SRV) actuator retaining bolts (1) and remove the SRV actuator (2).



2979559

NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.

4. Remove and discard the SRV actuator rubber O-ring seal (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

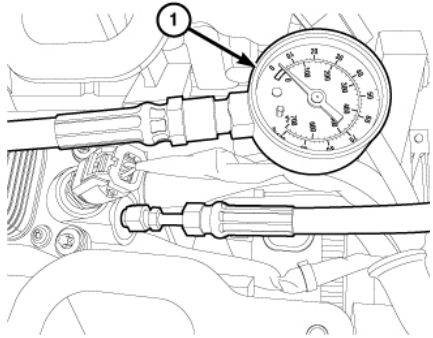
The SRV system operates under WOT conditions above 5000 rpm to maximize engine performance. When actuated by the PCM, the SRV solenoid energizes, allowing mechanical linkage to redirect the intake air flow to six short runners. The PCM looks for a current spike when actuating the solenoid. If the spike is not present, the PCM sets the DTC.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CHECKING ENGINE OIL PRESSURE

Special Tools: Click to display a list of tools used in this procedure

1. Disconnect and isolate the negative battery cable.
2. Remove the oil pressure sensor from the oil filter housing (Refer to 09 - Engine/Lubrication/SENSOR, Oil Pressure - Removal) .
3. Install Pressure Gauge C-3292A (1) to the oil pressure port. Tighten to 20 N·m (177 in. lbs.).
4. Install the upper and lower intake manifolds and air inlet hose (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .
5. Start and idle the engine. If oil pressure is 0 at idle, shut off the engine and consult the Engine Lubrication and Diagnostic Table (Refer to 09 - Engine - Diagnosis and Testing) .
6. Run the engine until it reaches normal operating temperature.
7. Verify that the engine has acceptable oil pressure) .



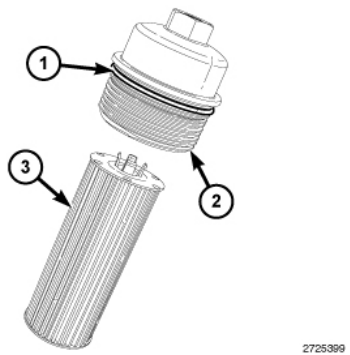
2939846

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

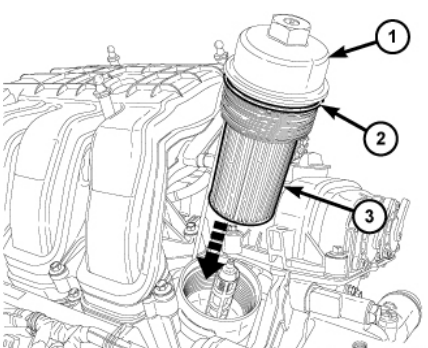
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: It is not necessary to pre-oil the oil filter or fill the oil filter housing.



1. Lightly lubricate the new O-ring seal (1) with clean engine oil.
2. Install the O-ring seal (1) on the filter cap (2).
3. Install the new oil filter (3) into the oil filter cap (2).
4. Thread the oil filter cap (1) into the oil filter housing and tighten to the proper) .
5. Add oil, verify crankcase oil level and start engine. Inspect for oil leaks (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



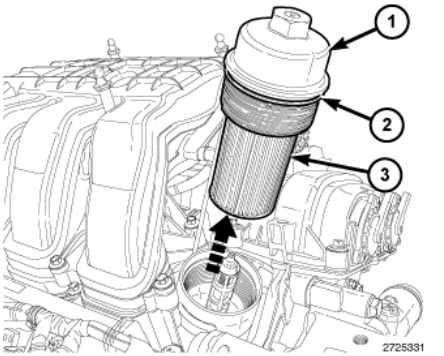
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

All engines are equipped with a high quality full-flow, disposable type oil filter. Chrysler Corporation recommends a Mopar® or equivalent oil filter be used.

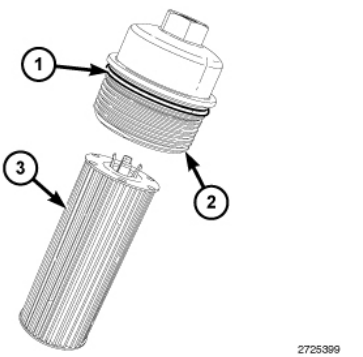
CAUTION: **When performing an engine oil change, the oil filter cap must be removed. Removing the oil filter cap releases oil held within the oil filter cavity and allows it to drain into the sump. Failure to remove the cap prior to reinstallation of the drain plug will not allow complete draining of the used engine oil.**



1. Place an oil absorbant cloth around the oil filter housing at the base of the oil filter cap.

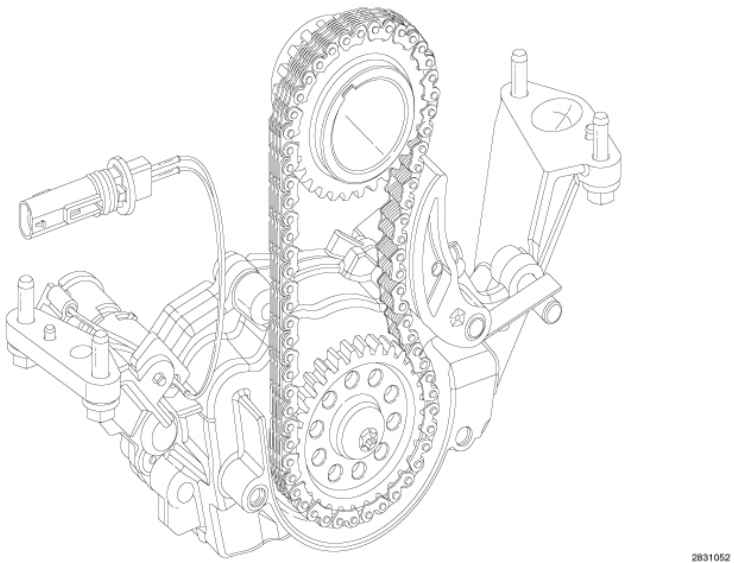
NOTE: The oil filter (3) is attached to the oil filter cap (2).

2. Rotate the oil filter cap (1) counterclockwise and remove the cap (1) and filter (3) from the oil filter housing.
3. Remove the oil filter (3) from the oil filter cap (2).
4. Remove and discard the O-ring seal (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



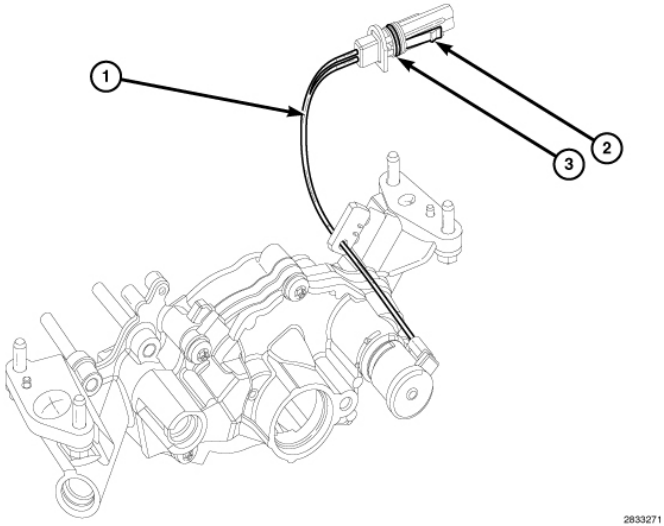
The vane type engine oil pump is mounted to the underside of the cylinder block and is driven by the oil pump chain off the crankshaft at a 1:1 drive ratio. This pump location improves efficiency compared to an on-crankshaft location. The pump is driven with a silent chain which is tensioned using a spring loaded tensioner. The pump is not timed to the engine.

An internal mechanical ball and spring type relief valve prevents excess pressure in the engine by dumping oil into the sump and provides emergency protection at conditions such as a cold start with high engine speed.

The pump has a moving slide mechanism for variable displacement capability and an on-off solenoid for two-stage pressure regulation. The pump and the solenoid are not to be disassembled. Both are non-serviceable items and are to be replaced as a complete assembly.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION



NOTE:

The Oil pump is released as an assembly. The assembly includes both the pump and the solenoid. There are no serviceable sub-assembly components. In the event the oil pump or solenoid are not functioning or out of specification they must be replaced as an assembly.

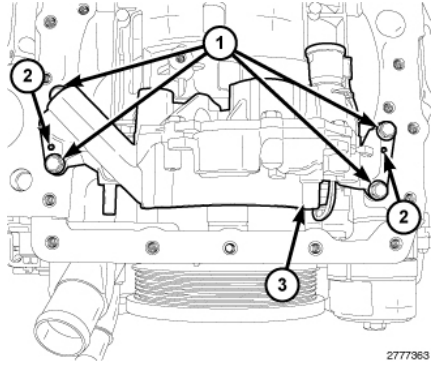
1. Inspect the solenoid wires (1) for cuts or chaffing.

2. Inspect the condition of the connector O-ring seal (3).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

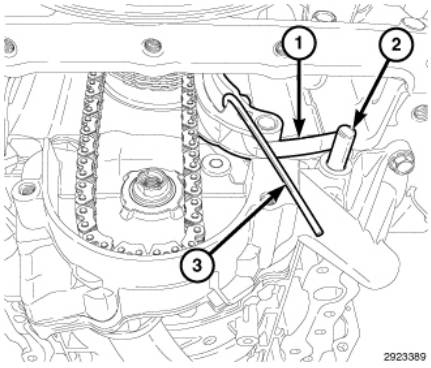


1. Align the locator pins (2) to the engine block and install the oil pump (3) with four bolts (1). Tighten the bolts to 12 N·m (106 in. lbs.).

2. Install the oil pump chain tensioner on the oil pump.

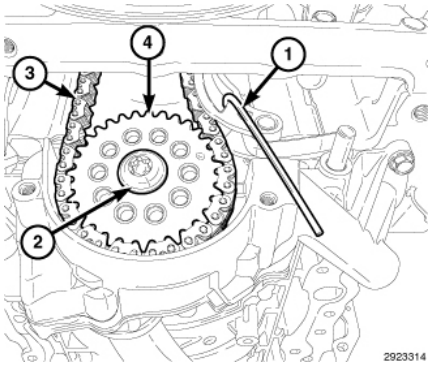
3. Position the oil pump chain tensioner spring (1) above the dowel pin (2).

4. Push back the oil pump chain tensioner and insert a suitable retaining pin (3) such as a 3 mm Allen wrench.



NOTE: There are no timing marks on the oil pump gear or chain. Timing of the oil pump is not required.

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

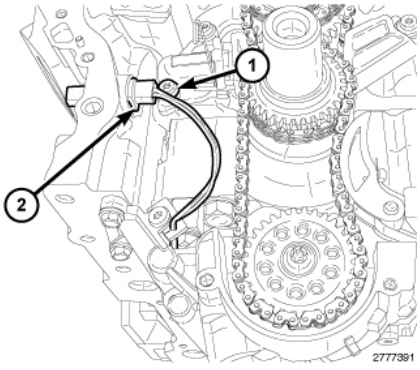


5. Place the oil pump sprocket (4) into the oil pump chain (3). Align the oil pump sprocket with the oil pump shaft and install the sprocket. Install the T45 retaining bolt (2) and tighten to 25 N·m (18 ft. lbs.).

6. Remove the retaining pin (1). Verify that the oil pump chain is centered on the tensioner and crankshaft sprocket.

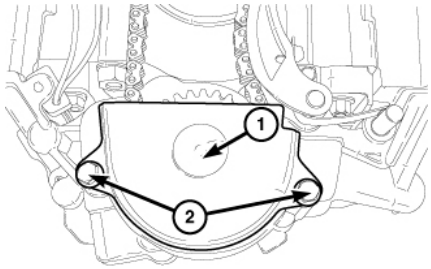
7. Rotate the crankshaft CW one complete revolution to verify proper oil pump chain installation.

NOTE: Graphic shows the engine timing cover removed for clarity.

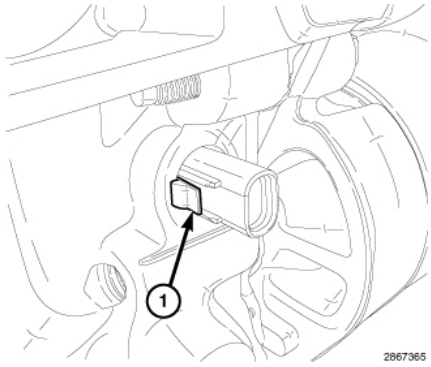


8. Position the oil pump solenoid electrical connector (2) into the engine block. Rotate the connector so that it can be pushed past the primary chain tensioner mounting bolt (1). Then rotate the connector slightly CCW and push it into the engine block until it locks in place.

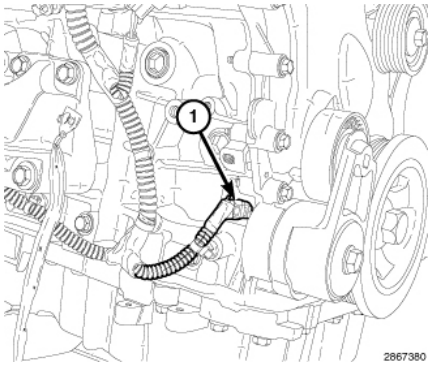
9. Install the timing gear splash shield (1). Tighten bolts (2) to 5 N·m (35 in. lbs.).



10. Verify that the oil pump solenoid electrical connector retention lock tab (1) is engaged to the engine block.



11. Connect the engine wire harness to the oil pump solenoid electrical connector (1).

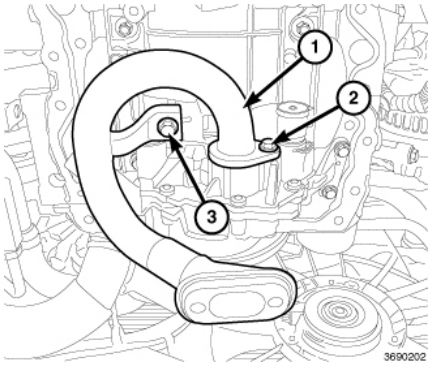


12. Install the oil pump pick-up (1) (Refer to 09 - Engine/Lubrication/PICK-UP, Oil Pump - Installation)

13. Install the oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Installation)

14. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

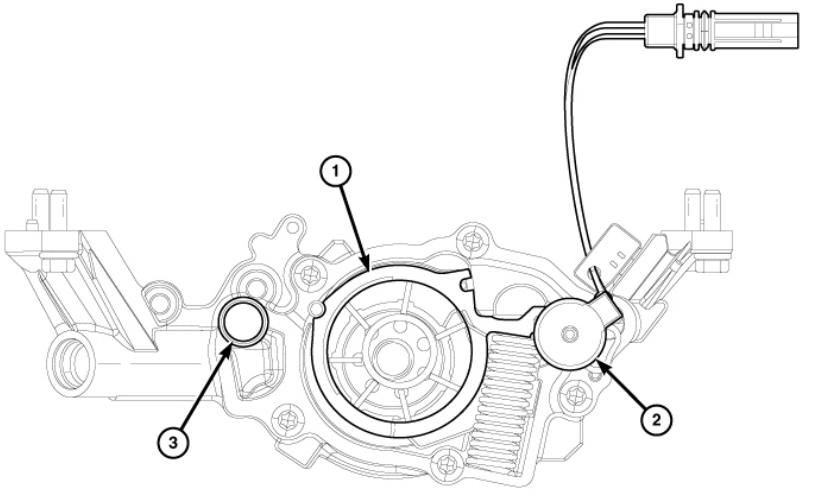


CAUTION: **A MIL or low oil pressure indicator that remains illuminated for more than 2 seconds may indicate low or no engine oil pressure. Stop the engine and investigate the cause of the indication.**

16. Start and run the engine until it reaches normal operating temperature.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

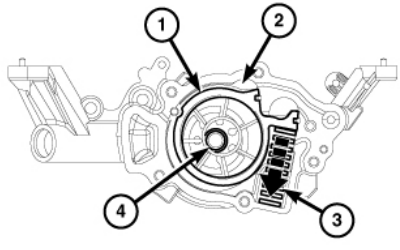


2832737

The engine oil pump features seven vanes and a moving element (1) that continuously adjusts to maintain a regulated oil pressure supply by varying the displacement of the pump. The pump has two regulated pressure stages of operation controlled by an on/off solenoid (2). Low pressure mode regulation (solenoid on) is approximately 200 kPa (29 psi) and high pressure mode regulation (solenoid off) is approximately 450 kPa (65 psi). The Powertrain Control Module (PCM) switches the pump between stages based on engine operating conditions, oil and coolant temperatures, speed and load. Under most typical conditions, the pump will run in low mode from idle up to around 3000 rpm, and switch from low to high mode between 3000 and 4000 rpm.

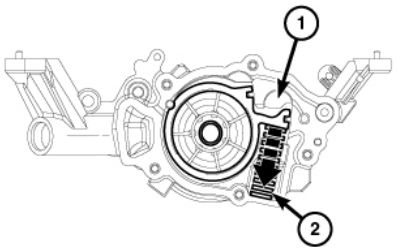
The maximum oil pressure in the engine is limited to 1000 kPa (145 psi) by the relief valve (3). Pressure in the main oil gallery of the engine can be monitored with diagnostic equipment through the oil pressure sensor mounted on the rear of the oil filter module. The minimum pressure for the engine is 41 kPa (6 psi) at any operating condition. Anything under this pressure could result in damage to critical moving parts.

In high pressure mode regulation (solenoid off) main gallery oil pressure (2) is applied to the moving element (1). The main gallery oil pressure works against spring pressure (3) to move the element to a more concentric location about the pump driveshaft (4) thus reducing displacement and pump output.



2832771

In low pressure mode regulation (solenoid on) the energized solenoid opens an additional chamber (1) to main gallery oil pressure increasing the force on the spring (2) to further reduce displacement and output pressure.



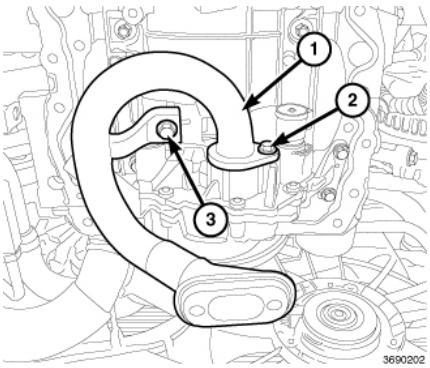
2832798

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

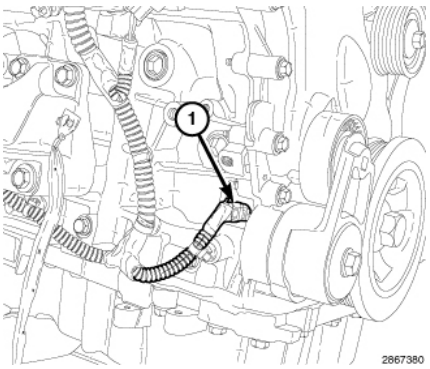
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

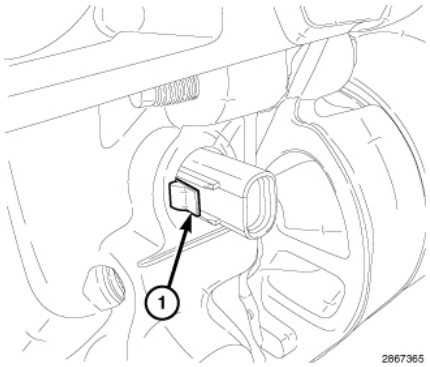
1. Disconnect and isolate the negative battery cable.
2. Remove the upper oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Removal)
3. Remove the oil pump pick-up (1) (Refer to 09 - Engine/Lubrication/PICK-UP, Oil Pump - Removal) .



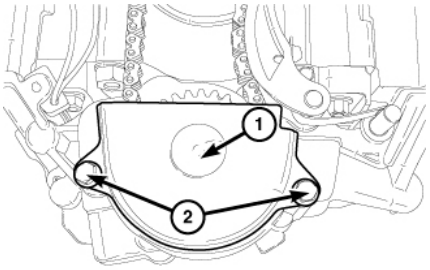
4. Disconnect the engine wire harness from the oil pump solenoid electrical connector (1).



5. Depress the connector retention lock tab (1) to disengage the oil pump solenoid electrical connector from the engine block.

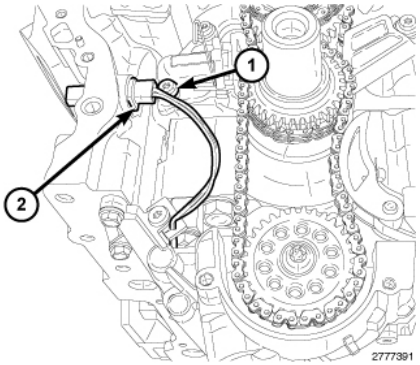


6. Remove bolts (2) and the timing gear splash shield (1).



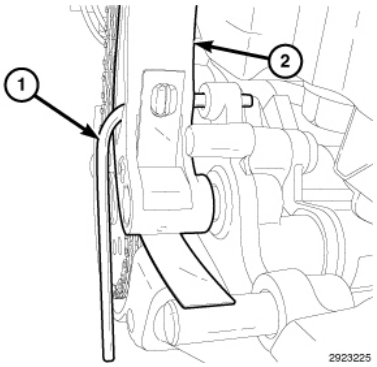
3090017

NOTE: Graphic shows the engine timing cover removed for clarity.



2777391

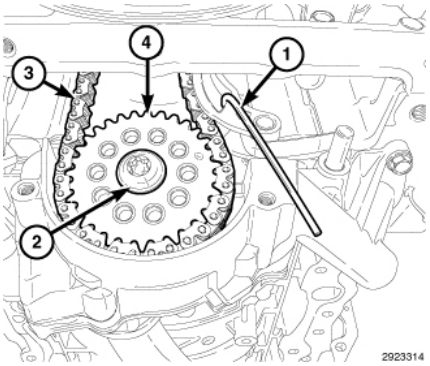
7. Push the oil pump solenoid electrical connector into the engine block, rotate the connector slightly CW, push it past the primary chain tensioner mounting bolt (1) and into the engine.



2923225

8. Push back the oil pump chain tensioner (2) and insert a suitable retaining pin (1) such as a 3 mm Allen wrench.

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**



2923314

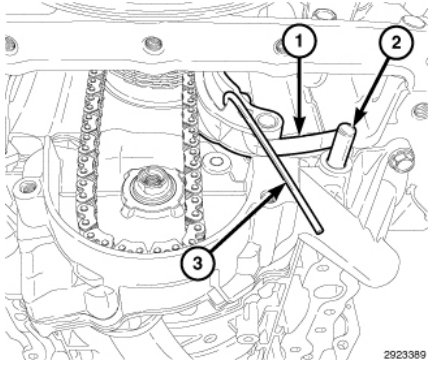
9. Mark the direction of rotation on the oil pump chain (3) and sprocket (4) using a paint pen or equivalent to aid in reassembly.

NOTE: There are no timing marks on the oil pump gear or chain. Timing of the oil pump is not required.

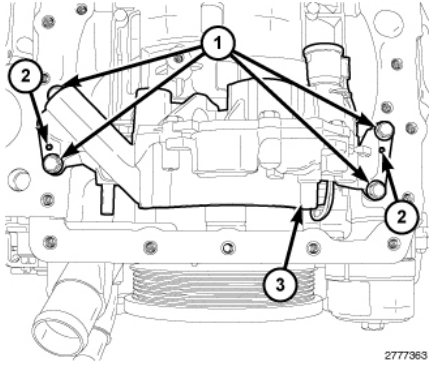
10. Remove the oil pump sprocket T45 retaining bolt (2) and remove the oil pump sprocket (4).

11. Remove the retaining pin (3) and disengage the oil pump chain tensioner spring (1) from the dowel pin (2).

12. Remove the oil pump chain tensioner from the oil pump.



13. Remove the four oil pump bolts (1) and remove the oil pump (3).

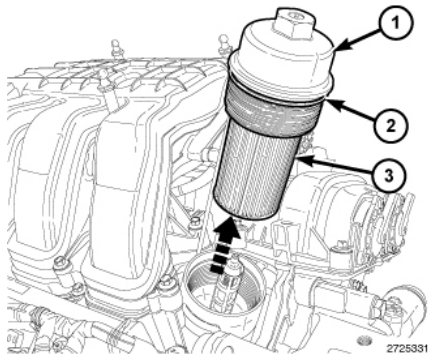


STANDARD PROCEDURE - ENGINE OIL AND FILTER CHANGE

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

Change the engine oil and filter at mileage and time intervals described in the Maintenance Schedule (Refer to 04 - Vehicle Quick Reference/Maintenance Schedules - Description) .

NOTE: Graphic shows engine cover removed for clarity.

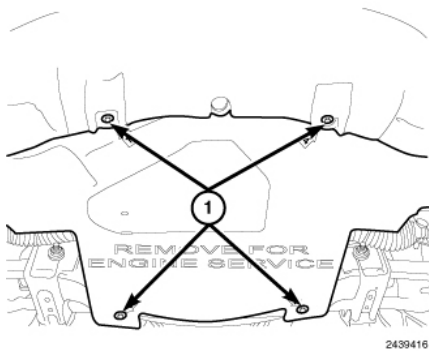


CAUTION: **When performing an engine oil change, the oil filter cap must be removed. Removing the oil filter cap releases oil held within the oil filter cavity and allows it to drain into the sump. Failure to remove the cap prior to reinstallation of the drain plug will not allow complete draining of the used engine oil.**

1. Run the engine until achieving normal operating temperature.
2. Position the vehicle on a level surface and turn the engine off.
3. Place an oil absorbent cloth around the oil filter housing at the base of the oil filter cap.

NOTE: The oil filter (3) is attached to the oil filter cap (2).

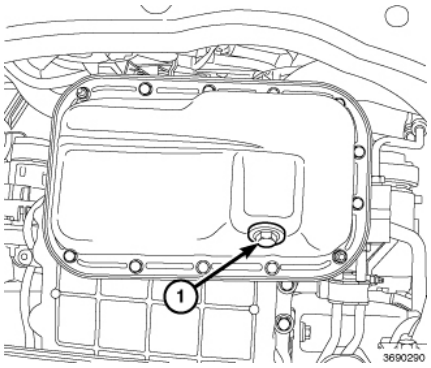
4. Rotate the oil filter cap (1) counterclockwise and remove the cap (1) and filter (3) from the oil filter housing.
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
6. Remove the belly pan retainers (1) and remove the belly pan.



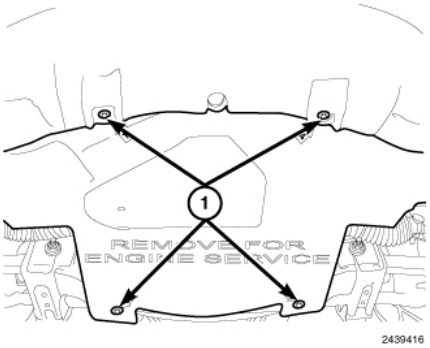
7. Place a suitable drain pan under the crankcase drain plug (1).

8. Remove the drain plug (1) from oil pan and allow the oil to drain into the pan. Inspect the drain plug threads for stretching or other damage. Replace the drain plug and gasket if damaged.

9. Install the drain plug (1) in the oil pan and tighten to 27 N·m (20 ft. lbs.).



10. Position the belly pan and install the retainers (1).



11. Lower the vehicle.

12. Remove the oil filter (3) from the oil filter cap (2).

13. Remove and discard the O-ring seal (1).

NOTE: It is not necessary to pre-oil the oil filter or fill the oil filter housing.

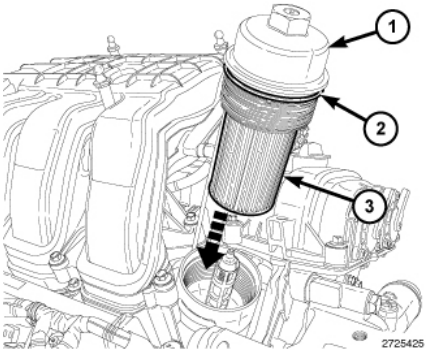
14. Lightly lubricate the new O-ring seal (1) with clean engine oil.

15. Install the O-ring seal (1) on the filter cap (2).

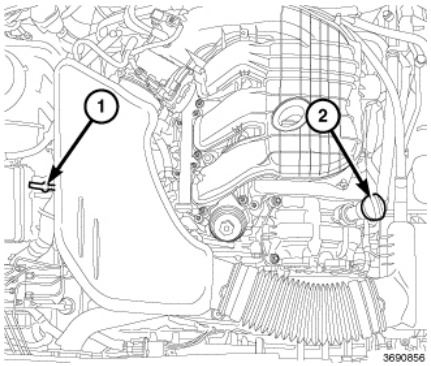
16. Install the new oil filter (3) into the oil filter cap (2).

NOTE: Graphic shows engine cover removed for clarity.

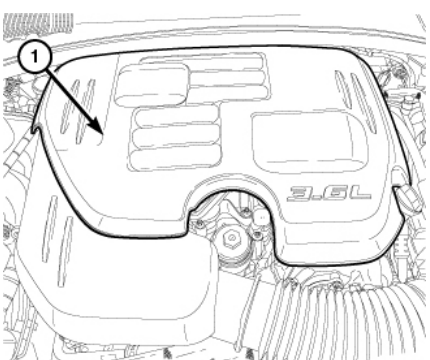
17. Thread the oil filter cap (1) into the oil filter housing and tighten to 25 N·m (18 ft. lbs.).



18. Remove the oil fill cap (2). Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .
19. Install the oil fill cap (2).
20. Start the engine and inspect for leaks.
21. Stop the engine and check the oil level (1).



22. Install the engine cover (1), if removed.



OIL FILTER SPECIFICATION

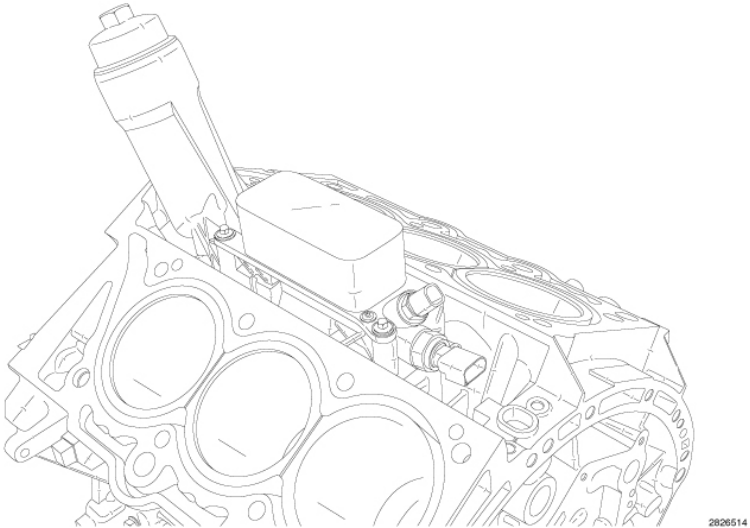
All engines are equipped with a high quality full-flow, disposable type oil filter. When replacing oil filter, use a Mopar® filter or equivalent.

USED ENGINE OIL DISPOSAL

Care should be exercised when disposing of used engine oil after it has been drained from a vehicle engine. Refer to the WARNING listed above.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



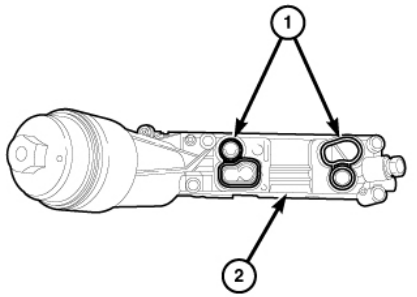
The oil cooler is attached to the top of the oil filter housing which is located in the V of the cylinder block. The oil cooler is a plate style coolant-to-oil heat exchanger.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

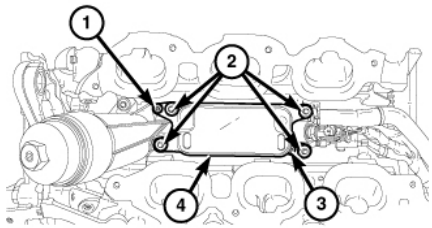
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Always use new dry seals (1) when installing the oil cooler. Do not lubricate the seals.



2710718

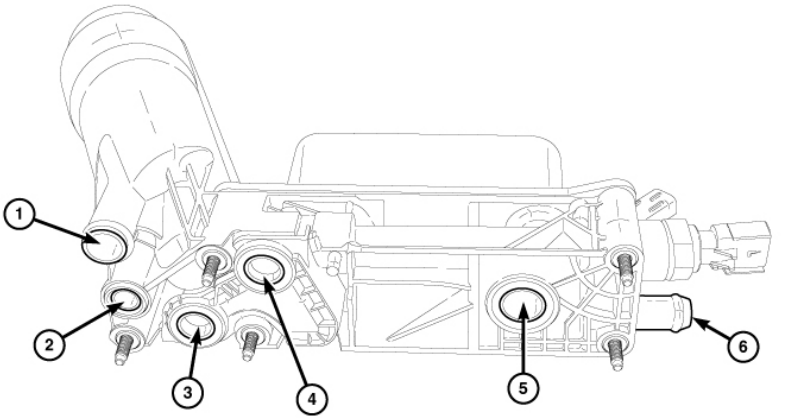
1. Install the new oil cooler seals (1) onto the oil filter housing (2).
2. Position the oil cooler (4) on the oil filter housing.
3. Install two screws (1) and (3). Tighten the screws to the proper) .
4. Install four bolts (2) and tighten to the proper) .
5. Install the upper and lower intake manifolds and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .
6. Fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .
7. Connect the negative battery cable and tighten nut to the proper) .
8. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .
9. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure) .



2707169

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



2826564

Oil flows from the engine oil pump to the oil filter housing inlet (1) and to the oil filter element located within the oil filter housing. After the oil is filtered it travels internally through the engine oil cooler and then to the main oil gallery (5).

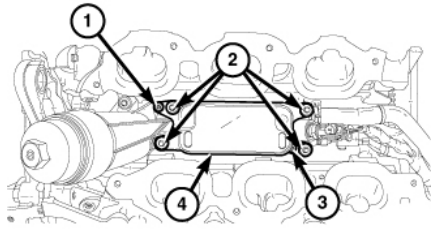
Coolant flows from the right cylinder block water jacket (3) and from the left cylinder block water jacket (4) into the housing. The coolant flows through the oil cooler and exits the housing from the rear hose nipple (6) where it is returned to the water pump. A coolant by-pass in the housing is designed to direct excessive coolant flow around the oil cooler for continuous circulation.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

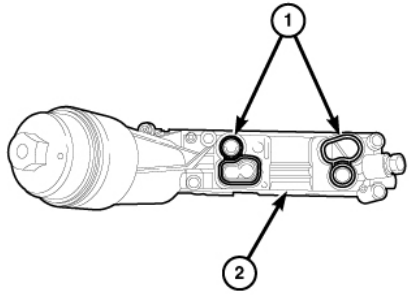
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The oil cooler can not be cleaned out. In the event that the engine requires rebuilding or replacement, replace the oil cooler.



2707169

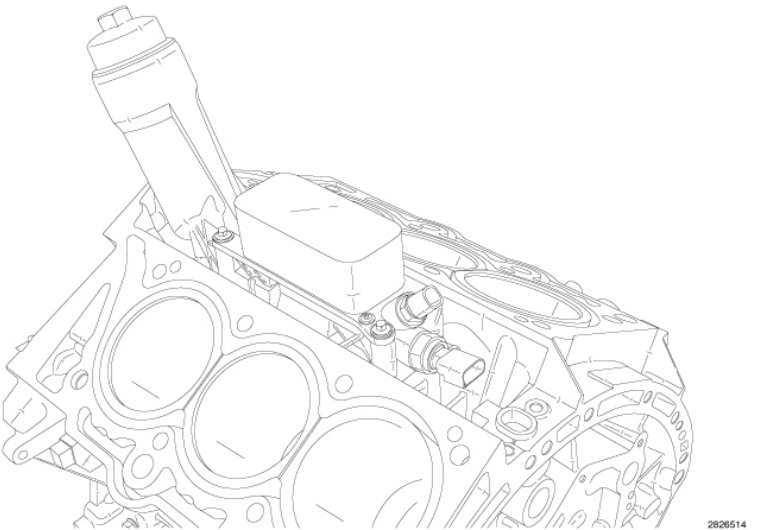
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove the air cleaner housing assembly, upper and lower intake manifolds (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal)
5. Remove four bolts (2) and two screws (1) and (3).
6. Remove the oil cooler (4).
7. Remove and discard the oil cooler seals (1).



2710718

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



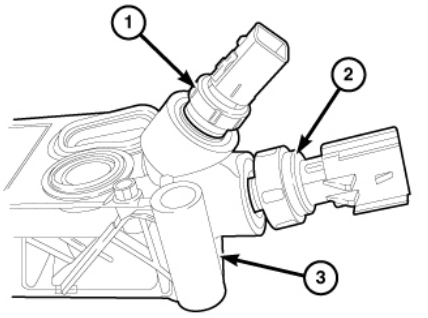
The oil filter housing is located in the V of the cylinder block. The oil filter element is located within the housing and the engine oil cooler is attached to the top of the housing. Both the oil pressure and oil temperature sensors are located at the rear of the housing.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

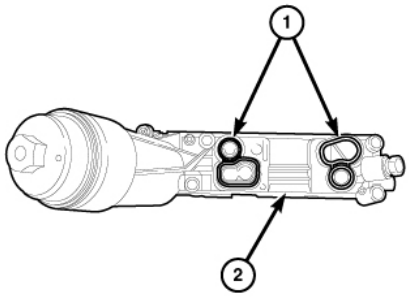
1. If removed, install the oil pressure sensor (2) and tighten to the proper) .
2. If removed, install the oil temperature sensor (1) and tighten to the proper) .



2710795

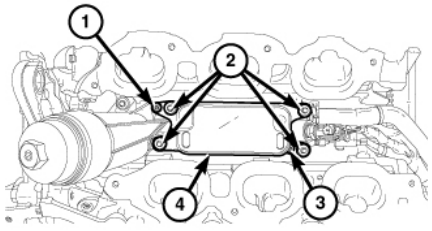
NOTE: Always use new dry seals (1) when installing the oil cooler. Do not lubricate the seals.

3. If removed, install the new oil cooler seals (1) onto the oil filter housing (2).



2710718

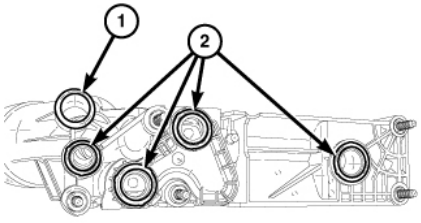
4. If removed, position the oil cooler (4) on the oil filter housing.



2707169

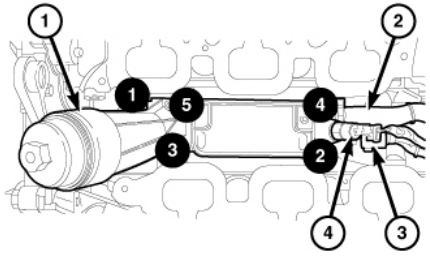
NOTE: Always use new dry seals (2) when installing the oil filter housing. Lubricate the O-ring seal with clean engine oil prior to installation.

5. Install new oil filter housing seals (2) onto the oil filter housing.



2707844

6. Install the heater hose (2) to the oil filter housing (1).
7. Position the oil filter housing (1) on the engine block.
8. Install five bolts and tighten in the sequence shown to the proper) .
9. Connect the oil pressure sensor electrical connector (3).
10. Connect the oil temperature sensor electrical connector (4).

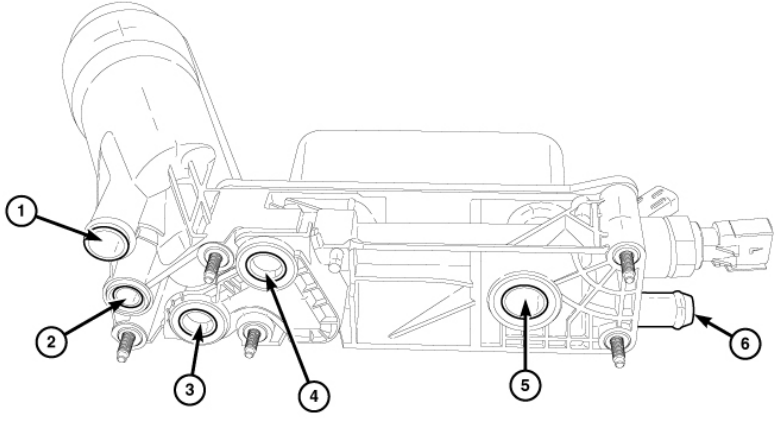


2710852

11. Install the upper and lower intake manifolds and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)
12. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)
13. Connect the negative battery cable and tighten the nut to the proper) .
14. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .
15. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure)

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



2826564

Oil flows from the engine oil pump to the oil filter housing inlet (1) and to the oil filter element located within the oil filter housing. After the oil is filtered and then cooled it travels to the main oil gallery (5). An oil filter by-pass is built into the housing and is not serviceable. Removing the oil filter cap from the housing allows oil to drain from the oil filter cavity into to the crankcase (2).

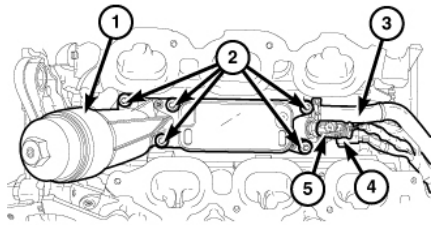
Coolant flows from the right cylinder block water jacket (3) and from the left cylinder block water jacket (4) into the housing. The coolant flows through the oil cooler and exits the housing from the rear hose nipple (6) where it is returned to the water pump. A coolant by-pass in the housing is designed to direct excessive coolant flow around the oil cooler for continuous circulation.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

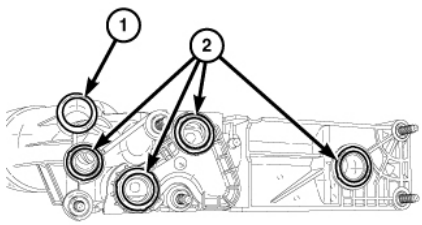
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

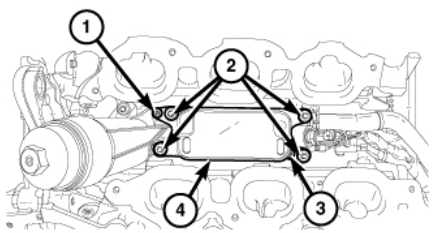
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove the air cleaner housing assembly, upper and lower intake manifolds (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal)
5. Disconnect the oil temperature sensor electrical connector (5).
6. Disconnect the oil pressure sensor electrical connector (4).
7. Remove five bolts (2) and remove the oil filter housing (1).
8. Lift the oil filter housing (1) and remove the heater hose (3).
9. Remove and discard the oil filter housing seals (2). The O-ring seal (1) can be reused.
10. If required, remove two screws (1) and (3) and remove the oil cooler (4) from the oil filter housing.



2707704

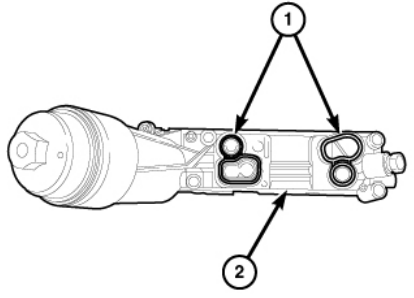


2707844



2707169

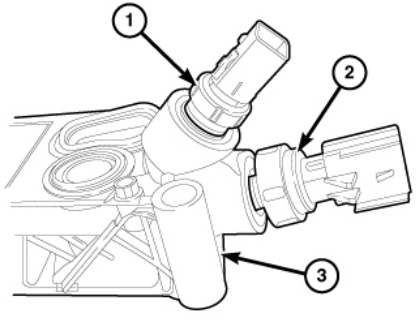
11. Remove and discard the oil cooler seals (1).



2710718

12. If required, remove the oil temperature sensor (1) from the oil filter housing (3).

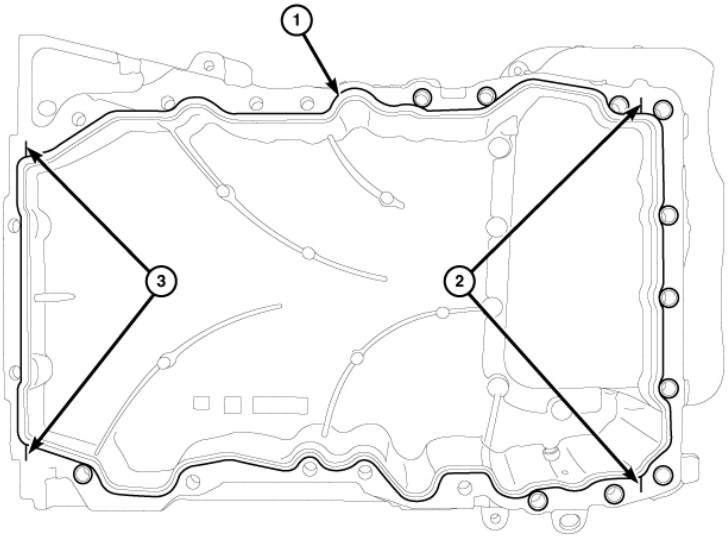
13. If required, remove the oil pressure sensor (2) from the oil filter housing (3).



2710795

CLEANING

CAUTION: **Clean the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces thoroughly with isopropyl alcohol in preparation for sealant application. All surfaces that seal with RTV must be oil and contamination free to ensure proper adhesion of the RTV to the mating surface to prevent leaks.**

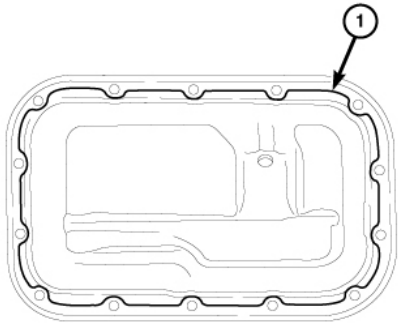


3515756

1. Clean the oil pan in solvent and wipe dry with a clean cloth.

CAUTION: **Do not use oil based liquids, wire brushes, abrasive wheels or metal scrapers to clean the engine gasket surfaces. Use only isopropyl (rubbing) alcohol, along with plastic or wooden scrapers. Improper gasket surface preparation may result in engine fluid leakage.**

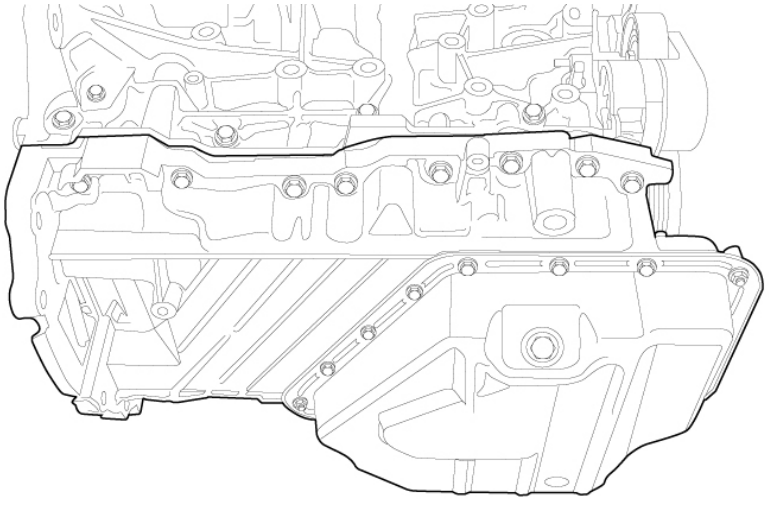
2. Remove all residual sealant (1) from the upper and lower oil pans (Refer to 09 - Engine - Standard Procedure)



3515720

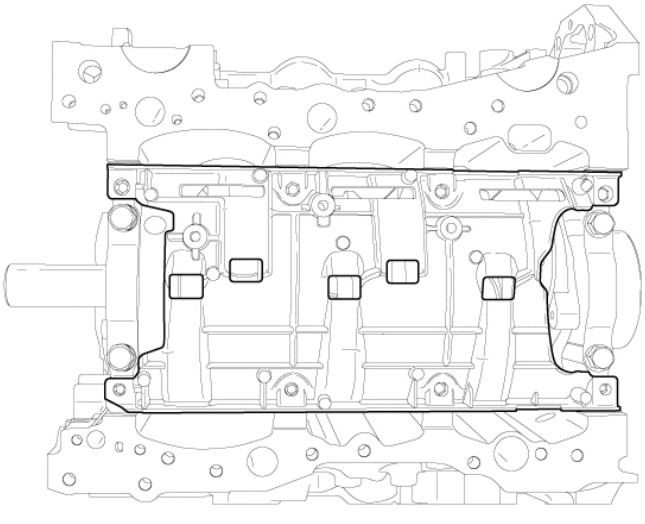
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



3515588

There is an upper and lower oil pan. The upper oil pan is cast aluminum and also serves as the lower end structural support. The lower pan is a stamped steel design. Both upper and lower oil pans are sealed using Mopar® Threebond Engine RTV Sealant. The lower oil pan must be removed in order to access all of the upper oil pan attaching bolts.



2830423

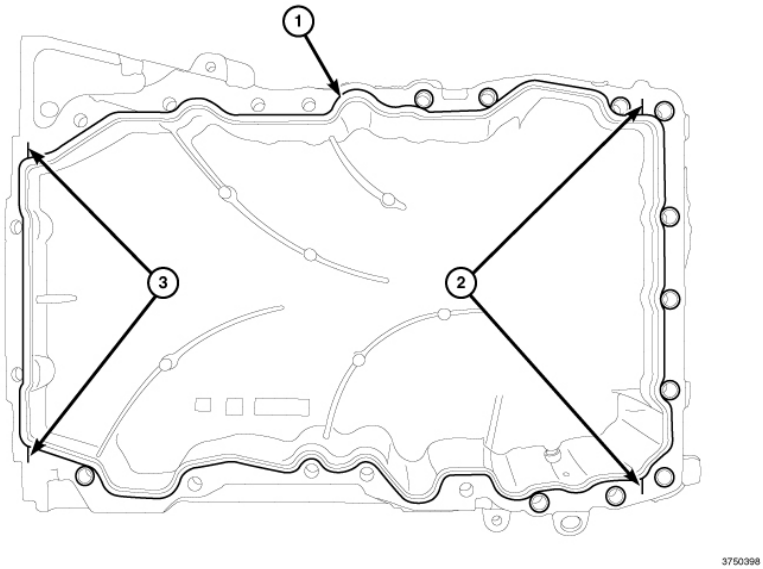
CAUTION: **Do not attempt to support the weight of the engine on the windage tray. The windage tray is a thin cast aluminum construction and can be easily damaged.**

The high pressure die cast aluminum windage tray is mounted to the main bearing caps and is designed to keep oil off of the connecting rods as the crankshaft rotates. When the oil is kept off the connecting rods, the engine rotates easier and oil foaming decreases. Like the oil pan, the windage tray is designed to stiffen the lower end of the engine. The tray is directional and the main bearing cap bolts hold it in place.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure



CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.**

CAUTION: **Clean the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces thoroughly with isopropyl alcohol in preparation for sealant application. All surfaces that seal with RTV must be oil and contamination free to ensure proper adhesion of the RTV to the mating surface to prevent leaks.**

CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**

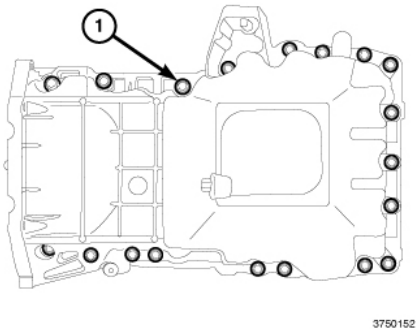
1. Clean the oil pan, timing chain cover, rear seal retainer and engine block mating surfaces with isopropyl alcohol in preparation for sealant application.
2. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the oil pan as shown in the following locations:

   - Oil pan to engine block flange (1)
   - Two timing cover to engine block T-joints (2)
   - Two rear seal retainer to engine block T-joints (3)

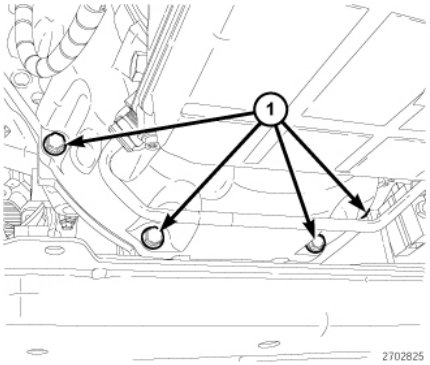
   CAUTION: **Make sure that the rear face of the oil pan is flush to the transmission bell housing before tightening any of the oil pan mounting bolts. A gap between the oil pan and the transmission could crack the oil pan or transmission casting.**

3. Install the oil pan to the engine block making sure the oil pan is flush to the transmission bell housing. Secure the oil pan to the engine block with nineteen M8

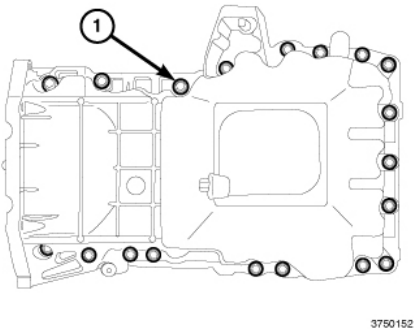
oil pan mounting bolts (1) finger tight.



4. Install the four transmission to the engine oil pan bolts (1) and tighten to 55 N·m (41 ft. lbs.).

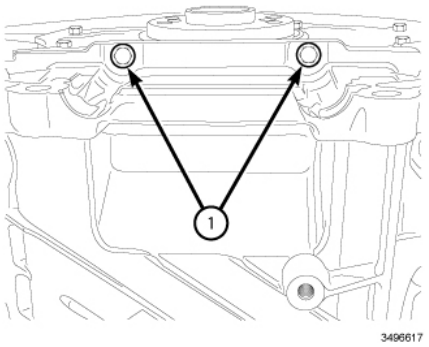


5. Tighten the nineteen previously installed M8 oil pan mounting bolts (1) to 25 N·m (18 ft. lbs.).

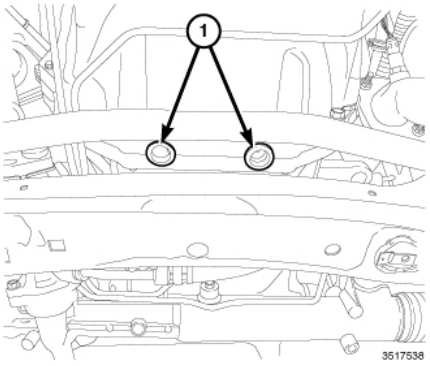


NOTE: Shown with transmission removed for clarity.

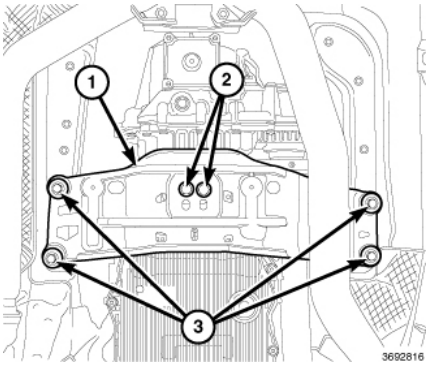
6. Install the two M6 bolts (1) to the rear oil seal retainer flange and tighten to 10 N·m (89 in. lbs.).



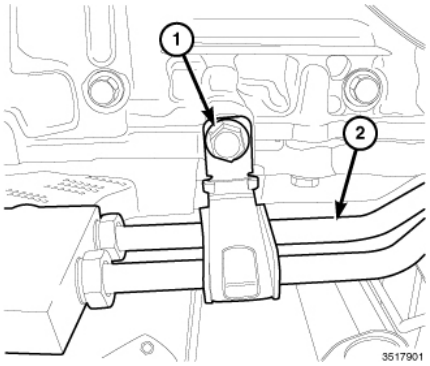
7. Install the two rubber plugs (1) covering the rear oil seal retainer flange bolts.

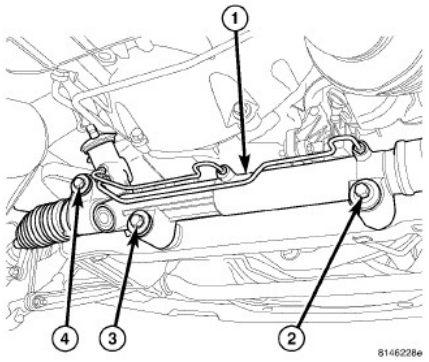


8. Lower the rear of the engine and install the two bolts (2) to the rear engine mount isolator. Tighten the bolts to 65 N·m (48 ft. lbs.).



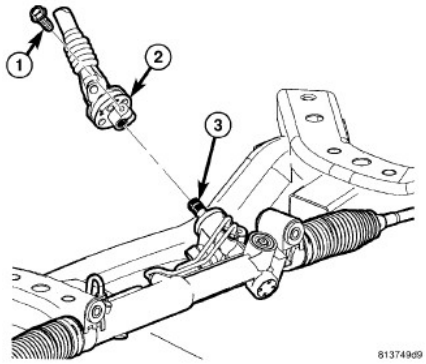
9. Install the transmission cooling lines (2) and tighten the bolt (1) to 12 N·m (106 in. lbs.).





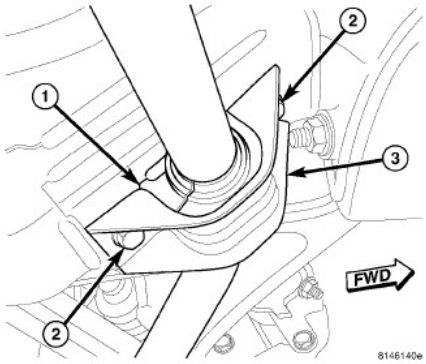
10. Lift the steering gear (1) into the mounted position and install the steering gear lower mounting bolts (2 and 3). Install the upper mounting bolt (4) and nut. Tighten all bolts to 102 N·m (75 ft. lbs.).

    Align splines and install the lower intermediate shaft coupling (2) to the steering gear shaft (3). Install a **NEW** pinch bolt and tighten to 45 N·m (33 ft. lbs.).



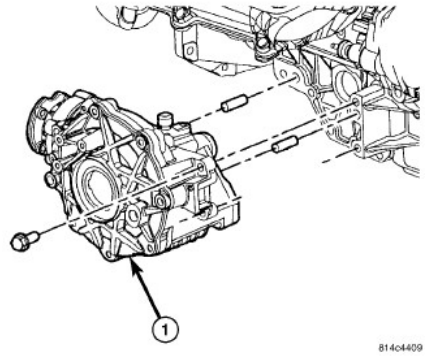
11. Raise the stabilizer bar to the engine cradle, placing bushings (1) into the mounted position.

12. Install the bolts (2) securing each stabilizer bar isolator retainer (3) to the cradle. Tighten the bolts to 60 N·m (44 ft. lbs.).



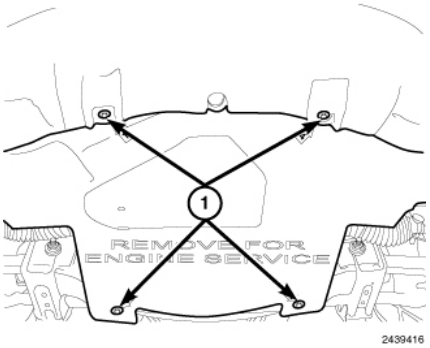
13. Install the front axle assembly (1) with propeller shaft, intermediate shaft, halfshafts, wheels, tires and exhaust pipe (Refer to 03 - Differential and Driveline/Front Axle - Installation) .

14. If required, fill the front axle with the specified type and amount of gear lubricant.



15. Position the belly pan and install the retainers (1).

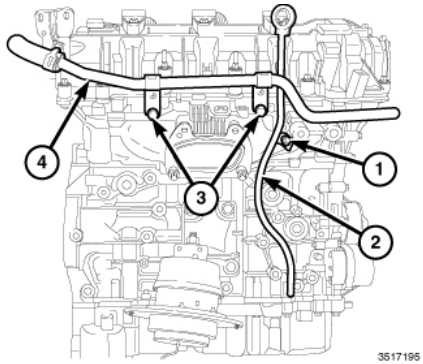
16. Lower the vehicle.



17. Install the oil level indicator (2) with bolt (1) tightened to 12 N·m (106 in. lbs.).

18. Position the heater core inlet tube (4) and install two bolts (3) tightened to 12 N·m (106 in. lbs.).

19. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .



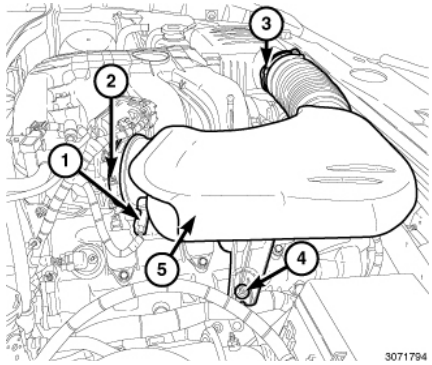
20. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

21. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

22. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

23. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

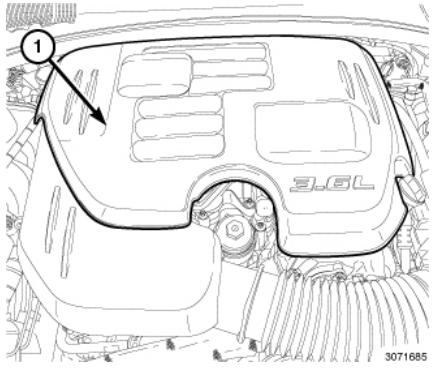
24. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



25. Position the engine cover (1) and secure the retaining grommets onto the ball studs.

26. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

27. Start and run the engine until it reaches normal operating temperature and check for leaks.



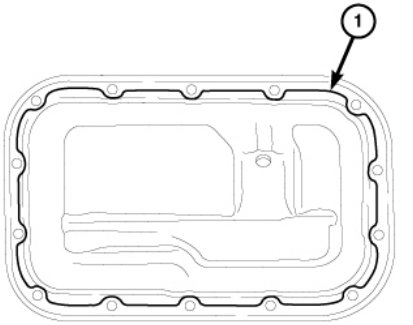
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RWD LOWER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.**

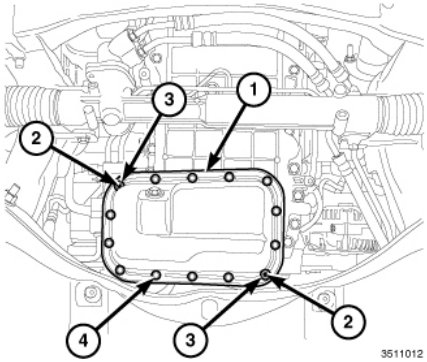
CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**



3515720

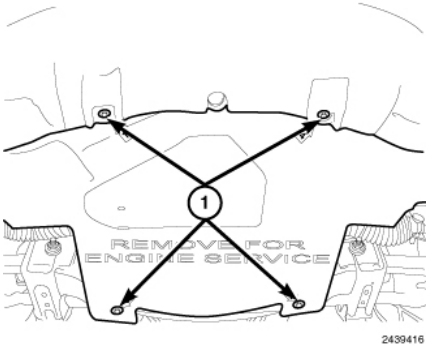
1. Clean the upper and lower oil pan mating surfaces with isopropyl alcohol in preparation for sealant application.
2. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant (1) to the lower oil pan as shown.

CAUTION: **Following assembly, the Mopar® Threebond Engine RTV Sealant must be allowed to dry for 45 minutes prior to adding oil and engine operation. Premature exposure to oil prior to drying may result in engine fluid leakage.**



3511012

3. Install two studs (2) into the upper oil pan flange.
4. Install the lower oil pan (1) to the upper oil pan with twelve bolts (4) and two nuts (3) tightened to 11 N·m (8 ft. lbs.).
5. Position the belly pan and install the retainers (1).
6. Lower the vehicle.
7. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .
8. Start and run the engine until it reaches normal operating temperature and check for leaks.

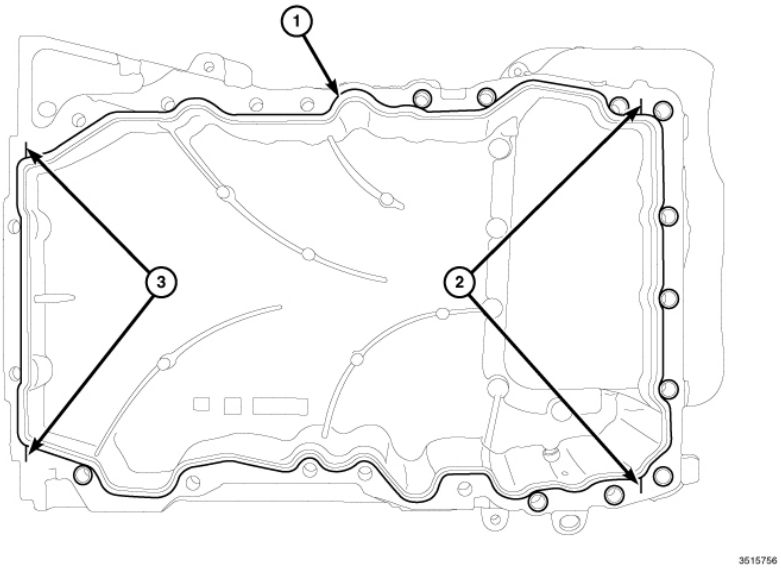


2439416

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RWD UPPER

Labor Operations: Click to display a list of Labor Operations associated with this procedure



CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.**

CAUTION: **Clean the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces thoroughly with isopropyl alcohol in preparation for sealant application. All surfaces that seal with RTV must be oil and contamination free to ensure proper adhesion of the RTV to the mating surface to prevent leaks.**

CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**

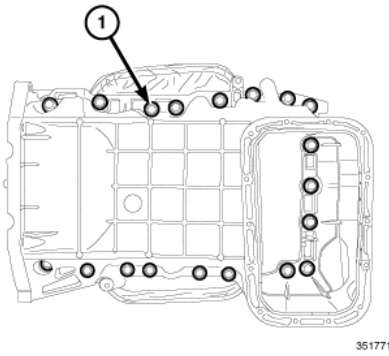
1. Clean the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces with isopropyl alcohol in preparation for sealant application.

2. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the upper oil pan as shown in the following locations:

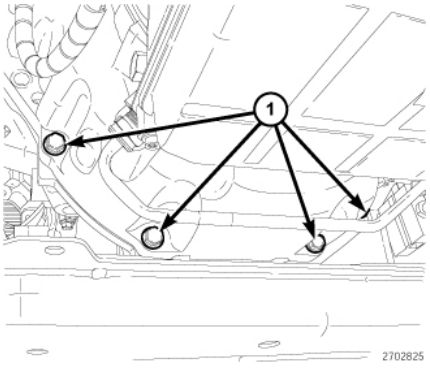
   - Oil pan to engine block flange (1)
   - Two timing cover to engine block T-joints (2)
   - Two rear seal retainer to engine block T-joints (3)

CAUTION: **Make sure that the rear face of the oil pan is flush to the transmission bell housing before tightening any of the oil pan mounting bolts. A gap between the oil pan and the transmission could crack the oil pan or transmission casting.**

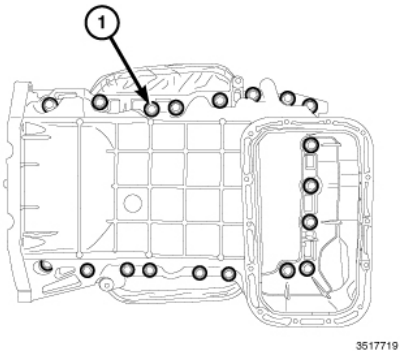
3. Install the oil pan to the engine block making sure the oil pan is flush to the transmission bell housing. Secure the oil pan to the engine block with nineteen M8 oil pan mounting bolts (1) finger tight.



4. Install the four transmission to the engine oil pan bolts (1) and tighten to 55 N·m (41 ft. lbs.).

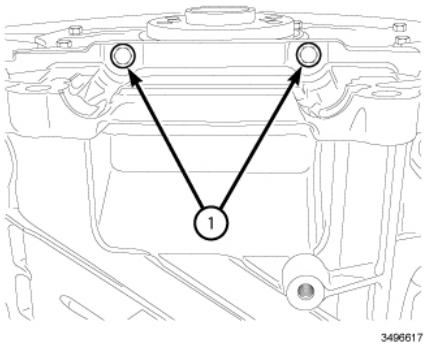


5. Tighten the nineteen previously installed M8 oil pan mounting bolts (1) to 25 N·m (18 ft. lbs.).

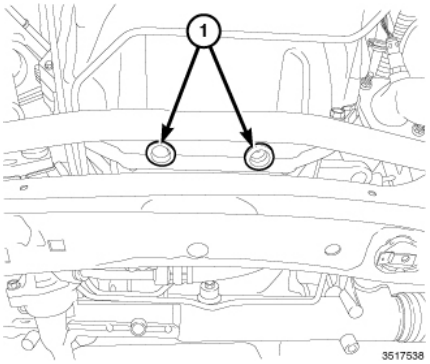


NOTE: Shown with transmission removed for clarity.

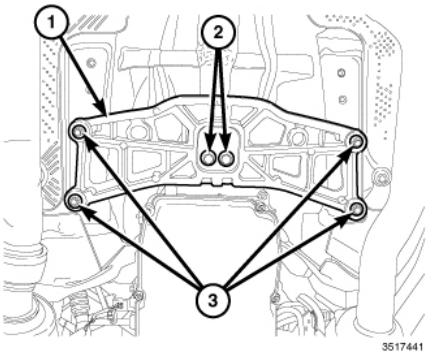
6. Install the two M6 bolts (1) to the rear oil seal retainer flange and tighten to 10 N·m (89 in. lbs.).



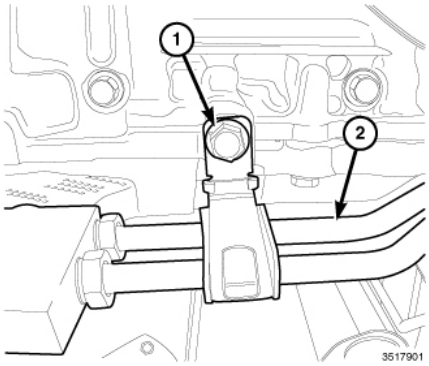
7. Install the two rubber plugs (1) covering the rear oil seal retainer flange bolts.



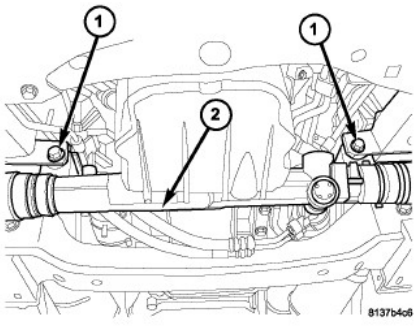
8. Lower the rear of the engine and install the two bolts (2) to the rear engine mount isolator. Tighten the bolts to 65 N·m (48 ft. lbs.).



9. Install the transmission cooling lines (2) and tighten the bolt (1) to 12 N·m (106 in. lbs.).

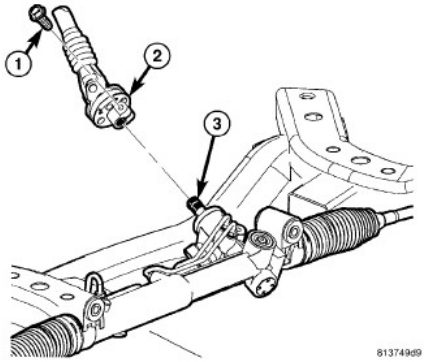


10. Lift the steering gear (2) into the mounted position and install the steering gear mounting bolts (1). Tighten the bolts to 95 N·m (70 ft. lbs.).

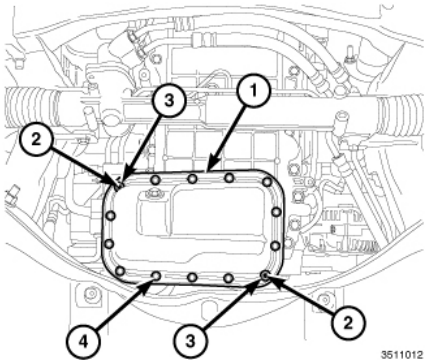


.

11. Align the lower intermediate shaft (2) with the input shaft (3) and install the steering coupling. Install a NEW pinch bolt (1) and tighten to 45 N·m (33 ft. lbs.).

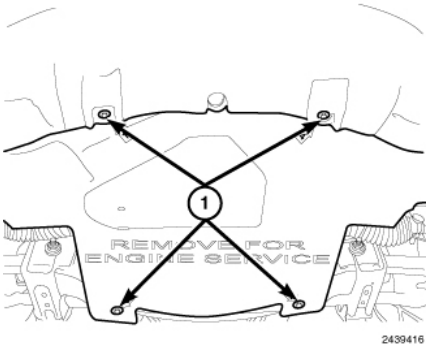


12. Install the lower oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Installation) .



13. Position the belly pan and install the retainers (1).

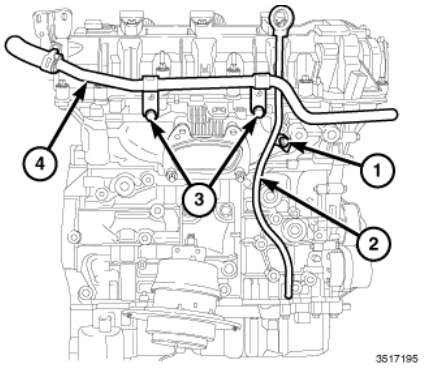
14. Lower the vehicle.



15. Install the oil level indicator (2) with bolt (1) tightened to 12 N·m (106 in. lbs.).

16. Position the heater core inlet tube (4) and install two bolts (3) tightened to 12 N·m (106 in. lbs.).

17. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .



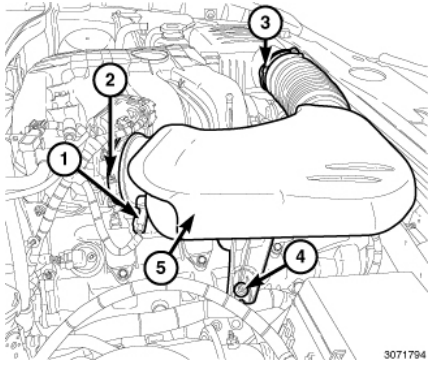
18. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

19. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

20. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

21. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

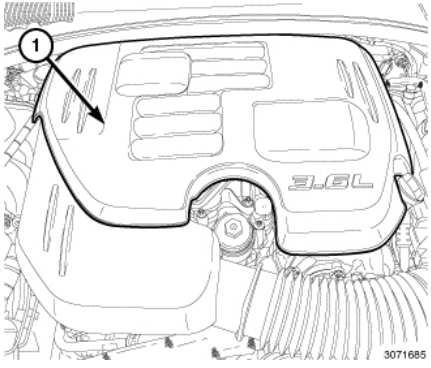
22. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



23. Position the engine cover (1) and secure the retaining grommets onto the ball studs.

24. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

25. Start and run the engine until it reaches normal operating temperature and check for leaks.

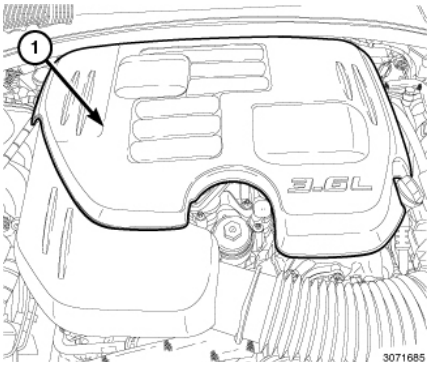


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

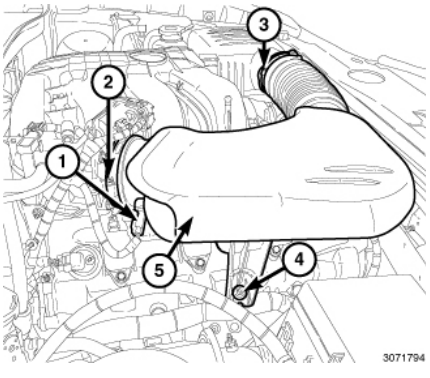
AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

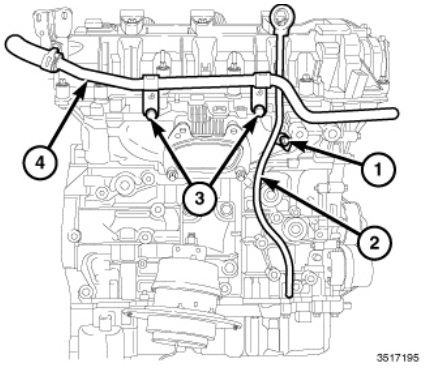
1. Disconnect and isolate the negative battery cable.
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

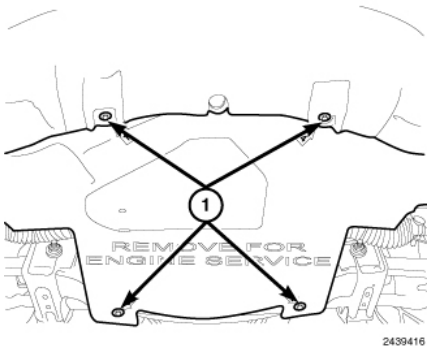


8. Remove two bolts (3) from the heater core inlet tube (4) and reposition the tube.
9. Remove the bolt (1) and remove the oil level indicator (2).

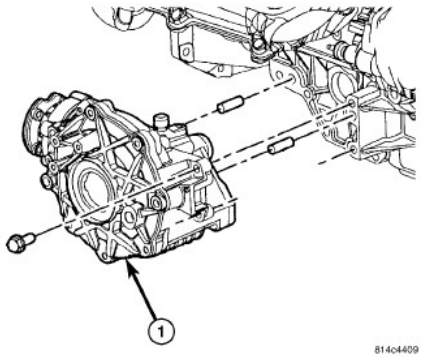


10. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
11. Remove the belly pan retainers (1) and remove the belly pan.

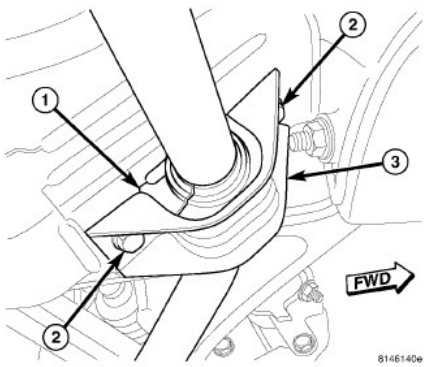
12. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



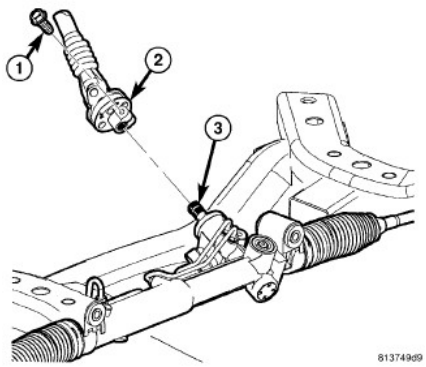
13. Remove the front axle assembly (1) (Refer to 03 - Differential and Driveline/Front Axle - Removal) .



14. Remove the front stabilizer bar with isolators and retainers (Refer to 02 - Front Suspension/Front/STABILIZER BAR, Front - Removal) .

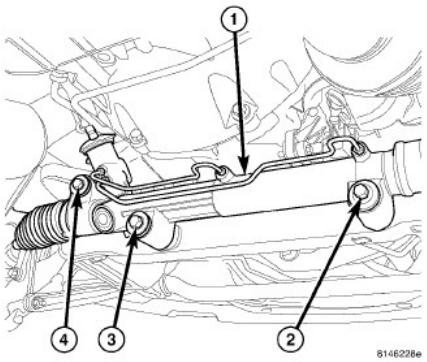


15. Remove the lower intermediate shaft coupling pinch bolt (1) from the lower intermediate shaft (2). Separate the lower intermediate shaft (2) from the steering gear shaft (3).

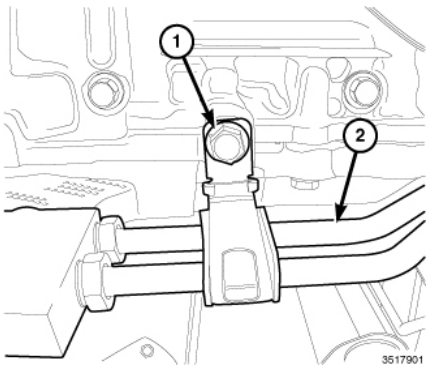


16. Remove the steering gear upper mounting bolt (4) and nut.

17. Remove the steering gear lower mounting bolts (2 and 3) and reposition the steering gear (1).

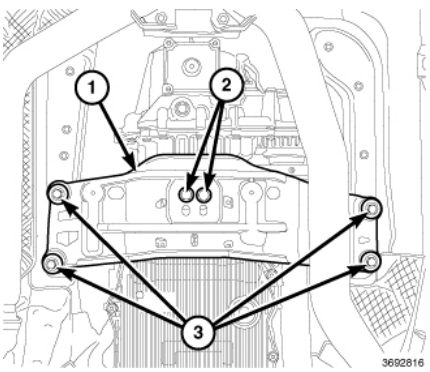


18. Remove the bolt (1) and reposition the transmission cooling lines (2).

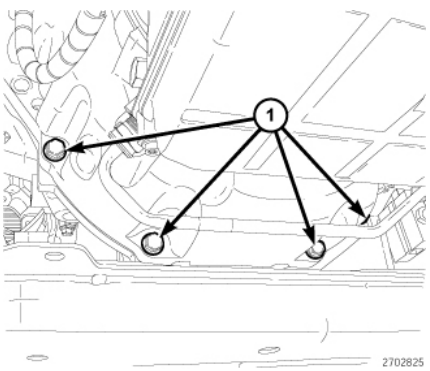


19. Remove the two bolts (2) from the rear engine mount isolator.

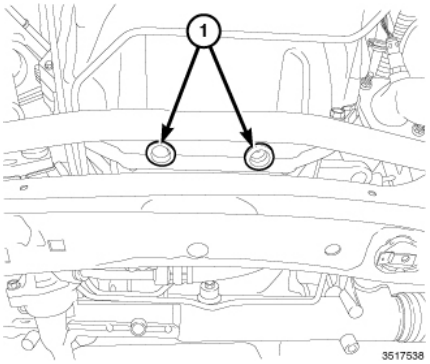
20. Using a suitable jack stand and a block of wood positioned under the transfer case, raise the rear of the engine.



21. Remove the four transmission to the engine oil pan bolts (1).



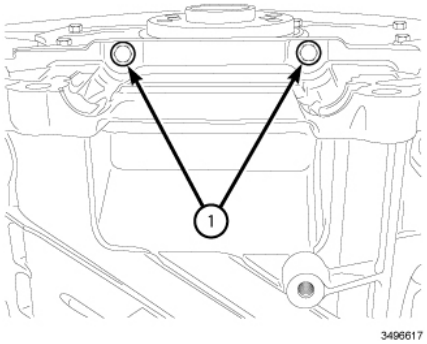
22. Remove the two rubber plugs (1) covering the rear oil seal retainer flange bolts.



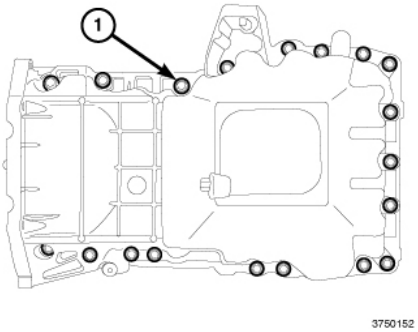
NOTE: Shown with transmission removed for clarity.

CAUTION: **There are two hidden M6 bolts that must be removed from the rear of the upper oil pan flange. If these bolts are not removed, the rear oil seal retainer flange will be severely damaged.**

23. Remove two M6 bolts (1) from the rear oil seal retainer flange.

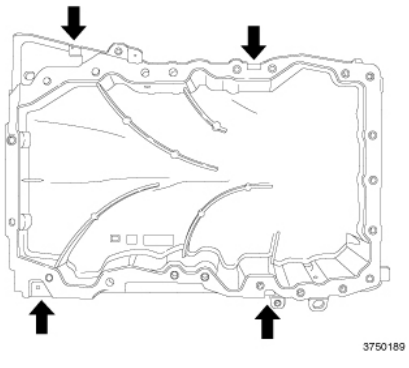


24. Remove nineteen M8 oil pan mounting bolts (1).



25. Using the four indicated pry points, carefully remove the oil pan.

26. Remove all residual sealant from the oil pan, timing chain cover, rear seal retainer and engine block mating surfaces (Refer to 09 - Engine/Lubrication/PAN, Oil - Cleaning) .



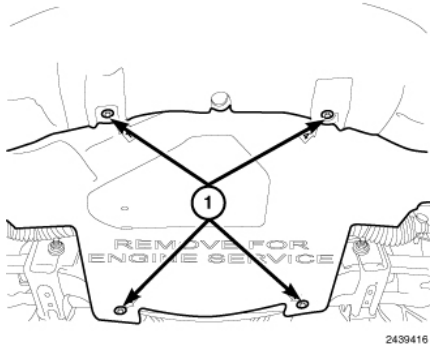
.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RWD LOWER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

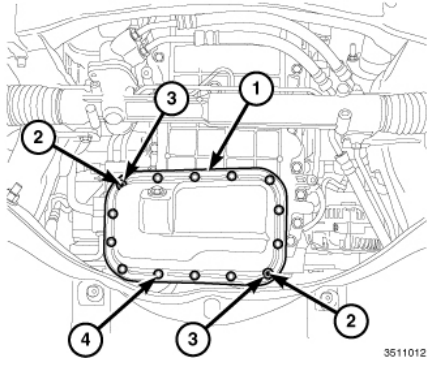
1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove the belly pan retainers (1) and remove the belly pan.
3. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



2439416

NOTE: The lower oil pan must be removed to access all of the upper oil pan retaining bolts.

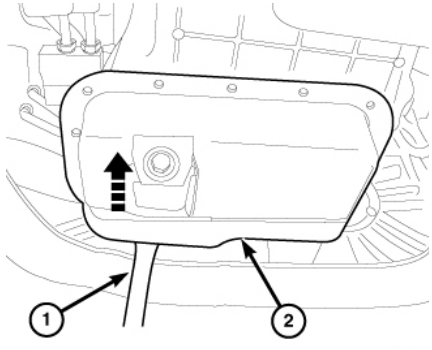
4. Remove twelve bolts (4), two studs (2) and two nuts (3) from the flange of the lower oil pan (1).



3511012

CAUTION: **Do not pry on the lower oil pan flange. There are no designated pry points for lower oil pan removal. Prying on only one or a few locations could bend the flange and damage the pan.**

5. Using a pry bar (1), apply side force to the lower oil pan (2) in order to sever the sealant bond and remove the pan.
6. Remove all residual sealant from the upper and lower oil pans (Refer to 09 - Engine/Lubrication/PAN, Oil - Cleaning) .



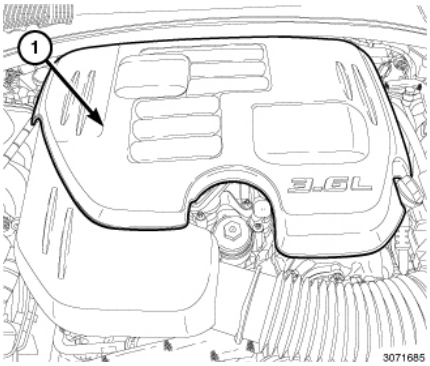
3515668

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

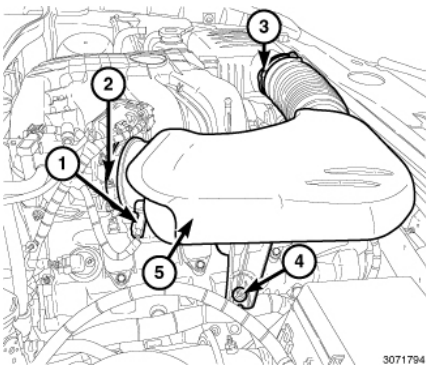
RWD UPPER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

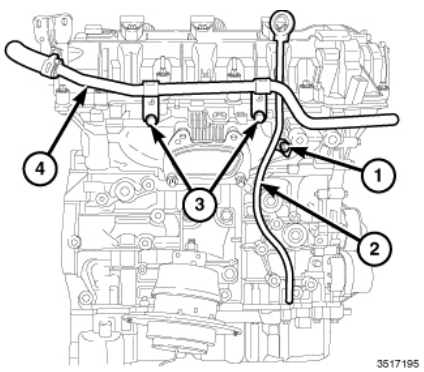
1. Disconnect and isolate the negative battery cable.
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

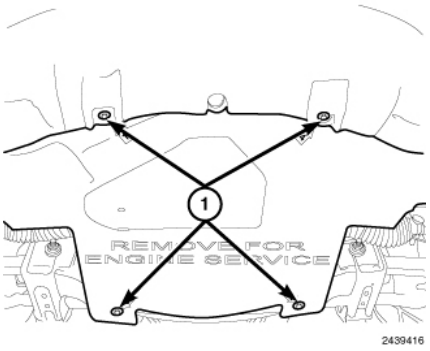


8. Remove two bolts (3) from the heater core inlet tube (4) and reposition the tube.
9. Remove the bolt (1) and remove the oil level indicator (2).



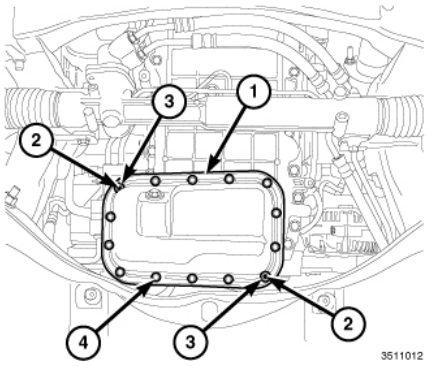
10. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
11. Remove the belly pan retainers (1) and remove the belly pan.

12. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .

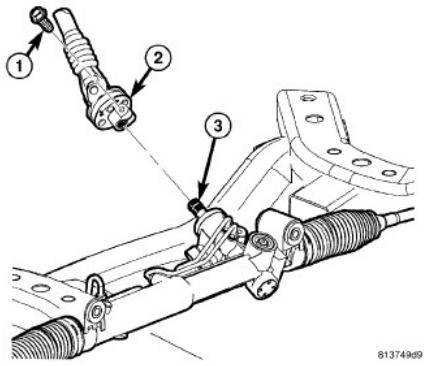


NOTE: The lower oil pan must be removed to access all of the upper oil pan retaining bolts.

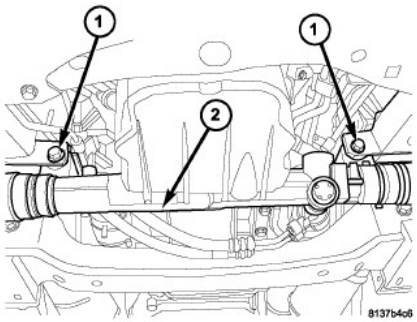
13. Remove the lower oil pan (1) (Refer to 09 - Engine/Lubrication/PAN, Oil - Removal) .



14. Remove the lower intermediate coupling pinch bolt (1) at the steering gear (3). Separate the lower intermediate shaft (2) from the steering gear shaft (3).

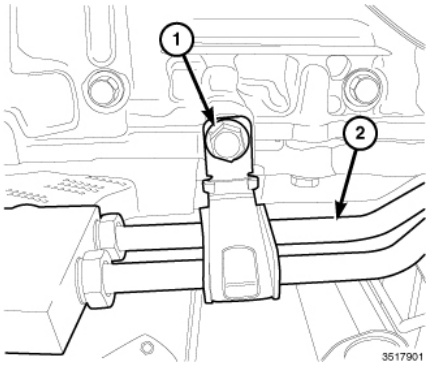


15. Remove the steering gear mounting bolts (1) and reposition the steering gear (2)



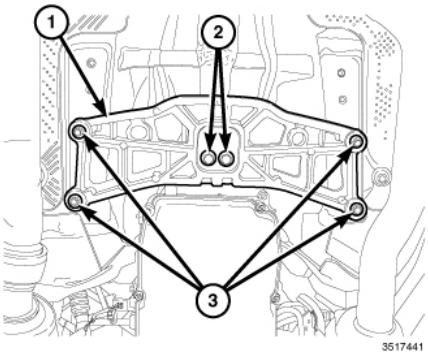
.

16. Remove the bolt (1) and reposition the transmission cooling lines (2).

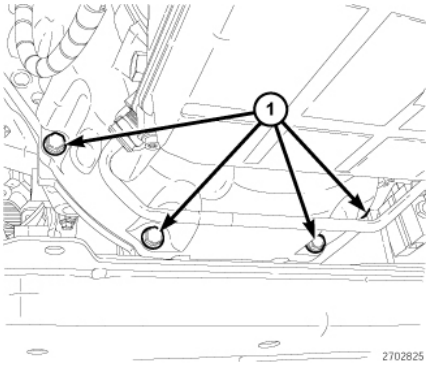


17. Remove the two bolts (2) from the rear engine mount isolator.

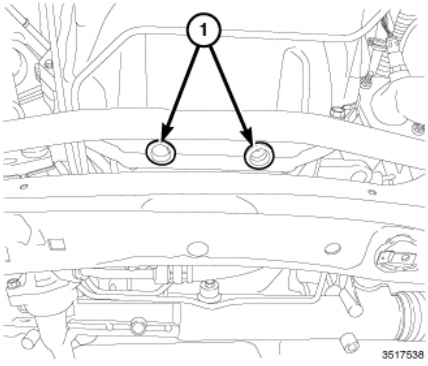
18. Using a suitable jack stand and a block of wood positioned under the transmission oil pan, raise the rear of the engine.



19. Remove the four transmission to the engine oil pan bolts (1).



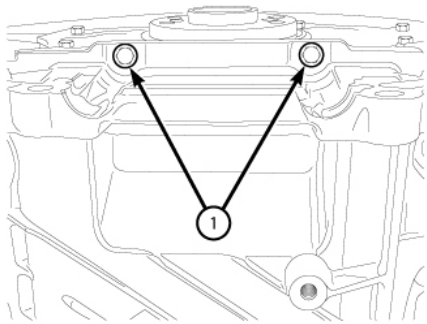
20. Remove the two rubber plugs (1) covering the rear oil seal retainer flange bolts.



NOTE: Shown with transmission removed for clarity.

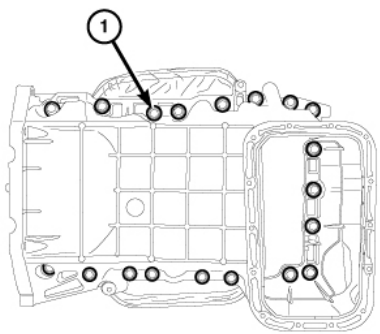
CAUTION: **There are two hidden M6 bolts that must be removed from the rear of the upper oil pan flange. If these bolts are not removed, the rear oil seal retainer flange will be severely damaged.**

21. Remove two M6 bolts (1) from the rear oil seal retainer flange.



3496617

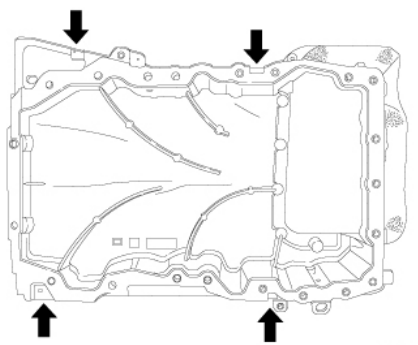
22. Remove nineteen M8 oil pan mounting bolts (1).



3517719

23. Using the four indicated pry points, carefully remove the upper oil pan.

24. Remove all residual sealant from the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces (Refer to 09 - Engine/Lubrication/PAN, Oil - Cleaning) .


3517659

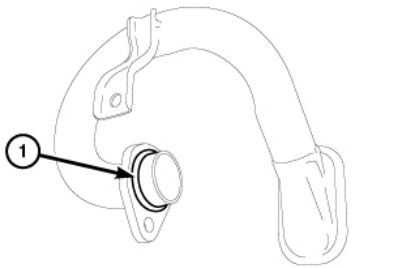
.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

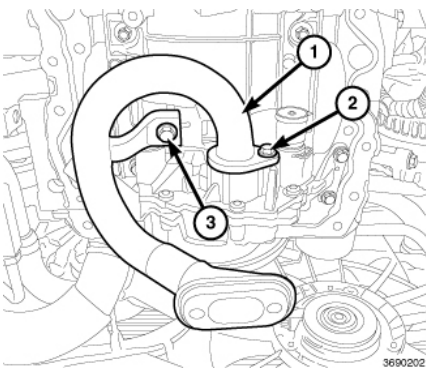
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lubricate the new O-ring seal (1) with clean engine oil and install the O-ring onto the oil pump pick-up tube.



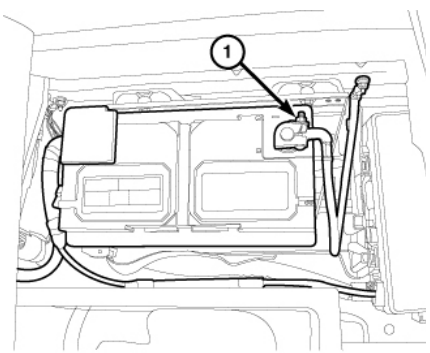
3690173

2. Position the oil pump pick-up tube (1) onto the oil pump and install the retaining bolt (2) finger tight.
3. Install the oil pump pick-up tube support bracket retaining bolt (3) and tighten to 12 N·m (9 ft. lbs.).
4. Tighten the oil pump pick-up tube retaining bolt (2) to 12 N·m (9 ft. lbs.).
5. Install the oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Installation) .
6. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)



3690202

7. Connect the negative battery cable (1) and tighten nut to 5 N·m (45 in. lbs.).
8. Run the engine until it reaches normal operating temperature and check for leaks.



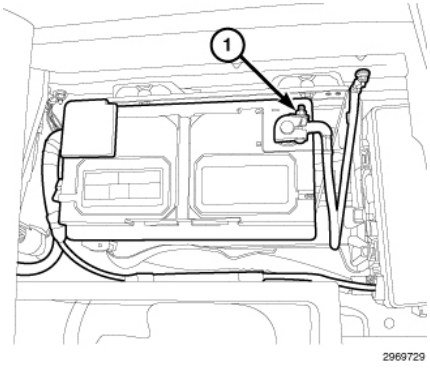
2969729

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

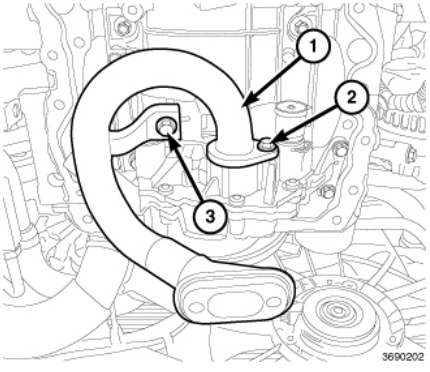
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

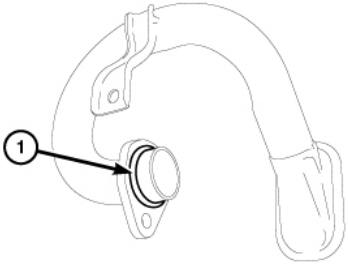
1. Disconnect and isolate the negative battery cable (1).



2. Remove the upper oil pan (Refer to 09 - Engine/Lubrication/PAN, Oil - Removal)
3. Remove the oil pump pick-up tube support bracket retaining bolt (3).
4. Remove the oil pump pick-up tube retaining bolt (2) and remove the pick-up tube (1) from the oil pump.

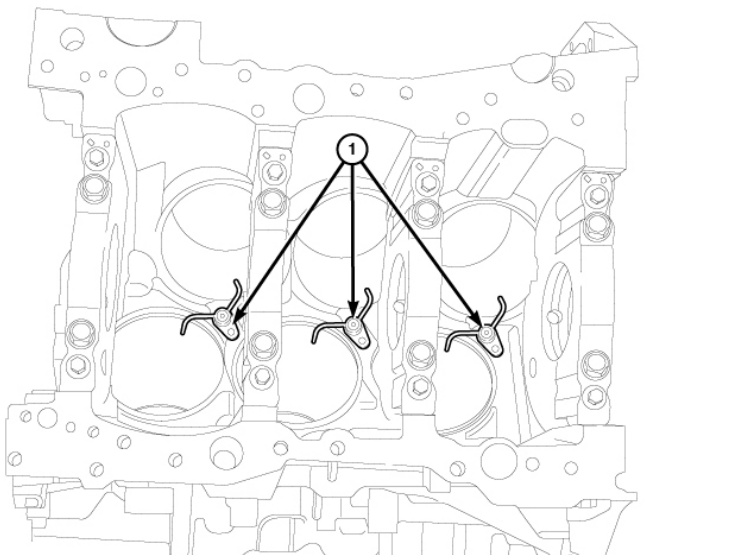


5. Remove and discard the O-ring seal (1) from the oil pump pick-up tube.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



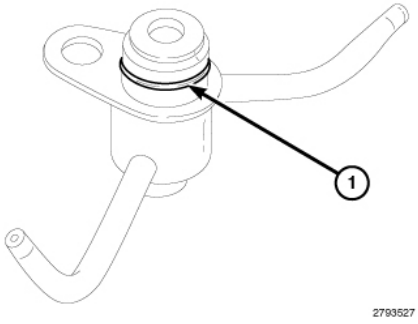
There are three engine blocked-mounted oil jets (1) installed to cool the underside of each piston. The oil jets are fed by the main oil gallery, and spray upward on the bottom of the pistons and cylinder walls. Each set of jets has a check valve which closes below 2.5 bar (35 psi) to maintain ample oil pressure at idle. All three sets of oil jets are identical and seal to the engine block using an o-ring and fastener.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

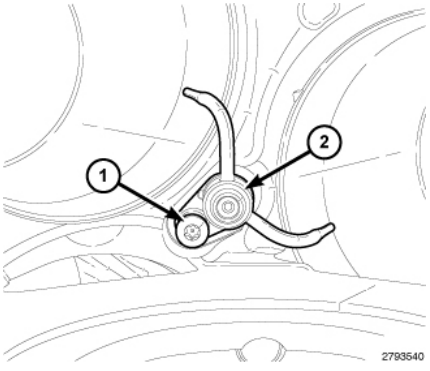
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lubricate a new O-ring seal (1) with engine oil and install on the piston oil cooler jet(s).



NOTE: Piston oil cooler jet for cylinders one/two shown. Piston oil cooler jets for cylinders three/four and five/six are similar.



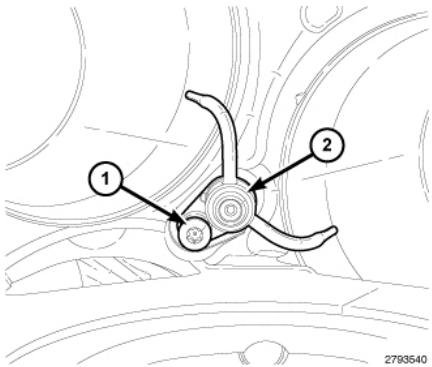
2. Install the piston oil cooler jet(s) (2) into the engine block and tighten the retaining bolt (1) to the proper) .
3. Install the crankshaft (Refer to 09 - Engine/Engine Block/CRANKSHAFT - Installation) .
4. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .
5. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .
6. Connect the negative battery cable and tighten the nut to the proper) .
7. Run the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

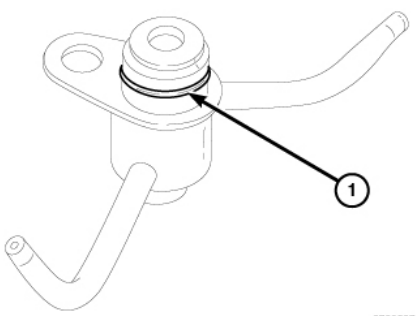
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Piston oil cooler jet for cylinders one/two shown. Piston oil cooler jets for cylinders three/four and five/six are similar.



1. Remove the crankshaft (Refer to 09 - Engine/Engine Block/CRANKSHAFT - Removal) .
2. Remove the bolt (1) and the piston oil cooler jet(s) (2) from the engine block.
3. Remove and discard the O-ring seal (1) from the piston oil cooler jet(s).



ENGINE OIL - DIESEL ENGINES

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

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

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

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

API SERVICE GRADE CERTIFIED

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

SAE VISCOSITY GRADE

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

The viscosity grade is listed in the vehicle quick reference specifications (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids/Specifications)

DISPOSING OF USED ENGINE OIL

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

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

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

ENGINE OIL

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

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

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

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

API SERVICE GRADE CERTIFIED

Use an engine oil that is API Certified. Mopar® provides engine oils, meeting Material Standard MS-6395, that meet or exceed this requirement.

9400-9

SAE VISCOSITY

Vehicles with 5.7L engines equipped with Multiple Displacement System (MDS) must use SAE 5W-20 oil. Failure to do so may result in improper operation of the Multiple Displacement System (MDS). Refer to Multi Displacement System under Starting and Operating for details. Refer to the engine oil filler cap for the recommened engine oil viscosity for each vehicle. An SAE viscosity grade is used to specify the viscosity of engine oil. Use only engine oils with multiple viscosities such as 5W-20 or 5W-30. These are specified with a dual SAE viscosity grade which indicates the cold-to-hot temperature viscosity range.

NOTE: 6.4L engines. For best performance and maximum protection under all types of operating conditions, the manufacturer only recommends full synthetic engine oils SAE 0W-40 that meet the American Petroleum Institute (API) categories of SM or SM/CF. meeting the requirements of Chrysler Group LLC Material Standard MS-10725.

The viscosity grade is also listed in the vehicle quick reference specifications (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids/Specifications) .

ACEA Categories

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

ENERGY CONSERVING OIL

An Energy Conserving type oil is recommended for gasoline engines. The designation of ENERGY CONSERVING is located on the label of an engine oil container.

CONTAINER IDENTIFICATION

Standard engine oil identification notations have been adopted to aid in the proper selection of engine oil. The identifying notations are located on the front label of engine oil plastic bottles and the top of engine oil cans.

This symbol means that the oil has been certified by the American Petroleum Institute (API). Chrysler only recommend API Certified engine oils that meet the requirements of Material Standard MS-6395. Use Mopar® or an equivalent oil meeting the specification MS-6395.

9400-9

SYNTHETIC ENGINE OILS

There are a number of engine oils being promoted as either synthetic or semi-synthetic. If you chose to use such a product, use **only** those oils that meet the American Petroleum Institute (API) and SAE viscosity standard. Follow the service schedule that describes your driving type.

9400-9

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

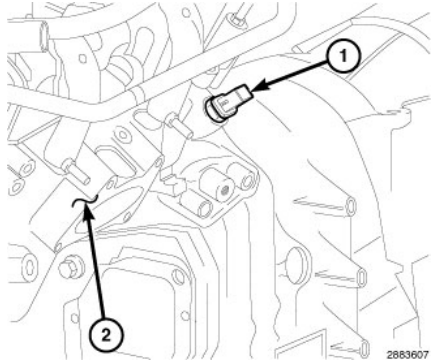
- Doubling the level of Phosphorus in the engine oil. The ILSAC (International Lubricant Standard Approval Committee) GF-2 and GF-3 standards require that engine oil contain no more than 0.10% Phosphorus to protect the vehicles emissions performance. Addition of engine oil additives/supplements can poison,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

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Apply MOPAR™ thread sealant with PFTE part number 04318034 to sensor threads.
2. Install the sensor (1) to the cylinder head. Tighten sensor to 11 N·m (8 ft. lbs.).
3. Connect the electrical connector to sensor.
4. If removed, install the belly pan.
5. Lower the vehicle.
6. Replace any lost engine coolant. (Refer to 07 - Cooling - Standard Procedure) .

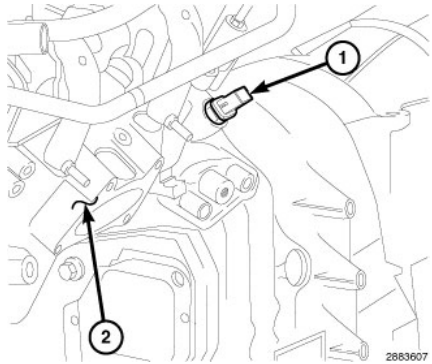


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The Engine Coolant Temperature (ECT) sensor on the 3.6L engine is installed into a water jacket at rear of the cylinder head on the left side of the engine.



WARNING: **Hot, pressurized coolant can cause injury by scalding. Cooling system must be partially drained before removing the coolant temperature sensor.**

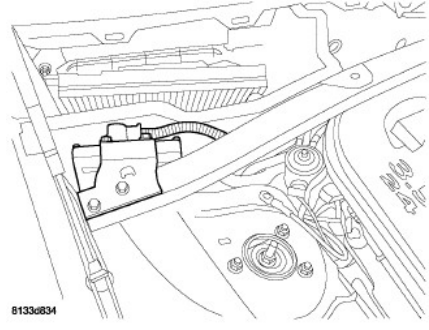
NOTE: Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

1. Partially drain the cooling system. (Refer to 07 - Cooling - Standard Procedure)
2. Disconnect the electrical connector from the sensor.
3. Remove the sensor from the cylinder head.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PCM

The Powertrain Control Module (PCM) is located in the engine compartment. The PCM is referred to as NGC.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PCM/TCM REPROGRAMMING - GAS

(Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure) and perform the PCM/TCM PROGRAMMING procedure.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RF-HUB, BCM, PCM, FOBiK and ELV REPLACEMENT AND PROGRAMMING ORDER GUIDE

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)							
	Condition 1	Condition 2	Condition 3	Condition 4	Condition 5	Condition 6	Condition 7	Conditi 8
RF-HUB (and ELV/ESCL if equipped)	New	Existing	Existing	Existing	New	New	New	Existir
BCM	Existing	New	Existing	Existing	New	Existing	Existing	New
FOBIKs	Existing	Existing	New	Existing	Existing	New	Existing	New
PCM	Existing	Existing	Existing	New	Existing	Existing	New	Existir
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**							
1	Program Ignition FOBIKs (ignition off)	Cycle ignition on and wait 10 seconds	Program Ignition FOBIKs (ignition off)	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Progra Ignitio FOBIK (ignitic off)
2	RF-HUB Replace	----	----	Check PCM VIN and other PCM routines	Program Ignition FOBIKs (ignition off)	RF-HUB Replace	Flash PCM (if PCM arrives in a generic state)	Cycle ignitior on and wait 1(second
3	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	----	----	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Check PCM VIN and other PCM routines	----
4	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace	----
5	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)						
	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
RF-HUB (and ELV/ESCL if equipped)	Existing	Existing	Existing	New	New	New	New
BCM	New	Existing	New	Existing	New	New	New
FOBiKs	Existing	New	New	New	Existing	New	New

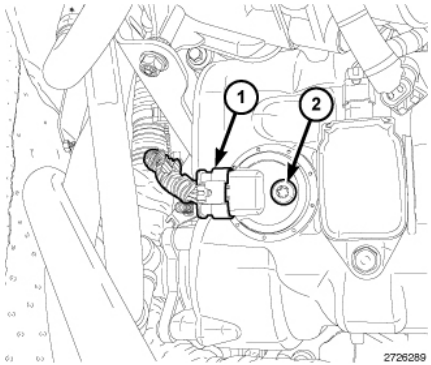
MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)

Module	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
PCM	New	New	New	New	New	Existing	New
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**						
1	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)
2	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)
3	----	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration again to write full configuration	Flash update PCM (if PCM arrives in a generic state)
4	----	----	----	RF-HUB Replace	Check PCM VIN and the other needed PCM routines	RF-HUB Replace	Check PCM VIN and the other needed PCM routines
5	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration
6	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace
7	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

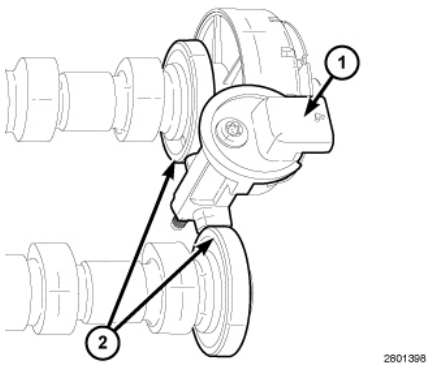
3.6L

The two Camshaft Position (CMP) sensors are located at the rear of the cylinder head covers. The sensors are bolted to the cylinder head and utilize a radial lip seal where they protrude through the covers. The attaching bolt (2) has an O-ring seal and is captured in the sensor.



CAUTION: **The magnetic timing wheels must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

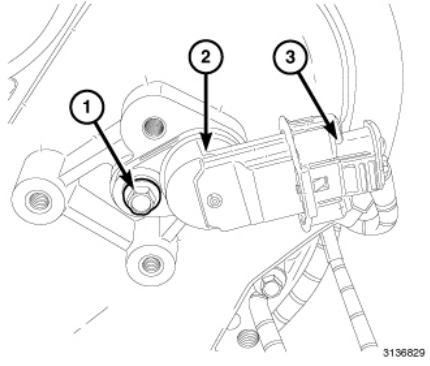
The Camshaft Position Sensors (CMP) sensors (1) are dual read, single element hall effect sensors mounted between the magnetic encoded timing wheels (2). The magnetic timing wheels are used because of their small diameter allowing for a compact cylinder head design.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Camshaft Position (CMP) sensor is mounted on the left upper timing cover. The hall effect sensor supplies a signal to the Powertrain Control Module (PCM). The PCM uses the signals sent by the CMP and the Crankshaft Position (CKP) sensor to determine injection timing.

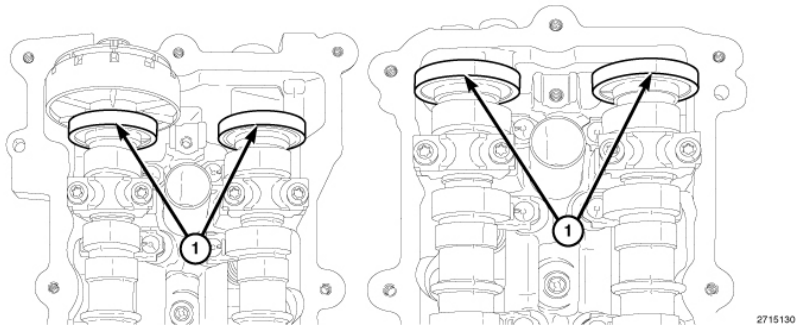


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

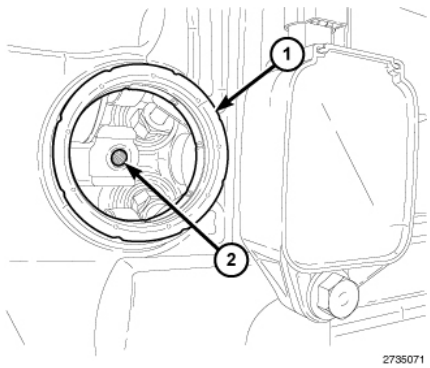
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

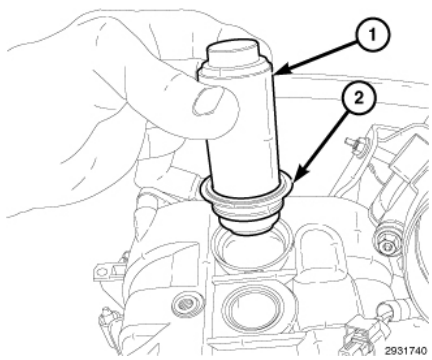
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



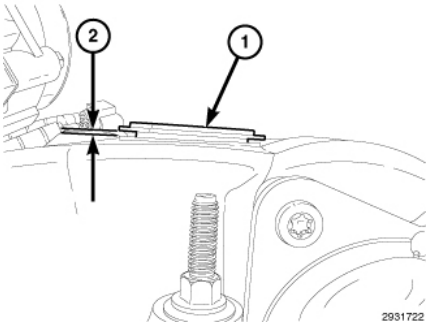
1. Clean out the camshaft position (CMP) sensor mounting bolt hole (2) in cylinder head.
2. The CMP sensor seal (1) can be reused if not damaged.



3. If required, install a new CMP sensor seal (2) in the cylinder head cover:
   - Lubricate the CMP sensor seal inner and outer diameters with clean engine oil.
   - Place the CMP sensor seal (2) on the Cam Sensor/Spark Plug Tube Seal Installer 10256 (1).
   - Push the seal into the cylinder head cover until the base of the seal is seated.
   - Remove the tool.

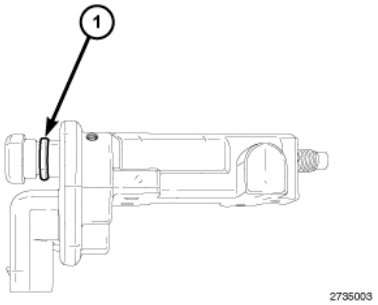


NOTE: A properly installed CMP sensor seal (1) will have a 1.5 - 2.0 mm (0.06 - 0.08 in.) gap (2) between the cylinder head cover and the seal upper flange.

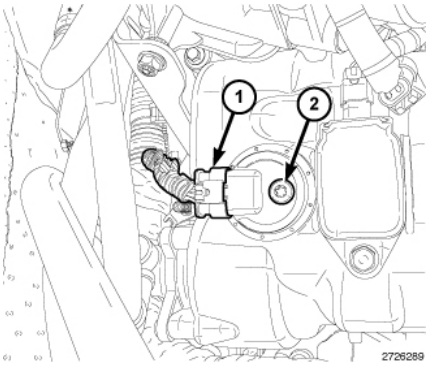


4. The sensor mounting bolt O-ring (1) can be reused if not damaged.

5. Apply a small amount of engine oil to the sensor mounting bolt O-ring (1).



NOTE: The right CMP sensor is shown, the left CMP sensor is similar. If both right and left CMP sensors where removed, install them into their original locations.

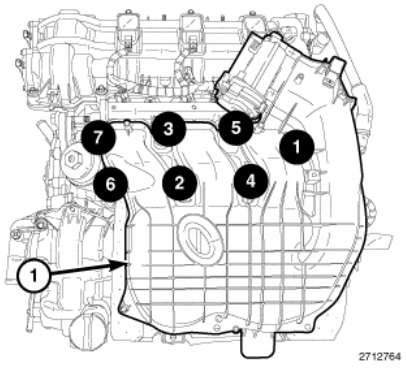


6. Install the CMP sensor to the cylinder head. Tighten the mounting bolt (2) to 9 N·m (80 in. lbs.).

7. Connect the electrical connector (1) to the sensor.

8. If required, install the upper intake manifold (1) and air inlet hose (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .

9. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



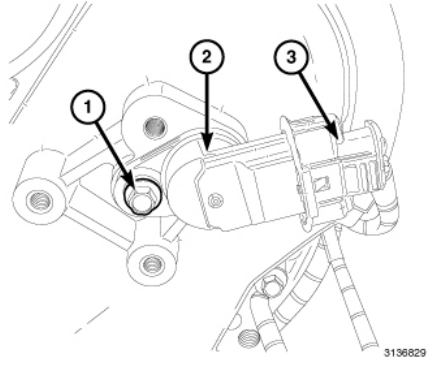
NOTE: The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

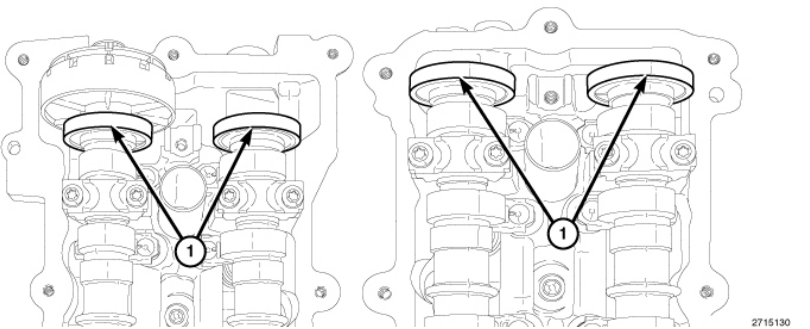
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install Camshaft Position (CMP) sensor (2). Tighten bolt (1) to 8 N·m (71 in. lbs.).
2. Connect the CMP wire harness connector (3).
3. Connect the negative battery cable.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L



CAUTION: **The magnetic timing wheels must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

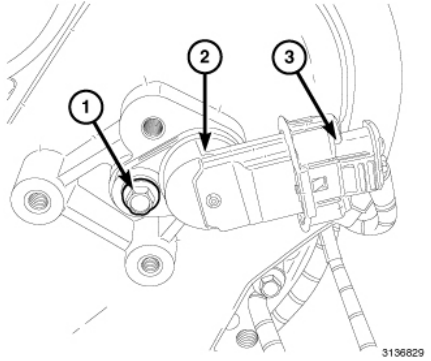
The 3.6 liter engine uses a Dual Over Head Camshaft (DOHC) configuration. The camshafts are a nodular cast iron design and have two pressed on magnetic timing wheels (1) that are magnetically encoded.

The Camshaft Position Sensors (CMP) are mounted between the timing wheels (1).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The signal circuit of the camshaft sensor has a voltage of approximately 5V. The camshaft has a reluctor wheel bolted to the front of left exhaust camshaft, the camshaft signal is approximately 0V. This 0V to 5V signal is used by the Powertrain Control Module (PCM) for detecting ignition TDC of cylinder 1 as the engine rotates. If no signal is supplied by the camshaft position sensor, the vehicle will not start.

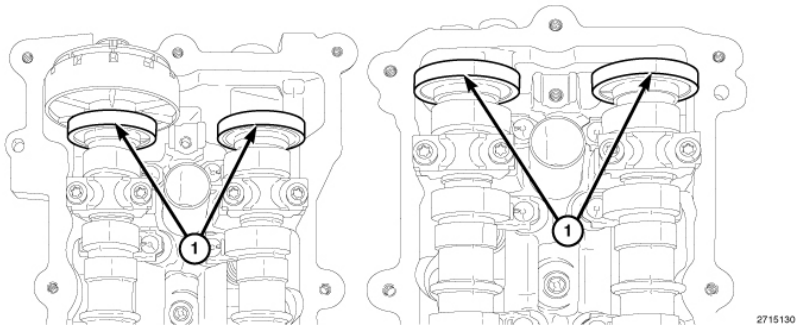


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

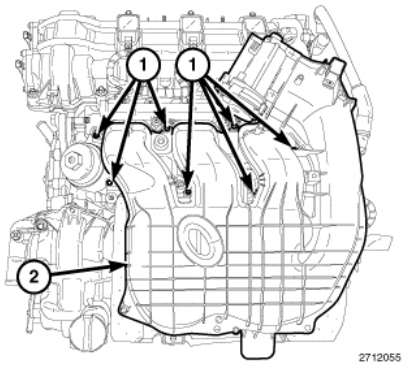
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

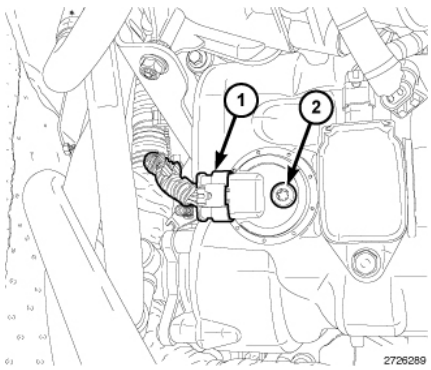


The Camshaft Position (CMP) sensors are located at the rear of the cylinder head covers and are bolted to the cylinder head.



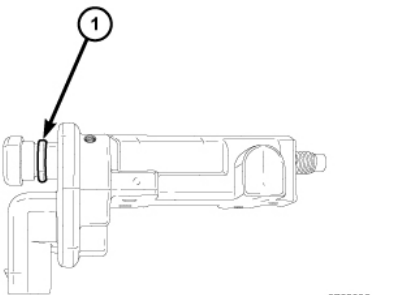
1. Disconnect and isolate the negative battery cable.
2. If removing the left CMP sensor, first remove the air inlet hose and upper intake manifold (2) (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .

NOTE: The right CMP sensor is shown, the left CMP sensor is similar. If removing both right and left CMP sensors, mark the sensors so they can be installed in their original locations.



3. Disconnect the electrical connector (1) from the CMP sensor.
4. Loosen the sensor mounting bolt (2).
5. Pull the sensor and mounting bolt from the cylinder head cover.

6. The O-ring seal (1) can be reused if not damaged.

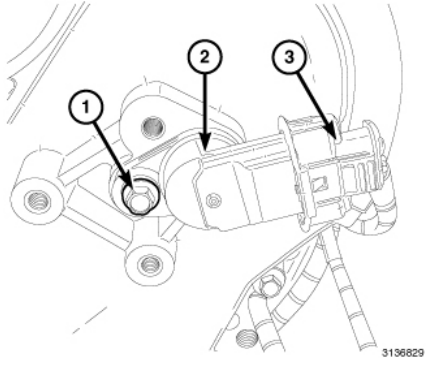


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Disconnect Camshaft Position (CMP) sensor wire harness connector (3).
3. Remove bolt (1) and the CMP sensor (2).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

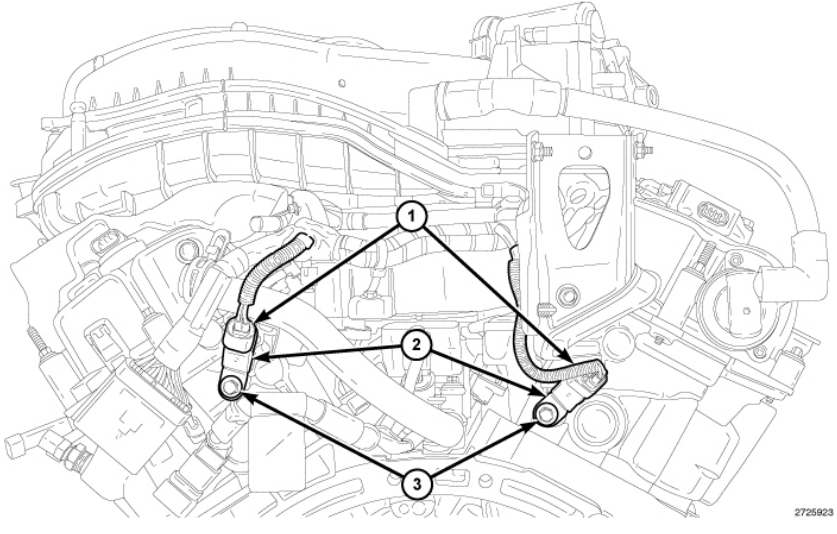
NOTE: All engines use a fixed ignition timing system. Basic ignition timing is not adjustable. All spark advance is determined by the Powertrain Control Module (PCM).

The ignition system used on these engines is referred to as coil on plug. The system's four main components are the coils, crankshaft position sensor, spark plugs, and camshaft position sensors. The coil on plug ignition system utilizes an ignition coil for every cylinder. The ignition coils are mounted directly over the each spark plug.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

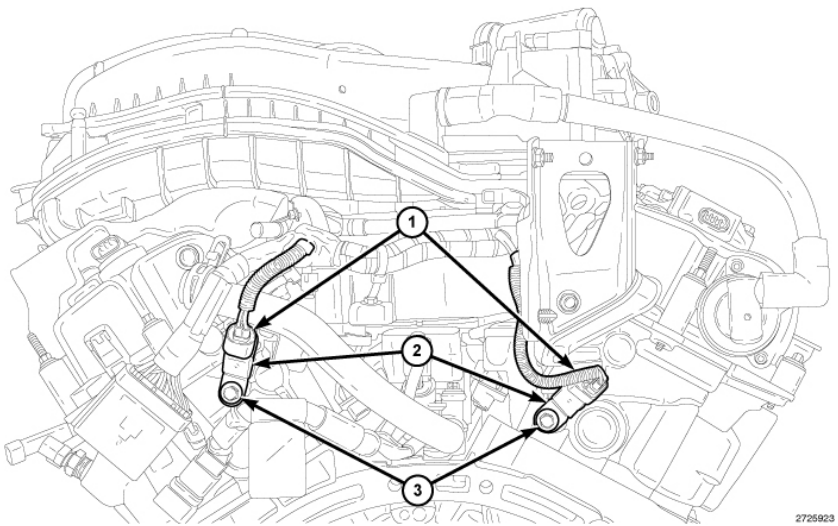


1. Install the ignition coil capacitor (2) and bolt (3). Tighten the bolt to 10 N·m (89 in. lbs.).
2. Connect the electrical connector (1).
3. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

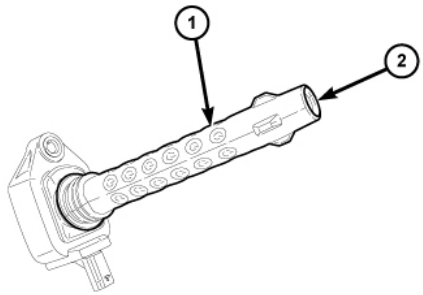


1. Disconnect and isolate the negative battery cable.
2. Remove the electrical connector (1).
3. Remove the mounting bolt (3) and the ignition capacitor (2).

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

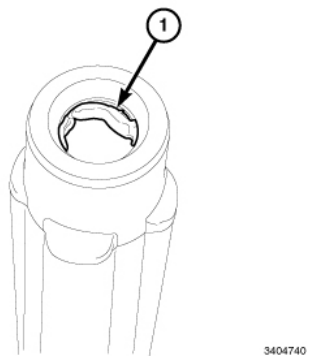
1. Using compressed air, blow out any dirt or contaminants from around the top of spark plug.
2. Check the condition of the ignition coil rubber boot (1). Inspect the opening of the boot (2) for any debris, tears or rips. Carefully remove any debris with a lint free cloth.



2726637

CAUTION: **Do not apply a silicone based grease such as Mopar® Dielectric Grease to the ignition coil rubber boot. The silicone based grease will absorb into the boot causing it to stick and tear.**

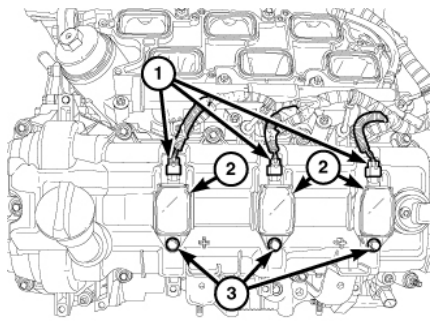
3. Place a small, 360° bead of Fluostar 2LF lubricant (1) along the inside opening of the coil boot approximately 1 to 2 mm from the chamfer edge but not on the chamfered surface.



3404740

NOTE: The LH ignition coils are shown, the RH ignition coils are similar.

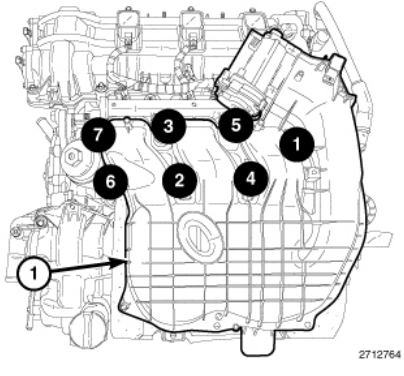
4. Position the ignition coil (2) into the cylinder head cover opening. Using a twisting action, push the ignition coil onto the spark plug.
5. Install the ignition coil mounting bolt (3) and tighten to 8 N·m (71 in.lbs).
6. Connect and lock the electrical connector (1) to the ignition coil (2).



2726572

7. If removed, install the insulator, upper intake manifold (1) and air inlet hose (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation) .

8. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

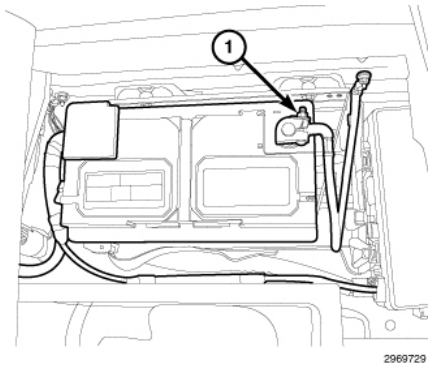


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

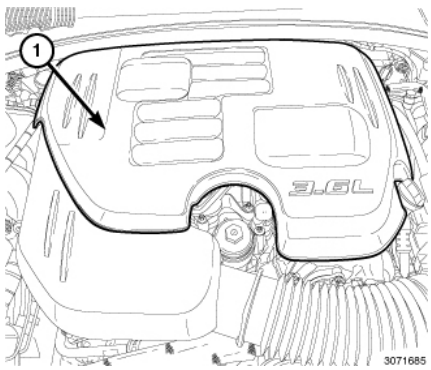
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

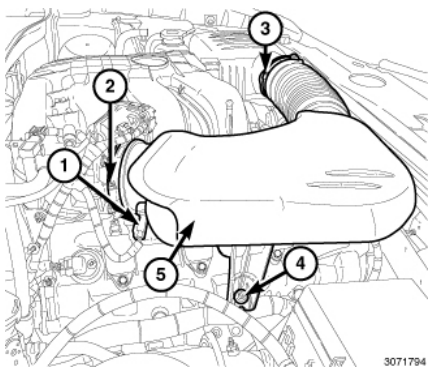
1. Disconnect and isolate the negative battery cable (1).



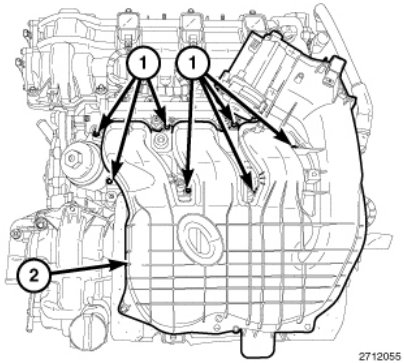
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. If removing the ignition coils from cylinders 1, 3 or 5 on the right side of the engine, first remove the air inlet hose (5) (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal) .

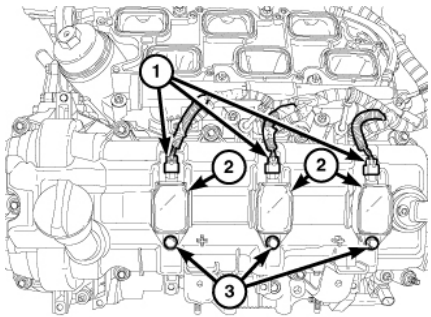


4. If removing the ignition coils from cylinders 2, 4 or 6 on the left side of the engine, first remove the air inlet hose, upper intake manifold (2) and insulator (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



2712055

NOTE: The left side ignition coils are shown, the right side ignition coils are similar.



2726572

5. Unlock and disconnect the electrical connector (1) from the ignition coil.

6. Remove the ignition coil retaining bolt (3).

7. Pull the ignition coil (2) from cylinder head cover opening with a slight twisting action.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

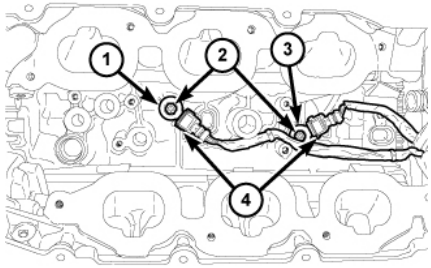
For more information on the ignition system (Refer to 08 - Electrical/8E - Electronic Control Modules/RECEIVER, Keyless Ignition Node - Description) or (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Radio Frequency (RF Hub) - Description).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The forward sensor (1) is known to the powertrain control module (PCM) as knock sensor 1. The rear sensor (3) is known to the PCM as knock sensor 2.



2726041

1. Thoroughly clean the knock sensor mounting holes.

NOTE: Over or under tightening the sensor mounting bolts will affect knock sensor performance, possibly causing improper spark control. Always use the specified torque when installing the knock sensors. The torque specification for the knock sensor bolt is less than the typical 8 mm bolt.

NOTE: There may be a foam strip on the bolt threads. This foam is used only to retain the bolts to the sensors for plant assembly. It is not used as a sealant. Do not apply any adhesive, sealant or thread locking compound to these bolts.

2. Install knock sensor 1 (1) or knock sensor 2 (3) and retaining bolt (2). Tighten the retaining bolt to 22 N·m (16 ft. lbs.).
3. Connect the electrical connector (4).
4. Install the oil filter housing, upper and lower intake manifolds and air cleaner housing assembly (Refer to 09 - Engine/Lubrication/HOUSING, Oil Filter - Installation) .
5. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .
6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).
7. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .
8. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

When the knock sensor detects a knock in one of the cylinders on the corresponding bank, it sends an input signal to the Powertrain Control Module (PCM). In response, the PCM retards ignition timing for all cylinders by a scheduled amount.

Knock sensors contain a piezoelectric crystal which constantly vibrates and sends an input voltage (signal) to the PCM while the engine operates. As the intensity of the crystal's vibration increases, the knock sensor output voltage also increases.

The voltage signal produced by the knock sensor increases with the amplitude of vibration. The PCM receives the knock sensor voltage signal as an input. If the signal rises above a predetermined level, the PCM will store that value in memory and retard ignition timing to reduce engine knock. If the knock sensor voltage exceeds a preset value, the PCM retards ignition timing for all cylinders. It is not a selective cylinder retard.

The PCM ignores knock sensor input during engine idle conditions. Once the engine speed exceeds a specified value, knock retard is allowed.

Knock retard uses its own short term and long term memory program.

Long term memory stores previous detonation information in its battery-backed RAM. The maximum authority that long term memory has over timing retard can be calibrated.

Short term memory is allowed to retard timing up to a preset amount under all operating conditions (as long as rpm is above the minimum rpm) except at Wide Open Throttle (WOT). The PCM, using short term memory, can respond quickly to retard timing when engine knock is detected. Short term memory is lost any time the ignition key is turned off.

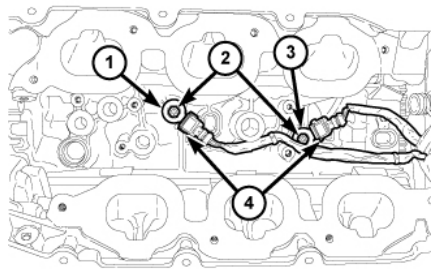
NOTE: Over or under tightening the sensor mounting bolts will affect knock sensor performance, possibly causing improper spark control. Always use the specified torque when installing the knock sensors.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The forward sensor (1) is known to the powertrain control module (PCM) as knock sensor 1. The rear sensor (3) is known to the PCM as knock sensor 2.



2726041

1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
4. Remove the air cleaner housing assembly, upper and lower intake manifolds and the oil filter housing (Refer to 09 - Engine/Lubrication/HOUSING, Oil Filter - Removal)
5. Remove the knock sensor electrical connector (4).

NOTE: There may be a foam strip on the bolt threads. This foam is used only to retain the bolts to the sensors for plant assembly. It is not used as a sealant. Do not apply any adhesive, sealant or thread locking compound to these bolts.

6. Remove the retaining bolt (2) and knock sensor 1 (1) or knock sensor 2 (3).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The crankshaft position sensor and camshaft position sensor are hall effect devices. The camshaft position sensor and crankshaft position sensor generate square wave pulses that are inputs to the Powertrain Control Module (PCM). The PCM determines engine position from these sensors. The PCM calculates injector sequence and ignition timing from crankshaft AND camshaft position.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

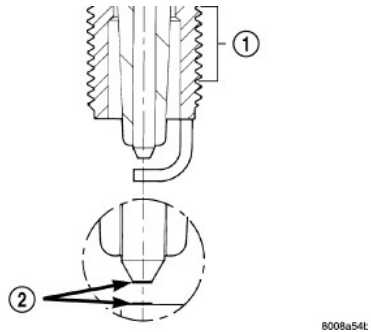
CAUTION: **Cleaning platinum plugs may damage the platinum center electrode or the thin platinum pad.**

The spark plugs are platinum resistor design. They have resistance values of 3,500 to 20,000 ohms when checked with at least a 1000 volt tester. For spark plug identification and specifications (Refer to 08 - Electrical/8I - Ignition Control - Specifications) .

Do not use an ohm meter to check the resistance of the spark plugs. This will give an inaccurate reading.

When the spark plugs use a single or double platinum tips, they have a recommended service life of 100,000 miles for normal driving conditions per schedule A in this manual. The spark plugs have a recommended service life of 75,000 miles for severe driving conditions per schedule B in this manual. A thin platinum pad (2) is welded to both or just the center electrode end(s). Extreme care must be used to prevent spark plug cross threading, incorrect gapping and ceramic insulator damage during plug removal and installation.

Mopar® Nickel-Graphite Anti-Seize compound is applied to the thread area (1) to prevent damage to the spark plug during removal and installation.

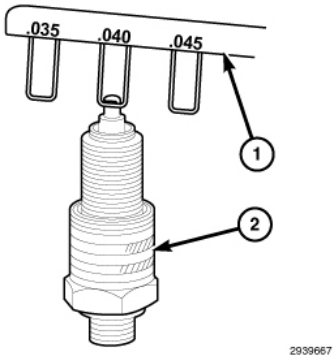


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

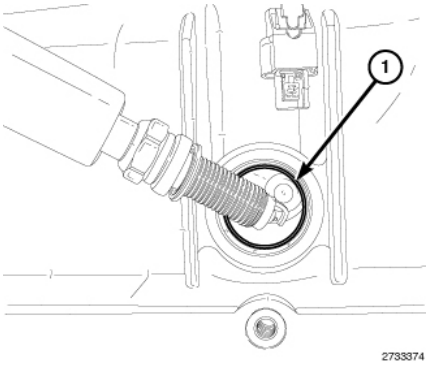
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check and adjust the spark plug gap with a gap gauging tool (1) (Refer to 08 - Electrical/8I - Ignition Control - Specifications) .



CAUTION: **Special care should be taken when installing spark plugs into the cylinder head spark plug wells. Be sure the plugs do not drop into the plug wells as electrodes can be damaged.**

CAUTION: **The spark plug tubes (1) are a thin wall design. Avoid damaging the spark plug tubes. Damage to the spark plug tube can result in oil leaks.**



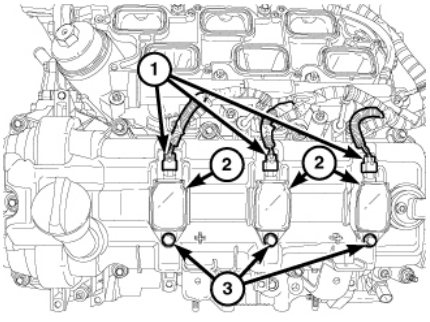
2. Start the spark plug into the cylinder head by hand to avoid cross threading.

CAUTION: **Spark plug torque is critical and must not exceed the specified value. Overtightening stretches the spark plug shell reducing its heat transfer capability resulting in possible catastrophic engine failure.**

3. Tighten the spark plugs to 17.5 N·m (13 ft. lbs.).

NOTE: The left side ignition coils are shown, the right side ignition coils are similar.

4. Install the ignition coil (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation) .

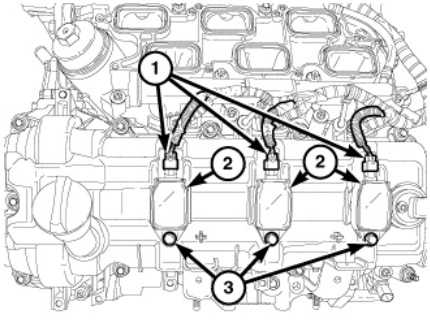


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The left side ignition coils are shown, the right side ignition coils are similar.

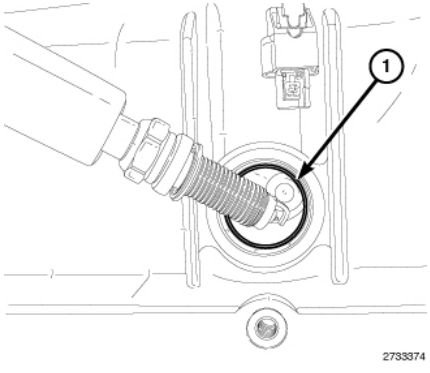


2726572

1. Remove the ignition coil (2) (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Removal) .

CAUTION: **The spark plug tubes (1) are a thin wall design. Avoid damaging the spark plug tubes. Damage to the spark plug tube can result in oil leaks.**

2. Prior to removing the spark plug, spray compressed air into the cylinder head opening. This will help prevent foreign material from entering combustion chamber.
3. Remove the spark plug from the cylinder head using a quality thin wall socket with a rubber or foam insert.
4. Inspect the spark plug condition.

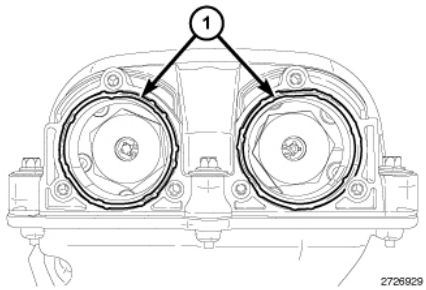


2733374

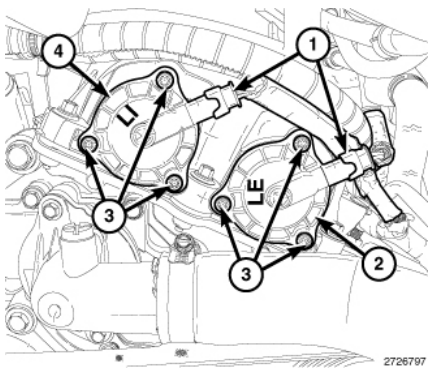
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

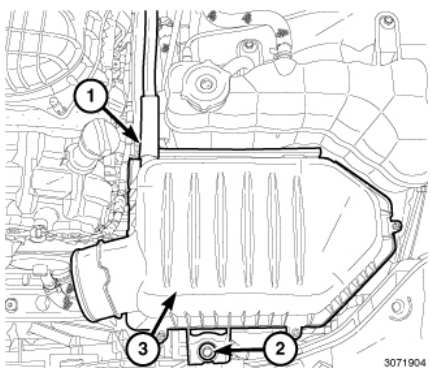
1. Install the variable valve timing solenoid seals (1). The seals can be reused if not damaged.



2. Refer to the markings made at disassembly and install the intake variable valve timing solenoid (4) and the exhaust variable valve timing solenoid (2) in their original locations.
3. Install the variable valve timing solenoid mounting bolts (3) and tighten to 4 N·m (35 in. lbs.).
4. Connect the electrical connector (1) to the variable valve timing solenoid.



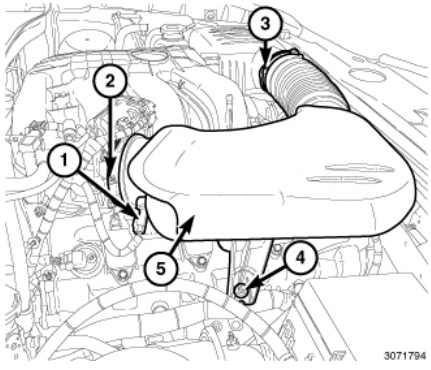
5. Position the air cleaner housing (3) into the vehicle.
6. Install the air cleaner housing retaining bolt (2) and tighten to 12 N·m (9 ft. lbs.).
7. Connect the fresh air makeup hose (1) to the air cleaner housing.



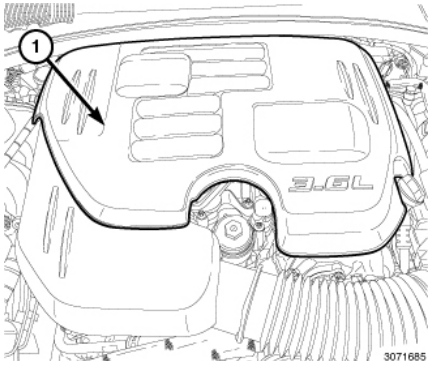
8. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
9. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
10. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

11. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

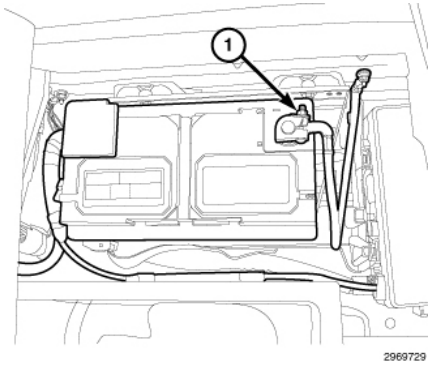
12. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



13. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



14. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



NOTE:

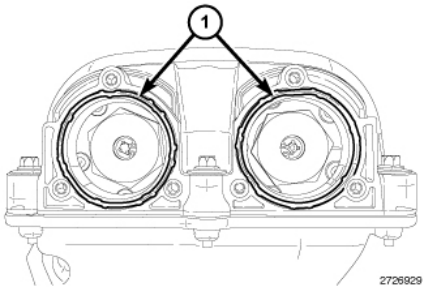
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

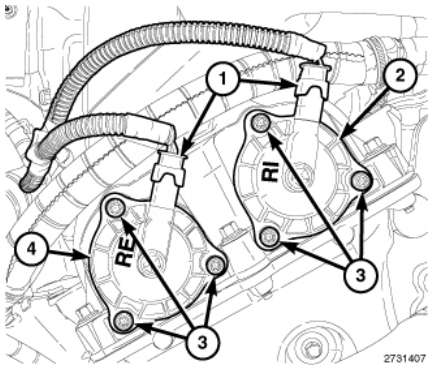
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the variable valve timing solenoid seals (1). The seals can be reused if not damaged.



2. Refer to the markings made during disassembly and install the intake variable valve timing solenoid (2) and the exhaust variable valve timing solenoid (4) in their original locations.
3. Install the variable valve timing solenoid mounting bolts (3) and tighten to 4 N·m (35 in. lbs.).
4. Connect the electrical connector (1) to the variable valve timing solenoid.
5. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

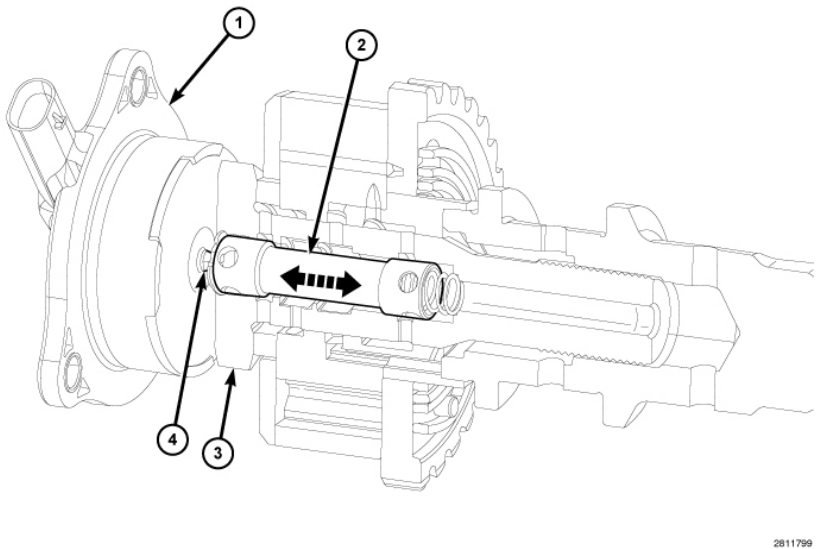


NOTE:

The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



Camshaft phaser position is adjusted using regulated oil pressure through an Oil Control Valve (OCV) (3). To begin Phaser movement, the Powertrain Control Module (PCM) applies a pulse-width modulated voltage signal to the VVT solenoid (1) to extend or retract the solenoid pintle (4). The pintle pushes against an internal spool valve (2) within the OCV moving the valve forwards and backwards to direct oil flow. The position of the spool inside the OCV determines which ports and chambers inside the phaser are being fed, either to advance the timing of the phaser sprocket relative to the camshaft, retard it, or hold a desired position (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Operation) .

The Camshaft Position (CMP) sensor monitors the position of the camshaft with respect to the crankshaft and provides feedback to the PCM.

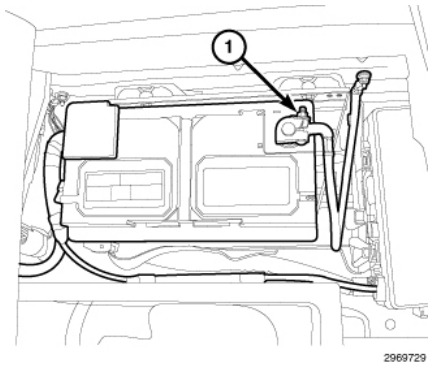
The debris crush mode will only occur with the key on and the engine off (KOEO). If the ignition is cycled to the start position without a momentary pause (immediate crank), the debris crush mode will not occur. In this instance the procedure will be performed at the next key off cycle.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

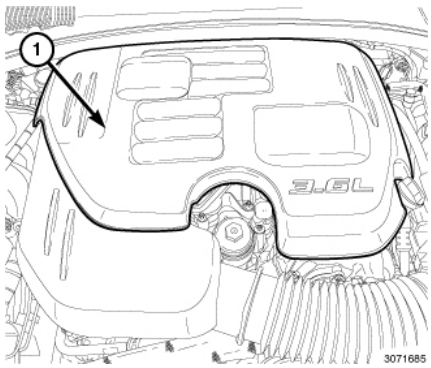
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

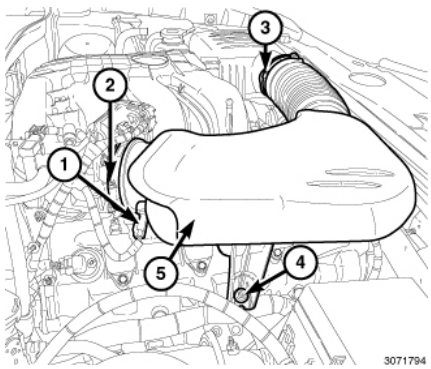
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

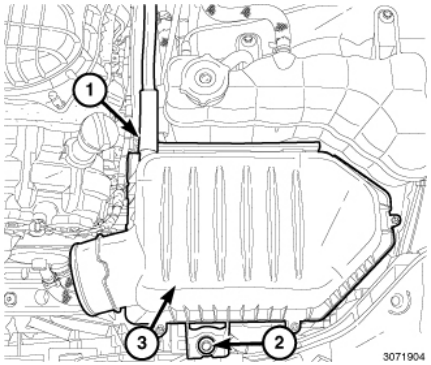


3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).



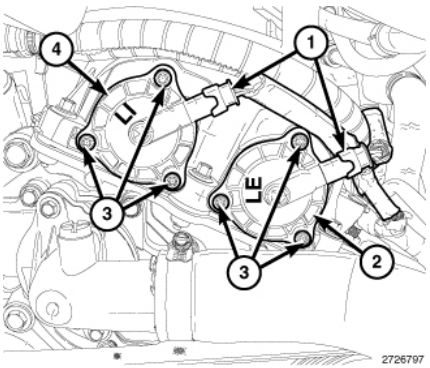
8. Disconnect the fresh air makeup hose (1) from the air cleaner housing.
9. Remove the air cleaner housing retaining bolt (2).

10. Remove the air cleaner housing (3).



NOTE:

Mark the variable valve timing solenoid connectors (1) with a paint pen or equivalent so that they may be reinstalled in their original locations.



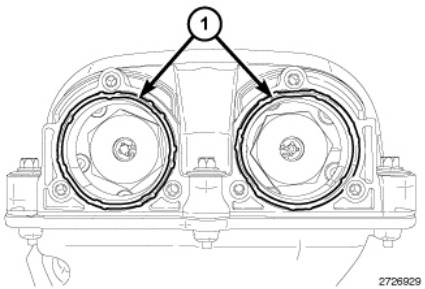
11. Mark the intake variable valve timing solenoid (4) and the exhaust variable valve timing solenoid (2) with a paint pen or equivalent so that they may be reinstalled in their original locations.

12. Disconnect the electrical connector (1) from the variable valve timing solenoid.

13. Remove the variable valve timing solenoid mounting bolts (3).

14. Pull the variable valve timing solenoid from the cylinder head cover.

15. The seal (1) can be reused if not damaged.



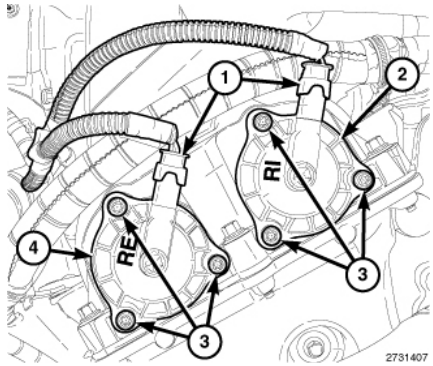
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

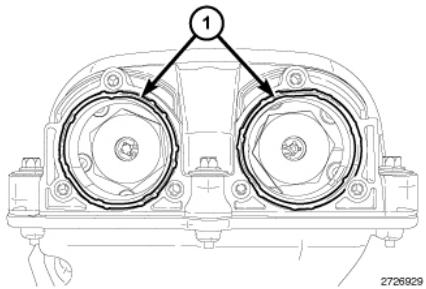
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.

NOTE: Mark the variable valve timing solenoid connectors (1) with a paint pen or equivalent so that they may be reinstalled in their original locations.



2. Mark the intake variable valve timing solenoid (2) and the exhaust variable valve timing solenoid (4) with a paint pen or equivalent so that they may be reinstalled in their original locations.
3. Disconnect the electrical connector (1) from the variable valve timing solenoid.
4. Remove the variable valve timing solenoid mounting bolts (3).
5. Pull the variable valve timing solenoid from the cylinder head cover.
6. The seal (1) can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PCM/TCM REPROGRAMMING - GAS

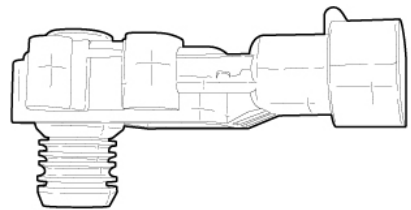
(Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure) and perform the PCM/TCM PROGRAMMING procedure.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The fuel tank pressure sensor provides the PCM with information on vapor pressure inside the fuel tank. The sensor is a diaphragm-type pressure sensor and varies its voltage output depending on fuel tank pressure. When the fuel tank isolation valve is activated (closed), preventing fuel vapors from leaving the tank, the PCM will monitor the fuel tank pressure sensor to prevent pressure from increasing or decreasing to an unsafe level.

Excessive fuel tank pressure could cause fuel vapors to vent out the fuel filler cap or damage system components while insufficient fuel tank pressure (vacuum) caused by lack of air entering the tank to take the place of consumed fuel could lead to collapsed tank, lines or loss of fuel pressure.



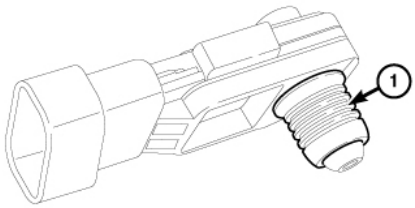
2496502

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

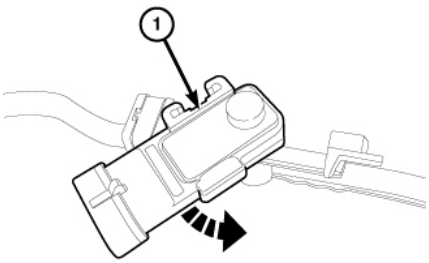
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. The fuel tank pressure sensor seal (1) can be reused if not damaged.



3322827

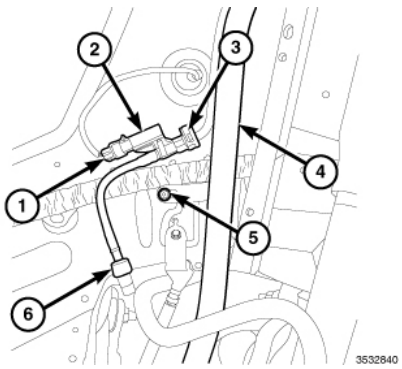
2. Install the fuel tank pressure sensor (1) into the fuel tank vent tube and rotate until it locks into position.



3656575

3. Connect the fuel filler tube vent line (3) at the filler tube (4) and the fuel tank vent steel line (6).

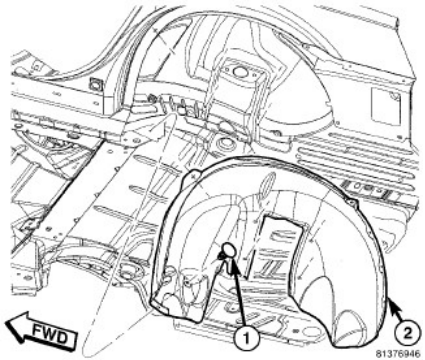
4. Connect the fuel pressure electrical connector (1).



3532840

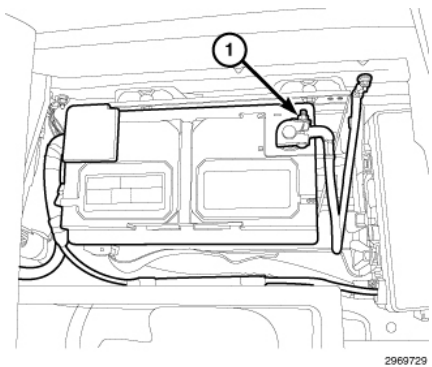
5. Position the rear wheelhouse splash shield (2) to the body and install the push-pins (1).

6. Install the left rear tire.



7. Lower the vehicle.

8. Connect the negative battery cable (1).

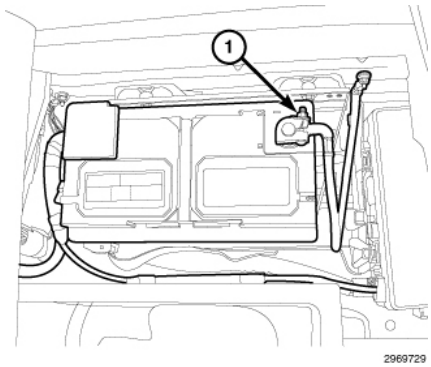


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

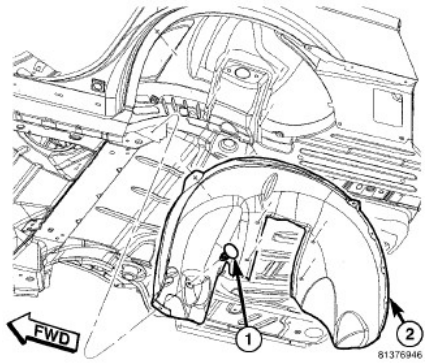
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

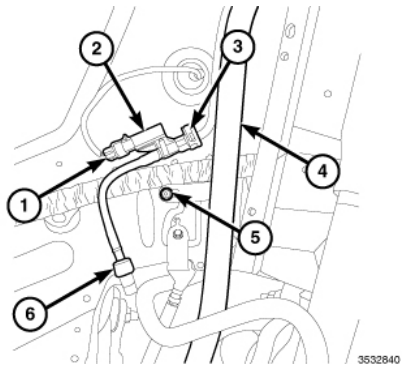
1. Disconnect and isolate the negative battery cable (1).



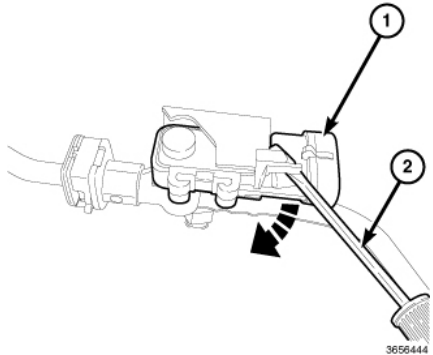
2. Partially raise and the support vehicle.
3. Remove the left rear tire.
4. Remove the push-pins (1) that secure the rear wheelhouse splash shield (2) to the body.
5. Remove the rear wheelhouse splash shield from the vehicle.



6. Disconnect the fuel tank pressure sensor electrical connector (1).
7. Disconnect the fuel tank vent line at the filler tube (3) and the fuel tank vent steel line (6).



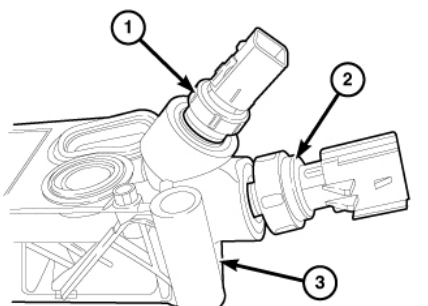
8. Carefully raise the retaining tab (2), rotate and remove the fuel tank pressure sensor (1) from the fuel tank vent tube.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The oil pressure sensor (2) is located on the oil filter housing (3). The oil pressure sensor is a three wire sensor with a tapered threaded sensor port. The sensor port is mounted to the oil filter housing through an access hole. A thread lock patch seals the oil pressure sensor to the oil filter housing.



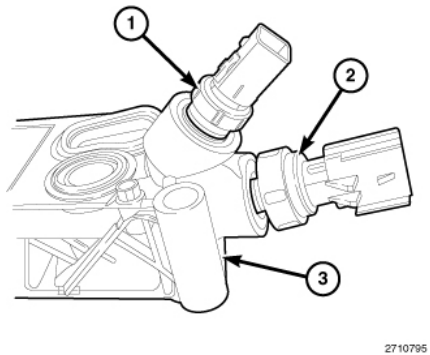
2710795

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

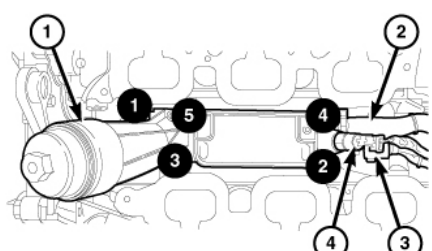
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the oil pressure sensor (2) and tighten to the proper) .



2710795

2. Connect the oil pressure sensor electrical connector (3).
3. Install the upper and lower intake manifolds and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)
4. Connect the negative battery cable and tighten the nut to the proper) .

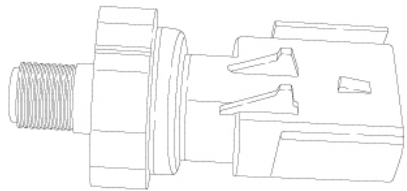


2710852

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The oil pressure sensor is a silicon based sensing unit that measures the pressure of the engine oil. The Powertrain Control Module (PCM) supplies a 5 volt reference and a ground to the sensor. The input to the PCM occurs on the signal return circuit. The oil pressure sensor is a linear sensor; as pressure changes, voltage changes proportionately and returns a voltage signal to the PCM that reflects oil pressure. The zero pressure reading is 0.5 volt and full scale is 4.5 volt.



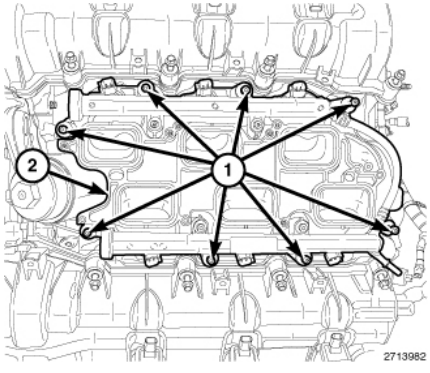
2867304

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

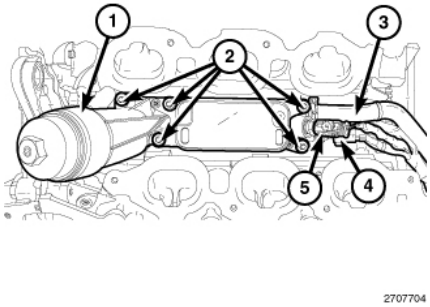
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

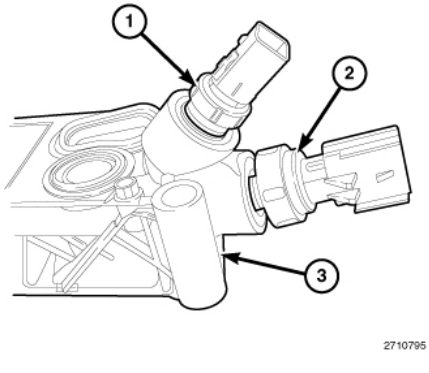
1. Release fuel system pressure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Remove the air inlet hose, upper intake manifold and lower intake manifold with the fuel injectors and fuel rail (2) (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



4. Disconnect the oil pressure sensor electrical connector (4).



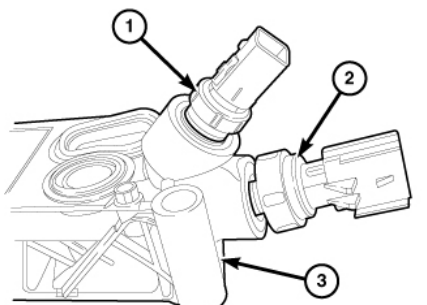
5. Remove the oil pressure sensor (2) from the oil filter housing (3).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The oil temperature sensor (1) is located on the oil filter housing (3). The oil temperature sensor is a two wire sensor with a tapered threaded sensor probe. The sensor probe is mounted to the oil filter housing through an access hole. A thread lock patch seals the oil temperature sensor to the oil filter housing.

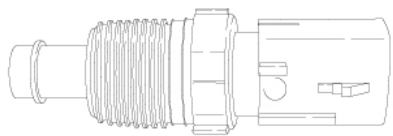


2710795

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The oil temperature sensor is a variable resistor that measures the temperature of the engine oil. The Powertrain Control Module (PCM) supplies a 5 volt reference and a ground to the sensors low reference signal circuit. When the oil temperature is low, the sensor resistance is high. When the oil temperature is high, the sensor resistance is low.



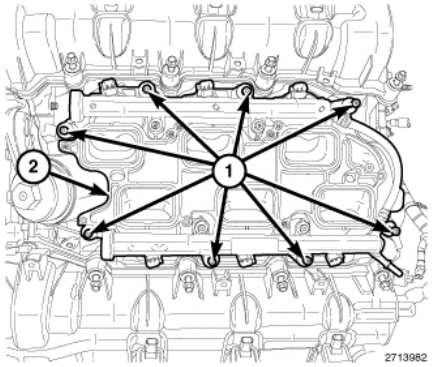
2867292

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

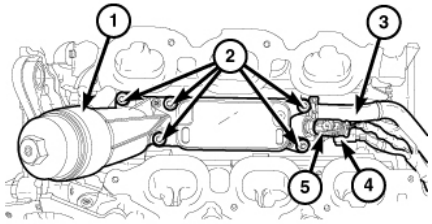
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

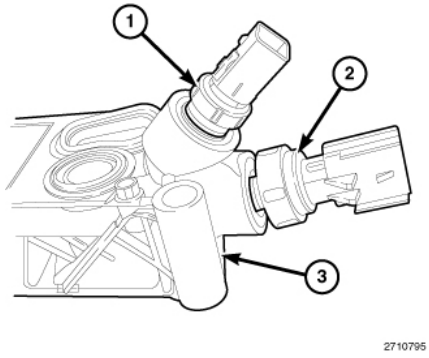
1. Release fuel system pressure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Remove the air inlet hose, upper intake manifold and lower intake manifold with the fuel injectors and fuel rail (2) (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



4. Disconnect the oil temperature sensor electrical connector (5).



5. Remove the oil temperature sensor (1) from the oil filter housing (3).

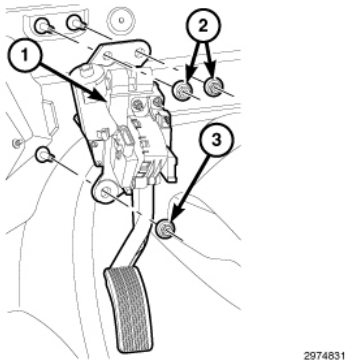


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

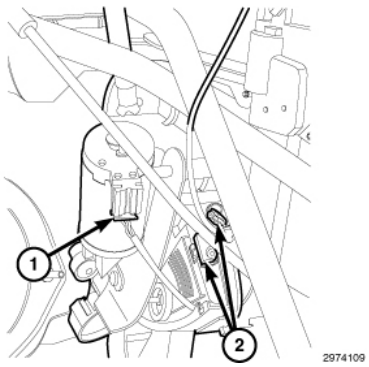
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

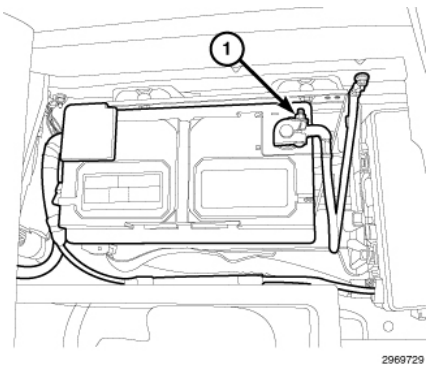
1. Position the pedal assembly (1) to the mounting studs.
2. Install the pedal assembly 3 retaining nuts (2,3) and tighten to 34 N·m (25 ft. lbs.).



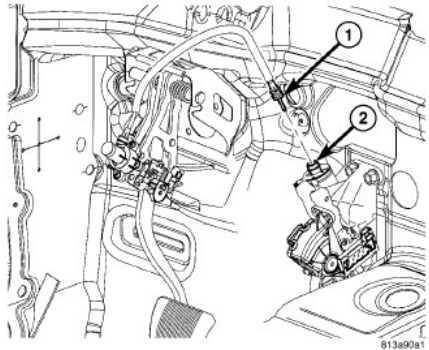
3. Connect both electrical connectors at the APPS (2).
4. Connect the electrical connector at the accelerator pedal adjuster motor (1).



5. Connect the negative battery cable (1).



6. If equipped with adjustable pedals, synchronize the accelerator pedal to the brake pedal and then connect the adjuster cable (1) to the accelerator pedal adjuster motor (2) (Refer to 05 - Brakes/Hydraulic/Mechanical/PEDAL(S) , Brake and/or Accelerator - Installation).

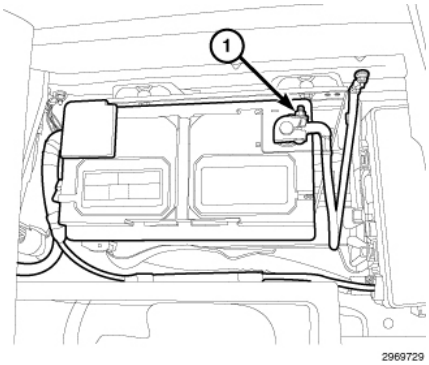


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

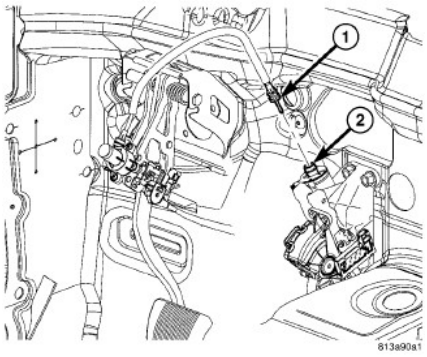
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

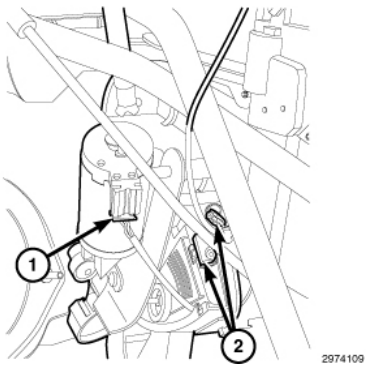
1. Disconnect the negative battery cable (1).



2. If equipped with adjustable pedals, remove the adjuster cable (1) at accelerator pedal adjuster motor (2).



CAUTION: **Do not attempt to separate or remove the Accelerator Pedal Position Sensor (APPS) from the accelerator pedal assembly. The APPS and the accelerator pedal is replaced as an assembly. If the sensor is removed from the pedal, the electronic calibration may be destroyed.**

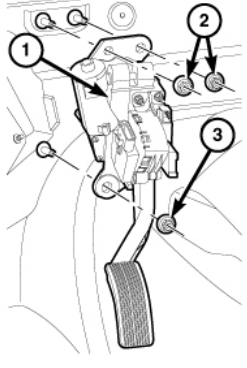


3. Disconnect the electrical connector at the accelerator pedal adjuster motor (1).

4. Disconnect both electrical connectors at the APPS (2).

5. Remove the pedal assembly 3 retaining nuts (2,3).

6. Remove the pedal assembly (1).

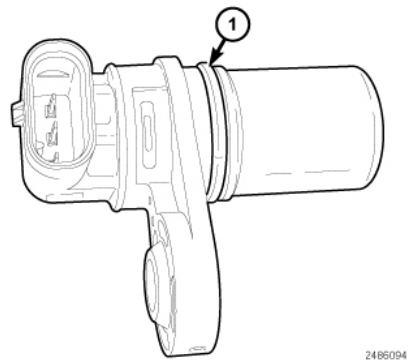


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Crankshaft Position (CKP) sensor (1) is a hall effect device combined with an internal magnet.

The CKP sensor is mounted into the right rear side of the cylinder block. It is positioned and bolted into a machined hole.

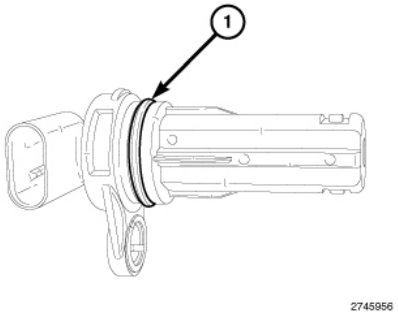


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

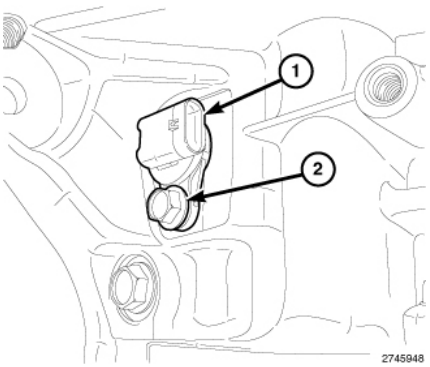
1. The crankshaft position (CKP) sensor O-ring (1) can be reused if not damaged.
2. Apply a small amount of engine oil to the sensor O-ring (1).



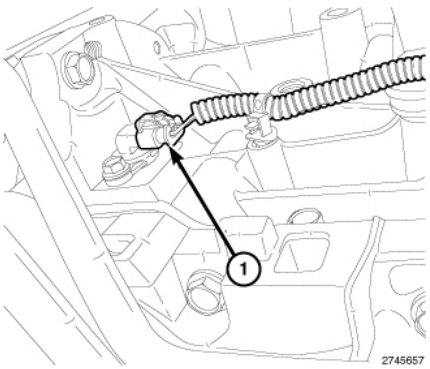
3. Clean out the CKP sensor mounting bolt hole in the engine block.
4. Install the sensor (1) into the engine block with a slight rocking and twisting motion.

CAUTION: **Before tightening the CKP sensor mounting bolt, be sure the sensor is completely flush to the cylinder block. If the CKP sensor is not flush, damage to the sensor mounting tang may result.**

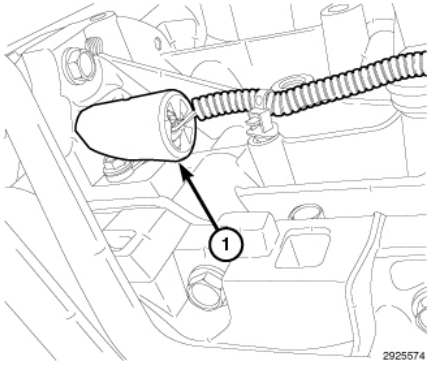
5. Install the mounting bolt (2) and tighten to 12 N·m (9 ft. lbs.).



6. Connect the CKP sensor electrical connector (1).

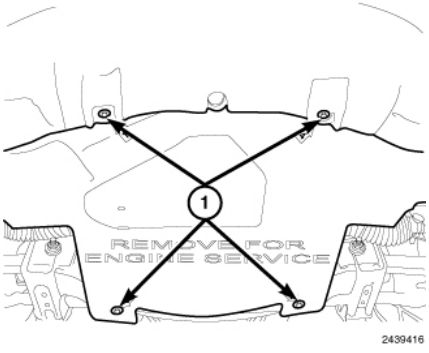


7. Position the heat shield (1) over the CKP sensor.

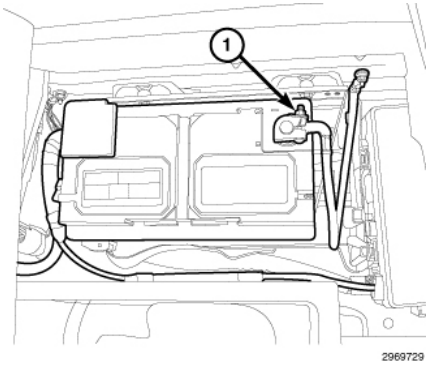


8. Position the belly pan and install the retainers (1).

9. Lower the vehicle.



10. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



NOTE:

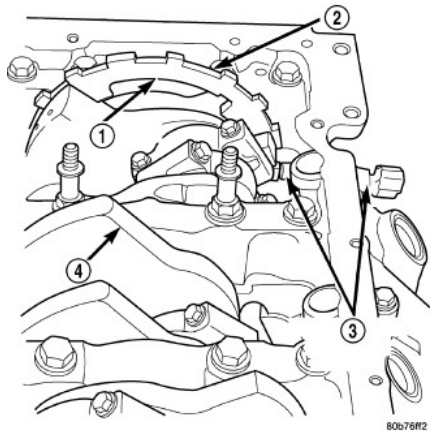
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

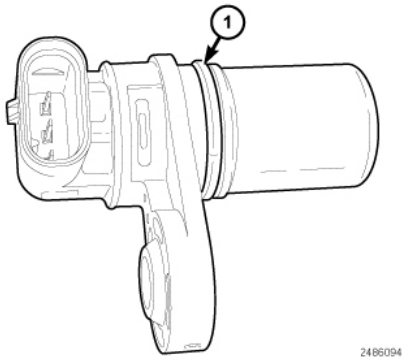
OPERATION

The engine speed and crankshaft position are provided through the CKP (Crankshaft Position) sensor (3). The sensor generates pulses which sends an input signal to the Powertrain Control Module (PCM). The PCM interprets the sensor input signal to determine the crankshaft position. The PCM then uses this information, along with other inputs, to determine injector sequence and ignition timing.

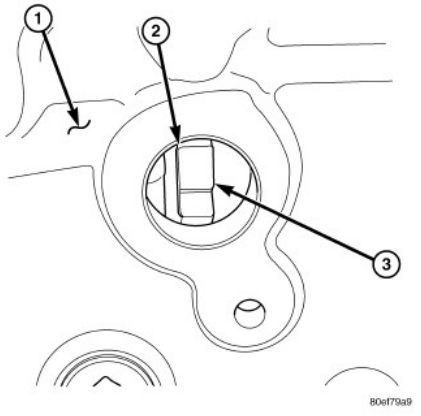
A tonewheel (targetwheel) is bolted to the engine crankshaft (1). This tonewheel has notches (2) on the outer edge.



The sensor (1) is a hall effect device combined with an internal magnet. It is also sensitive to steel within a certain distance from it.



The notches (3) cause a pulse to be generated when they pass under the sensor. The generated pulses are the input signal to the PCM.

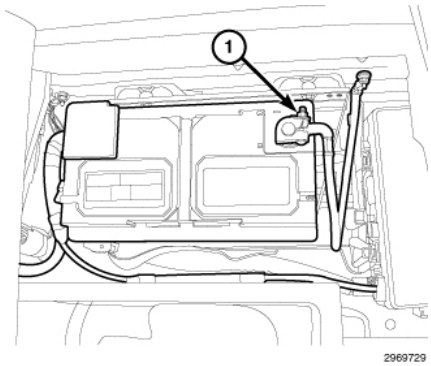


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

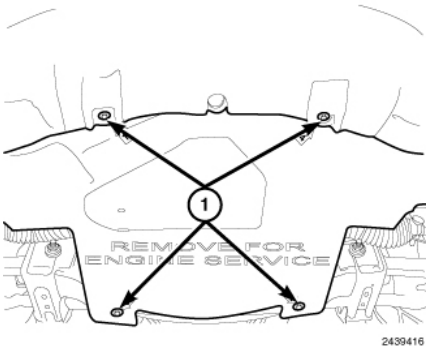
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable (1).

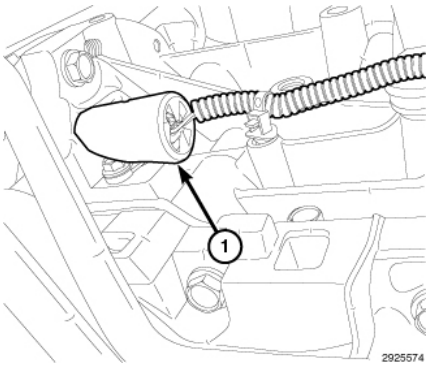


2. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
3. Remove the belly pan retainers (1) and remove the belly pan.

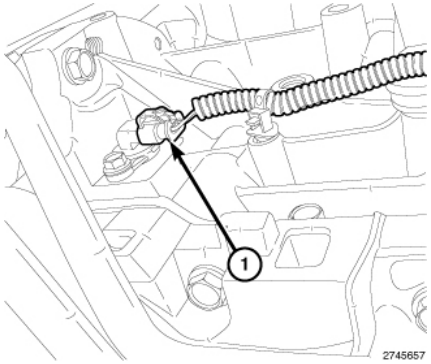


The crankshaft position (CKP) sensor is mounted into the right rear side of the cylinder block.

4. Push back the heat shield (1) from the crankshaft position (CKP) sensor.

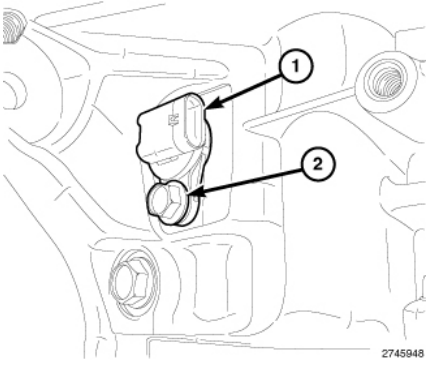


5. Disconnect the electrical connector (1) from the crankshaft position (CKP) sensor.

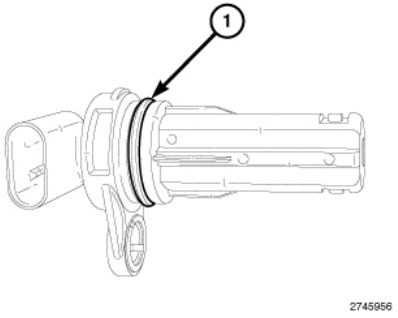


6. Remove the sensor mounting bolt (2).

7. Carefully twist the sensor (1) from the cylinder block.



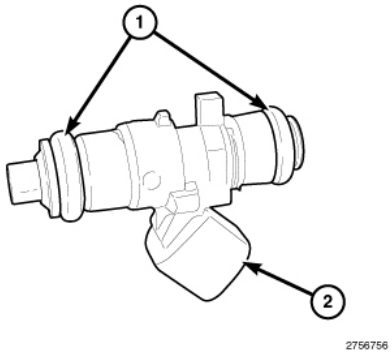
8. The CKP sensor O-ring (1) can be reused if not damaged.



3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

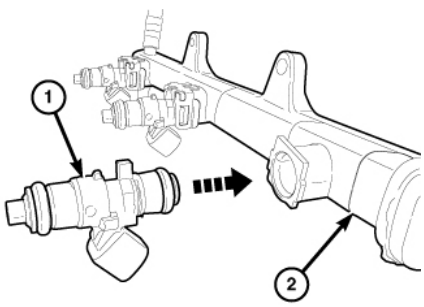
1. Lightly lubricate the new O-ring seals (1) with clean engine oil and position the seals onto the fuel injector (2).



2756756

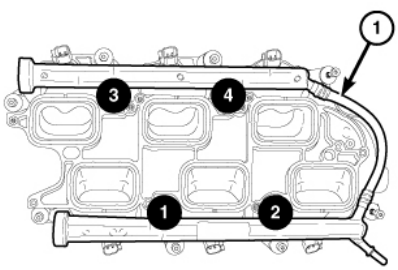
NOTE: Number 2 fuel injector installation shown, all other fuel injectors similar.

2. Install the fuel injectors (1) into the fuel rail (2).



2756853

3. Install the fuel rail and upper intake manifold (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Installation) .

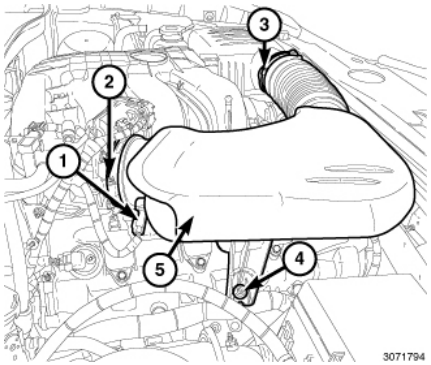


2756534

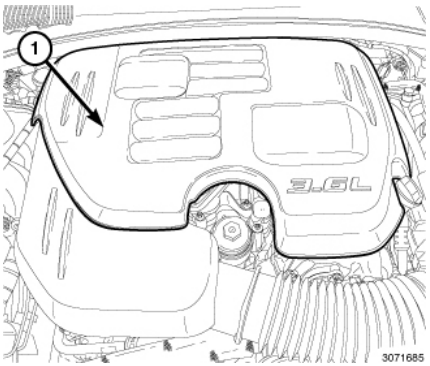
4. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
5. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
6. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

7. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

8. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).

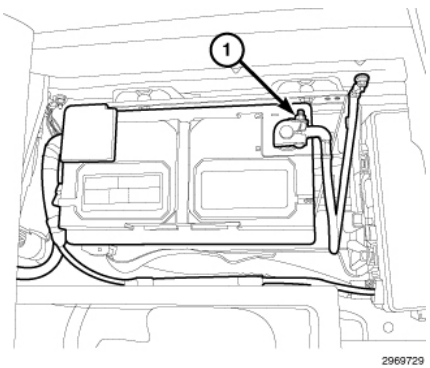


9. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



10. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

11. Start the engine and check for leaks.



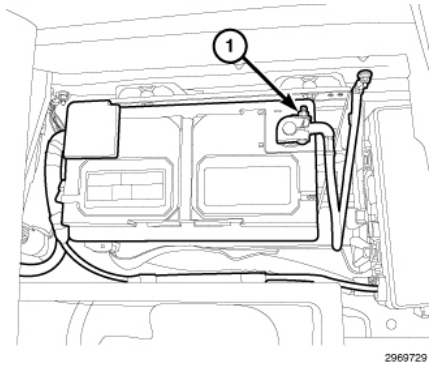
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

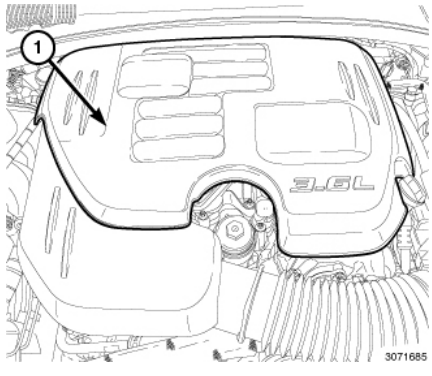
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The fuel system is under constant pressure even with engine off. Before servicing the fuel rail, fuel system pressure must be released.**

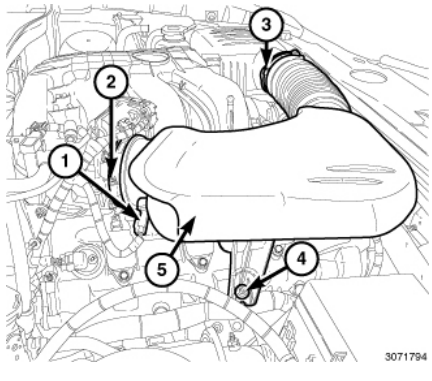
1. Perform the fuel pressure release procedure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable (1).



3. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

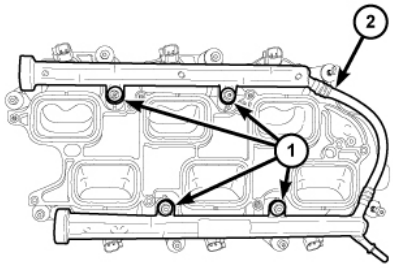


4. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
5. Loosen the clamp (2) at the throttle body.
6. Loosen the clamp (3) at the air cleaner housing.
7. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
8. Remove the air inlet hose assembly (5).



CAUTION: **When removing the fuel rail from the lower intake manifold, one or more fuel injectors may remain in the intake manifold resulting in residual fuel spilling onto the engine from the fuel rail.**

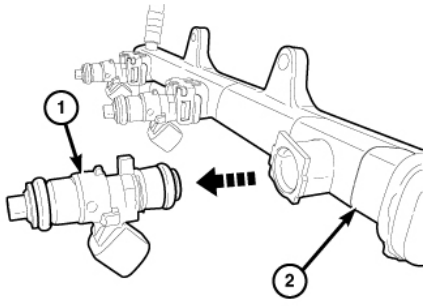
9. Remove the upper intake manifold and fuel rail (2) (Refer to 14 - Fuel System/Fuel Delivery/RAIL, Fuel - Removal) .



2714021

NOTE: Number 2 fuel injector removal shown, all other fuel injectors similar.

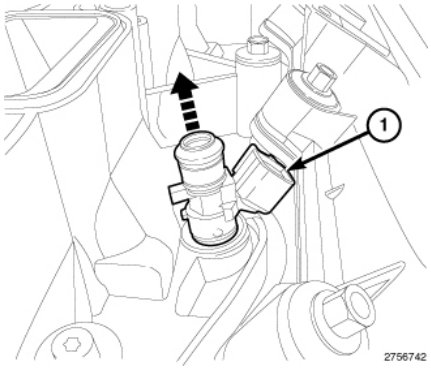
10. Remove the fuel injectors (1) from the fuel rail (2).



2744672

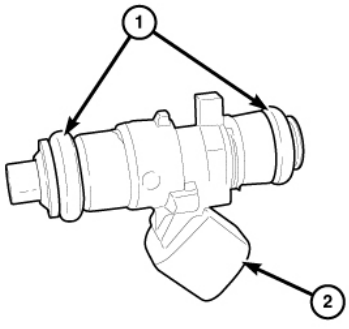
NOTE: Number 2 fuel injector removal shown, all other fuel injectors similar.

11. Remove the fuel injectors (1) from the lower intake manifold.



2756742

12. Remove and discard all fuel injector O-ring seals (1).

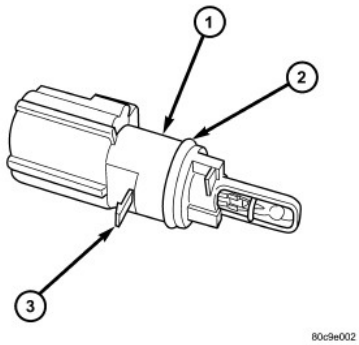


2756756

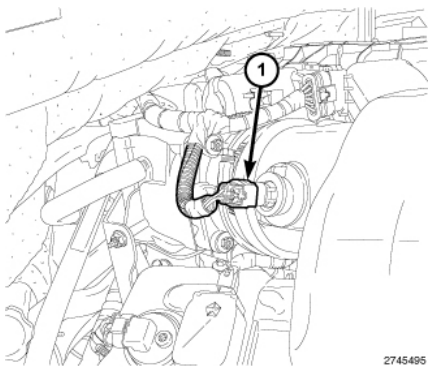
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

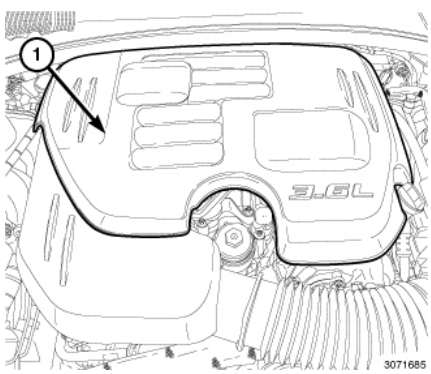
1. The Inlet Air Temperature (IAT) sensor O-ring seal (2) can be reused if not damaged.
2. Clean the IAT sensor mounting hole in the air inlet hose.
3. Install the IAT sensor into the air inlet hose and rotate clockwise until the release tab (3) engages.



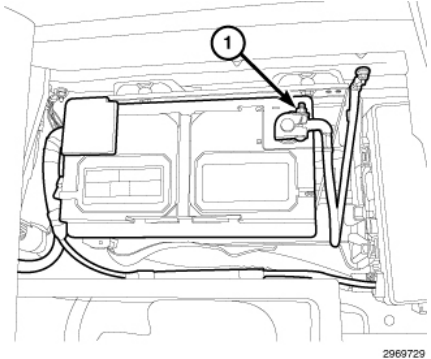
4. Install the electrical connector (1) to the IAT sensor.



5. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

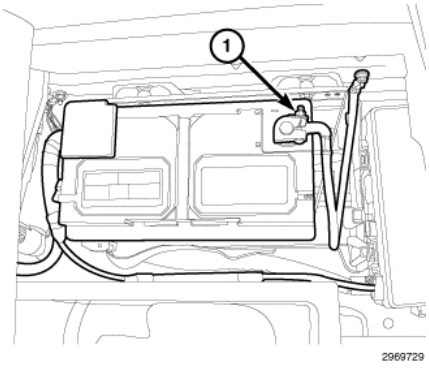


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

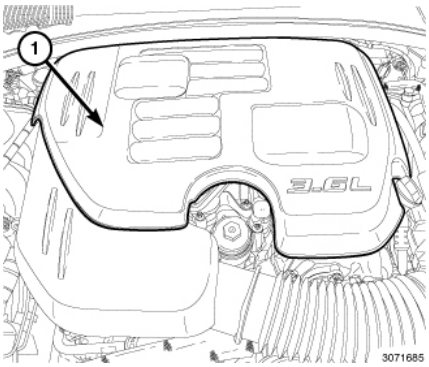
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

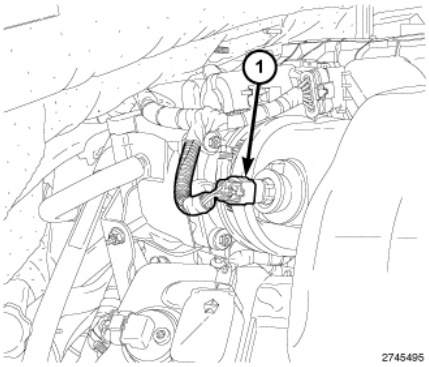
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



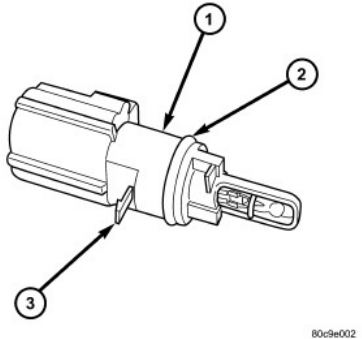
3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.



4. Clean any dirt from the air inlet tube at the IAT sensor base.

5. Gently lift the small plastic release tab (3), rotate the sensor about 1/4 turn counterclockwise and remove the sensor from the inlet air hose.

6. The IAT sensor O-ring (2) can be reused if not damaged.

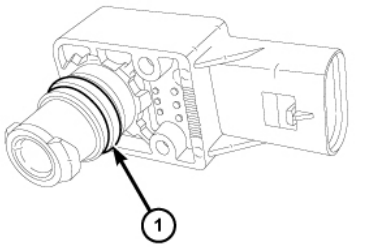


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

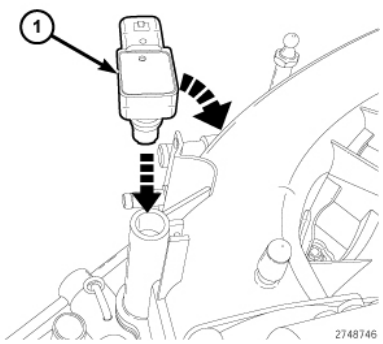
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. The manifold air pressure (MAP) sensor O-ring (1) can be reused if not damaged.
2. Apply a small amount of engine oil to the sensor O-ring (1).



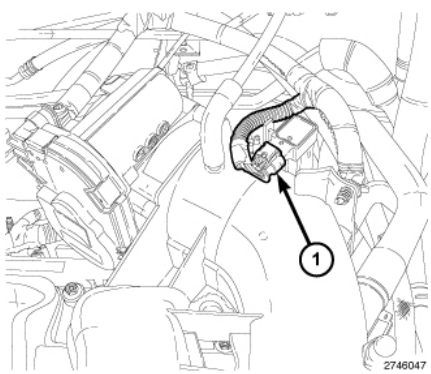
2748738

3. Install the MAP sensor (1) into the upper intake manifold and rotate 1/4 turn clockwise.



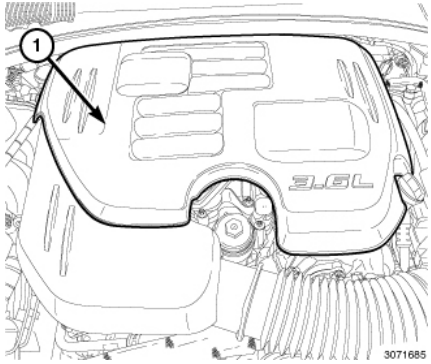
2748746

4. Connect and lock the electrical connector (1) to the sensor.

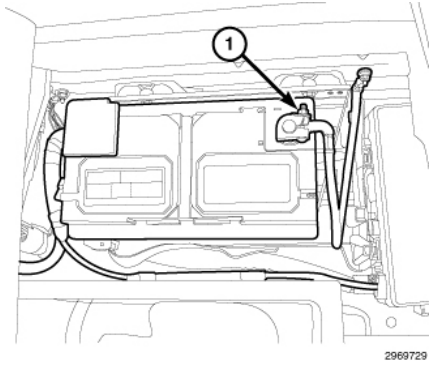


2746047

5. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

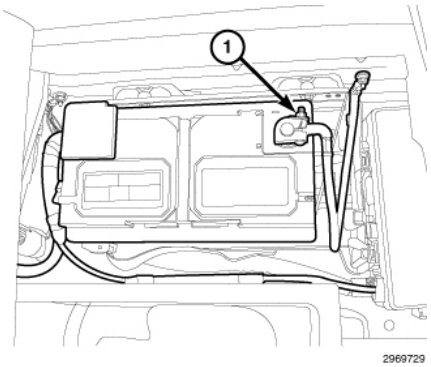


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

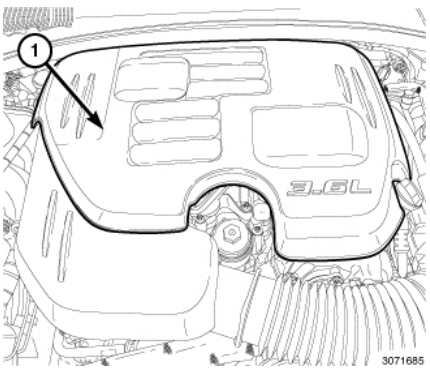
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

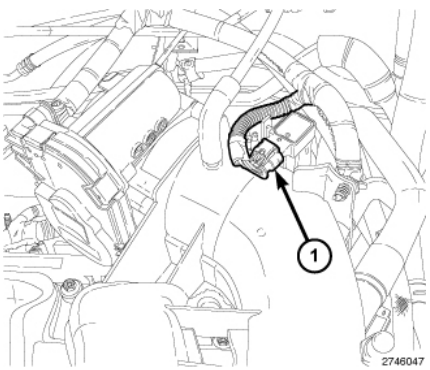
1. Disconnect and isolate the negative battery cable (1).



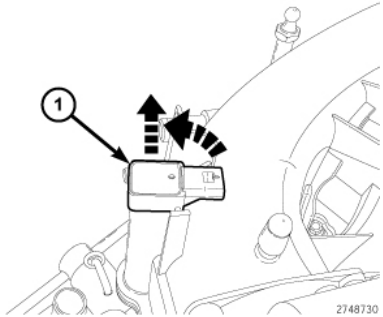
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



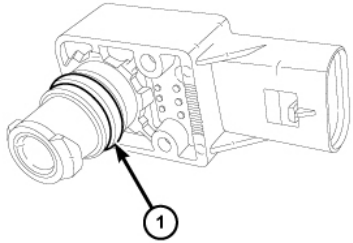
3. Unlock and disconnect the electrical connector (1) from the MAP sensor.



4. Rotate the MAP sensor 1/4 turn counterclockwise and pull the sensor straight up and out of the upper intake manifold.



5. The MAP sensor O-ring (1) can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL CORRECTION or ADAPTIVE MEMORIES

OPERATION

Short Term

Short Term Adaptive or Short Term Fuel Trim (STFT) is an immediate correction to fuel injector pulse width. During Closed Loop operation, Short Term Adaptive makes immediate adjustments to fuel delivery in direct response to the signal from the upstream O2 sensor. The PCM infers air/fuel ratio by monitoring oxygen content measured by the upstream O2 stream sensor.

This is an immediate response to the O2 sensor signal that is not switching or is consistently high or low. If the upstream oxygen sensor voltage is not consistently switching between 2.5 and 3.5 volts, the PCM knows that the base pulse width calculation needs to be modified by adjusting the injector pulse width until the correct O2 sensor voltage is achieved. The need to adjust the injector pulse width may be a result of vehicle operating conditions, engine wear, fuel quality, etc. The maximum range of authority for Short Term Adaptive is ±33%. Short Term Adaptive values are not stores when the ignition is off.

Long Term

The main function of Long Term Adaptive is to make fuel corrections that permit Short Term Adaptive to hover around zero. In order to maintain correct emissions throughout all operating ranges of the engines, a cell structure based on engine rpm and load (MAP) is used.

There are 26 cells used for the NGC. Two of the cells are used only during idle, as determined by throttle position and park/neutral switch input. The other cells each represent a given off-idle manifold pressure and rpm range.

After the vehicle has reached full operating temperature, short term correction factors will update Long Term Adaptive Memory cells based on vehicle load (RPM/MAP) to allow the Short Term Adaptive value to be brought back to near zero. Once this correction factor is updated in the memory, it will be used by the PCM under all operating conditions, open loop and closed loop. However, the values stored in the Long-term are updated only after the vehicle has entered long-term closed loop at full operating temperature. This is done to prevent any transition temperature or start-up compensation form corrupting long term fuel correction.

Long Term and Short Term Adaptive can each change the pulse width by as much as ±33% for a maximum total correction of ±66% from base pulse width calculation. Long Term Adaptive values are used during both Open Loop and Closed Loop operation.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL ECONOMY AND MAINTENANCE

A vehicle that is not properly tuned and maintained cannot be expected to perform at its maximum efficiency and can have an adverse effect on fuel economy. The following recommendations will ensure that the vehicle is performing at its maximum efficiency:

- **Use the recommended motor oil grade.** Using the manufacturer's recommended grade of Mopar® motor oil can improve fuel mileage by 1-2%. Mopar® motor oil labeled "Energy Conserving" contains friction-reducing additives.
- **Check and replace air filters.** Replacing a clogged air filter with a new Mopar® air filter can improve fuel mileage by as much as 10%.
- **Keep the engine tuned.** Repairing a vehicle that is noticeably out of tune can improve fuel mileage by an average of 4%. Maintaining a vehicle and repairing problems, such as a faulty oxygen sensor, can improve mileage by as much as 40%.
- **Keep tires properly inflated.** Underinflated tires can lower fuel mileage by 0.4% for every 1 psi drop in pressure of all four tires.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INJECTION SYSTEM

All engines used in this section have a sequential Multi-Port Electronic Fuel Injection system. The MPI system is computer regulated and provides precise air/fuel ratios for all driving conditions. The Powertrain Control Module (PCM) operates the fuel injection system.

The PCM regulates:

- Ignition timing
- Air/fuel ratio
- Emission control devices
- Cooling fan
- Charging system
- Idle speed
- Vehicle speed control

Various sensors provide the inputs necessary for the PCM to correctly operate these systems. In addition to the sensors, various switches also provide inputs to the PCM.

The PCM can adapt its programming to meet changing operating conditions.

Fuel is injected into the intake port above the intake valve in precise metered amounts through electrically operated injectors. The PCM fires the injectors in a specific sequence. Under most operating conditions, the PCM maintains an air fuel ratio of 14.7 parts air to 1 part fuel by constantly adjusting injector pulse width. Injector pulse width is the length of time the injector is open.

The PCM adjusts injector pulse width by opening and closing the ground path to the injector. Engine RPM (speed) and manifold absolute pressure (air density) are the **primary** inputs that determine injector pulse width.

MODES OF OPERATION

As input signals to the PCM change, the PCM adjusts its response to output devices. For example, the PCM must calculate a different injector pulse width and ignition timing for idle than it does for Wide Open Throttle (WOT). There are several different modes of operation that determine how the PCM responds to the various input signals.

The multi-port fuel injection systems has the following modes of operation:

- Ignition switch ON (Zero RPM)
- Engine start-up
- Engine warm-up
- Cruise
- Idle
- Acceleration
- Deceleration
- Wide-Open-Throttle
- Ignition switch OFF

Within these modes of operation, there are two different types of operation, OPEN LOOP and CLOSED LOOP.

During OPEN LOOP operation the PCM receives input signals and responds according to preset PCM programming. Inputs from the upstream and downstream heated oxygen sensors are not monitored during OPEN LOOP operation, except for heated oxygen sensor diagnostics (they are checked for shorted conditions at all times).

During CLOSED LOOP operation the PCM monitors the inputs from the upstream and downstream heated oxygen sensors. The upstream heated oxygen sensor input tells the PCM if the calculated injector pulse width resulted in the ideal air-fuel ratio of 14.7 to one. By monitoring the exhaust oxygen content through the upstream heated oxygen sensor, the PCM can fine tune injector pulse width. Fine tuning injector pulse width allows the PCM to achieve optimum fuel economy combined with low emissions.

For the PCM to enter CLOSED LOOP operation, the following must occur:

1. Engine coolant temperature must be over 35°F (1.7°C).
    - If the coolant is over 35°F (1.7°C) the PCM will wait 38 seconds.
    - If the coolant is over 50°F (10°C) the PCM will wait 15 seconds.
    - If the coolant is over 167°F (75°C) the PCM will wait 3 seconds.
    - For other temperatures the PCM will interpolate the correct waiting time.
2. O2 sensor must read either greater than 0.745 volts or less than 0.29 volt.

OPEN LOOP operation is used for engine start-up (crank), engine warm-up, deceleration with fuel shutoff and wide open throttle. Under most conditions, acceleration, deceleration (with A/C on), idle and cruise modes, **with the engine at operating temperature** occur in CLOSED LOOP operation.

IGNITION SWITCH ON (ZERO RPM) MODE

When the ignition switch activates the fuel injection system, the following actions occur:

- The PCM monitors the engine coolant temperature sensor and throttle position sensor input. The PCM determines basic fuel injector pulse width from this input.
- The PCM determines atmospheric air pressure from the MAP sensor input to modify injector pulse width.

When the key is in the ON position and the engine is not running (zero rpm), the Auto Shutdown (ASD) and fuel pump relays de-energize after approximately 1 second. Therefore, battery voltage is not supplied to the fuel pump, ignition coil, fuel injectors and heated oxygen sensors.

ENGINE START-UP MODE

This is an OPEN LOOP mode. If the vehicle is in park or neutral (automatic transaxles) or the clutch pedal is depressed (manual transaxles) the ignition switch energizes the starter relay when the engine is not running. The following actions occur when the starter motor is engaged.

- If the PCM receives the camshaft position sensor and crankshaft position sensor signals, it energizes the Auto Shutdown (ASD) relay and fuel pump relay. If the PCM does not receive both signals within approximately one second, it will not energize the ASD relay and fuel pump relay. The ASD and fuel pump relays supply battery voltage to the fuel pump, fuel injectors, ignition coil, (EGR solenoid and PCV heater if equipped) and heated oxygen sensors.
- The PCM energizes the injectors (on the 69° falling edge) for a calculated pulse width until it determines crankshaft position from the camshaft position sensor and crankshaft position sensor signals. The PCM determines crankshaft position within 1 engine revolution.
- After determining crankshaft position, the PCM begins energizing the injectors in sequence. It adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.
- When the engine idles within ±64 RPM of its target RPM, the PCM compares current MAP sensor value with the atmospheric pressure value received during the Ignition Switch On (zero RPM) mode.

Once the ASD and fuel pump relays have been energized, the PCM determines injector pulse width based on the following:

- MAP
- Engine RPM
- Battery voltage
- Engine coolant temperature
- Inlet/Intake air temperature (IAT)
- Throttle position
- The number of engine revolutions since cranking was initiated

During Start-up the PCM maintains ignition timing at 9° BTDC.

ENGINE WARM-UP MODE

This is an OPEN LOOP mode. The following inputs are received by the PCM:

- Manifold Absolute Pressure (MAP)
- Crankshaft position (engine speed)
- Engine coolant temperature
- Inlet/Intake air temperature (IAT)
- Camshaft position
- Knock sensor
- Throttle position
- A/C switch status
- Battery voltage
- Vehicle speed
- Speed control
- O2 sensors

The PCM adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.

The PCM adjusts ignition timing and engine idle speed. Engine idle speed is adjusted through the idle air control motor.

CRUISE OR IDLE MODE

When the engine is at operating temperature this is a CLOSED LOOP mode. During cruising or idle the following inputs are received by the PCM:

- Manifold absolute pressure
- Crankshaft position (engine speed)
- Inlet/Intake air temperature
- Engine coolant temperature
- Camshaft position
- Knock sensor
- Throttle position
- Exhaust gas oxygen content (O2 sensors)
- A/C switch status
- Battery voltage
- Vehicle speed

The PCM adjusts injector pulse width and controls injector synchronization by turning the individual ground paths to the injectors On and Off.

The PCM adjusts engine idle speed and ignition timing. The PCM adjusts the air/fuel ratio according to the oxygen content in the exhaust gas (measured by the upstream and downstream heated oxygen sensor).

The PCM monitors for engine misfire. During active misfire and depending on the severity, the PCM either continuously illuminates or flashes the malfunction indicator lamp (Check Engine light on instrument panel). Also, the PCM stores an engine misfire DTC in memory, if 2nd trip with fault.

The PCM performs several diagnostic routines. They include:

- Oxygen sensor monitor
- Downstream heated oxygen sensor diagnostics during open loop operation (except for shorted)
- Fuel system monitor
- EGR monitor (if equipped)
- Purge system monitor
- Catalyst efficiency monitor
- All inputs monitored for proper voltage range, rationality.
- All monitored components (refer to the Emission section for On-Board Diagnostics).

The PCM compares the upstream and downstream heated oxygen sensor inputs to measure catalytic convertor efficiency. If the catalyst efficiency drops below the minimum acceptable percentage, the PCM stores a diagnostic trouble code in memory, after 2 trips.

During certain idle conditions, the PCM may enter a variable idle speed strategy. During variable idle speed strategy the PCM adjusts engine speed based on the following inputs.

- A/C status
- Battery voltage
- Battery temperature or Calculated Battery Temperature
- Engine coolant temperature
- Engine run time
- Inlet/Intake air temperature
- Vehicle mileage

ACCELERATION MODE

This is a CLOSED LOOP mode. The PCM recognizes an abrupt increase in Throttle Position sensor output voltage or MAP sensor output voltage as a demand for increased engine output and vehicle acceleration. The PCM increases injector pulse width in response to increased fuel demand.

- Wide Open Throttle-open loop

DECELERATION MODE

This is a CLOSED LOOP mode. During deceleration the following inputs are received by the PCM:

- A/C status
- Battery voltage
- Inlet/Intake air temperature
- Engine coolant temperature
- Crankshaft position (engine speed)
- Exhaust gas oxygen content (upstream heated oxygen sensor)
- Knock sensor
- Manifold absolute pressure
- Throttle position sensor
- IAC motor (solenoid) control changes in response to MAP sensor feedback

The PCM may receive a closed throttle input from the Throttle Position Sensor (TPS) when it senses an abrupt decrease in manifold pressure. This indicates a hard deceleration (Open Loop). In response, the PCM may momentarily turn off the injectors. This helps improve fuel economy, emissions and engine braking.

WIDE-OPEN-THROTTLE MODE

This is an OPEN LOOP mode. During wide-open-throttle operation, the following inputs are used by the PCM:

- Inlet/Intake air temperature
- Engine coolant temperature
- Engine speed
- Knock sensor
- Manifold absolute pressure
- Throttle position

When the PCM senses a wide-open-throttle condition through the Throttle Position Sensor (TPS) it de-energizes the A/C compressor clutch relay. This disables the air conditioning system and disables EGR (if equipped).

The PCM adjusts injector pulse width to supply a predetermined amount of additional fuel, based on MAP and RPM.

IGNITION SWITCH OFF MODE

When the operator turns the ignition switch to the OFF position, the following occurs:

- All outputs are turned off, unless 02 Heater Monitor test is being run. Refer to the Emission section for On-Board Diagnostics.
- No inputs are monitored except for the heated oxygen sensors. The PCM monitors the heating elements in the oxygen sensors and then shuts down.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SYSTEM DIAGNOSIS

OPERATION

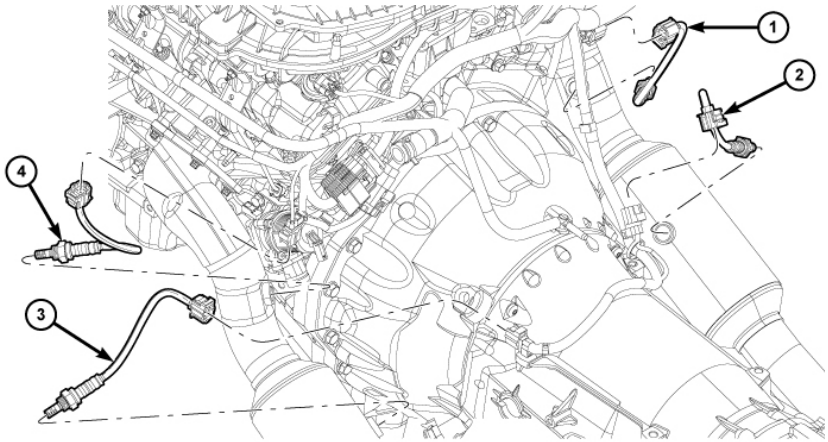
The PCM can test many of its own input and output circuits. If the PCM senses a fault in a major system, the PCM stores a Diagnostic Trouble Code (DTC) in memory.

For DTC information see On-Board Diagnostics (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Powertrain Control - Description) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure



2797543

The engine is equipped with four heated oxygen sensors:

- The right upstream oxygen sensor (1) is referred to as the 1/1 sensor.
- The right downstream oxygen sensor (2) is referred to as the 1/2 sensor.
- The left upstream oxygen sensor (4) is referred to as the 2/1 sensor.
- The lefft downstream oxygen sensor (3) is referred to as the 2/2 sensor.

1. If reinstalling the original oxygen sensor, coat the sensor threads with an anti-seize compound such as Loctite 771- 64 or equivalent. New sensors have compound on the threads and do not require an additional coating. **Do Not add any additional anti-seize compound to the threads of a new oxygen sensor.**
2. Install the oxygen sensor and tighten to 43 N·m (32 ft. lbs.).

   CAUTION: **Never apply any type of grease to the oxygen sensor electrical connector, or attempt any repair of the sensor wiring harness.**
3. Connect the heated oxygen sensor electrical connector.
4. Lower the vehicle.
5. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

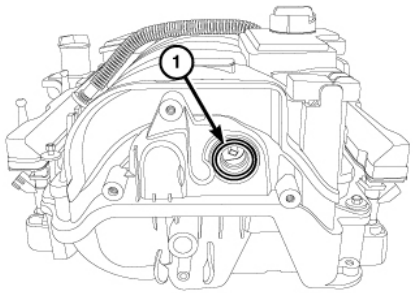
The intake manifold features a dual shaft Short Runner Valve (SRV) system to maximize both low end torque and peak power. The SRV is bolted to the rear of the intake manifold and can be service separately from the manifold.

The SRV system operates under Wide Open Throttle conditions to maximize engine performance. When activated by the PCM, the SRV actuates a mechanical linkage to redirect the intake air flow to eight short runners. The PCM looks for a signal feedback when the actuator is activated. If the signal feedback is not present, the PCM sets the DTC.

INSTALLATION

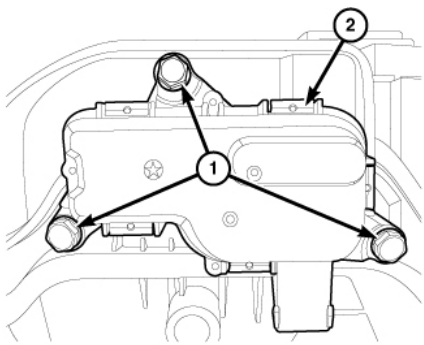
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.



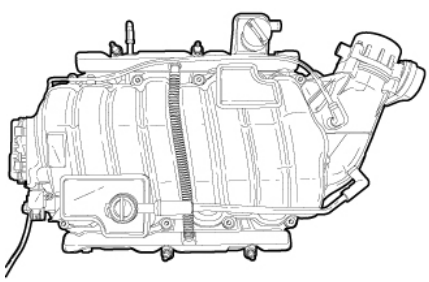
2979774

1. Install a new SRV actuator rubber O-ring seal (1).



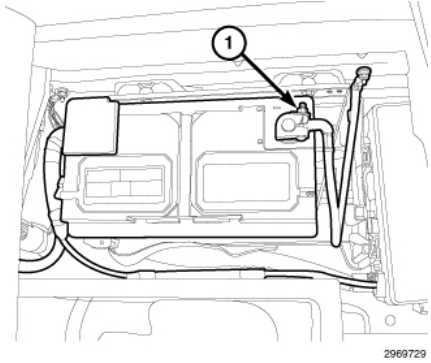
2979559

2. Position the SRV actuator (2), install the retaining bolts (1) and tighten to 5 N·m (44 in. lb.).


2979729

3. Install the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds /MANIFOLD, Intake - Installation) .

4. Connect the negative battery cable (1).

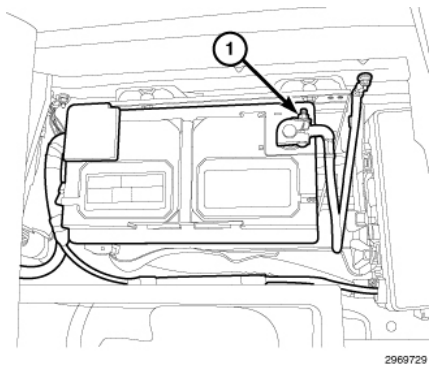


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

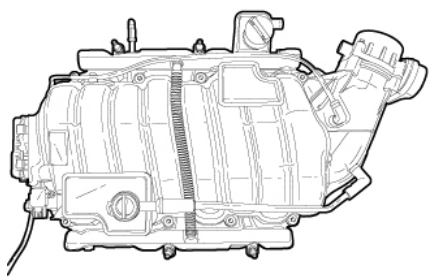
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable (1).

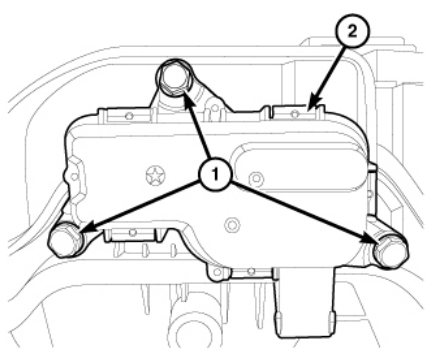


2969729

2. Remove the intake manifold and throttle body as an assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .


2979729

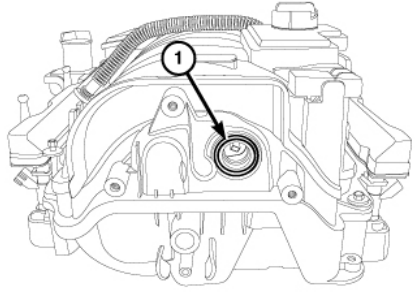
3. Remove the Short Runner Valve (SRV) actuator retaining bolts (1) and remove the SRV actuator (2).



2979559

NOTE: When the SRV actuator is removed, a new rubber O-ring seal must be installed. The old O-ring cannot be reused.

4. Remove and discard the SRV actuator rubber O-ring seal (1).



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

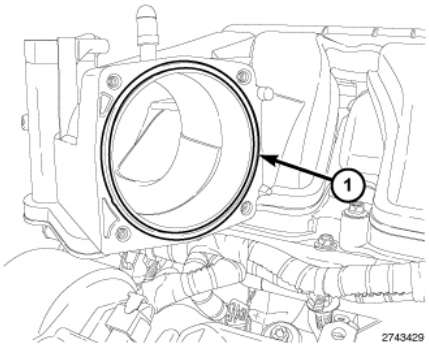
OPERATION

The SRV system operates under WOT conditions above 5000 rpm to maximize engine performance. When actuated by the PCM, the SRV solenoid energizes, allowing mechanical linkage to redirect the intake air flow to six short runners. The PCM looks for a current spike when actuating the solenoid. If the spike is not present, the PCM sets the DTC.

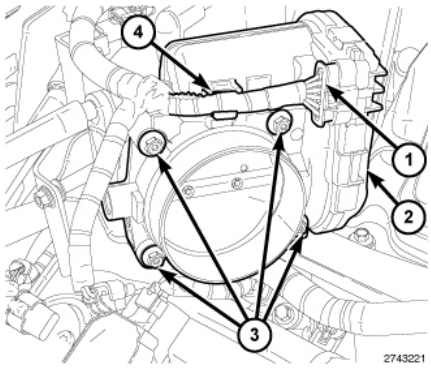
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

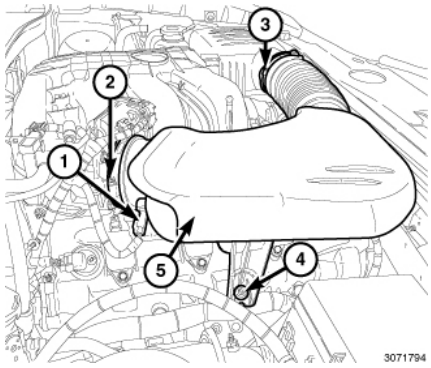
1. Check the condition of the throttle body-to-intake manifold seal (1). The seal can be reused if not damaged.
2. Clean the mating surfaces of the throttle body and intake manifold.



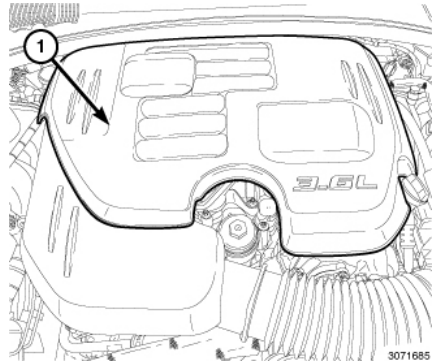
3. Position the throttle body (2) to the intake manifold.
4. Install the throttle body mounting bolts (3) and tighten in a crisscross pattern sequence to 6 N·m (53 in. lbs.).
5. Connect the electrical connector (1) to the Electronic Throttle Control (ETC) (2) and secure the ETC harness to the clip (4) on the throttle body.



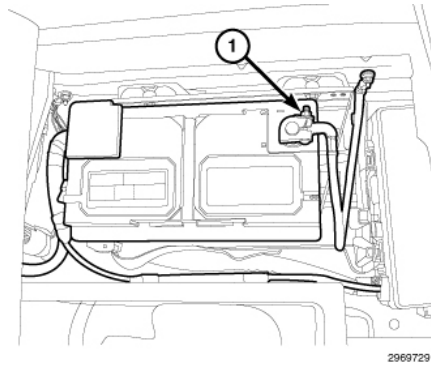
6. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
7. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
8. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).
9. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).
10. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



11. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



12. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

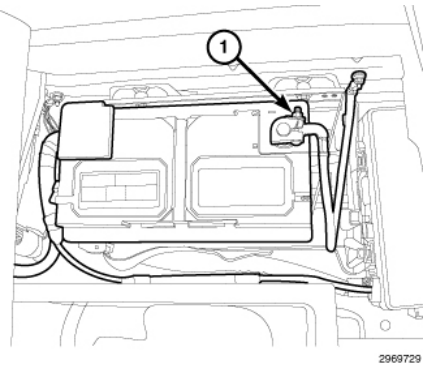


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

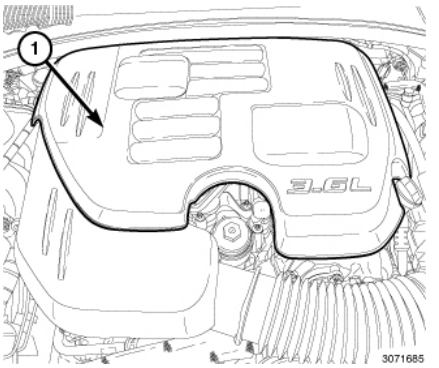
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

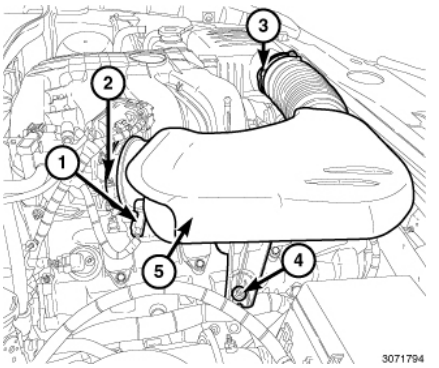
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

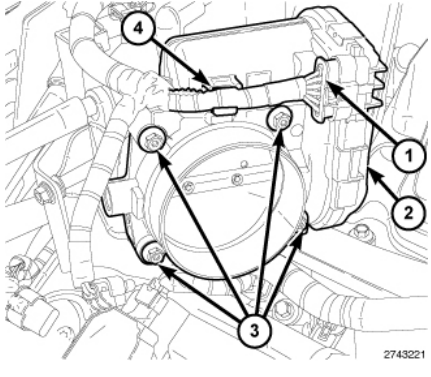


CAUTION: **Never have the ignition key in the ON position when checking the throttle body shaft for a binding condition. This may set DTC's.**

8. Disconnect the electrical connector (1) from the Electronic Throttle Control (ETC) (2) and unfasten the ETC harness from the clip (4) on the throttle body.
9. Remove four throttle body mounting bolts (3).

10. Remove the throttle body from the upper intake manifold.

11. Check the condition of the throttle body-to-intake manifold seal. The seal can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

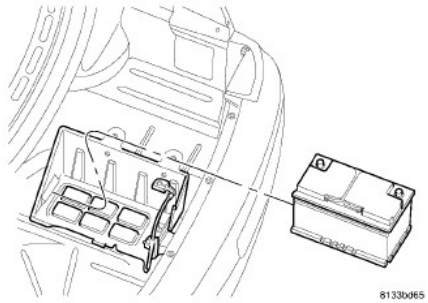
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

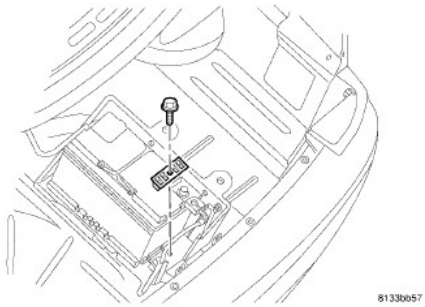
WARNING: **A SUITABLE PAIR OF HEAVY DUTY RUBBER GLOVES AND SAFETY GLASSES SHOULD BE WORN WHEN REMOVING OR SERVICING A BATTERY.**

WARNING: **Remove metallic jewelry to avoid injury by accidental arcing of battery current.**

1. Position the battery in the battery tray.

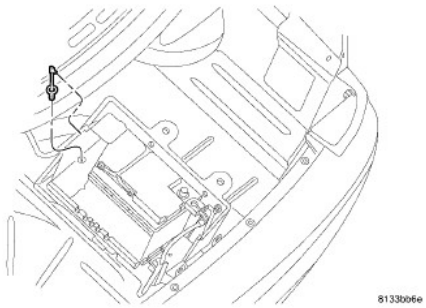


2. Install the battery hold down clamp and bolt. Tighten the bolt to 4 N·m (35 in. lbs.).



CAUTION: **Use care when connecting the battery vent tube to the battery. The vent tube nipple is made of plastic and is easily damaged if not connected properly.**

NOTE: Before installing the vent tube verify that the vent tube is not broke or plugged and that there is no cuts, cracks or tears.



3. Gently connect the battery vent tube to the battery nipple.
4. Latch the battery retention strap.
5. Connect the battery positive cable.

6. Connect the intelligent battery sensor (IBS) to the negative battery post.

7. Install the rear compartment floor trim panel.

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **A SUITABLE PAIR OF HEAVY DUTY RUBBER GLOVES AND SAFETY GLASSES SHOULD BE WORN WHEN REMOVING OR SERVICING A BATTERY.**

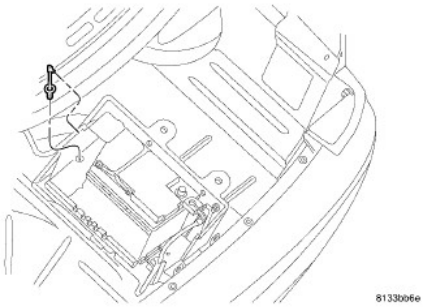
WARNING: **Remove metallic jewelry to avoid injury by accidental arcing of battery current.**

NOTE: **If the vehicle is equipped with the 8HP45 transmission, the manual park release procedure must be used to place the vehicle in neutral with the engine off. (Refer to 21 - Transmission and Transfer Case/Automatic - 8HP45/SHIFTER, Transmission/Standard Procedures)**

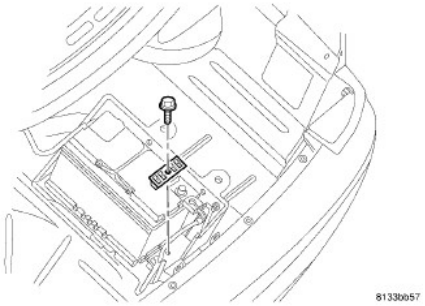
1. Make sure ignition switch is in OFF position and all accessories are turned OFF.
2. Remove the rear compartment floor, trim panel to gain access to the battery.
3. Disconnect the intelligent battery sensor (IBS) and cable from the negative battery post.
4. Disconnect the battery positive cable from the battery terminal.
5. Unlatch the battery retention strap.

CAUTION: **Use care when disconnecting the battery vent tube from the battery. The vent tube nipple is made of plastic and is easily damaged if not disconnected properly.**

6. Gently disconnect the battery vent tube from the battery nipple.



7. Remove the battery hold down clamp and remove the battery from the vehicle.



BATTERY CHARGING

Special Tools: Click to display a list of tools used in this procedure

Battery charging is the means by which the battery can be restored to its full voltage potential. A battery is fully-charged when:

- Midtronics GR8-1220KIT-CHRY tester indicates battery is OK.
- All of the battery cells are gassing freely during battery charging.
- Open-circuit voltage of the battery is 12.65 volts or above.

WARNING: **Never exceed twenty amperes when charging a cold (-1° C [30° F] or lower) battery. The battery may arc internally and explode. Personal injury and/or vehicle damage may result.**

WARNING: **If the battery shows signs of freezing, leaking, loose posts, do not test, assist-boost, or charge. The battery may arc internally and explode. Personal injury and/or vehicle damage may result.**

WARNING: **EXPLOSIVE HYDROGEN GAS FORMS IN AND AROUND THE BATTERY. DO NOT SMOKE, USE FLAME, OR CREATE SPARKS NEAR THE BATTERY. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.**

WARNING: **THE BATTERY CONTAINS SULFURIC ACID, WHICH IS POISONOUS AND CAUSTIC. AVOID CONTACT WITH THE SKIN, EYES, OR CLOTHING. IN THE EVENT OF CONTACT, FLUSH WITH WATER AND CALL A PHYSICIAN IMMEDIATELY. KEEP OUT OF THE REACH OF CHILDREN.**

WARNING: **If the battery is equipped with removable cell caps, be certain that each of the cell caps is in place and tight before the battery is returned to service. Personal injury and possible vehicle damage may result from loose or missing cell caps.**

CAUTION: **Always disconnect and isolate the battery negative cable before charging a battery. Do not exceed sixteen volts while charging a battery. Damage to the vehicle electrical system components may result.**

CAUTION: **Battery electrolyte will bubble inside the battery case during normal battery charging. Electrolyte boiling or being discharged from the battery vents indicates a battery overcharging condition. Immediately reduce the charging rate or turn off the charger to evaluate the battery condition. Damage to the battery may result from overcharging.**

CAUTION: **The battery should not be hot to the touch. If the battery feels hot to the touch, turn off the charger and let the battery cool before continuing the charging operation. Damage to the battery may result.**

After the battery has been charged to 12.65 volts or greater, perform a load test to determine the battery cranking capacity, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Standard Procedure) for the proper battery load test procedures. If the battery will endure a load test, return the battery to service. If the battery will not endure a load test, it is inoperative and must be replaced.

Clean and inspect the battery holddown, tray, terminals, posts, and top before completing battery service. (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Cleaning) and (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Inspection) for the proper battery system cleaning and inspection procedures.

CHARGING A COMPLETELY DISCHARGED BATTERY

The following procedure should be used to recharge a completely discharged battery. Unless this procedure is properly followed, a good battery may be needlessly replaced.

1. Measure the voltage at the battery posts with a voltmeter, accurate to 1/10 (0.10) volt. If the reading is below ten volts, the battery charging current will be low. It could take some time before the battery accepts a current greater than a few milliamperes. Such low current may not be detectable on the ammeters built into many battery chargers.

2. Disconnect and isolate the battery negative cable. Connect the Midtronics GR8-1220KIT-CHRY .

NOTE: Some battery chargers are equipped with polarity-sensing circuitry. This circuitry protects the battery charger and the battery from being damaged if they are improperly connected. If the battery state-of-charge is too low for the polarity-sensing circuitry to detect, the battery charger will not operate. This makes it appear that the battery will not accept charging current. See the instructions provided by the manufacturer of the battery charger for details on how to bypass the polarity-sensing circuitry.

3. Battery chargers vary in the amount of voltage and current they provide. The amount of time required for a battery to accept measurable charging current at various voltages is shown in the Charge Rate Table. If the charging current is still not measurable at the end of the charging time, the battery is inoperative and must be replaced. If the charging current is measurable during the charging time, the battery may be good and the charging should be completed in the normal manner.

CHARGE RATE TABLE	
Voltage	**Hours**
16.0 volts maximum	up to 4 hours
14.0 to 15.9 volts	up to 8 hours
13.9 volts or less	up to 16 hours

CHARGING TIME REQUIRED

The time required to charge a battery will vary, depending upon the following factors:

- **Battery Capacity** - A completely discharged heavy-duty battery requires twice the charging time of a small capacity battery.
- **Temperature** - A longer time will be needed to charge a battery at -18° C (0° F) than at 27° C (80° F). When a fast battery charger is connected to a cold battery, the current accepted by the battery will be very low at first. As the battery warms, it will accept a higher charging current rate (amperage).
- **Charger Capacity** - A battery charger that supplies only five amperes will require a longer charging time. A battery charger that supplies twenty amperes or more will require a shorter charging time.
- **State-Of-Charge** - A completely discharged battery requires more charging time than a partially discharged battery. Electrolyte is nearly pure water in a completely discharged battery. At first, the charging current (amperage) will be low. As the battery charges, the specific gravity of the electrolyte will gradually rise.

The Battery Charging Time Table gives an indication of the time required to charge a typical battery at room temperature based upon the battery state-of-charge and the charger capacity.

BATTERY CHARGING TIME TABLE			
Charging Amperage	**5 Amps**	**10 Amps**	**20 Amps**
Open Circuit Voltage	**Hours Charging @ 21° C (70° F)**		
12.25 to 12.49	6 hours	3 hours	1.5 hours
12.00 to 12.24	10 hours	5 hours	2.5 hours
10.00 to 11.99	14 hours	7 hours	3.5 hours
Below 10.00	18 hours	9 hours	4.5 hours

GR8 BATTERY TESTER / CHARGER

Always use the Midtronics GR8 Instruction Manual that was supplied with the tester as a reference. If the Instruction Manual is not available the following procedure can be used:

WARNING: **Always wear appropriate eye protection and use extreme caution when working with batteries.**

BATTERY TESTING

1. If testing the battery OUT-OF-VEHICLE, clean the battery terminals with a wire brush before testing, (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Cleaning) . If the battery is equipped with side post terminals, install and tighten the supplied lead terminal stud adapters. Do not use steel bolts. Failure to properly install the stud adapters, or using stud adapters that are dirty or worn-out may result in false test readings.

2. If testing the battery IN-THE-VEHICLE, make certain all of the vehicle accessory loads are OFF, including the ignition. Connect the Midtronics GR8 directly to the battery posts.

NOTE: Multiple batteries connected in parallel must have the ground cable disconnected to perform a battery test. Failure to disconnect may result in false battery test readings.

3. Using the ARROW key select **in** or **out** of vehicle testing and press ENTER to make a selection.

4. If not selected, choose the Cold Cranking Amp (CCA) battery rating. Or select the appropriate battery rating for your area (see menu). The tester will then run its self programmed test of the battery and display the results. Refer to the test result table noted below.

5. While viewing the battery test result, press the CODE button and the tester will prompt you for the last 4 digits of the VIN. Use the UP/DOWN arrow buttons to scroll to the correct character; then press ENTER to select and move to the next digit. Then press the ENTER button to view the SERVICE CODE. Pressing the CODE button a second time will return you to the test results.

NOTE: The SERVICE CODE is required on every warranty claim submitted for battery replacement.

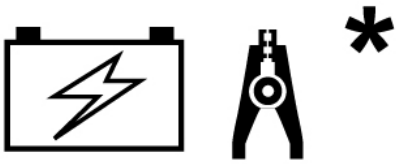
Quick Reference Guide

Inspect the battery for damages and check the electrolyte level. Always use the necessary safety precautions when working with batteries to prevent severe injury or death. Follow all manufacturers' instructions and BCI (Battery Council International) safety recommendations, which include the following precautions:

Main Menu

The Main Menu is the starting point for all tools and utilities, which are depicted as icons. Some icons lead directly to the function they represent, while others are menu icons that lead to two or more options.

Automatically tests, charges, and provides battery decision using the information you select in a series of screens. Start here to generate warranty codes.



2906815

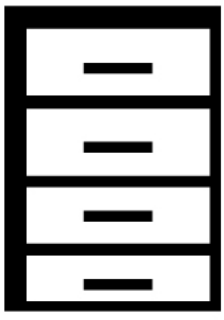
Tests the starting and charging systems.

2907015

Maintains battery voltage at 13.5 volts to provide uninterrupted reprogramming of ECUs and retain vehicle system settings.

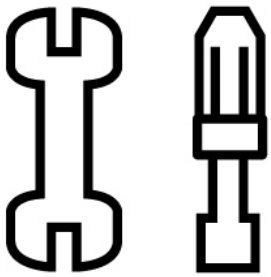
2906976

Includes a utility to view and print a test counter, a data transfer utility, the software version and date, the Midtronics GR8 serial number for the control module, and current wireless channel.



2906894

The Setup Menu lets you customize options in the Midtronics GR8 to suit your needs.



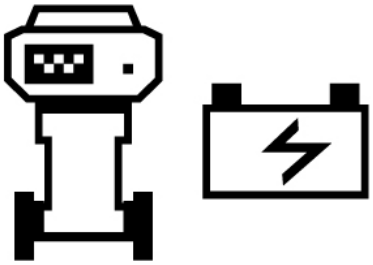
2907001

Provides a list of topics and definitions. Also includes Midtronics Customer Service phone numbers.

2906883

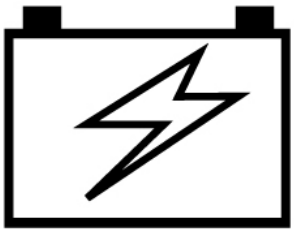
Charge/Test Menu

Automatically tests and charges battery, starting, and charging system. Generates a warranty code for Replace and Bad Cell decisions.



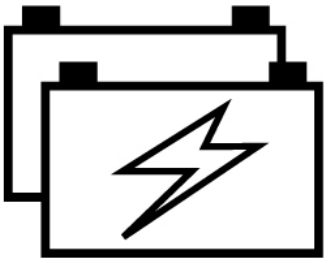
2906844

Pre Delivery Inspection (PDI): For testing delivered vehicles and lot maintenance. Uses the same inputs as a diagnostic charge.



2906961

Dual Battery Charge mode allows the charger to be used with dual battery systems.

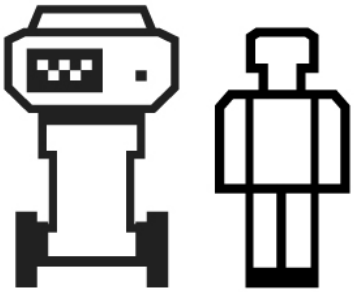


2906860

Makes high output current available to boost charge an in-vehicle battery and assist in starting the engine.

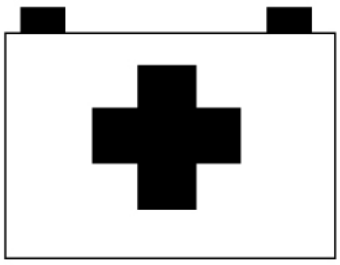
2906906

Provides a timed charge that ranges from 5 to 120 minutes or a continuous charge that ends when you press the STOP key.



2906933

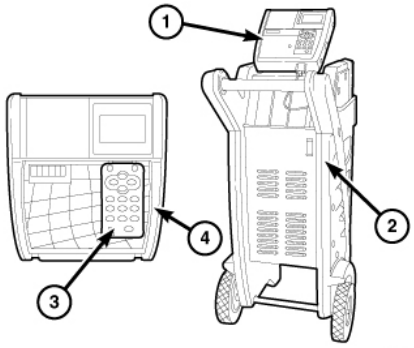
In this mode the charger can provide a trickle charge for long term, low amp battery charging.



2906991

Generates 15-digit warranty codes for physically defective batteries or customer good will.

2906871

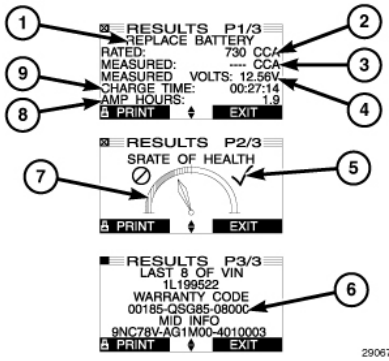


2906919

1. **Control module:** Backlit graphical display and keypad for data entry.
2. **ON/OFF switch:** ON/OFF switch Turns power on and off to the GR8.
3. **STATUS light:** Lights in conjunction with beeping alarm to indicate transitions and warnings.
4. **Data card slot:** For future upgrades via a data card. The slot contains a plastic filler card for protection.

Replace Battery Decisions

Battery Decisions



2906702

1. Battery Decisions
2. Select Rating
3. Measured capacity
4. Measured voltage
5. Good Range

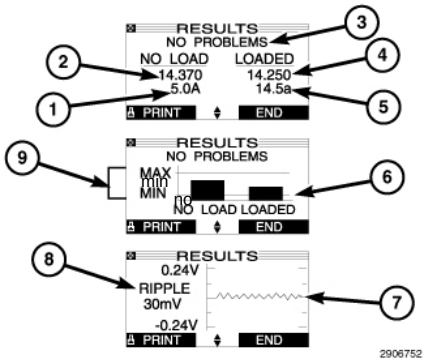
NOTE: The warranty code screen will only be displayed for REPLACE BATTERY and BAD CELL-REPLACE decisions.

6. Enter this number into wiTech
7. Replace range

8. Replaced AMP Hours
9. Charging Time

Test Results-Charging System

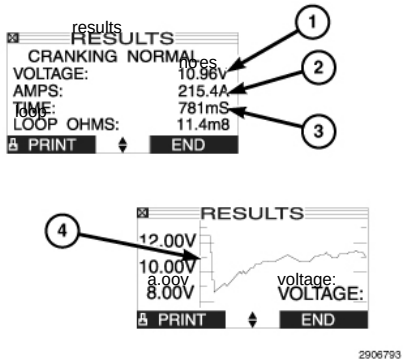
A REPLACE BATTERY or BAD CELL-REPLACE decision gives you the option of generating a warranty code. For Chrysler vehicles model year 2011 or later, enter that warranty code into your wiTECH in the Midtronics warranty code validation routine.



2906752

1. Loads-off current at rev if amp clamp is used
2. Loads-off DC voltage at rev
3. Decision
4. Loads-on DC voltage at rev
5. Loads-on current at rev if amp clamp is used
6. Bar graph of DC voltage within normal range (loads on and off)
7. Graph of diode waveform
8. Peak-to-peak AC voltage
9. Normal DC voltage range

Test Results-Starter System



2906793

1. Average cranking voltage
2. Average cranking current if amp clamp is used
3. Cranking time in seconds
4. Y axis = System performance: cranking voltage

IGNITION-OFF DRAW TEST

The term Ignition-Off Draw (IOD) identifies a normal condition where power is being drained from the battery with the ignition in the **OFF** position. A normal vehicle electrical system will draw from five to thirty-five milliamperes (0.005 to 0.035 ampere) with the ignition in the **OFF** position, and all non-ignition controlled circuits in proper working order. Up to thirty-five milliamperes are needed to enable the memory functions for the Powertrain Control Module (PCM), digital clock, electronically tuned radio, and other modules which may vary with the vehicle equipment.

A vehicle that has not been operated for approximately twenty days, may discharge the battery to an inadequate level. When a vehicle will not be used for twenty days or more (stored), the vehicle should be but into **SHIPPING MODE**. This will reduce battery discharging. On CTP base vehicles, putting the vehicle in **SHIPPING MODE** has the same effect as pulling the IOD fuse as non CTP vehicles.

Excessive IOD can be caused by:

- Electrical items left on.
- Inoperative or improperly adjusted switches.
- Inoperative or shorted electronic modules and components.
- An internally shorted generator.
- Intermittent shorts in the wiring.

If the IOD is over thirty-five milliamperes, the problem must be found and corrected before replacing a battery. In most cases, the battery can be charged and returned to service after the excessive IOD condition has been corrected.

1. Verify that all electrical accessories are off. Turn off all lamps and close all doors. If the vehicle is equipped with an illuminated entry system or an electronically tuned radio, allow the electronic timer function of these systems to automatically shut off (time out). This may take up to ten minutes. See the Electronic Module Ignition-Off Draw Table for more information.

ELECTRONIC MODULE IGNITION-OFF DRAW (IOD) TABLE			
Module	**Time Out? (If Yes, Interval And Wake-Up Input)**	**IOD**	**IOD After Time Out**
TGW	No	1 to 3 milliamperes	N/A
Audio Power Amplifier	No	up to 1 milliampere	N/A
Powertrain Control Module (PCM)	No	0.95 milliampere	N/A

2. Determine that the underhood lamp is operating properly, then disconnect the lamp wire harness connector or remove the lamp bulb.

3. Turn off all electrical accessories.

4. Disconnect the battery negative cable.

CAUTION: **Do not open any doors, or turn on any electrical accessories with the lowest milliampere scale selected, or the multi-meter may be damaged.**

5. Connect a 10 amp fused jumper wire between the negative battery cable and the negative battery post.

6. Turn the ignition **ON** and then **OFF** and wait 10 minutes for all systems to enter sleep mode.

NOTE: Do not break the connection between the 10 amp fused jumper wire and the battery. If the connection between the battery negative terminal post and the negative cable terminal clamp is lost during any part of the IOD test, the electronic timer function will be activated and all of the tests will have to be repeated.

7. Set an electronic digital multi-meter to its highest amperage scale. Connect the multi-meter to the battery negative cable terminal clamp and the battery negative terminal post, but not on the jumper connection.

8. Remove the 10 amp jumper wire without breaking the digital multi-meter connection.

9. The multi-meter leads must be securely clamped to the battery negative cable terminal clamp and the battery negative terminal post, but not the 10 amp jumper wire.

10. The high-amperage IOD reading on the multi-meter should be very low or nonexistent, depending upon the electrical equipment in the vehicle. If the amperage reading remains high, remove and replace each fuse or circuit breaker in the BCM, front and rear PDC or junction block (Refer to 04 - Vehicle Quick Reference/Fuse Locations and Types - Specifications) , one at a time until the amperage reading becomes very low, or nonexistent. Refer to the appropriate wiring information for complete Body Control Module (BCM), circuit breaker, and circuit identification. This will isolate each circuit and identify the circuit that is the source of the high-amperage IOD. If the amperage reading remains high after removing and replacing each fuse, disconnect the wire harness from the generator. If the amperage reading now becomes very low or nonexistent, diagnose and repair the Charging System as necessary. After the high-amperage IOD has been corrected, switch the multi-meter to progressively lower amperage scales and, if necessary, repeat the fuse and circuit breaker remove-and-replace process to identify and correct all sources of excessive IOD. It is now safe to select the lowest milliampere scale of the multi-meter to check the low-amperage IOD.

11. Observe the multi-meter reading. The low-amperage IOD should not exceed thirty-five milliamperes (0.035 ampere). If the current draw exceeds thirty-five milliamperes, isolate each circuit using the fuse and circuit breaker remove-and-replace process in **Step #10**. The multi-meter reading will drop to within the acceptable limit when the source of the excessive current draw is disconnected. Repair this circuit as required; whether a wiring short, incorrect switch adjustment, or an inoperative component is the cause.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPEN-CIRCUIT VOLTAGE TEST

A battery open-circuit voltage (no load) test will show the approximate state-of-charge of a battery. This test can be used in place of the hydrometer test when a hydrometer is not available, or for maintenance-free batteries with non-removable cell caps.

Before proceeding with this test, completely charge the battery, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Standard Procedure) .

1. Before measuring the open-circuit voltage, the surface charge must be removed from the battery. Turn on the headlamps for fifteen seconds, then allow up to five minutes for the battery voltage to stabilize.
2. Disconnect and isolate both battery cables, negative cable first.
3. Using a voltmeter connected to the battery posts, measure the open-circuit voltage.

See the Open-Circuit Voltage Table. This voltage reading will indicate the battery state-of-charge, but will not reveal its cranking capacity. If a battery has an open-circuit voltage reading of 12.4 volts or greater, it may be load tested to reveal its cranking capacity, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Standard Procedure) .

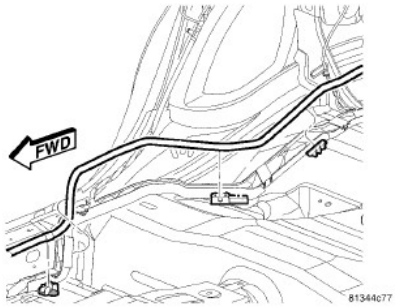
OPEN CIRCUIT VOLTAGE TABLE	
Open Circuit Voltage	**Charge Percentage**
11.7 volts or less	0%
12.0 volts	25%
12.3 volts	50%
12.6 volts	75%
12.8 volts or more	100%

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

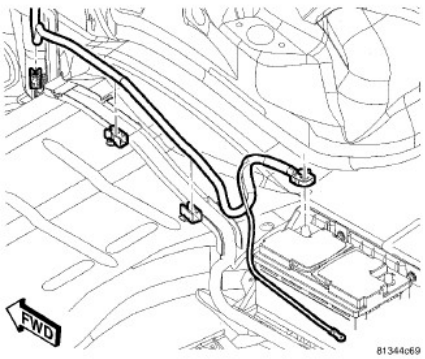
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. One at a time, secure the battery positive cable to the routing clips located in the rear seat area.

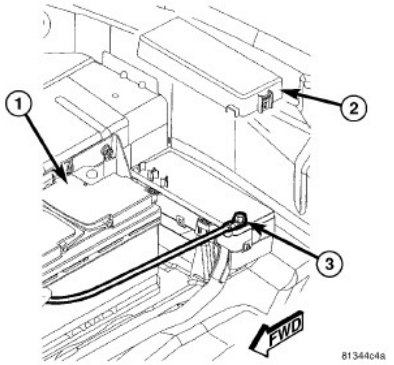


2. One at a time, secure the battery positive cable to the routing clips located in the rear compartment area.

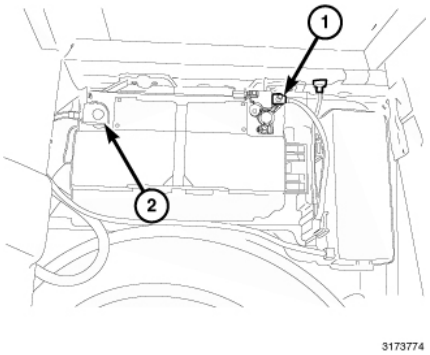


3. Position the carpet back to the normal position.
4. Install the right, B - pillar lower trim panel, (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .
5. Install the right, front and rear door sill trim panels.
6. Install the right, rear seat cushion. Engage retainer loops into cup on floor kick up. Push downward at forward edge at each retainer loop of the rear seat cushion to engage retainers.
7. Install the right, front seat (Refer to 23 - Body/Seats/SEAT - Installation) .

8. Install the battery positive cable to rear Power Distribution Center (PDC) fastener (3).

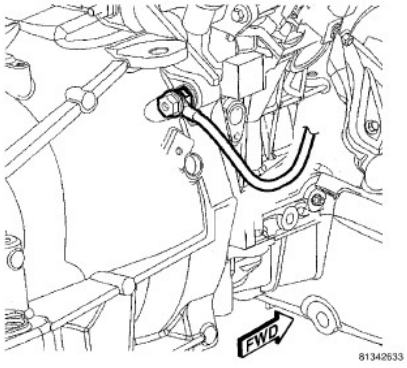


9. Install the PDC cover.
10. Connect the battery positive cable (2).
11. Connect the battery negative cable (1) to the IBS.
12. Install the spare tire cover.



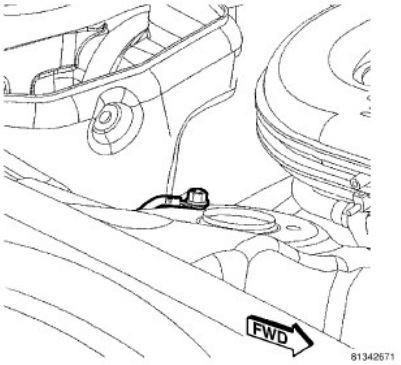
NEGATIVE - ENGINE COMPARTMENT

1. Position the battery negative cable in the engine compartment.
2. Raise vehicle on hoist, (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
3. Install the fastener securing the battery negative cable to the transmission housing. Torque the bolt to 11 N·m (8 ft. lbs.).



4. One at a time, install the battery cable retaining pushpins, fasteners and routing clips until the cable is installed exactly where it was in the vehicle.
5. Lower vehicle.

6. Install the fastener securing the battery negative cable to the right front strut tower.



7. Connect the battery negative cable.

8. Install the spare tire cover.

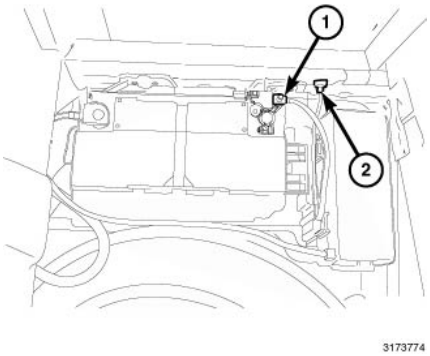
NEGATIVE - REAR COMPARTMENT

1. Position the battery negative cable in the vehicle.

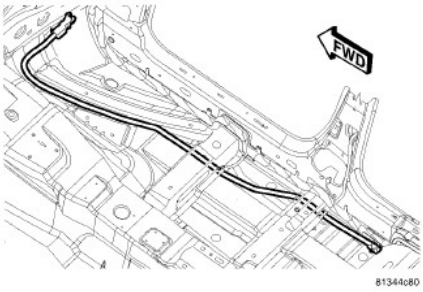
2. Install the fastener (2) securing the battery negative cable to the body.

3. Connect the battery negative cable (1) to the IBS.

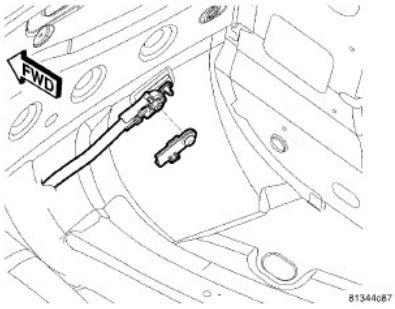
4. Install the spare tire cover.



POSITIVE - BATTERY TO BULKHEAD

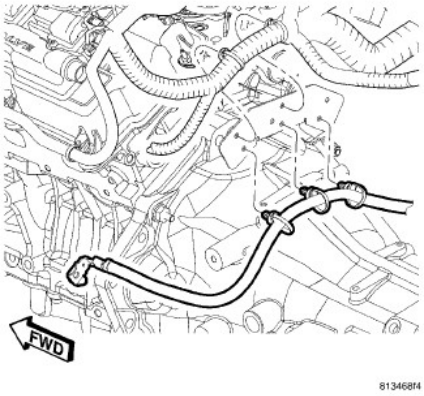


1. Position the battery positive cable in the vehicle taking care to route the cable under the floor cross members.
2. Position the bulkhead insulator aside to gain access to the battery positive cable bulkhead fastener.
3. Install the battery positive cable to bulkhead fastener.
4. Position the bulkhead insulator back to the normal position.

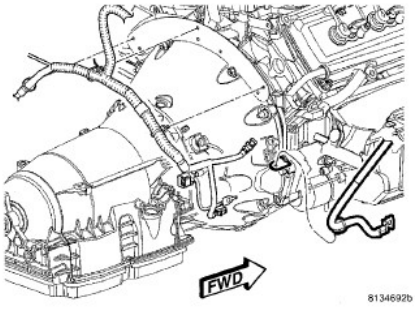


POSITIVE - ENGINE COMPARTMENT

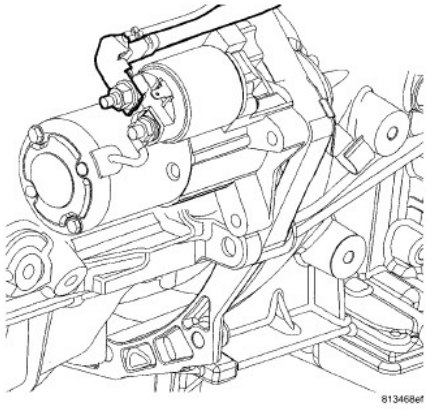
1. Position the battery positive cable in the engine compartment.
2. On the 3.6L and 5.7L secure the battery positive cable to the routing clips located at the back of the engine.



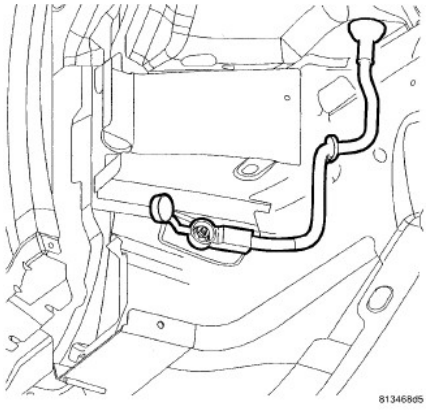
3. On the 5.7L secure the battery positive cable to the routing clip located at the back of the starter.



4. Install the battery positive cable to starter fastener.



5. Install the battery positive cable to bulkhead fastener.

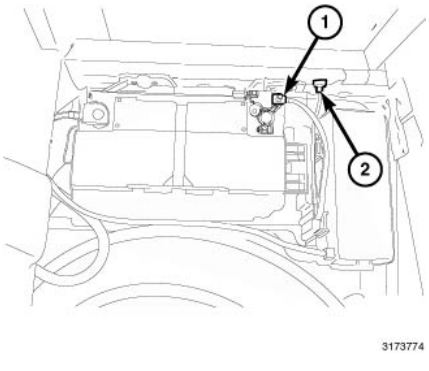


6. Install the right front wheelhouse splash shield, (Refer to 23 - Body/Exterior/SHIELD, Splash - Installation) .

7. Lower vehicle.

8. Connect the battery negative cable (1).

9. Install the spare tire cover.



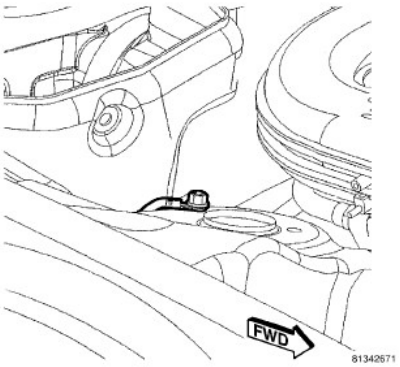
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

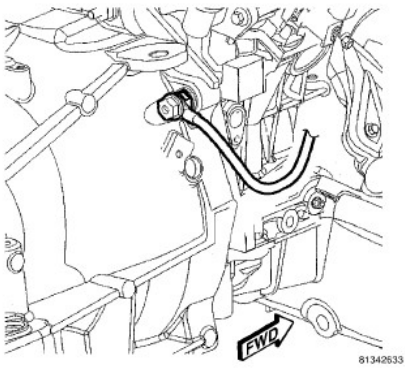
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NEGATIVE - ENGINE COMPARTMENT

1. Turn the ignition to the Off position. Be certain that all electrical accessories are turned off.
2. Remove the spare tire cover to gain access to the battery.
3. Disconnect and isolate the battery negative cable.
4. Remove the fastener securing the battery negative cable to the right front strut tower.



5. Raise vehicle on hoist, (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
6. Remove the fastener securing the battery negative cable to the transmission housing.

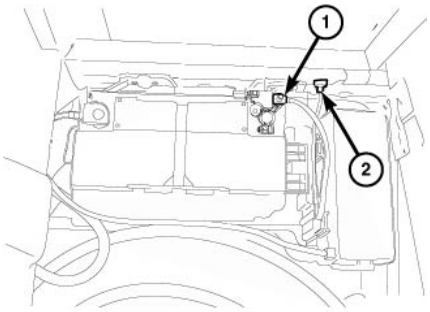


7. One at a time, remove the battery cable retaining pushpins, fasteners and routing clips until the cable is free from the vehicle.
8. Remove the battery cable from the engine compartment.

NEGATIVE - REAR COMPARTMENT

1. Turn the ignition to the Off position. Be certain that all electrical accessories are turned off.
2. Remove the spare tire cover to gain access to the battery.

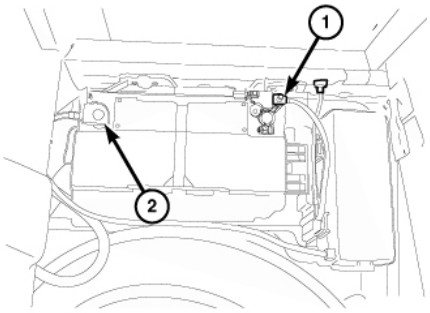
3. Disconnect and isolate the battery negative cable (1).
4. Remove the fastener (2) securing the battery negative cable to the body.
5. Remove the cable from the vehicle.



3173774

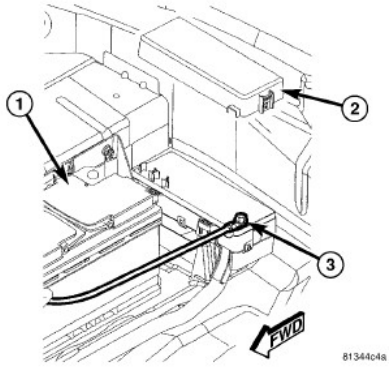
POSITIVE - BATTERY TO BULKHEAD

1. Turn the ignition to the Off position. Be certain that all electrical accessories are turned off.
2. Remove the spare tire cover to gain access to the battery.
3. Disconnect and isolate the battery negative cable (1) from the IBS.
4. Disconnect the battery positive cable (2).

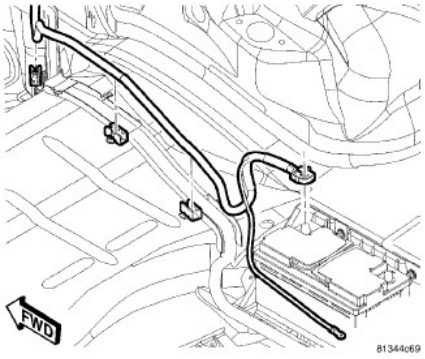


3173774

5. Remove the Power Distribution Center (PDC) cover (2).
6. Remove the battery positive cable to the rear PDC fastener (3).

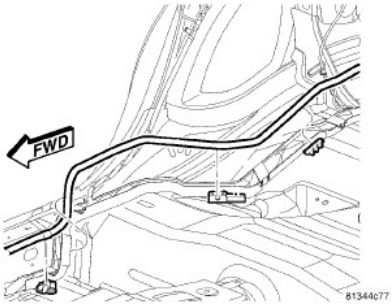


81344c48

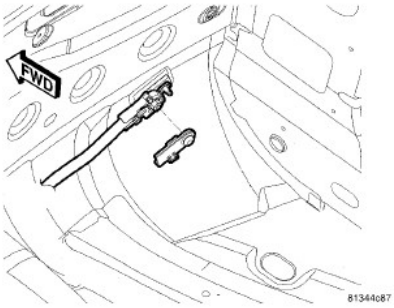


81344c69

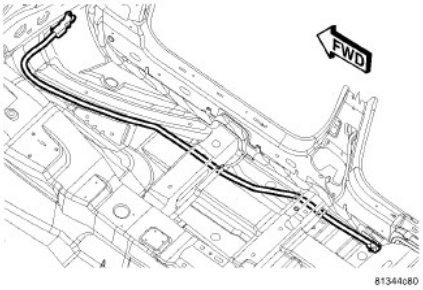
7. One at a time, free the battery positive cable from the routing clips located in the rear compartment area.
8. Remove the right, front seat, (Refer to 23 - Body/Seats/SEAT - Removal) .
9. Remove the right, rear seat cushion. Pull upward at forward edge of each retainer loop of the rear seat cushion to disengage retainer loops from cups in floor.
10. Remove the right, front and rear door sill trim panels.
11. Remove the right, B - pillar lower trim panel, (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
12. Position carpet aside to gain access to the battery positive cable.
13. One at a time, free the battery positive cable from the routing clips located in the rear seat area.



14. Position the bulkhead insulator aside to gain access to the battery positive cable bulkhead fastener.
15. Remove the battery positive cable to bulkhead fastener.



16. Remove the battery positive cable from the vehicle making note of the cable routing under the floor cross members.

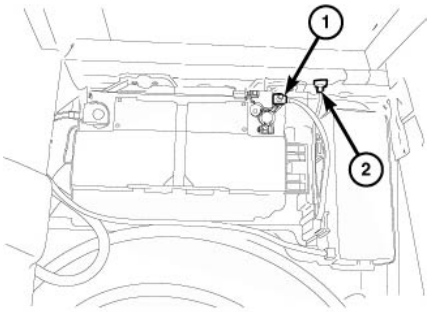


POSITIVE - ENGINE COMPARTMENT

1. Turn the ignition to the Off position. Be certain that all electrical accessories are turned off.

2. Remove the spare tire cover to gain access to the battery.

3. Disconnect and isolate the battery negative cable (1) from the IBS.

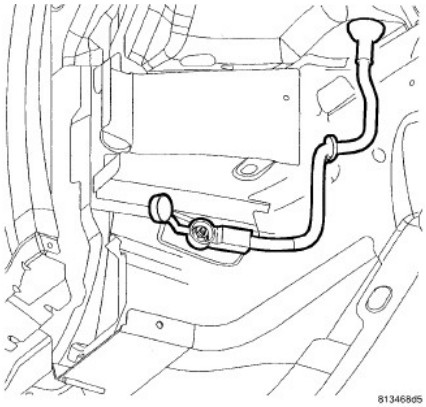


3173774

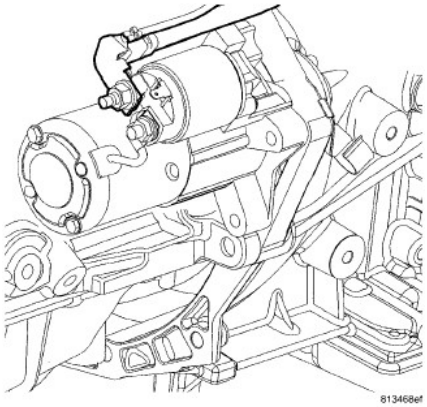
4. Raise vehicle on hoist, (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .

5. Remove the right front wheelhouse splash shield to gain access to the battery positive cable bulkhead outside terminal, .

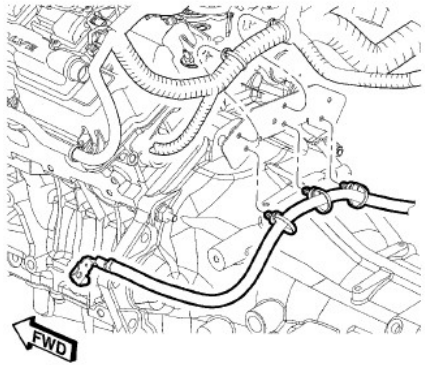
6. Remove the battery positive cable to bulkhead fastener.


813468d5

7. Remove the battery positive cable to starter fastener.

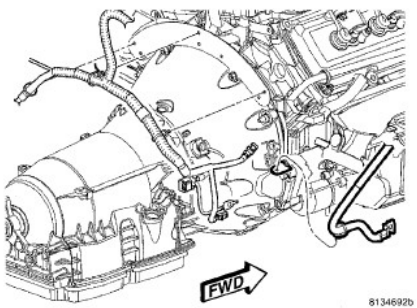

813468ef

8. On the 3.6L and 5.7L free the battery positive cable from the routing clips located at the back of the engine.



9. On the 5.7L free the battery positive cable from the routing clip located at the back of the starter.

10. Remove the battery positive cable from the vehicle making note of the cable routing.

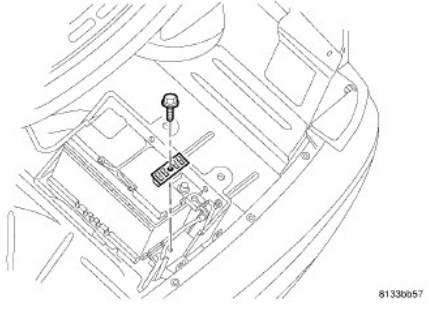


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the battery holddown clamp and bolt. Tighten the bolt to 4 N·m (35 in. lbs.).
2. Connect the battery negative cable. Follow the battery reconnection procedure. (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Standard Procedure)
3. Install the rear compartment floor trim panel.

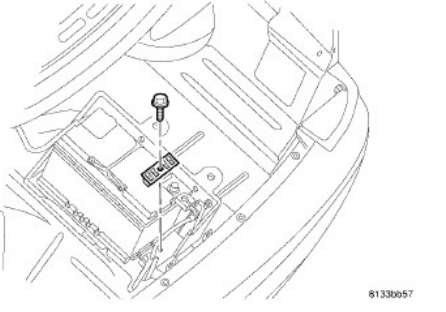


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Verify that the ignition switch and all accessories are OFF.
2. Remove the rear compartment floor, trim panel to gain access to the battery.
3. Disconnect and isolate the battery negative cable.
4. Remove the bolt from the battery holddown and remove the holddown.

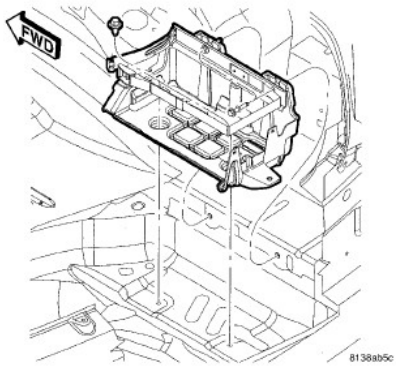


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

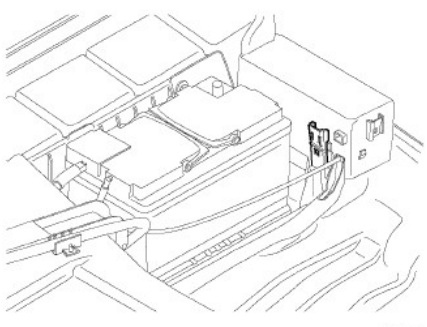
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the battery tray in the vehicle and install the mounting fasteners.



2. Position the Power Distribution Center (PDC) onto the battery tray mounting tabs. Gently apply downward pressure on the PDC until it snaps into place.



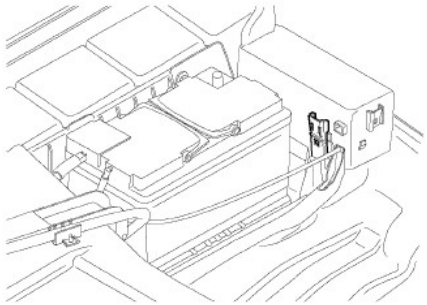
3. Install the battery, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Installation) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

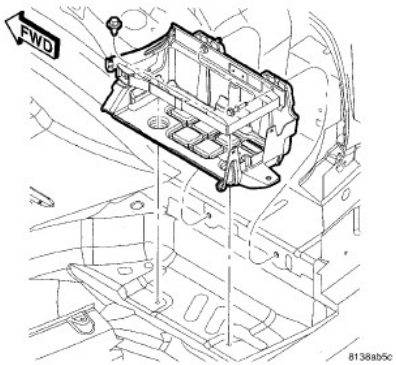
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the battery, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Removal) .
2. Using a small flat bladed tool, gently release the two mounting tabs that secure the Power Distribution Center (PDC) to the battery tray. Position the PDC aside.



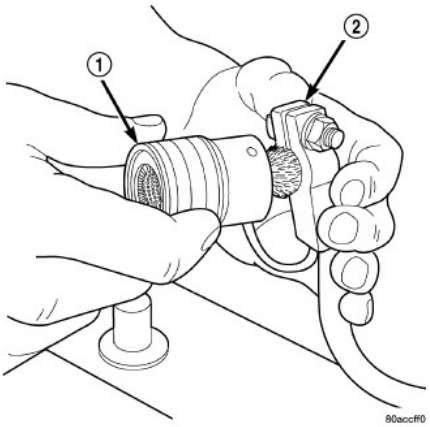
3. Remove the battery tray mounting fasteners and remove the battery tray from the vehicle.



CLEANING

The following information details the recommended cleaning procedures for the battery and related components. In addition to the maintenance schedules found in this service manual, (Refer to 04 - Vehicle Quick Reference/Maintenance Schedules - Description) it is recommended that these procedures be performed any time the battery or related components must be removed for vehicle service.

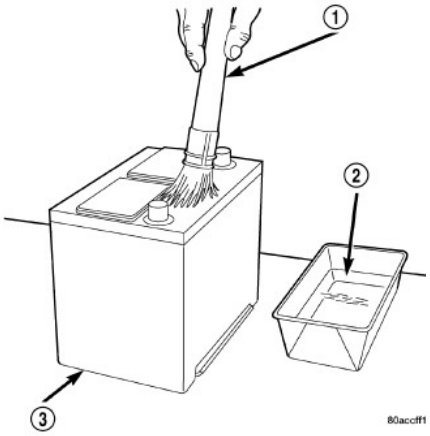
1. Clean the battery cable terminal clamps (2) of all corrosion. Remove any corrosion using a wire brush or a post and terminal cleaning tool (1), and a sodium bicarbonate (baking soda) and warm water cleaning solution.



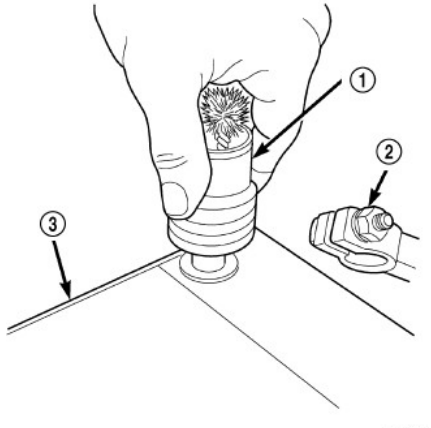
2. Clean the battery tray and battery hold down hardware of all corrosion. Remove any corrosion using a wire brush and a sodium bicarbonate (baking soda) and warm water cleaning solution (2). Paint any exposed bare metal.

3. If the removed battery is to be reinstalled, clean the outside of the battery case (3) and the top cover with a sodium bicarbonate (baking soda) and warm water cleaning solution (2) using a stiff bristle parts cleaning brush (1) to remove any acid film. Rinse the battery with clean water. Ensure that the cleaning solution does not enter the battery cells through the vent holes. If the battery is being replaced, confirm that the replacement battery is the correct size and has the correct ratings for the vehicle.

4. Clean the battery thermal guard with a sodium bicarbonate (baking soda) and warm water cleaning solution (2) using a stiff bristle parts cleaning brush (1) to remove any acid film.



5. Clean any corrosion from the battery terminal posts with a wire brush or a post and terminal cleaner (1) and a sodium bicarbonate (baking soda) and warm water cleaning solution.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

The following information details the recommended inspection procedures for the battery and related components. In addition to the maintenance schedules, (Refer to 04 - Vehicle Quick Reference/Maintenance Schedules - Description) , it is recommended that these procedures be performed any time the battery or related components are removed for vehicle service.

1. Inspect the battery cable terminal clamps for damage. Replace any battery cable that has a damaged or deformed terminal clamp.

2. Inspect the battery tray and battery hold down hardware for damage. Replace any damaged parts.

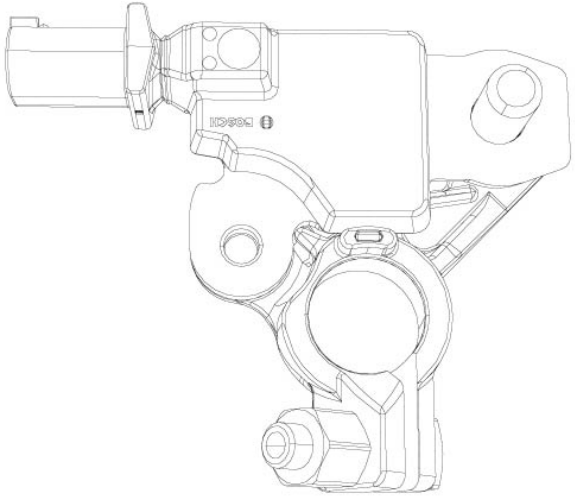
3. Slide the thermal guard off of the battery case, if equipped. Inspect the battery case for cracks or other damage that could result in electrolyte leaks. Also, check the battery terminal posts for looseness. Batteries with damaged cases or loose terminal posts must be replaced.

4. Inspect the battery thermal guard for tears, cracks, deformation or other damage. Replace any battery thermal guard that has been damaged.

5. Inspect the battery built-in test indicator sight glass (if equipped) for an indication of the battery condition. If the battery is discharged, charge as required, (Refer to 08 - Electrical/8F - Engine Systems/Battery System/BATTERY - Standard Procedure) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The Intelligent Battery Sensor (IBS) serves to record and process measured battery variable values (current, voltage, temperature) for the vehicle power net management system. The Intelligent Battery Sensor (IBS) will calculate the Battery ‘state of charge’, ‘state of health’, and ‘state of function’.

The mechanical part of the IBS is comprised of the battery clamp for the negative terminal and a captured bolt to attach the ground cable to. The functional tasks include establishing the electrical contact between the body and the negative battery post, housing the electronic module (actual sensor element) and the provision of an adequate thermal contact between the sensor system temperature sensor and the negative battery post. The mechanical part of the IBS also protects the sensitive electronic components from external influences.

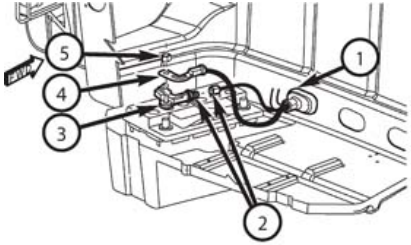
The IBS is mounted directly on the 12 VDC battery’s negative post. The battery post clamp nut is a captive nut and the stud will break if the nut is removed.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Connecting the battery negative cable to the Intelligent Battery Sensor (IBS) must be done before installing on the battery post.



1. Connect the battery negative cable (4) to the IBS (3). Tighten the nut (5) to 16 N·m (142 in. lbs.).
2. Install the IBS on the negative battery post.
3. Tighten the captive nut to 7 N·m (62 in. lbs.).
4. Connect the IBS electrical harness (2) to the IBS.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The battery sensor measures, calculates and reports battery: voltage, current, temperature, state of charge and other parameters via a LIN (Local Interconnect Network) bus to a master control module (engine controller, body controller etc). The battery sensor is used to optimize vehicle performance (maintain battery charge, fuel economy etc) via the vehicles electrical system

The battery sensor is readable/diagnosable via a “scan tool” that can display all of the available parameters needed for vehicle servicing or trouble shooting.

Information the Intelligent Battery Sensor (IBS) send out on the CAN Bus is

- SOC = Battery State of Charge: Percentage the residual charge of the battery in respect to its nominal capacity. In few words represents how much the battery is charged.
- SOH = Battery State of Health: Send a percentage of the real capacity of the battery in respect to the nominal capacity of the battery. It’s so called because during the functioning, the battery is subject to irreversible processes that reduce its capacity to be recharged and to give energy (battery ageing).
- SOF = Battery State of Function: The prediction of the minimum voltage that will be reached during a cranking phase

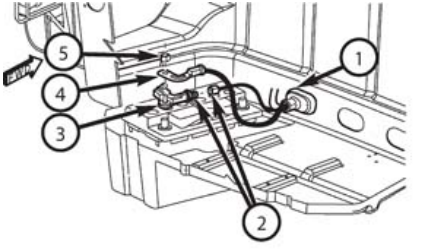
When the IBS is powered up for the first time or is powered after a power disconnection, it goes into a so called “recalibration” phase, where the IBS must recognize the type of battery and its characteristics and state. So in this phase the tolerances on the state functions (SOC, SOF, SOH) are greater than in normal working condition.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Do not remove the captive nut, doing so will cause the stud to break.**



1. **Loosen** the captive nut.
2. Disconnect the IBS electrical connector (2).
3. Remove the IBS (3) from the negative battery post.
4. Remove the battery negative cable nut (5) to the IBS and position the cable (4) aside.
5. Remove the IBS.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - SHIPPING MODE

The new Chrysler Telematics Platform (CTP) vehicles no longer have a IOD fuse to use when transporting or storing for a long period of time. The BCM has a mode that takes the place of pulling the IOD fuse called **"Shipping Mode"**.

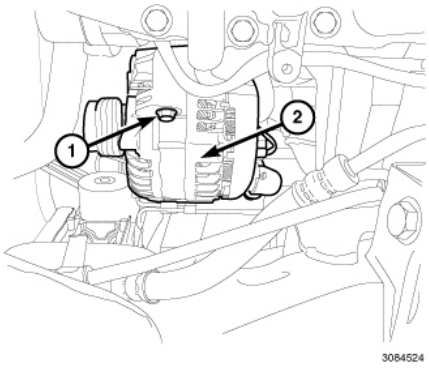
The new CTP vehicles will come from the factory in **"Shipping Mode"**.

To enable/disable the **"Shipping Mode"** function press and hold the **"Front Defrost and Enter/Browse"** for 5 seconds. You can also enable/disable the vehicle from **"Shipping Mode"** by using the scan tool, go to BCM then Misc. function.

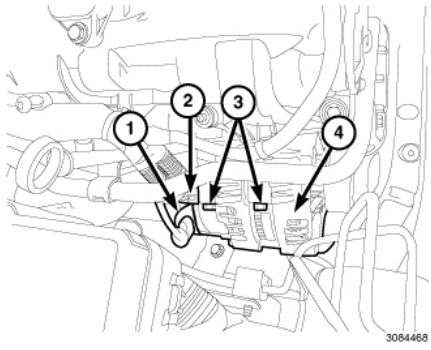
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

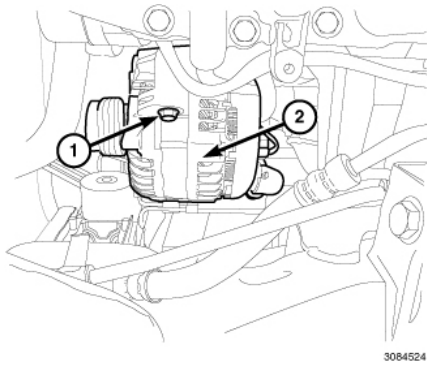
NOTE: Position the generator, install all bolts to engine finger tight, then tighten fasteners to specification.



1. Position the generator (2) to the engine and install the lower retaining bolt (1) finger tight.
2. Lower the vehicle.

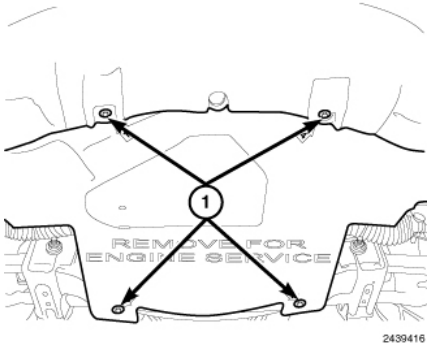


3. Install the upper generator retaining bolts (3) and tighten to 25 N·m (16 ft. lbs.).
4. Snap the field wire connector (2) into the rear of the generator.
5. Position the generator B+ terminal eyelet to the generator output stud, install the retaining nut (1) and tighten to 14 N·m (10 ft. lbs.).
6. Install the insulator cover onto the B+ output terminal.
7. Raise and support the vehicle.



8. Tighten the lower generator retaining bolt (1) to 25 N·m (18 ft. lbs.).
9. Position the belly pan and install the belly pan retainers (1).

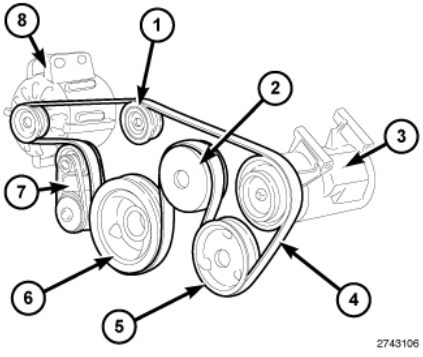
10. Lower the vehicle.



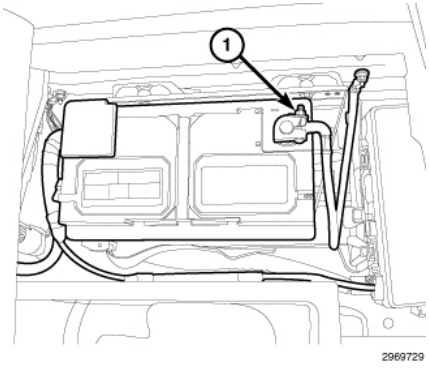
CAUTION: **When installing a serpentine accessory drive belt, the belt MUST be routed correctly. The water pump will be rotating in the wrong direction if the belt is installed incorrectly, causing the engine to overheat.**

CAUTION: **Do not let the tensioner arm snap back to the freearm position, sever damage may occur to the tensioner.**

11. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts the stop and install the accessory drive belt (4) onto the pulleys and slowly release the tensioner.



12. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



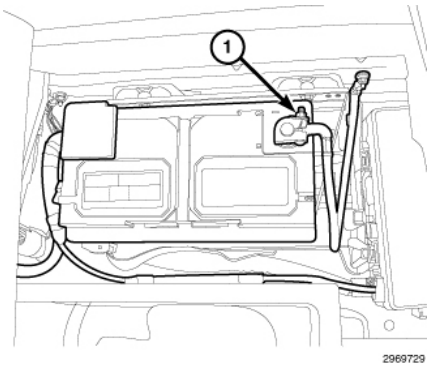
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

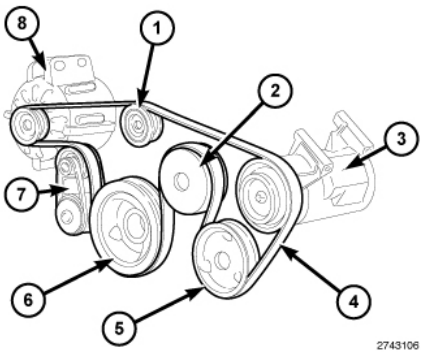
WARNING: **Disconnect the negative battery cable before removing the battery output wire (B+ wire) from the generator. Failure to do so can result in injury or damage the electrical system.**

1. Disconnect and isolate the negative battery cable (1).

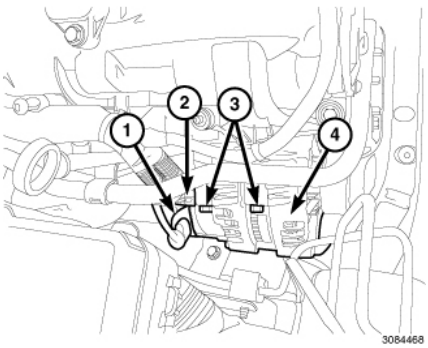


CAUTION: **Do not let the tensioner arm snap back to the freearm position, sever damage may occur to the tensioner.**

2. Rotate the accessory drive belt tensioner (7) counterclockwise until it contacts it's stop and remove the accessory drive belt (4), then slowly rotate the tensioner into the freearm position.



3. Remove the upper generator retaining bolts (3).



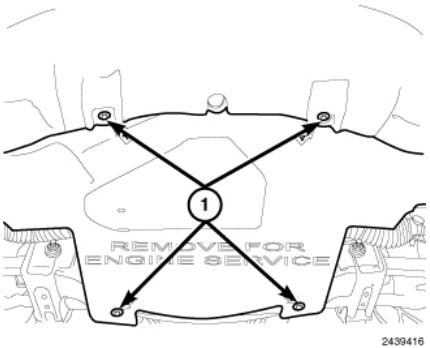
4. Remove the insulator cover (1) from the B+ output terminal at the rear of the generator (4).

5. Remove the B+ terminal retaining nut at the rear of the generator and remove the B+ terminal.

6. Depress the field wire connector tab at the rear of the generator and disconnect the field wire connector (2).

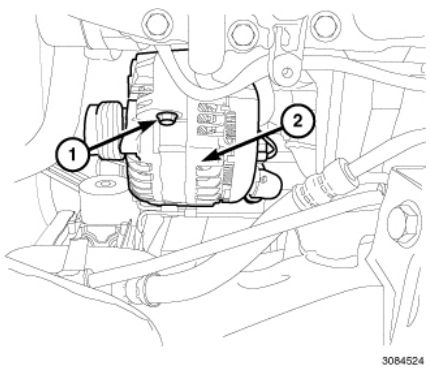
7. Raise and support the vehicle.

8. Remove the belly pan retainers (1) and remove the belly pan.



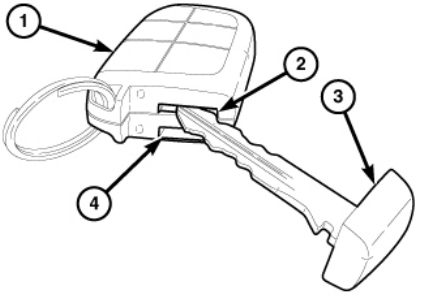
9. Remove the lower generator retaining bolt (1).

10. Remove the generator (2) from below the engine compartment.



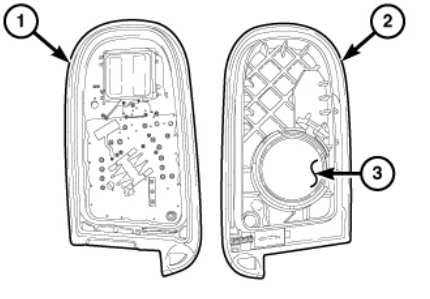
BATTERY REPLACEMENT

CAUTION: **Do not touch or disturb the metal contacts for the battery. Avoid touching the new battery. Battery contamination from oils on your skin may result in shortened battery life. If the battery or contacts are contaminated, clean them thoroughly with rubbing alcohol.**



3068797

1. Unlatch and remove the emergency key (3) from the storage slot (4) of the FOB with Integrated Key (FOBIK) case (1).
2. With the front of the FOBIK case facing upward, insert the tip of the emergency key into the notch (2) between the case halves and twist the key to unsnap and separate the front case half from the back case half.



3068870

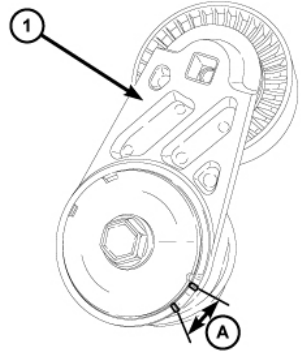
3. Lift the battery (3) out of the receptacle in the back half of the FOBIK case (2).
4. Replace the battery with a recommended replacement battery. (Refer to 08 - Electrical/8N - Power Systems/Power Locks/TRANSMITTER, Integrated Key FOB - Specifications) .
5. Install the new battery into the receptacle in the back half of the FOBIK case with the negative terminal facing upward.
6. Align the front half of the FOBIK case (1) with the back half.
7. Using hand pressure, squeeze the two FOBIK case halves around their perimeters until they snap back together.
8. Reinsert the emergency key into the storage slot of the FOBIK case.
9. Test the FOBIK operation.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Correct drive belt tension is required to ensure optimum performance of the belt driven engine accessories. If specified tension is not maintained, belt slippage may cause; engine overheating, lack of power steering assist, loss of air conditioning capacity, reduced generator output rate, and greatly reduced belt life.

It is not necessary to adjust belt tension. All engines are equipped with an automatic belt tensioner. The tensioner maintains correct accessory drive belt tension at all times.

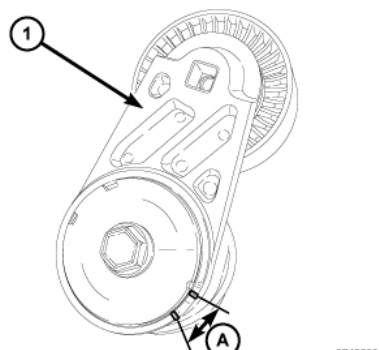


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. An indexing slot is located on back of tensioner. Align this slot to the head of the bolt on the front cover. Install the mounting bolt. Tighten bolt to 41 N·m (30 ft. lbs.).
2. Install main drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation) .
3. Check belt indexing marks.
4. Install the air intake system (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Installation) .
5. Connect the negative battery.

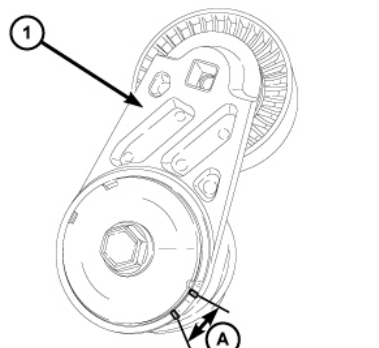


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the air intake system (Refer to 09 - Engine/Air Intake System/BODY, Air Cleaner - Removal) .
3. Remove main drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal) .
4. Remove tensioner assembly from engine front cover.



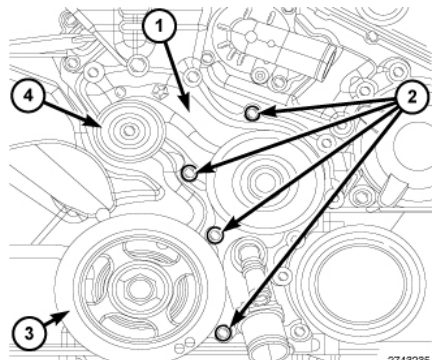
WARNING: **Because of high spring tension, do not attempt to disassemble automatic tensioner. Unit is serviced as an assembly (except for pulley on tensioner).**

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install bolt for idler pulley (4).
2. Install main drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation) .



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The cooling system regulates engine operating temperature. It allows the engine to reach normal operating temperature as quickly as possible, maintains normal operating temperature and prevents overheating.

The cooling system also provides a means of heating the passenger compartment. The cooling system is pressurized and uses a centrifugal water pump to circulate coolant throughout the system. A separate and remotely mounted, coolant bottle is used.

COOLING SYSTEM COMPONENTS

The cooling system consists of:

- Electric cooling fan
- Radiator
- A coolant recovery system
- Thermostat
- Water pump
- Radiator pressure cap
- Coolant
- Water pump
- Hoses and hose clamps

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

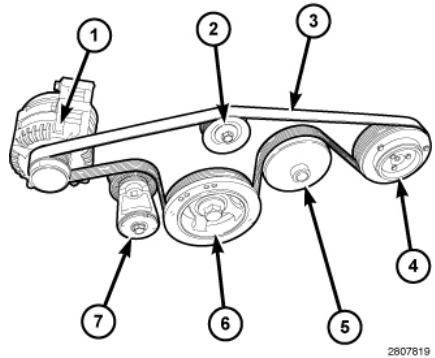
3.6L ELECTRONIC POWER STEERING

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check condition of all pulleys.

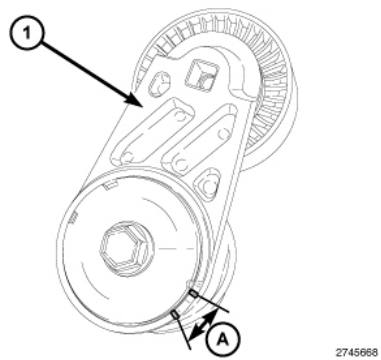
CAUTION: **When installing the serpentine accessory drive belt, the belt MUST be routed correctly. If not, the engine may overheat due to the water pump rotating in the wrong direction.**

2. Install new belt (3). Route the belt around all pulleys except the idler pulley (2). Rotate the tensioner arm (7) until it contacts its stop position. Route the belt (3) around the idler (2) and slowly let the tensioner (7) rotate into the belt. Make sure the belt (3) is seated onto all pulleys.



3. With the drive belt installed, inspect the belt wear indicator. The gap between the tang and the housing stop (measurement A) must not exceed 24 mm (.94 inches).

4. Install the air cleaner intake system.

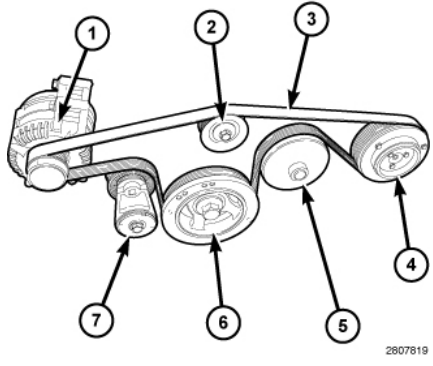


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L ELECTRONIC POWER STEERING

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not let the tensioner arm snap back to the freearm position, severe damage may occur to the tensioner.**

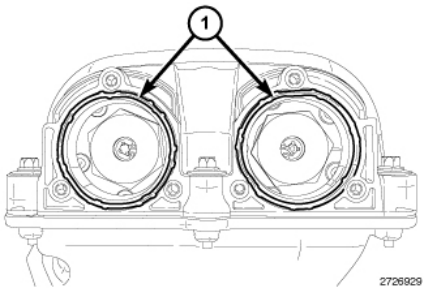


1. Disconnect negative battery cable from battery.
2. Remove the air cleaner intake system.
3. Rotate belt tensioner (7) until it contacts its stop. Remove belt (3), then slowly rotate the tensioner (7) into the freearm position.

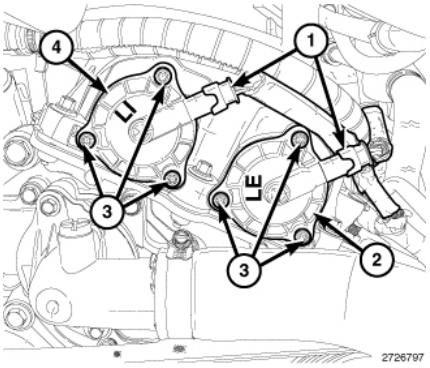
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

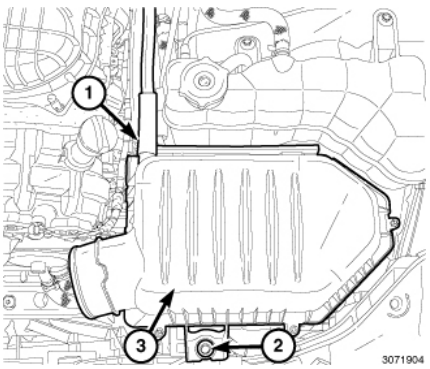
1. Install the variable valve timing solenoid seals (1). The seals can be reused if not damaged.



2. Refer to the markings made at disassembly and install the intake variable valve timing solenoid (4) and the exhaust variable valve timing solenoid (2) in their original locations.
3. Install the variable valve timing solenoid mounting bolts (3) and tighten to 4 N·m (35 in. lbs.).
4. Connect the electrical connector (1) to the variable valve timing solenoid.



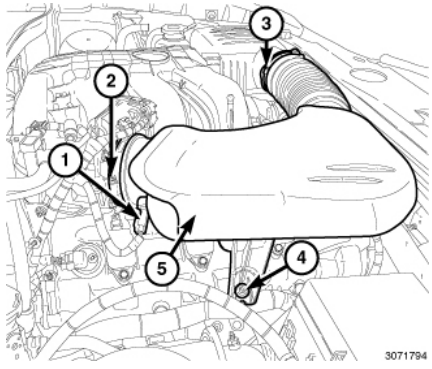
5. Position the air cleaner housing (3) into the vehicle.
6. Install the air cleaner housing retaining bolt (2) and tighten to 12 N·m (9 ft. lbs.).
7. Connect the fresh air makeup hose (1) to the air cleaner housing.



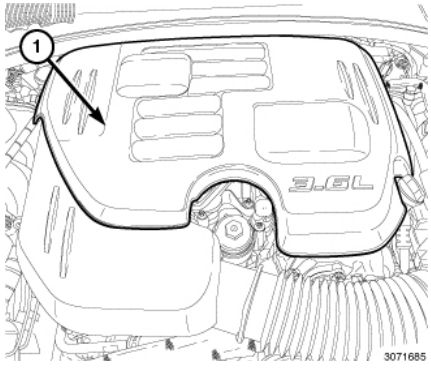
8. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.
9. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).
10. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

11. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

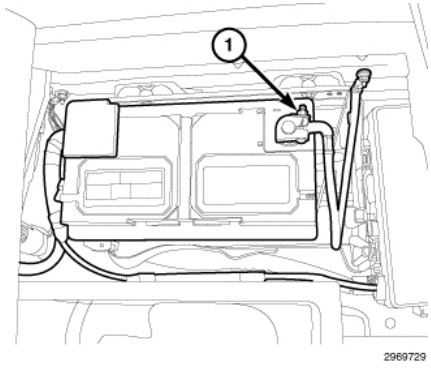
12. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



13. Position the engine cover (1) and secure the retaining grommets onto the ball studs.



14. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



NOTE:

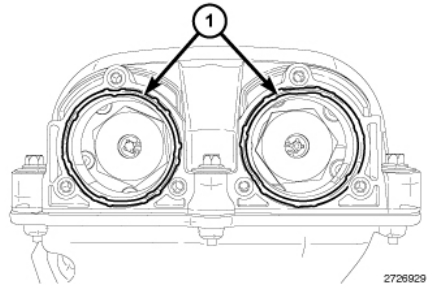
The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

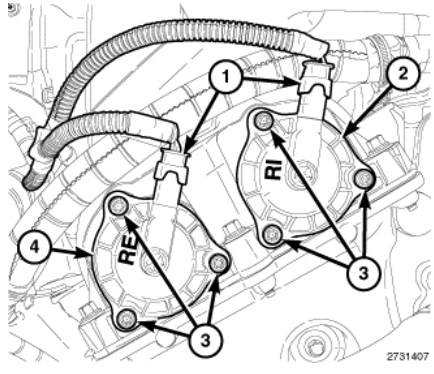
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the variable valve timing solenoid seals (1). The seals can be reused if not damaged.



2. Refer to the markings made during disassembly and install the intake variable valve timing solenoid (2) and the exhaust variable valve timing solenoid (4) in their original locations.
3. Install the variable valve timing solenoid mounting bolts (3) and tighten to 4 N·m (35 in. lbs.).
4. Connect the electrical connector (1) to the variable valve timing solenoid.
5. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

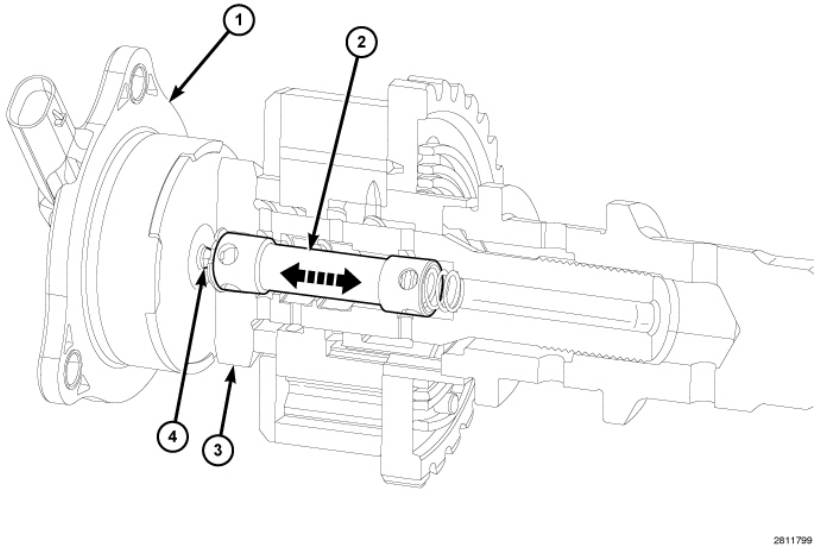


NOTE:

The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



Camshaft phaser position is adjusted using regulated oil pressure through an Oil Control Valve (OCV) (3). To begin Phaser movement, the Powertrain Control Module (PCM) applies a pulse-width modulated voltage signal to the VVT solenoid (1) to extend or retract the solenoid pintle (4). The pintle pushes against an internal spool valve (2) within the OCV moving the valve forwards and backwards to direct oil flow. The position of the spool inside the OCV determines which ports and chambers inside the phaser are being fed, either to advance the timing of the phaser sprocket relative to the camshaft, retard it, or hold a desired position (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Operation) .

The Camshaft Position (CMP) sensor monitors the position of the camshaft with respect to the crankshaft and provides feedback to the PCM.

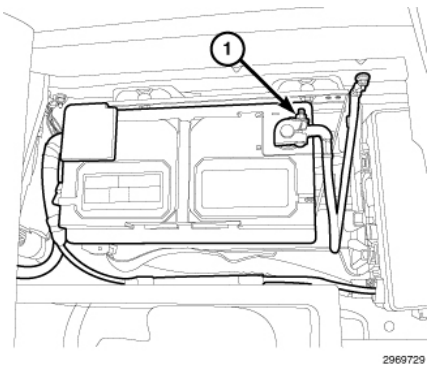
The debris crush mode will only occur with the key on and the engine off (KOEO). If the ignition is cycled to the start position without a momentary pause (immediate crank), the debris crush mode will not occur. In this instance the procedure will be performed at the next key off cycle.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

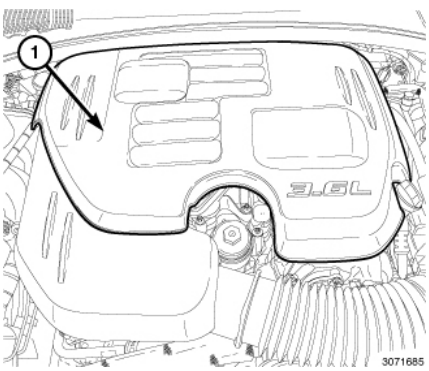
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

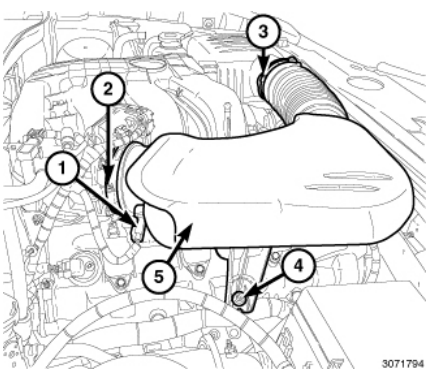
1. Disconnect and isolate the negative battery cable (1).



2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).

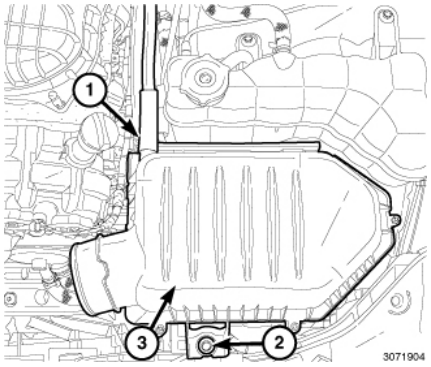


3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

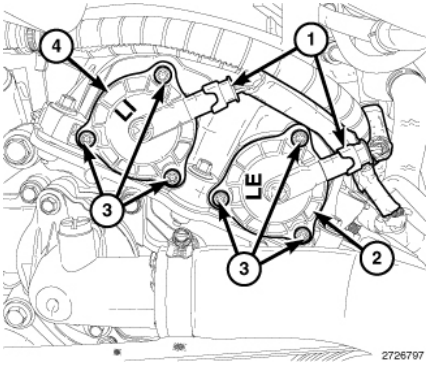


8. Disconnect the fresh air makeup hose (1) from the air cleaner housing.
9. Remove the air cleaner housing retaining bolt (2).

10. Remove the air cleaner housing (3).



NOTE: Mark the variable valve timing solenoid connectors (1) with a paint pen or equivalent so that they may be reinstalled in their original locations.



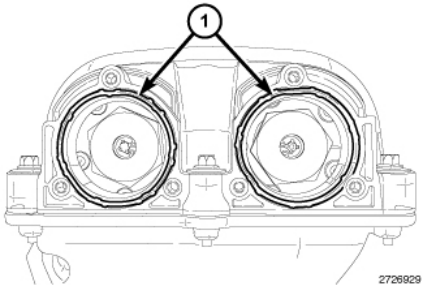
11. Mark the intake variable valve timing solenoid (4) and the exhaust variable valve timing solenoid (2) with a paint pen or equivalent so that they may be reinstalled in their original locations.

12. Disconnect the electrical connector (1) from the variable valve timing solenoid.

13. Remove the variable valve timing solenoid mounting bolts (3).

14. Pull the variable valve timing solenoid from the cylinder head cover.

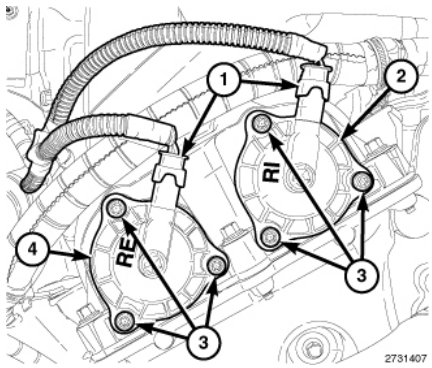
15. The seal (1) can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Disconnect and isolate the negative battery cable.

NOTE: Mark the variable valve timing solenoid connectors (1) with a paint pen or equivalent so that they may be reinstalled in their original locations.

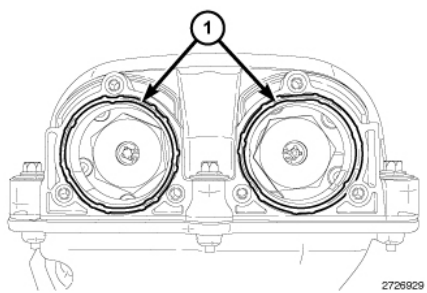
2. Mark the intake variable valve timing solenoid (2) and the exhaust variable valve timing solenoid (4) with a paint pen or equivalent so that they may be reinstalled in their original locations.

3. Disconnect the electrical connector (1) from the variable valve timing solenoid.

4. Remove the variable valve timing solenoid mounting bolts (3).

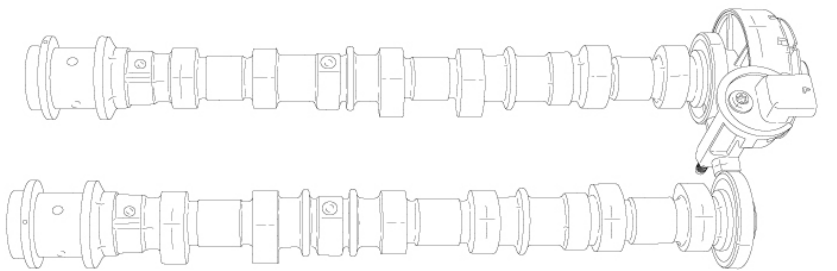
5. Pull the variable valve timing solenoid from the cylinder head cover.

6. The seal (1) can be reused if not damaged.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



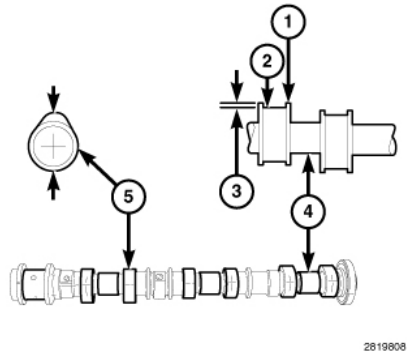
2820031

The Pentastar engine uses a Dual Over Head Camshaft (DOHC) configuration. The camshafts are a nodular cast iron design and have a pressed on magnetic timing wheel that is magnetic encoded. The two Camshaft Position (CMP) sensors are located between the timing wheels. Attached to the rear of the right exhaust camshaft is a centrifuge which is part of the crankcase ventilation system. The centrifuge is used to separate oil droplets from the crankcase gases before they enter the PCV valve. Four bearing journals are machined into the camshaft. Camshaft end play is controlled by two thrust walls that border the nose piece journal.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

NOTE: RH intake camshaft shown, other camshafts similar.



1. Inspect camshaft bearing journals (4) for damage and binding. If journals are binding, check the cylinder head for damage. Also check cylinder head oil holes for clogging.

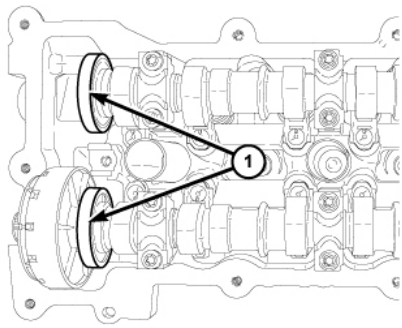
2. Check the surface of the cam lobes (5) for abnormal wear (3). Measure and compare the unworn area (1) to the worn area (2). Replace camshafts that are not within specification (Refer to 09 - Engine - Specifications) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

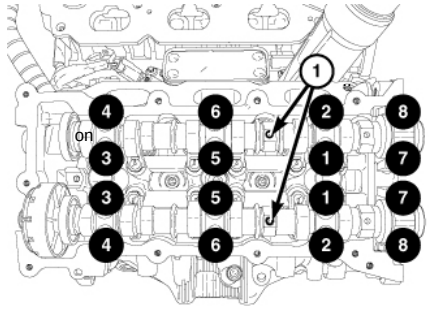
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



2691700

1. Lubricate camshaft journals with clean engine oil.

CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage. If the camshafts need to be rotated more than a few degrees, first move the pistons away from the cylinder heads by rotating the crankshaft counterclockwise to a position 30° before-top-dead-center. Once the camshafts are returned to their top-dead-center position, rotate the crankshaft clockwise to return the crankshaft to top-dead-center.**



2688733

2. Install the right side camshaft(s) at top-dead-center by positioning the alignment holes (1) vertically. This will place the camshafts at the neutral position (no valve load) easing the installation of the camshaft bearing caps.

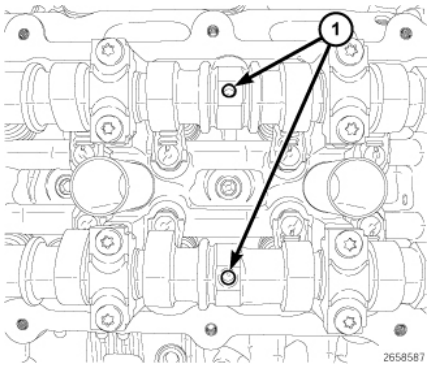
NOTE: Caps are identified numerically (1 through 4), intake or exhaust (I or E) and should be installed from the front to the rear of the engine. All caps should be installed with the notch forward so that the stamped arrows (<) on the caps point toward the front of the engine.

3. Install the camshaft bearing caps and hand tighten the retaining bolts to the proper) .

4. Verify the rocker arms are aligned to the cam lobe (Refer to 09 - Engine/Cylinder Head/ROCKER ARM, Valve/Installation) .

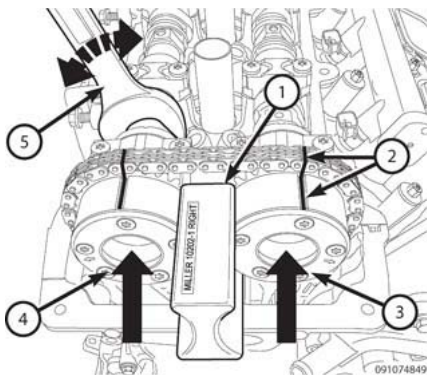
5. Tighten the bearing cap retaining bolts in the sequence shown to the proper) .

6. Verify the alignment holes are vertical to the cylinder head surface.

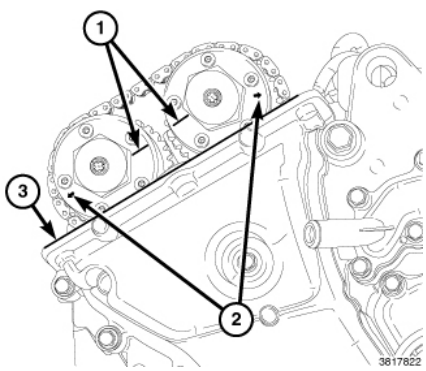


NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the RT Camshaft/Phasers to the camshaft alignment pins.

7. Verify the cam phasers (3 and 4) are aligned to the marks (2) made on the timing chain.
8. Install the phasers (3 and 4) onto the camshafts.
9. Install the oil control valves. Tighten to the proper) .



10. Using care, slowly rotate the engine four revolutions to verify the valve to piston clearance and camshaft phaser timing mark alignment (1).

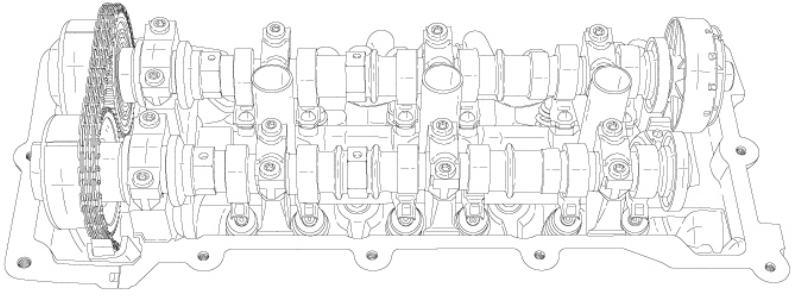


11. Install the cylinder head cover, spark plugs, ignition coils and the upper intake manifold (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Installation)

NOTE: The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION



2820145

NOTE: RH camshafts shown, LH camshafts similar.

The camshaft has precisely machined (egg shaped) lobes to provide accurate valve timing and duration. The camshaft is driven by the crankshaft via drive sprockets and chains.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

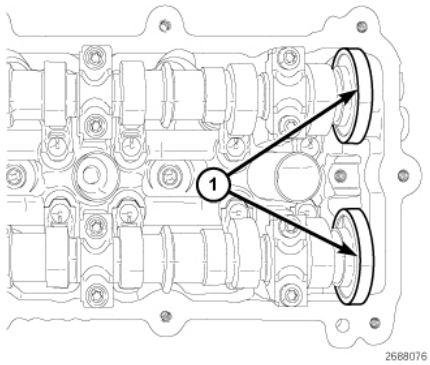
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

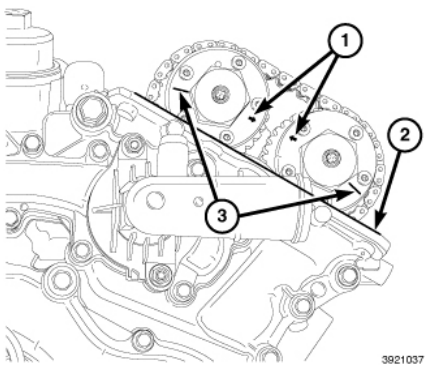
CAUTION: **When the timing chain is removed and the cylinder heads are still installed, Do not forcefully rotate the camshafts or crankshaft independently of each other. Severe valve and/or piston damage can occur.**

CAUTION: **DO NOT STAMP OR STRIKE THE CAMSHAFT BEARING CAPS. SEVERE DAMAGE WILL OCCUR TO THE BEARING CAPS.**



1. Remove the upper intake manifold, all ignition coils, all spark plugs and left cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head/Removal) .

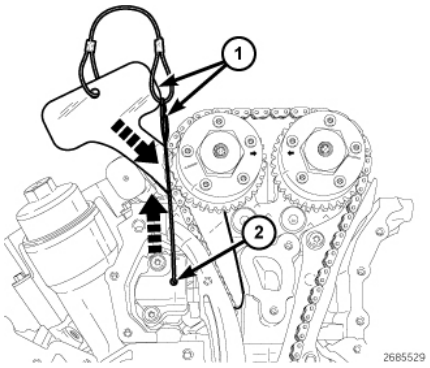
2. The left side cam phaser **SCRIBE LINES** (3) should face away from each other and the **ARROWS** (1) should point toward each other and be parallel to the cylinder head cover mounting surface (2). The number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



3. Mark the camshaft phasers to the timing chain with a paint pen or equivalent.

NOTE: Graphic shows engine timing cover removed for clarity.

4. Using the Pin 10200-3 (2), lift the pawl off of the rack (3). While holding the pawl off of the rack, push Holder, Timing Chain, Left Side 10200-1 (1) into place between the cylinder head and the cam chain guide to force the rack and piston back into the tensioner body.

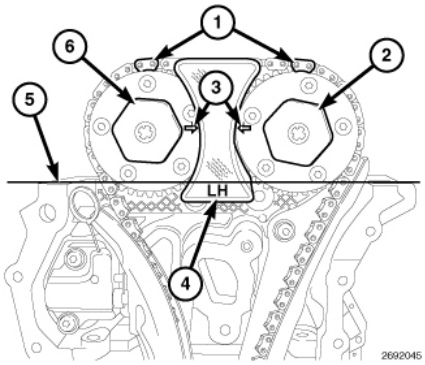


NOTE: The holder remains in place while the phasers are removed.

NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the LH Camshaft/Phaser Lock.

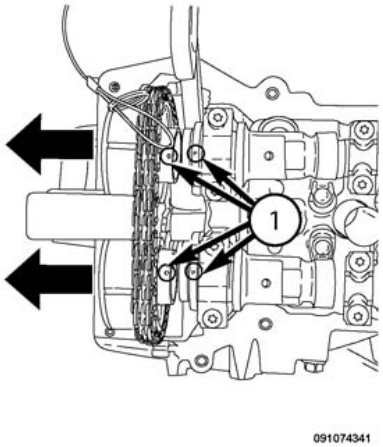
5. Install the Locks, Camshaft/Phaser 10202 (4).

6. Remove the exhaust oil control valve (2) and the intake oil control valve (6).



NOTE: The alignment marks located on the camshaft specifies the location of the drive pin in reference to the phaser alignment mark.

7. Using care. Remove both the intake and exhaust oil control valves simultaneously.



NOTE: DO NOT REMOVE THE PHASER LOCK.

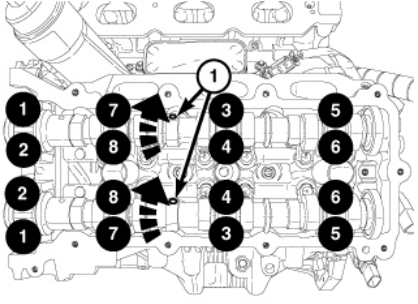
NOTE: Camshaft bearing caps should have been marked during engine manufacturing. For example, the number one exhaust camshaft bearing cap is marked “1E–>”. The caps should be installed with the notch forward.

8. Rotate the camshafts counterclockwise to position the alignment holes (1) **approximately 30° before top-dead-center**. This places the camshafts in the neutral position (no valve load).

9. Loosen the camshaft bearing cap bolts in the sequence shown.

NOTE:

When the camshaft is removed the rocker arms may slide downward, mark the rocker arms before removing the camshaft.



2676491

10. Remove the camshaft bearing caps and the camshafts.

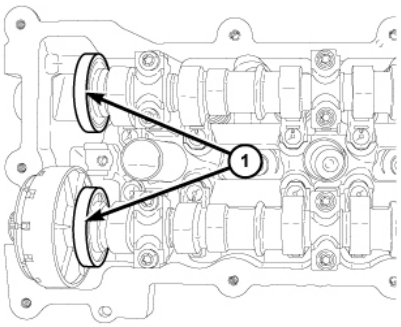
RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

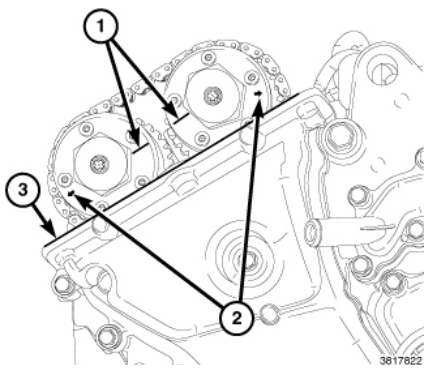
CAUTION: **When the timing chain is removed and the cylinder heads are still installed, Do not forcefully rotate the camshafts or crankshaft independently of each other. Severe valve and/or piston damage can occur.**

CAUTION: **DO NOT STAMP OR STRIKE THE CAMSHAFT BEARING CAPS. SEVERE DAMAGE WILL OCCUR TO THE BEARING CAPS.**



2691700

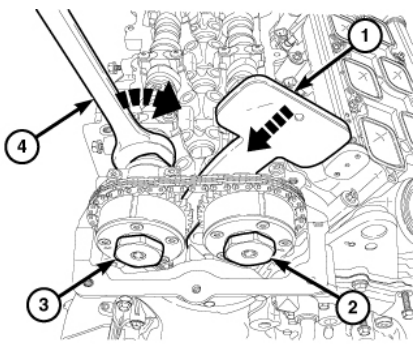
1. Remove the upper intake manifold, all ignition coils, all spark plugs, right cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head/Removal) .
2. The right side cam phaser **ARROWS** (2) should point away from each other and the **SCRIBE LINES** (1) should be parallel to the cylinder head cover mounting surface (3) when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
3. Mark the camshaft phasers to the timing chain with a paint pen or equivalent.



3817822

4. Use the timing chain to compress the tensioner by slightly rotating the exhaust camshaft clockwise (4). Insert the Holder, Timing Chain 10369 (1) into place between the cylinder head boss and the tensioner arm to hold the tensioner in the compressed position. The Timing Chain Holder remains in place while the phasers are removed.

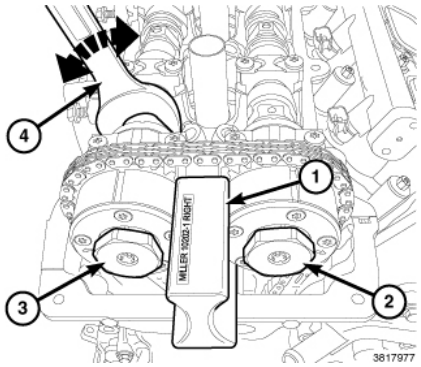
NOTE: Minor rotation of a camshaft (a few degrees) may be required when installing the RH Camshaft/Phaser Lock.



3658638

5. Install Lock, Camshaft/Phaser, Right Side 10202-1 (1).

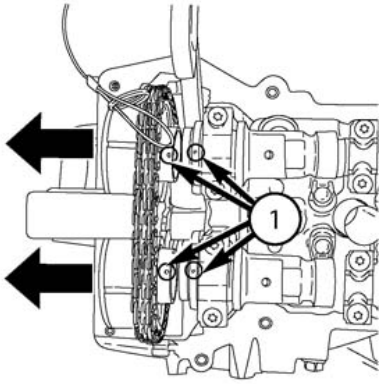
6. Remove both the intake (2) and exhaust (3) oil control valves.



NOTE: Left side shown. Right side similar.

7. Using care. Remove both the intake and exhaust oil control valves simultaneously.

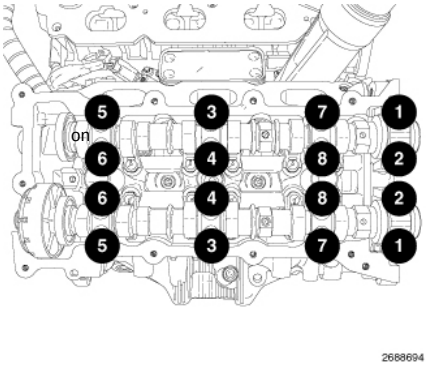
NOTE: DO NOT REMOVE THE PHASER LOCK



8. Camshaft bearing caps should have been marked during engine manufacturing. For example, the number one exhaust camshaft bearing cap is marked “1E–>”. The caps should be installed with the notch forward.

NOTE: Loosen the camshaft bearing cap bolts in the sequence shown.

NOTE: When the camshaft is removed the rocker arms may slide downward, mark the rocker arms before removing the camshaft.



9. Remove the camshaft bearing caps and the camshafts.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CAMSHAFT END PLAY

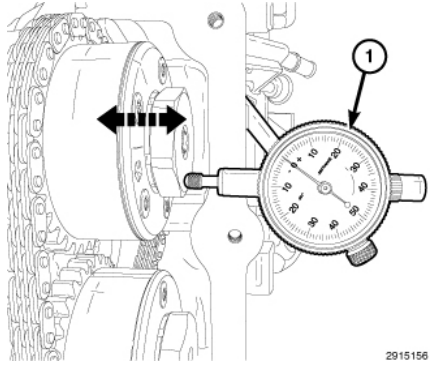
Special Tools: Click to display a list of tools used in this procedure

NOTE: Right intake camshaft shown, other camshafts similar.

1. Remove the cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal).

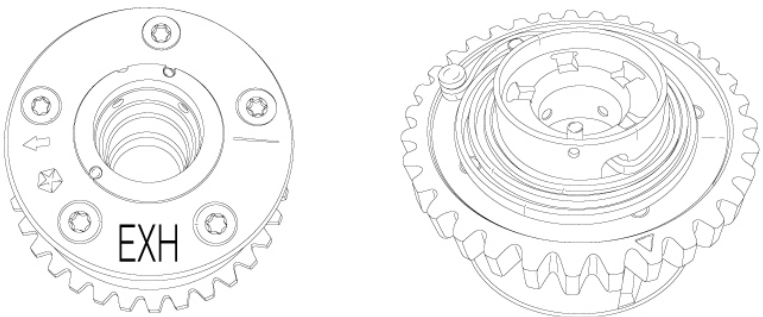
NOTE: Cylinder #1 or #4 must be used when checking for Top Dead Center (TDC).

2. Mount Dial Indicator Set C-3339A (1) to a stationary point at the front of the engine. Locate the probe perpendicular against the nose of the camshaft.
3. Move the camshaft all the way to the rear of its travel.
4. Zero the dial indicator.
5. Move the camshaft forward to the limit of travel and read the dial indicator. Compare the measured end play to the specification (Refer to 09 - Engine - Specifications) .



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



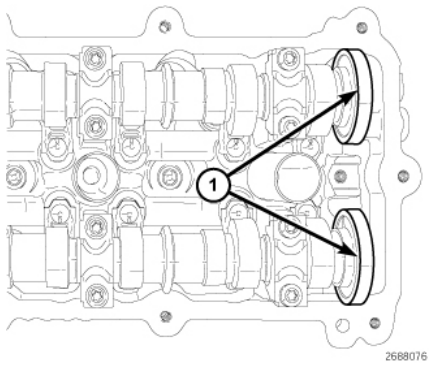
The engine is equipped with Variable Valve Timing (VVT). This system adjusts the timing of all four camshafts independently using solenoids and oil control valves to direct oil pressure into the camshaft phaser assemblies. The camshaft phaser assembly advances and/or retards camshaft timing to improve engine performance, mid-range torque, idle quality, fuel economy, and reduce emissions. The four phasers are located on the front of the camshafts, behind the VVT solenoids, inside of the engine timing cover. The exhaust phasers are identified with EXH and the intake phasers are identified with INT. The exhaust phaser has a clockspring, the intake phaser does not. The camshaft sprockets are integrated with the camshaft phaser and are serviced as an assembly. Do not attempt to disassemble the phasers, they are not serviceable. Phasers are interchangeable between the right and left cylinder heads but should be installed in the same location as removed.

The engine has an Oil Control Valve (OCV) for each phaser. The OCV also acts as a bolt for mounting the Phaser to the camshaft. The OCVs spool valve is spring loaded and should move freely within the OCV body. The four OCVs are identical but should be installed in the same location as removed.

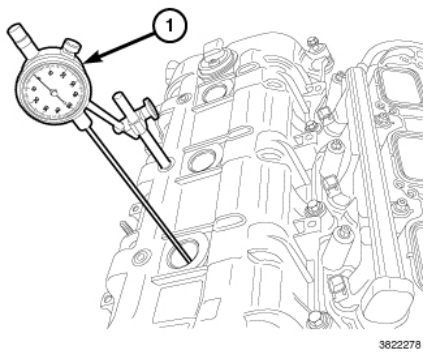
LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



CAUTION: **Do not rotate the crankshaft more than a few degrees independently of the camshafts. Piston to valve contact could occur resulting in possible valve damage. If the crankshaft needs to be rotated more than a few degrees, first remove the camshafts .**

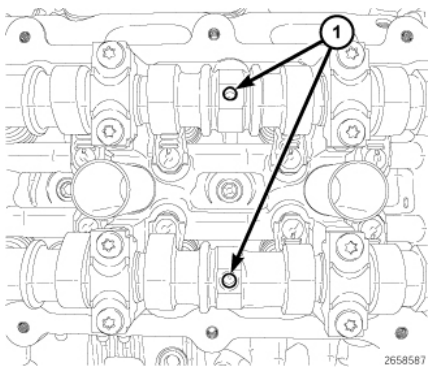


1. Verify that the indicator dial (1) is set to zero when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.

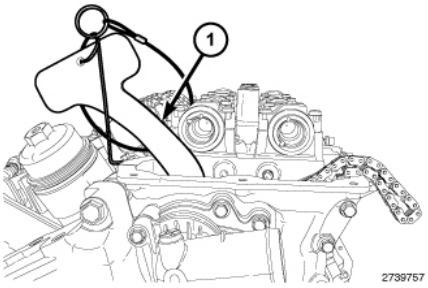
2.

CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage.**

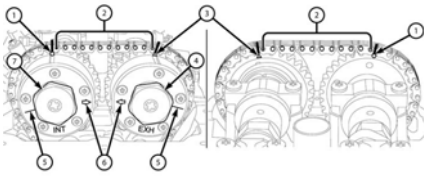
Verify that the camshafts are set at top-dead-center by positioning the alignment holes (1) vertically.



NOTE: The Timing Chain Holder (1) should still be in place as inserted during the Removal procedure. If required, the Timing Chain Holder can be reinserted by repeating Step 10 of the Removal procedure (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Removal) .

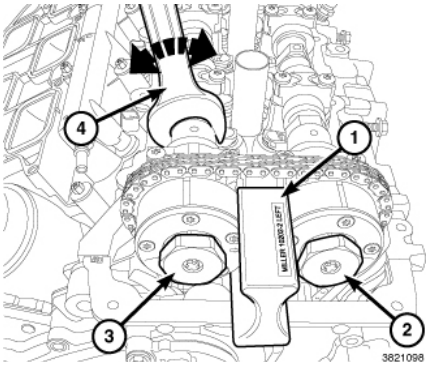


NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser.

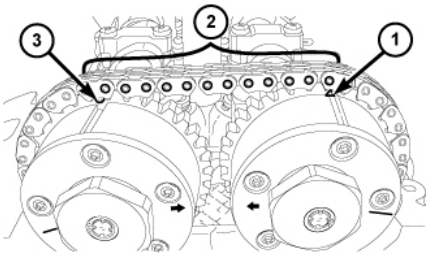


3. Route the cam chain around the left intake cam phaser while aligning the paint mark with the phaser timing mark (1). Press the left intake cam phaser onto the intake camshaft. Install and hand tighten the oil control valve (7).
4. While maintaining this alignment, route the cam chain around the exhaust cam phaser so that the paint mark is aligned with the phaser timing mark (3). Press the exhaust cam phaser onto the exhaust cam, install and hand tighten the oil control valve (4).
5. The **SCRIBE LINES** (5) on the cam phasers should face away from each other and the **ARROWS** (6) should point toward each other and be parallel to the cylinder head cover mounting surface. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (3) and the intake cam phaser circle marking (1).

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.



6. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (1) against the cylinder head cover mounting surface with the tool number facing up.
7. Tighten the oil control valves (2) and (3) to 150 N·m (110 ft. lbs.).
8. Remove the Camshaft Phaser Lock (1) and the Timing Chain Holder.
9. Rotate the crankshaft clockwise two complete revolutions stopping when the right side number one cylinder piston is again positioned at top-dead-center on the exhaust stroke. To assure correct engine timing, verify the following;
   - The indicator dial is set to **ZERO** when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
   - The **SCRIBE LINES** (3) on the left side cam phasers face away from each other.
   - The **ARROWS** (4) on the left side cam phasers point toward each other and are parallel to the cylinder head cover mounting surface.
   - There are twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).



10. If the engine timing is not correct, repeat this procedure.
11. Install the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

12. Install the right ignition coils (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation)

13. Install the left cylinder head cover and left ignition coils (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation)

14. Install the upper intake manifold and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

16. Start the engine and perform the following Powertrain Verification Tests (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure):

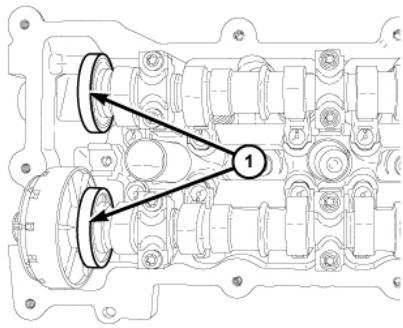
    - Cam/Crank Variation Relearn
    - Target Coefficient Relearn

NOTE: Following the first restart after a DTC driven phaser replacement, clear all DTCs and verify that subsequent restarts do not set any additional codes. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing) for any DTCs that reset.

RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

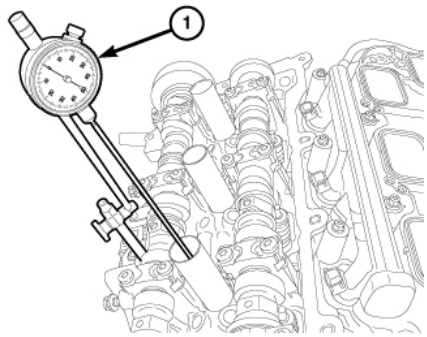
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



2691700

CAUTION: **Do not rotate the crankshaft more than a few degrees independently of the camshafts. Piston to valve contact could occur resulting in possible valve damage. If the crankshaft needs to be rotated more than a few degrees, first remove the camshafts .**

1. Verify that the indicator dial (1) is set to zero when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.

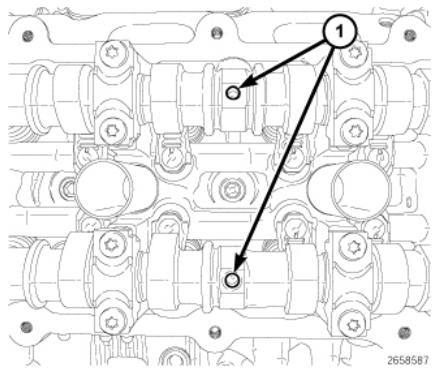


3822244

2.

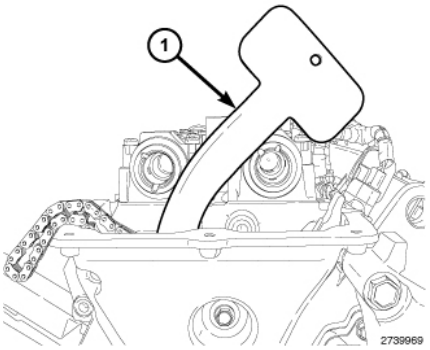
CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage.**

Verify that the camshafts are set at top-dead-center by positioning the alignment holes (1) vertically.

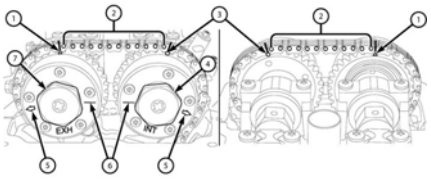


2658587

NOTE: The Timing Chain Holder (1) should still be in place as inserted during the Removal procedure. If required, the Timing Chain Holder can be reinserted by installing the exhaust cam phaser and repeating Step 10 of the Removal procedure (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Removal) .



NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser.

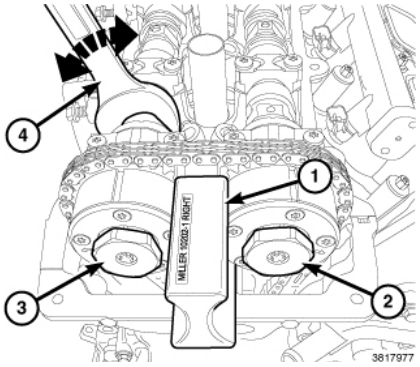


3. Route the cam chain around the right exhaust cam phaser while aligning the paint mark with the phaser timing mark (1). Press the right exhaust cam phaser onto the exhaust camshaft. Install and hand tighten the oil control valve (7).

4. While maintaining this alignment, route the cam chain around the intake cam phaser so that the paint mark is aligned with the phaser timing mark (3). Press the intake cam phaser onto the intake cam, install and hand tighten the oil control valve (4).

5. The **ARROWS** (5) on the cam phasers should point away from each other and the **SCRIBE LINES** (6) should be parallel to the cylinder head cover mounting surface. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

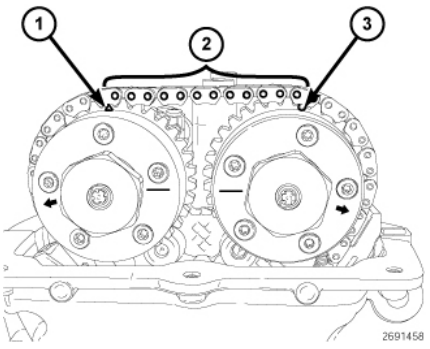


6. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (1) against the cylinder head cover mounting surface with the tool number facing up.

7. Tighten the oil control valves (2) and (3) to 150 N·m (110 ft. lbs.).

8. Remove the Camshaft Phaser Lock (1) and the Timing Chain Holder.

9. Rotate the crankshaft clockwise two complete revolutions stopping when the right side number one cylinder piston is again positioned at top-dead-center on the exhaust stroke. To assure correct engine timing, verify the following;



- The indicator dial is set to **ZERO** when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.
- The **ARROWS** (4) on the right side cam phasers point away from each other.
- The **SCRIBE LINES** (5) on the right side cam phasers are parallel to the cylinder head cover mounting surface.
- There are twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3).

10. If the engine timing is not correct, repeat this procedure.

11. Install the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

12. Install the left ignition coils (Refer to 08 - Electrical/8I - Ignition Control/COIL, Ignition - Installation)

13. Install the right cylinder head cover and right ignition coils (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation)

14. Install the upper intake manifold and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

15. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

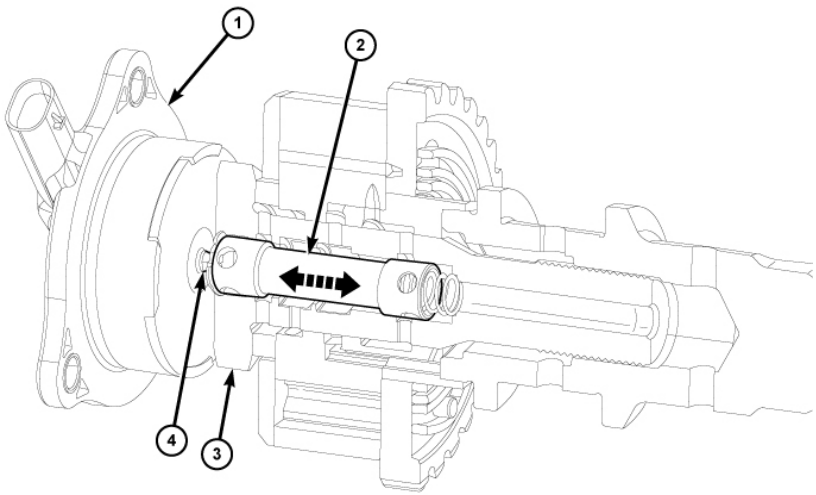
16. Start the engine and perform the following Powertrain Verification Tests (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure):

    - Cam/Crank Variation Relearn
    - Target Coefficient Relearn

NOTE: Following the first restart after a DTC driven phaser replacement, clear all DTCs and verify that subsequent restarts do not set any additional codes. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing) for any DTCs that reset.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

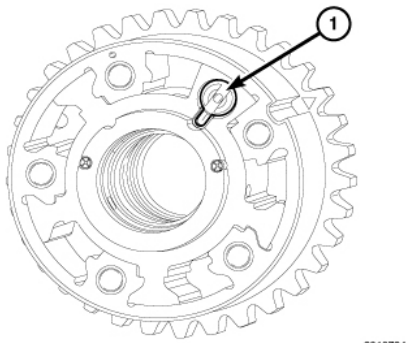
OPERATION



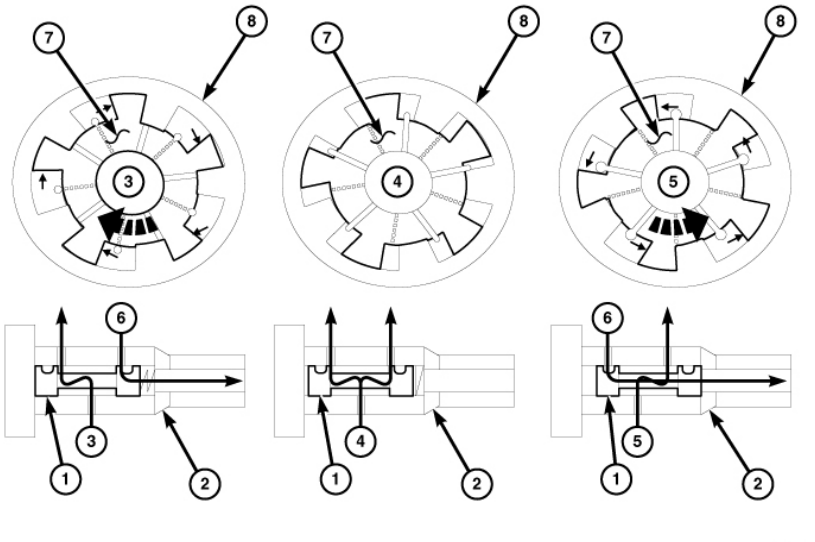
2811799

Each phaser position is adjusted using regulated oil pressure through the Oil Control Valve (OCV) (3). To begin phaser movement, a voltage signal is applied to the VVT solenoid (1) to extend or retract the solenoid pintle (4). The pintle pushes against an internal spool valve (2) within the OCV moving the valve forwards and backwards to direct oil flow.

At engine startup, system oil pressure overcomes spring pressure and unlocks the phaser lock-pin (1) in preparation for phasing. The phasers remain in this position until a PCM signal is given to pulse-width modulate the VVT solenoid. At engine shutdown, as oil pressure is reduced, both Phasers return to their lock-pin position (1). However, because the exhaust Phaser needs to travel to a position above and beyond the standard camshaft clockwise rotation, the assistance of a clock spring is required. The intake Phaser on the other hand, simply relies on the torsional resistance from the valvetrain to push it back towards lock-pin position.



2813724

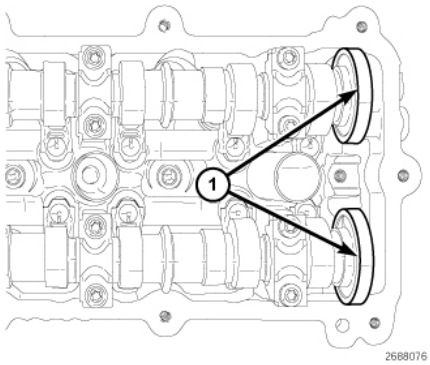


The position of the spool valve (1) inside the OCV (2) determines which ports and chambers inside the phaser are being fed, either to advance (3), hold (4) or retard (5) the timing of the phaser sprocket relative to the camshaft. The spool valve also returns oil from the chambers to the sump (6). The Camshaft Position (CMP) sensor monitors the position of the camshaft with respect to the crankshaft and provides feedback to the PCM. As oil pressure pushes against the vanes (6) of the phaser rotor, the rotor begins to move. Since this rotor is physically attached to the camshaft, rotor rotation causes the camshaft position to rotate relative to the standard sprocket (7) position.

LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

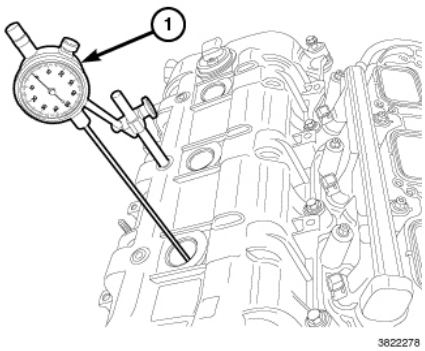
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



1. Remove the upper intake manifold, left ignition coils and left cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)

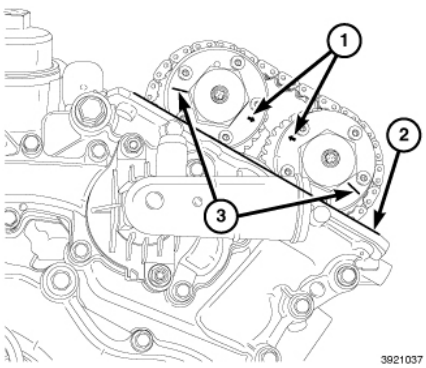
2. Remove the right ignition coils and all spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**



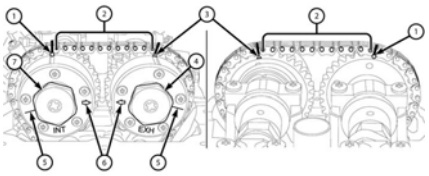
3. Mount Dial Indicator Set C-3339A (1) to a stationary point on the engine, such as the number three cylinder ignition coil mount. Position the indicator probe into the number one cylinder, rotate the crankshaft clockwise (as viewed from the front) to place the number one cylinder piston at top-dead-center on the exhaust stroke and set the indicator dial to zero.

4. The left side cam phaser **SCRIBE LINES** (3) should face away from each other and the **ARROWS** (1) should point toward each other and be parallel to the cylinder head cover mounting surface (2) when the number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



NOTE: The cam phaser timing markings (1 and 3) could align with either an external or internal chain link. Either

alignment is acceptable as long as there are twelve chain pins (2) between the markings.

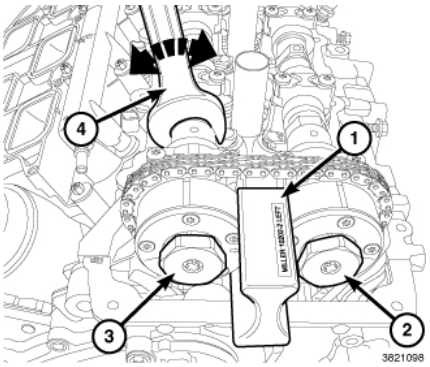


NOTE: Using a paint pen or equivalent. Mark the timing chain links to the corresponding timing marks located on the cam phasers.

5. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (3) and the intake cam phaser circle marking (1) as viewed from either the front or rear of the cam phasers.

6. Mark both sides of the cam chain at the phaser timing marks (1 and 3) using a paint pen or equivalent to aid in reassembly.

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

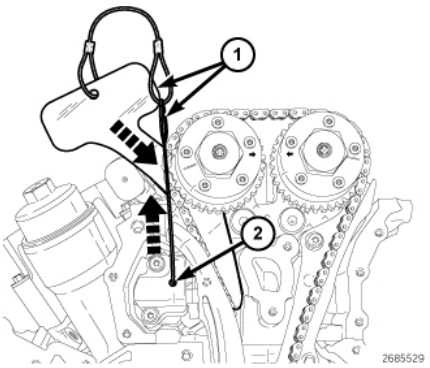


7. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (1) against the cylinder head cover mounting surface with the tool number facing up.

8. Loosen, but do not remove, the exhaust oil control valve (2) and the intake oil control valve (3).

9. Remove the Lock, Camshaft/Phaser, Left Side 10202-2 (1).

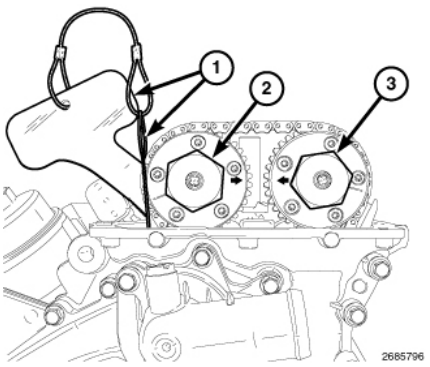
NOTE: Graphic shows engine timing cover removed for clarity.



10. Using Pin 10200-3 (2), lift the pawl off of the rack (3). While holding the pawl off of the rack, push Holder, Timing Chain, Left Side 10200-1 (1) into place between the cylinder head and the cam chain guide to force the rack and piston back into the tensioner body. The holder remains in place while the phasers are removed (Refer to 09 - Engine/Valve Timing - Standard Procedure) .

11. Remove the oil control valve (4) and pull the left side exhaust cam phaser off of the camshaft.

12. Remove the oil control valve (3) and pull the left side intake cam phaser off of the camshaft.

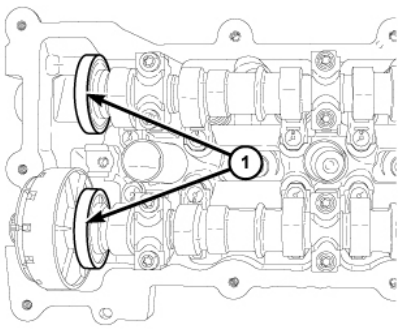


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT

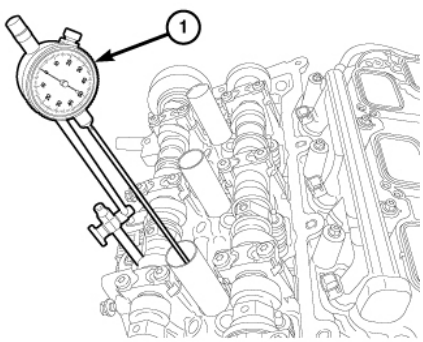
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**



2691700

1. Remove the upper intake manifold, right ignition coils and right cylinder head cover (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)



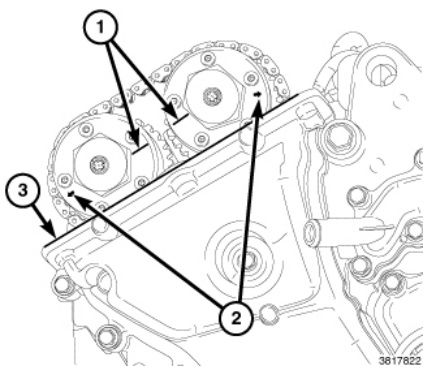
3822244

2. Remove the left ignition coils and all spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

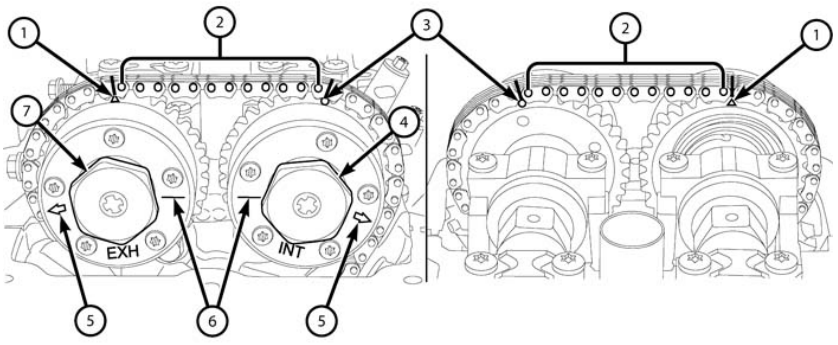
CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

3. Mount Dial Indicator Set C-3339A (1) to a stationary point on the engine, such as the cylinder head cover mounting surface. Position the indicator probe into the number one cylinder, rotate the crankshaft clockwise (as viewed from the front) to place the number one piston at top-dead-center on the exhaust stroke and set the indicator dial to zero.

4. The right side cam phaser **ARROWS** (2) should point away from each other and the **SCRIBE LINES** (1) should be parallel to the cylinder head cover mounting surface (3) when the right side number one cylinder piston is positioned at top-dead-center on the exhaust stroke.



3817822



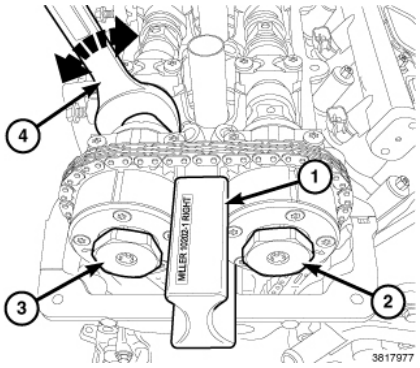
NOTE: The phaser markings (1 and 3) could align with either an external or internal chain link. Either alignment is acceptable as long as there are twelve chain pins (2) between the markings.

NOTE: Using a paint pen or equivalent. Mark the timing chain links to the corresponding timing marks located on the cam phasers.

5. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3) as viewed from either the front or rear of the cam phasers.

6. Mark both sides of the cam chain at the phaser timing marks (1 and 3) using a paint pen or equivalent to aid in reassembly.

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.

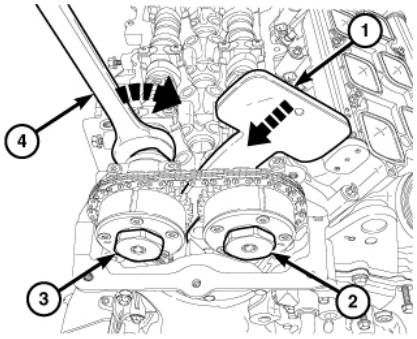


7. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (1) against the cylinder head cover mounting surface with the tool number facing up.

8. Loosen, but do not remove, the exhaust oil control valve (3) and the intake oil control valve (2).

9. Remove the Lock, Camshaft/Phaser, Right Side 10202-1 (1).

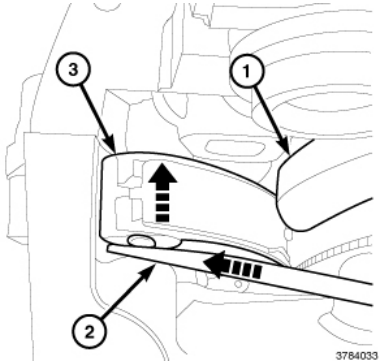
CAUTION: **Do not insert the Timing Chain Holder into position without first compressing the tensioner. The Timing Chain Holder is not designed to compress the tensioner and excessive force can damage the timing chain tensioner arm.**



10. Use the timing chain to compress the tensioner by slightly rotating the exhaust camshaft clockwise (4). Insert Holder, Timing Chain 10369 (1) into place between the cylinder head boss and the tensioner arm to hold the tensioner in the compressed position. The Timing Chain Holder remains in place while the phasers are removed.

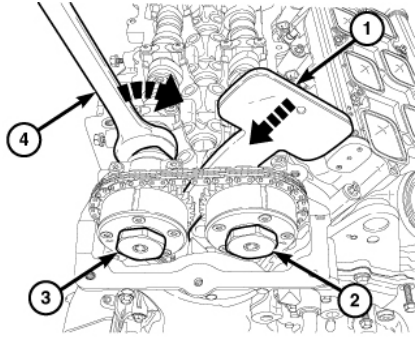
NOTE:

If the Timing Chain Holder (1) does not engage or slips from position, wedge a trim stick (2) or equivalent between the front cover and the tensioner arm (3) to push the tensioner arm towards the rear of the engine and then repeat the previous step.



11. Remove the oil control valve (3) and pull the right side exhaust cam phaser off of the camshaft.

12. Remove the oil control valve (2) and pull the right side intake cam phaser off of the camshaft.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

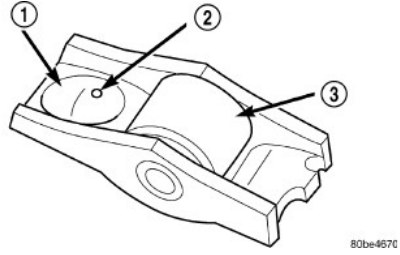
The rocker arms are steel stampings with an integral roller bearing. The rocker arms incorporate a 0.5 mm oil hole in the lash adjuster socket for roller and camshaft lubrication.

2804799

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Inspect the cam follower assembly for wear or damage. Replace as necessary.

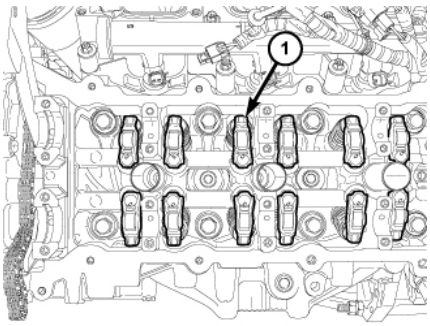


INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Proper inspection of the rocker arms is required to ensure proper installation. Inspection from the top and also side view is critical to verify the proper seated position of each and every rocker arm. Failure to install the rocker arms correctly may cause severe engine damage.**

NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar. If the rocker arms are being reused, reassemble them into their original locations.



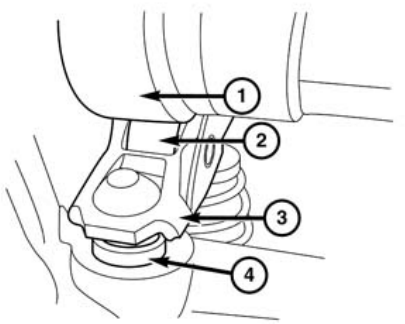
2741091

1. Lubricate the rocker arms with clean engine oil before installation.

NOTE: When placing the rocker arms. The valve stem should fit securely into the rocker arm guides.

2. Position the rocker arm(s) (1) onto the lifter(s) and valve stem(s).
3. Position the camshaft(s) onto the mounts and install the camshaft caps. Hand tighten the cap retaining bolts to the proper) .

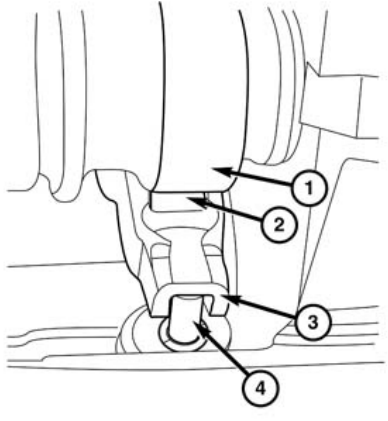
NOTE: If any of the rocker arms are not installed properly. Loosen the camshaft caps and reposition the rocker arms.



210171394

4. Verify that the rocker arm (3) is positioned over the lifter (4).
5. Verify that the rocker arm roller (2) is seated to the camshaft lobe (1).
6. Use a mirror to verify the valve stem (4) is centered between the rocker arm guides (3).
7. Verify the camshaft lobe (1) is centered over the rocker arm roller (2).

8. Tighten the camshaft caps (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Installation) .



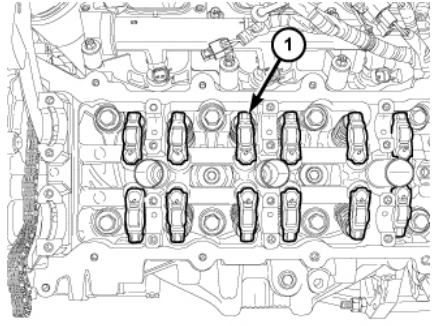
091673879

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The LH cylinder head rocker arms are shown, the RH cylinder head rocker arms are similar.



2741091

1. Disconnect and isolate the negative battery cable.
2. Remove the camshaft(s) (Refer to 09 - Engine/Cylinder Head/CAMSHAFT, Engine - Removal)

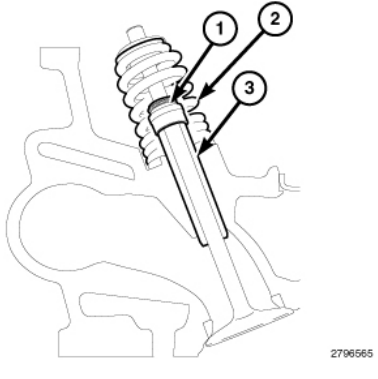
NOTE: If the rocker arms are to be reused, identify their positions so that they can be reassembled into their original locations.

3. Remove the rocker arm(s) (1).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The valve stem oil seals (1) are made of elastomer over-molded steel in a non-integrated type guide mounted configuration. The seal is not held in place by the valve spring (2). The valve stem seals are not reusable if removed from the valve guides (3), they must be replaced. Always coat the valve seals with clean engine oil before installing the valves.



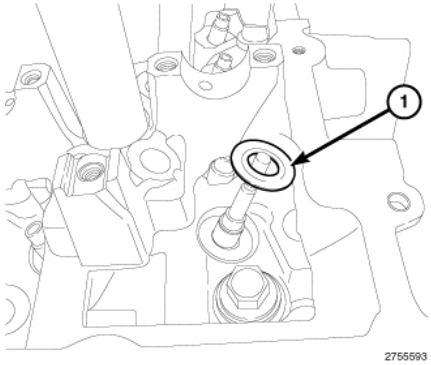
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If removed, install the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Installation) .

NOTE:
Reassemble the valves into their original locations. If the valves or valve seats have been refinished, verify that the valve stem tip height is within specification (Refer to 09 - Engine - Specifications) . Number 5 cylinder exhaust valve shown, all other valves similar.

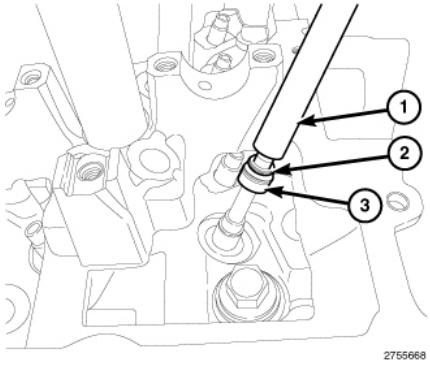


2. If removed, install the spring seat (1) over the valve guide.

3. Apply engine oil to the lip of the valve guide seal (3). Install the valve guide seal (3) over the valve stem. Using an appropriate driver (1), push the seal firmly and squarely over the valve guide. **Do Not Force** the seal against the top of guide.

NOTE:
Ensure that the garter spring (2) is intact around the top of the valve guide seal (3). Number 5 cylinder exhaust valve guide seal shown, all other valves similar.

NOTE:
If the valve springs are being reused, reassemble them into their original locations.



4. Install the valve spring(s) (Refer to 09 - Engine/Cylinder Head/SPRING(S) , Valve - Installation).

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

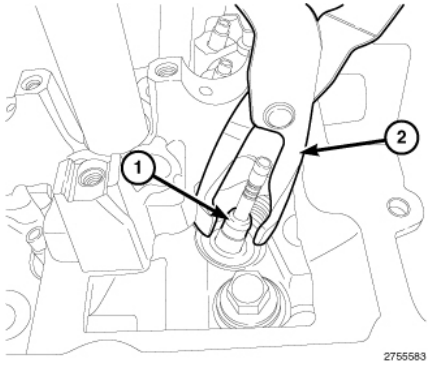
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If the springs are to be reused, identify their positions so that they can be reassembled into their original locations.

1. Remove the valve spring(s) (2) (Refer to 09 - Engine/Cylinder Head/SPRING(S) , Valve - Removal).

NOTE: Number 5 cylinder exhaust valve guide seal shown, all other valve guide seals similar.

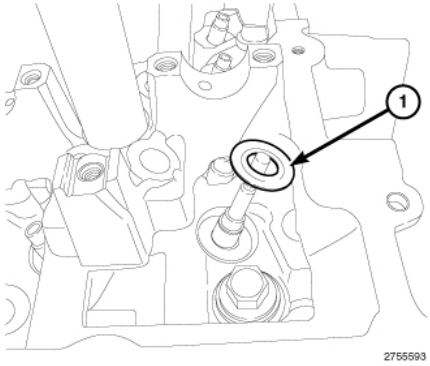
2. Remove the valve guide seal (1) using a valve seal tool (2). Discard the removed seal.



NOTE: Number 5 cylinder exhaust valve spring seat shown, all other valve spring seats similar.

3. If required, remove the valve spring seat (1).

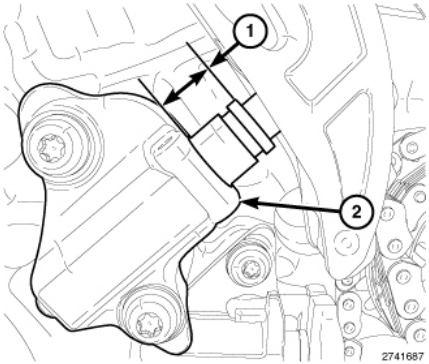
4. If required, remove the valve(s) (Refer to 09 - Engine/Cylinder Head/VALVES, Intake and Exhaust - Removal) .



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Prior to disassembly of the timing chains and sprockets, measure the timing chain wear (1) (Refer to 09 - Engine/Valve Timing - Standard Procedure) .



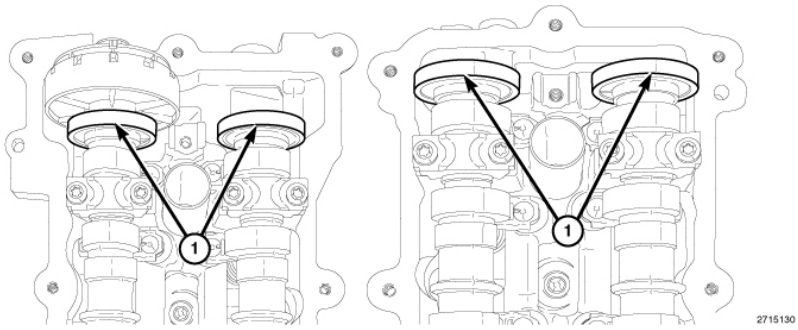
Inspect the following valve timing components:

- Sprockets for excessive tooth wear. Some tooth markings are normal and not a cause for sprocket replacement.
- Idler sprocket assembly bushing and shaft for excessive wear.
- Chain guides and tensioner arms. Replace these parts if grooving in plastic face is more than 1 mm (0.039 in.) deep.
- Secondary chain tensioner piston and ratcheting device. Inspect for evidence of heavy contact between tensioner piston and tensioner arm. If this condition exist the tensioner arm and chain should be replaced.
- Primary chain tensioner plastic faces. Replace as required.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

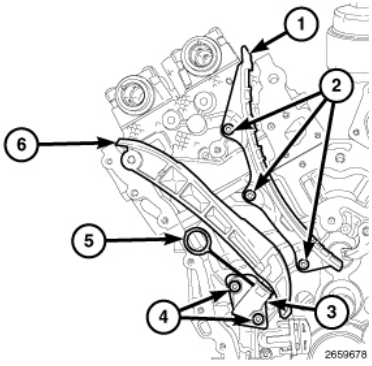
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

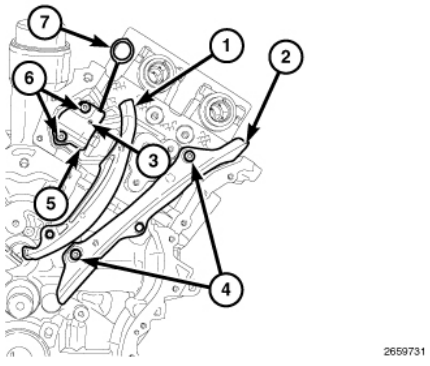


CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

1. Inspect all sprockets and chain guides. Replace if damaged.
2. If removed, install the right side cam chain guide (1) and tensioner arm (6). Tighten attaching T30 bolts (2) to 12 N·m (106 in. lbs.).
3. If removed, install the right side cam chain tensioner (3) to the engine block with two bolts (4). Tighten the T30 bolts (4) to 12 N·m (106 in. lbs.).
4. Reset the right side cam chain tensioner (3) by pushing back the tensioner piston and installing Tensioner Pin 8514 (5).

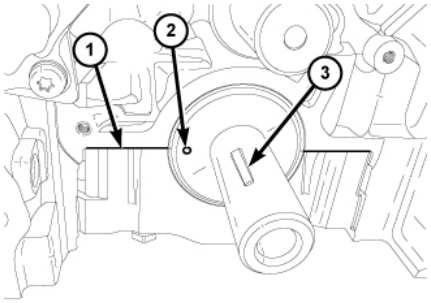


5. If removed, install the left side cam chain guide (2) and tensioner arm (1). Tighten attaching T30 bolts (4) to 12 N·m (106 in. lbs.).
6. If removed, install the left side cam chain tensioner (5) to the cylinder head with two bolts (6). Tighten the T30 bolts (6) to 12 N·m (106 in. lbs.).
7. Reset the left side cam chain tensioner (5) by lifting the pawl (3), pushing back the piston and installing Tensioner Pin 8514 (7) (Refer to 09 - Engine/Valve Timing - Standard Procedure) .



8. Verify that the key (3) is installed in the crankshaft.

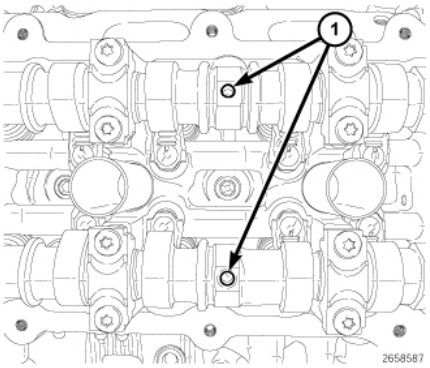
CAUTION: **Do not rotate the crankshaft more than a few degrees independently of the camshafts. Piston to valve contact could occur resulting in possible valve damage. If the crankshaft needs to be rotated more than a few degrees, first remove the camshafts .**



2605347

9. Verify that the number one cylinder piston is positioned at top-dead-center by aligning the dimple (2) on the crankshaft with the block/bearing cap junction (1).

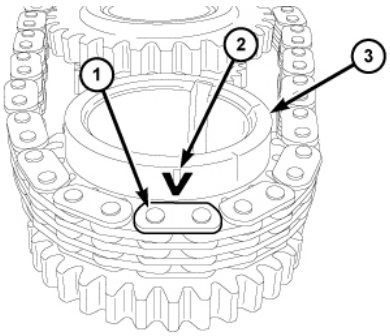
CAUTION: **Do not rotate the camshafts more than a few degrees independently of the crankshaft. Valve to piston contact could occur resulting in possible valve damage. If the camshafts need to be rotated more than a few degrees, first move the pistons away from the cylinder heads by rotating the crankshaft counterclockwise to a position 30° before-top-dead-center. Once the camshafts are returned to their top-dead-center position, rotate the crankshaft clockwise to return the crankshaft to top-dead-center.**



2658587

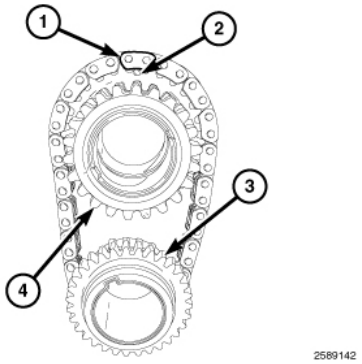
10. Verify that the camshafts are set at top-dead-center by positioning the alignment holes (1) vertically.

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**



2588864

11. Place the primary chain onto the crankshaft sprocket (3) so that the arrow (2) is aligned with the plated link (1) on the timing chain.

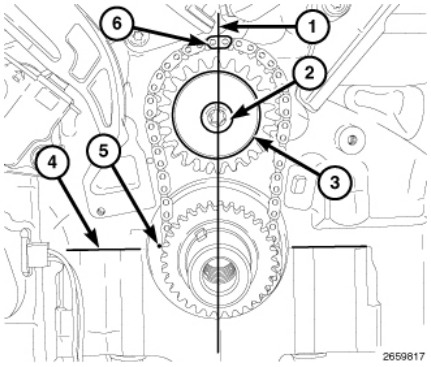


2589142

12. While maintaining this alignment, invert the crankshaft sprocket and timing chain and place the idler sprocket (4) into the timing chain so that the dimple (2) is aligned with the plated link (1) on the timing chain.

13. While maintaining this alignment, lubricate the idler sprocket bushing with clean engine oil and install the sprockets and timing chain on the engine. To verify that the timing is still correct, the timing chain plated link (6) should be located at 12:00 (1) when the dimple (5) on the crankshaft is aligned with the block/bearing cap junction (4).

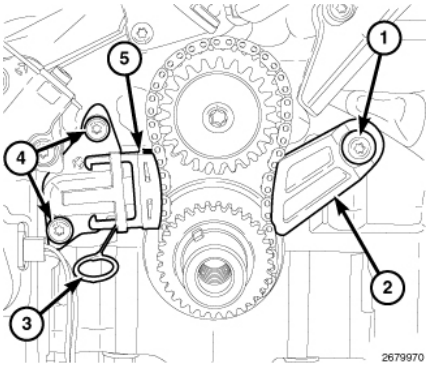
14. Install the idler sprocket retaining bolt (2) and washer (3). Tighten the T45 bolt (2) to 25 N·m (18 ft. lbs.).



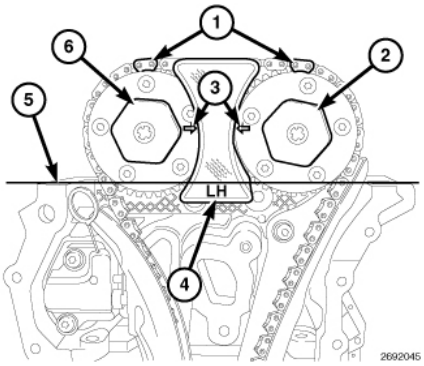
15. Install the primary chain guide (2). Tighten attaching T30 bolt (1) to 12 N·m (106 in. lbs.).

16. Reset the primary chain tensioner (5) by pushing back the tensioner piston and installing Tensioner Pin 8514 (3).

17. Install the primary chain tensioner (5) to the engine block with two bolts (4). Tighten the T30 bolts (4) to 12 N·m (106 in. lbs.) and remove the Tensioner Pin 8514 (3).

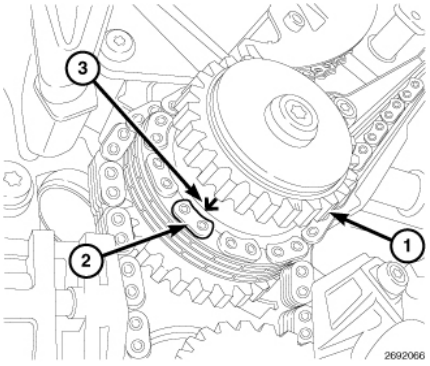


18. Press the left side intake cam phaser onto the intake camshaft. Install and hand tighten the oil control valve (6).



NOTE: The left side and right side cam chains are identical.

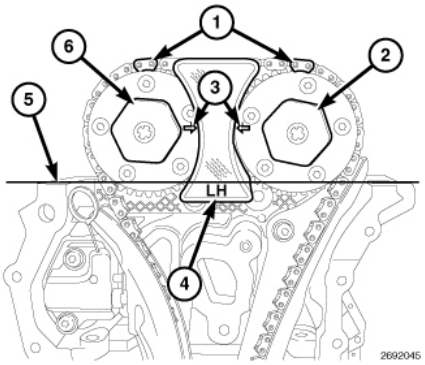
CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**



19. Drape the left side cam chain over the left side intake cam phaser and onto the idler sprocket (1) so that the arrow (3) is aligned with the plated link (2) on the cam chain.

20. While maintaining this alignment, route the cam chain around the exhaust and intake cam phasers so that the plated links are aligned with the phaser timing marks (1). Position the left side cam phasers so that the arrows (3) point toward each other and are parallel to the cylinder head cover mounting surface (5). Press the exhaust cam phaser onto the exhaust cam, install and hand tighten the oil control valve (2).

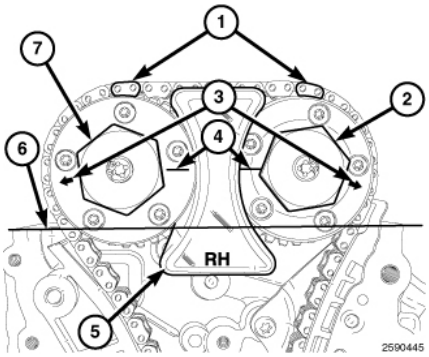
NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser or phaser lock.



21. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (4) with the tool number facing up.

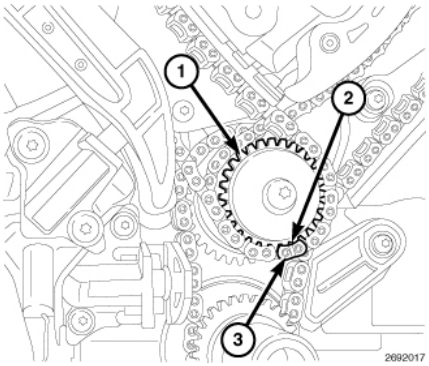
22. Tighten the oil control valves (2) and (6) to 150 N·m (110 ft. lbs.).

23. Remove the Camshaft Phaser Lock (4).

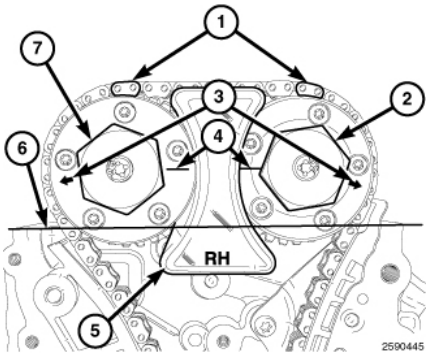


24. Press the right side exhaust cam phaser onto the exhaust camshaft. Install and hand tighten the oil control valve (7).

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**



25. Drape the right side cam chain over the right side exhaust cam phaser and onto the idler sprocket (1) so that the dimple (2) is aligned with the plated link (3) on the cam chain.



26. While maintaining this alignment, route the cam chain around the exhaust and intake cam phasers so that the plated links are aligned with the phaser timing marks (1). Position the right side cam phasers so that the arrows (3) point away from each other and the scribe lines (4) are parallel to the cylinder head cover mounting surface (6). Press the intake cam phaser onto the intake cam, install and hand tighten the oil control valve (2).

NOTE: Minor rotation of a camshaft (a few degrees) may be required to install the camshaft phaser or phaser lock.

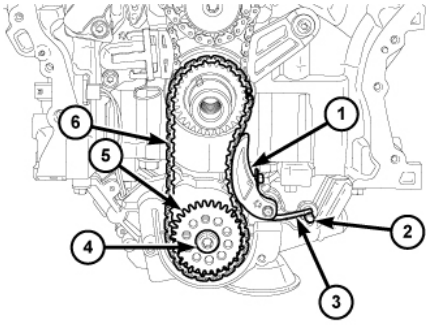
27. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (5) with the tool number facing up.

28. Tighten the oil control valves (2) and (7) to 150 N·m (110 ft. lbs.).

29. Remove the Camshaft Phaser Lock (5).

NOTE: There are no timing marks on the oil pump gear or chain.

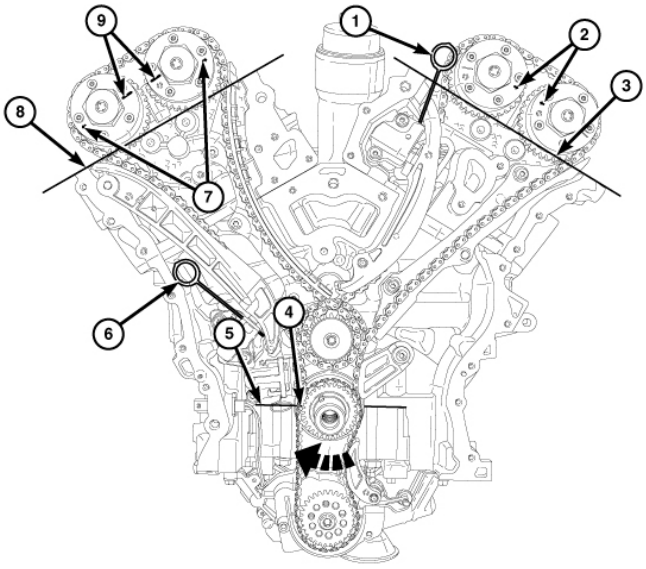
CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**



2682471

30. Place the oil pump sprocket (5) into the oil pump chain (6). Place the oil pump chain onto the crankshaft sprocket while aligning the oil pump sprocket with the oil pump shaft. Install the oil pump sprocket T45 retaining bolt (4) and tighten to 25 N·m (18 ft. lbs.).

31. Install the oil pump chain tensioner (1). Make sure that the spring (3) is positioned above the dowel pin (2).



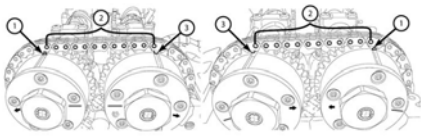
2661245

32. Remove the Tensioner Pins 8514 (1) and (6) from the right side and left side cam chain tensioners.

33. Rotate the crankshaft clockwise (as viewed from the front) two complete revolutions stopping when the dimple (4) on the crankshaft is aligned with the block/bearing cap junction (5).

34. While maintaining this alignment, verify that the **ARROWS** (2) on the left side cam phasers point toward each other and are parallel to the cylinder head cover mounting surface (3) and that the right side cam phaser **ARROWS** (7) point away from each other and the **SCRIBE LINES** (9) are parallel to the cylinder head cover mounting surface (8).

35. There should be 12 chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3) as viewed from either the front or rear of the cam phasers.



36. If the engine timing is not correct, repeat this procedure.

37. Install the engine timing cover, crankshaft vibration damper, accessory drive belts and oil pan (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Installation)

38. Install the spark plugs. Tighten to 17.5 N·m (13 ft. lbs.) (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Installation) .

39. Install the cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation)

40. Install the upper intake manifold and air cleaner housing assembly (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Installation)

41. Fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

42. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

43. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .

44. Operate the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure)

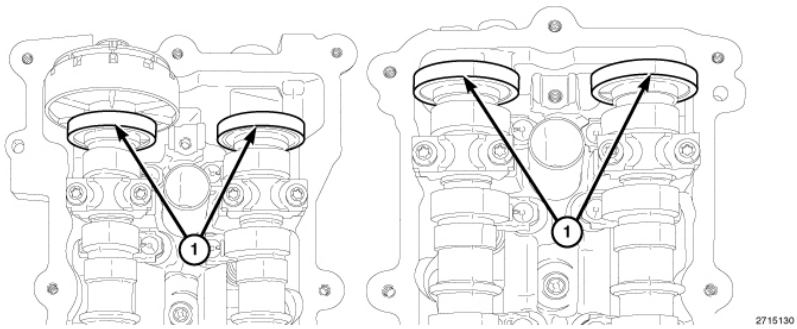
NOTE:

The Cam/Crank Variation Relearn procedure must be performed using the scan tool anytime there has been a repair/replacement made to a powertrain system, for example: flywheel, valvetrain, camshaft and/or crankshaft sensors or components.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure



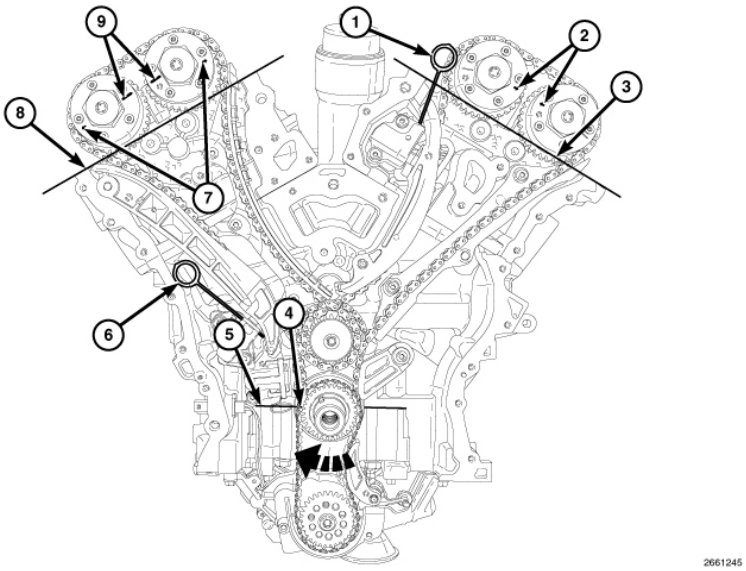
CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

CAUTION: **When the timing chains are removed and the cylinder heads are still installed, DO NOT rotate the camshafts or crankshaft without first locating the proper crankshaft position. Failure to do so will result in valve and/or piston damage.**

NOTE: The Variable Valve Timing (VVT) assemblies (Phasers) and Oil Control Valves (OCVs) can be serviced without removing the engine timing cover (Refer to 09 - Engine/Cylinder Head/ASSEMBLY, Variable Valve Timing - Removal) .

1. Disconnect and isolate the negative battery cable.
2. Remove the air cleaner housing assembly and upper intake manifold (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal)
3. Remove both cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)
4. Remove the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
6. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
7. Remove the oil pan, accessory drive belts, crankshaft vibration damper and engine timing cover (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Removal)

NOTE: Take this opportunity to measure timing chain wear (Refer to 09 - Engine/Valve Timing - Standard Procedure) .

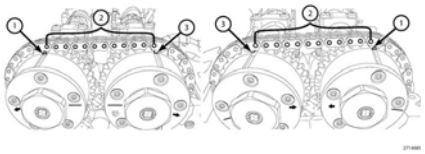


CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

8. Rotate the crankshaft clockwise (as viewed from the front) to place the number one cylinder piston at top-dead-center on the exhaust stroke by aligning the dimple (4) on the crankshaft with the block/bearing cap junction (5).

9. While maintaining this alignment, verify that the **ARROWS** (2) on the left side cam phasers point toward each other and are parallel to the cylinder head cover mounting surface (3) and that the right side cam phaser **ARROWS** (7) point away from each other and the **SCRIBE LINES** (9) are parallel to the cylinder head cover mounting surface (8).

NOTE: The phaser markings (1 and 3) could align with either an external or internal chain link. Either alignment is acceptable as long as there are twelve chain pins between the markings.



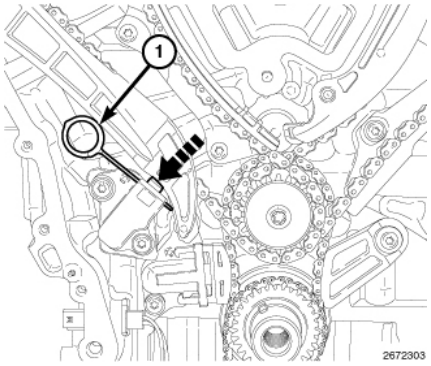
10. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3) as viewed from either the front or rear of the cam phasers.

CAUTION: **Always reinstall timing chains so that they maintain the same direction of rotation. Inverting a previously run chain on a previously run sprocket will result in excessive wear to both the chain and sprocket.**

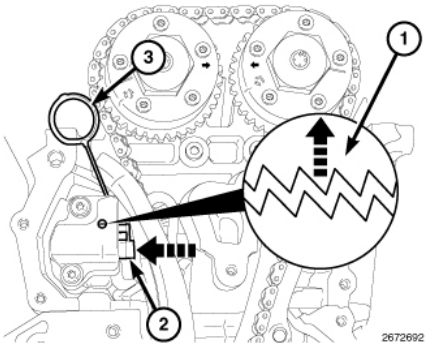
11. Mark the direction of rotation on the following timing chains using a paint pen or equivalent to aid in reassembly:

- Left side cam chain
- Right side cam chain
- Oil pump chain
- Primary chain

12. Reset the right side cam chain tensioner by pushing back the tensioner piston and installing Tensioner Pin 8514 (1).

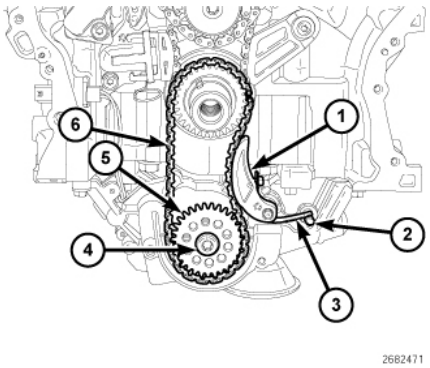


13. Reset the left side cam chain tensioner by lifting the pawl (1), pushing back the piston (2) and installing Tensioner Pin 8514 (3) (Refer to 09 - Engine/Valve Timing - Standard Procedure) .

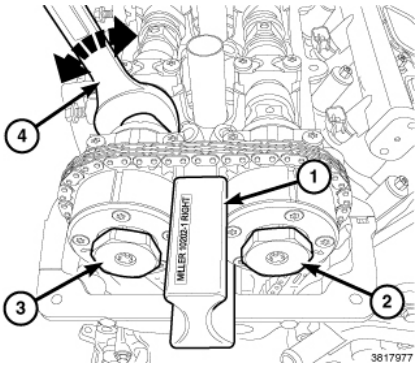


14. Disengage the oil pump chain tensioner spring (3) from the dowel pin (2) and remove the oil pump chain tensioner (1).

15. Remove the oil pump sprocket T45 retaining bolt (4) and remove the oil pump sprocket (5) and oil pump chain (6).



NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.



16. Install the Lock, Camshaft/Phaser, Right Side 10202-1 (1) with the tool number facing up.

17. Loosen, but do not remove, the exhaust oil control valve (3) and the intake oil control valve (2).

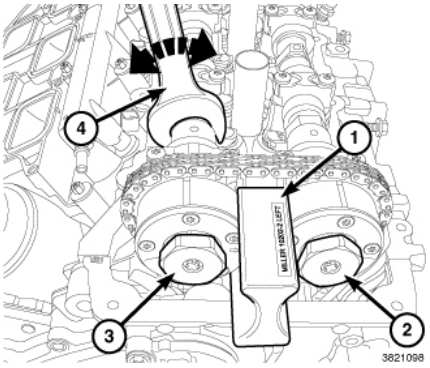
18. Remove the Lock, Camshaft/Phaser, Right Side 10202-1 (1).

19. Remove the oil control valve (2) from the right side intake cam phaser.

20. Pull the right side intake cam phaser off of the camshaft and remove the right side cam chain.

21. If required, remove the oil control valve (3) and pull the right side exhaust cam phaser off of the camshaft.

NOTE: It may be necessary to rock the camshaft slightly (a few degrees) with a wrench (4) when installing the camshaft phaser lock.



22. Install the Lock, Camshaft/Phaser, Left Side 10202-2 (1) with the tool number facing up.

23. Loosen, but do not remove, the exhaust oil control valve (2) and the intake oil control valve (3).

24. Remove the Lock, Camshaft/Phaser, Left Side 10202-2 (1).

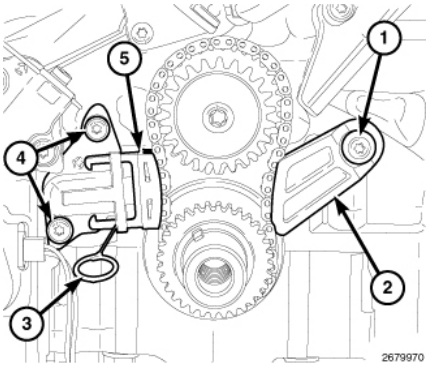
25. Remove the oil control valve (2) from the left side exhaust cam phaser.

26. Pull the left side exhaust cam phaser off of the camshaft and remove the left side cam chain.

27. If required, remove the oil control valve (3) and pull the left side intake cam phaser off of the camshaft.

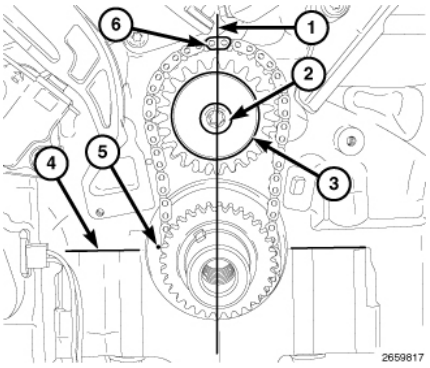
28. Reset the primary chain tensioner (5) by pushing back the tensioner piston and installing Tensioner Pin 8514 (3). Remove two T30 bolts (4) and remove the primary chain tensioner.

29. Remove the T30 bolt (1) and the primary chain guide (2).



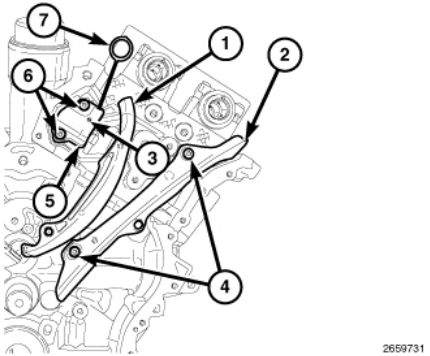
30. Remove the idler sprocket T45 retaining bolt (2) and washer (3).

31. Remove the primary chain, idler sprocket and crankshaft sprocket as an assembly.



32. If required, remove two T30 bolts (6) and the left side cam chain tensioner (5).

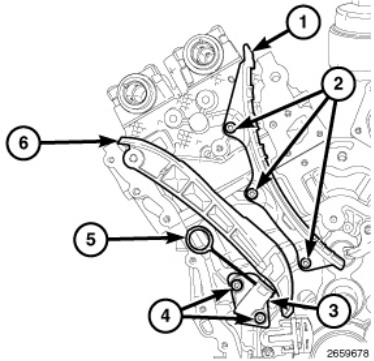
33. If required, remove two T30 bolts (4) and the left side cam chain guide (2) and tensioner arm (1).



34. If required, remove two T30 bolts (4) and the right side cam chain tensioner (3).

35. If required, remove three T30 bolts (2) and the right side cam chain guide (1) and tensioner arm (6).

36. Inspect all sprockets and chain guides. Replace if damaged.

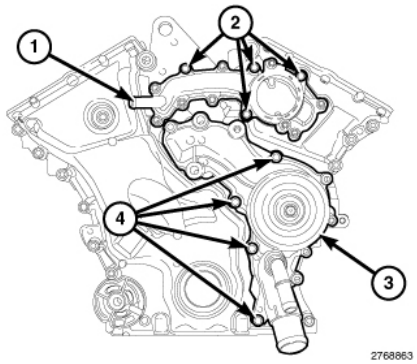


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

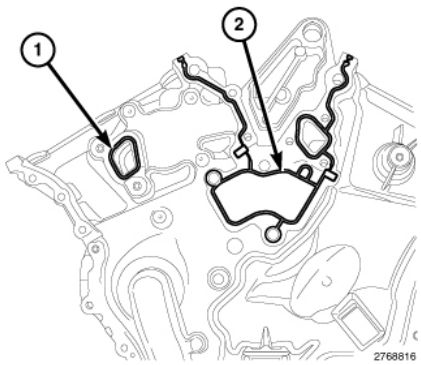
Labor Operations: Click to display a list of Labor Operations associated with this procedure

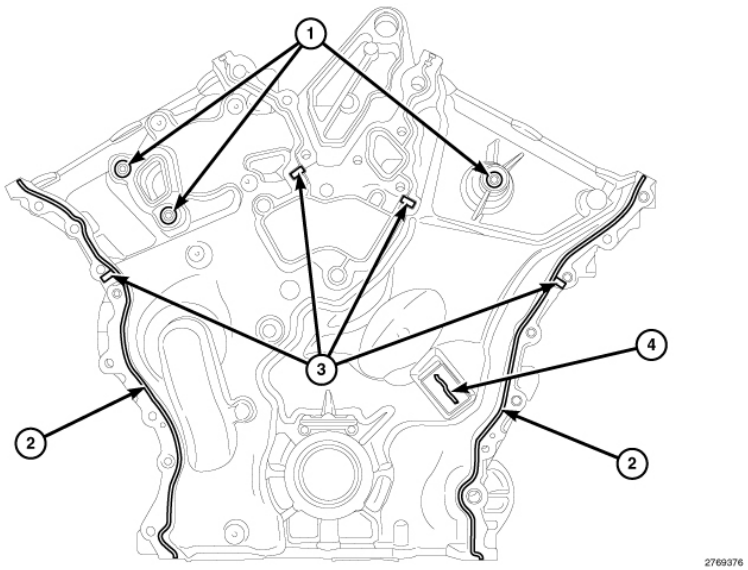
1. If removed, install the coolant outlet housing (1) to the timing cover with a new gasket using only the four bolts (2) shown tightened to 12 N·m (106 in. lbs.).



2. If removed, install the water pump (3) to the timing cover using only the four bolts (4) shown tightened to 12 N·m (106 in. lbs.) (Refer to 07 - Cooling/Engine/PUMP, Water - Installation) .

3. Install the coolant outlet housing gasket (1) and the water pump gasket (2).





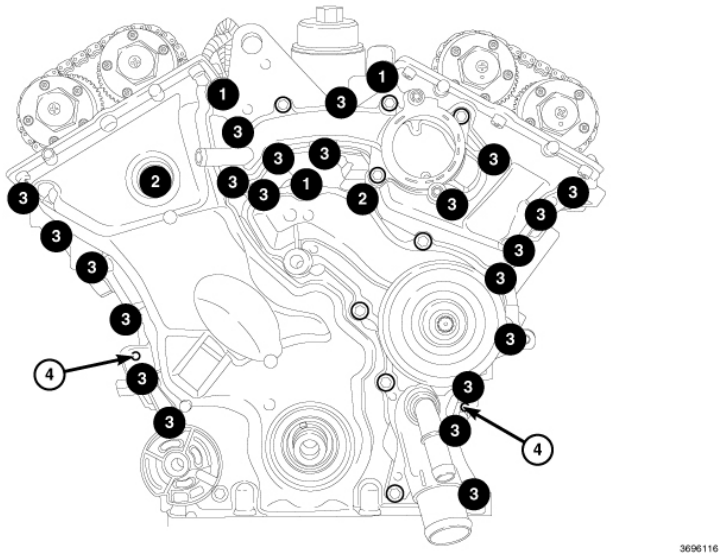
4. Clean the engine timing cover, cylinder head and block mating surfaces with isopropyl alcohol in preparation for sealant application.

CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.**

CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**

5. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the front cover as shown in the following locations:

   - Three cylinder head bosses (1)
   - Right and left flanges (2)
   - Four cylinder head to engine block T-joints (3)
   - Cover to right cam chain tensioner gap (4)



6. Align the locator pins (4) on the engine block to the engine timing cover and install the cover.

7. Install and tighten the timing cover attaching bolts:

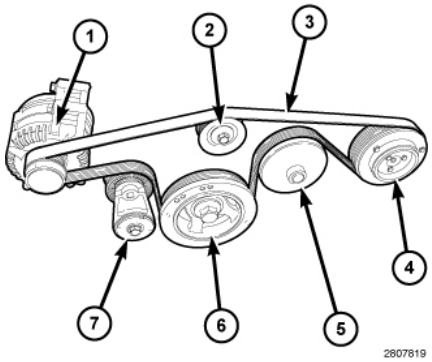
   - Twenty-two M6 bolts (3) to 12 N·m (106 in. lbs.).
   - Two M8 bolts (2) to 25 N·m (18 ft. lbs.).
   - Three M10 bolts (1) to 55 N·m (41 ft. lbs.)

8. Install the upper and lower oil pans (Refer to 09 - Engine/Lubrication/PAN, Oil - Installation)

9. Install the right and left cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Installation).

10. Install the crankshaft vibration damper (6) (Refer to 09 - Engine/Engine Block/DAMPER, Vibration - Installation)

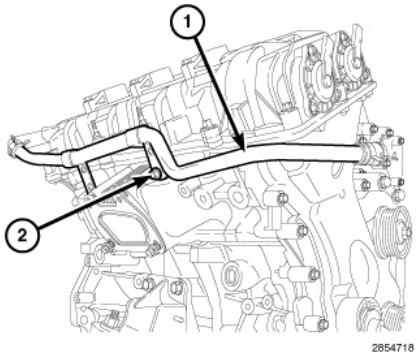
11. Install the accessory idler pulley (2) (Refer to 07 - Cooling/Accessory Drive/PULLEY, Idler - Installation)



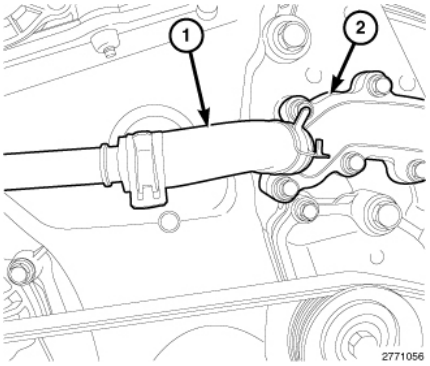
12. Install accessory drive belt tensioner (7) (Refer to 07 - Cooling/Accessory Drive/TENSIONER, Belt - Installation)

13. Install the accessory drive belt (3) (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)

14. Install the heater core supply tube (1) with one bolt (2) tightened to 12 N·m (106 in. lbs.).

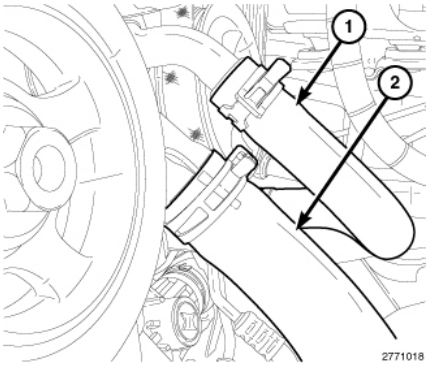


15. Install the heater core supply hose (1) to the coolant outlet housing (2).



16. Install the lower radiator hose (2) to the water pump housing.

17. Install the heater core return hose (1) to the water pump housing.



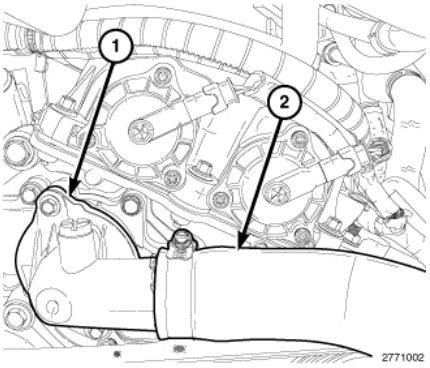
18. Install the thermostat housing (1) and upper radiator hose (2) (Refer to 07 - Cooling/Engine /THERMOSTAT - Removal)

19. If removed, install the oil filter and fill the engine crankcase with the proper oil to the correct level (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure)

20. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

21. Fill the cooling system (Refer to 07 - Cooling - Standard Procedure) .

22. Run the engine until it reaches normal operating temperature. Check cooling system for correct fluid level (Refer to 07 - Cooling - Standard Procedure)

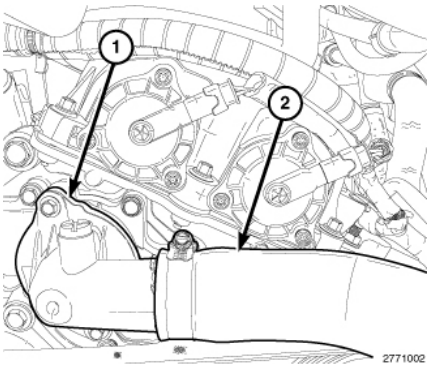


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

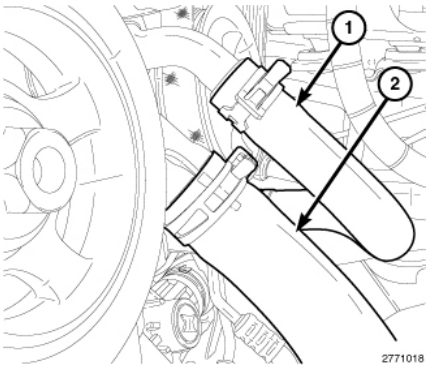
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

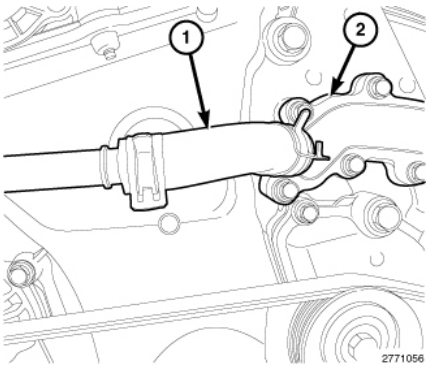
1. Disconnect and isolate the negative battery cable.
2. Drain the cooling system (Refer to 07 - Cooling - Standard Procedure) .
3. Remove the upper radiator hose (2) and thermostat housing (1) (Refer to 07 - Cooling/Engine /THERMOSTAT - Removal)



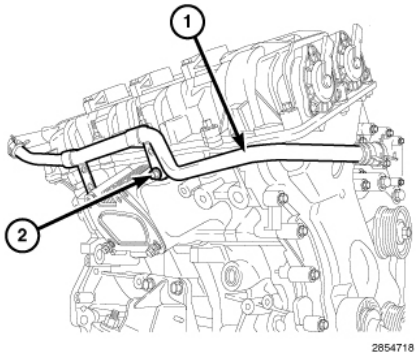
4. Remove the heater core return hose (1) from the water pump housing.
5. Remove the lower radiator hose (2) from the water pump housing.



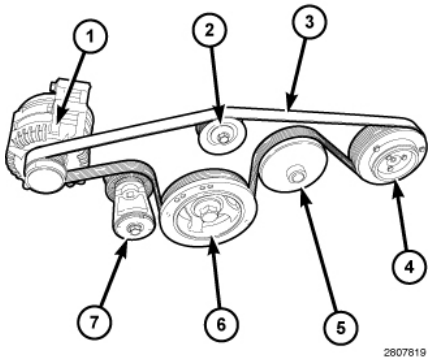
6. Remove the heater core supply hose (1) from the coolant outlet housing (2).



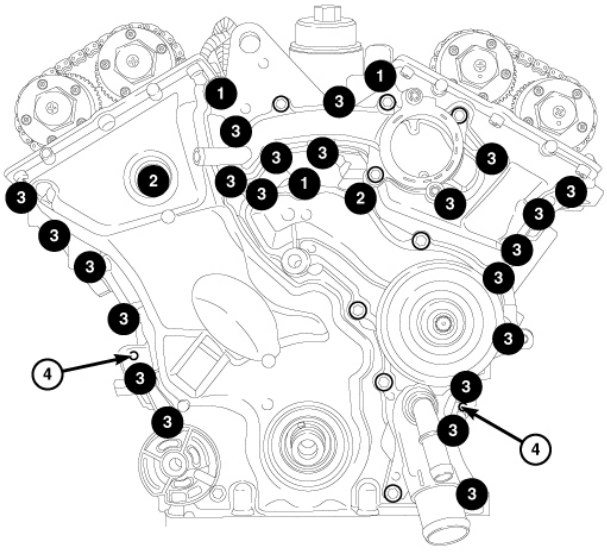
7. Remove the bolt (2) and reposition the heater core supply tube (1).



8. Remove the accessory drive belt (3) (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)
9. Remove the accessory drive belt tensioner (7) (Refer to 07 - Cooling/Accessory Drive/TENSIONER, Belt - Removal) .
10. Remove the accessory idler pulley (2) (Refer to 07 - Cooling/Accessory Drive/PULLEY, Idler - Removal)
11. Remove the crankshaft vibration damper (6) (Refer to 09 - Engine/Engine Block/DAMPER, Vibration - Removal) .



12. Remove the right and left cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal).
13. Remove the upper and lower oil pans (Refer to 09 - Engine/Lubrication/PAN, Oil - Removal)

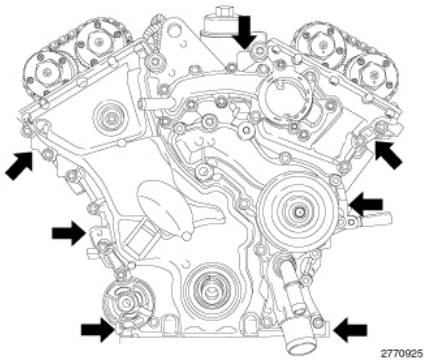


NOTE: It is not necessary to remove the water pump or the coolant outlet housing for engine timing cover removal.

14. Remove the following timing cover attaching bolts:

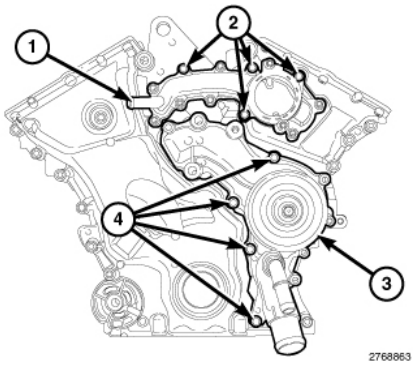
- Three M10 bolts (1)
- Two M8 bolts (2)
- Twenty-two M6 bolts (3)

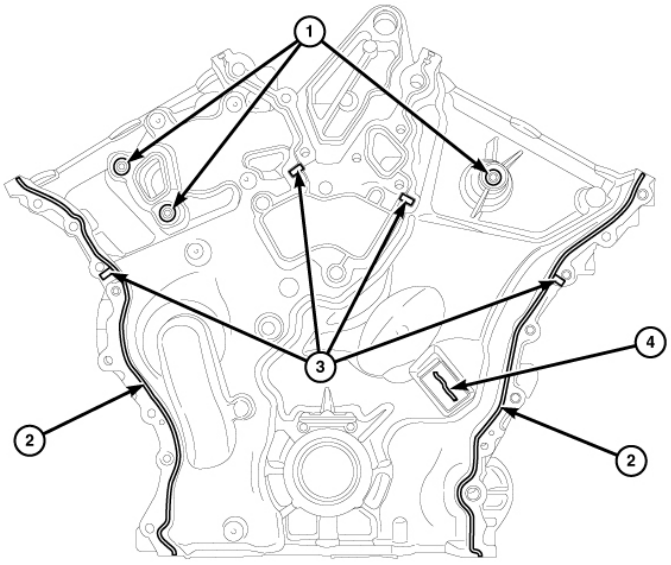
15. Using the seven indicated pry points, carefully remove the timing cover.



16. If required, remove the remaining four M6 bolts (2) and the coolant outlet housing (1) from the engine timing cover.

17. If required, remove the remaining four M6 bolts (4) and the water pump (3) from the engine timing cover.

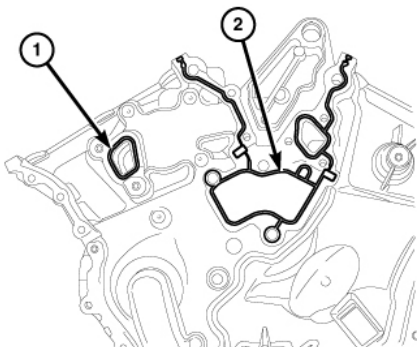




CAUTION: **Do not use oil based liquids, wire brushes, abrasive wheels or metal scrapers to clean the engine gasket surfaces. Use only isopropyl (rubbing) alcohol, along with plastic or wooden scrapers. Improper gasket surface preparation may result in engine fluid leakage.**

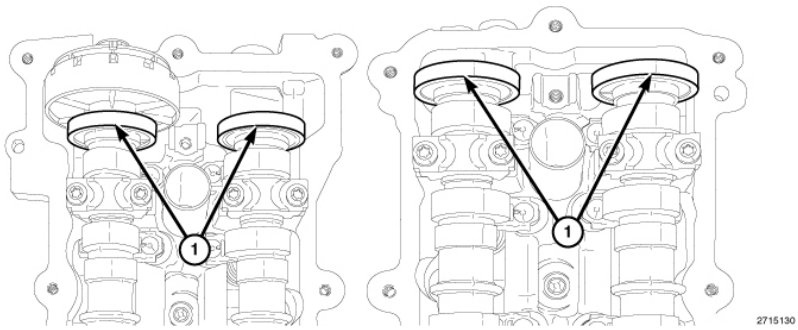
18. Remove all residual sealant from the timing chain cover, cylinder head and engine block mating surfaces (Refer to 09 - Engine - Standard Procedure)

19. Remove and discard the coolant outlet housing gasket (1) and the water pump gasket (2).



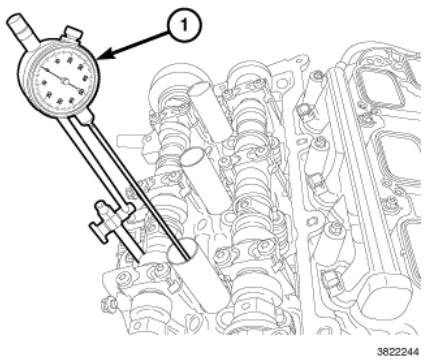
ENGINE TIMING VERIFICATION

Special Tools: Click to display a list of tools used in this procedure



CAUTION: **The magnetic timing wheels (1) must not come in contact with magnets (pickup tools, trays, etc.) or any other strong magnetic field. This will destroy the timing wheels ability to correctly relay camshaft position to the camshaft position sensor.**

Correct timing is critical for the NON free-wheeling designed, 3.6L engine. Engine timing can be verified by using the following procedures:

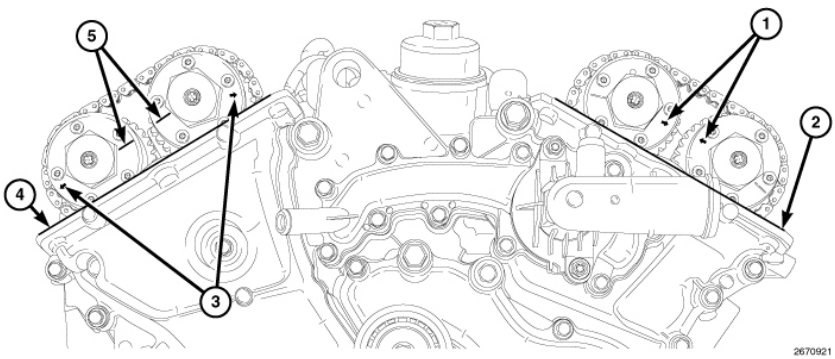


1. Remove the upper intake manifold and both cylinder head covers (Refer to 09 - Engine/Cylinder Head/COVER(S) , Cylinder Head - Removal)

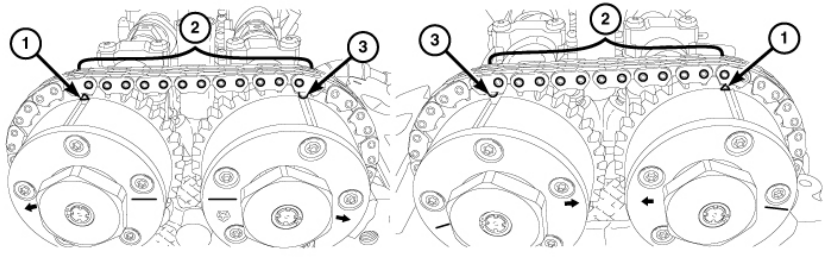
2. Remove the spark plugs (Refer to 08 - Electrical/8I - Ignition Control/SPARK PLUG - Removal) .

CAUTION: **When aligning timing marks, always rotate engine by turning the crankshaft. Failure to do so will result in valve and/or piston damage.**

3. Mount Dial Indicator Set C-3339A (1) to a stationary point on the engine, such as the cylinder head cover mounting surface. Position the indicator probe into the number one cylinder, rotate the crankshaft clockwise (as viewed from the front) to place the number one piston at top-dead-center on the exhaust stroke and set the indicator dial to **ZERO**.



4. While maintaining this alignment, verify that the **ARROWS** (1) on the left side cam phasers point toward each other and are parallel to the cylinder head cover mounting surface (2) and that the right side cam phaser **ARROWS** (3) point away from each other and the **SCRIBE LINES** (5) are parallel to the cylinder head cover mounting surface (4).



2714685

NOTE:

The phaser markings (1 and 3) could align with either an external or internal chain link. Either alignment is acceptable as long as there are twelve chain pins between the markings.

5. There should be twelve chain pins (2) **BETWEEN** the exhaust cam phaser triangle marking (1) and the intake cam phaser circle marking (3) as viewed from either the front or rear of the cam phasers.

6. If the engine timing is not correct, proceed to Timing Chain and Sprockets for service procedures (Refer to 09 - Engine/Valve Timing/CHAIN and SPROCKETS, Timing - Removal)

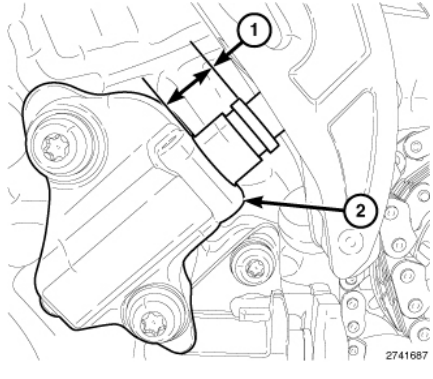
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

MEASURING TIMING CHAIN WEAR

1. Remove the engine timing chain cover (Refer to 09 - Engine/Valve Timing/COVER(S) , Engine Timing - Removal).

2. To determine if the timing chains are worn, rotate the crankshaft clockwise until maximum tensioner piston extension (1) is obtained on the RH cam chain tensioner (2). Measure the distance between the secondary timing chain tensioner housing and the step ledge on the tensioner piston (1). Piston extension (1) must be less than 16 mm (0.630 in.).

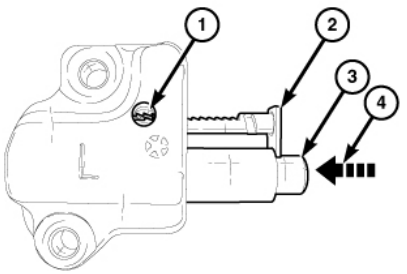
3. Piston extension greater than 16 mm (0.630 in.) indicates that all timing chains are worn and require replacement (Refer to 09 - Engine/Valve Timing/CHAIN and SPROCKETS, Timing - Removal) .



RESETTING LEFT CAM CHAIN TENSIONER

Special Tools: Click to display a list of tools used in this procedure

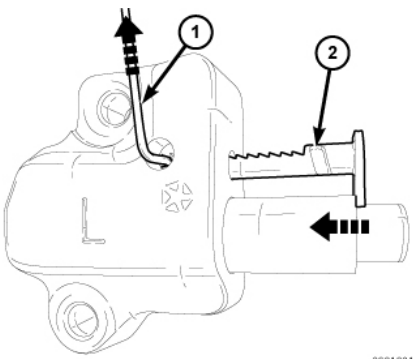
The left side can chain tensioner used on the 3.6L engine is equipped with a ratchet. The ratchet consists of a rack (2) and a pawl (1). In use, the rack (2) extends with the piston (3) from the tensioner body. The pawl (1) will not allow the rack (2) to retract back into the tensioner body. In order to reset the tensioner, the pawl (1) must be disengaged from the rack (2) so that the piston (3) and rack (2) can be pushed back (4) into the tensioner body.



2681778

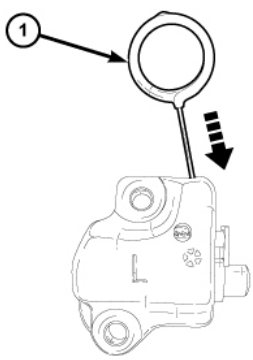
WITH ENGINE TIMING COVER REMOVED

NOTE: The slot (2) in the rack provides an anchor point for a pin that holds the rack in the retracted position.



2681831

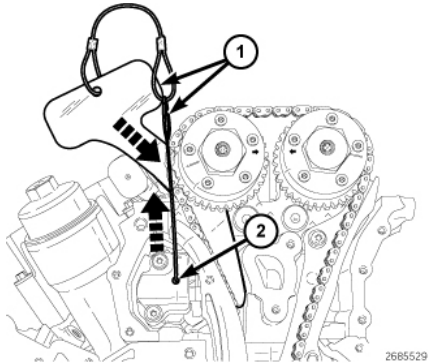
1. Using a suitable tool, such as an allen wrench (1), lift the pawl off of the rack.
2. While holding the pawl off of the rack, push the rack and the piston into the tensioner body.
3. When the slot is aligned with the hole in the tensioner body, insert Tensioner Pin 8514 (1) to hold the rack and piston in the retracted position.



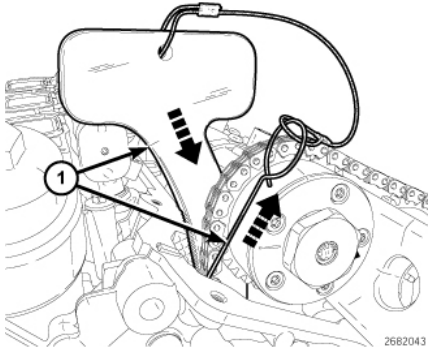
2681934

WITH ENGINE TIMING COVER INSTALLED

NOTE: Graphic shows timing cover removed for clarity.



1. Using Pin 10200-3 (2), lift the pawl off of the rack (3).



2. While holding the pawl off of the rack, push Holder, Timing Chain, Left Side 10200-1 (1) into place between the cylinder head and the cam chain guide to force the rack and piston back into the tensioner body. The holder must remain in place during service to keep the rack and piston in the retracted position.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD STARTING SYSTEM

When you press the Keyless Go button (KIN Button), a request is sent to RF-Hub via the private LIN. Once the RF-Hub receives the request from the KIN it then looks for the valid key via the Passive Entry Module (PEM) antennas. If the RF-Hub detects a valid key, then the RF-Hub sets the ignition position to START/CRANK. The BCM then turns the Ignition status to START/CRANK.

Then the BCM sends a command to turn the vehicle to the "RUN/CRANK" If conditions are correct to start, the PCM turn on the high side of the relay and holds the high side until the PCM turns off the signal allowing the engine to crank.

If the BCM is still in crank and the crank hold signal is true then the BCM turns on the Low side of the relay and the engine will start cranking.

Once the engine has started the PCM deactivates the double start over ride. The BCM will then deactivate the starter either when the engine starts or the maximum time has been reach for the tip start (10 sec for Gas and 25 sec for diesel).

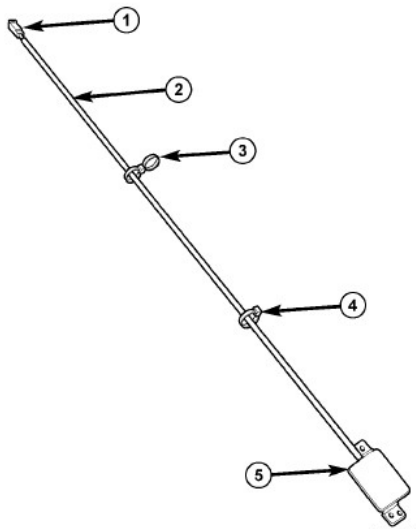
At the same time the engine starts the RF-Hub will put the ignition from "Crank" to "RUN" if the start type is “TIP Start” or the 2 second time expires or the engine controller indicates the vehicle is not in park or neutral

The engine can be manually shut down by the driver with speeds over 5 MPH in any gear.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Remote Start Antenna Module Assembly consists of an electrical connection to the Radio Frequency (RF Hub) - RF Hub (1), a length of coaxial cable (2), two mounting clips (3) and (4), and a control module/antenna (5).

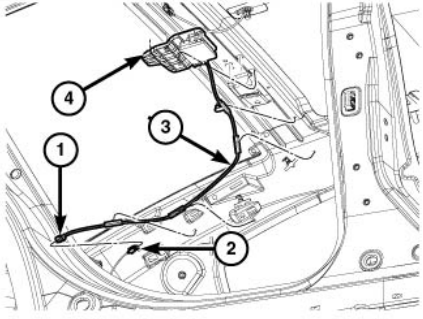


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Mount the remote start antenna (4) to the mounting bracket.
2. Install the antenna and mounting bracket into the structural support rib.
3. Install the remote start harness (3) to the driver side D-pillar.
4. Connect the remote start antenna (1) to the RF Hub module jumper wire (2) located on the D-pillar.
5. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation) .
6. Connect the negative battery cable.



3109755

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

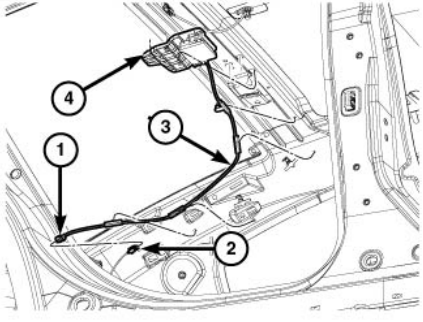
The remote start antenna is located on the roof structure rib above the rear windshield. The antenna interfaces with the Radio Frequency (RF Hub) module through a coaxial electrical cable and electrical connector. The antenna helps to amplify the signal for the Remote Keyless Entry (RKE) key FOBIK.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the headliner (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. Disconnect the remote start antenna (1) from the RF Hub module jump wire (2) located on the driver side D-pillar..
4. Remove the remote start harness (3) from the D-pillar.
5. Gently pull down on the antenna mounting bracket to remove from the structural support rib.
6. Remove the remote start antenna from the mounting bracket.



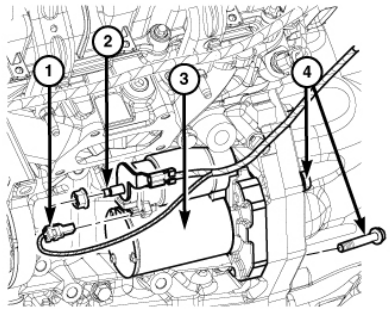
3109755

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L

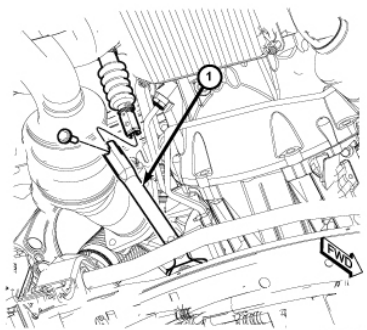
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the starter (3) inside the transmission.
2. Install the starter mounting bolts (4) and tighten to 54 N·m (40 ft. lbs.).
3. Connect the starter solenoid electrical connector (1) to starter solenoid terminal.
4. Install the battery cable and nut to the solenoid stud (2). Tighten the nut to 11 N·m (97 in. lbs.).
5. Install the starter solenoid heat shield. Tighten the bolt to 30 N·m (22 ft. lbs.).



3074731

6. Install the steering gear lower intermidiate shaft (1). (Refer to 19 - Steering/Column/SHAFT, Intermediate - Installation) .
7. Remove the steering wheel holder.
8. Connect the negative battery cable and tighten nut to 11 N·m (97 in. lbs.).



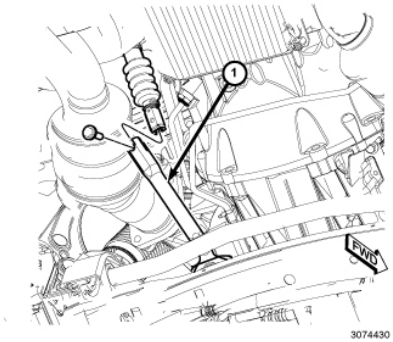
3074430

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

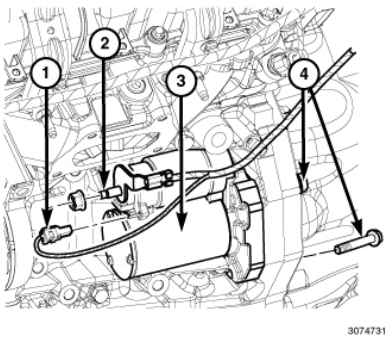
3.6L

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable at the battery.
2. Secure the steering wheel.
3. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
4. Disconnect the steering gear intermidiate shaft (1). (Refer to 19 - Steering/Column/SHAFT, Intermediate - Removal) .



5. Remove the starter solenoid heat shield.
6. Disconnect the starter solenoid electrical connector (1) from the starter solenoid terminal.
7. Remove the battery cable nut and battery cable from the solenoid stud (2).
8. Remove the starter mounting bolts (4), the electrical harness mounting bracket should remain in position.
9. Rotate and remove the starter assembly (3) from the transmission.



STANDARD PROCEDURE - JUMP STARTING

WARNING: **Review all safety precautions and warnings in the battery system section of the service manual.**

- **Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is ON. You can be hurt by the fan.**
- **Do not attempt to push or tow your vehicle to get it started. Vehicles equipped with an automatic transmission cannot be started this way. Unburned fuel could enter the catalytic converter and once the engine has started, ignite and damage the converter and vehicle. If the vehicle has a discharged battery, booster cables may be used to obtain a start from another vehicle. This type of start can be dangerous if done improperly, so follow this procedure carefully.**
- **Battery fluid is a corrosive acid solution; do not allow battery fluid to contact eyes, skin, or clothing. Don't lean over battery when attaching clamps or allow the clamps to touch each other. If acid splashes in eyes or on skin, flush contaminated area immediately with large quantities of water.**
- **A battery generates hydrogen gas, which is flammable and explosive. Keep flame or spark away from the vent holes.**
- **Do not use a booster battery or any other booster source with an output that exceeds 12 Volts.**
- **The battery in this vehicle has a vent hose that should not be disconnected and should only be replaced with a battery of the same type (vented).**

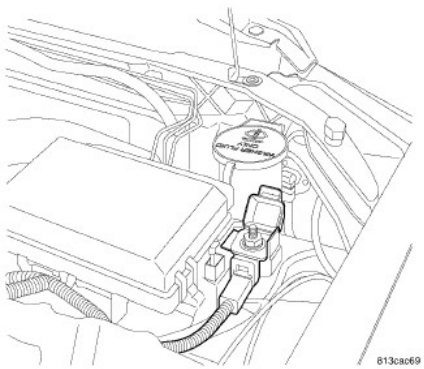
Failure to follow these instructions may result in serious or fatal injury.

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

NOTE: The battery is stored under an access cover in the trunk. Remote battery terminals are located in the engine compartment for jump starting.

TO JUMP START A DISABLED VEHICLE:

1. Wear eye protection and remove any metal jewelry, such as watchbands or bracelets, that might make an inadvertent electrical contact.
2. When boost is provided by a battery in another vehicle, park that vehicle within booster cable reach, but do not allow the vehicles to touch one another.
3. Set the parking brake, place the automatic transmission in PARK, and turn the ignition switch to the LOCK position on both vehicles.
4. Turn off the heater, radio, and all unnecessary electrical loads.



5. Connect one end of the jumper cable to the remote jump-start positive battery post (+) in the engine compartment. Connect the other end of the same cable to the positive terminal of the booster battery. Refer to the following illustration for jump-starting connections.
6. Connect the other cable, first to the negative terminal of the booster battery and then to the engine ground (-) of the vehicle with the discharged battery. Make sure you have a good contact on the engine ground. Refer to the following illustration for jump-starting connections.
7. Start the engine in the vehicle that has the booster battery. Let the engine idle a few minutes. Then, start the engine in the vehicle with the discharged battery.

NOTE: (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Standard Procedure) if the ESP/BAS light (in the instrument cluster) remains on continuously after starting the engine of the vehicle with the discharged battery.

8. When removing the jumper cables, reverse the above sequence exactly. Be careful of the moving belts and fan.

WARNING:

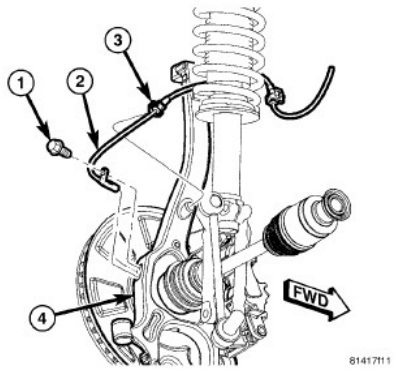
- **You should not try to start your vehicle by pushing or towing.**
- **Do not connect the cable to the negative post of the discharged battery. The resulting electrical spark could cause the battery to explode.**
- **During cold weather when temperatures are below the freezing point, electrolyte in a discharged battery may freeze. Do not attempt jump-starting because the battery could rupture or explode. The battery temperature must be brought above the freezing point before attempting jump-start.**
- **Failure to follow these instructions may result in serious or fatal injury.**

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

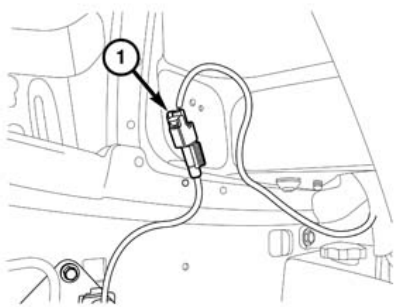
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install wheel speed sensor (2) head into knuckle (4) and install mounting screw (1). Tighten screw to 11 N·m (97 in. lbs.).
2. Attach wheel speed sensor cable and a **NEW** routing clip (3) to knuckle (4).



3. Attach the sensor cable into the routing clip at the brake hose bracket.
4. Connect sensor connector (1) to the body. When installing connector, make sure retaining clip on body connector is properly in place and sensor connect cannot be pulled out.
5. Install inner wheel liner
6. Lower vehicle.
7. Perform Verification Test and clear any faults (Refer to 28 - DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Standard Procedure).



050773714

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

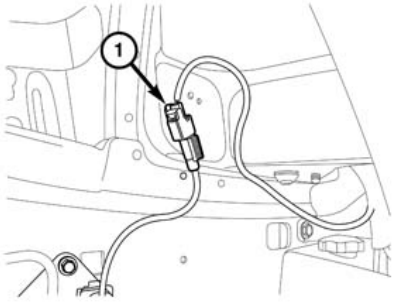
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove inner wheel liner.
3. Remove sensor cable from routing clip that is attached to the brake hose bracket.

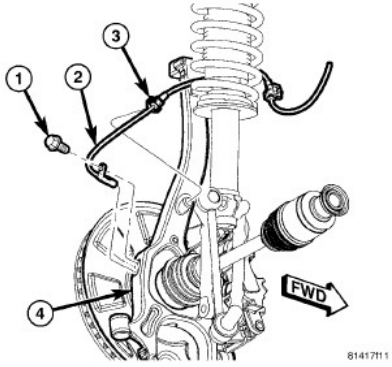
NOTE: To release sensor connector from body wiring harness connector (1) in following step, slide release tab back, then separate electrical connector (1).

4. Remove sensor connector (1) from body.



050773714

5. Remove screw (1) fastening wheel speed sensor (2) to knuckle (4). Pull sensor head out of knuckle.
6. Remove wheel speed sensor cable routing clip (3) from knuckle (4) and discard. **The clip is one time use only and must be replaced if removed.**
7. Remove wheel speed sensor (2).

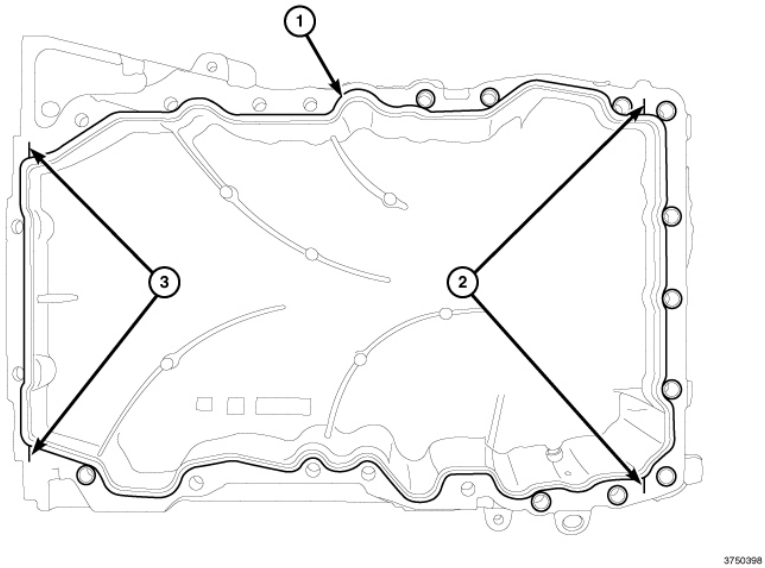


81417111

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure



CAUTION: **Engine assembly requires the use of a unique sealant that is compatible with engine oil. Using a sealant other than Mopar® Threebond Engine RTV Sealant may result in engine fluid leakage.**

CAUTION: **Clean the upper and lower oil pans, timing chain cover, rear seal retainer and engine block mating surfaces thoroughly with isopropyl alcohol in preparation for sealant application. All surfaces that seal with RTV must be oil and contamination free to ensure proper adhesion of the RTV to the mating surface to prevent leaks.**

CAUTION: **Following the application of Mopar® Threebond Engine RTV Sealant to the gasket surfaces, the components must be assembled within 20 minutes and the attaching fasteners must be tightened to specification within 45 minutes. Prolonged exposure to the air prior to assembly may result in engine fluid leakage.**

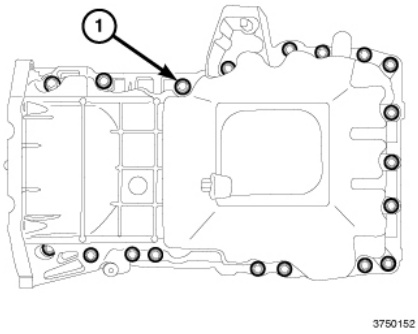
1. Clean the oil pan, timing chain cover, rear seal retainer and engine block mating surfaces with isopropyl alcohol in preparation for sealant application.
2. Apply a 2 to 3 mm wide bead of Mopar® Threebond Engine RTV Sealant to the oil pan as shown in the following locations:

   - Oil pan to engine block flange (1)
   - Two timing cover to engine block T-joints (2)
   - Two rear seal retainer to engine block T-joints (3)

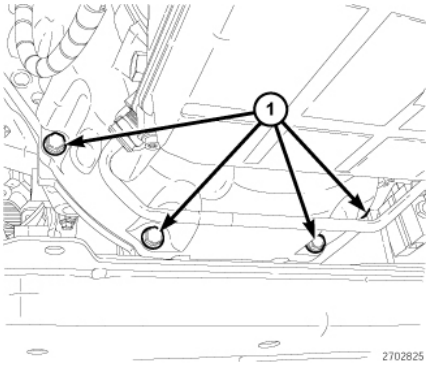
   CAUTION: **Make sure that the rear face of the oil pan is flush to the transmission bell housing before tightening any of the oil pan mounting bolts. A gap between the oil pan and the transmission could crack the oil pan or transmission casting.**

3. Install the oil pan to the engine block making sure the oil pan is flush to the transmission bell housing. Secure the oil pan to the engine block with nineteen M8

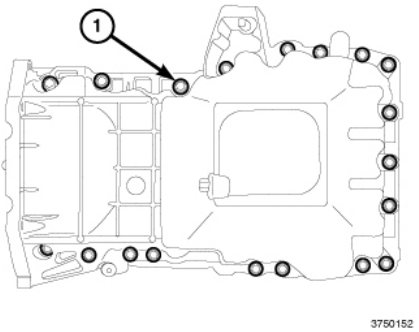
oil pan mounting bolts (1) finger tight.



4. Install the four transmission to the engine oil pan bolts (1) and tighten to 55 N·m (41 ft. lbs.).

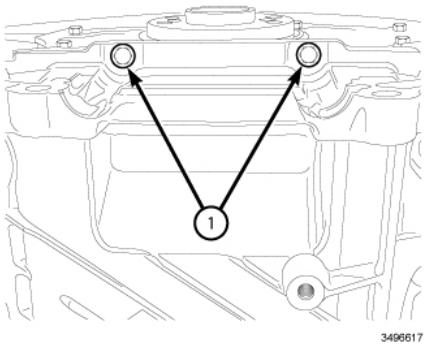


5. Tighten the nineteen previously installed M8 oil pan mounting bolts (1) to 25 N·m (18 ft. lbs.).

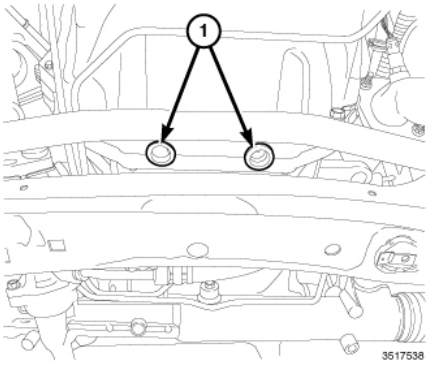


NOTE: Shown with transmission removed for clarity.

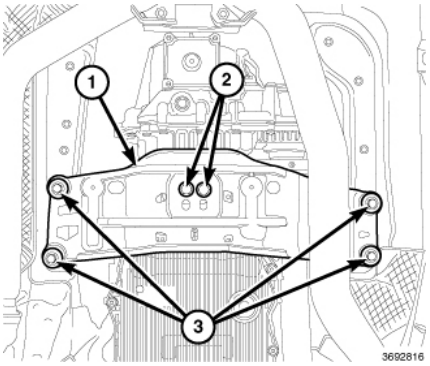
6. Install the two M6 bolts (1) to the rear oil seal retainer flange and tighten to 10 N·m (89 in. lbs.).



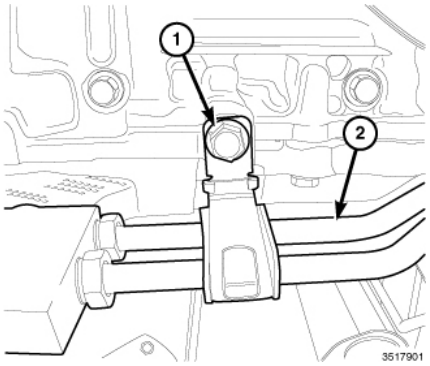
7. Install the two rubber plugs (1) covering the rear oil seal retainer flange bolts.

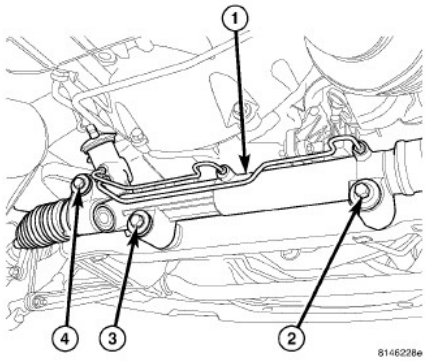


8. Lower the rear of the engine and install the two bolts (2) to the rear engine mount isolator. Tighten the bolts to 65 N·m (48 ft. lbs.).



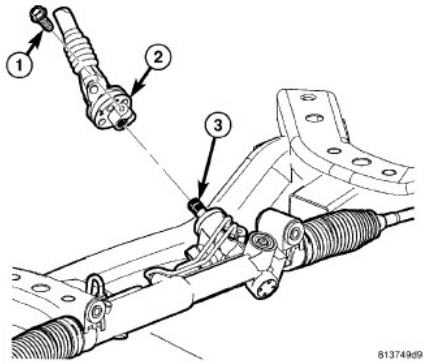
9. Install the transmission cooling lines (2) and tighten the bolt (1) to 12 N·m (106 in. lbs.).





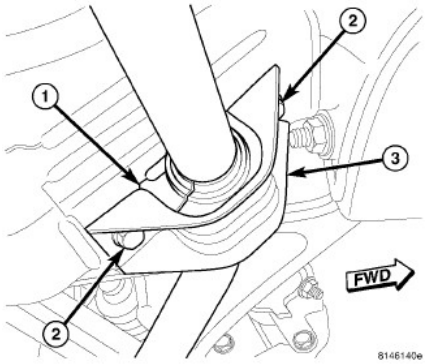
10. Lift the steering gear (1) into the mounted position and install the steering gear lower mounting bolts (2 and 3). Install the upper mounting bolt (4) and nut. Tighten all bolts to 102 N·m (75 ft. lbs.).

    Align splines and install the lower intermediate shaft coupling (2) to the steering gear shaft (3). Install a **NEW** pinch bolt and tighten to 45 N·m (33 ft. lbs.).



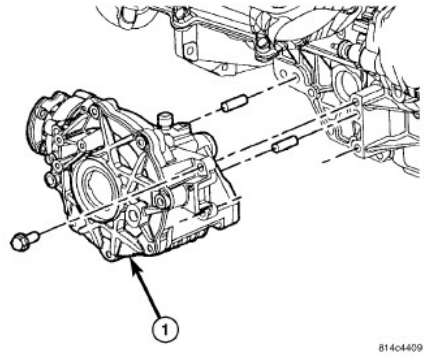
11. Raise the stabilizer bar to the engine cradle, placing bushings (1) into the mounted position.

12. Install the bolts (2) securing each stabilizer bar isolator retainer (3) to the cradle. Tighten the bolts to 60 N·m (44 ft. lbs.).



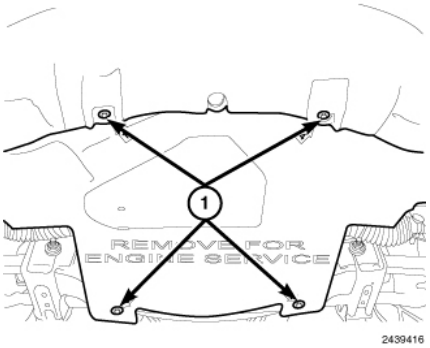
13. Install the front axle assembly (1) with propeller shaft, intermediate shaft, halfshafts, wheels, tires and exhaust pipe (Refer to 03 - Differential and Driveline/Front Axle - Installation) .

14. If required, fill the front axle with the specified type and amount of gear lubricant.



15. Position the belly pan and install the retainers (1).

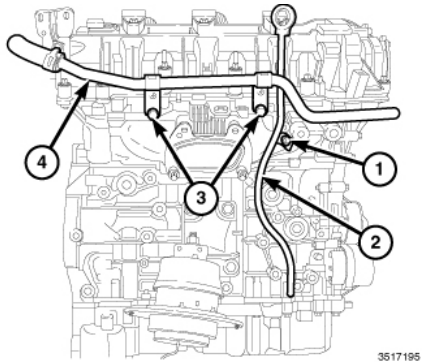
16. Lower the vehicle.



17. Install the oil level indicator (2) with bolt (1) tightened to 12 N·m (106 in. lbs.).

18. Position the heater core inlet tube (4) and install two bolts (3) tightened to 12 N·m (106 in. lbs.).

19. Fill the crankcase with the specified type and amount of engine oil (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications) .



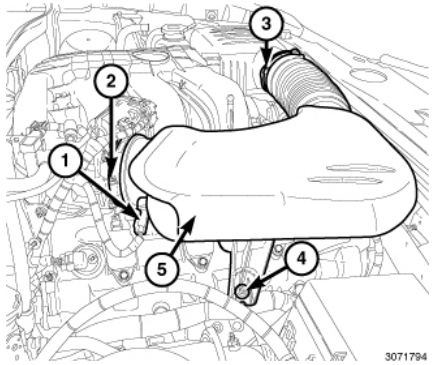
20. Position the air inlet hose assembly (5) onto the throttle body and the air cleaner housing.

21. Secure the air inlet hose assembly retaining grommet onto the ball stud (4).

22. Tighten the clamp at the air cleaner housing (3) to 5 N·m (44 in. lbs.).

23. Tighten the clamp (2) at the throttle body to 5 N·m (44 in. lbs.).

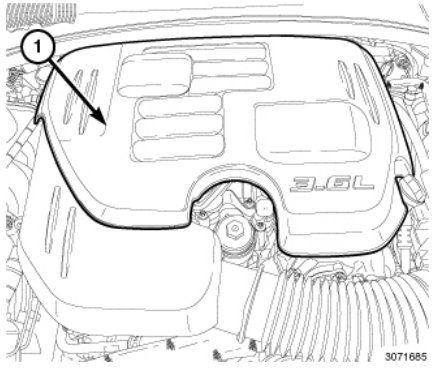
24. Connect the Inlet Air Temperature (IAT) sensor electrical connector (1).



25. Position the engine cover (1) and secure the retaining grommets onto the ball studs.

26. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).

27. Start and run the engine until it reaches normal operating temperature and check for leaks.

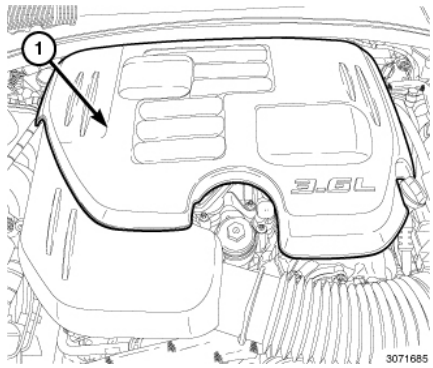


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

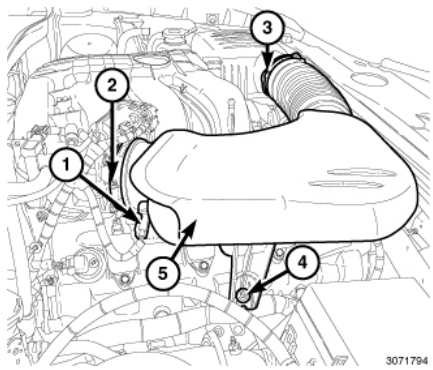
AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

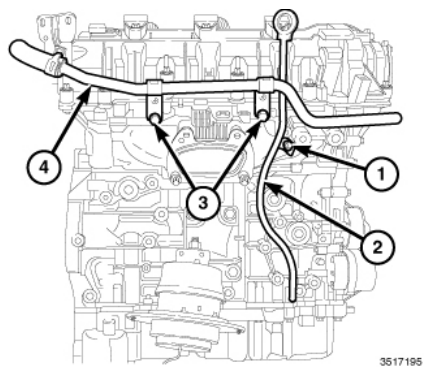
1. Disconnect and isolate the negative battery cable.
2. Lift the engine cover retaining grommets off the ball studs and remove the engine cover (1).



3. Disconnect the electrical connector (1) from the Inlet Air Temperature (IAT) sensor.
4. Loosen the clamp (2) at the throttle body.
5. Loosen the clamp (3) at the air cleaner housing.
6. Lift the air inlet hose assembly retaining grommet off the ball stud (4).
7. Remove the air inlet hose assembly (5).

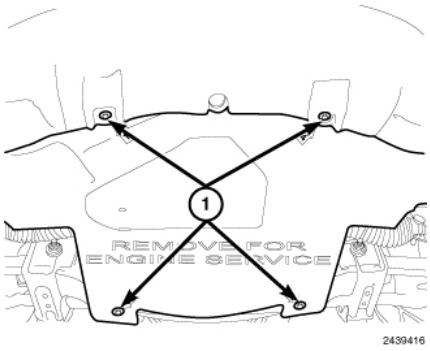


8. Remove two bolts (3) from the heater core inlet tube (4) and reposition the tube.
9. Remove the bolt (1) and remove the oil level indicator (2).

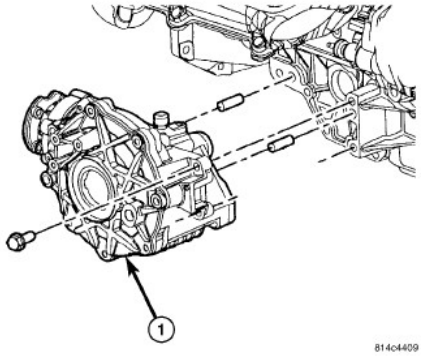


10. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
11. Remove the belly pan retainers (1) and remove the belly pan.

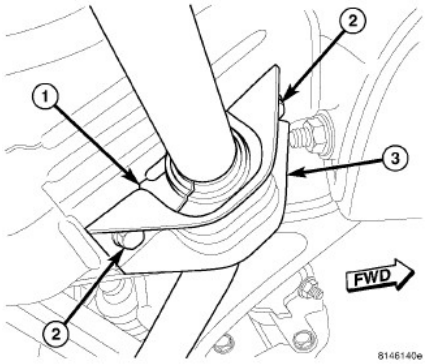
12. Drain the engine oil (Refer to 09 - Engine/Lubrication/OIL - Standard Procedure) .



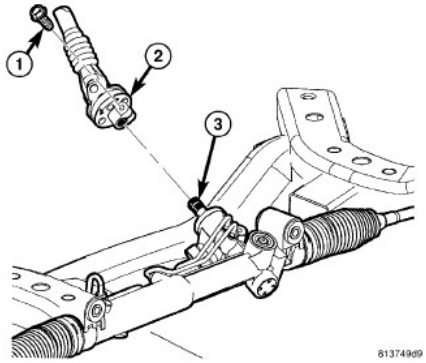
13. Remove the front axle assembly (1) (Refer to 03 - Differential and Driveline/Front Axle - Removal) .



14. Remove the front stabilizer bar with isolators and retainers (Refer to 02 - Front Suspension/Front/STABILIZER BAR, Front - Removal) .

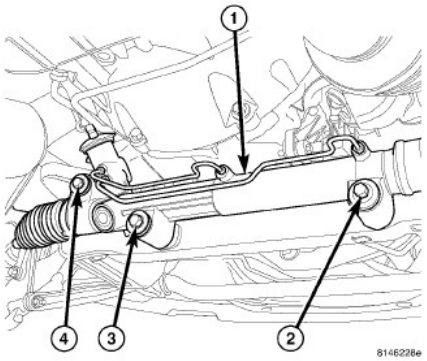


15. Remove the lower intermediate shaft coupling pinch bolt (1) from the lower intermediate shaft (2). Separate the lower intermediate shaft (2) from the steering gear shaft (3).

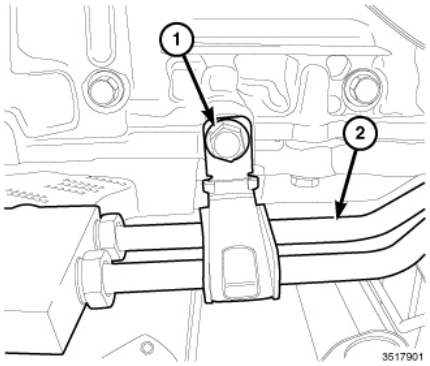


16. Remove the steering gear upper mounting bolt (4) and nut.

17. Remove the steering gear lower mounting bolts (2 and 3) and reposition the steering gear (1).

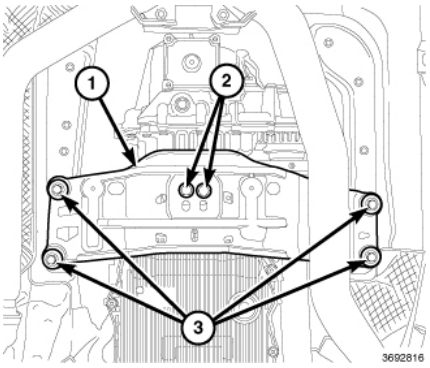


18. Remove the bolt (1) and reposition the transmission cooling lines (2).

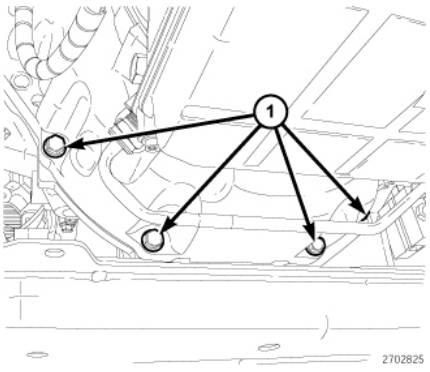


19. Remove the two bolts (2) from the rear engine mount isolator.

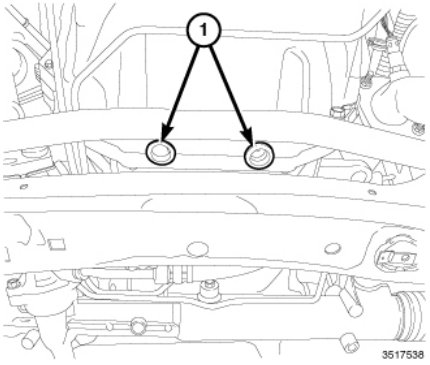
20. Using a suitable jack stand and a block of wood positioned under the transfer case, raise the rear of the engine.



21. Remove the four transmission to the engine oil pan bolts (1).



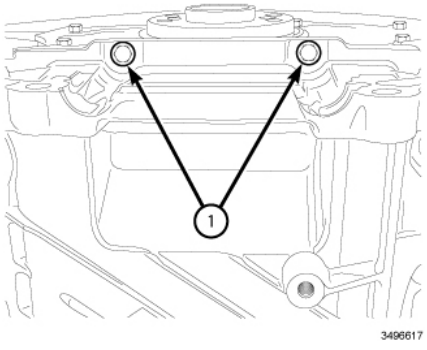
22. Remove the two rubber plugs (1) covering the rear oil seal retainer flange bolts.



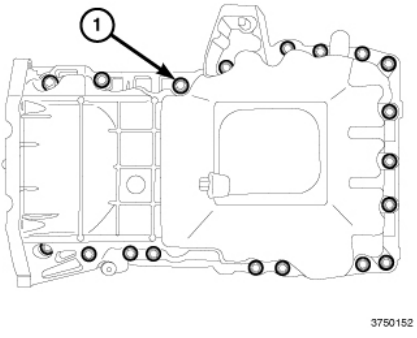
NOTE: Shown with transmission removed for clarity.

CAUTION: **There are two hidden M6 bolts that must be removed from the rear of the upper oil pan flange. If these bolts are not removed, the rear oil seal retainer flange will be severely damaged.**

23. Remove two M6 bolts (1) from the rear oil seal retainer flange.

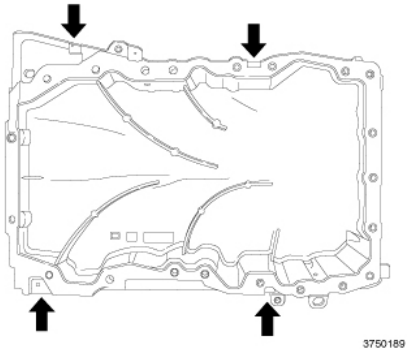


24. Remove nineteen M8 oil pan mounting bolts (1).



25. Using the four indicated pry points, carefully remove the oil pan.

26. Remove all residual sealant from the oil pan, timing chain cover, rear seal retainer and engine block mating surfaces (Refer to 09 - Engine/Lubrication/PAN, Oil - Cleaning) .



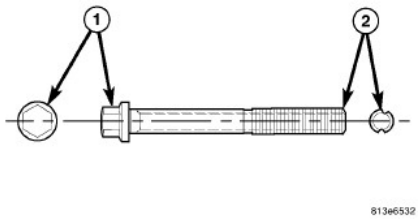
.

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

If installing a lower control arm engine cradle bolt that is a wheel alignment adjustment bolt (1) (identifying lengthwise grooved shaft (2)), make sure to install it in the same position which it was in upon removal. For more details on installation of this special bolt, (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .

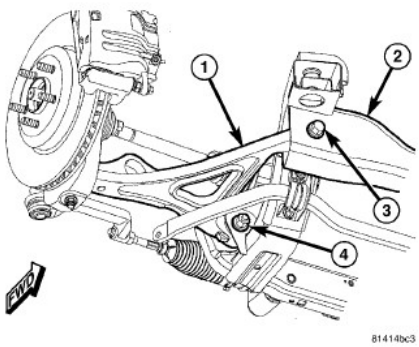


1. Slide lower control arm (1) into position in engine cradle (2) and place ball joint stem into mounting hole in knuckle.

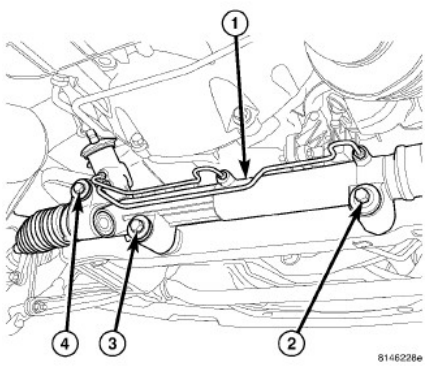
NOTE:

When installing lower control arm engine cradle bolts, it important to note that the forward bolt is installed front-to-rear and the rearward bolt is installed rear-to-front.

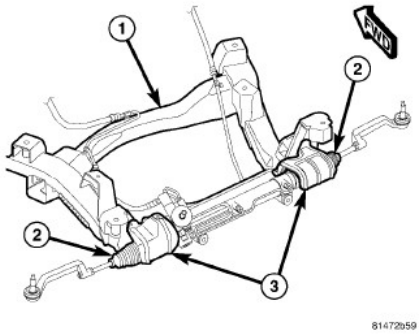
2. Install lower control arm mounting bolts and nuts (3 and 4). **Do not tighten bolts at this time.**



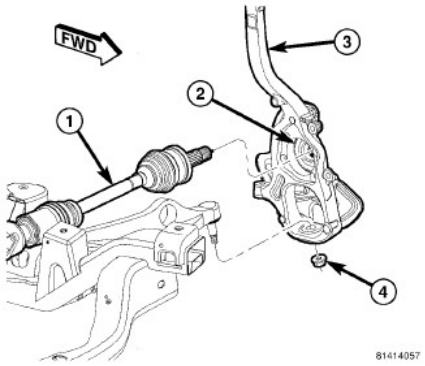
3. Raise steering gear to mounted position and install lower mounting bolts (2 and 3). Install upper mounting bolt (4) and nut. Tighten all mounting bolts to 122 N·m (90 ft. lbs.).



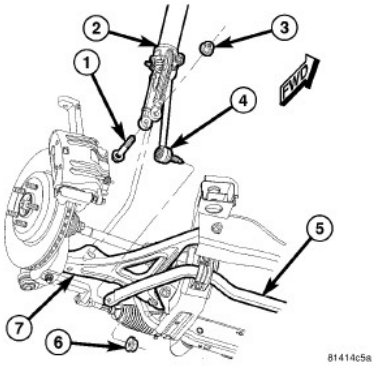
4. Install heat shields (3) above both inner tie rod bellows (2). Tighten mounting screws to 7 N·m (62 in. lbs.).



5. Pull downward on control arm and guide ball joint stud into knuckle (3). Install NEW nut (4) on ball joint stud. Tighten nut by holding ball joint stud with a hex wrench while turning nut with a wrench. Tighten nut using crow foot wrench on torque wrench to 68 N·m + 90° turn (50 ft. lbs. + 90° turn).



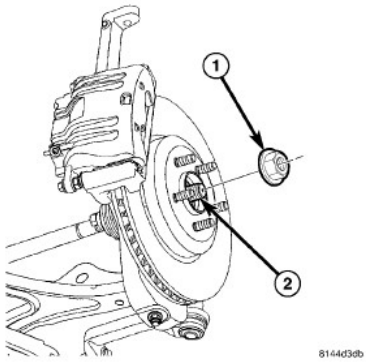
6. Align shock clevis bracket (2) with lower control arm (7) bushing and install mounting bolt (1) and nut (3). **Do not tighten nut at this time.**



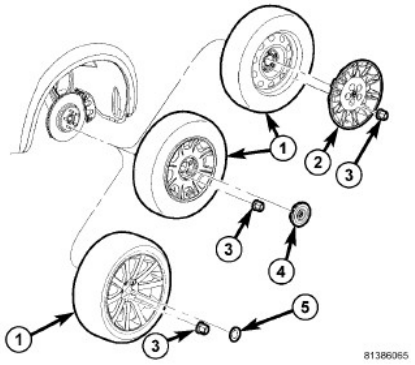
NOTE:

Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

7. Install hub nut (1) on end of axle half shaft (2). While a helper applies brakes to keep hub from turning, tighten hub nut to 213 N·m (157 ft. lbs.).

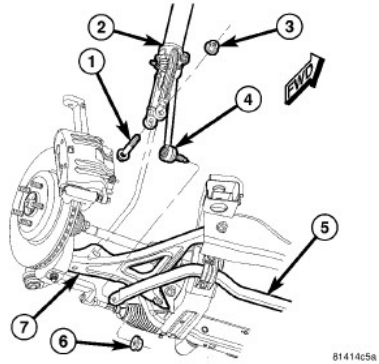


8. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) .
9. Lower vehicle.
10. Position vehicle on an alignment rack/drive-on lift.



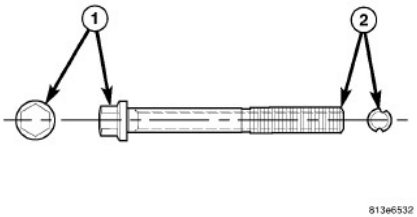
NOTE: When tightening lower shock clevis mounting bolt, do not attempt rotating bolt. Bolt shaft is serrated. Turn nut only.

11. Tighten lower shock clevis bracket bolt nut (3) to 170 N·m (125 ft. lbs.).
12. Perform wheel alignment. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



CAUTION: **If lower control arm engine cradle bolt is a wheel alignment adjustment bolt (lengthwise grooved shaft (2)), be sure to only tighten nut. Do not rotate bolt or damage to cradle will occur.**

13. Once camber is found to be within specifications, tighten lower control arm cradle bolt nuts to 176 N·m (130 ft. lbs.) while holding the bolts stationary.

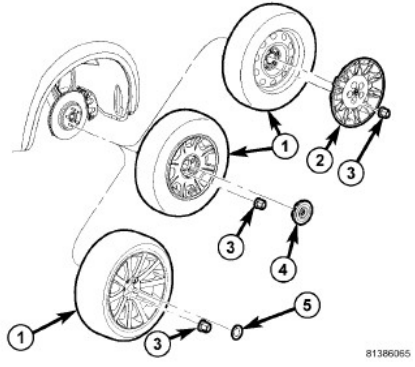


14. Install belly pan (Refer to 13 - Frame and Bumpers/Under Body Protection/BELLY PAN - Installation)

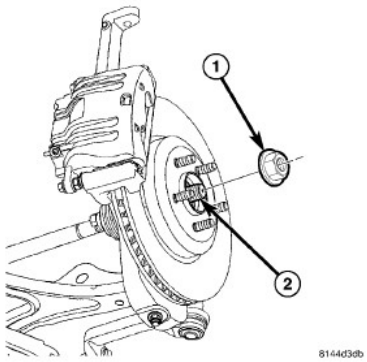
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

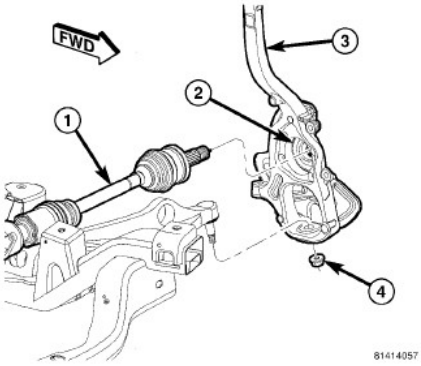
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure



1. Raise and support vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove wheel mounting nuts (3), then tire and wheel assembly (1).
3. While a helper applies brakes to keep hub from rotating, remove hub nut (1) from the axle half shaft (2).
4. Remove belly pan (Refer to 13 - Frame and Bumpers/Under Body Protection/BELLY PAN - Removal)

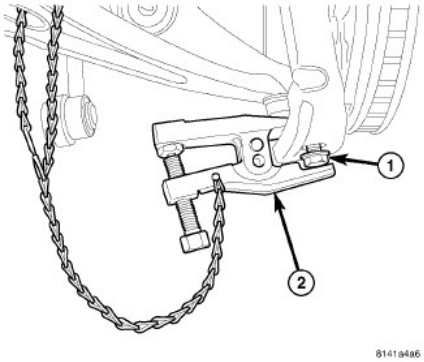


5. Loosen nut (4) attaching lower control arm ball joint stud to knuckle (3). Back nut off until nut is even with end of stud. **Keeping nut on at this location will help keep end of stud from distorting while using Puller in next step.**



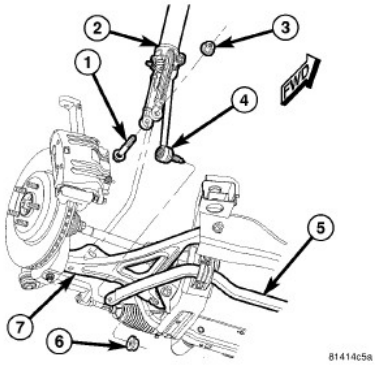
CAUTION: **In following step, use care not to damage ball joint seal boot while sliding Puller, Special Tool , into place past seal boot.**

6. Using Puller (2), Special Tool 9360 , separate ball joint stud from knuckle.
7. Remove tool.
8. Remove nut (1) from end of ball joint stud.

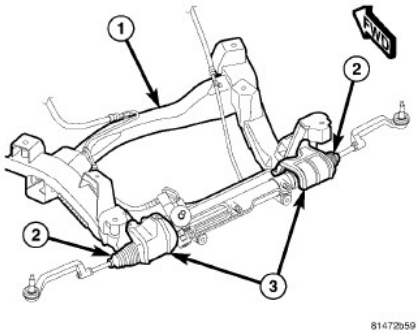


9. Back off nut (3) from bolt (1) attaching shock clevis bracket (2) to lower control arm (7) until it is flush with end of bolt.
10. Using a brass drift punch, tap the bolt out of the clevis bracket until bolt serrations clear bracket.

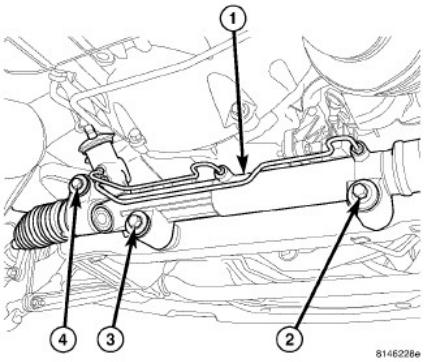
11. Remove nut (3) and bolt (1) for clevis bracket and control arm.



12. Remove mounting screws, then heat shields (3) above both inner tie rod bellows (2).



CAUTION: **While steering gear bolts are removed, it important to avoid putting downward force on steering gear.**

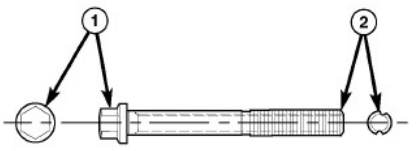


13. Remove steering gear mounting bolts as listed:

    a. Left side arm - Remove bolts (3) and (4). Loosen, but do not remove, bolt (2). It is important leave bolt (2) installed to avoid dropping gear too far, putting excessive force on steering coupling.

    b. Right side arm - Remove bolts (2) and (3). Loosen, but do not remove, bolt (4). It is important to leave bolt (4) installed to avoid dropping gear too far, putting excessive force on steering coupling.

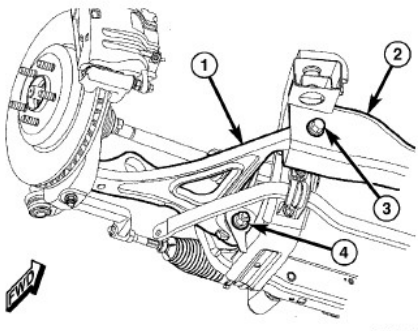
CAUTION: **If the lower control arm bolt at the engine cradle has a lengthwise grooved shaft (2), it is a special wheel alignment adjustment bolt and the bolt head (1) must not be rotated in the vehicle or damage to the bolt and engine cradle will result. While holding the bolt in place with a wrench, remove the nut, then slide the bolt out of the bushing and cradle taking note of bolt positioning in engine cradle for reassembly purposes. The bolt needs to be installed in the same position as removed to make sure wheel camber and caster return to adjusted position.**



14. Remove bolt (3) and nut securing forward end of lower control arm (1) to engine cradle (2). If bolt has a lengthwise grooved shaft (see above note), remove bolt and nut by holding bolt stationary with a wrench, removing nut, then sliding bolt out of bushing and cradle while taking note of bolt positioning in engine cradle for reassembly purposes.

15. Remove bolt and nut (4) securing rearward end of lower control arm (1) to engine cradle (2). If bolt has a lengthwise grooved shaft (see above note), remove bolt and nut by holding bolt stationary with a wrench, removing nut, then sliding bolt out of bushing and cradle while taking note of bolt positioning in engine cradle for reassembly purposes.

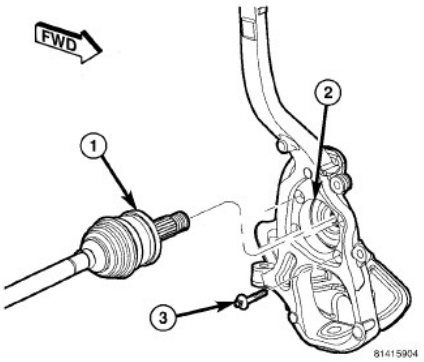
16. Slide lower control arm (1) from engine cradle (2) and knuckle, and remove from vehicle.



INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If hub and bearing and dust shield needs to be installed on knuckle, perform following:

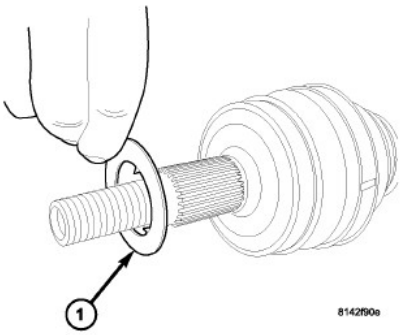


   a. Slide shield onto rear of hub and bearing.

   b. Slide hub and bearing into knuckle, lining up mounting holes in hub and bearing with those in shield and knuckle

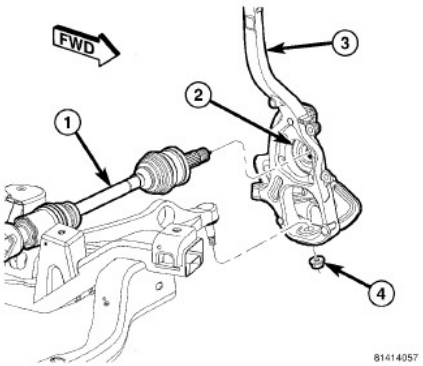
   c. Install four bolts (3) fastening hub and bearing in place. Tighten mounting bolts to 68 N·m (50 ft. lbs.).

NOTE: Before installing hub and bearing on end of axle half shaft, ensure isolation washer is present on end of half shaft. Inspect washer making sure it is not worn or damaged. Washer can be installed in either direction on shaft.



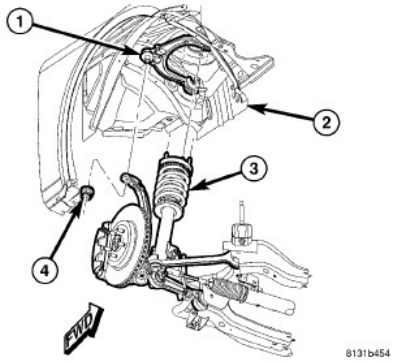
2. Place knuckle (3) over lower ball joint stud and guide hub and bearing (2) onto axle half shaft (1).

3. Start NEW nut (4) on lower ball joint stud. **Do not tighten at this time.**



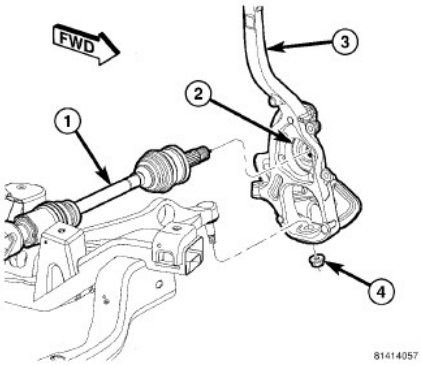
CAUTION: **It is important to tighten nut as described in following step to avoid damaging ball stud joint.**

4. Place upper ball joint stud (1) through hole in top of knuckle and install nut (4). Tighten nut by holding ball joint stud with a hex wrench while turning nut with a wrench. Tighten nut using crow foot wrench on torque wrench to 47 N·m + 90° turn (35 ft. lbs. + 90° turn).



CAUTION: **It is important to tighten nut as described in following step to avoid damaging ball stud joint.**

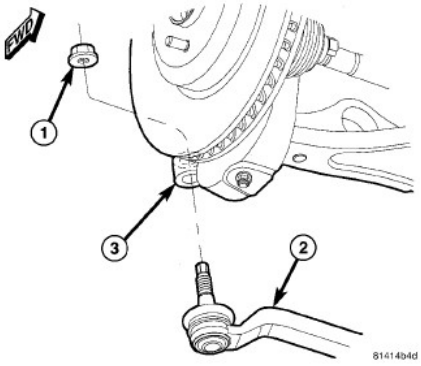
5. Tighten lower ball joint nut (4) by holding ball joint stud with a hex wrench while turning nut with a wrench. Tighten nut using crow foot wrench on torque wrench to 68 N·m + 90° turn (50 ft. lbs. + 90° turn).



CAUTION: **It is important to tighten nut as described in following step to avoid damaging ball stud joint.**

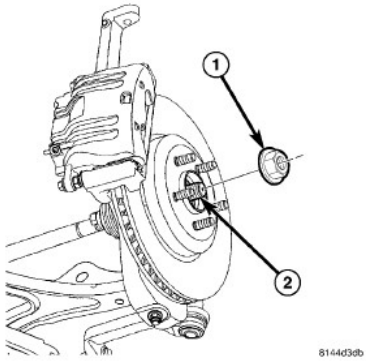
6. Place outer tie rod stud through hole in knuckle (3) and install nut (1). Tighten nut by holding stud with a wrench while turning nut with another wrench. Tighten nut using crow foot wrench on torque wrench to 35 N·m + 90° turn (26 ft. lbs. + 90° turn).

7. Install brake rotor, then disc brake caliper and adapter assembly (Refer to 05 - Brakes/Hydraulic/Mechanical/ROTOR, Brake - Installation) .



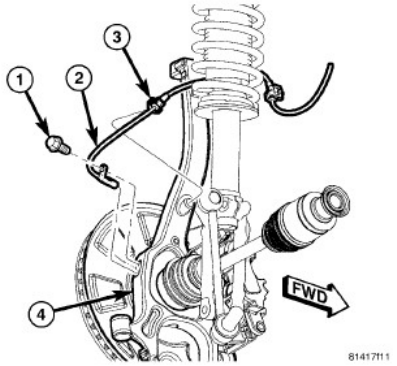
NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

8. Install hub nut (1) on end of axle half shaft (2). While a helper applies brakes to keep hub from turning, tighten hub nut to 213 N·m (157 ft. lbs.).



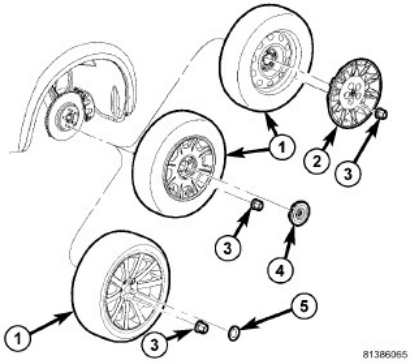
9. Install wheel speed sensor (2) head into knuckle (4) and install mounting screw (1). Tighten screw to 11 N·m (95 in. lbs.).

10. Attach wheel speed sensor cable routing clip (3) at knuckle (4).



11. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) .

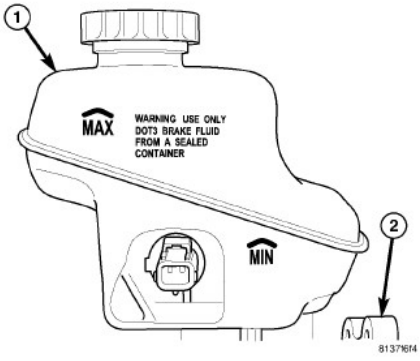
12. Lower vehicle.



13. Pump brake pedal several times to ensure vehicle has a firm brake pedal before moving vehicle.

14. Check and adjust brake fluid level in reservoir (1) as necessary.

15. Perform wheel alignment (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .

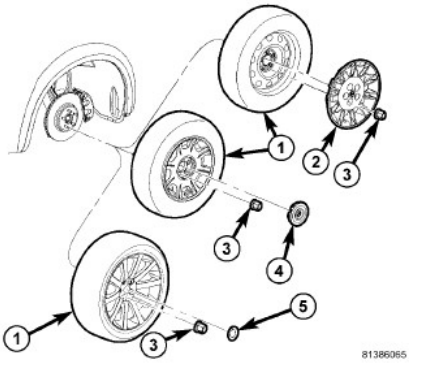


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

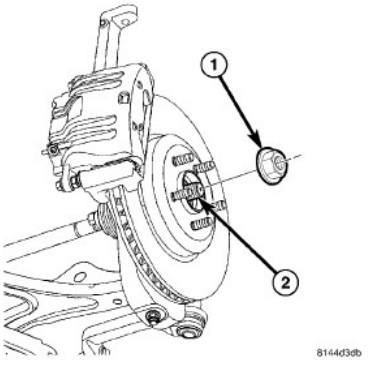
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

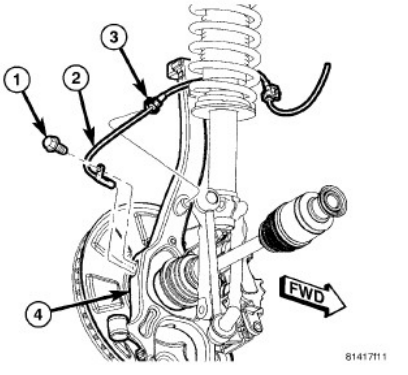
1. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove wheel mounting nuts (3), then tire and wheel assembly (1).



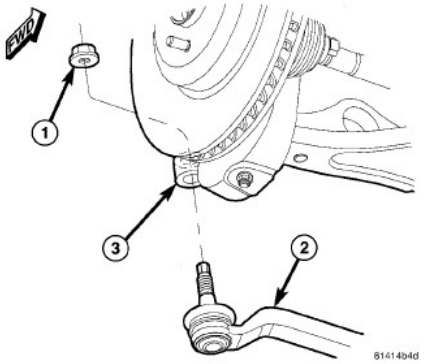
3. While a helper applies brakes to keep hub from rotating, remove hub nut (1) from axle half shaft (2).



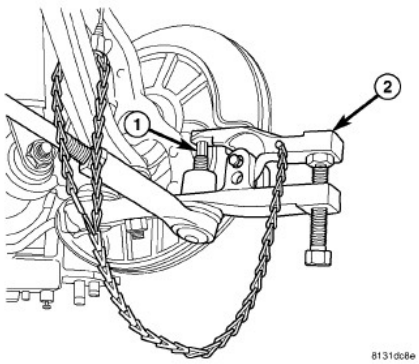
4. Remove clip (3) fastening wheel speed sensor (2) to knuckle (4).
5. Remove screw (1) fastening wheel speed sensor (2) to knuckle (4). Pull sensor head (4) out of knuckle.
6. Access and remove front brake rotor. (Refer to 05 - Brakes/Hydraulic/Mechanical/ROTOR, Brake - Removal)



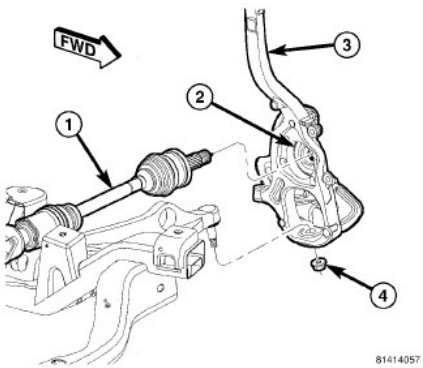
7. Remove nut (1) from outer tie rod end (2) stud.



8. Using Puller (2), Special Tool 9360 , separate tie rod stud (1) from knuckle.



9. Loosen nut (4) attaching lower control arm ball joint stud to knuckle (3). Back nut off until nut is even with end of stud. **Keeping nut on at this location will help keep end of stud from distorting while using Puller in next step.**

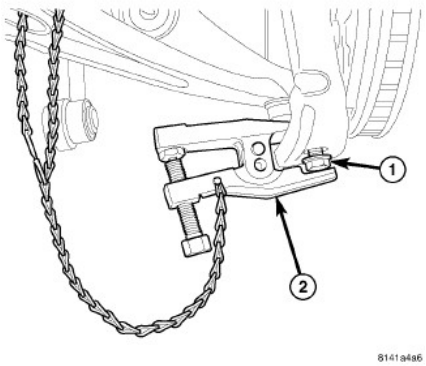


CAUTION: **In following step, use care not to damage ball joint seal boot while sliding Puller, Special Tool , into place past seal boot.**

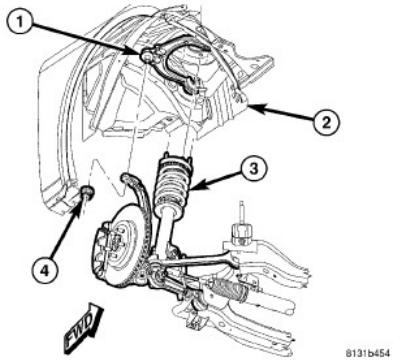
10. Using Puller (2), Special Tool 9360 , separate ball joint stud from knuckle.

11. Remove tool.

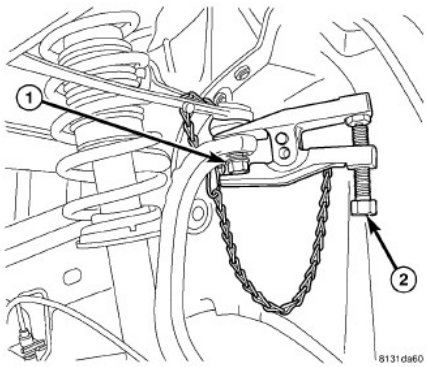
12. Remove nut (1) from end of ball joint stud.



13. Loosen nut (4) attaching upper ball joint stud (1) to knuckle. Back nut off until nut is even with end of stud. **Keeping nut on at this location will help keep end of stud from distorting while using Puller in next step.**



CAUTION: **In following step, use care not to damage ball joint seal boot while sliding Puller, Special Tool , into place past seal boot.**

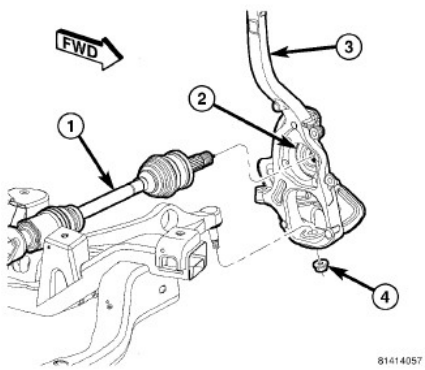


14. Using Puller (2), Special Tool 9360 , separate upper ball joint stud (1) from knuckle.

15. Remove tool.

16. Remove nut (1) from end of upper ball joint stud.

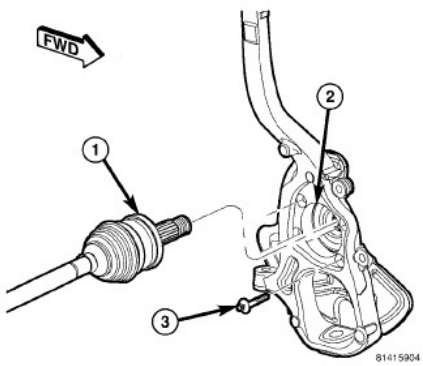
17. Slide knuckle (3) off half shaft (1) and remove from vehicle.



18. If hub and bearing and dust shield need to be removed:

    a. Remove four bolts (3) fastening hub and bearing (2) to knuckle.

    b. Slide hub and bearing out of knuckle along with shield.

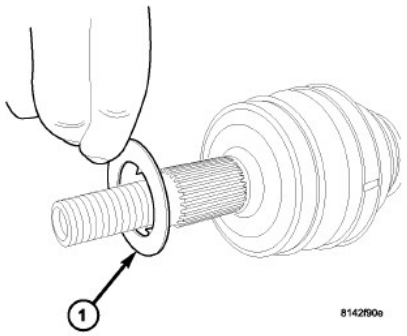


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

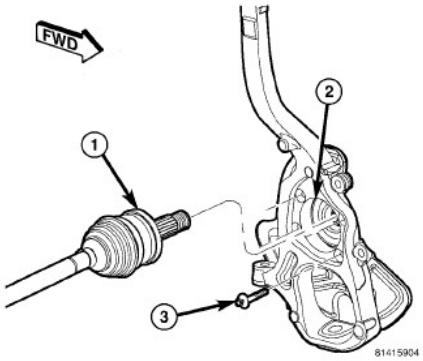
AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before installing hub and bearing on end of axle half shaft, ensure isolation washer is present on end of half shaft. Inspect washer making sure it is not worn or damaged. Washer can be installed in either direction on shaft.

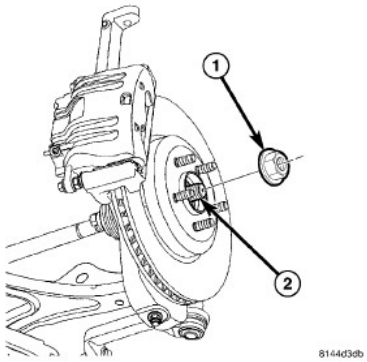


1. Slide hub and bearing (2) onto axle half shaft (1). Position hub and bearing onto knuckle, lining up mounting bolt holes.
2. Install four bolts (3) fastening hub and bearing in place. Tighten mounting bolts to 68 N·m (50 ft. lbs.).
3. Install brake rotor, then disc brake caliper and adapter assembly (Refer to 05 - Brakes/Hydraulic /Mechanical/ROTOR, Brake - Installation) .



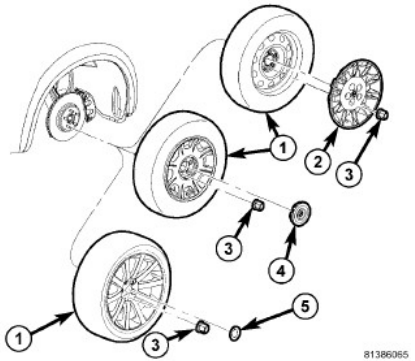
NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

4. Install hub nut (1) on end of axle half shaft (2). While a helper applies brakes to keep hub from turning, tighten hub nut to 213 N·m (157 ft. lbs.).



5. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) .

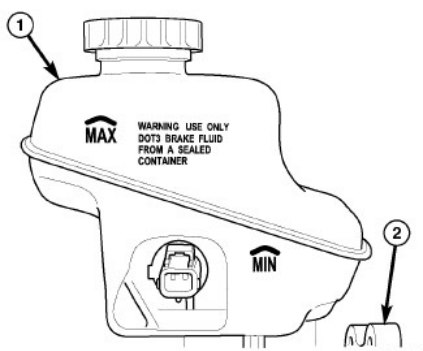
6. Lower vehicle.



7. Pump brake pedal several times to ensure vehicle has a firm brake pedal before moving vehicle.

8. Check and adjust brake fluid level in reservoir (1) as necessary.

9. Road test vehicle and make several stops to wear off any foreign material on brakes and to seat brake pads.

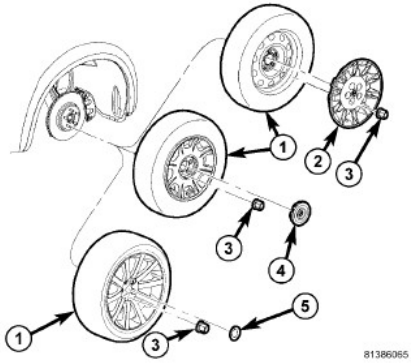


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

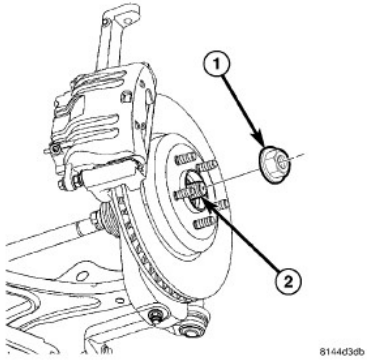
AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

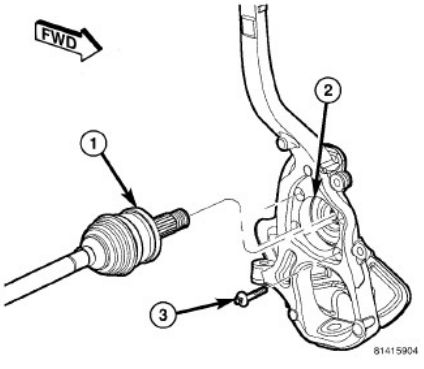
1. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove wheel mounting nuts (3), then tire and wheel assembly (1).



3. While a helper applies brakes to keep hub from rotating, remove hub nut (1) from the axle half shaft (2).
4. Access and remove front brake rotor. (Refer to 05 - Brakes/Hydraulic/Mechanical/ROTOR, Brake - Removal)



5. Remove four bolts (3) fastening hub and bearing (2) to knuckle.
6. Slide hub and bearing (2) off axle half shaft (1) and knuckle.

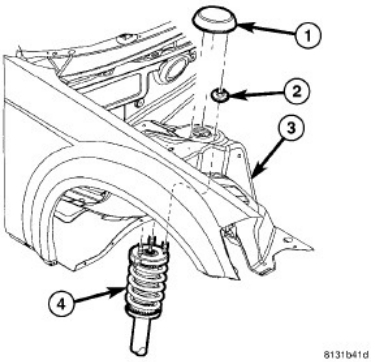


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

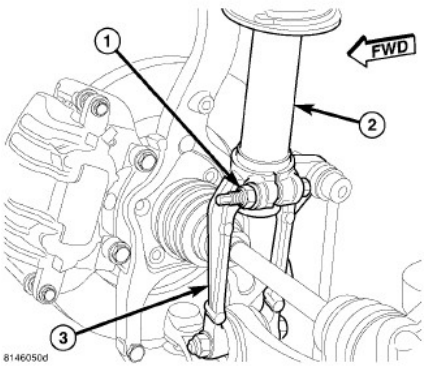
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

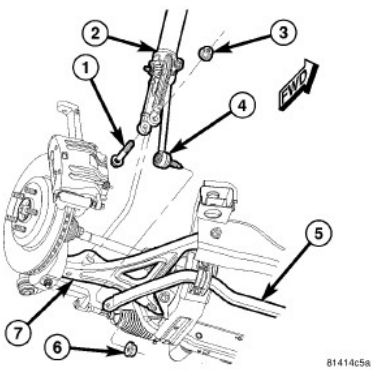
1. Guide shock assembly up into shock tower (3) and into mounting holes.
2. Install three nuts (2) fastening shock assembly (4) to shock tower (3). Tighten nuts to 27 N·m (20 ft. lbs.).
3. If equipped, align shock tower cap (1) with shock mounting nuts (2) and snap into place.



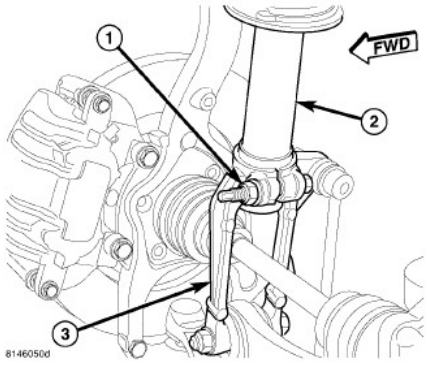
4. Raise and support vehicle.
5. Pull lower end of shock assembly outward, then slide clevis bracket (3) onto lower end. Slide clevis bracket onto shock assembly until bracket contacts collar on shock housing (2).
6. Install pinch bolt and nut (1) fastening clevis bracket (3) to bottom of shock assembly (2). Install pinch bolt from rear. **Do not tighten at this time.**



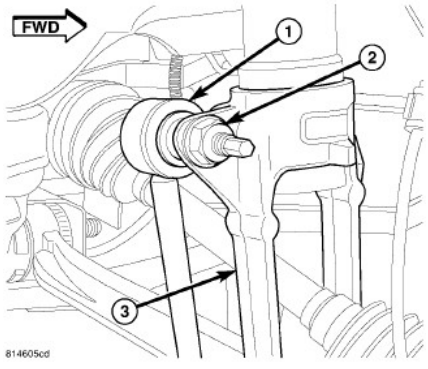
7. Slide clevis bracket (2) over bushing mounted in lower control arm (7).
8. Install bolt (1) and nut (3) attaching shock clevis bracket (2) to lower control arm (7). **Do not tighten at this time.**



9. Tighten pinch bolt (1) attaching clevis bracket to shock assembly to 61 N·m (45 ft. lbs.).

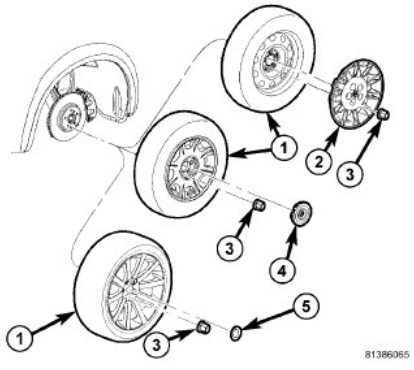


10. Slide stabilizer link ball joint stem into clevis bracket. Install nut (2) fastening link to clevis bracket (3). Tighten nut by holding ball joint stud while turning nut. Tighten nut using crow foot wrench on torque wrench to 100 N·m (74 ft. lbs.).



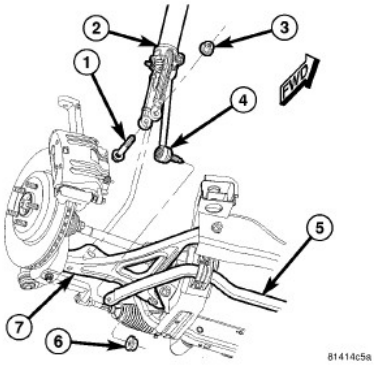
11. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) .

12. Lower vehicle.



NOTE: When tightening lower shock clevis mounting bolt, do not attempt rotating bolt. Bolt shaft is serrated. Turn nut only.

13. Tighten lower shock clevis bracket bolt nut (3) to 174 N·m (128 ft. lbs.).



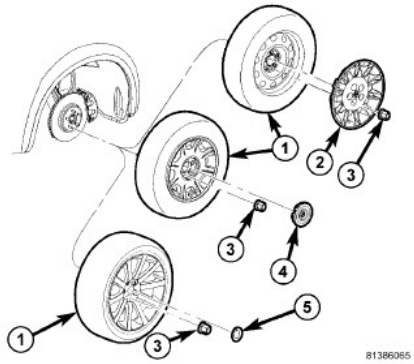
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

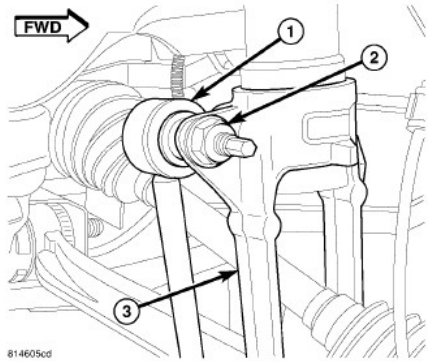
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

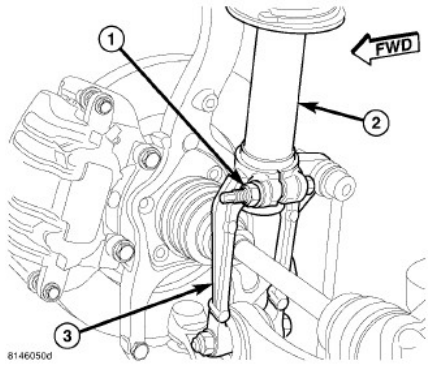
2. Remove wheel mounting nuts (3), then tire and wheel assembly (1).



3. While holding link ball joint stem from rotating, remove nut (2) fastening stabilizer link (1) to shock clevis bracket (3). Slide link ball joint stem from clevis bracket.

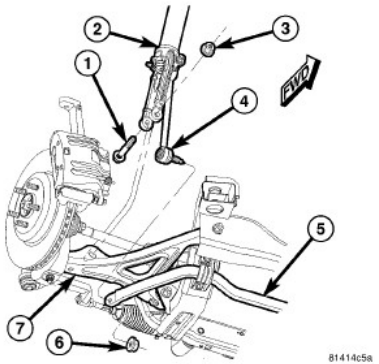


4. Remove nut and pinch bolt (1) fastening clevis bracket (3) to bottom of shock assembly (2).



5. Remove nut (3) and bolt (1) attaching shock clevis bracket (2) to lower control arm (7).

6. Pull lower end of clevis bracket outward away from lower control arm bushing, then slide it off shock assembly. It may be necessary to use an appropriate prying tool to spread clamp area of clevis bracket allowing removal from shock assembly.

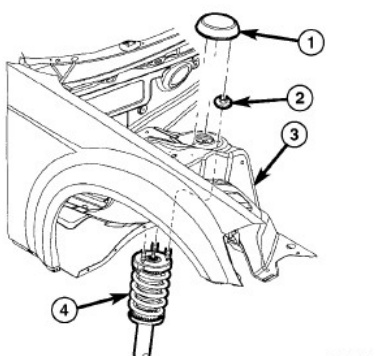


7. Lower vehicle just enough to access upper shock assembly mounting nuts (2).

8. If equipped, remove shock tower cap (1) from top of shock assembly (4).

9. Remove three nuts (2) fastening shock assembly (4) to shock tower (3).

10. Remove shock assembly from vehicle.



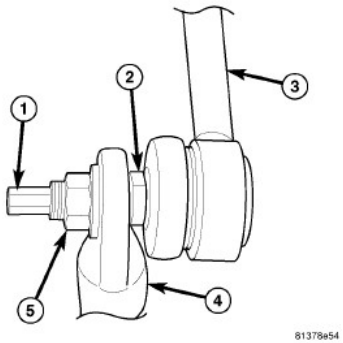
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

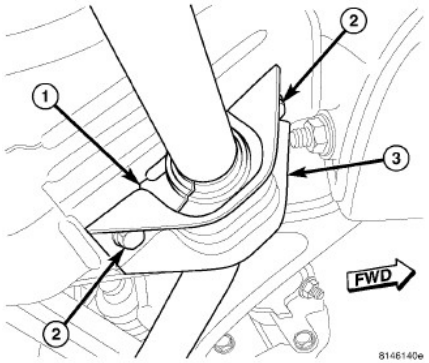
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Utilizing slit in isolator, install each stabilizer bar isolator on bar. Make sure slit in isolator is positioned toward rear of vehicle once installed on vehicle.
2. Install stabilizer bar isolator retainer over each isolator.

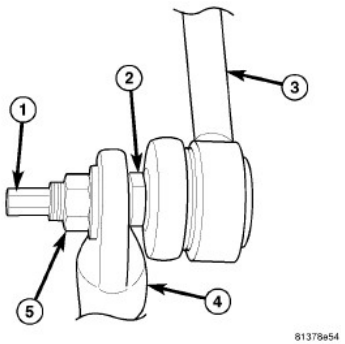
NOTE: When attaching stabilizer link to stabilizer bar, make sure link ball joint stem is pointed inboard toward engine cradle.



3. Install stabilizer bar ends (4) to each stabilizer link (3). Slide link ball joint stem (1) through mounting hole in bar. Loosely install nuts (5) at this time.
4. Raise stabilizer bar to engine cradle, placing bushings (1) into mounted position.
5. Install bolts (2) securing each stabilizer bar isolator retainer (3) to cradle. Tighten bolts to 60 N·m (44 ft. lbs.).



6. While holding stem from rotating at hex (1) or flat (2) tighten stabilizer link nuts at each end of stabilizer bar (4) to 130 N·m (96 ft. lbs.).
7. Install belly pan (Refer to 13 - Frame and Bumpers/Under Body Protection/BELLY PAN - Installation)
8. Lower vehicle.

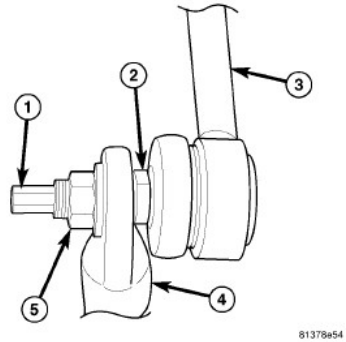


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

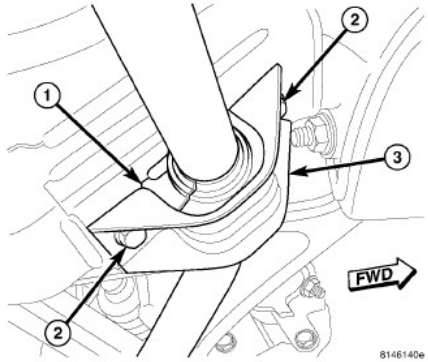
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. Remove belly pan (Refer to 13 - Frame and Bumpers/Under Body Protection/BELLY PAN - Removal) .
3. On each side of vehicle, remove nut (5) fastening stabilizer link (3) to stabilizer bar (4). Slide link ball joint stem (1) from bar.



4. On each side of vehicle, remove bolts (2) fastening stabilizer bar isolator retainer (3) in place.
5. Remove stabilizer bar with isolators and retainers from vehicle.
6. On each side of bar, remove retainers (3) from around stabilizer bar isolators (1).
7. Utilizing slit, remove each isolator (1) from stabilizer bar (2).



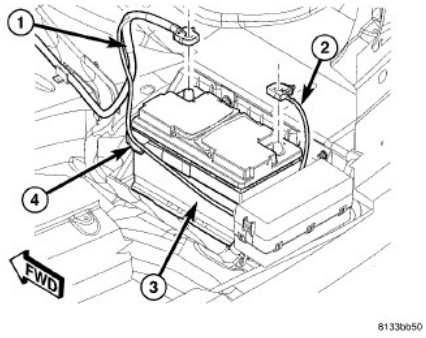
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

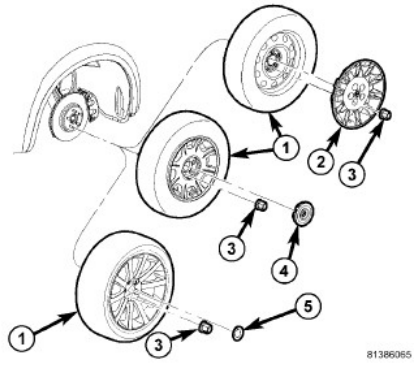
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 05 - Brakes - Warning) (Refer to 05 - Brakes - Caution) .

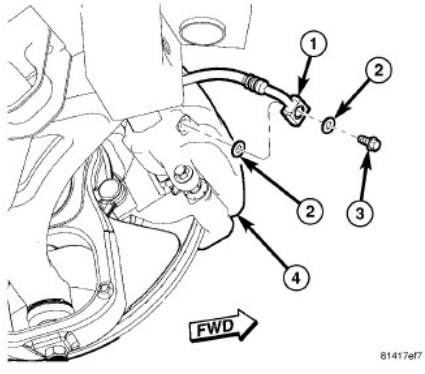
1. Disconnect and isolate battery negative cable (2) from battery post.
2. Using a brake pedal holding tool, depress brake pedal past its first inch of travel and hold it in this position. Holding pedal in this position will isolate master cylinder from hydraulic brake system and will not allow brake fluid to drain out of brake fluid reservoir while brake lines are open.
3. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)



4. Remove wheel mounting nuts (3), then tire and wheel assembly (1).

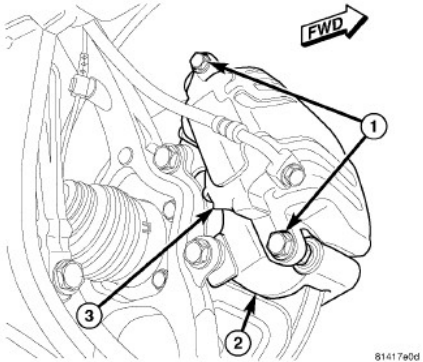


5. Remove banjo bolt (3) connecting flexible brake hose (1) to caliper (4). There are two sealing washers (2) (one one each side of hose fitting) that will come off when bolt is removed. Discard these washers; install NEW washers on installation.



6. While holding guide pins from turning, remove caliper guide pin bolts (1).

7. Remove brake caliper (3) from brake adapter (2) and pads.

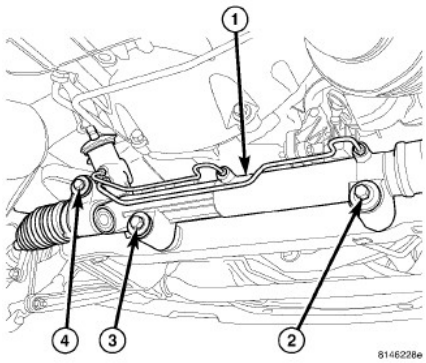


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

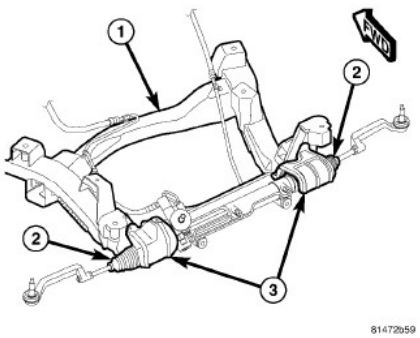
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If necessary, install outer tie rods from original gear to replacement inner tie rods. Install each outer tie rod same amount of threads as it was installed on original gear. This will get toe setting close, saving some time when toe is set later in this procedure.
2. Lift steering gear (1) into mounted position and install steering gear lower mounting bolts (2 and 3). Install upper mounting bolt (4) and nut. Tighten all bolts to 102 N·m (75 ft. lbs.).

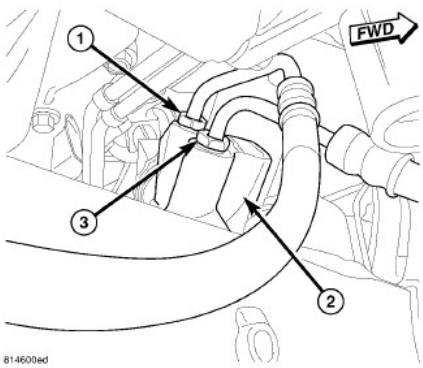


3. Install heat shield (3) above each inner tie rod bellows (2). Tighten screws to 10 N·m (89 in. lbs.).

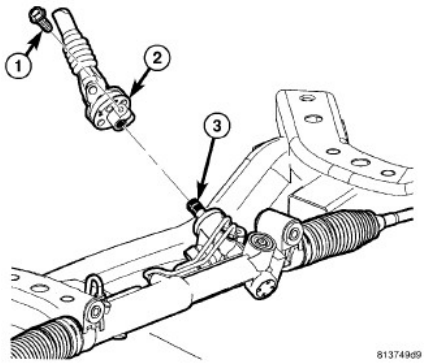


NOTE: Always use a NEW O-ring on the ends of the steering hoses.

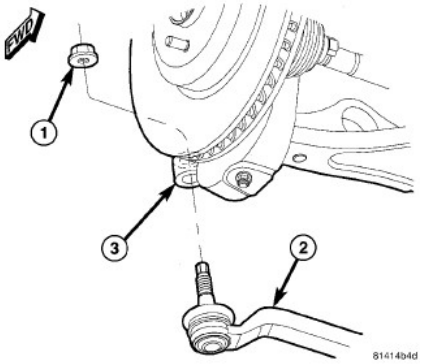
4. Lubricate NEW O-ring on end of pressure hose with clean power steering fluid.
5. Install pressure hose (3) to steering gear (2). Tighten tube nut to 47 N·m (35 ft. lbs.).
6. Lubricate NEW O-ring on end of return hose with clean power steering fluid.
7. Install return hose (1) to steering gear (2). Tighten tube nut to 47 N·m (35 ft. lbs.).



8. Align splines and install lower intermediate shaft coupling (2) to steering gear shaft (3). Install **NEW** pinch bolt and tighten bolt to 45 N·m (33 ft. lbs.).

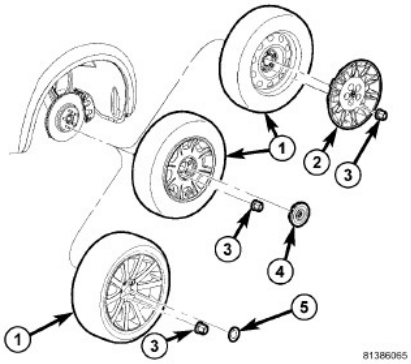


9. Install each outer tie rod (2) end to its knuckle (3). Install nut (1) and tighten to 35 N·m + 90° turn (26 ft. lbs. + 90° turn).



10. Install tire and wheel assemblies (1) (Refer to 22 - Tires and Wheels - Installation) .

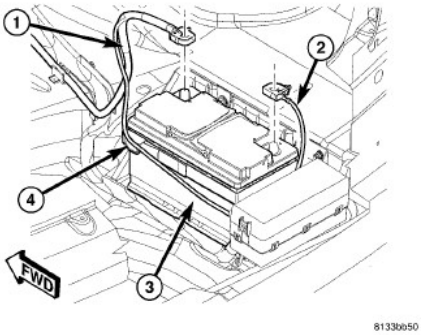
11. Lower vehicle.



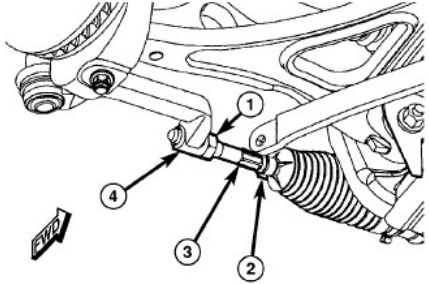
12. Connect battery negative cable (2) to battery post. It is important that this is performed properly.

13. Fill and bleed power steering system (Refer to 19 - Steering - Standard Procedure) .

14. Perform wheel alignment setting toe to specifications (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .



15. Tighten tie rod jam nuts (1) to 75 N·m (55 ft. lbs.).

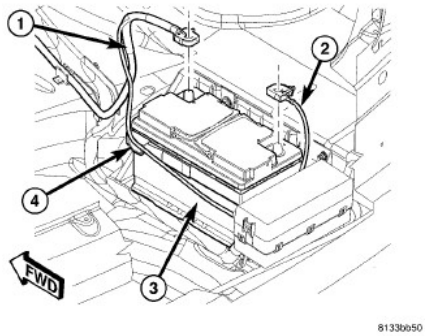


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

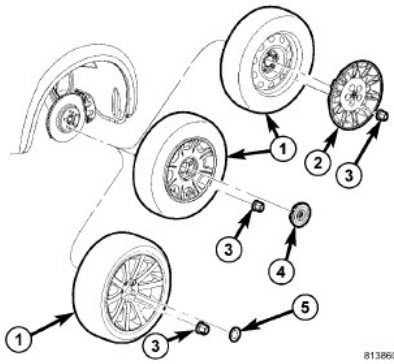
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect and isolate battery negative cable (2) from battery post.
2. Siphon power steering fluid from pump reservoir.
3. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)



8133bb50

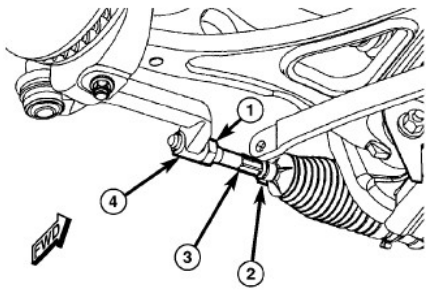
4. Remove wheel mounting nuts (3), then both front tire and wheel assemblies (1).



81386065

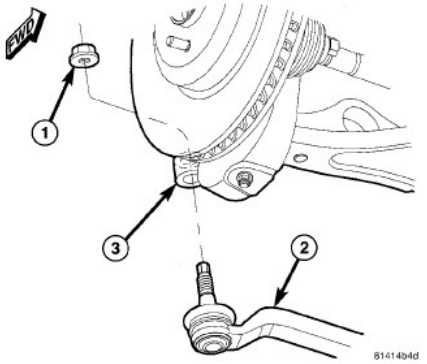
CAUTION: **When loosening jam nut and rotating inner tie rod, use care not to twist bellows at inner tie rod. Remove clamp (2) at inner tie rod and make sure bellows moves freely before rotating inner tie rod.**

5. Loosen tie rod jam nut (1) at each outer tie rod (4).

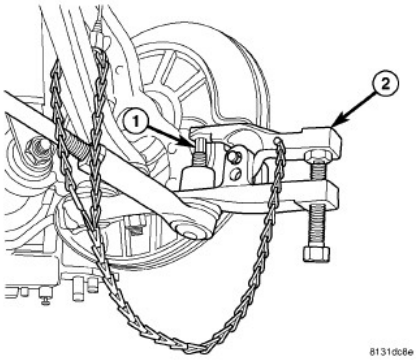


81414c6b

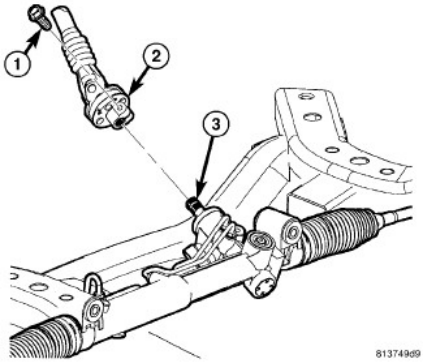
6. Remove outer tie rod (2) end nut (1) at each knuckle (3).



7. Using Remover 9360 (2), separate outer tie rod (1) from each knuckle.

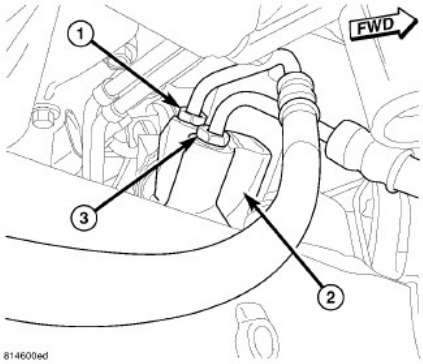


8. Remove lower intermediate shaft coupling pinch bolt (1) at steering gear (3). Separate lower intermediate shaft (2) from steering gear shaft (3).

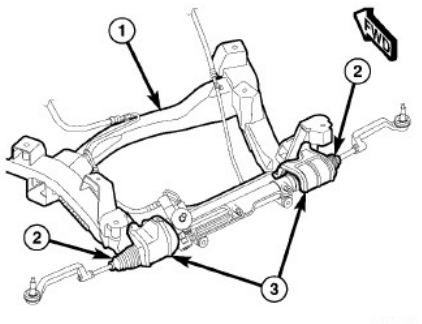


9. Unthread return hose tube nut (1) from steering gear (2). Remove return hose from steering gear.

10. Unthread pressure hose tube nut (3) from steering gear (2). Remove pressure hose from steering gear.



11. Remove mounting screws, then heat shield (3) above each inner tie rod bellows (2).

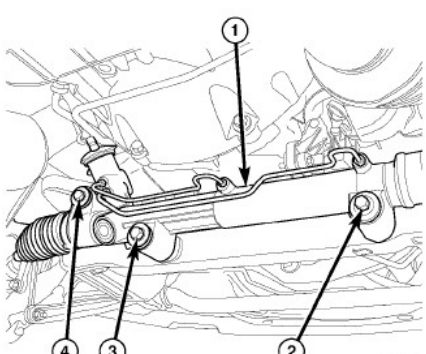


12. Remove steering gear upper mounting bolt (4) and nut.

13. Remove steering gear lower mounting bolts (2 and 3).

14. Remove steering gear (1).

15. If necessary, remove outer tie rods from gear. Count number of revolutions off for each tie rod for reference upon installation to replacement gear.

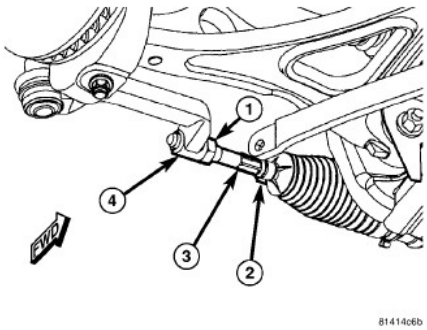


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OUTER TIE ROD - ALL-WHEEL-DRIVE

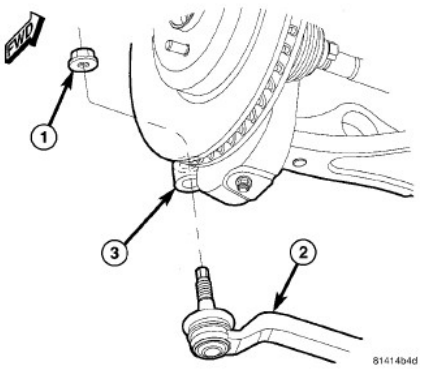
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **When rotating inner tie rod, use care not to twist bellows at inner tie rod. Remove clamp (2) at inner tie rod and make sure bellows moves freely before rotating inner tie rod.**



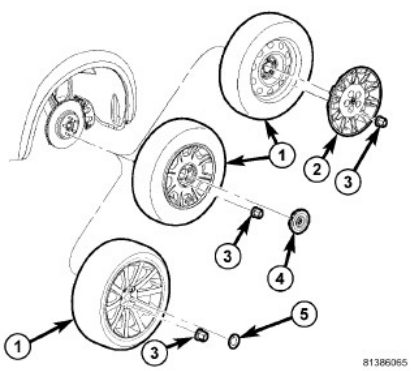
81414c6b

1. Thread outer tie rod (4) onto inner tie rod (3). Install outer tie rod same number of turns as when removed.



81414b4d

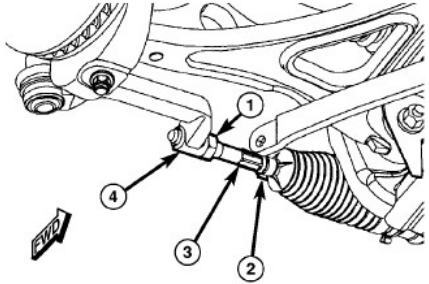
2. Install outer tie rod end (2) into steering knuckle (3). Install and tighten nut (1) to 35 N·m + 90° turn (26 ft. lbs. + 90° turn).



81386065

3. Install tire and wheel assemblies (1) (Refer to 22 - Tires and Wheels - Installation) .
4. Lower vehicle.
5. Perform wheel alignment setting toe to specifications (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .

6. Tighten tie rod jam nut (1) to 75 N·m (55 ft. lbs.).



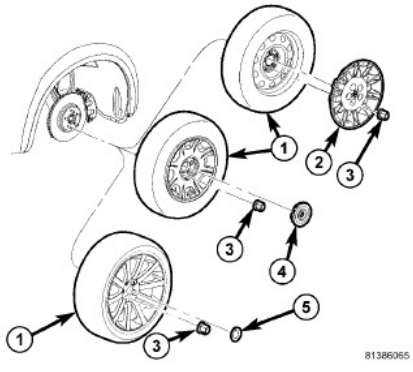
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OUTER TIE ROD - ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

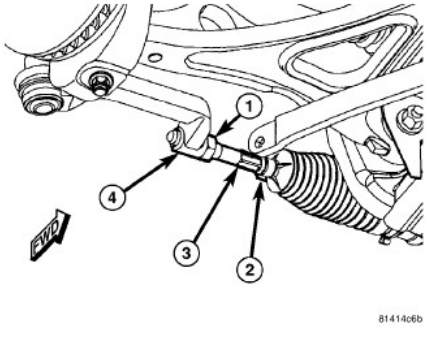
1. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

2. Remove wheel mounting nuts (3), then front tire and wheel assembly (1).

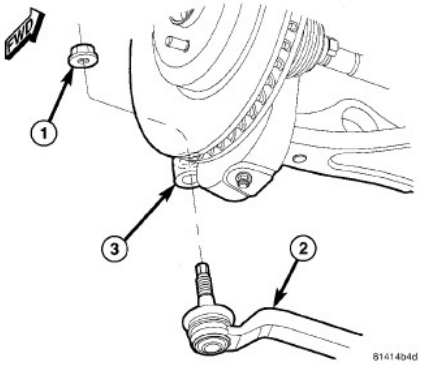


CAUTION: **When loosening jam nut and rotating inner tie rod, use care not to twist bellows at inner tie rod. Remove clamp (2) at inner tie rod and make sure bellows moves freely before rotating inner tie rod.**

3. Loosen tie rod jam nut (1) at outer tie rod (4).

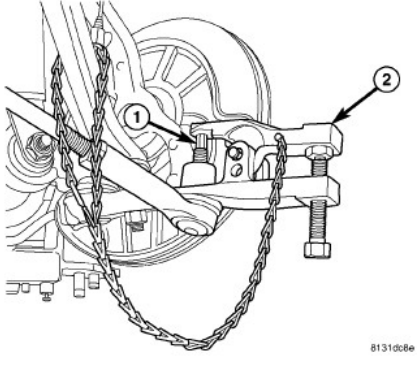


4. Remove outer tie rod end nut (1) at knuckle (3).



5. Using Remover 9360 (2), separate outer tie rod end (1) from knuckle.

6. Unthread outer tie rod from inner tie rod. **Count number of turns when removing outer tie rod. This will give a good starting point when reassembling and when setting toe.**

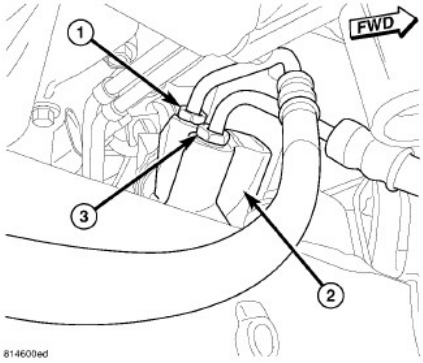


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

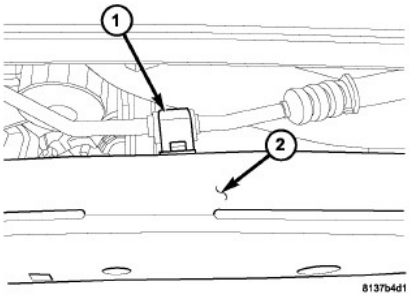
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install pressure hose in engine compartment from underneath.

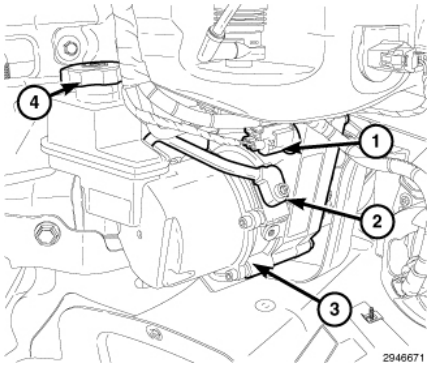


NOTE: Always use a NEW O-ring on the end of the pressure or return hose at the gear.

2. Lubricate NEW O-ring on steering gear end of pressure hose with clean power steering fluid.
3. Insert pressure hose into steering gear (2) port and install tube nut (3). **Do not tighten tube nut at this time.**
4. Route pressure hose along left side of engine cradle. Install screw through routing clamp and secure hose to left side of engine cradle.
5. Route pressure hose along front of engine cradle. Install screw through routing clamp (1) and secure hose to front of engine cradle (2).



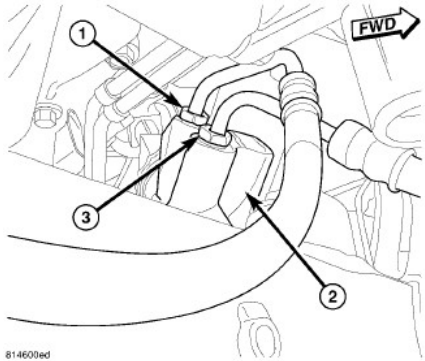
NOTE: Always use a new O-ring on the end of the pressure line.



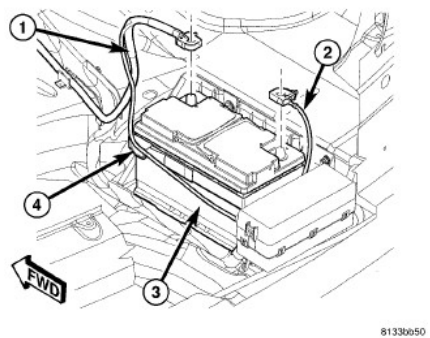
6. Lubricate the new O-ring on the end of the pressure line with clean power steering fluid.
7. Install power steering pressure line to EHPS Pump (3).
8. Install pressure line retaining bolt (2) and tighten to 10 N·m (89 in. lbs.).
9. Tighten pressure (3) hose tube nut at steering gear (2) to 47 N·m (35 ft. lbs.).
10. Fill and bleed power steering system (Refer to 19 - Steering - Standard Procedure) .

11. Install right front wheel house splash shield.

12. Lower vehicle.



13. Connect battery negative cable (2) to battery post. It is important that this is performed properly.

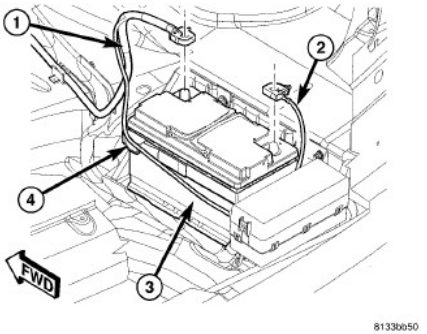


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

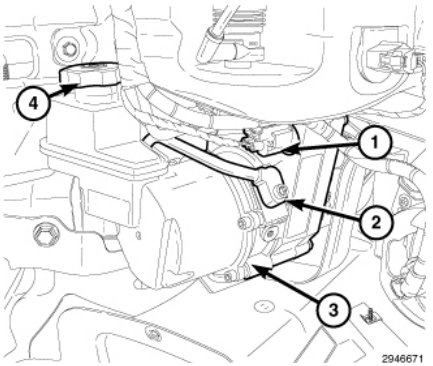
ALL-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

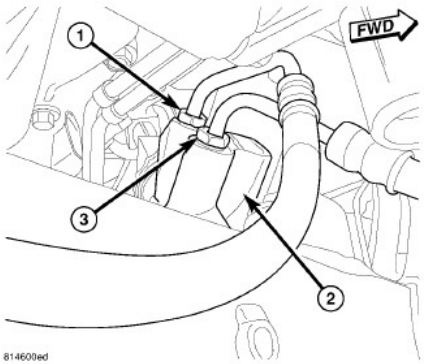
1. Disconnect and isolate battery negative cable (2) from battery post.



2. Raise and support vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
3. Remove the right front wheel lug nuts, then remove the wheel and tire.
4. Remove the right front wheelhouse splash shield (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal)
5. Siphon power steering fluid from pump reservoir (4).



6. Remove power steering pressure line bolt (2) and separate power steering pressure line from Electro Hydraulic Power Steering (EHPS) pump.
7. Remove the two bolts fastening the pressure hose routing clamps to the engine cradle.
8. Unthread pressure hose tube nut (3), then remove pressure hose from steering gear (2) and vehicle.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL WHEEL DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **The seal must be installed flush with the case. Driving the seal deeper could damage the seal causing a leak.**

1. Position the new output shaft seal over the output shaft and against the transmission case.
2. Using Installer, Gear 8481 install the output shaft seal.
3. Install the transfer case (Refer to 21 - Transmission and Transfer Case/Transfer Case - Installation) .
4. Perform the CHECK OIL LEVEL procedure (Refer to 21 - Transmission and Transfer Case/Automatic - 8HP45/FLUID and FILTER - Standard Procedure) .

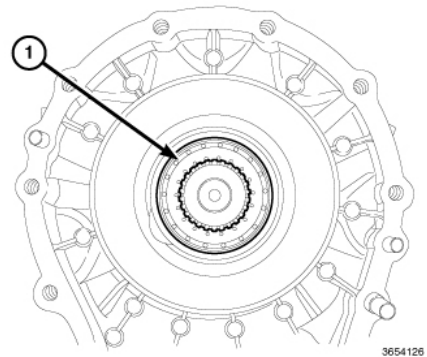
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL WHEEL DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the transfer case (Refer to 21 - Transmission and Transfer Case/Transfer Case - Removal) .

2. Remove the output shaft seal (1) with suitable screw and slide hammer.

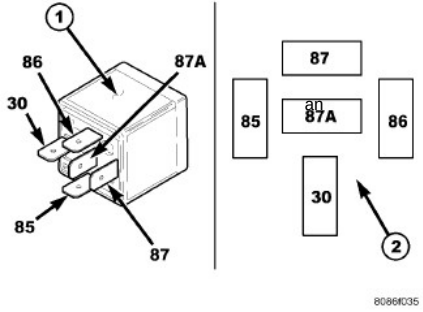


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The relay (1) for the rear window defogger system, also known as the Electric Back Light (EBL), is an International Standards Organization (ISO) type relay. Relays conforming to the ISO specifications have common physical dimensions, current capacities, terminal functions and patterns (2). The EBL relay is a electromechanical device that switches battery current through a fuse in the Power Distribution Center (PDC) to the rear window defogger grid and to the heated outside rear view mirrors, when equipped.

The EBL relay is located in the PDC, in the luggage compartment, near the spare tire.

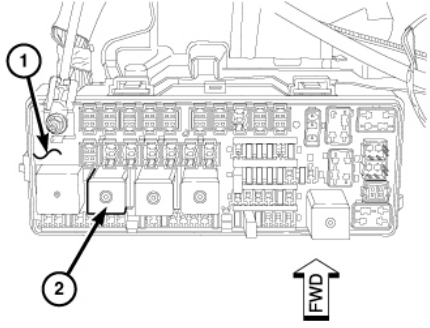


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the EBL relay (2) into the proper receptacle of the Power Distribution Center (PDC) (1).
2. Align the EBL relay terminals with the terminal cavities in the PDC receptacle and push down firmly on the relay until the terminals are fully seated.
3. Close the cover of the PDC.
4. Reconnect the negative battery cable.



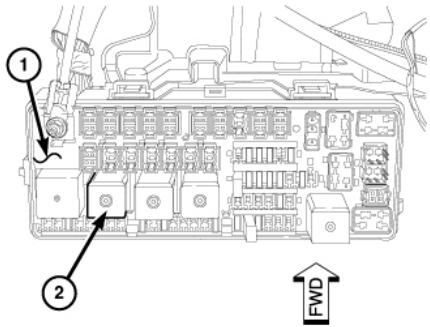
3068030

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.
2. Open the cover of the Power Distribution Center (PDC) (1), located in the luggage compartment, near the spare tire.
3. Remove the EBL relay (2) from the PDC.



3068030

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A Body Control Module (BCM) is an electronic control unit with a microcontroller that controls and integrates many of the main body electronic functions and features of the vehicle. Many of the functions and features provided by the BCM are possible because of numerous hard wired inputs and outputs, but most of these features are only possible or are enhanced because the BCM communicates electronically with other electronic modules in the vehicle as well as with a diagnostic scan tool using the Controller Area Network (CAN) data bus.

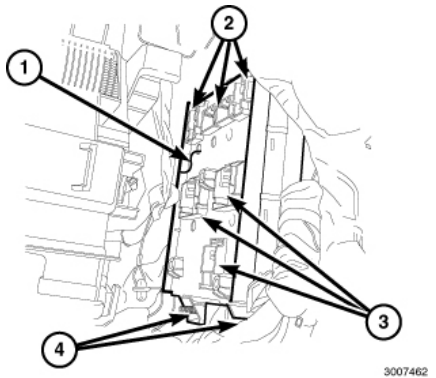
The BCM is a gateway between the high and low speed CAN data bus networks as well as a Local Interface Network (LIN) master node. This method of communication allows the sharing of sensor information, which reduces wire harness complexity, internal controller hardware and component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics and allows the addition of many new feature capabilities. This method of communication is used by the BCM to acquire vehicle configuration data, including customer programmable features.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

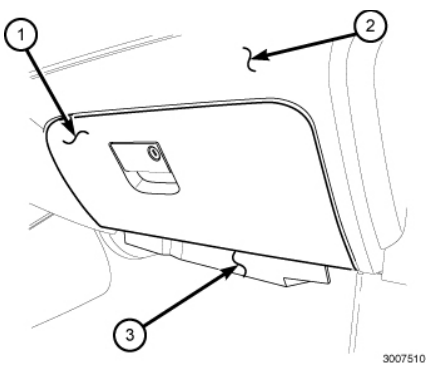
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the BCM in the vehicle.
2. Install the fasteners (4), two at the bottom, and one at the top, and tighten the securely.
3. Connect the electrical connectors to the Body Control Module (BCM) (1) receptacles (2 and 3) as needed.



4. Install the glove box assembly (1). (Refer to 23 - Body/Instrument Panel/GLOVE BOX, Instrument Panel - Installation) .
5. Install the lower hush panel (3) and install the two push-pin type retainers.
6. Connect the negative battery cable.



NOTE:

Program the BCM in accordance with the module replacement and programming guide. (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

A Body Control Module (BCM) is an electronic control unit with a microcontroller that controls and integrates many of the main body electronic functions and features of the vehicle. Many of the functions and features provided by the BCM are possible because of numerous hard wired inputs and outputs, but most of these features are only possible or are enhanced because the BCM communicates electronically with other electronic modules in the vehicle as well as with a diagnostic scan tool using the Controller Area Network (CAN) data bus.

The BCM is a gateway between the high and low speed CAN data bus networks as well as a Local Interface Network (LIN) master node. This method of communication allows the sharing of sensor information, which reduces wire harness complexity, internal controller hardware and component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics and allows the addition of many new feature capabilities. This method of communication is used by the BCM to acquire vehicle configuration data, including customer programmable features.

Software programming allows the BCM microcontroller to monitor all of these inputs and provide the appropriate outputs through high side drivers, low side drivers, on-board relays, Pulse-Width Modulation (PWM) and electronic messages to other modules in the vehicle. Some of the functions and features that the BCM supports or controls include:

BCM INPUTS AND OUTPUT MANAGEMENT QUICK REFERENCE

<table>
<tr><td rowspan="10">ON/OFF signal acquisition</td><td>High/Low beam headlight commands</td><td rowspan="6">Relay ON/OFF output management</td><td>Front/Rear washer pump</td></tr>
<tr><td>Hand brake command</td><td>Projector front lighting</td></tr>
<tr><td>Hazard command</td><td>Fog lights</td></tr>
<tr><td>Fog light command</td><td>Door deadlock</td></tr>
<tr><td>Left/Right turn command</td><td>Front/Rear windshield wiper</td></tr>
<tr><td>Parking light command</td><td>Trunk</td></tr>
<tr><td>Open/Close door switch</td><td rowspan="8">Direct management of ON/OFF output on loads and diagnosis functions</td><td>Front parking lights (Left and Right)</td></tr>
<tr><td>Headlamp washing command</td><td>Rear parking lights (Left and Right)</td></tr>
<tr><td>Hood switch</td><td>Front turn lights (Left and Right)</td></tr>
<tr><td>Brake fluid level</td><td>Rear turn lights (Left and Right)</td></tr>
<tr><td>Stop/Start enabling</td><td>Lateral turn lights (Left and Right)</td></tr>
<tr><td rowspan="4">Analog signal acquisition</td><td>Fuel level</td><td>License plate light (Left and Right)</td></tr>
<tr><td>External temperature</td><td>Stop lights (Left and Right)</td></tr>
<tr><td rowspan="2">Roof lamp command</td><td rowspan="2">Direct management of ON/OFF output on loads.</td><td rowspan="2">Rear Windows LED</td></tr>
<tr><td>Stop light command</td></tr>
<tr><td rowspan="2">Vehicle Speed Acquisition</td><td rowspan="3"></td><td rowspan="2">Master functionality of CAN-B network (diagnosis, commands, and data).</td><td>Protocol errors management and monitoring</td></tr>
<tr><td rowspan="2">Door Lock Sensor acquisition and Management</td><td rowspan="2">Timing control</td></tr>
<tr><td>Multi-master functionality of CAN-C towards ECM.</td></tr>
<tr><td>LIN Communication Management</td><td>Protocol errors management and monitoring</td></tr>
</table>

BCM INPUTS AND OUTPUT MANAGEMENT QUICK REFERENCE

Courtesy/Convenience with Timed and Dimming Management

Timing control

- **Brake Fluid Level** - The BCM continuously monitors the brake fluid level sensor through a hard-wired input to monitor the brake fluid level. The BCM transmits an electronic message over the Can data bus to Instrument Cluster (IC) to illuminate the Low Fluid indicator based on the input signal received from the fluid level sensor.
- **Enhanced Accident Response Support** - The BCM monitors an input from the Occupant Restraint Controller (ORC) and, following an airbag deployment, will immediately disable the power lock output, unlock all doors by activating the power unlock output, then enables the power lock output if the power lock switch input remains inactive for two seconds. The BCM also monitors an input from the Powertrain Control Module (PCM) to automatically turn ON the interior lighting after an airbag deployment event, 10 seconds after the vehicle speed is zero. The interior lighting remains illuminated until the ignition switch is turned to the OFF position, at which time the interior lighting returns to normal operation and control. These Enhanced Accident Response System (EARS) features are each dependent upon a functional vehicle electrical system following the vehicle impact event.
- **Exterior Lighting Switch Support** - The BCM continuously monitors the headlamp switch position to activate or deactivate the exterior lighting. The headlamp switch provides the appropriate resistor multiplexed output hardwired to the BCM. The BCM reads and responds to this input by energizing or de-energizing the right and left park lamp feed circuits and the right and left high or low beam driver circuits through internal High Side Drivers (HSD) and by sending an electronic confirmation message back to the IC, which controls the high beam indicator as appropriate. The BCM also remembers which headlamp beams were last selected with the multi-function switch, and energizes those beams by default the next time the headlamps are turned ON. If the vehicle is equipped with optional automatic headlamps and the **A** (Automatic) position is selected, the BCM also monitors an electronic **ambient light level** message received over the CAN data bus from the Heat, Ventilation and Air Conditioning (HVAC) control module based upon a hard wired input from the rain sensor to turn the exterior lighting ON and OFF automatically while the ignition switch is in the ON position.The BCM also controls the fog lamps, cargo lamp, CHMSL, tail/stop lamps, reverse lamps and turn signals.
- **Fuel Level Data Support** - The BCM provides a current source for and receives a hard-wired analog input from the fuel level sending unit located on the fuel pump module in the fuel tank. Based upon this input, the BCM uses electronic messaging to transmit this data over the CAN data bus for use by other electronic modules in the vehicle. The IC calculates the proper fuel gauge needle position and to control low fuel indicator operation based on these messages.
- **Hazard Lamp Circuit Control** - The BCM monitors an input from the hazard switch and receives a hard-wired analog input from the switch. The BCM reads and responds to this input by energizing or de-energizing the right and left park lamp feed circuits through internal HSD units and by sending an electronic confirmation message to the IC over the CAN data bus, which controls the hazard light indicators as appropriate.
- **Headlamp Washer Control** - On vehicles equipped with headlamp washers, the BCM controls a relay in the Power distribution Center (PDC) based on electronic messages received over the Can data bus.
- **Ignition On and Ignition Accessory/On Relay Control** - The BCM monitors electronic **ignition switch status** messages received over the CAN bus from the RF hub and a hard-wired input from the ignition switch on the instrument panel, and provides high side driver outputs to control both the ignition ON and ignition ACCESSORY/ON relays in the Power Distribution Center (PDC) as appropriate.
- **Interior Lamp Load Shedding** - The BCM provides a battery saver feature which will automatically turn OFF all interior lamps if they remain ON after a timed interval of about eight minutes.
- **Interior Lighting Control** - The BCM monitors electronic messages and hard-wired inputs from the interior lighting switch, the door ajar switches, the liftgate ajar, and liftgate flip-up glass ajar switches (where applicable), the reading lamp switches and the RF hub to provide courtesy lamp control. This includes support for timed illuminated entry with theater-style fade-to-OFF and courtesy illumination DEFEAT features.
- **Local Interface Network Master Module** - The BCM is the master module for the LIN data bus. In this role it gathers information from the compass sensor, and the Intelligent Battery Sensor (IBS), then either acts on that information directly or places electronic messages on the CAN data bus for use by other modules
- **Power Inverter Support** - The BCM monitors a hard-wired input from the power inverter to determine the inverter status, then transmits electronic **inverter status** messages to other electronic modules in the vehicle over the CAN data bus.
- **Power Lock System Control** - The BCM monitors inputs from the power lock switches and the RF hub to provide control of the power lock motors through high side and low side driver outputs. This includes support for rolling door locks (also known as automatic door locks), automatic door unlock, and a door lock inhibit mode.
- **Remote Radio Switch Support** - The BCM receives electronic message inputs from the remote radio switches on the steering wheel over the CAN data bus, then provides electronic **radio request** messages over the CAN data bus to support the remote radio switch function.
- **Remote Start System Support** - The BCM receives electronic message inputs from the RF hub and then displays the appropriate remote start system textual reminder messages to the vehicle operator within the EVIC display.
- **Shipping Mode** - The new Chrysler Telematics Platform (CTP) vehicles no longer have a IOD fuse to use when transporting or storing for a long period of time. The BCM has a mode that takes the place of pulling the IOD fuse called **"Shipping Mode"** that is easily enabled or disabled.
- **Steering Wheel Switch Support** - The SCM receives electronic message inputs from the steering wheel switches on the steering wheel over the CAN data bus to control and configure many of the EVIC displays and functions.
- **Vehicle Theft Security System Control** - The BCM monitors inputs from the door ajar switches, and the RF hub, on vehicles so equipped. The intrusion module provides electronic **horn** and **lighting request** messages to the BCM for the appropriate VTSS alarm output features.
- **Washer Fluid Level** - The continuously monitors the washer fluid level sensor through a hard-wired input to monitor washer fluid level. the BCM transmits an electronic message over the Can data bus to Instrument Cluster (IC) to illuminate the Low Washer Fluid indicator based on the input signal received from the fluid level sensor.

The BCM stores and compares vehicle configuration data with other Electronic Control Units (ECU) in the vehicle. This process is referred to as PRogramming Of Configuration of Systems Integrated (PROCSI) (also known as PROXI). If a configuration mismatch is detected, the BCM sets a Diagnostic Trouble Code (DTC). A configuration mismatch will require the performance of a Restore BCM PROXI Configuration routine, or a PROXI Configuration Alignment routine using a diagnostic scan tool.

The BCM uses On-Board Diagnostics (OBD) to monitor all of the systems and circuits it controls, then sets active and stored Diagnostic Trouble Codes (DTC) for any monitored system faults it detects. The BCM will also send electronic message requests to the Instrument Cluster (IC) (also known as the Instrument Panel Cluster/IPC) for the display of certain textual warning messages related to some detected system conditions or faults.

The hard wired inputs and outputs of the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the BCM electronic controls or the communication between modules and other devices that provide some features of the BCM-controlled systems. The most reliable, efficient and accurate means to diagnose the BCM or the electronic controls and communication related to BCM-controlled systems operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Battery Saver Mode/Battery Saver On Message — If Equipped

When the "Battery Saver Mode" or “Battery Saver On" message is displayed, the vehicle will turn off certain electrical functions to reduce battery energy consumption. This will occur during periods when the battery is not being adequately charged. During this time, the following features (if equipped) may be turned off or will operate at a reduced power level: heated seats and heated steering wheel, heated or cooled cup-holder, rear defroster and heated mirrors, heating and air conditioning, power inverter, audio and telematics system. This condition is temporary and recoverable.

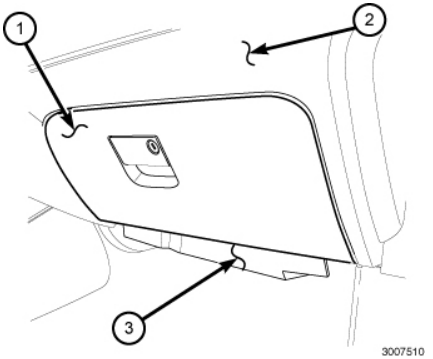
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

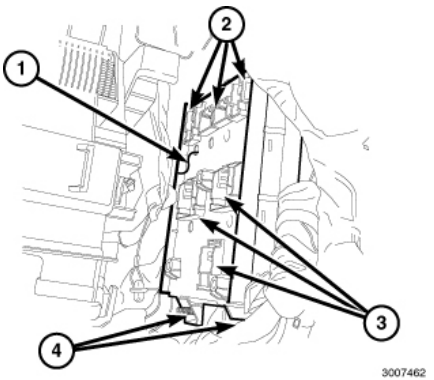
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the negative battery cable.
2. Remove the glove box assembly (1). (Refer to 23 - Body/Instrument Panel/GLOVE BOX, Instrument Panel - Removal) .
3. Remove the Instrument Panel lower hush panel (3).



4. Disconnect the electrical connectors from the Body Control Module (BCM) (1) receptacles (2 and 3) as needed.
5. Remove the fasteners (4) that secure the module, two at the bottom, and one at the top.
6. Pull the module away from the side bulk head and down and remove the module.
7. Remove the BCM from the vehicle.



Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RF-HUB, BCM, PCM, FOBiK and ELV REPLACEMENT AND PROGRAMMING ORDER GUIDE

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)							
	Condition 1	Condition 2	Condition 3	Condition 4	Condition 5	Condition 6	Condition 7	Conditi 8
RF-HUB (and ELV/ESCL if equipped)	New	Existing	Existing	Existing	New	New	New	Existir
BCM	Existing	New	Existing	Existing	New	Existing	Existing	New
FOBIKs	Existing	Existing	New	Existing	Existing	New	Existing	New
PCM	Existing	Existing	Existing	New	Existing	Existing	New	Existir
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**							
1	Program Ignition FOBIKs (ignition off)	Cycle ignition on and wait 10 seconds	Program Ignition FOBIKs (ignition off)	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Progra Ignitio FOBIK (ignitic off)
2	RF-HUB Replace	----	----	Check PCM VIN and other PCM routines	Program Ignition FOBIKs (ignition off)	RF-HUB Replace	Flash PCM (if PCM arrives in a generic state)	Cycle ignitior on and wait 10 second
3	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	----	----	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Check PCM VIN and other PCM routines	----
4	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace	----
5	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)						
	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
RF-HUB (and ELV/ESCL if equipped)	Existing	Existing	Existing	New	New	New	New
BCM	New	Existing	New	Existing	New	New	New
FOBiKs	Existing	New	New	New	Existing	New	New

MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)

Module	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
PCM	New	New	New	New	New	Existing	New
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**						
1	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)
2	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)
3	----	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration again to write full configuration	Flash update PCM (if PCM arrives in a generic state)
4	----	----	----	RF-HUB Replace	Check PCM VIN and the other needed PCM routines	RF-HUB Replace	Check PCM VIN and the other needed PCM routines
5	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration
6	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace
7	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The horn relay is a electromechanical device that consists of an electromagnetic coil, a resistor and a pair of normally open electrical contacts. One of the two electrical contacts is fixed, while the other contact is movable. The movable relay contact is held away from the fixed contact by spring pressure. The horn relay for this vehicle is soldered in place on the Printed Circuit Board (PCB) internal to the front Power Distribution Center (PDC), which is located in the right front corner of the engine compartment.

The horn relay cannot be repaired or adjusted and, if ineffective or damaged, the entire front PDC unit must be replaced.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The horn relay within the front Power Distribution Center (PDC) switches battery current to the horns when the Body Control Module (BCM) (also known as the Common Body Controller/CBC) energizes the electromagnetic coil of the relay using a High Side Driver (HSD). When the electromagnetic relay coil is energized, it draws and holds the normally open movable contact of the relay against the fixed relay contact. The closed relay contacts supply fused battery current from the front PDC to energize the horns.

When the BCM de-energizes the electromagnetic relay coil, spring pressure returns the movable contact to the normally open position, which de-energizes the horns. The resistor within the relay is connected in parallel with the electromagnetic coil, and helps to dissipate voltage spikes that are produced when the coil is de-energized.

The hard wired inputs and outputs of the horn relay in the front PDC and the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the BCM or the electronic controls and communication between modules and other devices that provide some features of the BCM controlled horn relay. The most reliable, efficient and accurate means to diagnose the BCM or the electronic controls and communication related to BCM controlled horn relay operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The horn relay used in this vehicle is soldered onto a Printed Circuit Board (PCB) internal to the front Power Distribution Center (PDC) located in the right front corner of the engine compartment. The horn relay is integral to and serviced only as a unit with the front PDC.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The power distribution system for this vehicle consists of the following components:

- Front Power Distribution Center (PDC) - located in the engine compartment
- Rear Power Distribution Center (PDC) - located in trunk
- Power Outlets

Refer to Wiring Diagrams for complete circuit schematics.

The power distribution system also incorporates various types of circuit control and protection features, including:

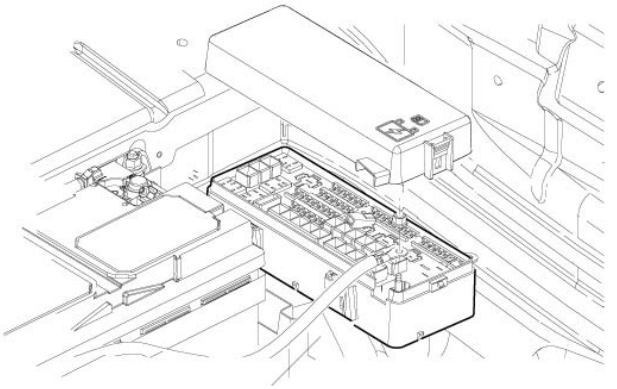
- Automatic resetting circuit breakers
- Blade-type fuses
- Cartridge fuses
- Relays
- Mini fuses

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

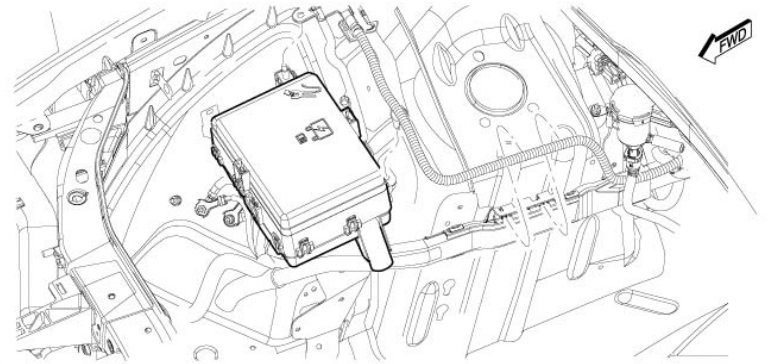
The majority of electrical system fuses and relays are housed in the two Power Distribution Centers (PDC). One is located in the engine compartment, the Front Power Distribution Centers (PDC). The PDC is located next to the battery in the rear of the vehicle. Both of the PDC are replaced only as part of the body wiring harness.

For fuse description and layout (Refer to 04 - Vehicle Quick Reference/Fuse Locations and Types - Specifications) .



3129476

Rear PDC located in the truck next to the battery.



3129265

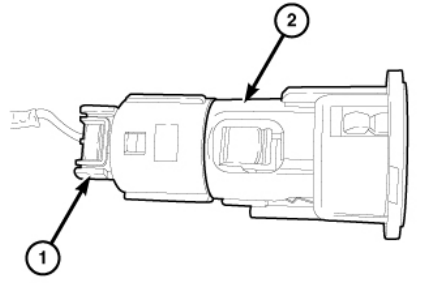
Front PDC located in the engine compartment on the passenger side fender.

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Connect the wire connector (1) to the power outlet receptacle (2).
2. Install the power outlet mount into the panel.
3. Align the splines on the outside of the power outlet receptacle base connector receptacle with the grooves on the inside of the mount.
4. Press firmly on the power outlet receptacle base until the retaining bosses of the mount are fully engaged in their receptacles.
5. Connect the battery negative cable.



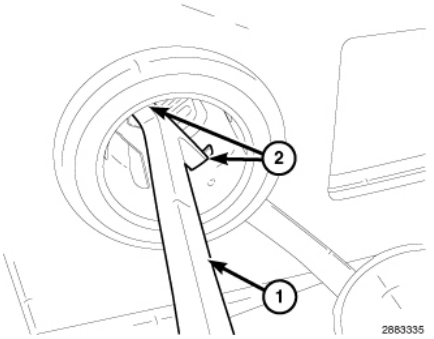
2883346

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

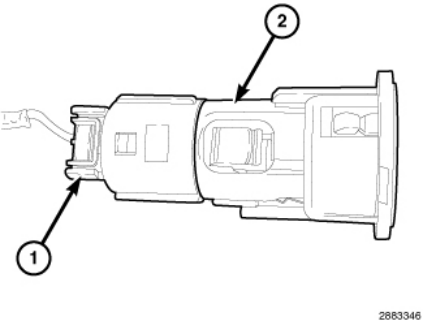
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect and isolate the battery negative cable.
2. Look inside and note position of the retaining bosses (2).
3. Insert Remover, Power Outlet 10246 (1) into the retaining bosses (2) of the power outlet.
4. Pull out the base through the mounting ring by gently rocking the tool.



5. Disconnect the harness (1) from the power outlet (2).
6. Set the base aside and remove the base mount ring.

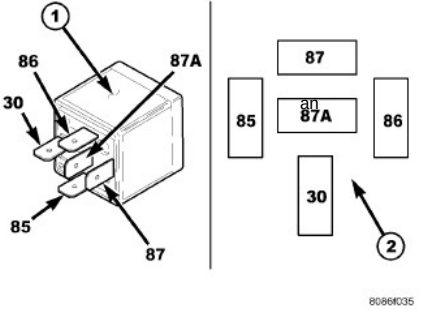


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Three relays (1) are used for the electric Positive Temperature Coefficient (PTC) heater unit. The relays are International Standards Organization (ISO) type relay. Relays conforming to the ISO specifications have common physical dimensions, current capacities, terminal functions and patterns (2). The PTC relays are electromechanical devices that switch fused battery current directly to the heating elements of the PTC heater unit as determined by the Powertrain Control Module (PCM).

The three PTC relays are located in the diesel accessory fuse/relay block in the engine compartment.



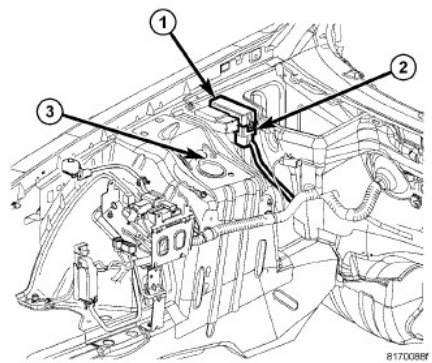
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: LHD model shown. RHD model similar.

1. Position the positive temperature coefficient (PTC) relays as necessary into the proper receptacle of the diesel accessory fuse/relay block (2) located behind the right side shock tower (3).
2. Align the PTC relay terminals with the terminal cavities in the fuse/relay block and push down firmly on each relay until the terminals are fully seated.
3. Close the cover (1) of the diesel accessory fuse/relay block.
4. Reconnect the negative battery cable.

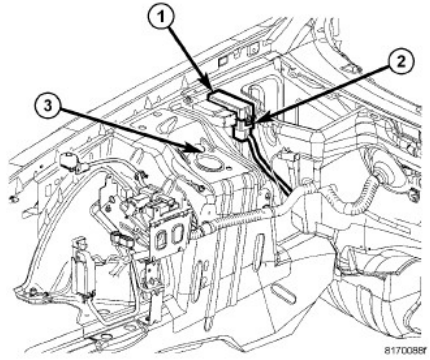


Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

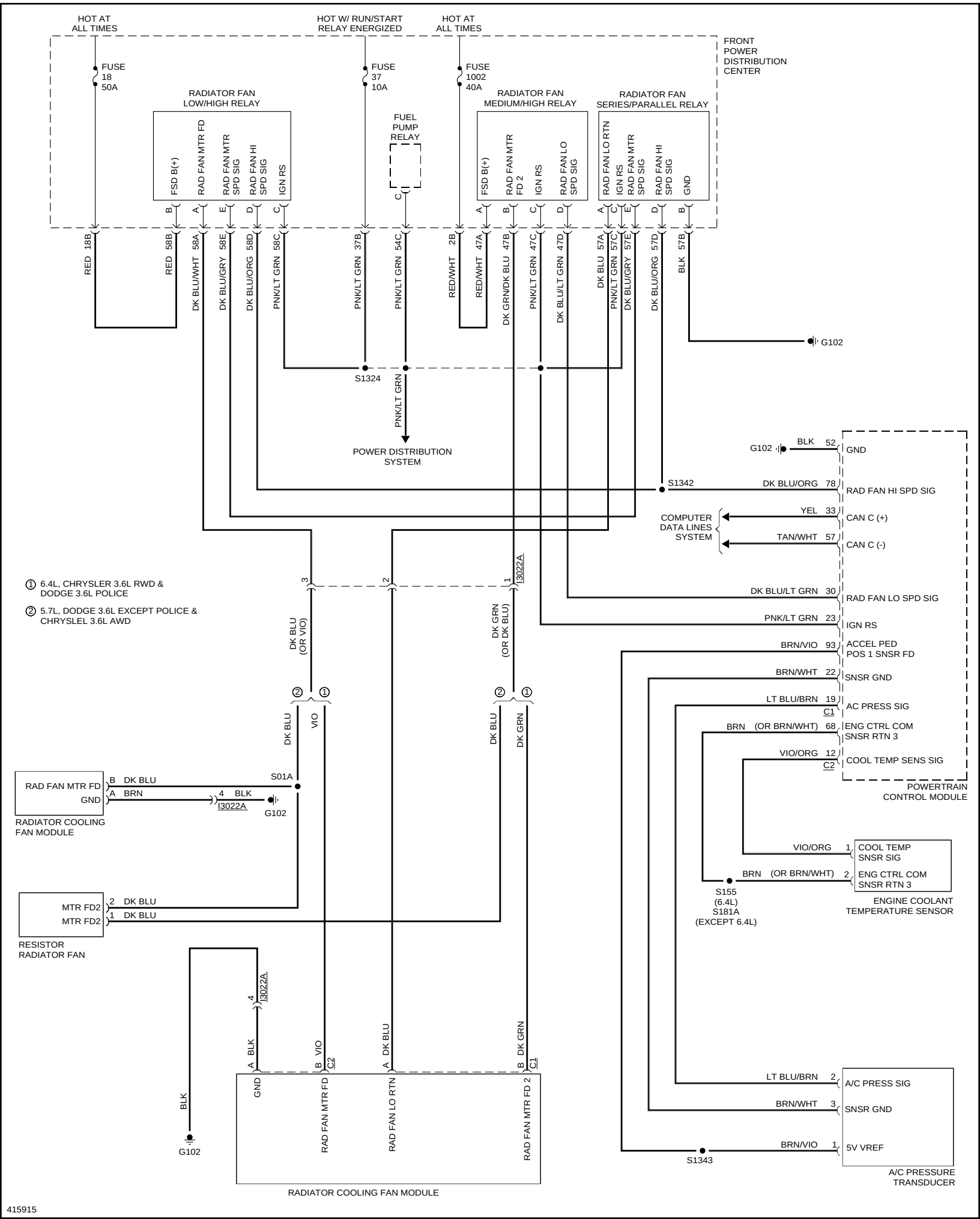
REMOVAL

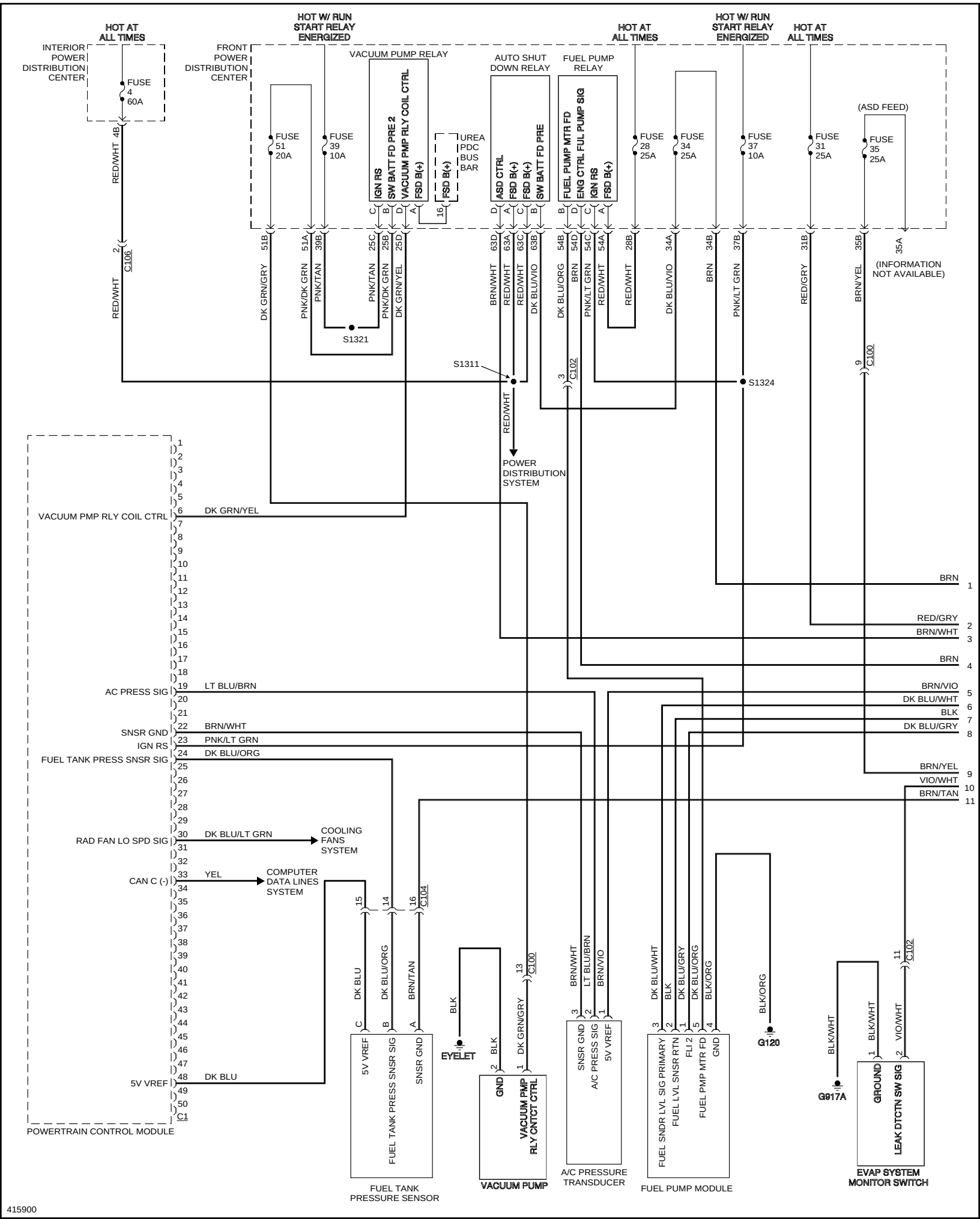
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: LHD model shown. RHD model similar.

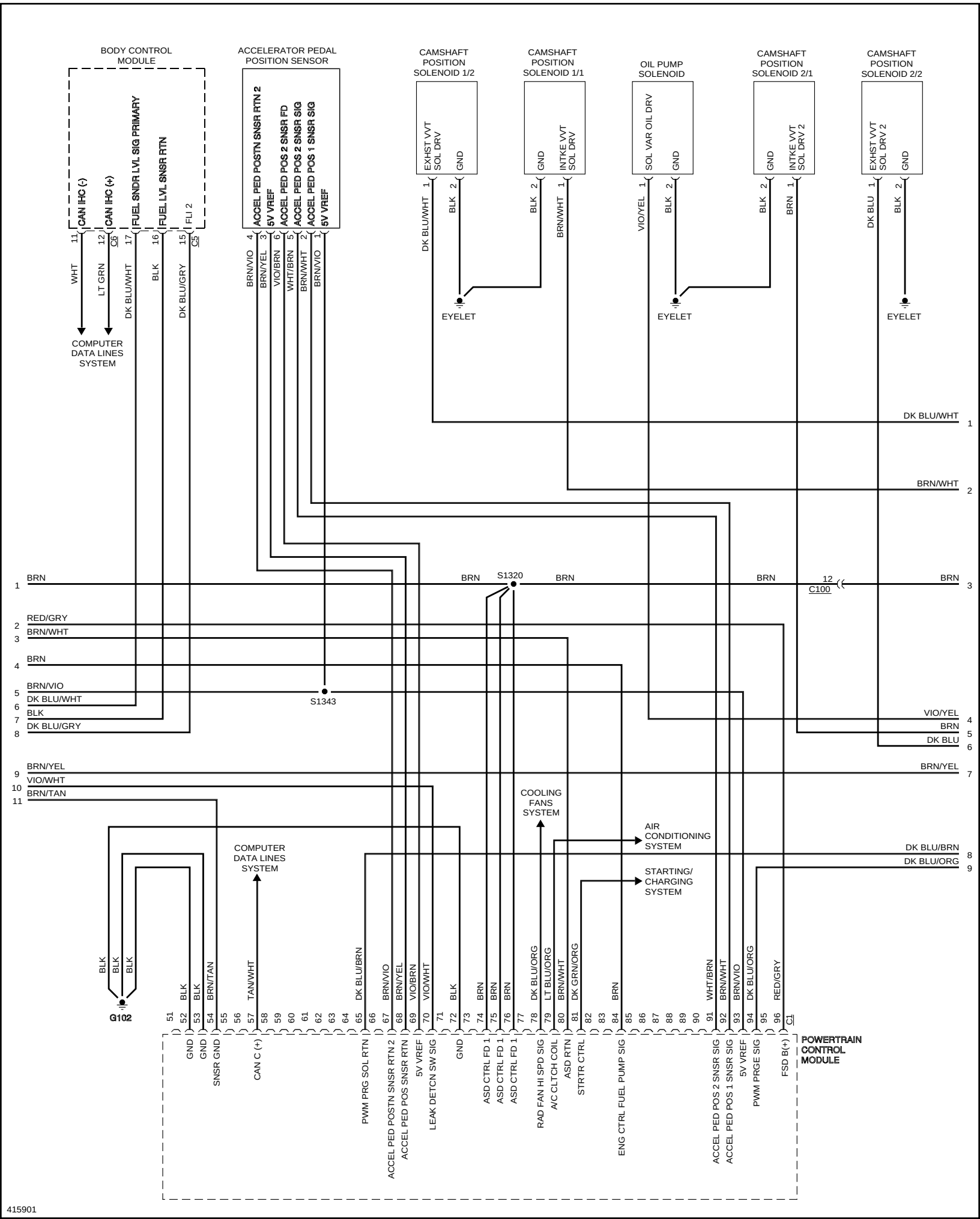


1. Disconnect and isolate the negative battery cable.
2. Open the cover (1) of the diesel accessory fuse/relay block (2) located in the engine compartment behind the right side shock tower (3).
3. Remove the positive temperature coefficient (PTC) relays as necessary from the fuse/relay block.

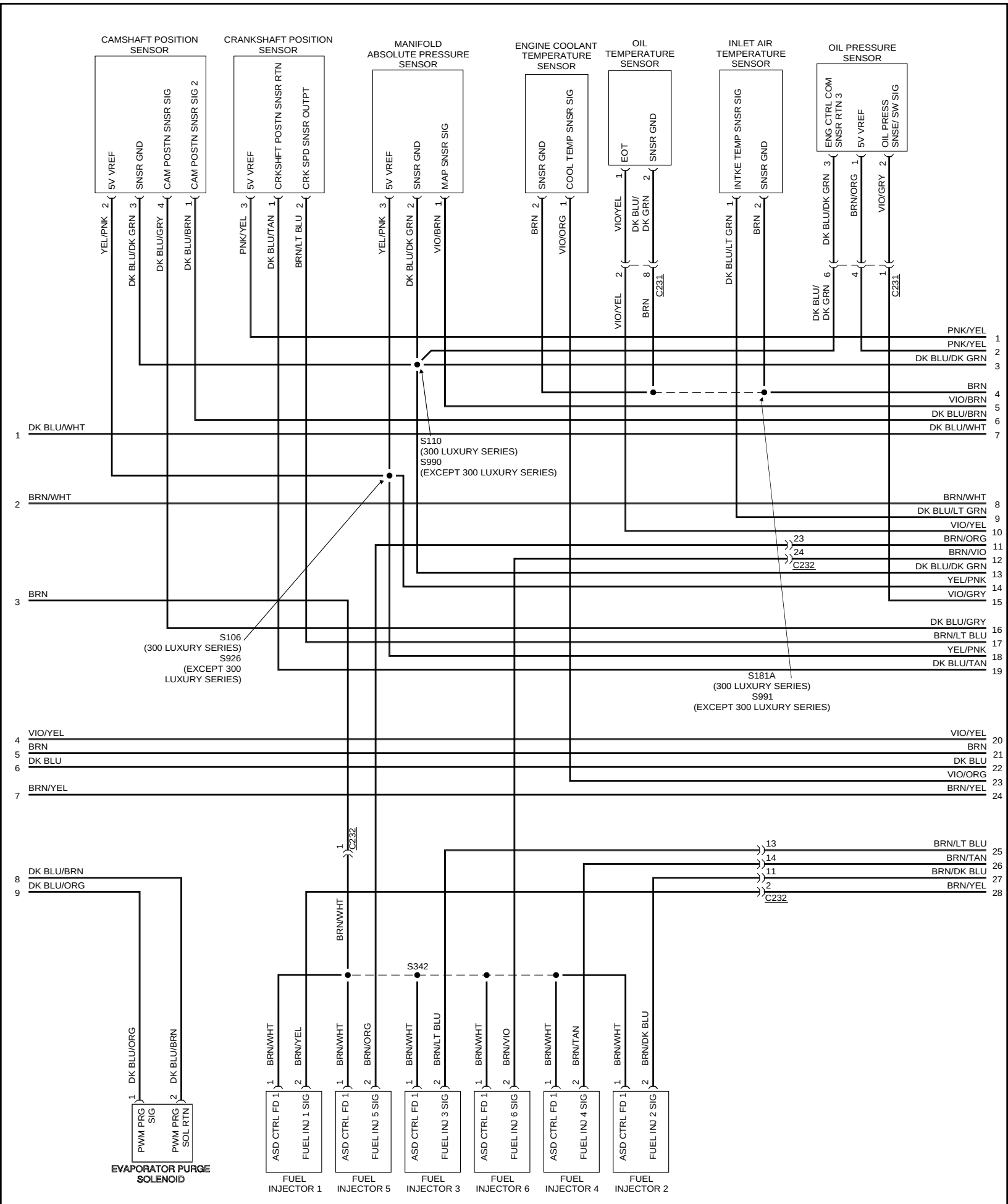

HOT AT ALL TIMES
HOT W/ RUN/START RELAY ENERGIZED
HOT AT ALL TIMES
FRONT POWER DISTRIBUTION CENTER
FUSE 18 50A
FUSE 37 10A
FUSE 1002 40A
RADIATOR FAN LOW/HIGH RELAY
FUEL PUMP RELAY
RADIATOR FAN MEDIUM/HIGH RELAY
RADIATOR FAN SERIES/PARALLEL RELAY
FSD B(+)
RAD FAN MTR FD
RAD FAN MTR SPD SIG
RAD FAN HI SPD SIG
IGN RS
RAD FAN MTR FD 2
RAD FAN LO SPD SIG
RAD FAN LO RTN
RAD FAN MTR SPD SIG
RAD FAN HI SPD SIG
GND
RED 18B
RED 58B
DK BLU/WHT 58A
DK BLU/GRY 58E
DK BLU/ORG 58D
PNK/LT GRN 58C
PNK/LT GRN 37B
PNK/LT GRN 54C
RED/WHT 2B
RED/WHT 47A
DK GRN/DK BLU 47B
PNK/LT GRN 47C
DK BLU/LT GRN 47D
DK BLU 57A
PNK/LT GRN 57C
DK BLU/GRY 57E
DK BLU/ORG 57D
BLK 57B
G102
S1324
PNK/LT GRN
POWER DISTRIBUTION SYSTEM
S1342
G102 BLK 52 GND
DK BLU/ORG 78 RAD FAN HI SPD SIG
COMPUTER DATA LINES SYSTEM
YEL 33 CAN C (+)
TAN/WHT 57 CAN C (-)
DK BLU/LT GRN 30 RAD FAN LO SPD SIG
PNK/LT GRN 23 IGN RS
BRN/VIO 93 ACCEL PED POS 1 SNSR FD
BRN/WHT 22 SNSR GND
LT BLU/BRN 19 AC PRESS SIG
C1
BRN (OR BRN/WHT) 68 ENG CTRL COM SNSR RTN 3
VIO/ORG 12 COOL TEMP SENS SIG
C2
POWERTRAIN CONTROL MODULE
① 6.4L, CHRYSLER 3.6L RWD & DODGE 3.6L POLICE
② 5.7L, DODGE 3.6L EXCEPT POLICE & CHRYSLEL 3.6L AWD
I3022A
DK BLU (OR VIO)
DK GRN (OR DK BLU)
DK BLU
VIO
DK GRN
S01A
RAD FAN MTR FD B DK BLU
GND A BRN
4 BLK
I3022A
G102
RADIATOR COOLING FAN MODULE
MTR FD2 2 DK BLU
MTR FD2 1 DK BLU
RESISTOR RADIATOR FAN
VIO/ORG 1 COOL TEMP SNSR SIG
BRN (OR BRN/WHT) 2 ENG CTRL COM SNSR RTN 3
S155 (6.4L) S181A (EXCEPT 6.4L)
ENGINE COOLANT TEMPERATURE SENSOR
LT BLU/BRN 2 A/C PRESS SIG
BRN/WHT 3 SNSR GND
BRN/VIO 1 5V VREF
S1343
A/C PRESSURE TRANSDUCER
BLK
G102
A BLK
B VIO
A DK BLU
B DK GRN
GND
RAD FAN MTR FD
RAD FAN LO RTN
RAD FAN MTR FD 2
RADIATOR COOLING FAN MODULE
415915


HOT AT ALL TIMES
HOT W/ RUN START RELAY ENERGIZED
HOT AT ALL TIMES
HOT W/ RUN START RELAY ENERGIZED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FRONT POWER DISTRIBUTION CENTER
VACUUM PUMP RELAY
AUTO SHUT DOWN RELAY
FUEL PUMP RELAY
(ASD FEED)
FUSE 4 60A
FUSE 51 20A
FUSE 39 10A
FUSE 28 25A
FUSE 34 25A
FUSE 37 10A
FUSE 31 25A
FUSE 35 25A
IGN RS
SW BATT FD PRE 2
VACUUM PMP RLY COIL CTRL
FSD B(+)
UREA PDC BUS BAR
ASD CTRL
SW BATT FD PRE
FUEL PUMP MTR FD
ENG CTRL FUL PUMP SIG
(INFORMATION NOT AVAILABLE)
S1321
S1311
S1324
POWER DISTRIBUTION SYSTEM
VACUUM PMP RLY COIL CTRL
AC PRESS SIG
SNSR GND
IGN RS
FUEL TANK PRESS SNSR SIG
RAD FAN LO SPD SIG
CAN C (-)
5V VREF
COOLING FANS SYSTEM
COMPUTER DATA LINES SYSTEM
POWERTRAIN CONTROL MODULE
FUEL TANK PRESSURE SENSOR
EYELET
VACUUM PUMP
A/C PRESSURE TRANSDUCER
FUEL PUMP MODULE
G120
G917A
EVAP SYSTEM MONITOR SWITCH
LEAK DTCTN SW SIG
GROUND

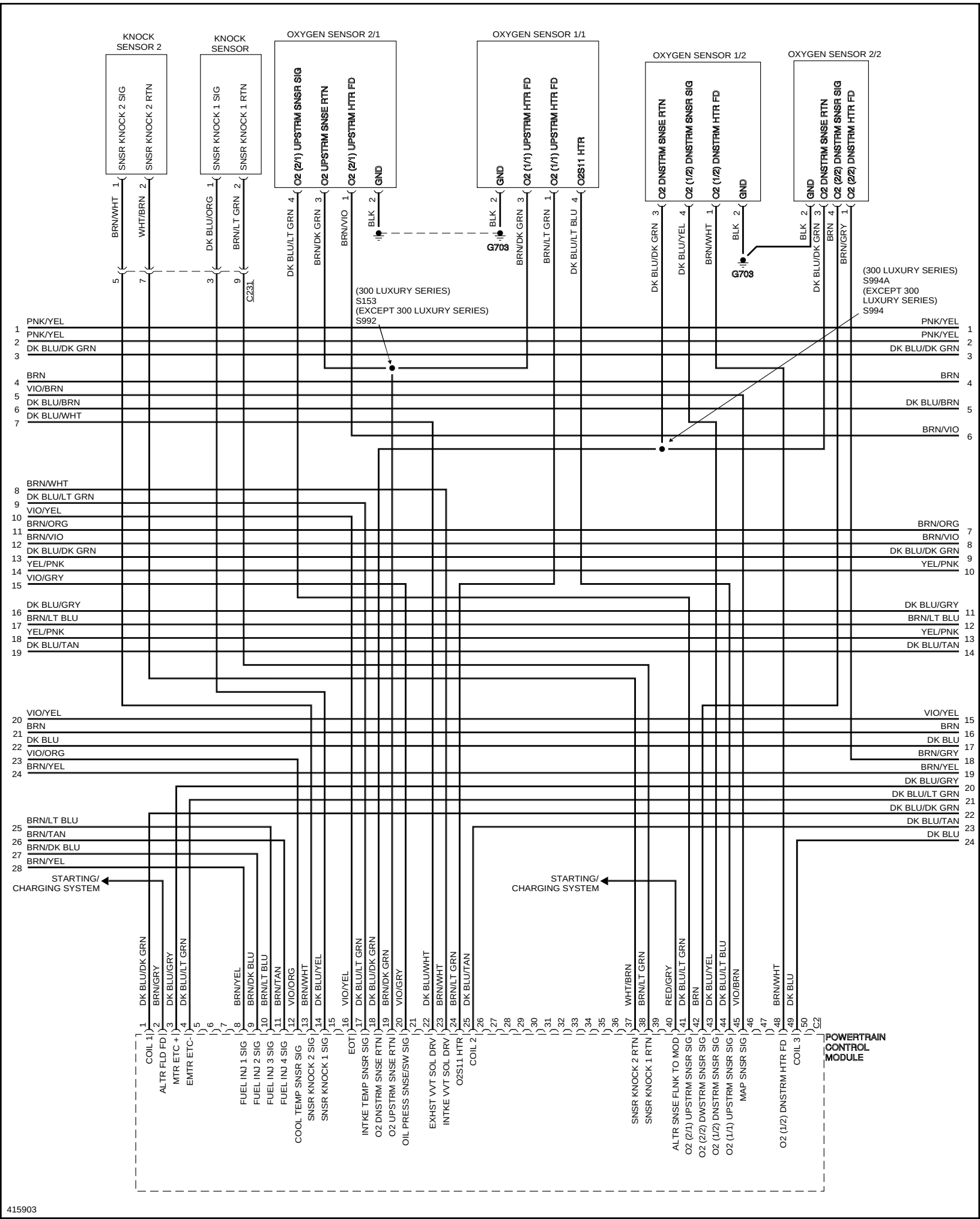
415900

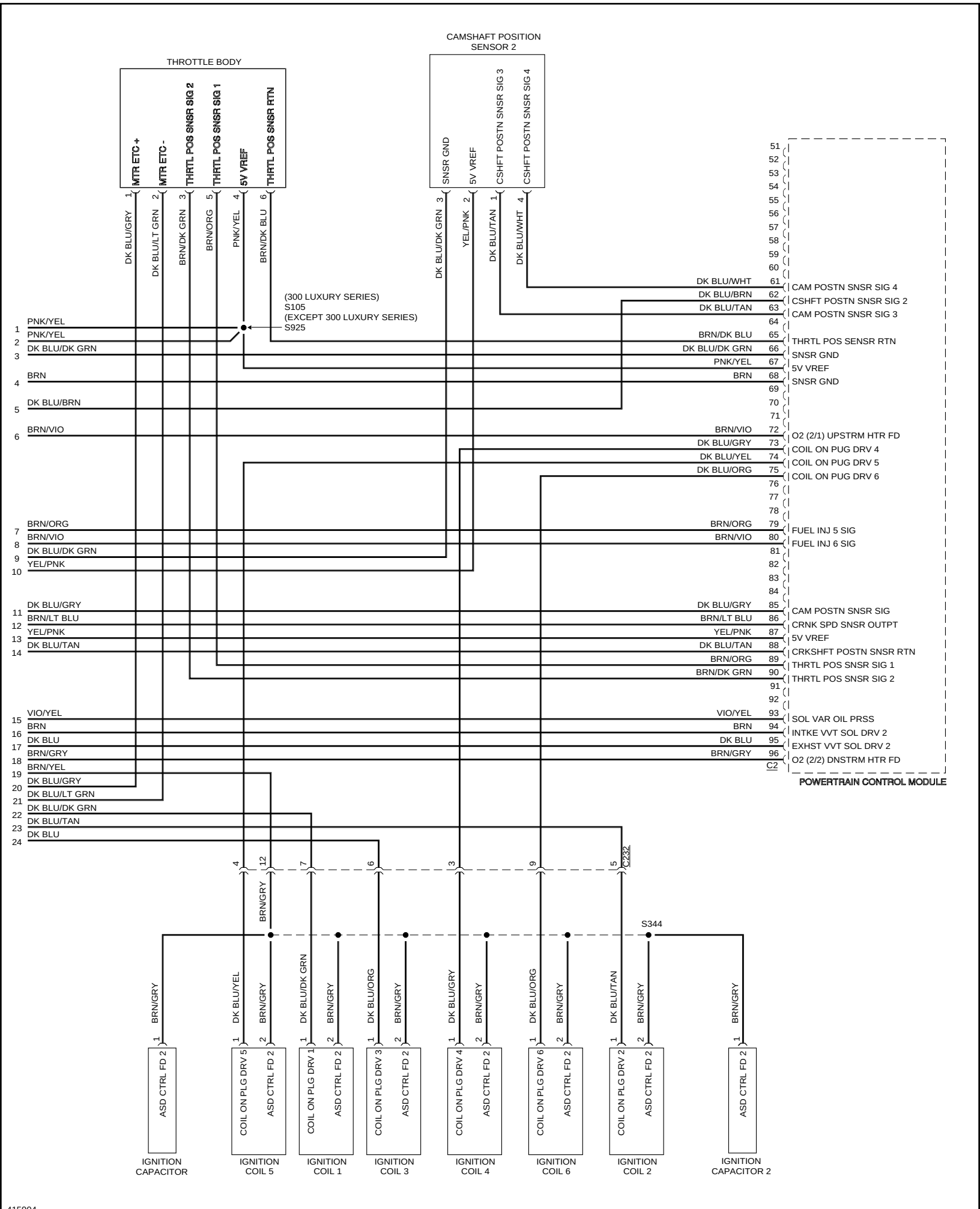

BODY CONTROL MODULE
ACCELERATOR PEDAL POSITION SENSOR
CAMSHAFT POSITION SOLENOID 1/2
CAMSHAFT POSITION SOLENOID 1/1
OIL PUMP SOLENOID
CAMSHAFT POSITION SOLENOID 2/1
CAMSHAFT POSITION SOLENOID 2/2
CAN IHC (-)
CAN IHC (+)
FUEL SNDR LVL SIG PRIMARY
FUEL LVL SNSR RTN
FLI 2
ACCEL PED POSTN SNSR RTN 2
5V VREF
ACCEL PED POS 2 SNSR FD
ACCEL PED POS 2 SNSR SIG
ACCEL PED POS 1 SNSR SIG
5V VREF
EXHST VVT SOL DRV
GND
GND
INTKE VVT SOL DRV
SOL VAR OIL DRV
GND
GND
INTKE VVT SOL DRV 2
EXHST VVT SOL DRV 2
GND
EYELET
EYELET
EYELET
COMPUTER DATA LINES SYSTEM
S1320
S1343
C100
COOLING FANS SYSTEM
AIR CONDITIONING SYSTEM
STARTING/ CHARGING SYSTEM
COMPUTER DATA LINES SYSTEM
G102
POWERTRAIN CONTROL MODULE
GND
GND
SNSR GND
CAN C (+)
PWM PRG SOL RTN
ACCEL PED POSTN SNSR RTN 2
ACCEL PED POS SNSR RTN
5V VREF
LEAK DETCN SW SIG
GND
ASD CTRL FD 1
ASD CTRL FD 1
ASD CTRL FD 1
RAD FAN HI SPD SIG
A/C CLTCH COIL
ASD RTN
STRTR CTRL
ENG CTRL FUEL PUMP SIG
ACCEL PED POS 2 SNSR SIG
ACCEL PED POS 1 SNSR SIG
5V VREF
PWM PRGE SIG
FSD B(+)
DK BLU/WHT
BRN/WHT
BRN
RED/GRY
BRN/WHT
BRN
BRN/VIO
DK BLU/WHT
BLK
DK BLU/GRY
BRN/YEL
VIO/WHT
BRN/TAN
DK BLU/BRN
DK BLU/ORG
VIO/YEL
BRN
DK BLU
BRN/YEL

415901

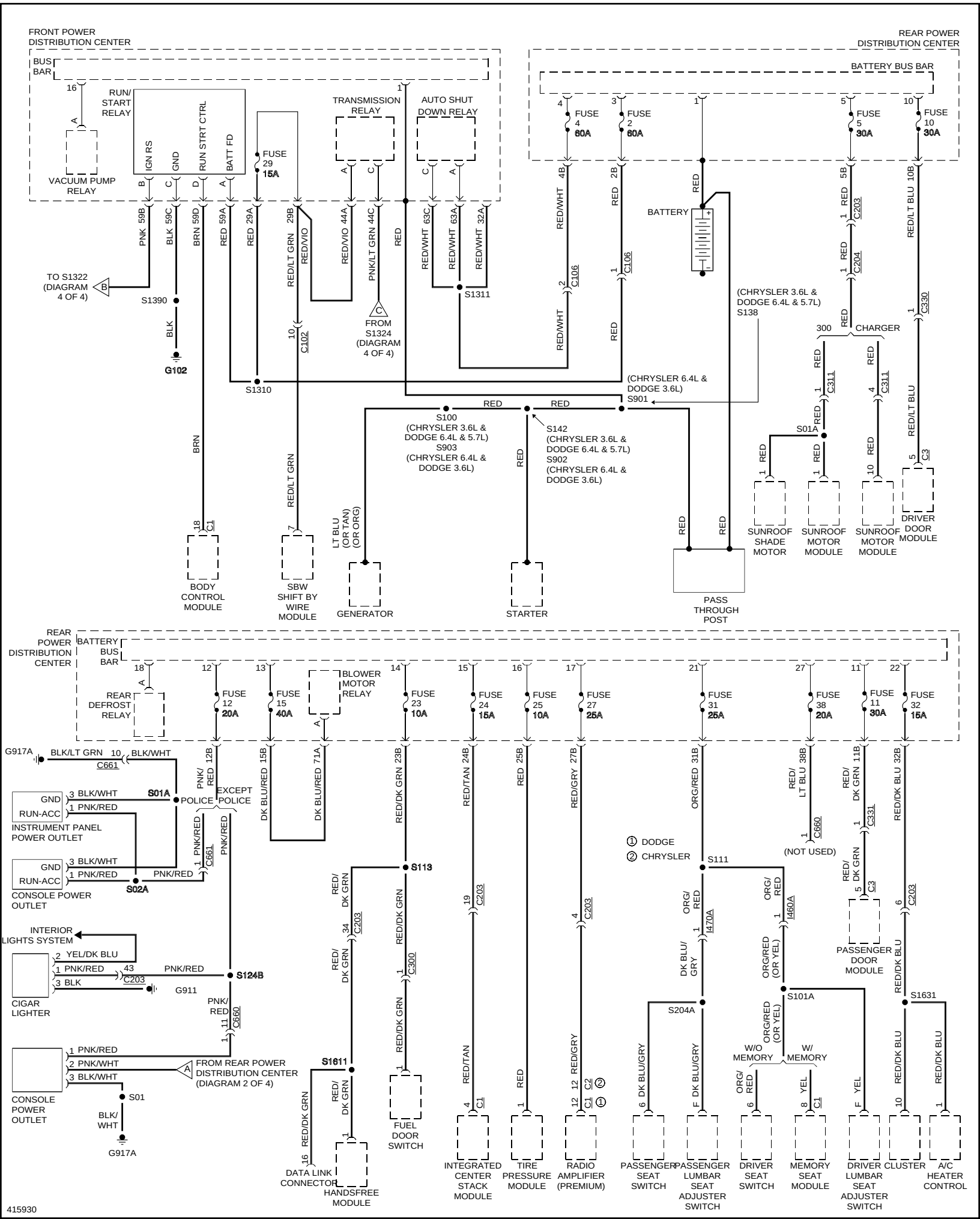

CAMSHAFT POSITION SENSOR
5V VREF
SNSR GND
CAM POSTN SNSR SIG
CAM POSTN SNSR SIG 2
CRANKSHAFT POSITION SENSOR
5V VREF
CRKSHFT POSTN SNSR RTN
CRK SPD SNSR OUTPT
MANIFOLD ABSOLUTE PRESSURE SENSOR
5V VREF
SNSR GND
MAP SNSR SIG
ENGINE COOLANT TEMPERATURE SENSOR
SNSR GND
COOL TEMP SNSR SIG
OIL TEMPERATURE SENSOR
EOT
SNSR GND
INLET AIR TEMPERATURE SENSOR
INTKE TEMP SNSR SIG
SNSR GND
OIL PRESSURE SENSOR
ENG CTRL COM SNSR RTN 3
5V VREF
OIL PRESS SNSE/ SW SIG
YEL/PNK
DK BLU/DK GRN
DK BLU/GRY
DK BLU/BRN
PNK/YEL
DK BLU/TAN
BRN/LT BLU
YEL/PNK
DK BLU/DK GRN
VIO/BRN
BRN
VIO/ORG
VIO/YEL
DK BLU/ DK GRN
VIO/YEL
BRN
C231
DK BLU/LT GRN
BRN
DK BLU/ DK GRN
DK BLU/DK GRN
BRN/ORG
VIO/GRY
C231
PNK/YEL
PNK/YEL
DK BLU/DK GRN
BRN
VIO/BRN
DK BLU/BRN
DK BLU/WHT
S110
(300 LUXURY SERIES)
S990
(EXCEPT 300 LUXURY SERIES)
BRN/WHT
DK BLU/LT GRN
VIO/YEL
BRN/ORG
BRN/VIO
DK BLU/DK GRN
C232
YEL/PNK
VIO/GRY
BRN
DK BLU/GRY
BRN/LT BLU
YEL/PNK
DK BLU/TAN
S106
(300 LUXURY SERIES)
S926
(EXCEPT 300
LUXURY SERIES)
S181A
(300 LUXURY SERIES)
S991
(EXCEPT 300 LUXURY SERIES)
VIO/YEL
BRN
DK BLU
VIO/ORG
BRN/YEL
VIO/YEL
BRN
DK BLU
VIO/ORG
BRN/YEL
C232
13
14
11
2
C232
BRN/LT BLU
BRN/TAN
BRN/DK BLU
BRN/YEL
DK BLU/BRN
DK BLU/ORG
BRN/WHT
S342
DK BLU/ORG
DK BLU/BRN
PWM PRG SIG
PWM PRG SOL RTN
EVAPORATOR PURGE SOLENOID
BRN/WHT
BRN/YEL
BRN/WHT
BRN/ORG
BRN/WHT
BRN/LT BLU
BRN/WHT
BRN/VIO
BRN/WHT
BRN/TAN
BRN/WHT
BRN/DK BLU
ASD CTRL FD 1
FUEL INJ 1 SIG
ASD CTRL FD 1
FUEL INJ 5 SIG
ASD CTRL FD 1
FUEL INJ 3 SIG
ASD CTRL FD 1
FUEL INJ 6 SIG
ASD CTRL FD 1
FUEL INJ 4 SIG
ASD CTRL FD 1
FUEL INJ 2 SIG
FUEL INJECTOR 1
FUEL INJECTOR 5
FUEL INJECTOR 3
FUEL INJECTOR 6
FUEL INJECTOR 4
FUEL INJECTOR 2

415902

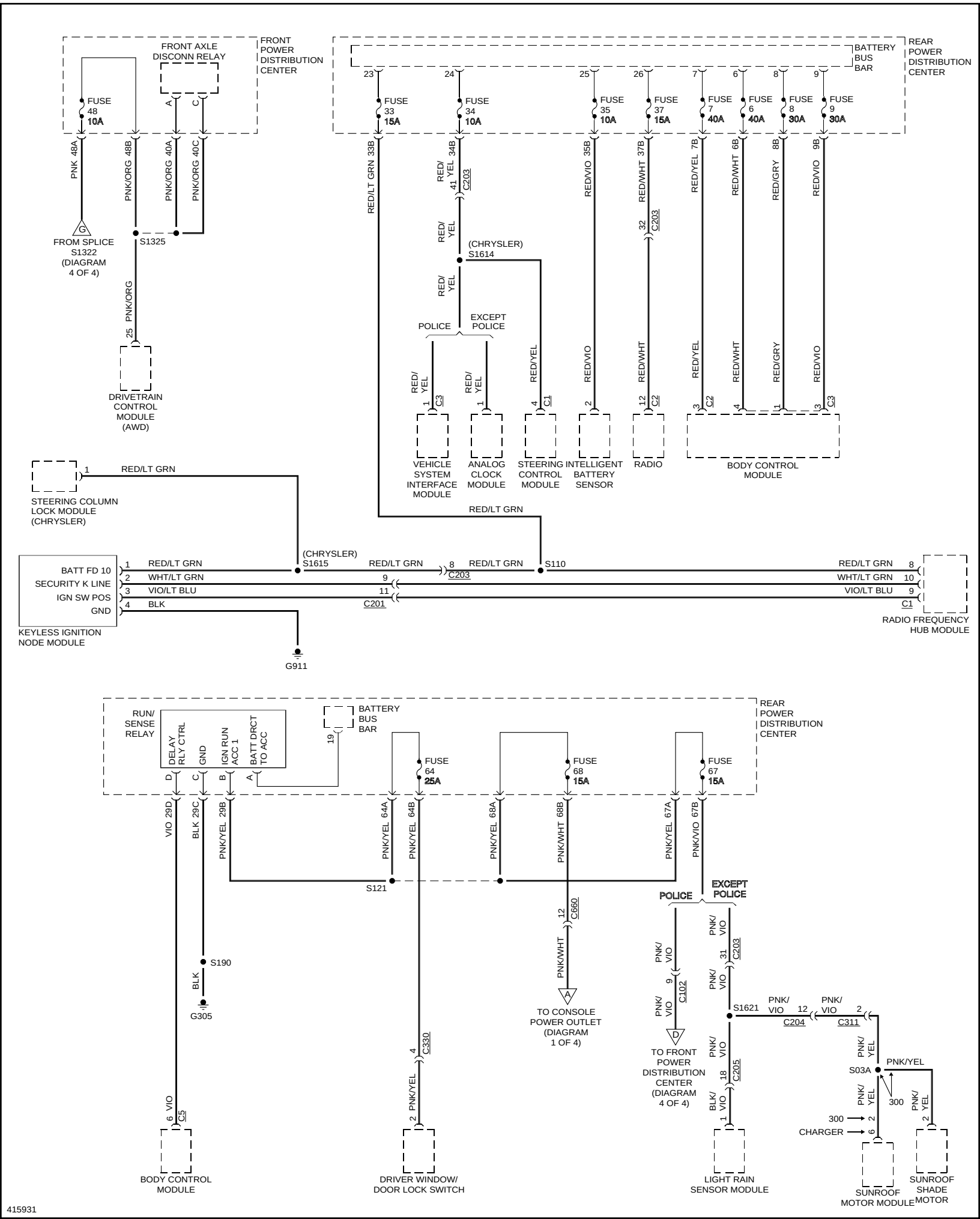

KNOCK SENSOR 2
SNSR KNOCK 2 SIG
SNSR KNOCK 2 RTN
KNOCK SENSOR
SNSR KNOCK 1 SIG
SNSR KNOCK 1 RTN
OXYGEN SENSOR 2/1
O2 (2/1) UPSTRM SNSR SIG
O2 UPSTRM SNSE RTN
O2 (2/1) UPSTRM HTR FD
GND
OXYGEN SENSOR 1/1
GND
O2 (1/1) UPSTRM HTR FD
O2 (1/1) UPSTRM HTR FD
O2S11 HTR
OXYGEN SENSOR 1/2
O2 DNSTRM SNSE RTN
O2 (1/2) DNSTRM SNSR SIG
O2 (1/2) DNSTRM HTR FD
GND
OXYGEN SENSOR 2/2
GND
O2 DNSTRM SNSE RTN
O2 (2/2) DNSTRM SNSR SIG
O2 (2/2) DNSTRM HTR FD
BRN/WHT
WHT/BRN
DK BLU/ORG
BRN/LT GRN
DK BLU/LT GRN
BRN/DK GRN
BRN/VIO
BLK
G703
DK BLU/DK GRN
DK BLU/YEL
BRN/WHT
BRN
BRN/GRY
C231
(300 LUXURY SERIES)
S153
(EXCEPT 300 LUXURY SERIES)
S992
(300 LUXURY SERIES)
S994A
(EXCEPT 300
LUXURY SERIES)
S994
PNK/YEL
DK BLU/DK GRN
BRN
VIO/BRN
DK BLU/BRN
DK BLU/WHT
BRN/WHT
DK BLU/LT GRN
VIO/YEL
BRN/ORG
BRN/VIO
YEL/PNK
VIO/GRY
DK BLU/GRY
BRN/LT BLU
DK BLU/TAN
VIO/YEL
BRN
DK BLU
VIO/ORG
BRN/YEL
BRN/TAN
BRN/DK BLU
STARTING/
CHARGING SYSTEM
COIL 1
ALTR FLD FD
MTR ETC +
EMTR ETC-
FUEL INJ 1 SIG
FUEL INJ 2 SIG
FUEL INJ 3 SIG
FUEL INJ 4 SIG
COOL TEMP SNSR SIG
SNSR KNOCK 2 SIG
SNSR KNOCK 1 SIG
EOT
INTKE TEMP SNSR SIG
O2 DNSTRM SNSE RTN
O2 UPSTRM SNSE RTN
OIL PRESS SNSE/SW SIG
EXHST VVT SOL DRV
INTKE VVT SOL DRV
O2S11 HTR
COIL 2
SNSR KNOCK 2 RTN
SNSR KNOCK 1 RTN
ALTR SNSE FLNK TO MOD
O2 (2/1) UPSTRM SNSR SIG
O2 (2/2) DWSTRM SNSR SIG
O2 (1/2) DNSTRM SNSR SIG
O2 (1/1) UPSTRM SNSR SIG
MAP SNSR SIG
O2 (1/2) DNSTRM HTR FD
COIL 3
POWERTRAIN
CONTROL
MODULE
415903

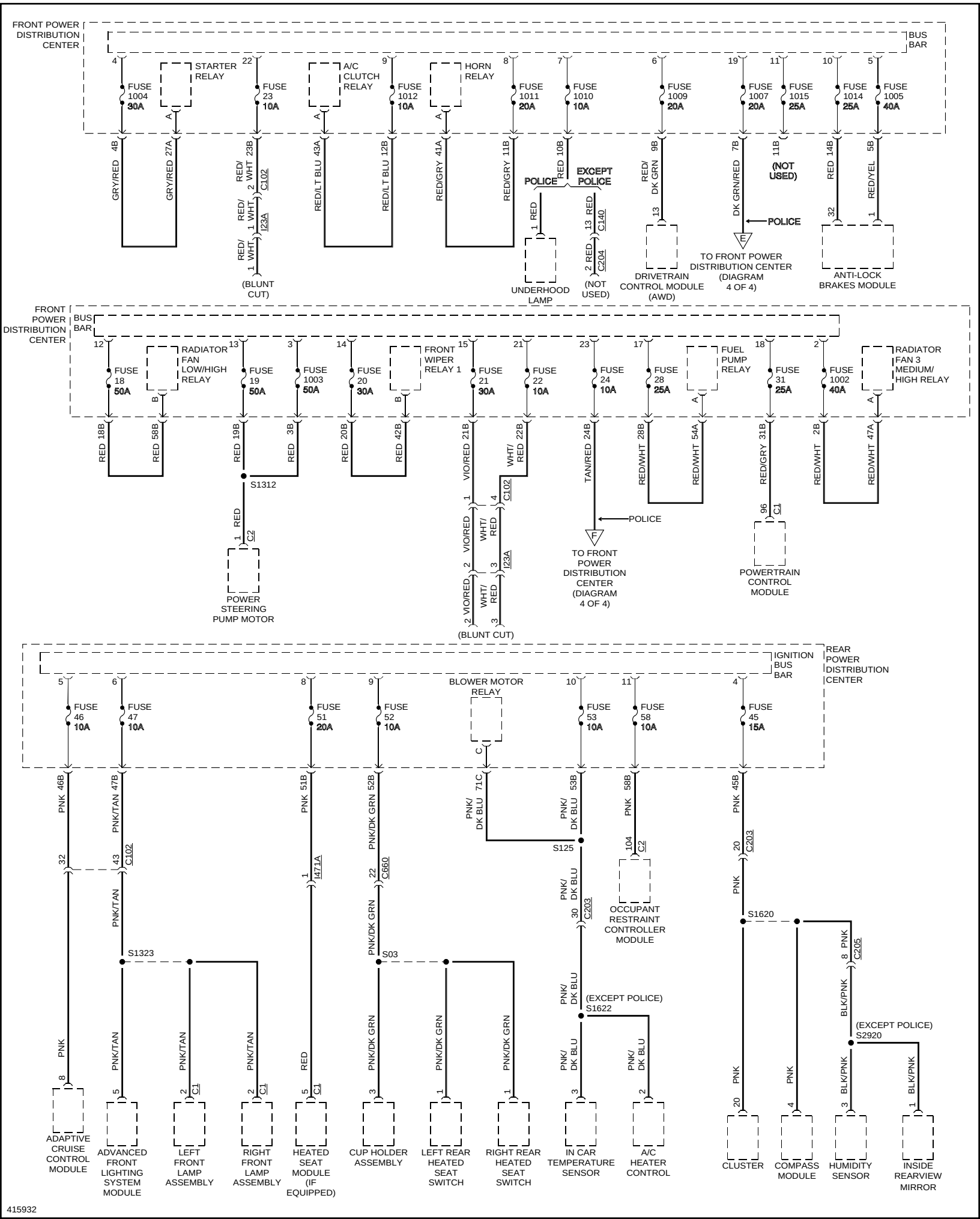

THROTTLE BODY
MTR ETC +
MTR ETC -
THRTL POS SNSR SIG 2
THRTL POS SNSR SIG 1
5V VREF
THRTL POS SNSR RTN
CAMSHAFT POSITION SENSOR 2
SNSR GND
5V VREF
CSHFT POSTN SNSR SIG 3
CSHFT POSTN SNSR SIG 4
(300 LUXURY SERIES)
S105
(EXCEPT 300 LUXURY SERIES)
S925
CAM POSTN SNSR SIG 4
CSHFT POSTN SNSR SIG 2
CAM POSTN SNSR SIG 3
THRTL POS SENSR RTN
SNSR GND
5V VREF
SNSR GND
O2 (2/1) UPSTRM HTR FD
COIL ON PUG DRV 4
COIL ON PUG DRV 5
COIL ON PUG DRV 6
FUEL INJ 5 SIG
FUEL INJ 6 SIG
CAM POSTN SNSR SIG
CRNK SPD SNSR OUTPT
5V VREF
CRKSHFT POSTN SNSR RTN
THRTL POS SNSR SIG 1
THRTL POS SNSR SIG 2
SOL VAR OIL PRSS
INTKE VVT SOL DRV 2
EXHST VVT SOL DRV 2
O2 (2/2) DNSTRM HTR FD
C2
POWERTRAIN CONTROL MODULE
C232
S344
ASD CTRL FD 2
COIL ON PLG DRV 5
COIL ON PLG DRV 1
COIL ON PLG DRV 3
COIL ON PLG DRV 4
COIL ON PLG DRV 6
COIL ON PLG DRV 2
IGNITION CAPACITOR
IGNITION COIL 5
IGNITION COIL 1
IGNITION COIL 3
IGNITION COIL 4
IGNITION COIL 6
IGNITION COIL 2
IGNITION CAPACITOR 2

415904

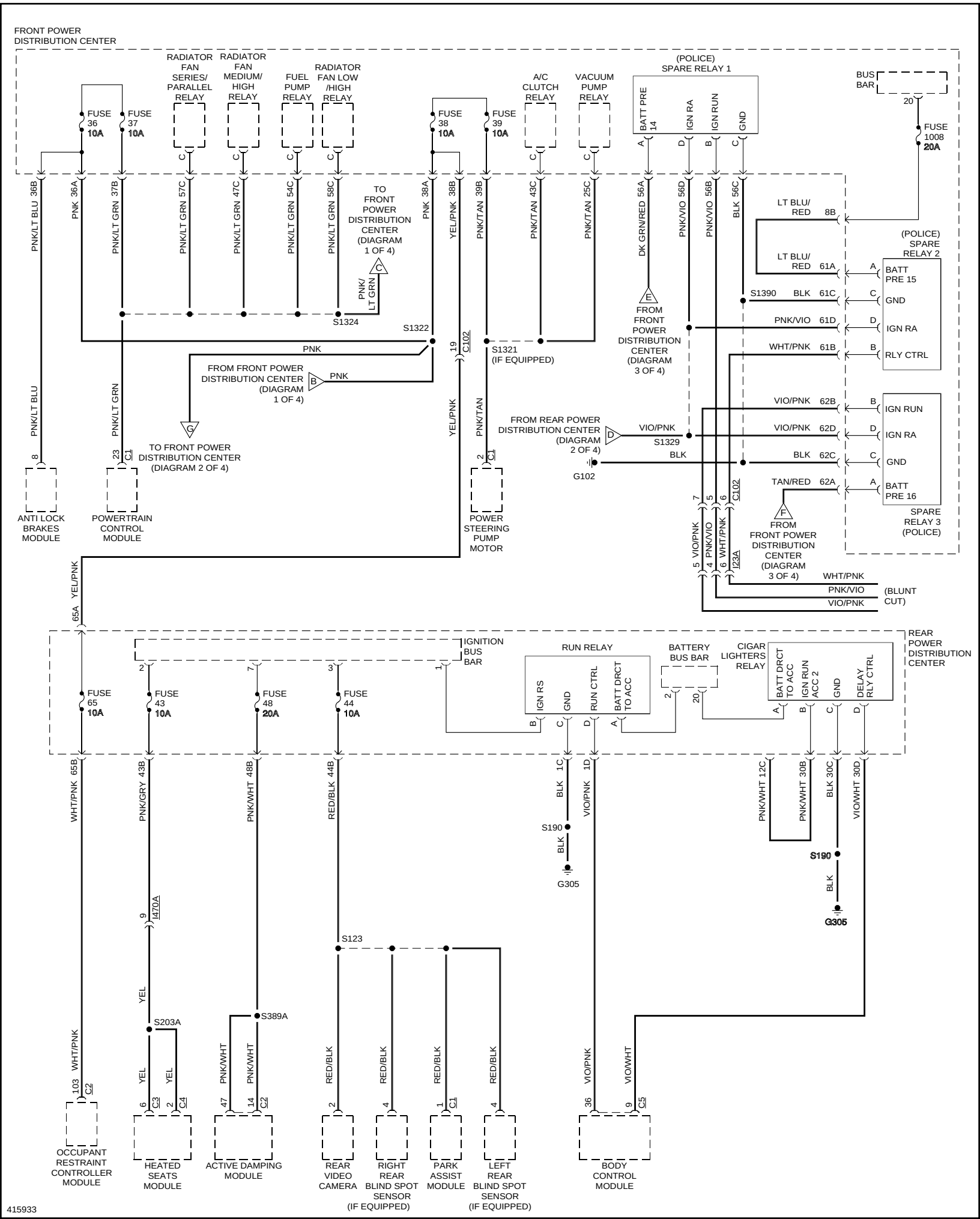

FRONT POWER DISTRIBUTION CENTER
REAR POWER DISTRIBUTION CENTER
BUS BAR
BATTERY BUS BAR
RUN/ START RELAY
IGN RS
GND
RUN STRT CTRL
BATT FD
VACUUM PUMP RELAY
TRANSMISSION RELAY
AUTO SHUT DOWN RELAY
FUSE 29 15A
FUSE 4 60A
FUSE 2 60A
FUSE 5 30A
FUSE 10 30A
BATTERY
TO S1322 (DIAGRAM 4 OF 4)
S1390
G102
S1310
S1311
FROM S1324 (DIAGRAM 4 OF 4)
(CHRYSLER 3.6L & DODGE 6.4L & 5.7L) S138
(CHRYSLER 6.4L & DODGE 3.6L) S901
S100 (CHRYSLER 3.6L & DODGE 6.4L & 5.7L) S903 (CHRYSLER 6.4L & DODGE 3.6L)
S142 (CHRYSLER 3.6L & DODGE 6.4L & 5.7L) S902 (CHRYSLER 6.4L & DODGE 3.6L)
CHARGER
S01A
SUNROOF SHADE MOTOR
SUNROOF MOTOR MODULE
SUNROOF MOTOR MODULE
DRIVER DOOR MODULE
BODY CONTROL MODULE
SBW SHIFT BY WIRE MODULE
GENERATOR
STARTER
PASS THROUGH POST
REAR POWER DISTRIBUTION CENTER
BATTERY BUS BAR
REAR DEFROST RELAY
BLOWER MOTOR RELAY
FUSE 12 20A
FUSE 15 40A
FUSE 23 10A
FUSE 24 15A
FUSE 25 10A
FUSE 27 25A
FUSE 31 25A
FUSE 38 20A
FUSE 11 30A
FUSE 32 15A
G917A
S01A
POLICE
EXCEPT POLICE
INSTRUMENT PANEL POWER OUTLET
CONSOLE POWER OUTLET
S02A
INTERIOR LIGHTS SYSTEM
CIGAR LIGHTER
G911
S124B
CONSOLE POWER OUTLET
S01
G917A
FROM REAR POWER DISTRIBUTION CENTER (DIAGRAM 2 OF 4)
S113
S1611
DATA LINK CONNECTOR
HANDSFREE MODULE
FUEL DOOR SWITCH
① DODGE
② CHRYSLER
S111
(NOT USED)
S204A
S101A
W/O MEMORY
W/ MEMORY
PASSENGER DOOR MODULE
S1631
INTEGRATED CENTER STACK MODULE
TIRE PRESSURE MODULE
RADIO AMPLIFIER (PREMIUM)
PASSENGER SEAT SWITCH
PASSENGER LUMBAR SEAT ADJUSTER SWITCH
DRIVER SEAT SWITCH
MEMORY SEAT MODULE
DRIVER LUMBAR SEAT ADJUSTER SWITCH
CLUSTER
A/C HEATER CONTROL

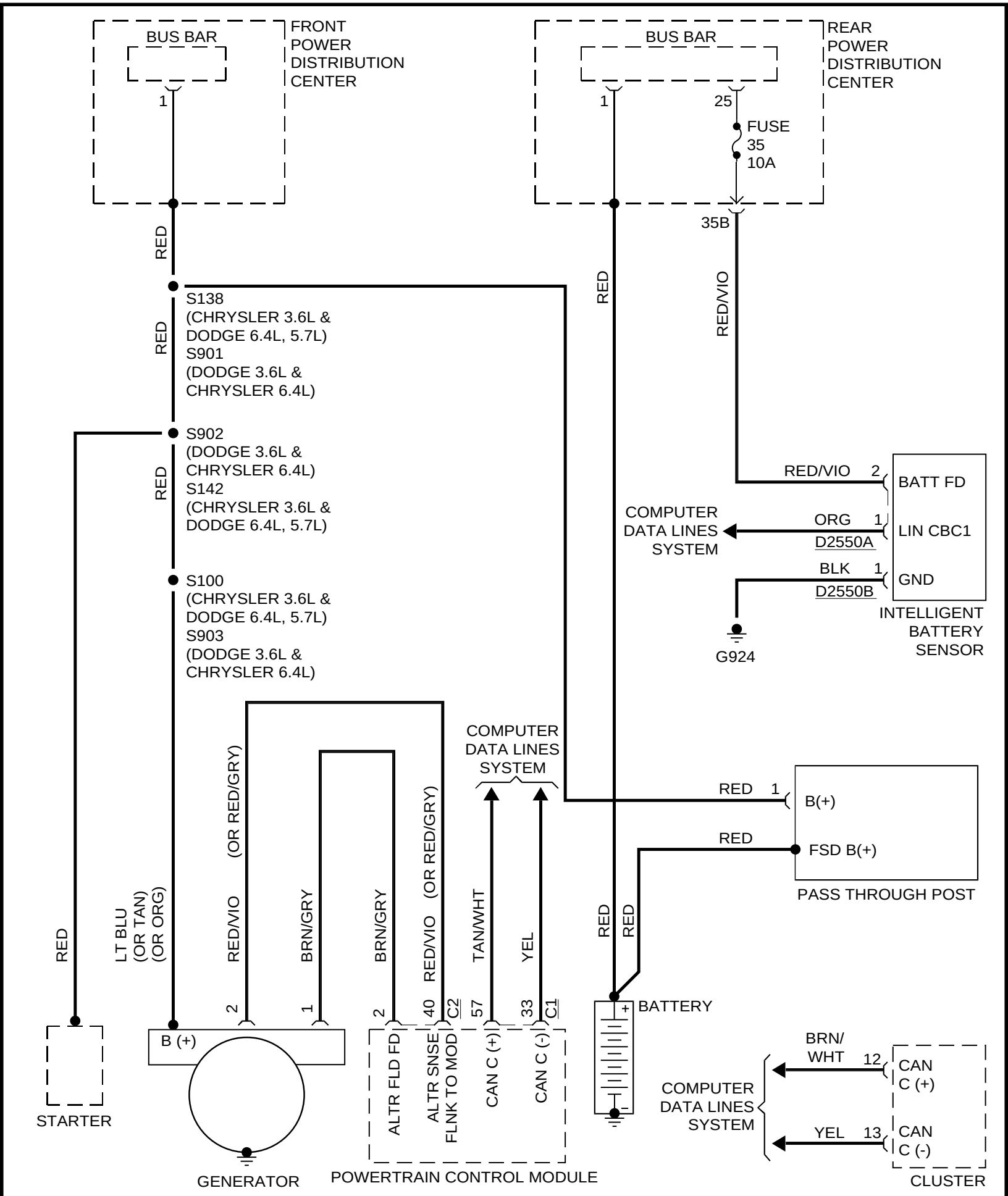
415930


FRONT POWER DISTRIBUTION CENTER
FRONT AXLE DISCONN RELAY
FUSE 48 10A
FUSE 33 15A
FUSE 34 10A
FUSE 35 10A
FUSE 37 15A
FUSE 7 40A
FUSE 6 40A
FUSE 8 30A
FUSE 9 30A
BATTERY BUS BAR
REAR POWER DISTRIBUTION CENTER
PNK 48A
PNK/ORG 48B
PNK/ORG 40A
PNK/ORG 40C
RED/LT GRN 33B
RED/ YEL 34B
RED/ YEL 41
C203
RED/VIO 35B
RED/WHT 37B
RED/YEL 7B
RED/WHT 6B
RED/GRY 8B
RED/VIO 9B
FROM SPLICE S1322 (DIAGRAM 4 OF 4)
S1325
PNK/ORG 25
DRIVETRAIN CONTROL MODULE (AWD)
(CHRYSLER) S1614
POLICE
EXCEPT POLICE
VEHICLE SYSTEM INTERFACE MODULE
ANALOG CLOCK MODULE
STEERING CONTROL MODULE
INTELLIGENT BATTERY SENSOR
RADIO
BODY CONTROL MODULE
STEERING COLUMN LOCK MODULE (CHRYSLER)
RED/LT GRN
(CHRYSLER) S1615
S110
BATT FD 10
SECURITY K LINE
IGN SW POS
GND
WHT/LT GRN
VIO/LT BLU
BLK
C201
KEYLESS IGNITION NODE MODULE
G911
C1
RADIO FREQUENCY HUB MODULE
RUN/ SENSE RELAY
DELAY RLY CTRL
GND
IGN RUN ACC 1
BATT DRCT TO ACC
FUSE 64 25A
FUSE 68 15A
FUSE 67 15A
VIO 29D
BLK 29C
PNK/YEL 29B
PNK/YEL 64A
PNK/YEL 64B
PNK/YEL 68A
PNK/WHT 68B
PNK/YEL 67A
PNK/VIO 67B
S121
S190
G305
C660
PNK/WHT
TO CONSOLE POWER OUTLET (DIAGRAM 1 OF 4)
PNK/ VIO
C102
TO FRONT POWER DISTRIBUTION CENTER (DIAGRAM 4 OF 4)
S1621
C204
C311
PNK/ YEL
S03A
300
CHARGER
C330
C205
BLK/ VIO
C5
BODY CONTROL MODULE
DRIVER WINDOW/ DOOR LOCK SWITCH
LIGHT RAIN SENSOR MODULE
SUNROOF MOTOR MODULE
SUNROOF SHADE MOTOR
415931

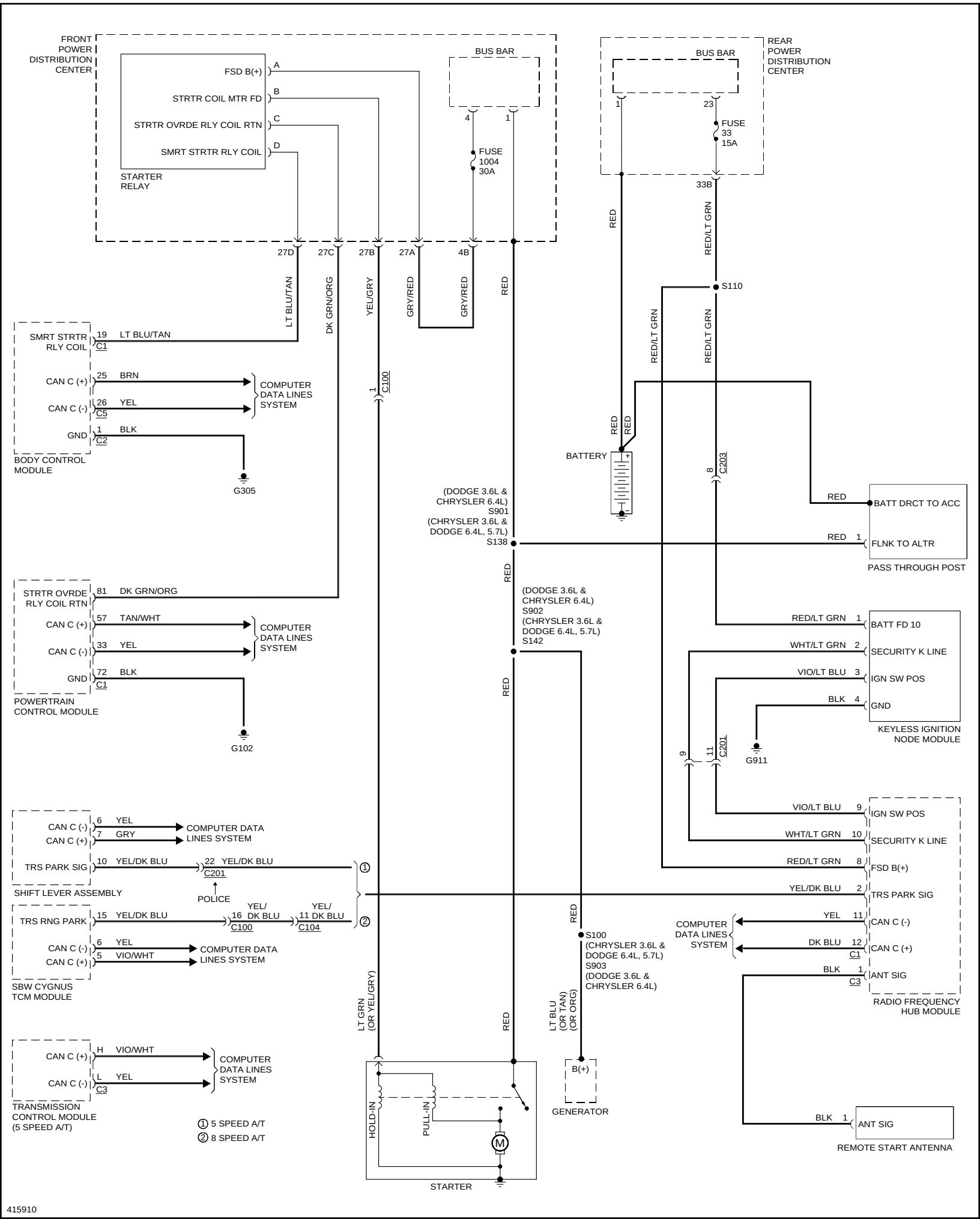

FRONT POWER DISTRIBUTION CENTER
BUS BAR
FUSE 1004 30A
STARTER RELAY
FUSE 23 10A
A/C CLUTCH RELAY
FUSE 1012 10A
HORN RELAY
FUSE 1011 20A
FUSE 1010 10A
FUSE 1009 20A
FUSE 1007 20A
FUSE 1015 25A
FUSE 1014 25A
FUSE 1005 40A
GRY/RED
RED/WHT
RED/LT BLU
RED/GRY
RED
RED/DK GRN
DK GRN/RED
(NOT USED)
RED/YEL
C102
123A
(BLUNT CUT)
EXCEPT POLICE
POLICE
C140
C204
(NOT USED)
UNDERHOOD LAMP
DRIVETRAIN CONTROL MODULE (AWD)
TO FRONT POWER DISTRIBUTION CENTER (DIAGRAM 4 OF 4)
ANTI-LOCK BRAKES MODULE
FRONT POWER DISTRIBUTION CENTER
BUS BAR
FUSE 18 50A
RADIATOR FAN LOW/HIGH RELAY
FUSE 19 50A
FUSE 1003 50A
FUSE 20 30A
FRONT WIPER RELAY 1
FUSE 21 30A
FUSE 22 10A
FUSE 24 10A
FUSE 28 25A
FUEL PUMP RELAY
FUSE 31 25A
FUSE 1002 40A
RADIATOR FAN 3 MEDIUM/ HIGH RELAY
RED
RED/WHT
VIO/RED
WHT/RED
TAN/RED
RED/GRY
S1312
C2
POWER STEERING PUMP MOTOR
(BLUNT CUT)
POLICE
TO FRONT POWER DISTRIBUTION CENTER (DIAGRAM 4 OF 4)
C1
POWERTRAIN CONTROL MODULE
REAR POWER DISTRIBUTION CENTER
IGNITION BUS BAR
FUSE 46 10A
FUSE 47 10A
FUSE 51 20A
FUSE 52 10A
BLOWER MOTOR RELAY
FUSE 53 10A
FUSE 58 10A
FUSE 45 15A
PNK
PNK/TAN
PNK/DK GRN
PNK/DK BLU
BLK/PNK
C203
C205
C660
I471A
S125
S1323
S03
S1620
S2920
(EXCEPT POLICE)
S1622
OCCUPANT RESTRAINT CONTROLLER MODULE
ADAPTIVE CRUISE CONTROL MODULE
ADVANCED FRONT LIGHTING SYSTEM MODULE
LEFT FRONT LAMP ASSEMBLY
RIGHT FRONT LAMP ASSEMBLY
HEATED SEAT MODULE (IF EQUIPPED)
CUP HOLDER ASSEMBLY
LEFT REAR HEATED SEAT SWITCH
RIGHT REAR HEATED SEAT SWITCH
IN CAR TEMPERATURE SENSOR
A/C HEATER CONTROL
CLUSTER
COMPASS MODULE
HUMIDITY SENSOR
INSIDE REARVIEW MIRROR

415932


FRONT POWER DISTRIBUTION CENTER
RADIATOR FAN SERIES/ PARALLEL RELAY
RADIATOR FAN MEDIUM/ HIGH RELAY
FUEL PUMP RELAY
RADIATOR FAN LOW /HIGH RELAY
A/C CLUTCH RELAY
VACUUM PUMP RELAY
(POLICE) SPARE RELAY 1
BUS BAR
FUSE 36 10A
FUSE 37 10A
FUSE 38 10A
FUSE 39 10A
FUSE 1008 20A
BATT PRE 14
IGN RA
IGN RUN
GND
TO FRONT POWER DISTRIBUTION CENTER (DIAGRAM 1 OF 4)
PNK/LT BLU 36B
PNK 36A
PNK/LT GRN 37B
PNK/LT GRN 57C
PNK/LT GRN 47C
PNK/LT GRN 54C
PNK/LT GRN 58C
PNK/ LT GRN
PNK 38A
YEL/PNK 38B
PNK/TAN 39B
PNK/TAN 43C
PNK/TAN 25C
DK GRN/RED 56A
PNK/VIO 56D
PNK/VIO 56B
BLK 56C
LT BLU/ RED 8B
LT BLU/ RED 61A
(POLICE) SPARE RELAY 2
BATT PRE 15
S1390 BLK 61C
GND
PNK/VIO 61D
IGN RA
WHT/PNK 61B
RLY CTRL
S1324
S1322
S1321 (IF EQUIPPED)
FROM FRONT POWER DISTRIBUTION CENTER (DIAGRAM 3 OF 4)
FROM FRONT POWER DISTRIBUTION CENTER (DIAGRAM 1 OF 4)
PNK
PNK/LT BLU 8
PNK/LT GRN 23 C1
TO FRONT POWER DISTRIBUTION CENTER (DIAGRAM 2 OF 4)
YEL/PNK
PNK/TAN 2 C1
FROM REAR POWER DISTRIBUTION CENTER (DIAGRAM 2 OF 4)
VIO/PNK
S1329
BLK
G102
VIO/PNK 62B
IGN RUN
VIO/PNK 62D
IGN RA
BLK 62C
GND
TAN/RED 62A
BATT PRE 16
SPARE RELAY 3 (POLICE)
FROM FRONT POWER DISTRIBUTION CENTER (DIAGRAM 3 OF 4)
VIO/PNK
PNK/VIO
WHT/PNK
WHT/PNK
PNK/VIO
VIO/PNK
(BLUNT CUT)
ANTI LOCK BRAKES MODULE
POWERTRAIN CONTROL MODULE
POWER STEERING PUMP MOTOR
YEL/PNK 65A
IGNITION BUS BAR
RUN RELAY
IGN RS
GND
RUN CTRL
BATT DRCT TO ACC
BATTERY BUS BAR
CIGAR LIGHTERS RELAY
BATT DRCT TO ACC
IGN RUN ACC 2
GND
DELAY RLY CTRL
REAR POWER DISTRIBUTION CENTER
FUSE 65 10A
FUSE 43 10A
FUSE 48 20A
FUSE 44 10A
WHT/PNK 65B
PNK/GRY 43B
PNK/WHT 48B
RED/BLK 44B
BLK 1C
VIO/PNK 1D
PNK/WHT 12C
PNK/WHT 30B
BLK 30C
VIO/WHT 30D
S190
BLK
G305
S190
BLK
G305
1470A
YEL
S203A
S389A
S123
WHT/PNK 103 C2
YEL 6 C3
YEL 2 C4
PNK/WHT 47
PNK/WHT 14 C2
RED/BLK 2
RED/BLK 4
RED/BLK 1 C1
RED/BLK 4
VIO/PNK 36
VIO/WHT 9 C5
OCCUPANT RESTRAINT CONTROLLER MODULE
HEATED SEATS MODULE
ACTIVE DAMPING MODULE
REAR VIDEO CAMERA
RIGHT REAR BLIND SPOT SENSOR (IF EQUIPPED)
PARK ASSIST MODULE
LEFT REAR BLIND SPOT SENSOR (IF EQUIPPED)
BODY CONTROL MODULE
415933


BUS BAR
FRONT POWER DISTRIBUTION CENTER
1
BUS BAR
REAR POWER DISTRIBUTION CENTER
1
25
FUSE 35 10A
35B
RED
RED
RED/VIO
S138
(CHRYSLER 3.6L & DODGE 6.4L, 5.7L)
S901
(DODGE 3.6L & CHRYSLER 6.4L)
S902
(DODGE 3.6L & CHRYSLER 6.4L)
S142
(CHRYSLER 3.6L & DODGE 6.4L, 5.7L)
S100
(CHRYSLER 3.6L & DODGE 6.4L, 5.7L)
S903
(DODGE 3.6L & CHRYSLER 6.4L)
RED/VIO 2
BATT FD
COMPUTER DATA LINES SYSTEM
ORG 1
LIN CBC1
D2550A
BLK 1
GND
D2550B
G924
INTELLIGENT BATTERY SENSOR
COMPUTER DATA LINES SYSTEM
RED 1
B(+)
RED
FSD B(+)
PASS THROUGH POST
RED
LT BLU (OR TAN) (OR ORG)
(OR RED/GRY)
RED/VIO
BRN/GRY
BRN/GRY
(OR RED/GRY)
RED/VIO
TAN/WHT
YEL
RED
RED
2
1
2
40
C2
57
33
C1
BATTERY
+
-
B (+)
ALTR FLD FD
ALTR SNSE FLNK TO MOD
CAN C (+)
CAN C (-)
BRN/ WHT 12
CAN C (+)
YEL 13
CAN C (-)
COMPUTER DATA LINES SYSTEM
STARTER
GENERATOR
POWERTRAIN CONTROL MODULE
CLUSTER

415911

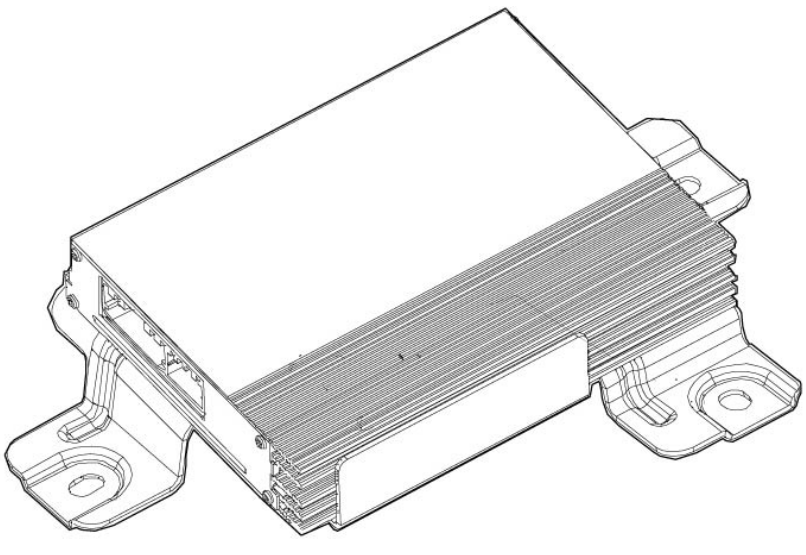

FRONT POWER DISTRIBUTION CENTER
FSD B(+)
STRTR COIL MTR FD
STRTR OVRDE RLY COIL RTN
SMRT STRTR RLY COIL
STARTER RELAY
BUS BAR
FUSE 1004 30A
REAR POWER DISTRIBUTION CENTER
FUSE 33 15A
27D
27C
27B
27A
4B
LT BLU/TAN
DK GRN/ORG
YEL/GRY
GRY/RED
RED
RED/LT GRN
S110
C100
C203
BODY CONTROL MODULE
SMRT STRTR RLY COIL
CAN C (+)
CAN C (-)
GND
COMPUTER DATA LINES SYSTEM
G305
BATTERY
(DODGE 3.6L & CHRYSLER 6.4L) S901
(CHRYSLER 3.6L & DODGE 6.4L, 5.7L) S138
BATT DRCT TO ACC
FLNK TO ALTR
PASS THROUGH POST
POWERTRAIN CONTROL MODULE
STRTR OVRDE RLY COIL RTN
(DODGE 3.6L & CHRYSLER 6.4L) S902
(CHRYSLER 3.6L & DODGE 6.4L, 5.7L) S142
BATT FD 10
SECURITY K LINE
IGN SW POS
KEYLESS IGNITION NODE MODULE
G102
G911
C201
SHIFT LEVER ASSEMBLY
TRS PARK SIG
POLICE
TRS RNG PARK
SBW CYGNUS TCM MODULE
FSD B(+)
TRS PARK SIG
RADIO FREQUENCY HUB MODULE
S100 (CHRYSLER 3.6L & DODGE 6.4L, 5.7L) S903 (DODGE 3.6L & CHRYSLER 6.4L)
LT GRN (OR YEL/GRY)
LT BLU (OR TAN) (OR ORG)
TRANSMISSION CONTROL MODULE (5 SPEED A/T)
HOLD-IN
PULL-IN
STARTER
GENERATOR
B(+)
REMOTE START ANTENNA
ANT SIG
① 5 SPEED A/T
② 8 SPEED A/T

415910

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The optional premium speaker system includes a separate audio power amplifier. The amplifier is an eight channel unit. The amplifier is located under the front passenger seat.

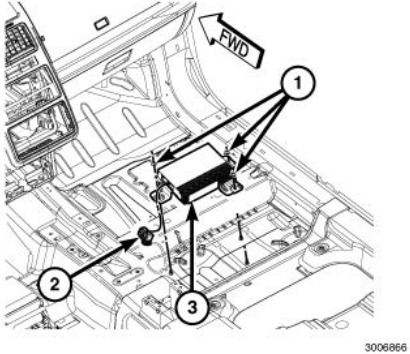
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the amplifier to the mounting bracket.
2. Position the amplifier (3) and bracket assembly to the floor and install the retainers (1)..
3. Connect the electrical connectors (2).
4. Position the seat to original position.
5. Connect the battery negative cable.



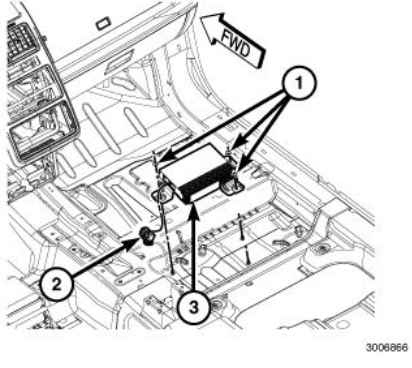
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Passenger seat removed for clarity.



1. Disconnect and isolate the battery negative cable.
2. Position the passenger front seat forward.
3. Disconnect the electrical connectors (2).
4. Remove the amplifier bracket retainers (1).
5. Remove the amplifier from the bracket.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Special Tools: Click to display a list of tools used in this procedure

The AM/FM coaxial antenna cables run from the radio to the roof mounted AM/FM Satellite antenna.

There are two coaxial cables that run in series. The first cable runs from the back of the radio through the instrument panel harness and up the left A-Pillar to the white fakra connector. The second coaxial runs from the left A-Pillar into the headliner and goes to the rear center of the headliner and connects to the white fakra connector at the antenna.

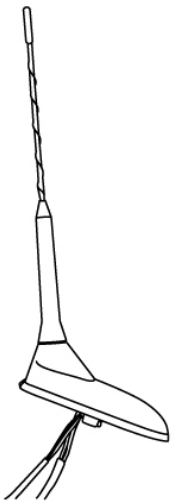
For more information on testing the coaxial cables using the Kit, Radio Antenna Diagnostic 9977-6 (Refer to 29 - Non-DTC Diagnostics/Audio/Video - Diagnosis and Testing) and perform the "Poor or No AM/FM Audio Reception.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Special Tools: Click to display a list of tools used in this procedure



2445572

If the vehicle is equipped with satellite audio, a combined antenna for AM/FM and satellite and navigation is used. For AM/FM only, the antenna looks similar and is mounted in the same location. For more information (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite - Removal) .

For information on how to use the Kit, Radio Antenna Diagnostic 9977-6 (Refer to 29 - Non-DTC Diagnostics/Audio/Video - Diagnosis and Testing) and perform the "Poor or No AM/FM Reception.

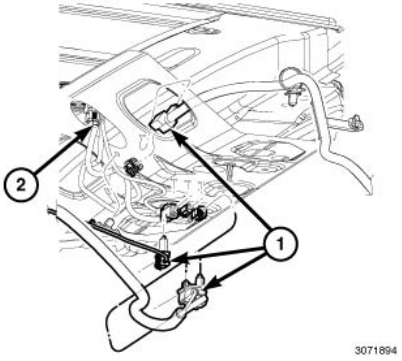
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

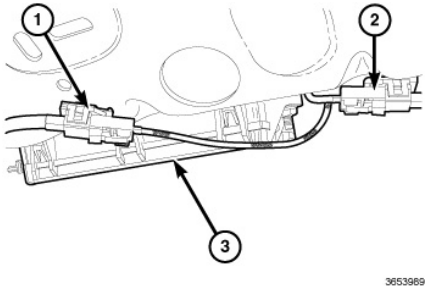
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Insert the antenna electrical connector through the hole in the roof panel.
2. Press the antenna into position until both retainers snap into place. Install the retainer and nut and tighten to 9 N·m (80 in. lbs.) (2).



3. Install and connect the RF-Hub (3).
4. Connect the antenna electrical connectors to the antenna (1 and 2).
5. Install the headliner sections that were removed. (Refer to 23 - Body/Interior/HEADLINER - Installation) .
6. Connect the negative battery cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

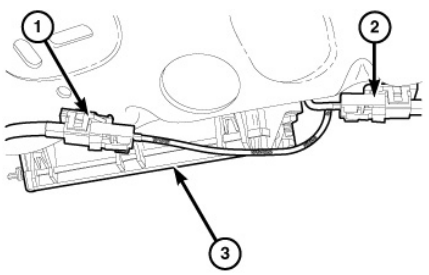
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Pull down and remove the headliner rear center header trim panel.
3. Remove the third row turning loop bracket on both sides. (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Removal) .
4. Remove the left and right D-Pillar trim panels. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .
5. Remove the left and right C-Pillar trim panels. (Refer to 23 - Body/Interior/PANEL, C-Pillar Trim - Removal) .
6. Disconnect the antenna electrical connectors (1 and 2).

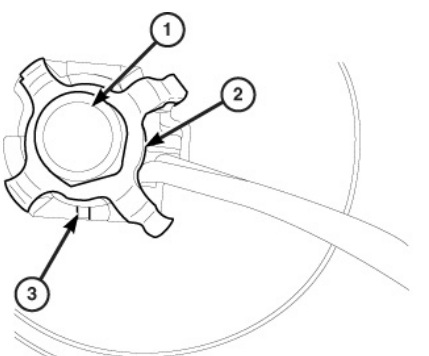
NOTE: Be extremely careful not to pull too hard on the headliner which could cause it to damage.

7. Gently pull down on the rear of the headliner and disconnect and remove the RF-Hub (3).



3653989

8. Gently pull down on the rear of the headliner and remove the antenna fastener and retainer (1 and 2).
9. From inside the vehicle, using a flat bladed tool, depress one of the retaining tabs on the antenna (3). Push one side of the antenna connector through the roof panel. Depress the other side of the connector and remove the antenna.

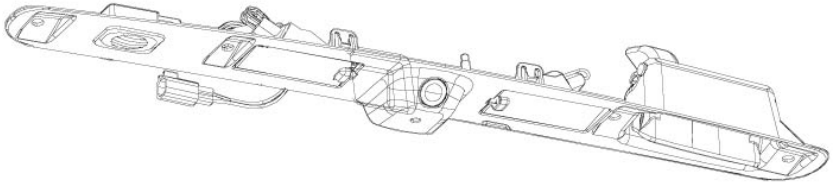


3655694

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



3095184

The Rear View Camera (RVC) (also known as ParkView™), is a camera on chip device utilizing Complementary Metal Oxide Semiconductor (CMOS) technology. CMOS technology is used for a wide variety of digital or analog circuits. In this application, it supports the analog image sensor of the RVC. The RVC function is to provide a wide angle video image of the area behind the vehicle, including areas that might not be normally visible from the seated position of the vehicle operator, only while the transaxle gear selector is in the Reverse position. This video image then displays to the vehicle operator within the display screen of the audio system receiver unit near the center of the instrument panel.

The RVC is intended to be an auxiliary viewing aid and is not promoted as an obstacle detection or safety device. It does not remove vehicle operator responsibility to recognize and obey official traffic laws or regulations or to take sensible precautions and care to avoid pedestrians, other vehicle traffic or both fixed and moving obstacles through the habitual use of safe and defensive driving techniques.

The RVC is located on the underside of the light bar mounted above the license plate tub on the vehicle liftgate. The camera lens is visible to the vehicle center line, while the body of the camera and the camera connections are concealed within the light bar above a camera mounting bracket.. The camera mounting bracket secures to the light bar assembly to the left of the left license plate lamp (2) with two additional screws. A light bar wire harness routes through a rubber grommet into the interior of the liftgate where it connects the RVC and both license plate lamps to the vehicle electrical system through a dedicated take out and connector of the liftgate wire harness.

Hardwired circuitry connects the RVC to the electrical system of the vehicle. These hardwired circuits are integral to several wire harnesses, which routes throughout the vehicle and retained by many different methods. These circuits may be connected to each other and to the vehicle electrical system through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

The RVC cannot be adjusted or repaired. If the RVC is damaged or ineffective, it must be replaced.

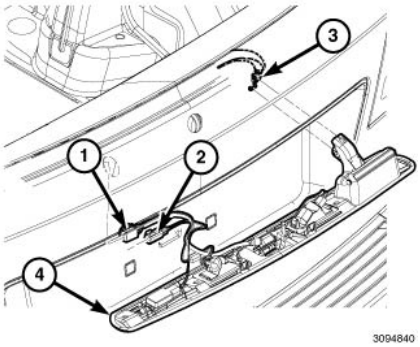
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

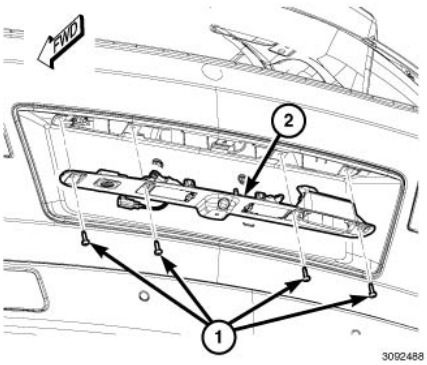
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

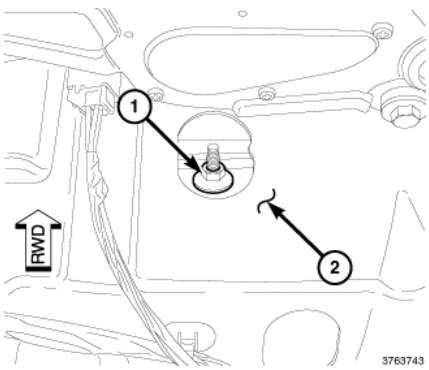
1. Install the backup camera onto the liftgate handle.
2. Position the liftgate handle and backup camera assembly (4) to the liftgate and connect the liftgate handle latch cable (3).
3. Connect the electrical connectors (1 and 2).



4. Install the liftgate handle and backup camera assembly (2) onto the liftgate and install the four screws (1). Tighten the screws securely.



5. Install the nut (1) that secures the liftgate handle assembly to the inside of the liftgate (2). Tighten the nut securely.
6. Install the liftgate trim panel (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Installation) .
7. Reconnect the negative battery cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The output of the camera is a video signal compatible to the National Television System Committee (NTSC) standard composite video M format, or NTSC-M. The video signal is delivered to the Integrated Center Stack screen (ICS) through the Telematics Gate Way (TGW). The camera signal and the camera return circuits that are arranged as a twisted pair, with an additional grounded foil jacket to protect the video signal from corruption due to stray radiated signals within the vehicle environment. Portions of these video signal wires are contained within the liftgate lightbar wire harness, the liftgate wire harness.

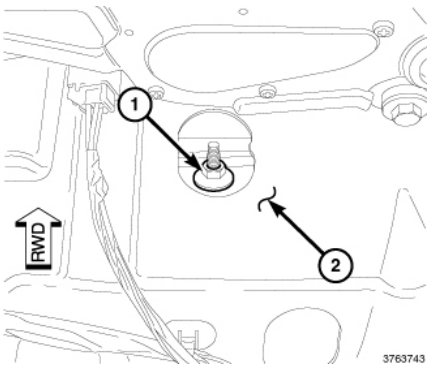
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

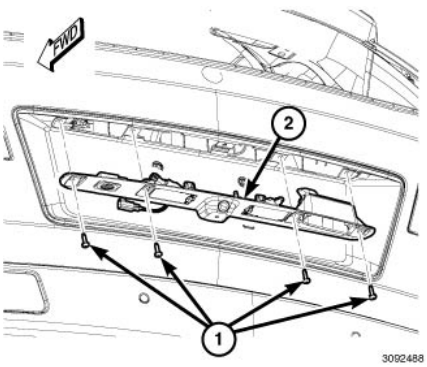
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

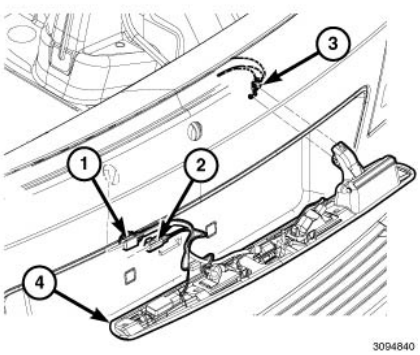
1. Disconnect and isolate the negative battery cable.
2. Remove the liftgate trim panel (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Removal) .
3. Remove the nut (1) that secures the liftgate handle and backup camera assembly to the inside of the liftgate (2).



4. Remove the four screws (1) that secure the liftgate handle and backup camera assembly (2) to the outside of the liftgate.



5. Partially remove the liftgate handle and backup camera assembly (4) from the liftgate and disconnect the electrical connectors (1 and 2).
6. Disconnect the liftgate handle latch cable (3) and remove the liftgate handle and backup camera assembly.
7. Remove the backup camera from the liftgate handle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Several combinations of radio receivers and speaker systems are offered. The audio system uses an ignition switched source of battery current so that the system will only operate when the ignition switch is in the RUN or ACCESSORY positions.

The audio system includes the following components:

- ISC Screen Module
- Telematics Gateway Module (TGW)
- Antenna (AM/FM and Satellite Audio and navigation)
- Power amplifier (with premium speaker system only)
- Radio noise suppression components
- Radio receiver
- Remote radio switches (if equipped)
- Satellite Receiver (integrated within the TGW)
- Speakers

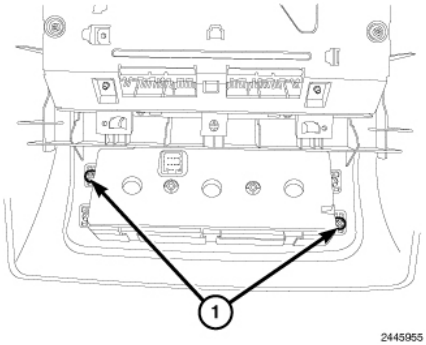
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

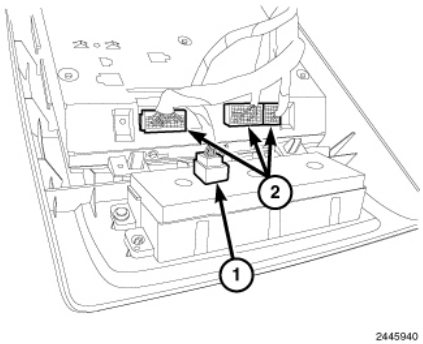
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

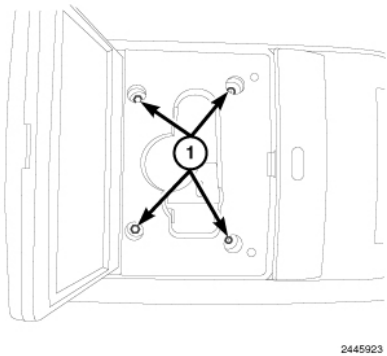
1. Install the rear A/C and heater control and the fasteners (1).



2. If equipped, connect the rear A/C and heater control connector (1).
3. Connect the video monitor connectors (2).



4. Install the mounting fasteners.
5. Connect the battery negative cable.



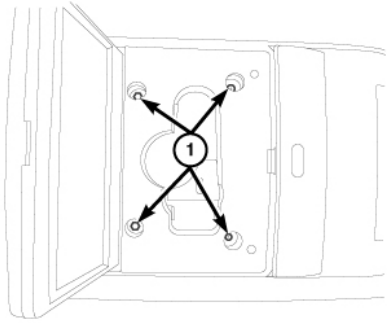
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

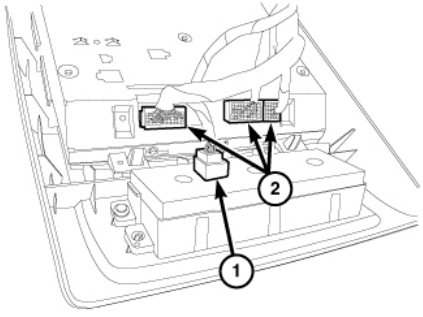
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

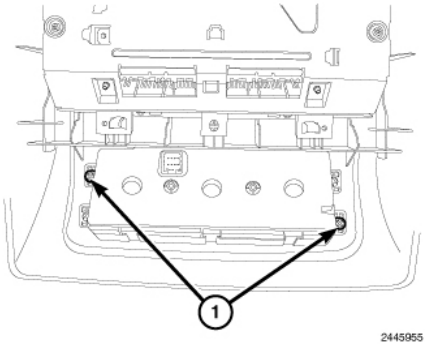
1. Disconnect and isolate the battery negative cable.
2. Open the video screen to access the mounting fasteners.
3. Remove the mounting fasteners.



4. If equipped, disconnect the rear heat control connector (1).
5. Disconnect the video monitor connectors (2) and remove the assembly from the vehicle.



6. Remove the fasteners (1) and remove the rear A/C and heater control.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Navigation antenna is now part of the SDAR antenna. For service, perform the Poor or No Satellite Audio Reception procedure. (Refer to 29 - Non-DTC Diagnostics/Audio/Video - Diagnosis and Testing) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The audio system components are designed to provide audio entertainment and information through the reception, tuning and amplification of locally broadcast radio signals in both the Amplitude Modulating (AM) and Frequency Modulating (FM) commercial frequency ranges.

The audio system components operate on battery current received through a fuse in the Power Distribution Center (PDC) on a fused ignition switch output (run-acc) circuit so that the system will only operate when the ignition switch is in the Run or Accessory positions.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The radio features have been incorporated into the Telematics Gateway Module (TGW). Interaction with the radio features is done through the ISC screen module and switch bank located in the center stack of the instrument panel. For more information (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Telematics Gateway - Description) and (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Description) .

RADIO ANTI-THEFT CODE PROCEDURE For the vehicles that are equiped with power net or NTG4 radios. If the TGW or the radio have been removed or replaced. A four digit security code is required in order for the radio to function:

1. The key must be in the "RUN" position.
2. Press the "ON/VOL" control button.
3. The word "CODE" or " Please enter Anti-Theft Code" will appear on the display.
4. Enter the 4-digit code by pressing the corresponding preset buttons in sequence.

NOTE:

If three consecutive attempts are made to enter an invalid anti-theft code the radio will enter a ‘WAIT’ state. While in this state the radio display will read ‘WAIT’. To exit the ‘WAIT’ state the radio must remain powered with the ignition in the run position for a continuous 30 minutes (the vehicle may be driven during this time). After exiting the ‘WAIT’ state the radio will again display ‘CODE’ and a valid anti-theft code may be entered.

2014 Dodge JC - DODGE JOURNEY

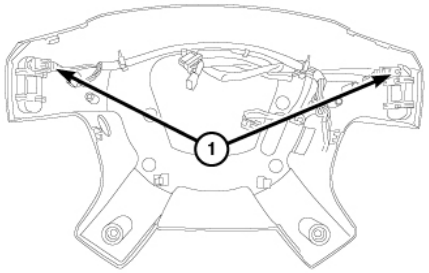
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

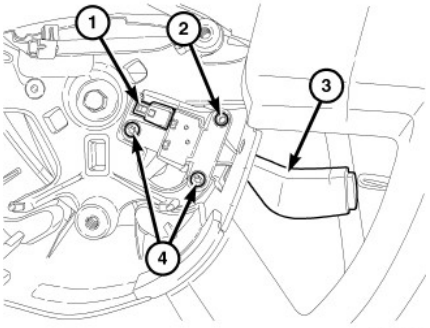
WARNING: **Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.**

1. Position the remote radio switch to the mounting hole on the outside of the steering wheel rear trim cover. Be certain that the connector receptacle is oriented toward the bottom of the switch and pointed toward the center of the steering wheel.
2. Press firmly and evenly on the remote radio switch until each of the switch snap features is fully engaged in the mounting hole of the steering wheel rear trim cover.
3. Reconnect the steering wheel wire harness connector to the connector receptacle of the remote radio switch (1).



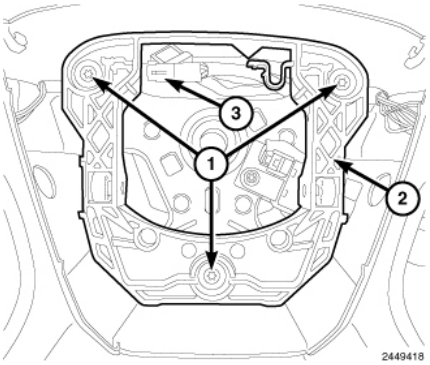
2449431

4. Install the speed control switch (3) (Refer to 08 - Electrical/8P - Speed Control/SWITCH, Speed Control - Installation) .



81d1b1a9

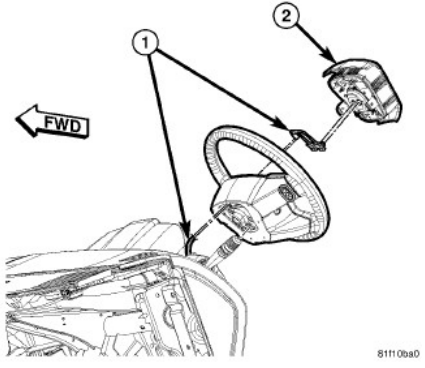
5. Install the horn button assembly (2) and install the three retainers (1).
6. Connect the horn connector (3).



2449418

7. Install the driver side airbag module to the steering wheel (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

8. Connect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

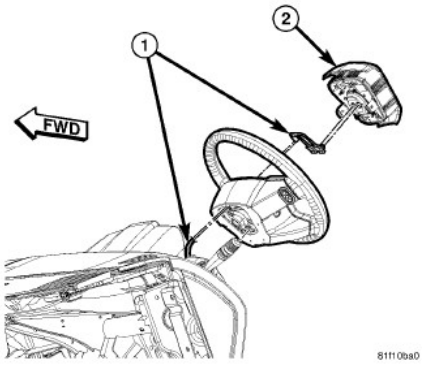
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

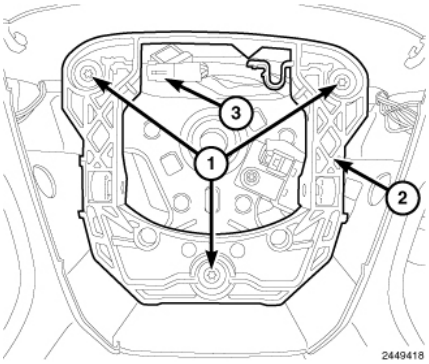
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.**

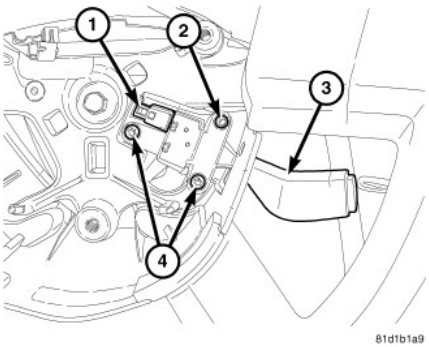
1. Disconnect and isolate the battery negative cable.
2. Remove the driver side airbag module from the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .



3. Disconnect the horn connector (3).
4. Remove retainers (1) and remove the horn button assembly (2).



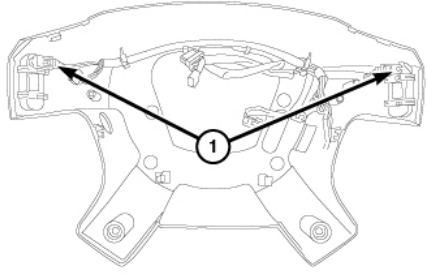
5. Remove the speed control switch (3) (Refer to 08 - Electrical/8P - Speed Control/SWITCH, Speed Control - Removal) .



6. Disconnect the radio switches (1).

7. From the inside of the steering wheel rear trim cover, press firmly and evenly outward on the back of the switch to disengage the four snap features that secure the switch to the inside of the mounting hole.

8. From the outside of the steering wheel rear trim cover, remove the remote radio switch from the trim cover mounting hole.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Special Tools: Click to display a list of tools used in this procedure

The satellite coaxial antenna cables run from the radio to the roof mounted antenna.

There are two coaxial cables that run in series. The first cable runs from the back of the radio through the instrument panel harness to the yellow fakra connector in the right cowl area. The second coaxial runs from the right cowl area up the right A-Pillar into the headliner and goes to the antenna yellow fakra connector at right rear center of the headliner.

For more information on testing the coaxial cables using the Kit, Radio Antenna Diagnostic 9977-6 (Refer to 29 - Non-DTC Diagnostics/Audio/Video - Diagnosis and Testing) and perform the "Poor or No Satellite Audio Reception.

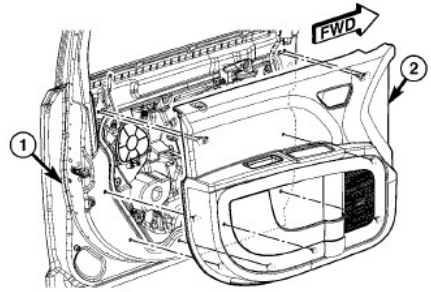
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speaker and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
4. Connect the battery negative cable.



81e7cb4e

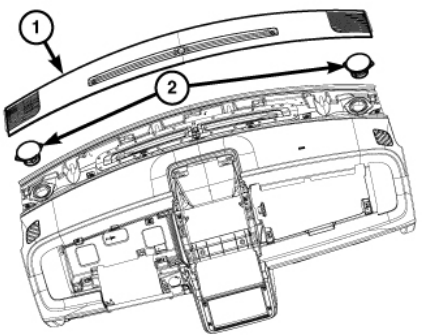
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTRUMENT PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speakers (2) and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the defroster grille (1) (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster - Installation) .
4. Connect the battery negative cable.



2479447

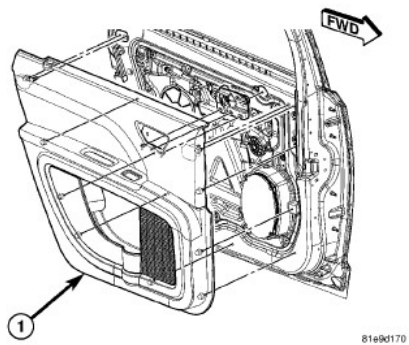
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speaker and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
4. Connect the battery negative cable.



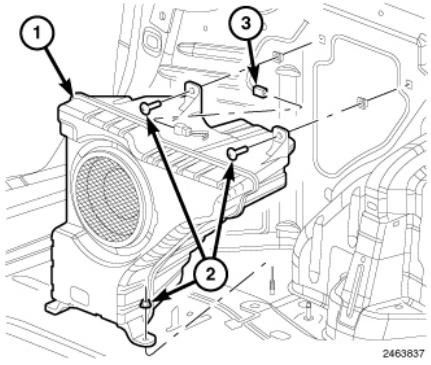
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

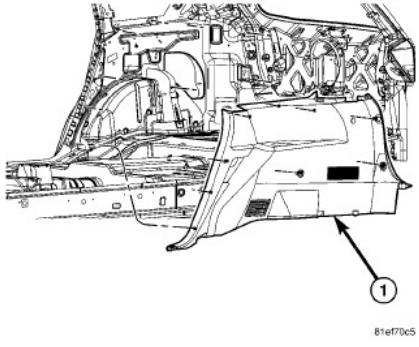
SUBWOOFER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the subwoofer (1) and connect the electrical connector (3).
2. Install the mounting fasteners (2).



3. Install the left rear quarter trim panel (1) (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
4. Connect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Two wires connected to each speaker, one feed circuit (+) and one return circuit (–), allow the audio output signal electrical current to flow through the voice coil. For complete circuit diagrams, refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

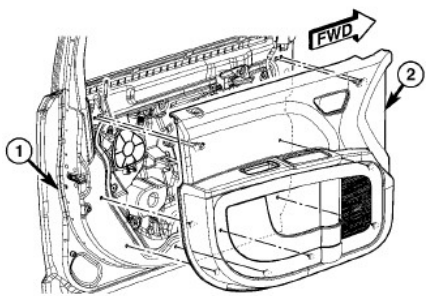
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Remove the mounting fasteners.
4. Disconnect the electrical connector and remove the speaker from the vehicle.



81e7cb4e

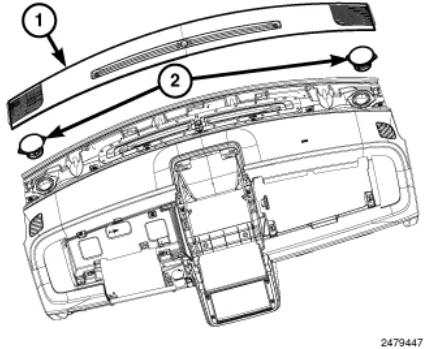
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTRUMENT PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the defroster grille (1) (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster - Removal) .
3. Remove the mounting fasteners.
4. Disconnect the electrical connector and remove the speaker (2) from the vehicle.



2479447

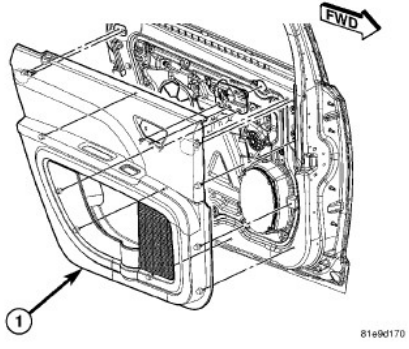
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Remove the speaker mounting fasteners.
4. Disconnect the speaker electrical connectors.



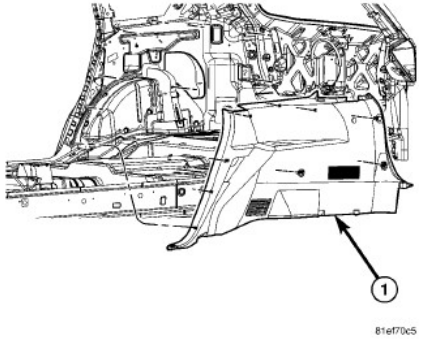
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

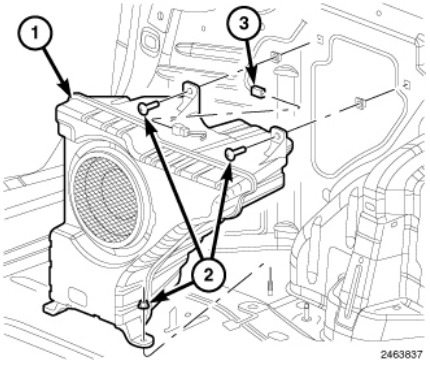
SUBWOOFER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the left rear quarter trim panel (1) (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .



3. Remove the subwoofer mounting fasteners (2).
4. Disconnect the electrical connectors (3) and remove the subwoofer (1) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - USER DATA BACKUP AND RESTORE

The radio's internal hard disk drive (HDD) can be backed up and restored using a USB memory stick to save customer data in the event that a radio replacement is required. **This procedure can only be performed with radios equipped with a hard disk drive (RER, REN, RHR, RHB, RBZ, REU, RHP, RHW & RB2).**

1. Turn the ignition to RUN, engine OFF.
2. Connect the scan tool to the vehicle connector and perform the following steps:
    a. Go to the “Vehicle View”
    b. Click on the “Radio” icon button from the topology view
    c. Select the “System Tests” folder
    d. Click on the “Radio Hard-drive Back-up” option, and then click “Continue”
    e. When prompted to “Please connect portable Back-up Hard-drive to the radio before continuing” insert a blank USB memory stick with sufficient space into the radio USB port and click “Continue”.
    f. On the radio screen, select the “HDD Backup” option and follow the instructions on the radio screen. Once complete, remove the USB memory stick, select the back arrow on the radio screen and then select “Exit”.

        NOTE: **Hard drive back up times can vary based on radio hard drive used space. Ensure that the vehicle has the proper battery voltage to complete the entire download.**

    g. On the scan tool, click “Complete” and disconnect from the vehicle.
3. With the ignition in the RUN position, engine OFF and the scan tool connected to the vehicle, perform the following steps to restore the data:
    a. Go to “Vehicle View”.
    b. Click on the “Radio” icon button.
    c. Select the “System Tests” folder.
    d. Click on the “Radio Hard-drive Back-up” option, and then click “Continue”.
    e. When prompted to “Please connect portable Backup hard-drive to the radio before continuing” plug in the USB memory stick that was used in the Back Up procedure, into the USB radio port, and click “Continue”.
    f. On the radio screen, select the “HDD Restore” option and follow the instructions on the radio screen. Once complete, select the back arrow and then select “Exit”.

g. On the scan tool, click “Complete” and disconnect it from the vehicle.

h. Remove the USB memory stick from the radio and turn the ignition to the OFF position.

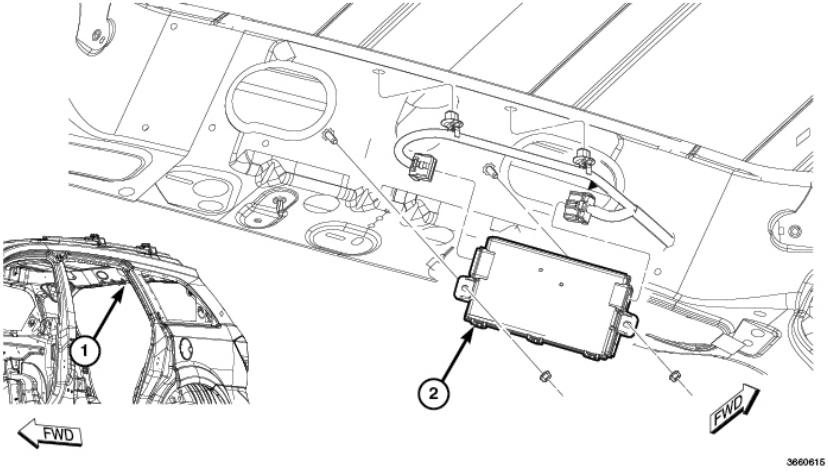
i. Open the driver door and the close all doors. Wait for a minimum of two minutes to allow the vehicle communication bus to go to sleep.

j. Turn the ignition on, and turn on the radio. If you do not see the personal files on the hard drive, repeat step **“h”** above and wait a minute longer.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The RF Hub (2) is located above the headliner at the tailgate opening (1). The Remote Start Antenna (if equipped) is connected directly to it.

The electronic functions of the Radio Frequency Hub (RF-Hub) supports or controls the following:

- **Immobilizer** - Kills the engine when there is an unauthorized attempt to steal the vehicle.
- **Remote Keyless Entry** - This feature allows the FOBIK to lock, unlock or activate the Panic alert. If the vehicle is equipped with the Remote Start feature the operating distance is approximately 91.5 meters (300 feet). If it is not equipped with Remote Start the operating distance is approximately 20 meters (66 ft.).
- **Keyless Go** - With an authorized FOBIK in the vehicle this allows the operator to start and run the vehicle by pressing the Start/Stop Button (SSB) on the Keyless Ignition Node (KIN).
- **Passive Entry** - The Passive Entry feature of the RF-Hub allows the operator, with an authorized FOBIK in their possession, to open a locked front door or liftgate by simply lifting the handle. The FOBIK must be within approximately 1.5 meters (5 ft.) of the door/liftgate. Once all the doors and the liftgate are closed, the operator can lock the vehicle by pressing the lock switch on the door handle.
- **Electronic Steering Column Lock** - The ELV/ESCL is only used on some export vehicles. When there is an authorized FOBIK in the front seat area, the Steering Column Lock will unlock the column when the Start/Stop button on the KIN is pressed to the Run position and will lock the column when the button is pressed to the Stop position.
- **Keyless Ignition Node (KIN) dimming control** - The RF-Hub controls the illumination to the Keyless Ignition Node (KIN).
- **Remote Start** - This feature allows the operator to start or stop the engine from outside the vehicle. The FOBIK cannot be farther from the vehicle than approximately 91.5 meters (300 ft.).

2014 Dodge JC - DODGE JOURNEY

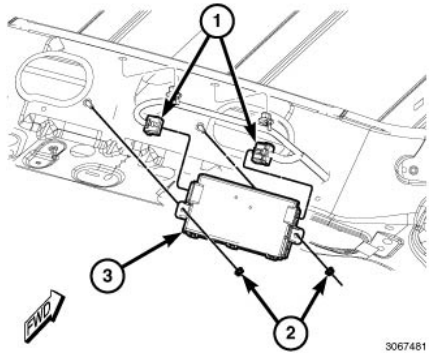
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

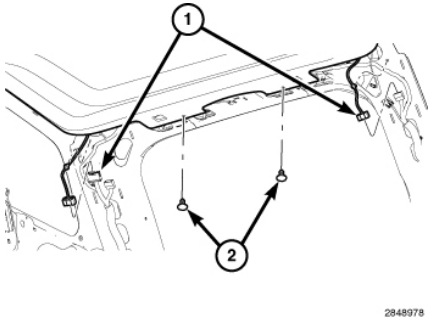
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Replace and Program the module(s) per the RF-Hub, BCM, PCM FOBik and ELV Replacement and Programming Order Guide (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

1. Position the RF Hub (3) to the vehicle and install the retainers (2).
2. If equipped, connect the remote start antenna connector.
3. Connect the electrical connectors (1).



4. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation)
5. Connect the Intelligent Battery Sensor (IBS) to the negative battery post.



NOTE: Program the RF-Hub (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Radio Frequency Hub Module (RFHM) (also known as the RF Hub/RFH) is an integrated receiver (or base station) in the vehicle that communicates with other electronic modules in the vehicle over either the Controller Area Network (CAN) data bus or a private serial bus to support the following standard and optional vehicle features or systems.

- **Brake Transmission Shift Interlock System (for automatic Transmission only)** - The RFHM contains the controlling logic for the Brake Transmission Shift Interlock (BTSI) solenoid. The RFHM monitors the key postion from the IGnition Node Module (IGNM) received over a private serial bus, hard wires brake input as well as inputs received over the CAN data bus to perform the BTSI solenoid control functions.
- **Ignition Systems** - Depending upon how the vehicle is equipped, Rotary Switch system or Keyess GO system. For rotary system, IGnition Node Module IGNM coil communicate with FOBIK through LF signals (125 KHz) then communicates it to RFHM through a private serial bus, then RFHM sends CAN data bus to BCM for IGNTION status after valid key is verified. The RFHM also contains the controlling logic for the KG (KIN) back lighting features.
- **Passive Entry** - If Smart door handles or exterior deck lid release switch is activated, RFHM fires and monitors LF signals from five Low Frequency (LF) antennas which wake up and communicate with the FOBIK, and RF signals from FOBIK to verify the key, , if valid key is recognized by RFHM then RFHM sends CAN data bus to BCM to lock or unlock the vehicle.
- **Remote Keyless Entry** - The RFHM is an RF receiver that monitors RF signals from Remote Keyless Entry (RKE) transmitter (FOBIK) and relays the appropriate electronic messages BCM module over the CAN data bus to support the features of RKE functions.
- **Remote Start System** - The RFHM is an RF receiver that monitors RF signals received through the remote start antenna (longer range) from the Remote Keyless Entry (RKE) transmitter or the Passive Entry Keyless Go (PEKG) FOBIK and relays the appropriate electronic messages to BCM over the CAN data bus to support all RKE functions including optional remote start function.
- **Sentry Key Immobilizer System** - RFHM uses a new high security encryption system called “Advanced Encryption Stanandard –AES” for Sentry Key Immobilizer System (SKIS). The new system marries FOBIKs, RFHM, BCM, ELV (if so equipped” and ECM with unique secret keys for each vehicle. Swapping parts ARE NOT ALLOWED in the new system, FOBIK are not allow to program for more than one Vehicle. Replacing any part of the system shall be done only in Chrysler authorize dealers using Chrysler diagnostic tool.
- **Vehicle Theft Alarm System** - The RFHM is an RF receiver that monitors RF signals received from the Remote Keyless Entry (RKE) transmitter or the Passive Entry Keyless Go (PEKG) FOB with Integrated Key (FOBIK) and relays the appropriate electronic messages to other electronic modules in the vehicle over the CAN data bus to support the features of the optionnal VTA system.

The RFHM is connected to a fused B(+) circuit and has a path to a clean ground at all times. These connections allow it to remain functional regardless of the ignition switch status. Any input to the RFHM that controls a vehicle system function that does not require that the ignition switch status be ON such as depressing a button on an RKE or FOBIK transmitter, prompts the RFHM to wake up and transmit on the CAN data bus.

The Body Control Module (BCM) stores and compares vehicle configuration data with the RFHM as well as with other Electronic Control Units (ECU) in the vehicle. This process is referred to as PRogramming Of Configuration of Systems Integrated (PROCSI) (also known as PROXI). If a configuration mismatch is detected, the BCM sets a DTC. A configuration mismatch DTC will require the performance of a Restore BCM PROXI Configuration routine, or a PROXI Configuration Alignment routine using a diagnostic scan tool.

RFHM uses On-Board Diagnostics (OBD) to monitor all of the Functions and circuits it controls, then sets active and stored Diagnostic Trouble Codes (DTC) for any monitored function faults it detects. RFHM will also send electronic message requests to the Instrument Cluster (IC) (also known as the Instrument Panel Cluster/IPC) through the gate way module (BCM) for the display of certain textual warning messages related to some detected functions conditions or faults.

The hard wired inputs and outputs of the RFHM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the RFHM electronic controls or the communication between modules and other devices that provide some features of the RFHM-controlled systems. The most reliable, efficient and accurate means to diagnose the RFHM or the electronic controls and communication related to RFHM-controlled systems operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

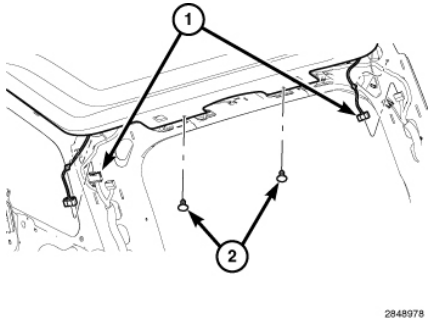
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

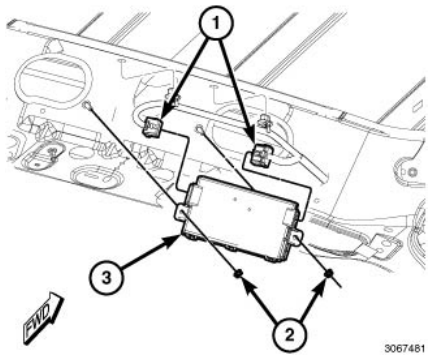
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the headliner (Refer to 23 - Body/Interior/HEADLINER - Removal) .



3. Disconnect the electrical connectors (1).
4. If equipped, disconnect the remote start antenna connector.
5. Remove the retainers (2) and remove the RF Hub (3) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RADIO FREQUENCY HUB MODULE INITIALIZATION - EXPORT WITH COLUMN LOCK MODULE

CAUTION: **On vehicles equipped with the optional export premium Vehicle Theft System, when either the Radio Frequency Hub RF-Hub) or the shaft lock module (also known as Elektrische Lenksäulen Verriegelung/ELV or Electric Steering Column Lock/ESCL) is replaced with a new unit, the existing RF-Hub or ELV/ESCL MUST also be replaced with a new unit. In other words, any time either the RF-Hub or the ELV/ESCL is replaced with a new unit, BOTH the RF-Hub and the ELV/ESCL MUST be replaced with new units, WITHOUT EXCEPTION. Following replacement of BOTH the RF-Hub and the column lock module/ELV/ESCL, the two modules MUST be initialized using diagnostic scan tool routines in the EXACT SEQUENCE that follows. Failure to follow this sequence may result in BOTH the new RF-Hub and the new ELV/ESCL being rendered unusable, requiring BOTH units to be replaced a second time.**

NOTE: Do not put a laptop or any wireless device (cell phones, audio devices etc.) near the top of the center console (the RKE antenna is located below the center console).

1. After both the RF Hub and the ELV/ESCL have been replaced with new units, connect the diagnostic scan tool to the Data Link Connector (DLC).
2. Turn the ignition ON.
3. Navigate to the RF Hub in the ECU View of the diagnostic scan tool.
4. Turn the ignition OFF.
5. Put all the FOBIKs used in this vehicle on the front seat away from the console.
6. With the scan tool select: **Program Ignition FOBIKs** in the **Miscellaneous Functions** menu and follow the instructions on the screen.

   NOTE: When programming a FOBIK, have it in your hand resting on the console.

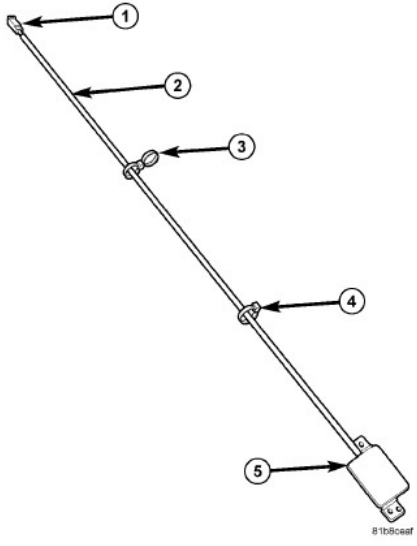
7. After all of the FOBIKs have been programmed, run the **RF Hub Replace** routine.
8. Turn the ignition ON.
9. Run the **ELV Replaced** routine, also found under the **Miscellaneous Functions** menu item of the **RF Hub** in the **ECU View** of the diagnostic scan tool.
10. Turn the ignition to the OFF position, wait 30 seconds, then cycle the ignition back to the ON/RUN position.
11. Verify that the ELV locks the steering column when the ignition is turned OFF and unlocks the steering column when the ignition is turned ON.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Remote Start Antenna Module Assembly consists of an electrical connection to the RF Hub (1), a length of coaxial cable (2), two mounting clips (3 and 4) and a control module/antenna (5).



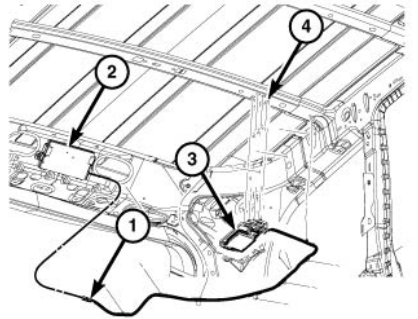
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Align and insert the remote start antenna assembly (3) clips to the left side roof bow (4) holes, manually push the clips until they are fully seated.
2. Connect the remote start connector (1) to the RF Hub (2).
3. Route and secure the clips of the antenna coax cable to the left side rail, "D" pillar and rear header holes. Push the clips until they are fully seated.
4. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation) .
5. Connect the negative battery cable.



3090457

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The remote start antenna is an external hidden antenna located between the headliner and the roof on the first support rib from the back of the vehicle. The antenna interfaces with the Radio Frequency Hub (RF Hub) through a coaxial cable. The antenna helps to amplify the signal for the Remote Keyless Entry (RKE) key fob.

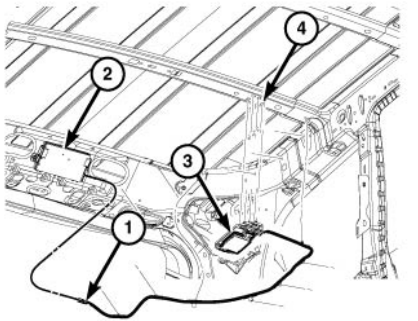
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.
2. Remove the headliner (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. Disconnect the remote start antenna connector (1) from the Radio Frequency Hub (RF Hub) (2).
4. Using a trim stick 4755 or equivalent remove the coax remote start harness push pins from the roof support.
5. Using a trim stick 4755 or equivalent remove the remote start antenna (3) from the roof bow (4).



3090457

2014 Dodge JC - DODGE JOURNEY

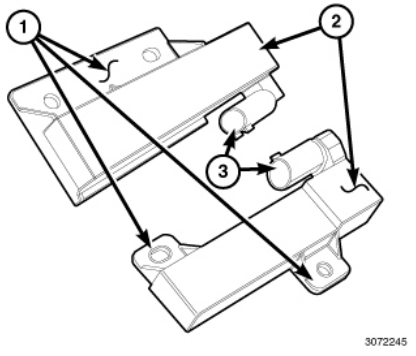
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with the optional Passive Entry (PE) and Keyless Go (KG) systems have several Low Frequency (LF), ferrite antenna units (2) located within the vehicle. Each ferrite PE antenna unit is contained within a molded black plastic housing with an integral connector receptacle (3) molded into one end. The connector receptacle contains terminal pins that connect the antenna to the vehicle electrical system through a twisted pair of conductors and a connector that are part of the adjacent body or instrument panel wire harness.

Each antenna housing also includes an integral mounting flange or flanges (1) which can be used to mount the unit with screws. This vehicle platform uses five PE antenna units. One is secured to the outside of the liftgate opening lower cross member concealed by the rear fascia, one is secured to each rear door inner panel concealed by the inside door trim panels, one is secured to the rear floor panel cross member just forward of the cargo or third row seating area and one is located on the underside of the shifter bracket beneath the center floor console.

The antennas are each connected to the Radio Frequency Hub (also known as the RF Hub) on dedicated and sequentially numbered circuits. The left rear door antenna is connected through the antenna 1 circuits, the right rear door antenna is connected through the antenna 2 circuits, the cargo or third row seating area antenna is connected through the antenna 3 circuits, the center floor console area antenna is connected through the antenna 4 circuits and the liftgate opening antenna is connected through the antenna 5 circuits.



JC LOW FREQUENCY ANTENNA AND CIRCUIT NUMBERING	
Location	Antenna And Circuit Number
Left Rear Door	1
Right Rear Door	2
Cargo or Third Row Seating Area	3
Center Floor Console Area	4
Liftgate Opening	5

An LF antenna unit cannot be adjusted or repaired. If ineffective or damaged, it must be replaced with a new unit. For applications where it is used, the antenna unit adapter or retainer may be serviced only as a unit with the LF antenna.

2014 Dodge JC - DODGE JOURNEY

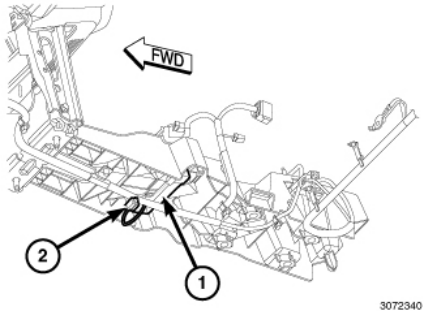
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

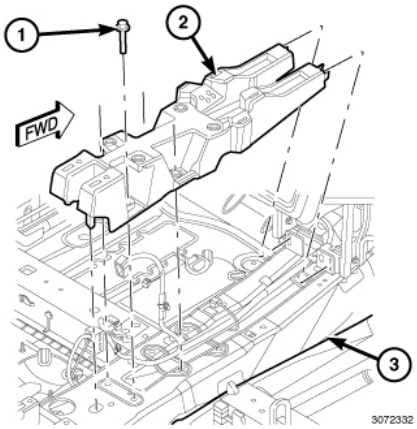
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Position the Low Frequency (LF) antenna (1) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.
3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (2) to the connector receptacle for the LF antenna.



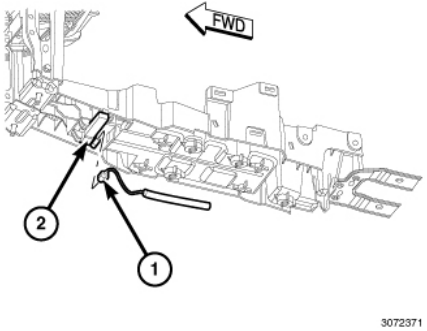
4. Engage the alignment pin and the two snap clips at the front of the shift bracket (2) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (3).
5. Install and tighten the four screws (1) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).
6. Reinstall the automatic transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
7. Reconnect the battery negative cable.



MANUAL TRANSMISSION

1. Position the Low Frequency (LF) antenna (2) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.

3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (1) to the connector receptacle for the LF antenna.

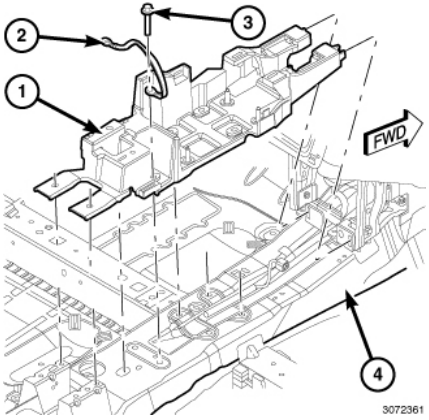


4. Engage the alignment pin and the two snap clips at the front of the shift bracket (1) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (4).

5. Position the ground strap (2) to the shift bracket mounting hole.

6. Install and tighten the four screws (3) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).

7. Reinstall the manual transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.



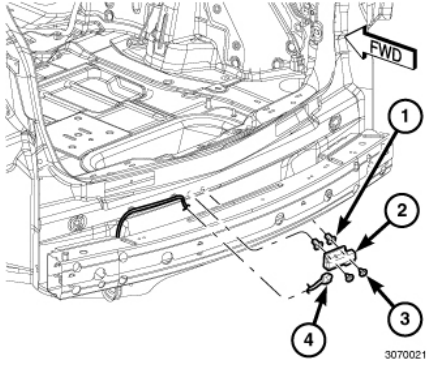
8. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the lower liftgate opening cross member.
2. Position the Low Frequency (LF) antenna (2) onto the lower liftgate opening cross member.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the cross member. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.
5. Reinstall the rear fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .
6. Reconnect the battery negative cable.

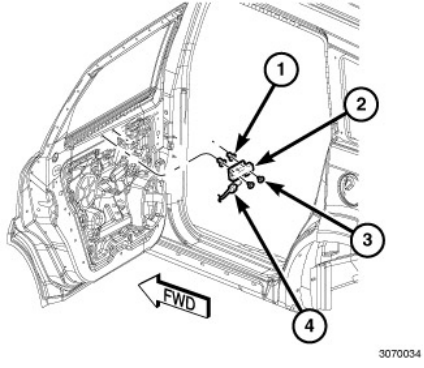
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the rear door.
2. Position the Low Frequency (LF) antenna (2) to the rear door.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the rear door. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.



5. Reinstall the trim panel onto the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
6. Reconnect the battery negative cable.

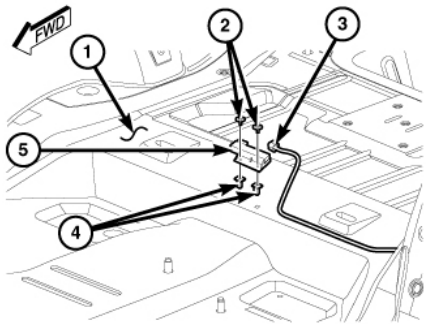
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR FLOOR PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (4) are in good condition and properly installed in the rear floor panel (1).
2. Raise the rear edge of the rear floor carpet far enough to position the Low Frequency (LF) antenna (5) onto the rear floor panel.
3. Install and tighten the two screws (2) that secure the LF antenna to the two plastic nuts in the rear floor panel.
4. Reconnect the wire harness connector (3) to the connector receptacle for the LF antenna.
5. Reinstall the second row seat cushion onto the rear floor panel. (Refer to 23 - Body/Seats/SEAT - Installation) .
6. Reconnect the battery negative cable.



3069914

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Passive Entry (PE) antenna units allow the transmitter within the Radio Frequency Hub (also known as the RF Hub) to communicate via Low Frequency (LF) radio transmission with a FOB with Integrated Key (FOBIK) that is located inside the vehicle or, at most, about 2 meters (6.5 feet) horizontally in all directions around the outside of the vehicle. The RF Hub uses communication through the antenna units to wake up and challenge a FOBIK that is within range in order to authenticate whether that FOBIK is valid (programmed) to the vehicle. The RF Hub communication with the FOBIK is on 20 kilohertz using Frequency-Shift Keying (FSK) modulation.

Each antenna unit has two dedicated connections to the RF Hub. One connection is the LF antenna output circuit, while the other connection Is the LF antenna return circuit. These circuits to each antenna unit are a twisted pair to help reduce the potential for induced electrical interference. The RF Hub microprocessor continuously monitors all of the antenna units and will store a Diagnostic Trouble Code (DTC) for any fault that it detects.

The hard wired inputs and outputs of the antenna units may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient, and accurate means to diagnose the antenna units requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

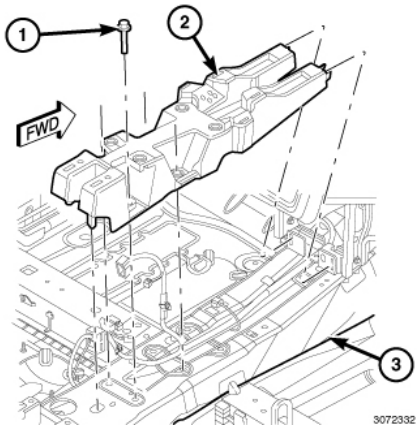
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

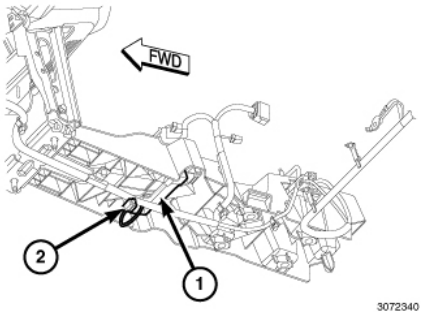
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the automatic transmission floor shift assembly from the console floor shift bracket (2). Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
3. Remove the four screws (1) that secure the console floor shift bracket to the floor panel transmission tunnel (3).
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



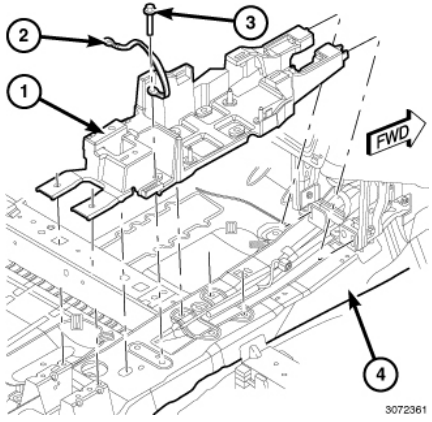
5. Turn the shift bracket over to access and disconnect the wire harness connector (2) from the connector receptacle for the Low Frequency (LF) antenna (1).
6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.
7. Remove the LF antenna from the shift bracket.



MANUAL TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the manual transmission floor shift assembly from the console floor shift bracket (1). Refer to 21 - Transaxle for the procedures covering the manual transaxle model and shifter type found in the vehicle.
3. Remove the four screws (3) that secure the console floor shift bracket and the ground strap (2) to the floor panel transmission tunnel (4).

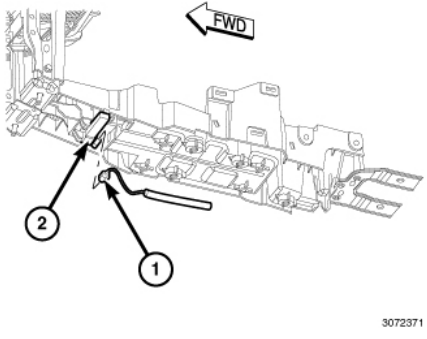
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the shift bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



5. Turn the shift bracket over to access and disconnect the wire harness connector (1) from the connector receptacle for the Low Frequency (LF) antenna (2).

6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.

7. Remove the LF antenna from the shift bracket.



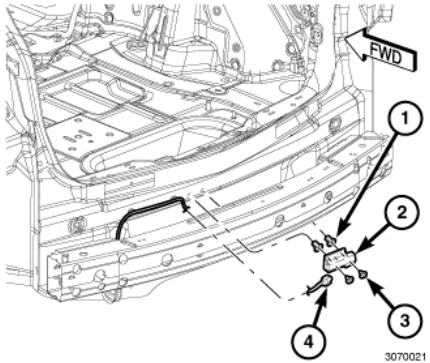
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the rear fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2) on the lower liftgate opening cross member.
4. Remove the two screws (3) that secure the LF antenna to the two plastic nuts (1) in the cross member.
5. Remove the LF antenna from the vehicle.



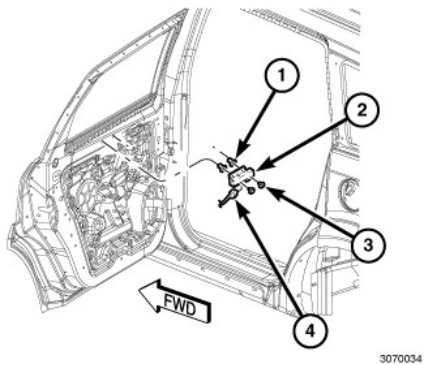
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the trim panel from the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2).
4. Remove the two screws (3) that secure the to the LF antenna to the two plastic nuts (1) in the rear door.
5. Remove the LF antenna from the rear door.



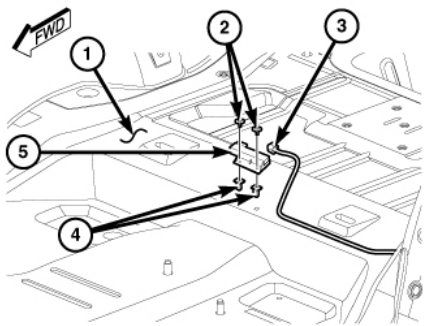
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR FLOOR PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the second row seat cushion from the rear floor panel. (Refer to 23 - Body/Seats/SEAT - Removal) .
3. Raise the rear edge of the rear floor carpet far enough to access and disconnect the wire harness connector (3) from the connector receptacle for the Low Frequency (LF) antenna (5) on the rear floor panel (1).
4. Remove the two screws (2) that secure the LF antenna to the two plastic nuts (4) in the rear floor panel.
5. Remove the LF antenna from the vehicle.



3069914

2014 Dodge JC - DODGE JOURNEY

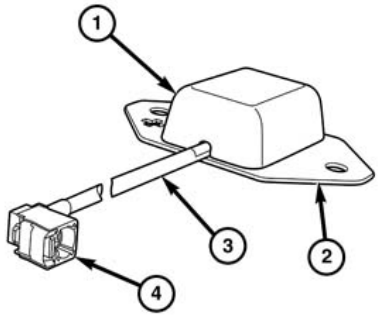
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

In vehicles equipped with the navigation system and the optional satellite audio feature the navigation antenna has been integrated into the satellite antenna on the roof of the vehicle. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite - Description) . In vehicles equipped with the navigation system, but not equipped with the optional satellite audio feature, a dedicated navigation antenna module (1) is used.

The dedicated navigation antenna module is located on the top of the instrument panel base trim near the windshield and adjacent to the sun load sensor. The navigation antenna module has a stamped metal mounting flange (2) that is secured to the instrument panel base trim by two screws. A single pigtail cable (3) with an integral connector (4) exits the antenna module and is routed down through the instrument panel to the navigation unit, which is integral to the Radio Receiver Module (RRM) (also known as the radio or the head unit). The antenna module, its mounting and the cable are all concealed beneath the defroster grille on the top of the instrument panel.

The dedicated navigation antenna module cannot be adjusted or repaired. If damaged or ineffective the entire unit must be replaced.



2014 Dodge JC - DODGE JOURNEY

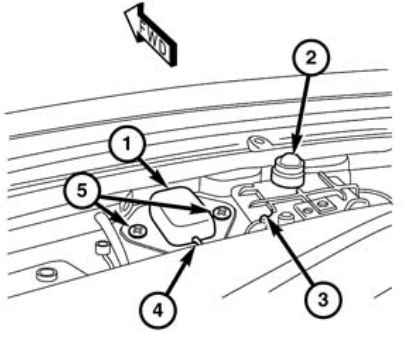
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

In vehicles equipped with the optional satellite radio system, the navigation antenna is serviced as a unit with the combination antenna located on the roof panel. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Installation) .

1. Position the navigation antenna module (1) onto the top of the instrument panel base trim (3) adjacent to the sun load sensor (2).
2. Install and tighten the two screws (5) that secure the navigation antenna module mounting flange to the instrument panel base trim. Tighten the screws securely.
3. Route the navigation antenna module cable (3) down through the instrument panel and connect it to the Radio Receiver Module (RRM) (also known as the radio or the head unit).
4. Reinstall the RRM into the instrument panel. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Telematics Gateway/Installation) .



0819003723

5. Reinstall the defroster grille onto the top of the instrument panel. (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster/Installation) .
6. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The navigation module acquires Global Positioning System (GPS) position data through a navigation antenna module. Vehicles equipped with the optional satellite radio system have a roof-mounted combination antenna that also receives satellite audio and cellular signals. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Description) . Vehicles not equipped with the optional satellite radio system have a dedicated navigation antenna module mounted on the top of the instrument panel near the windshield.

The navigation antenna module is used to provide satellite information for route calculation and vehicle positioning purposes to the navigation unit, which is integral to the Radio Receiver Module (RRM) (also known as the radio or the head unit). The antenna module receives time pulse information from the GPS satellites, then calculates and transmits altitude, latitude, longitude, number of satellites, satellite direction, satellite angle of elevation, direction, signal to noise ratio and accuracy information.

The hard wired circuits between components related to the navigation antenna module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the navigation antenna module or the electronic controls and communication between modules and other devices that provide some features of the navigation system. The most reliable, efficient and accurate means to diagnose the navigation antenna module or the electronic controls and communication related to navigation system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

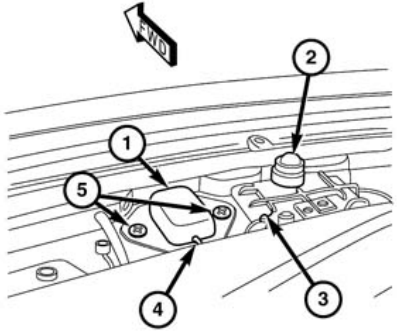
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

In vehicles equipped with the optional satellite radio system, the navigation antenna is serviced as a unit with the combination antenna located on the roof panel. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Removal) .



0819003723

1. Disconnect and isolate the negative cable from the battery.
2. Remove the Radio Receiver Module (RRM) (also known as the radio or the head unit) from the instrument panel in order to access and disconnect the cable (4) of the navigation antenna module (1) from the RRM. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Telematics Gateway/Removal) .
3. Remove the defroster grille from the top of the instrument panel base trim (3). (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster/Removal) .
4. Remove the two screws (5) that secure the navigation antenna module mounting flange to the top of the instrument panel base trim adjacent to the sun load sensor (2).
5. Remove the navigation antenna module from the instrument panel.

DESCRIPTION

DESCRIPTION

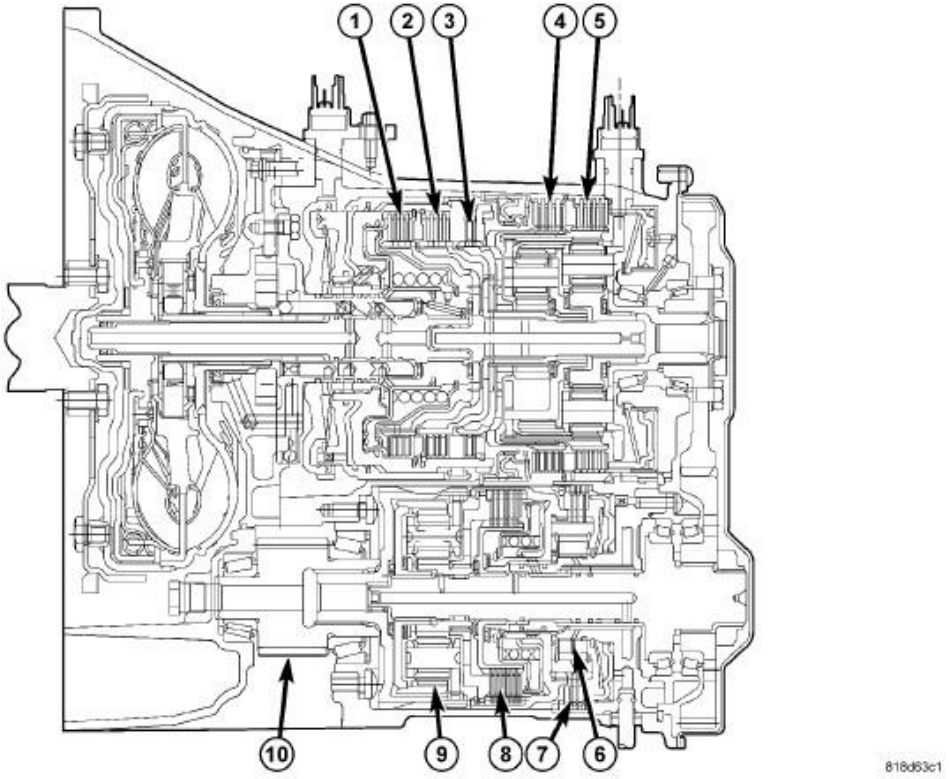


Fig. 1: 62TE Transmission
Courtesy of CHRYSLER LLC

1 - Underdrive Clutch (UD)	6 - Overrunning Clutch (ORC)
2 - Overdrive Clutch (OD)	7 - Low Clutch (LC)
3 - Reverse Clutch (R)	8 - Direct Clutch (DC)
4 - 2/4 Clutch	9 - Planetary Gear Set
5 - L/R Clutch	10 - Remote Pinion Gear

The planetary gear train for the 62TE transaxle provides six forward gear ratios, including two fourth gear ratios. One reverse gear ratio is also provided.

Underdrive (UD) Compounder Assembly

- Low Clutch (LC)
- Direct Clutch (DC)

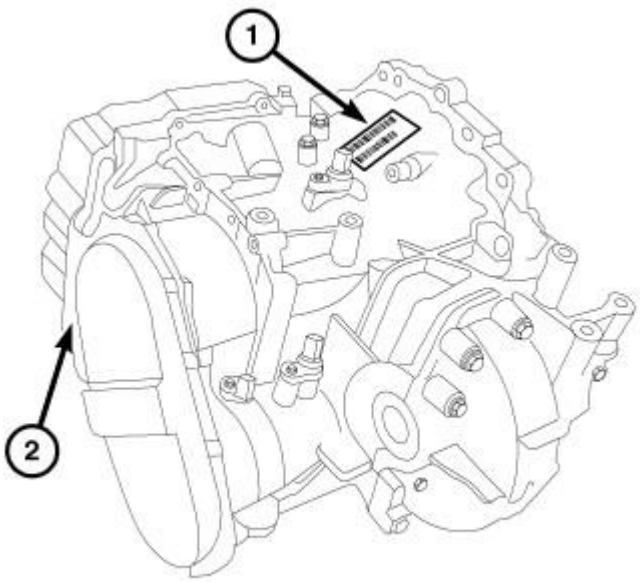
- Overrunning Clutch (ORC)
- Planetary gear set

Fore-Mounted Valve Body/Solenoid/Pressure Switch Assembly

- DC solenoid
- LC solenoid
- DC pressure switch
- LC pressure switch
- Torque Converter Clutch (TC) and pressure control Solenoids
- Line Pressure Sensor (LPS)
- An additional (third) speed sensor
- A "squashed," or flatter, torque converter
- A flatter oil pump
- A new cover for valve body access
- 23-way connector for the Solenoid/Pressure Switch Assembly
- Redesigned transfer gears with an oil scavenger
- A remote pinion gear
- A 2-piece, closed differential case with structural clamshell housing.

The addition of the underdrive compounder assembly components improves low-end torque multiplication, enhancing low-end power capability.

TRANSAXLE IDENTIFICATION



818d63d7

Fig. 2: Case Stamp & Bar Code Label Location
Courtesy of CHRYSLER LLC

The 62TE transaxle is identified by a barcode label (1) that is fixed to the transaxle or the "PK" number (2).

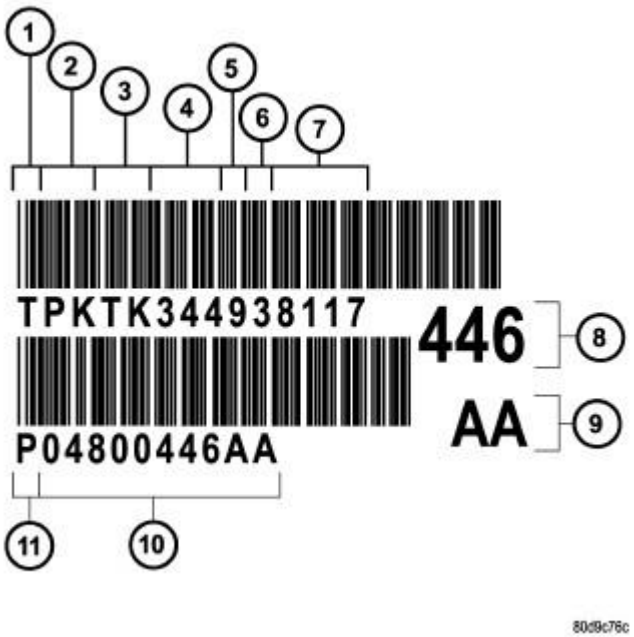


Fig. 3: Identification Label Breakdown
Courtesy of CHRYSLER LLC

1 - T=TRACEABILITY
2 - SUPPLIER CODE (PK=KOKOMO)
3 - COMPONENT CODE (TK=KOKOMO TRANSMISSION)
4 - BUILD DAY (344=DEC. 9)
5 - BUILD YEAR (9=1999)
6 - LINE/SHIFT CODE (3=3RD SHIFT)
7 - BUILD SEQUENCE NUMBER
8 - LAST THREE OF P/N
9 - ALPHA
10 - TRANSAXLE PART NUMBER
11 - P=PART NUMBER

The label contains a series of digits that can be translated into useful information such as transaxle part number, date of manufacture, manufacturing origin, plant shift number, build sequence number, etc. Refer to for identification label breakdown.

If the tag is not legible or missing, the "PK" number, which is stamped into the transaxle case behind the transfer gear cover, can be referred to for identification. This number differs slightly in that it contains the entire

transaxle part number, rather than the last three digits.

OPERATION

OPERATION

ELEMENTS IN USE AT EACH POSITION OF SELECTOR LEVER

62TE		ELEMENTS APPLIED							
GEAR	RATIO	UD	OD	R	2-4	L-R	LC	DC	ORC
1	4.127	A	-	-	-	A	A ^	-	H
2	2.842	A	-	-	-	A	-	A	-
3*	2.284	A	-	-	A	-	A ^	-	H
4	1.573	A	-	-	A	-	-	A	-
4	1.452	A	A	-	-	-	A ^	-	H
5	1.000	A	A	-	-	-	-	A	-
6	0.689	-	A	-	A	-	-	A	-
R	3.215	-	-	A	-	A	A	-	-

- A = Applied
- H = Holding
- * = Limp-in Mode
- ^ = Applied in coast only

In total, the 62TE provides seven forward ratios and one reverse.

The underdrive compounder assembly has two modes of operation: direct and reduction.

Notice in the "What's On When" chart, the 2-3, 3-2, and 4-2 shifts require a "double swap" shift. This occurs when two elements are turned off while two different elements are engaged.

This clutch-to-clutch synchronization takes place within 40 - 70 milliseconds, producing a smooth shift. If the underdrive compounder assembly shifts too early (in relation to the shifts taking place in the main centerline), a shudder or harsh shift results. If the underdrive assembly shifts too late, the driver experiences a "double bump" sensation.

To avoid a double swap shift in a 6-4 downshift, the transaxle shifts into 4th prime, which requires the deactivation of the OD clutch and the simultaneous application of the UD clutch.

REVERSE GEAR

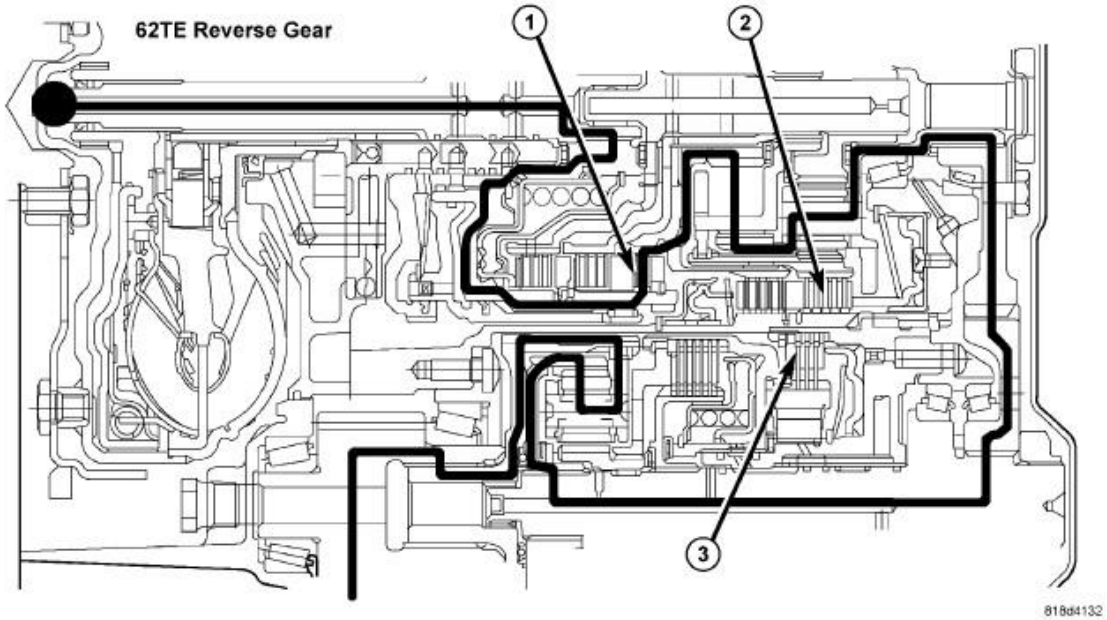


Fig. 4: Reverse Gear Power Flow
Courtesy of CHRYSLER LLC

In Reverse, the Reverse Clutch (R) (1) is applied to provide input torque. The reverse clutch drives the front sun gear. The L/R clutch (2) is applied to hold the front carrier/rear annulus assembly. The rear carrier/front annulus assembly rotates as an output member in reverse with a reduction gear ratio of 2.21:1.

Power from the main centerline transfers to the underdrive compounder annulus by way of the transfer gears and the underdrive shaft. The Low Clutch (LC) (3) is applied to hold the underdrive compounder sun gear. With the sun gear held, the annulus drives the underdrive compounder carrier, and a reduction gear ratio of 1.45:1 is achieved

The main centerline ratio of 2.21:1 is multiplied by the underdrive compounder centerline ratio of 1.45:1. As a result, the ratio through the entire gear train to the final drive in Reverse is 3.215:1.

FIRST GEAR

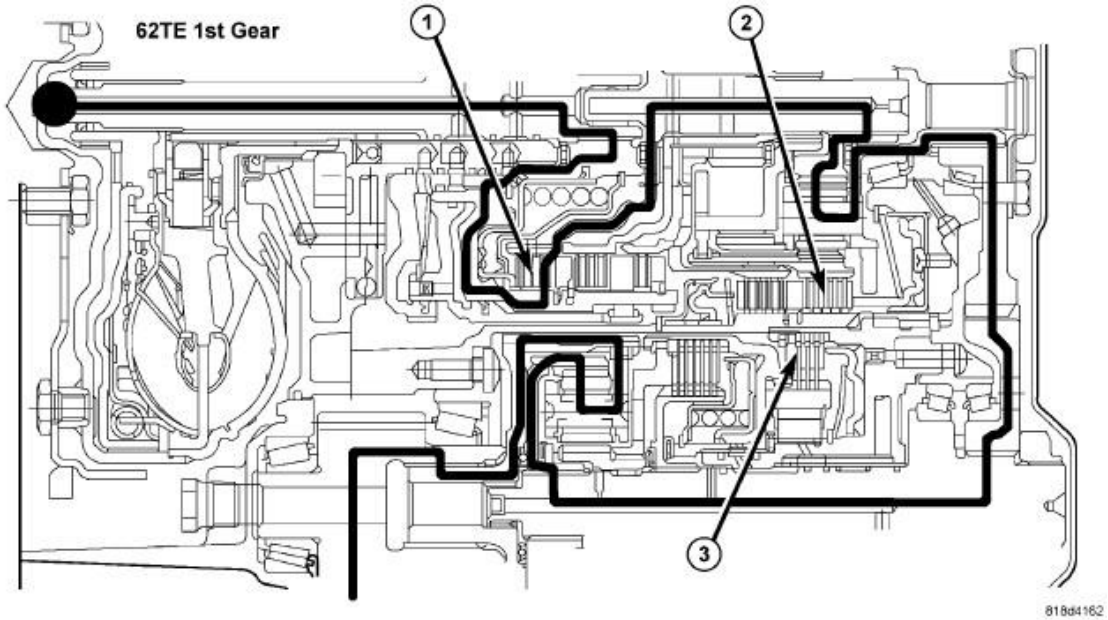


Fig. 5: 1st Gear Power Flow
Courtesy of CHRYSLER LLC

In First gear, the UD clutch (1) is applied to provide input torque. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The L/R clutch (2) is applied to hold the front carrier/rear annulus assembly. By doing so, the rear planet gears are forced to rotate around the inside of the stationary rear annulus. The rear carrier/front annulus assembly rotates as an output member with a reduction gear ratio of 2.84:1.

Power from the main centerline transfers to the underdrive compounder annulus by way of the transfer gears and the underdrive shaft. The Overrunning Clutch (ORC) holds the underdrive sun gear. The LC (3) is also applied during coast in first gear. With the sun gear held, the annulus drives the underdrive compounder carrier, and a reduction gear ratio of 1.45:1 is achieved by the underdrive compounder gear set.

The main centerline ratio of 2.84:1 is multiplied by the underdrive compounder centerline ratio of 1.45:1. As a result, the ratio through the entire gear train to the final drive in First gear is 4.127:1.

SECOND GEAR

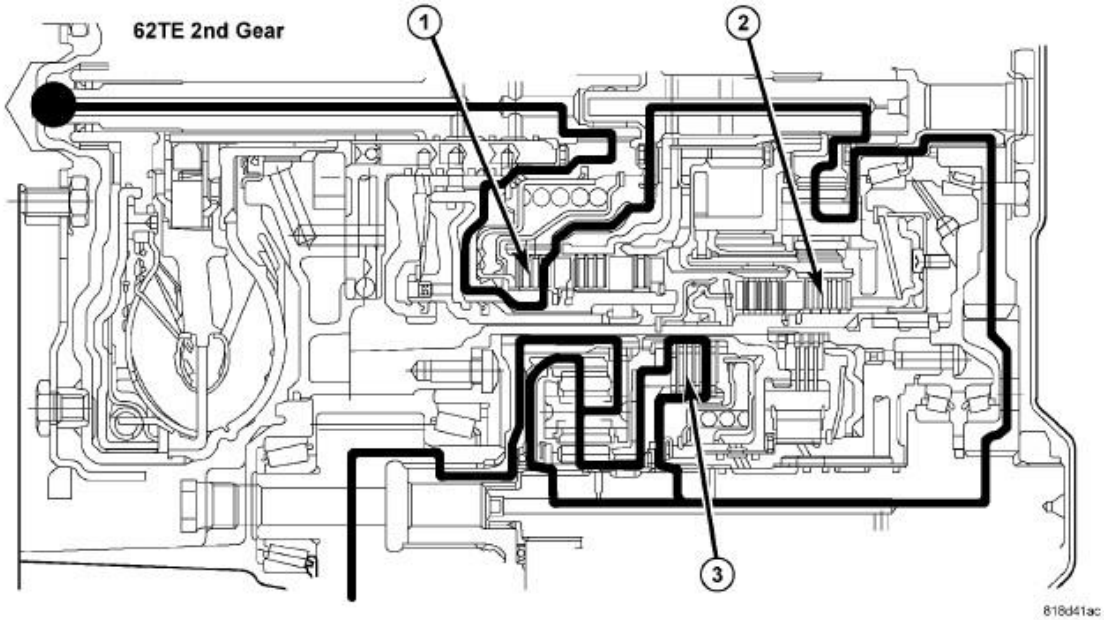


Fig. 6: 2nd Gear Power Flow
Courtesy of CHRYSLER LLC

In Second gear, the UD clutch (1) is applied to provide input torque. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The L/R clutch (2) is applied to hold the front carrier/rear annulus assembly. By doing so, the rear planet gears are forced to rotate around the inside of the stationary rear annulus. The rear carrier/front annulus assembly rotates as an output member with a reduction gear ratio of 2.84:1.

Power from the main centerline transfers to the underdrive compounder gear set annulus by way of the transfer gears and the underdrive shaft. The direct clutch (3) is applied to drive the underdrive compounder sun gear at the same speed as the underdrive annulus. With two members driven, the underdrive compounder gear set operates in direct, or 1:1.

The main centerline ratio of 2.84:1 is multiplied by the underdrive compounder centerline ratio of 1:1. As a result, the ratio through the entire gear train to the final drive in Second gear is 2.84:1.

THIRD GEAR

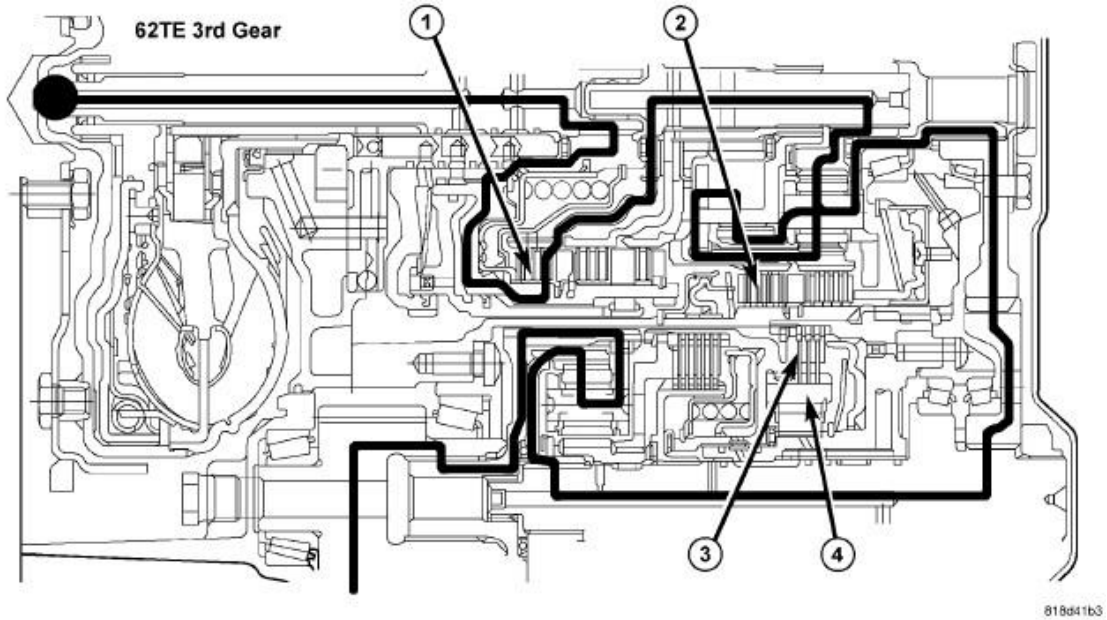


Fig. 7: 3rd Gear Power Flow
Courtesy of CHRYSLER LLC

In Third gear, the UD clutch (1) is applied to drive the rear sun gear. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The 2/4 clutch (2) is applied to hold the front sun gear. The rear carrier/front annulus rotates as an output member with a reduction gear ratio of 1.573:1.

Power from the main centerline transfers to the underdrive compounder annulus by way of the transfer gears and the underdrive shaft. The Overrunning Clutch (ORC) holds (4) the underdrive sun gear. The LC (3) is also applied during coast in first gear. With the sun gear held, the annulus drives the underdrive compounder carrier, and a reduction gear ratio of 1.45:1 is achieved by the underdrive compounder gear set.

The main centerline ratio of 1.57:1 is multiplied by the underdrive compounder centerline ratio of 1.45:1. As a result, the ratio through the entire gear train to the final drive in Third gear is 2.28:1.

Third gear is also the default (limp-in) gear position.

FOURTH GEAR PRIME

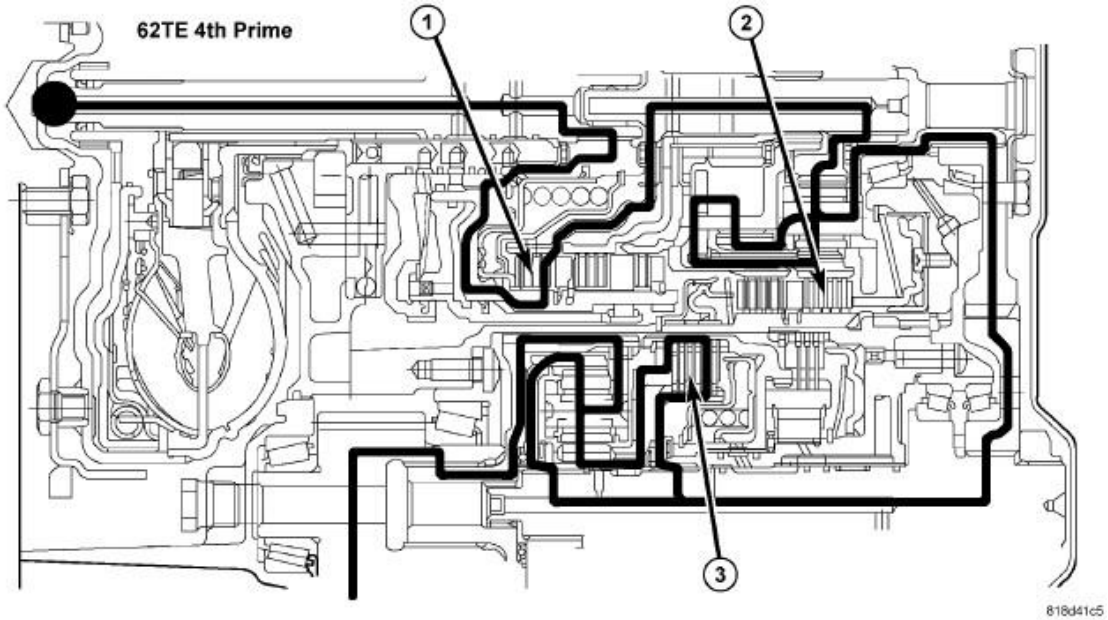


Fig. 8: 4th Gear Prime Power Flow
Courtesy of CHRYSLER LLC

In Fourth Prime, the UD clutch (1) is applied to drive the rear sun gear. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The 2/4 clutch (2) is applied to hold the front sun gear. The rear carrier/front annulus rotates as an output member with a reduction gear ratio of 1.57:1.

Power from the main centerline transfers to the underdrive compounder gear set annulus by way of the transfer gears and the underdrive shaft. The direct clutch (3) is applied to drive the underdrive compounder sun gear at the same speed as the underdrive annulus. With two members driven, the underdrive compounder gear set operates in direct, or 1:1.

The main centerline ratio of 1.57:1 is multiplied by the underdrive compounder centerline ratio of 1:1. As a result, the ratio through the entire gear train to the final drive in Fourth Prime is 1.573:1.

FOURTH GEAR

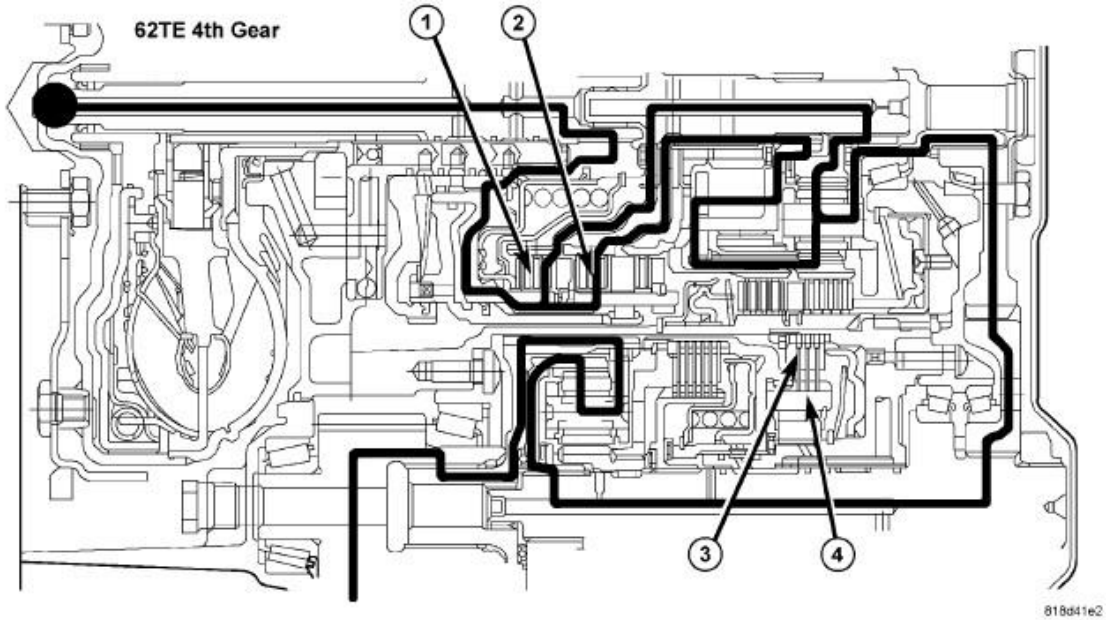


Fig. 9: 4th Gear Power Flow
Courtesy of CHRYSLER LLC

In Fourth gear, the UD (1) and OD clutches (2) are applied to provide input torque. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The OD hub assembly is splined to the front carrier/rear annulus assembly. When the OD clutch is applied, the OD hub and front carrier/rear annulus assembly are also driven. With the rear sun gear and the rear annulus driven at the same speed and in the same direction, the entire front/rear planetary gear train is locked and rotating as one unit. The rear carrier/front annulus rotates as an output member in direct, or 1:1.

Power from the main centerline transfers to the underdrive compounder annulus by way of the transfer gears and the underdrive shaft. The Overrunning Clutch (ORC) (4) holds the underdrive sun gear. The LC (3) is also applied during coast in first gear. With the sun gear held, the annulus drives the underdrive compounder carrier, and a reduction gear ratio of 1.45:1 is achieved by the underdrive compounder gear set.

The main centerline ratio of 1:1 is multiplied by the underdrive compounder centerline ratio of 1:45. As a result, the ratio through the entire gear train to the final drive in Fourth gear is 1.45:1.

FIFTH GEAR

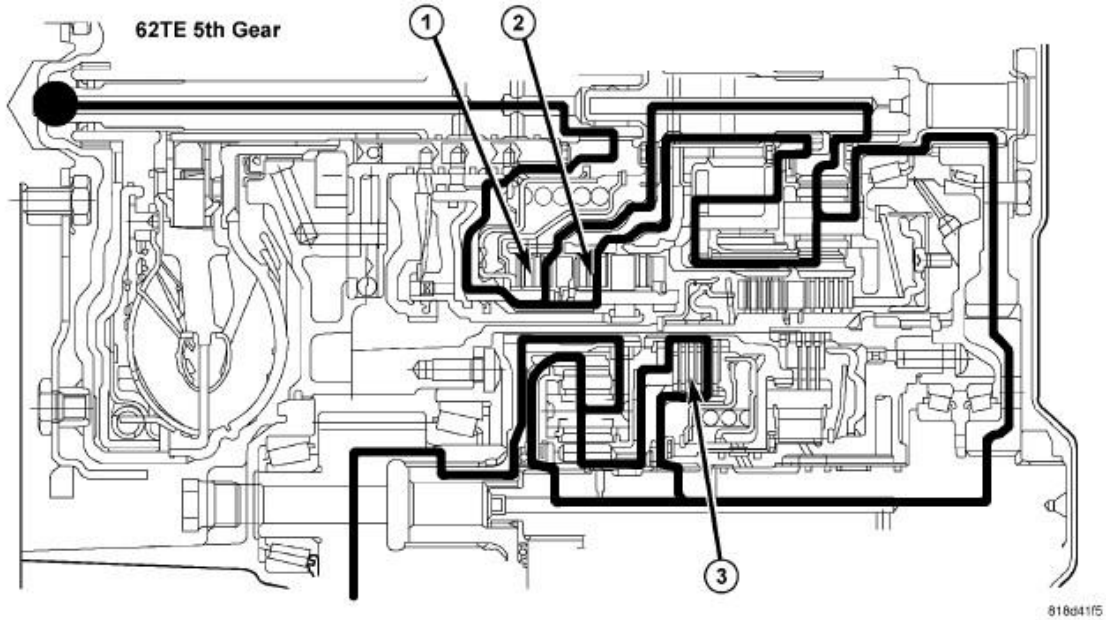


Fig. 10: 5th Gear Power Flow
Courtesy of CHRYSLER LLC

In Fifth gear, the UD (1) and OD clutches (2) are applied to provide input torque. The UD hub is splined to the rear sun gear. When the UD clutch is applied, the UD hub and rear sun gear are driven. The OD hub assembly is splined to the front carrier/rear annulus assembly. When the OD clutch is applied, the OD hub and front carrier/rear annulus assembly are also driven. With the rear sun gear and the rear annulus driven at the same speed and in the same direction, the entire planetary gear set is locked and rotating as one unit. The rear carrier/front annulus assembly rotates as an output member in direct drive, or 1:1.

Power from the main centerline transfers to the underdrive compounder gear set annulus by way of the transfer gears and the underdrive shaft. The direct clutch (3) is applied to drive the underdrive compounder sun gear at the same speed as the underdrive annulus. With two members driven, the underdrive compounder gear set operates in direct, or 1:1.

The main centerline ratio of 1:1 is multiplied by the underdrive compounder centerline ratio of 1:1. As a result, the ratio through the entire gear train to the final drive in Fifth gear is 1.00:1.

SIXTH GEAR

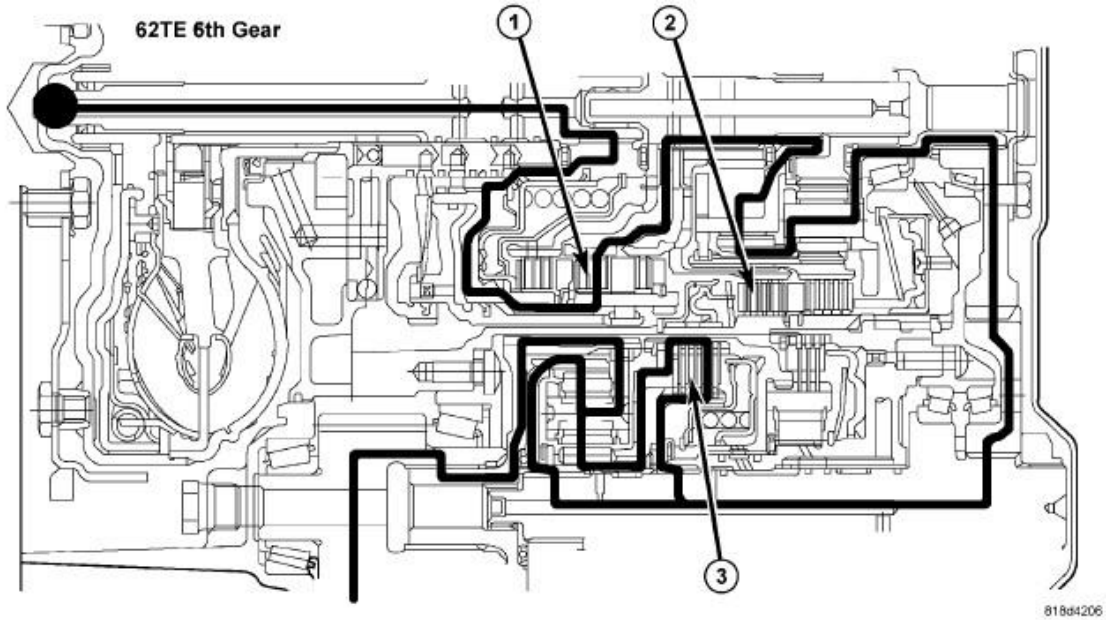


Fig. 11: 6th Gear Power Flow
Courtesy of CHRYSLER LLC

In Sixth gear, the OD clutch (1) is applied to drive the front carrier/rear annulus assembly. The OD hub is splined to the front carrier/rear annulus assembly. When the OD clutch is applied, the OD hub and front carrier/rear annulus assembly are driven. The 2/4 clutch (2) is applied to hold the front sun gear. Overdrive can be achieved using the front gear set. The rear carrier/front ring gear/annulus rotates as an output member with an overdrive gear ratio of 0.69:1.

Power from the main centerline transfers to the underdrive compounder annulus by way of the transfer gears and the underdrive shaft. The direct clutch (3) is applied to drive the underdrive compounder sun gear at the same speed as the underdrive annulus. With two members driven, the underdrive compounder carrier rotates with a direct drive.

The main centerline ratio of 0.69:1 is multiplied by the underdrive compounder centerline ratio of 1:1. As a result, the ratio through the entire gear train to the final drive in Sixth gear is 0.69:1.

DIAGNOSIS AND TESTING

TORQUE CONVERTER HOUSING FLUID LEAKAGE

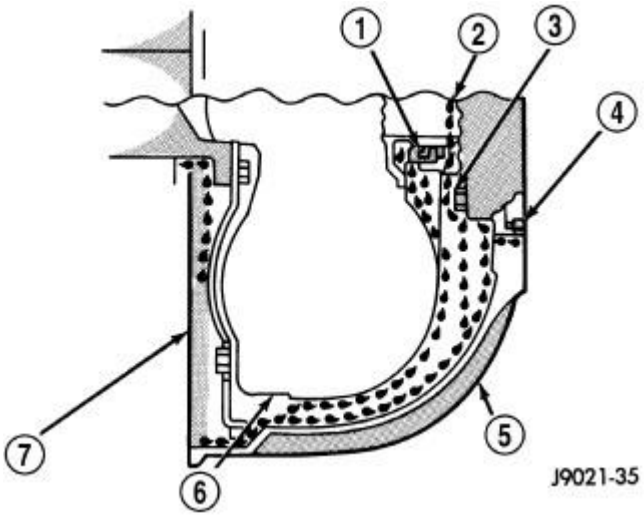


Fig. 12: Converter Housing Leak Paths
Courtesy of CHRYSLER LLC

1 - PUMP SEAL
2 - PUMP VENT
3 - PUMP BOLT
4 - PUMP GASKET
5 - CONVERTER HOUSING
6 - CONVERTER
7 - REAR MAIN SEAL LEAK

When diagnosing converter housing fluid leaks, three actions must be taken before repair:

1. Verify proper transmission fluid level.
2. Verify that the leak originates from the converter housing area and is transmission fluid.
3. Determine the true source of the leak.

Fluid leakage at or around the torque converter area may originate from an engine oil leak. The area should be examined closely. Factory fill fluid is red and, therefore, can be distinguished from engine oil.

Some suspected converter housing fluid leaks may not be leaks at all. They may only be the result of residual fluid in the converter housing, or excess fluid spilled during factory fill, or fill after repair. Converter housing leaks have several potential sources inspect pump seal (1), pump vent (2), pump bolts (3), pump gasket (4), converter housing (5), converter (6) and a rear main seal leak (7). Through careful observation, a leak source can be identified before removing the transmission for repair.

Pump seal leaks tend to move along the drive hub and onto the rear of the converter. Pump O-ring or pump body leaks follow the same path as a seal leak. Pump attaching bolt leaks are generally deposited on the inside of the converter housing and not on the converter itself. Pump seal or gasket leaks usually travel down the inside of the converter housing.

TORQUE CONVERTER LEAKAGE

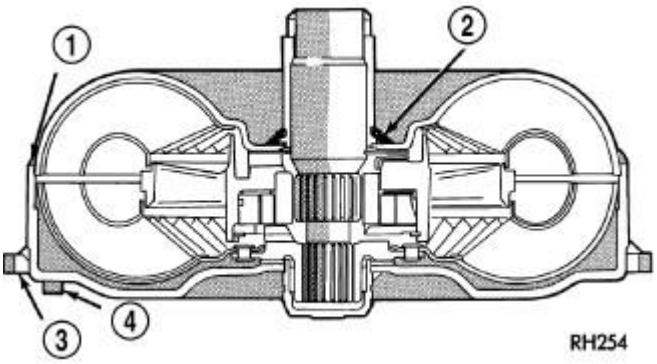


Fig. 13: Converter Leak Points - Typical
Courtesy of CHRYSLER LLC

1 - OUTSIDE DIAMETER WELD
2 - TORQUE CONVERTER HUB WELD
3 - STARTER RING GEAR
4 - LUG

Possible sources of torque converter leakage are:

- Torque converter weld leaks at the outside diameter weld (1).
- Torque converter hub weld (2).

CLUTCH AIR PRESSURE TESTS

Fig. 14: Air Pressure Test Plate 9741
Courtesy of CHRYSLER LLC

1 - OVERDRIVE CLUTCH	5 - LOW/REVERSE CLUTCH
2 - REVERSE CLUTCH	6 - LOW CLUTCH
3 - UNDERDRIVE CLUTCH	7 - DIRECT CLUTCH
4 -2/4 CLUTCH	

Inoperative clutches can be located using a series of tests by substituting air pressure for fluid pressure using Air Pressure Test Plate 9741.

The clutches may be tested by applying air pressure to their respective passages. The valve body and oil filter must be removed and Air Pressure Test Plate 9741 installed. To make air pressure tests, proceed as follows:

NOTE: The compressed air supply must be free of all dirt and moisture. Use a pressure of 30 psi.

Remove oil pan and valve body, Install Test Plate 9741 and tighten bolts to 6 N.m (50 in. lbs.). When testing is finished install valve body and tighten bolts to 6 N.m (50 in. lbs.), Install the oil pan bolts and tighten to 6 N.m (50 in. lbs.) and fill transmission. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.

OVERDRIVE CLUTCH

Apply air pressure to the overdrive clutch feed hole located on the test plate marked OD, listen for an audible thud. The piston should return to its starting position when the air pressure is removed.

REVERSE CLUTCH

Apply air pressure to the reverse clutch feed hole located on the test plate marked REV, listen for an audible thud. The piston should return to its starting position when the air pressure is removed.

2/4 CLUTCH

Apply air pressure to the feed hole located on the test plate marked 2/4 clutch. listen for an audible thud. The piston should return to its original position after the air pressure is removed.

LOW/REVERSE CLUTCH

Apply air pressure to the low/reverse clutch feed hole located on the test plate marked LR. Then, listen for an audible thud. The piston should return to its original position after the air pressure is removed.

UNDERDRIVE CLUTCH

Because this clutch piston cannot be seen, its operation is checked by function. Air pressure is applied to the feed hole located on the test plate marked UD. This locks the output shaft. Use a piece of rubber hose wrapped around the input shaft and a pair of clamp-on pliers to turn the input shaft. Next apply air pressure to the underdrive clutch. The input shaft should not rotate with hand torque. Release the air pressure and confirm that the input shaft will rotate.

DIRECT CLUTCH

Apply air pressure to the feed hole located on the test plate marked DC, listen for an audible thud.

LOW CLUTCH

Apply air pressure to the feed hole located on the test plate marked LC, listen for an audible thud.

ROAD TEST

Prior to performing a road test, verify that the fluid level, fluid condition, and linkage adjustment have been approved.

During the road test, the transaxle should be operated in each position to check for slipping and any variation in shifting.

If the vehicle operates properly at highway speeds, but has poor acceleration, the converter stator overrunning clutch may be slipping. If acceleration is normal, but high throttle opening is needed to maintain highway speeds, the converter stator clutch may have seized. Both of these stator defects require replacement of the torque converter and thorough transaxle cleaning.

Slipping clutches can be isolated by comparing the clutch application table with clutch operation encountered on a road test. This table identifies which clutches are applied at each position of the selector lever.

A slipping clutch may also set a DTC and can be determined by operating the transaxle in all selector positions.

CLUTCH APPLICATION

62TE		**ELEMENTS APPLIED**							
GEAR	RATIO	UD	OD	R	2-4	L-R	LC	DC	ORC
1	4.127	A	-	-	-	A	A ^	-	H
2	2.842	A	-	-	-	A	-	A	-
3*	2.284	A	-	-	A	-	A ^	-	H
4	1.573	A	-	-	A	-	-	A	-
4	1.452	A	A	-	-	-	A ^	-	H
5	1.000	A	A	-	-	-	-	A	-
6	0.689	-	A	-	A	-	-	A	-
R	3.215	-	-	A	-	A	A	-	-

- A = Applied
- H = Holding
- * = Limp-in Mode
- ^ = Applied in coast only

The process of elimination can be used to detect any unit which slips and to confirm proper operation of good units. Road test analysis can diagnose slipping units, but the cause of the malfunction cannot be determined. Practically any condition can be caused by leaking hydraulic circuits or sticking valves.

REMOVAL

REMOVAL

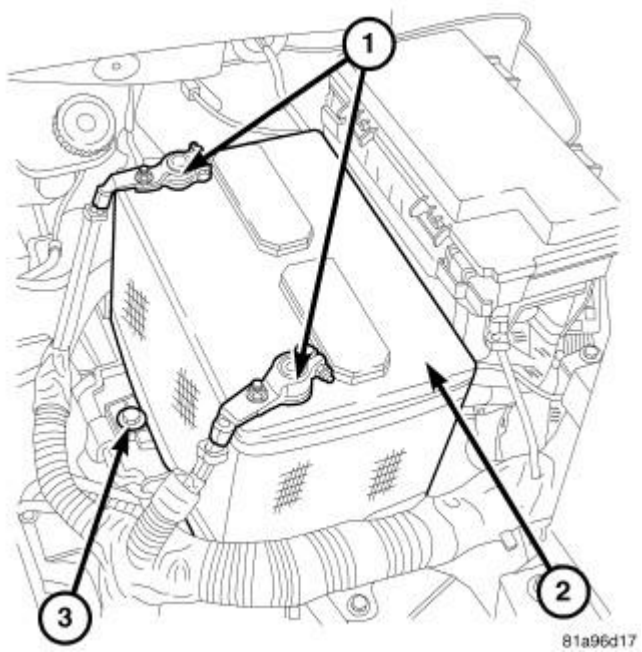


Fig. 15: Battery
Courtesy of CHRYSLER LLC

1. Open hood.
2. Disconnect the battery cables (1).
3. Remove the battery hold down bolt (3) and remove the battery (2).
4. Remove the clips holding harness and ground cable to the battery tray.
5. Remove the battery tray.

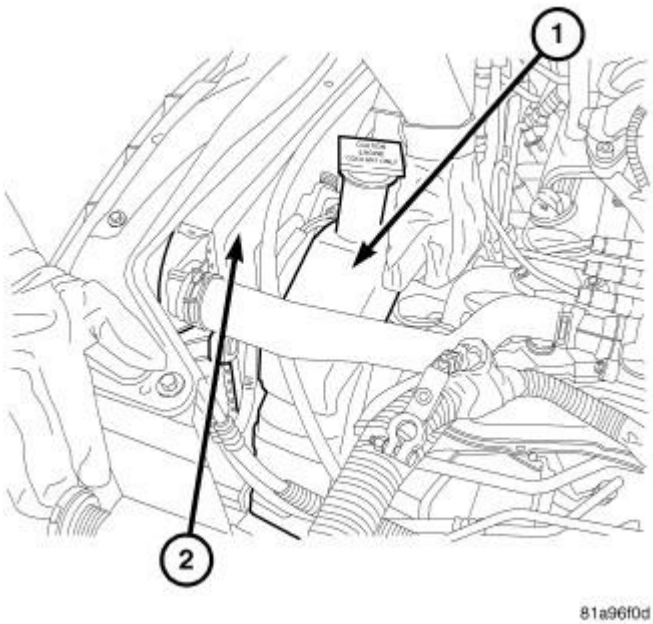


Fig. 16: Overflow Bottle
Courtesy of CHRYSLER LLC

6. Remove the overflow bottle (1).

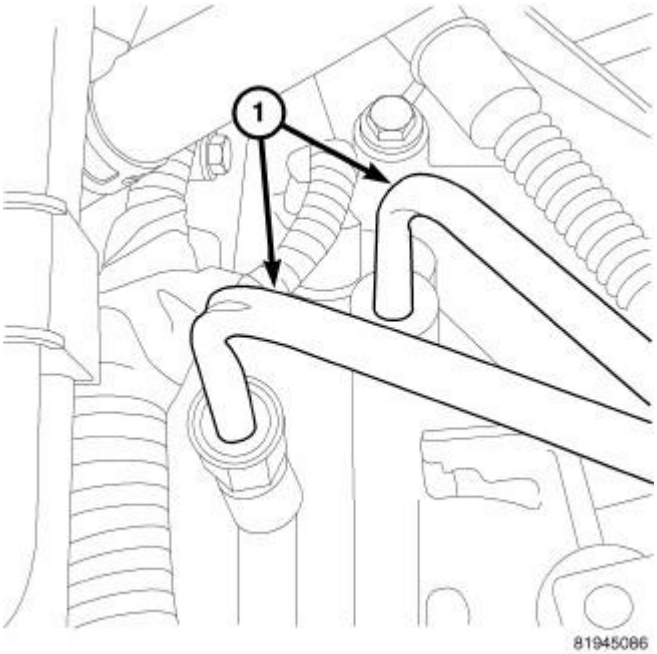


Fig. 17: Cooler Lines At Transaxle
Courtesy of CHRYSLER LLC

7. Disconnect oil cooler lines from transaxle using Disconnect Tool 8875A.

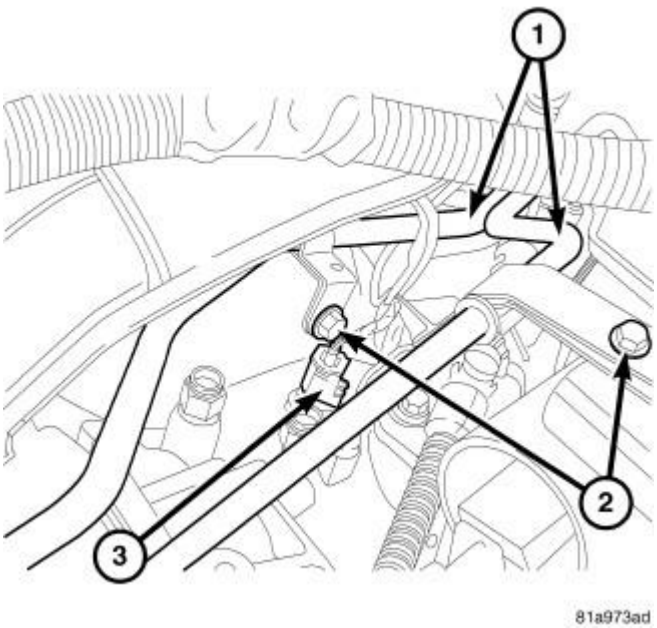


Fig. 18: Bolts Holding Heater Lines
Courtesy of CHRYSLER LLC

8. Remove the bolts (2) holding the heater lines.
9. Unplug the input speed sensor (3).

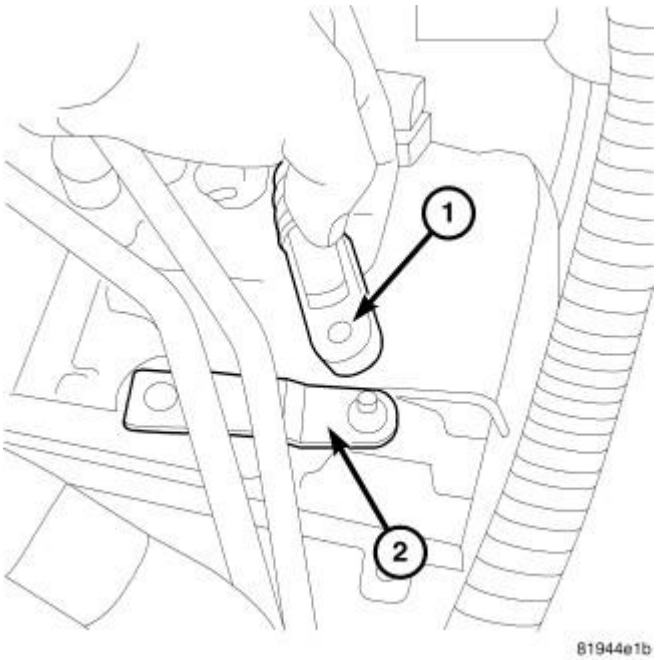


Fig. 19: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

10. Disconnect gearshift cable (1) from transaxle manual valve lever (2).
11. Disconnect gearshift cable from the bracket.

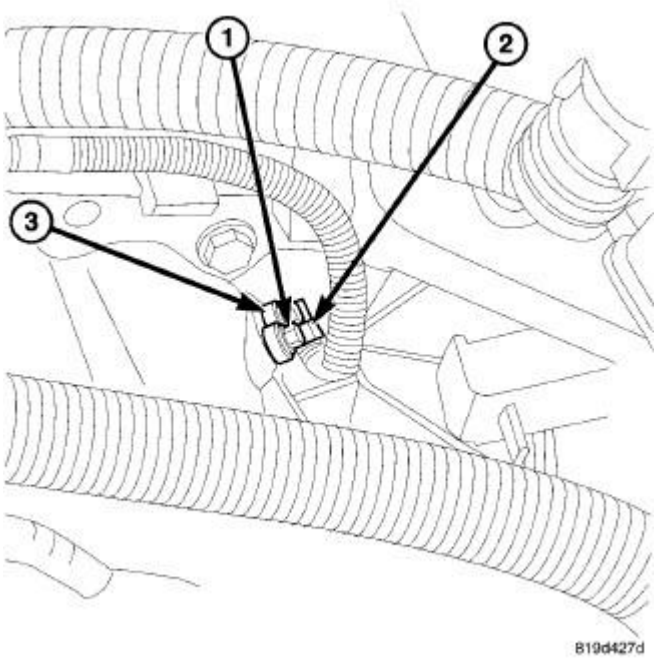


Fig. 20: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

12. Disconnect the electrical connector (2) at the crankshaft position sensor (3).
13. Remove hold down bolt (1) at the crankshaft position sensor (3).
14. Remove the crankshaft position sensor (1).

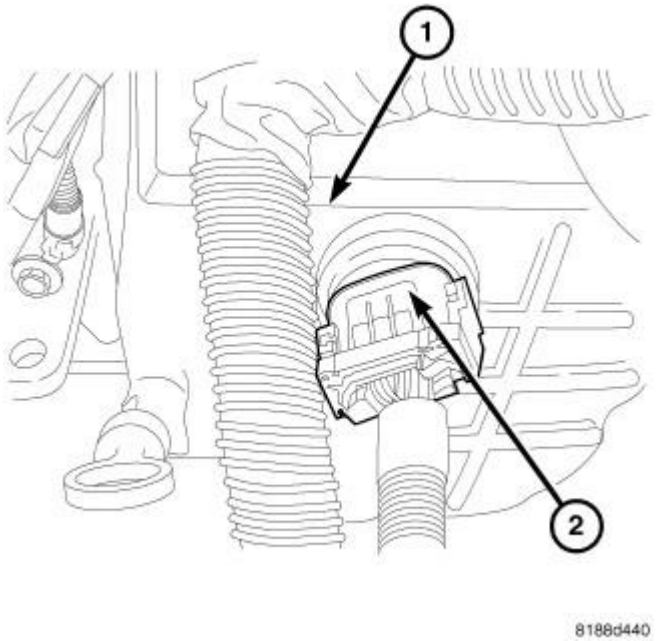


Fig. 21: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

15. Disconnect the solenoid pack connector at the transmission.

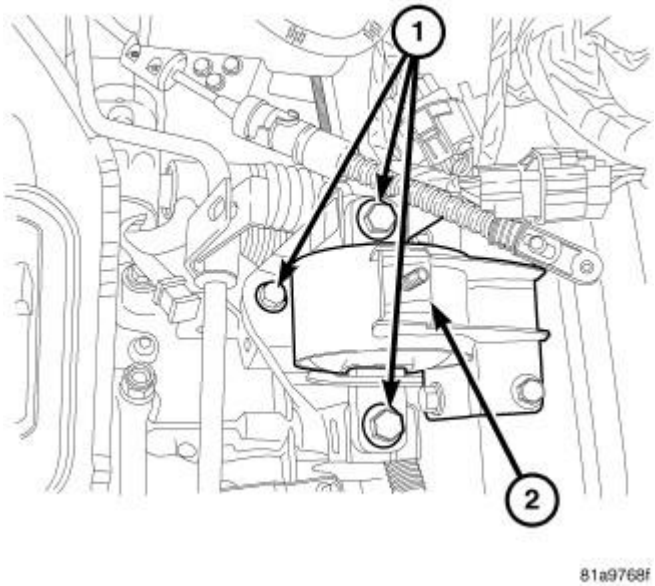


Fig. 22: Left Transmission Mount Bolts
Courtesy of CHRYSLER LLC

16. Support the transaxle with a floor jack.
17. Remove the bolts (1) at the left transmission mount (2).

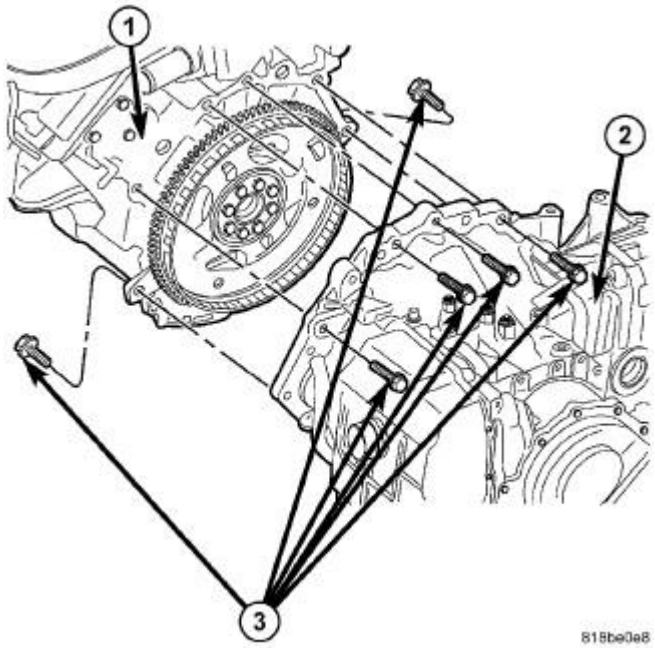


Fig. 23: Upper Transmission Bolts

Courtesy of CHRYSLER LLC

18. Remove the transaxle upper bellhousing-to-block bolts (3).

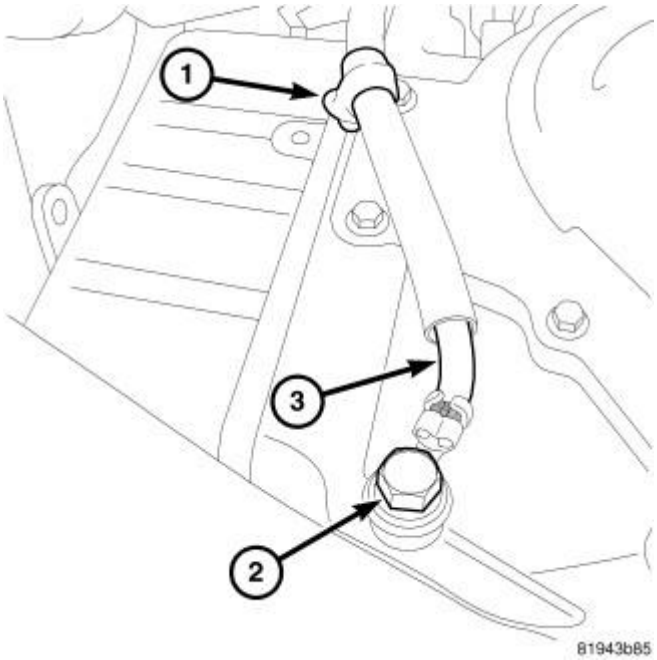


Fig. 24: Ground Cable
Courtesy of CHRYSLER LLC

19. Raise the vehicle on the hoist.
20. Remove the bolt (2) holding the ground cable (3) to the transaxle.
21. Remove tie strap (1) to trans valve body pan.
22. Remove both halfshafts. Refer to **Differential and Driveline/Half Shaft - Removal** .
23. Remove the front and both side splash shields. Refer to **Body/Exterior/SHIELD, Splash - Removal** .

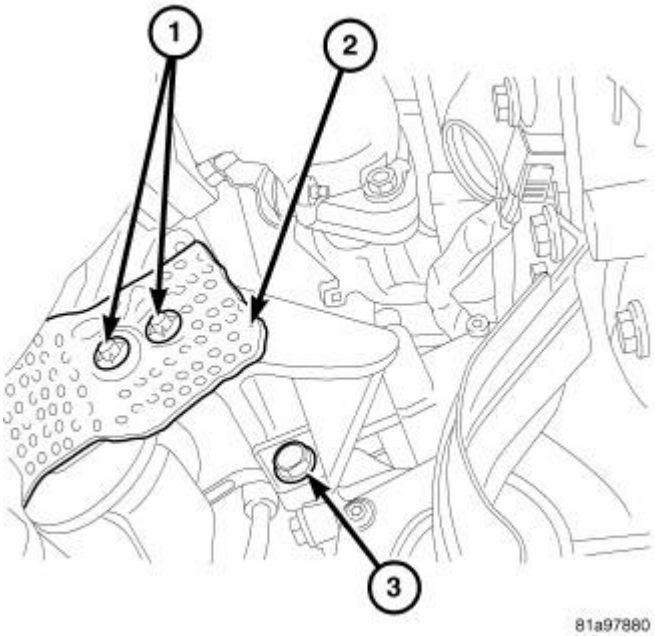


Fig. 25: Rear Transaxle Mount Bracket Bolt
Courtesy of CHRYSLER LLC

24. Remove rear transaxle mount bracket bolt (3).

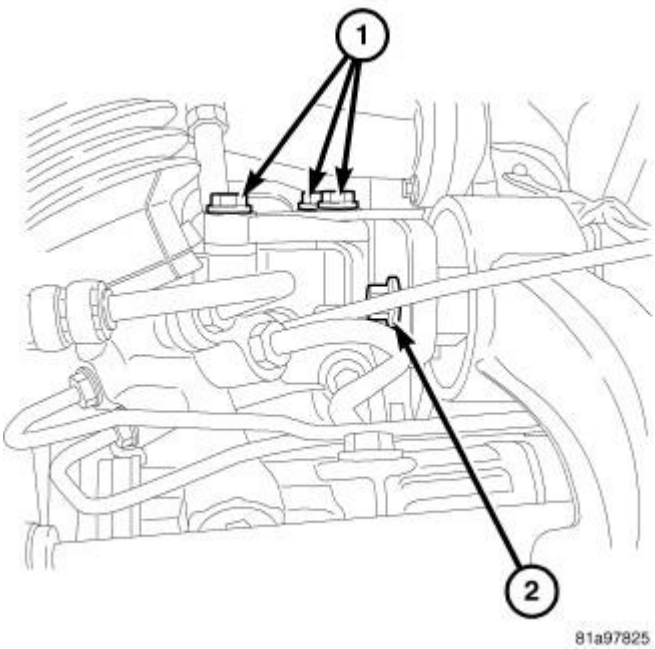


Fig. 26: Rear Transaxle Mount Bracket Bolts
Courtesy of CHRYSLER LLC

25. Remove the remaining rear transaxle mount bracket bolts (1).

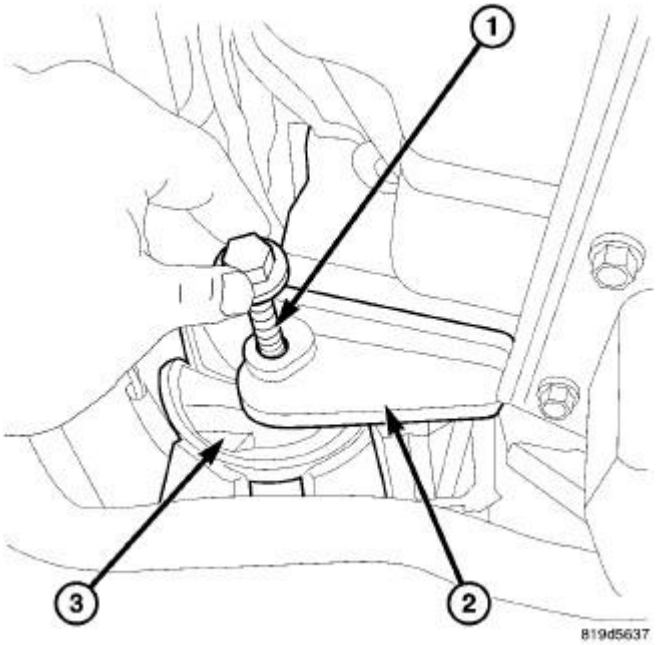


Fig. 27: Crossmember Through Bolt
Courtesy of CHRYSLER LLC

26. Support the engine and transmission with a jacks.
27. Remove the crossmember through bolt (1)

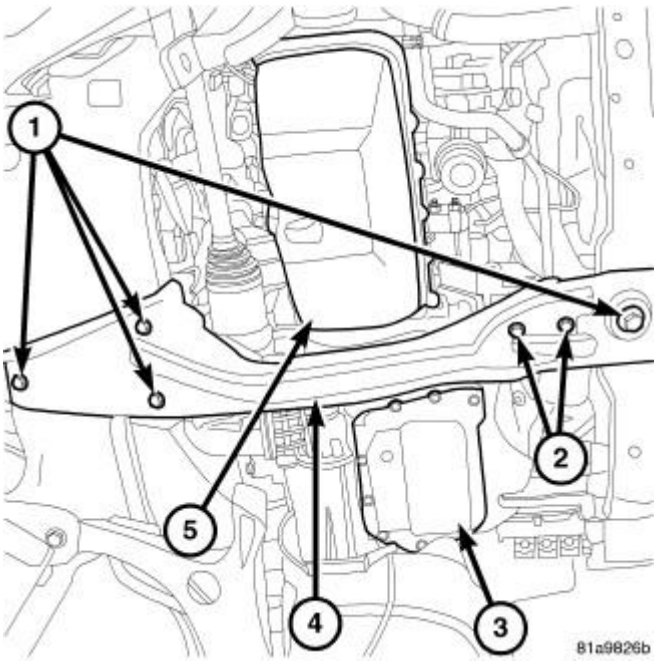


Fig. 28: Transmission Crossmember Bolts
Courtesy of CHRYSLER LLC

28. Remove the transmission crossmember bolts (1).
29. Remove the transmission crossmember (4).

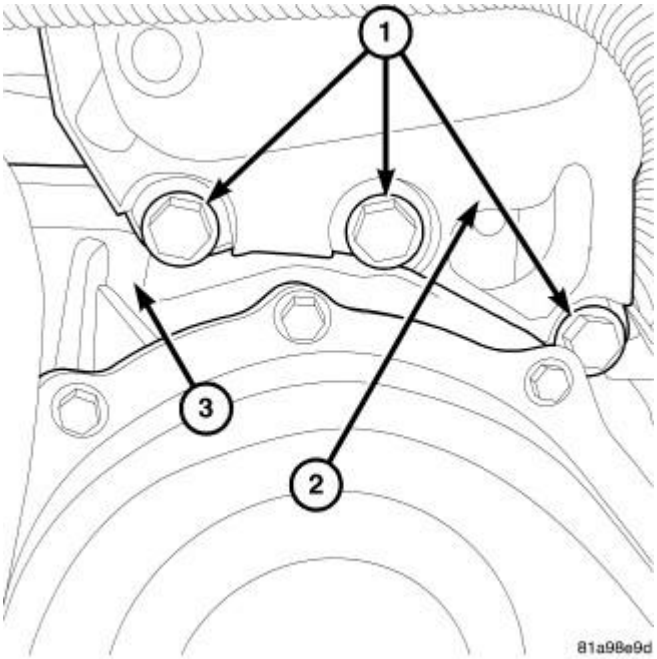


Fig. 29: Left Transmission Mount Bolts
Courtesy of CHRYSLER LLC

30. Lower the engine and transmission to gain access to the left transmission mount bracket bolts.
31. Remove the bolts (1) holding left transmission mount (2) to the transmission (3).
32. Remove the left transmission mount (2).

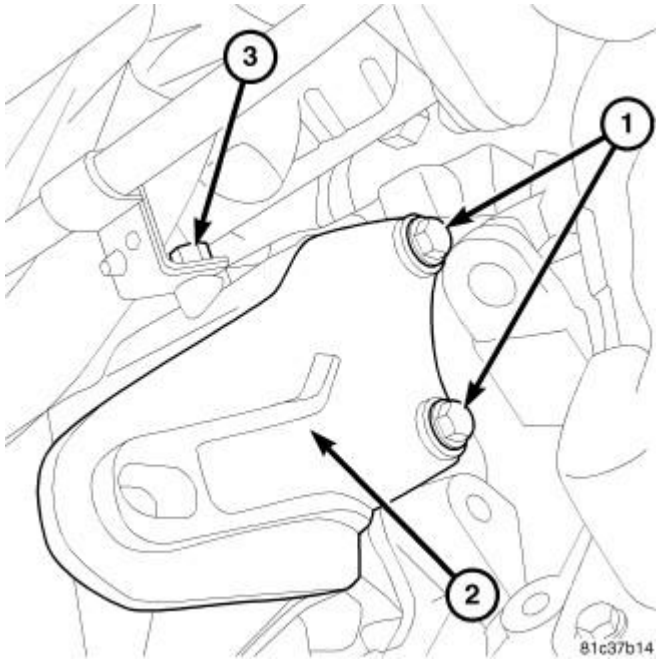


Fig. 30: Front Mount Bracket Bolts
Courtesy of CHRYSLER LLC

NOTE: The three bolts on the left side of the front bracket hold the starter in place, ensure starter is supported.

33. Remove the front mount bracket bolts (1).
34. Remove the heater line bracket bolt (3).

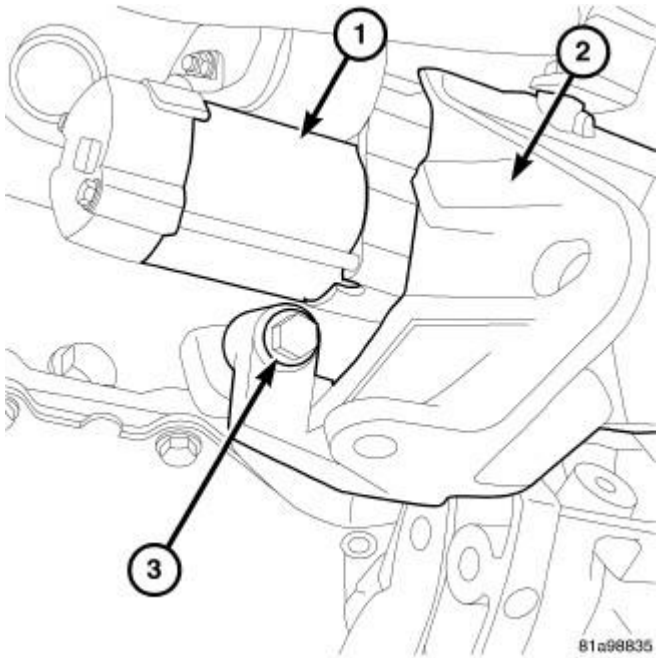


Fig. 31: Transmission Front Mount Bracket To Engine Bolt

Courtesy of CHRYSLER LLC

NOTE: The three bolts on the left side of the front bracket hold the starter in place, ensure starter is supported.

35. Remove the bolt (3) at transmission front mount bracket to engine.
36. Remove the front mount bracket (2).

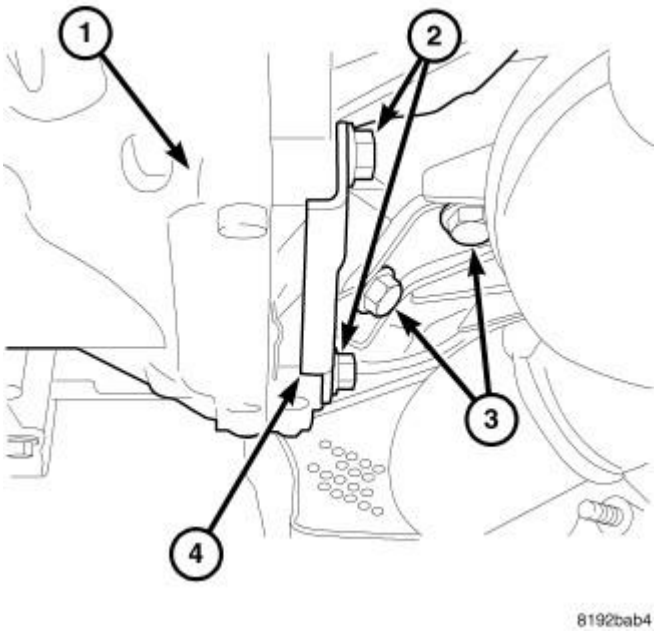


Fig. 32: Exhaust Bracket Bolts
Courtesy of CHRYSLER LLC

37. On 4.0L engines, remove bolts (3) to exhaust bracket.
38. Remove the exhaust cross under pipe (if equipped). Refer to **Exhaust System/PIPE, Exhaust Cross Under - Removal** .
39. Remove bolts (2) to stand off bracket (4).
40. Remove bracket (4).

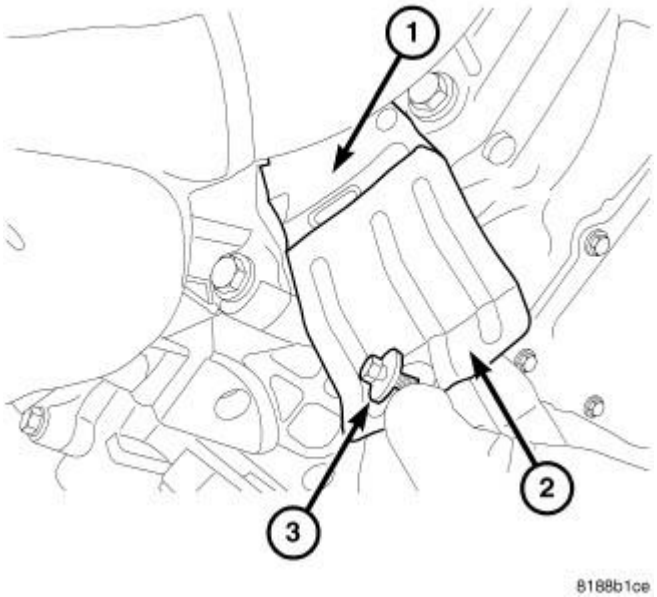


Fig. 33: Dust Shield
Courtesy of CHRYSLER LLC

41. Remove torque converter dust shield bolt (3).
42. Remove torque converter dust shield (2).

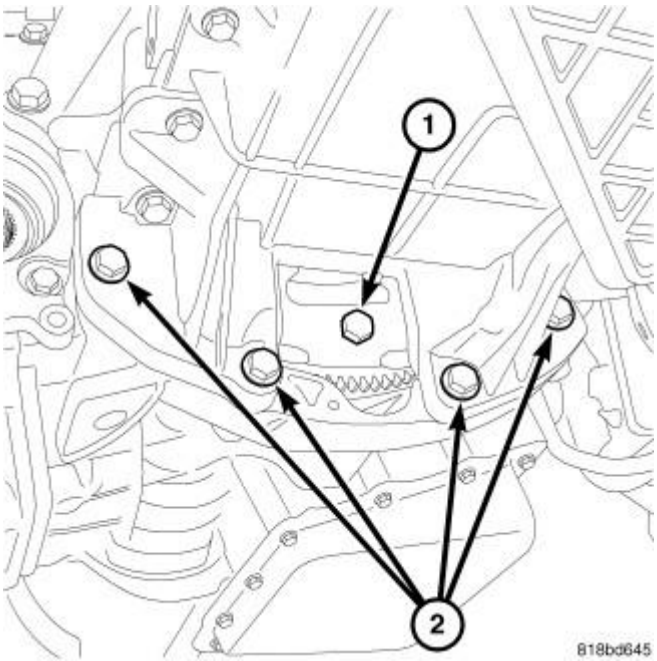


Fig. 34: Torque Converter Bolts
Courtesy of CHRYSLER LLC

43. Remove the torque converter-to-driveplate bolts (1). Upon removing bolts, a tight-tolerance (slotted) bolt

will be encountered. Mark this location (driveplate and converter) with paint for assembly reference.

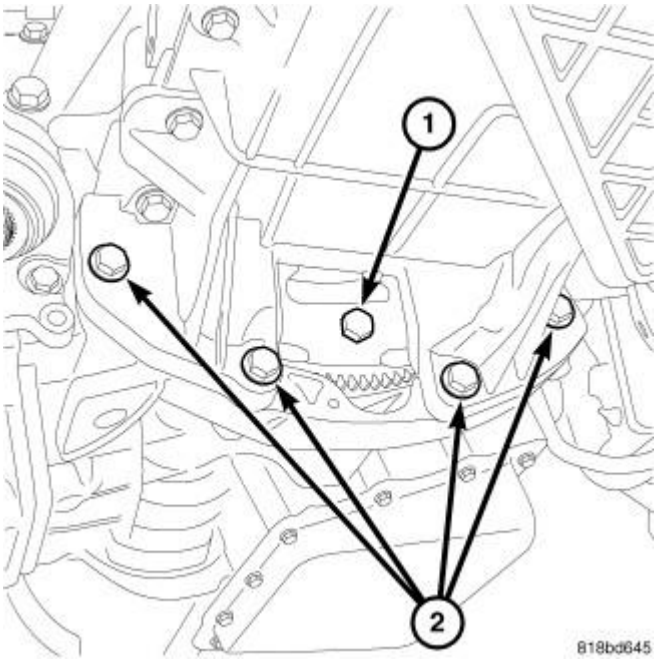


Fig. 35: Torque Converter Bolts
Courtesy of CHRYSLER LLC

NOTE: The bolts on each side of the inspection opening were removed with the exhaust bracket.

44. Remove the six transaxle-to-engine lower bolts.
45. Lower transaxle from engine compartment.

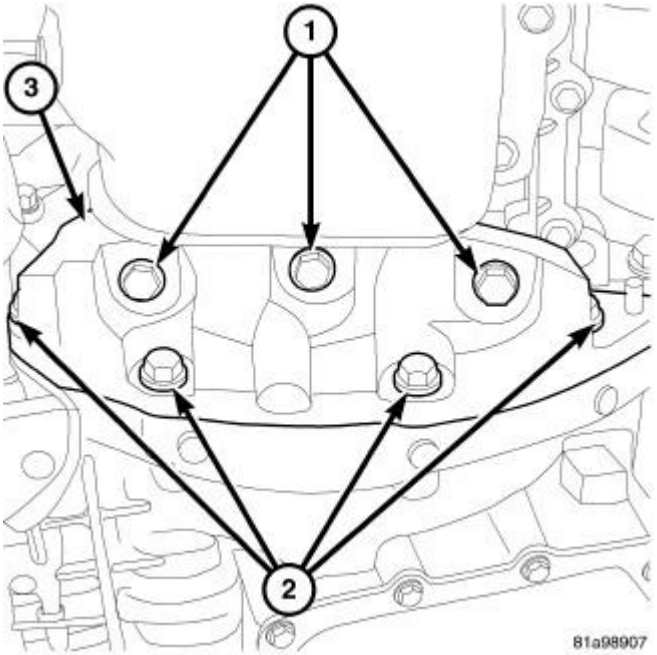


Fig. 36: Structural Collar Bolts
Courtesy of CHRYSLER LLC

46. On 3.8L engine, remove the bolts holding structural collar to the oil pan (1) and transmission (2).

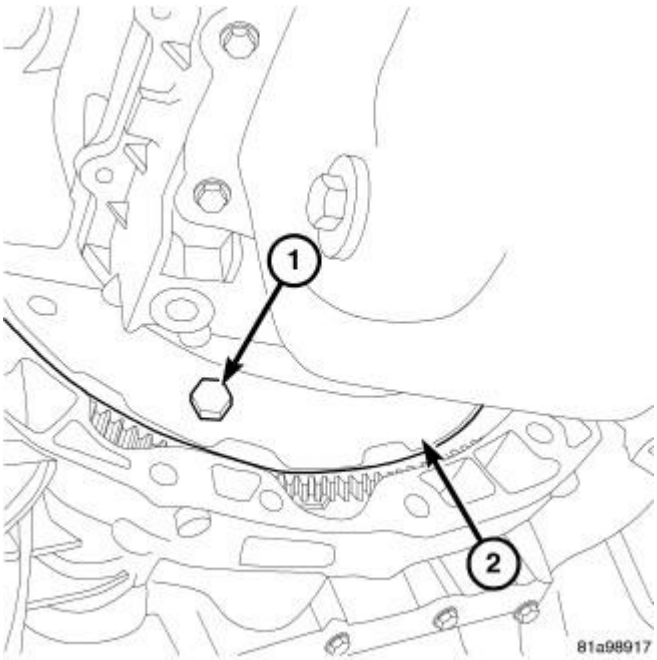


Fig. 37: Torque Converter Bolts
Courtesy of CHRYSLER LLC

47. Remove the torque converter-to-drive plate bolts (1). Upon removing bolts, a tight-tolerance (slotted) bolt will be encountered. Mark this location (drive plate and converter) with paint for assembly reference.

48. Remove the two remaining lower bellhousing bolts.
49. Lower transaxle from engine compartment.

DISASSEMBLY

DISASSEMBLY

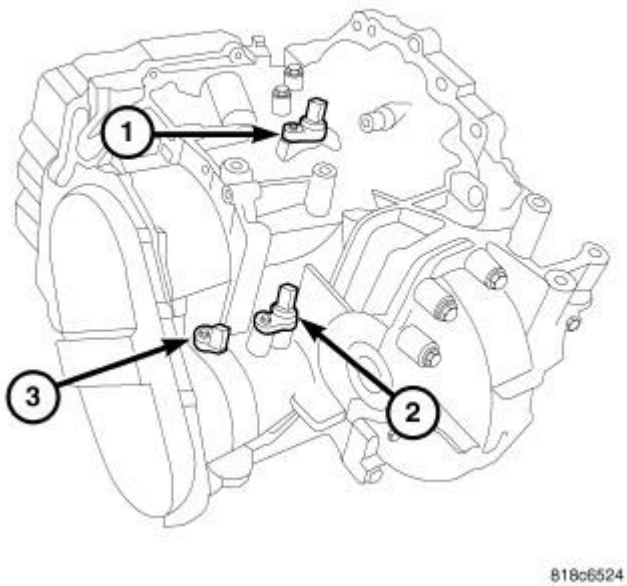


Fig. 38: Speed Sensors
Courtesy of CHRYSLER LLC

1. Remove the speed sensors (1, 2 and 3).

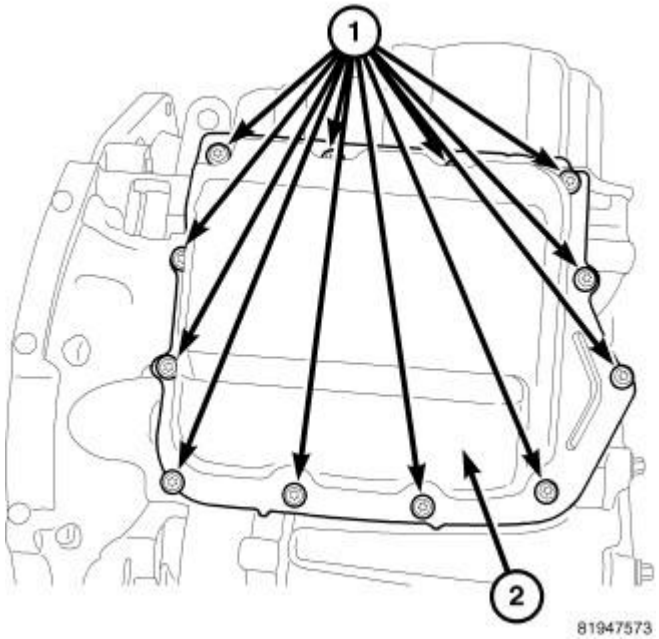


Fig. 39: Filter Oil Pan
Courtesy of CHRYSLER LLC

2. Remove bolts (1) at the oil filter pan (2).
3. Remove the oil filter pan (2).

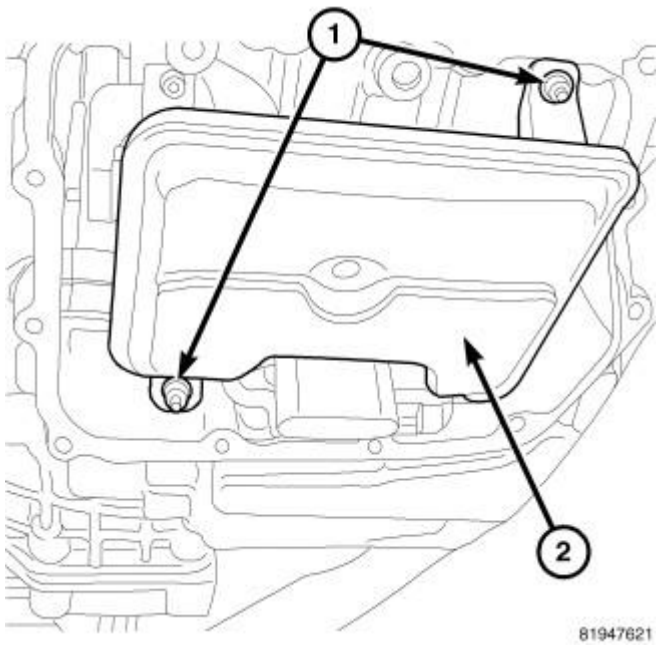


Fig. 40: Fluid Filter
Courtesy of CHRYSLER LLC

4. Remove the bolts (1) at the oil filter (2).

5. Remove the oil filter (2).

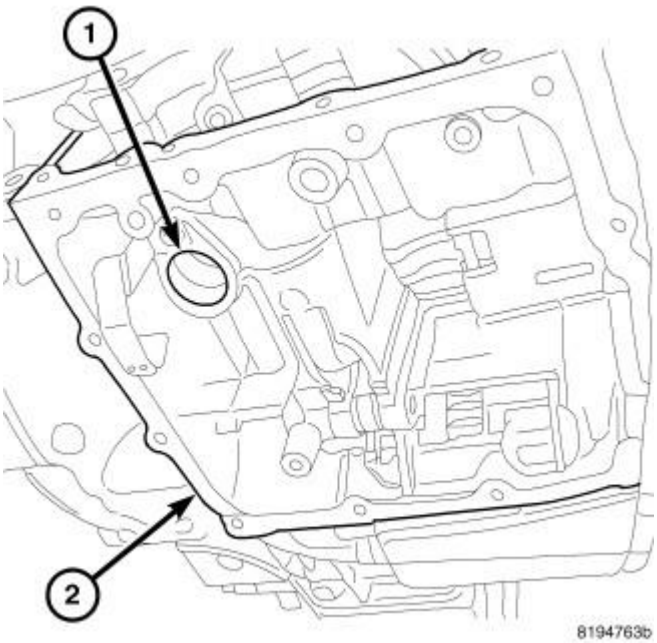


Fig. 41: Oil Filter Seal At Case
Courtesy of CHRYSLER LLC

6. Remove the oil filter seal (1) at the case.

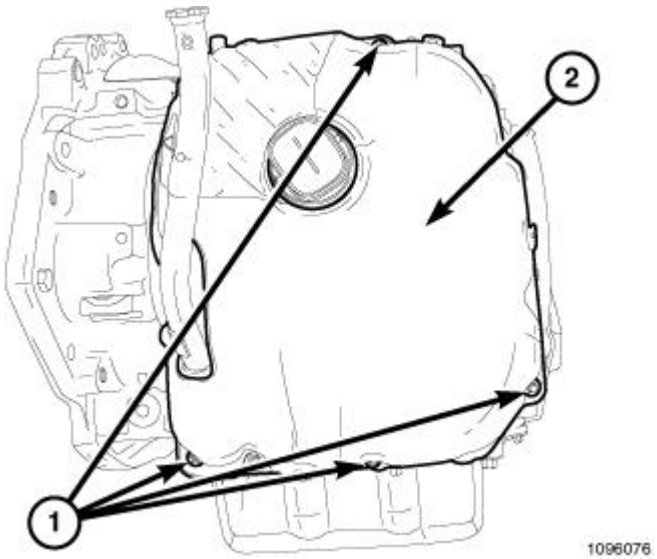


Fig. 42: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

NOTE: Keep the Front Sound Dampener Cover if replacing the unit

7. If equipped remove the fasteners (1) and the Front Sound Dampener Cover (2).

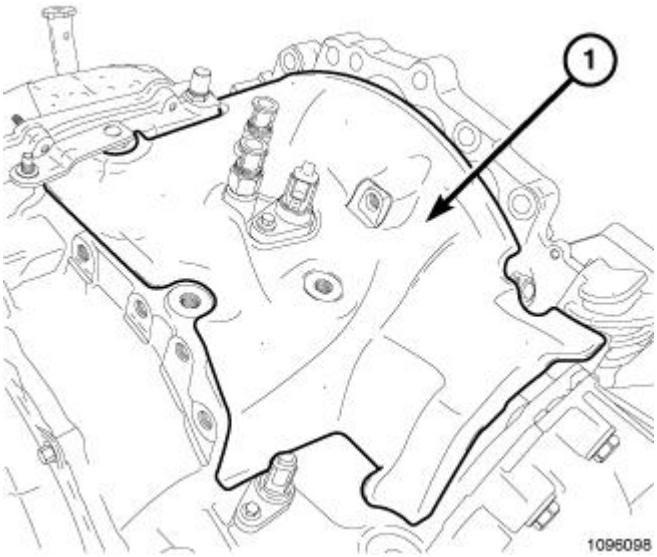


Fig. 43: Top Sound Damper Cover
Courtesy of CHRYSLER LLC

NOTE: Keep the Top Sound Dampener Cover if replacing the unit

8. If equipped remove the Top Sound Damper Cover (1).

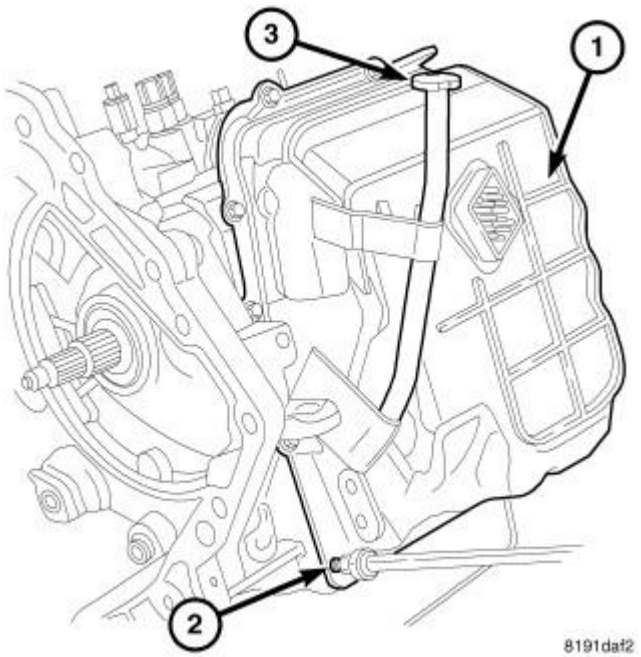


Fig. 44: Valve Body Pan
Courtesy of CHRYSLER LLC

9. Remove bolts (2) at the valve body oil pan (1).

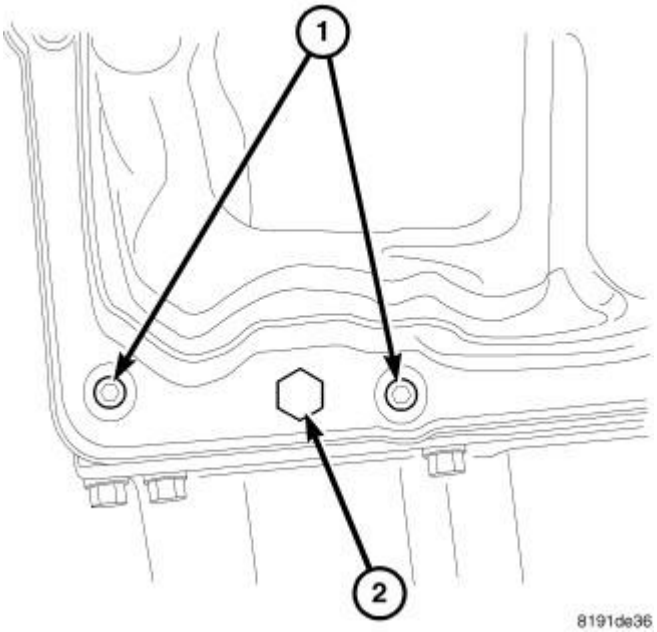


Fig. 45: Pressure Tap Plug
Courtesy of CHRYSLER LLC

10. Remove the pressure tap plug (2) at valve body pan.
11. Remove the valve body pan.

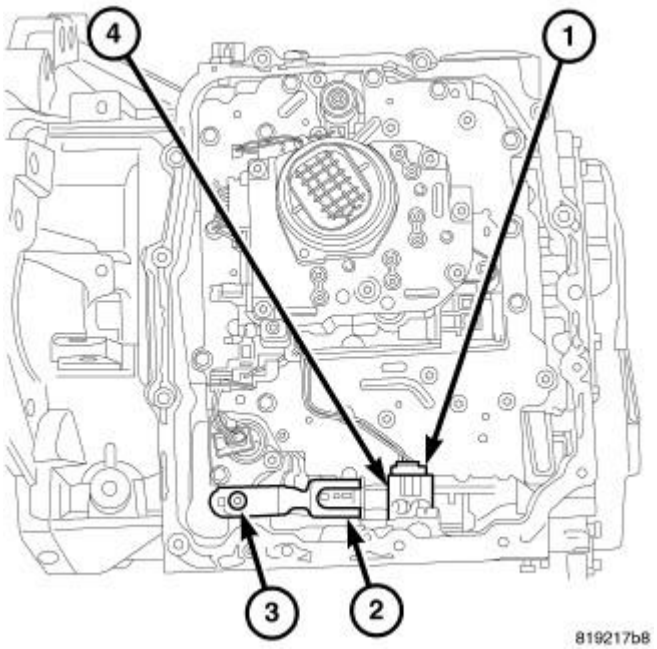


Fig. 46: Connector At Transmission
Courtesy of CHRYSLER LLC

12. Remove the electrical connector (1) at the range sensor (4).
13. Remove the bolt (3) holding the detent spring.
14. Remove the detent spring (2).

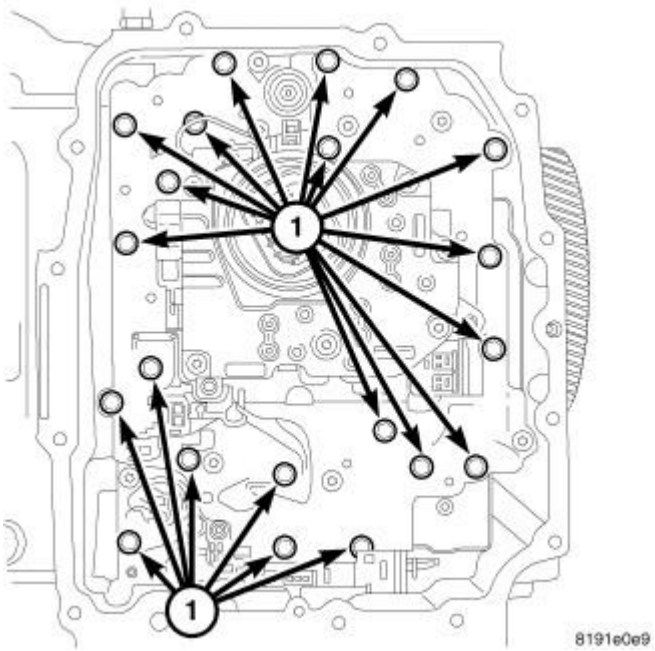


Fig. 47: Valve Body Bolts
Courtesy of CHRYSLER LLC

15. Remove valve body bolts (1).

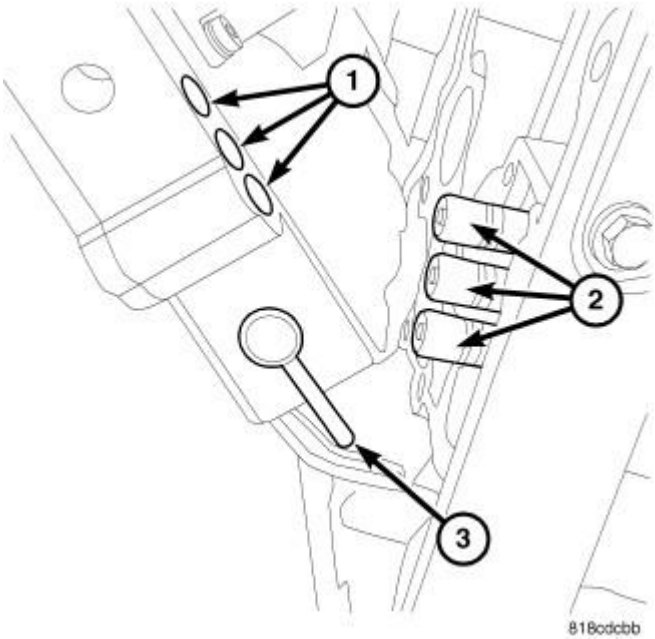


Fig. 48: Oil Transfer Tubes
Courtesy of CHRYSLER LLC

16. Remove valve body (1) from oil transfer tubes and manual valve (3) from rooster comb.

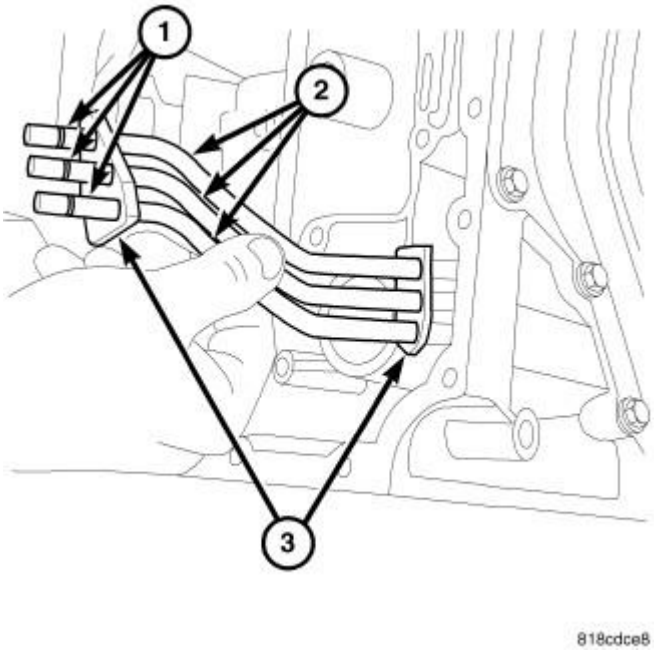


Fig. 49: Transfer Tube O-Rings
Courtesy of CHRYSLER LLC

17. Remove oil transfer tubes (2) from the case.

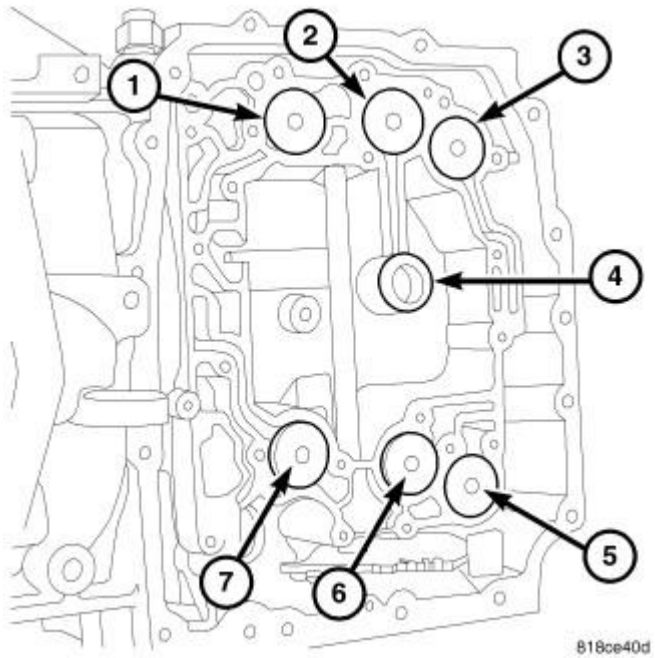


Fig. 50: Accumulators
Courtesy of CHRYSLER LLC

1 - UD ACCUMULATOR	5 - LC ACCUMULATOR
2 - 2/4 ACCUMULATOR	6 - DC ACCUMULATOR
3 - LR ACCUMULATOR	7 - OD ACCUMULATOR
4 - 2/4 CLUTCH OIL SUPPLY SEAL	-

18. Remove all six accumulators (1, 2, 3, 5, 6 and 7) from case along with the accumulator return springs.
19. Remove the 2/4 clutch oil supply seal (4) from the case.
20. Remove the manual lever, TRS and seal. See **Transmission and Transfer Case/Automatic - 62TE/SENSOR, Transmission Range - Removal**.

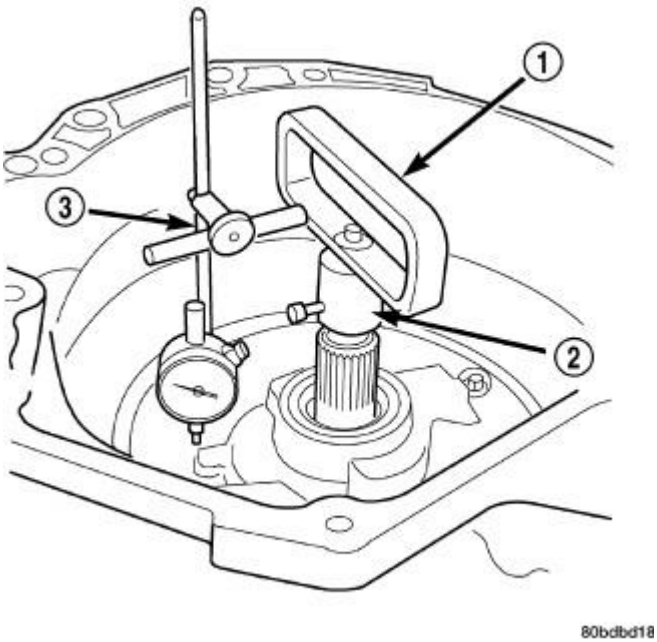


Fig. 51: Measuring Input Shaft End Play Using End Play Set 8266
Courtesy of CHRYSLER LLC

1 - END PLAY FIXTURES 8266A
2 - DIAL INDICATOR C-3339A

21. Measure input shaft end play. Place transaxle so input shaft is vertical. Set up end play fixtures 8266A (1, 2) and dial indicator (3). **Input shaft end play should be within 0.13-0.64 mm (0.005-0.025 in.)** Record indicator reading for reference upon reassembly.

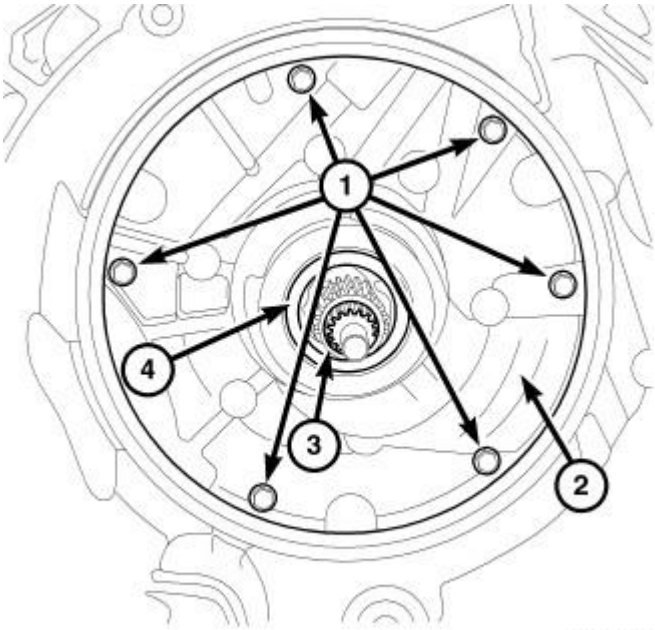


Fig. 52: Front Pump 62TE
Courtesy of CHRYSLER LLC

22. Remove the front pump bolts (1).

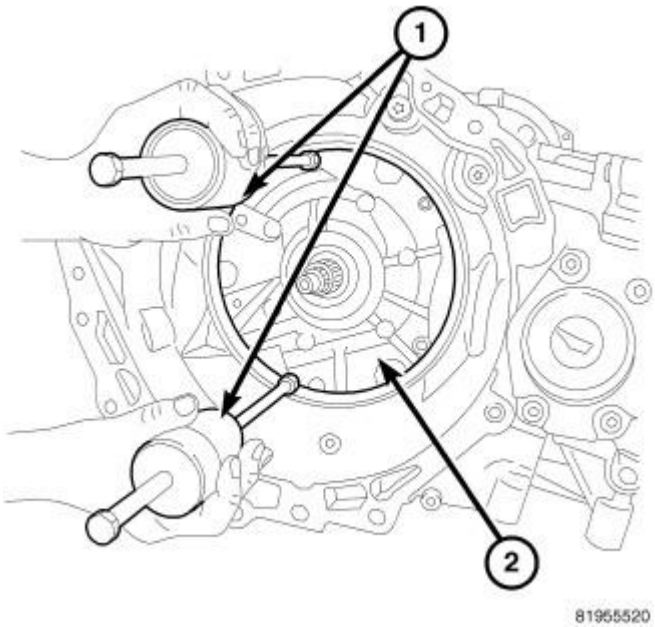


Fig. 53: Pullers C-3752
Courtesy of CHRYSLER LLC

CAUTION: Be sure input speed sensor is removed before removing oil pump.

23. Install slide hammers C-3752 (1) on oil pump.

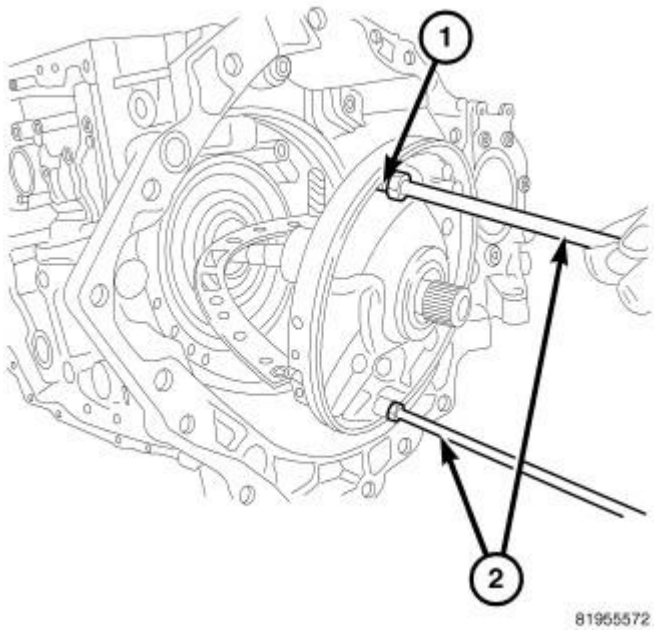


Fig. 54: Oil Pump Assembly
Courtesy of CHRYSLER LLC

24. Remove oil pump assembly (1).

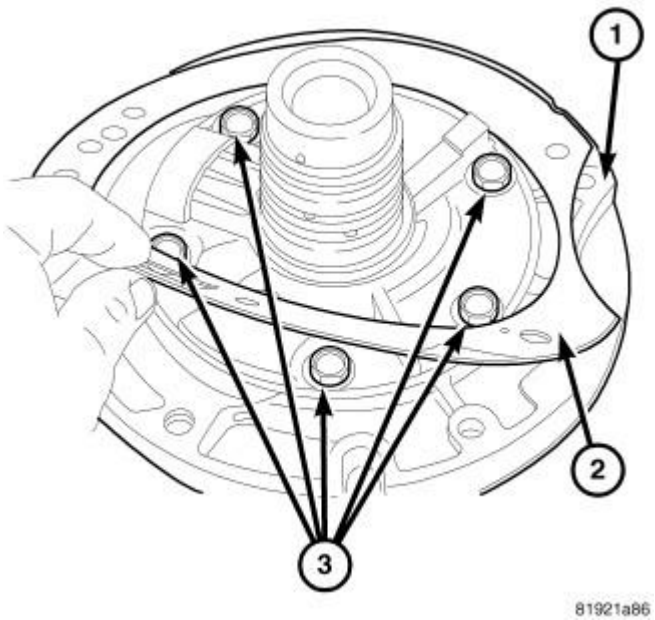


Fig. 55: Oil Pump Gasket
Courtesy of CHRYSLER LLC

25. Remove oil pump gasket (2).

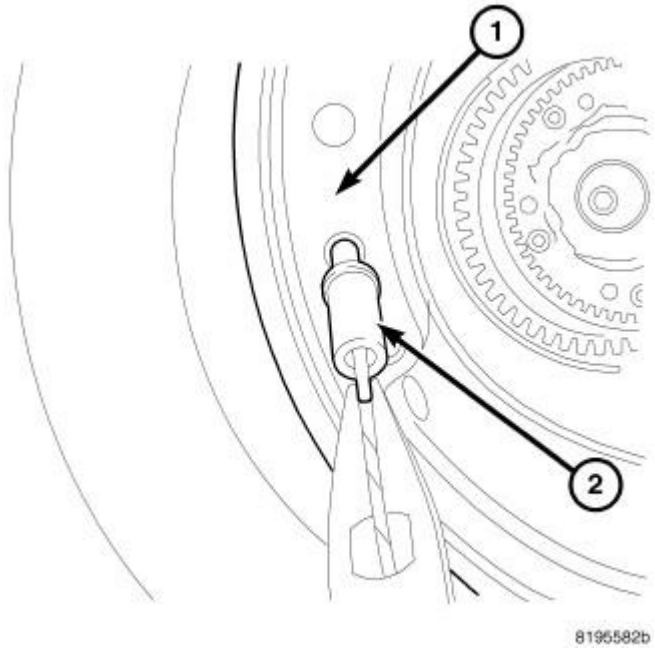


Fig. 56: Bypass Valve 62TE
Courtesy of CHRYSLER LLC

CAUTION: If transaxle failure has occurred, the cooler bypass valve must be replaced. Do not re-use or attempt to clean valve.

26. Remove cooler bypass valve (2).

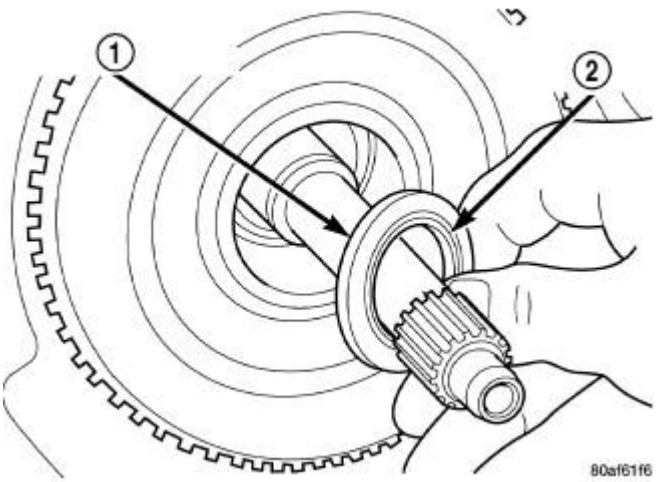


Fig. 57: Caged Needle Bearing
Courtesy of CHRYSLER LLC

1 - #1 CAGED NEEDLE BEARING
2 - NOTE: TANGED SIDE OUT

27. Remove number one needle bearing (1).

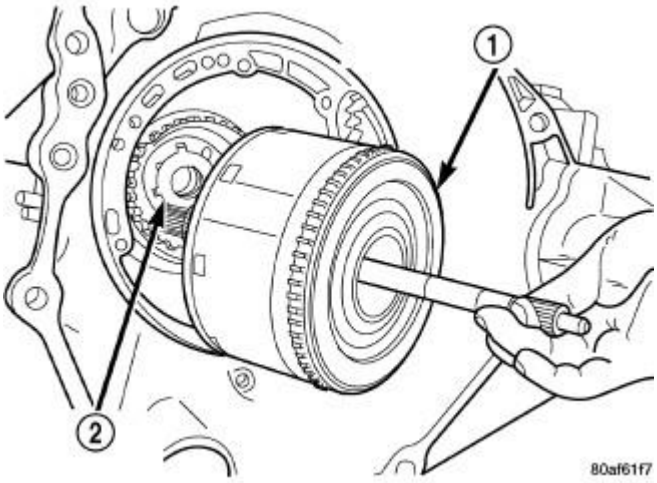


Fig. 58: Input Clutch Assembly
Courtesy of CHRYSLER LLC

1 - INPUT CLUTCH ASSEMBLY
2 - #4 THRUST WASHER

28. Remove input clutch assembly (1).

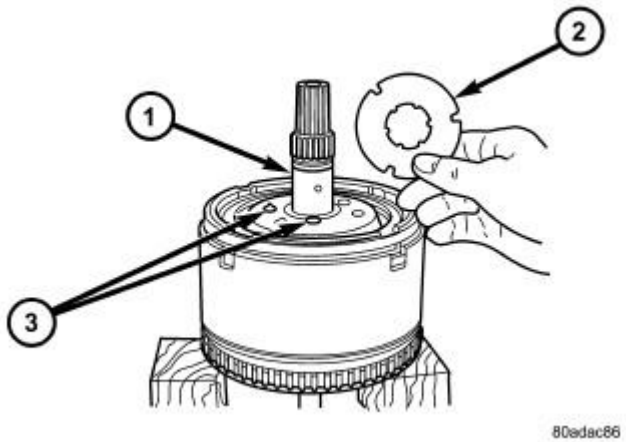


Fig. 59: No. 4 Thrust Plate
Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT ASSEMBLY

2 - #4 THRUST PLATE (SELECT)
3 - 3 DABS OF PETROLATUM FOR RETENTION

29. Remove number four thrust plate (2).

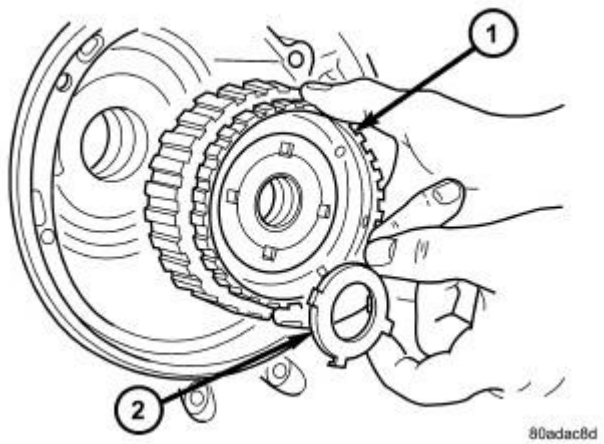


Fig. 60: Front Sun Gear Assembly
Courtesy of CHRYSLER LLC

1 - FRONT SUN GEAR ASSEMBLY
2 - #4 THRUST WASHER (FOUR TABS)

30. Remove front sun gear assembly (1) and number four thrust washer (2).

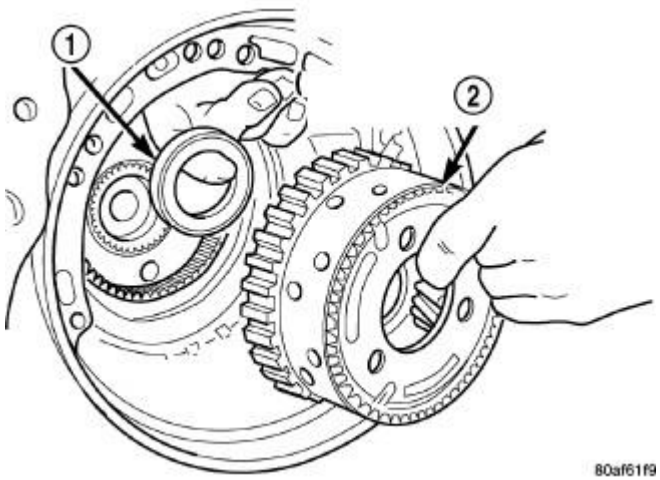


Fig. 61: Remove Front Carrier & Rear Annulus Assembly
Courtesy of CHRYSLER LLC

1 - #6 NEEDLE BEARING

2 - FRONT CARRIER AND REAR ANNULUS ASSEMBLY (TWIST AND PULL OR PUSH TO REMOVE OR INSTALL).

31. Remove front carrier/rear annulus assembly (2) and number six needle bearing (1).

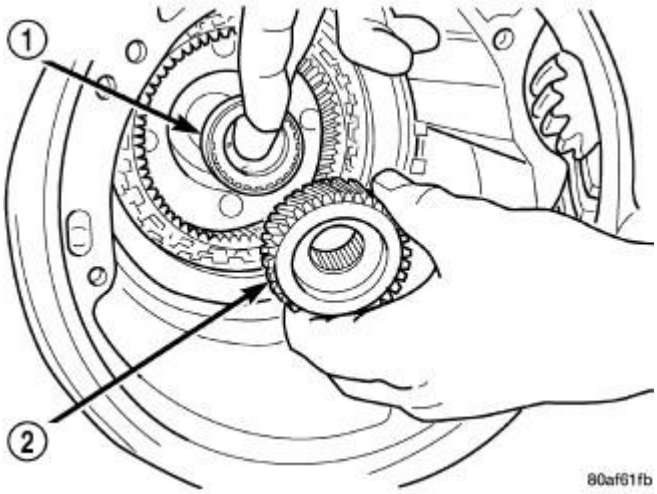


Fig. 62: Rear Sun Gear
Courtesy of CHRYSLER LLC

1 - #7 NEEDLE BEARING
2 - REAR SUN GEAR

NOTE: The number seven needle bearing (1) has three anti-reversal tabs and is common with the number five and number two position. The orientation should allow the bearing to seat flat against the rear sun gear (1) when put together.

32. Remove rear sun gear (2) and number seven needle bearing (1).

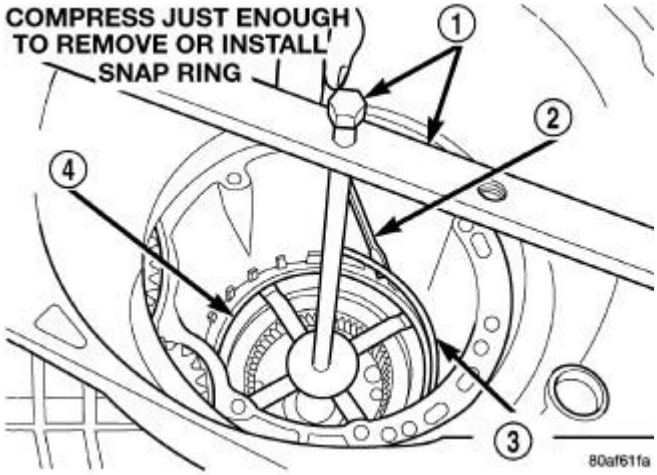


Fig. 63: 2/4 Clutch Retainer Snap Ring
Courtesy of CHRYSLER LLC

1 - SPRING COMPRESSING 5058A
2 - SCREWDRIVER
3 - SNAP RING
4 - 2/4 CLUTCH RETAINER

NOTE: Verify that Compressor 5058A is centered properly over the 2/4 clutch retainer before compressing. If necessary, fasten the 5058A bar to the bellhousing flange with any combination of locking pliers and bolts to center the tool properly.

33. Setup the Spring Compressor 5058A (1), Compress 2/4 clutch return spring (4) (just enough to remove snap ring) and remove snap ring (3).

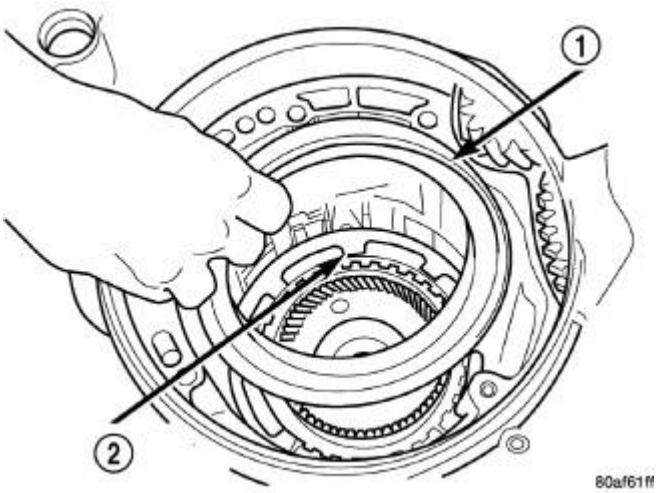


Fig. 64: 2/4 Clutch Retainer
Courtesy of CHRYSLER LLC

1 - 2/4 CLUTCH RETAINER
2 - 2/4 CLUTCH RETURN SPRING

NOTE: The 2/4 Clutch Piston has bonded seals which are not individually serviceable. Seal replacement requires replacement of the piston assembly.

34. Remove 2/4 clutch retainer (1).

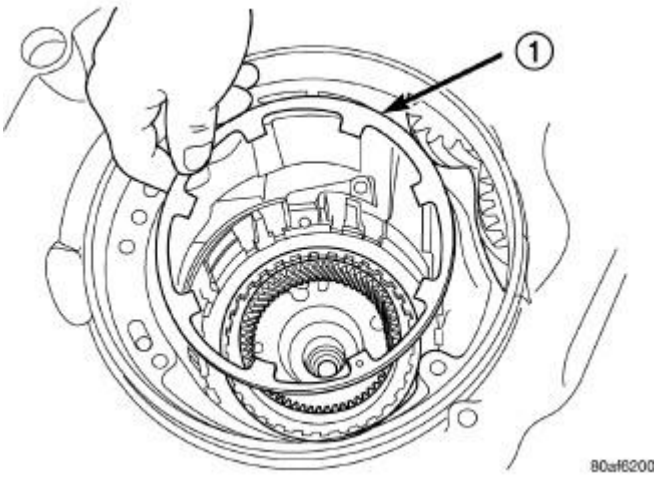


Fig. 65: 2/4 Clutch Return Spring
Courtesy of CHRYSLER LLC

1 - 2/4 CLUTCH RETURN SPRING

35. Remove 2/4 clutch return spring (1).

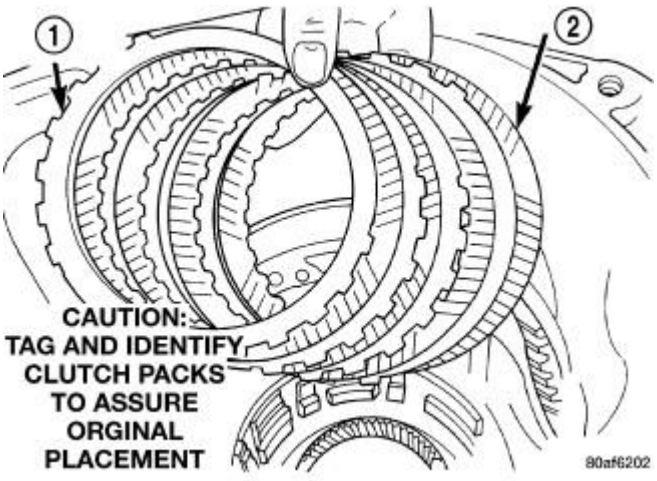


Fig. 66: 2/4 Clutch Pack
Courtesy of CHRYSLER LLC

1 - CLUTCH PLATE (4)
2 - CLUTCH DISC (4)

36. Remove 2/4 clutch pack (1, 2). **Tag 2/4 clutch pack for reassembly identification.**

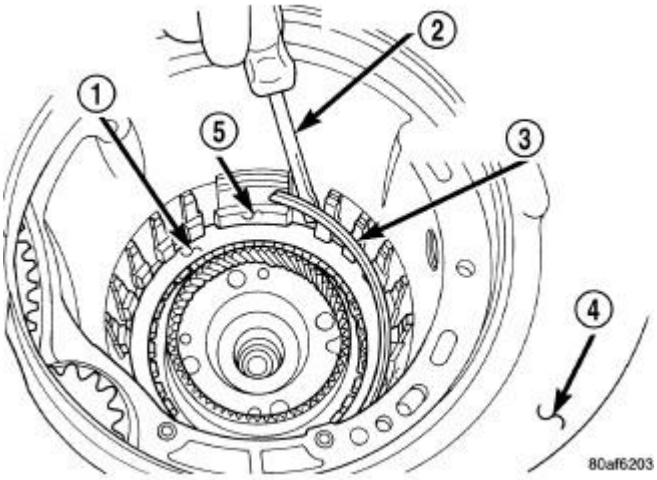


Fig. 67: Tapered Snap Ring
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH REACTION PLATE
2 - SCREWDRIVER
3 - LOW/REVERSE TAPERED SNAP RING (TAPERED SIDE UP)
4 - OIL PAN FACE
5 - LONG TAB

37. Remove tapered snap ring (3).

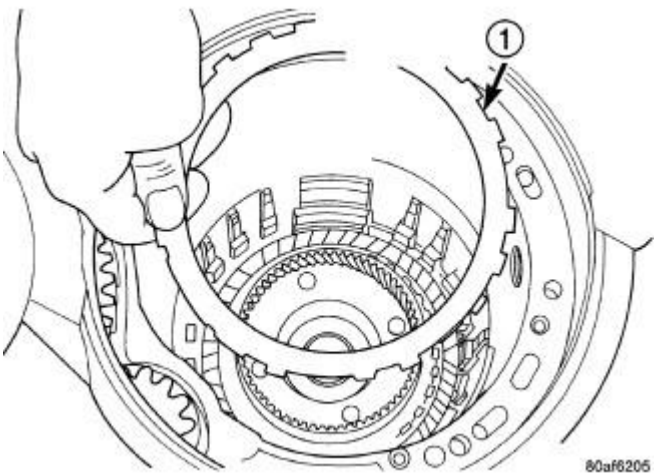


Fig. 68: Low/Reverse Reaction Plate
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE REACTION PLATE (FLAT SIDE UP)

38. Remove low/reverse reaction plate (1).

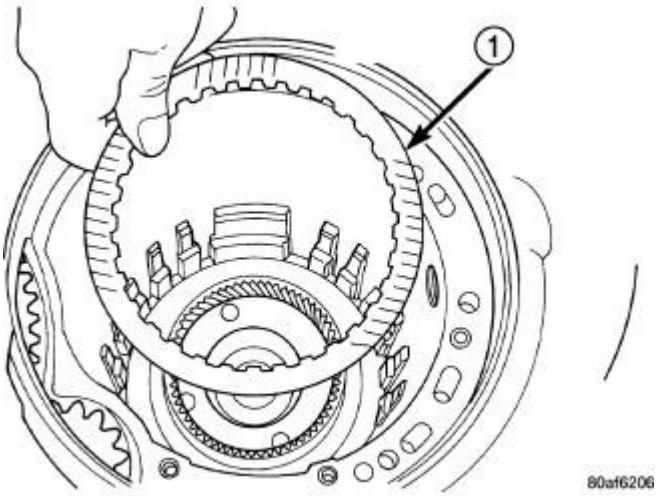


Fig. 69: One Low/Reverse Clutch Disc
Courtesy of CHRYSLER LLC

1 - ONE DISC FROM LOW/REVERSE CLUTCH

39. Remove one low/reverse clutch disc (1).

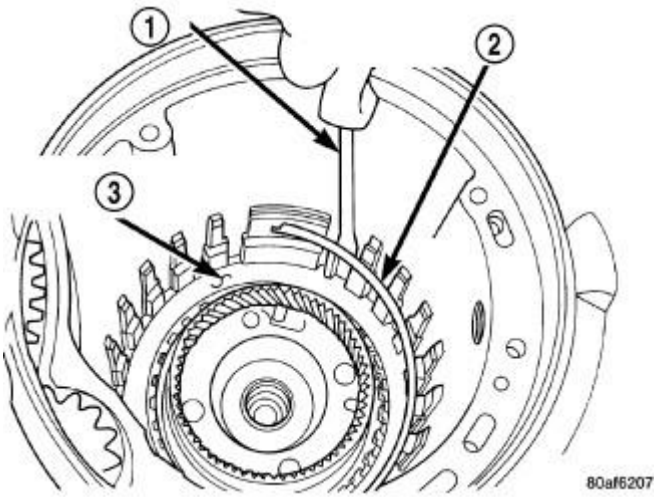


Fig. 70: Low/Reverse Reaction Plate Snap Ring
Courtesy of CHRYSLER LLC

1 - SCREWDRIVER

2 - LOW/REVERSE REACTION PLATE FLAT SNAP RING
3 - DO NOT SCRATCH CLUTCH PLATE

40. Remove low/reverse reaction plate snap ring (2).

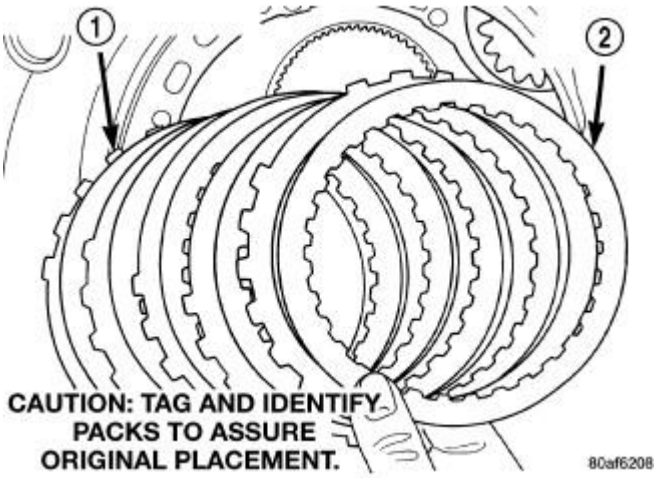


Fig. 71: Low/Reverse Clutch Pack
Courtesy of CHRYSLER LLC

1 - CLUTCH PLATES (5)
2 - CLUTCH DISCS (5)

41. Remove low/reverse clutch pack (1, 2).

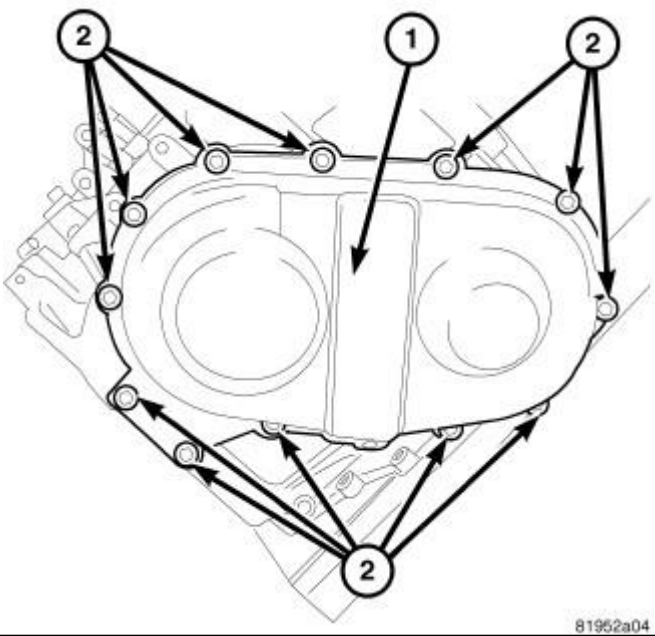


Fig. 72: Transfer Gear Cover
Courtesy of CHRYSLER LLC

42. Remove transfer gear cover-to-case bolts (2).
43. Remove transfer gear cover (1).

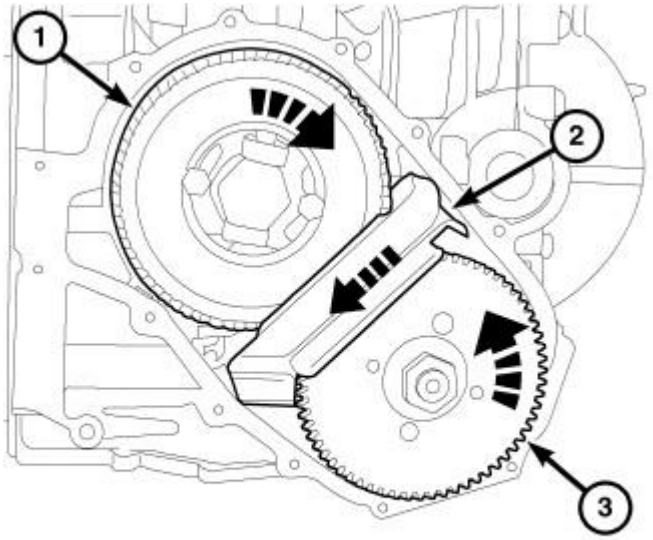


Fig. 73: Oil Scavenger
Courtesy of CHRYSLER LLC

44. Remove the oil scavenger (2).

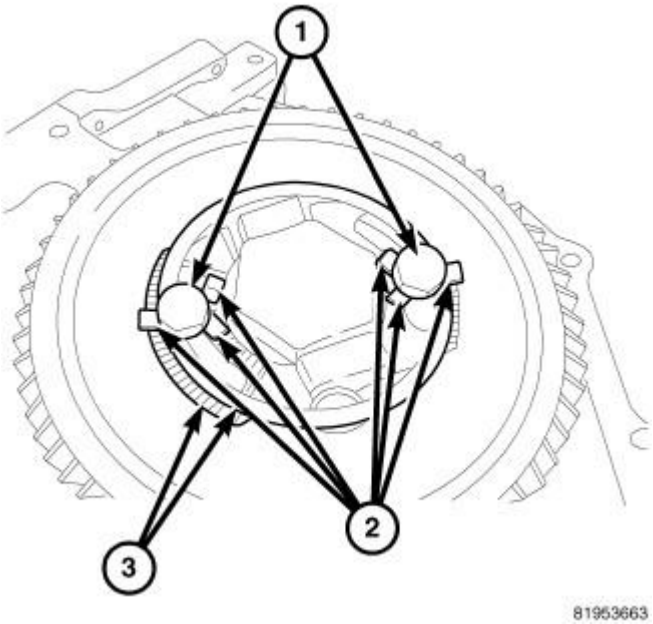


Fig. 74: Output Nut Retaining Strap
Courtesy of CHRYSLER LLC

45. Bend back the locking tabs (2) at the output transfer gear retaining strap (3).
46. Remove the bolts (1) at the output transfer gear retaining strap (3).
47. Remove the output transfer gear retaining strap (3).

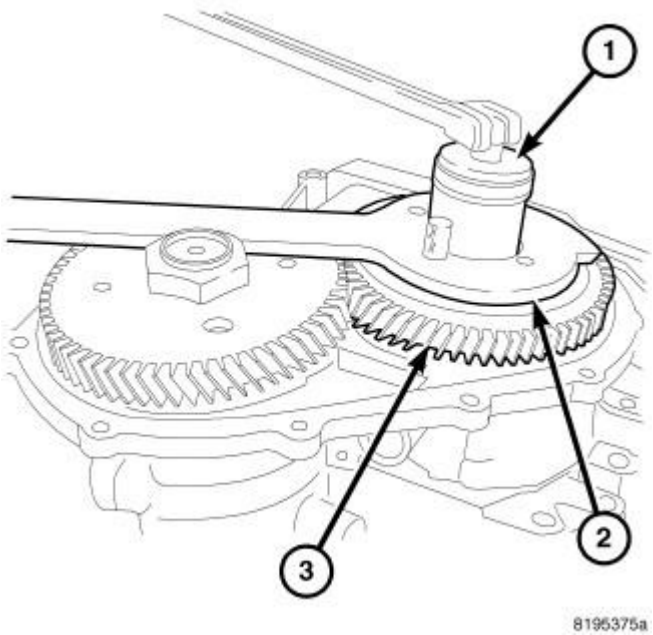


Fig. 75: Holder 9739
Courtesy of CHRYSLER LLC

48. Install the Gear Holder 9739 (2) onto the output transfer gear (3).
49. Remove the output transfer gear bolt (1).

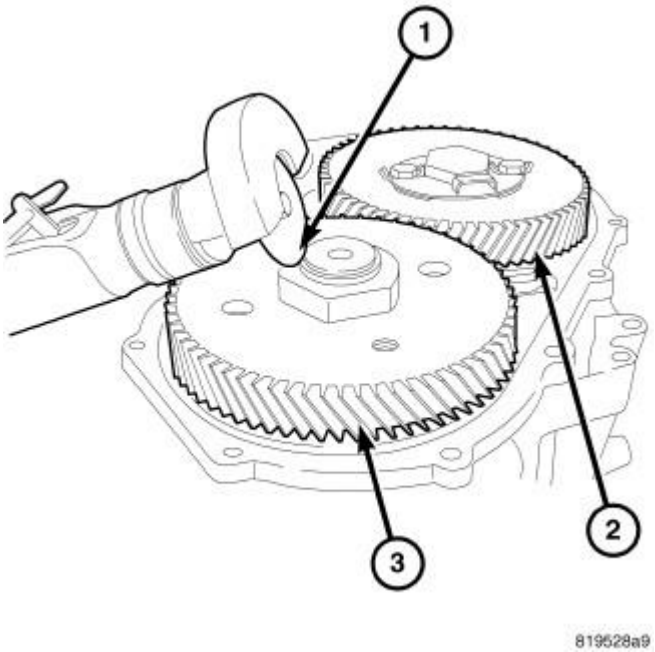


Fig. 76: Nut At Transfer Gear
Courtesy of CHRYSLER LLC

50. Grind the staked tabs (1) from the transfer gear (underdrive compounder side).
51. Install the Gear Holder 9739 (1) onto the transfer gear (underdrive compounder side) and remove the nut.
52. Lift the transfer gear from the underdrive compounder shaft.

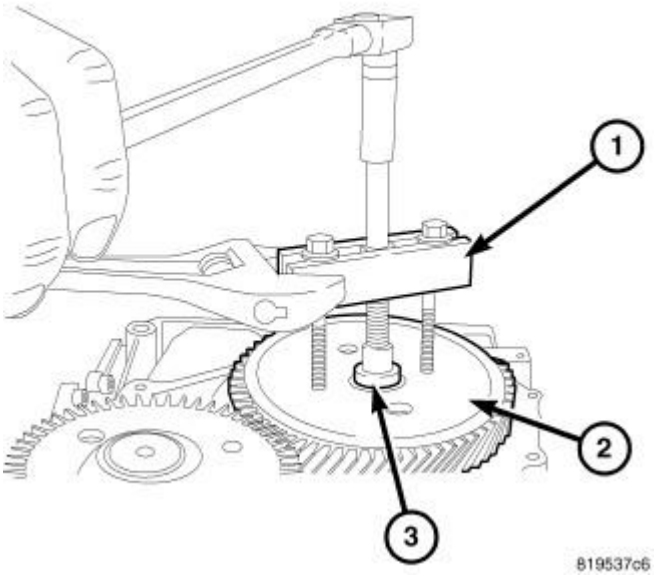


Fig. 77: Gear Puller L-4407A
Courtesy of CHRYSLER LLC

53. Using Gear Puller L-4407A (1) and Thrust Button 6055 (3) remove output shaft transfer gear (2) and select shim.

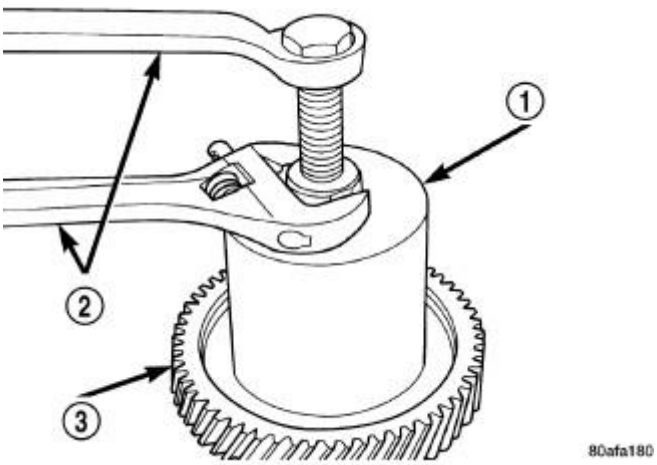


Fig. 78: Output Gear Bearing Cone
Courtesy of CHRYSLER LLC

1 - BEARING PULLER 5048 WITH JAWS 5048-5 AND THRUST PAD L-4539-2
2 - WRENCHES
3 - OUTPUT GEAR

54. Using Bearing Puller 5048 with Jaws 5048-5 and Thrust Pad L-4539-2 (1) remove output gear bearing cone.

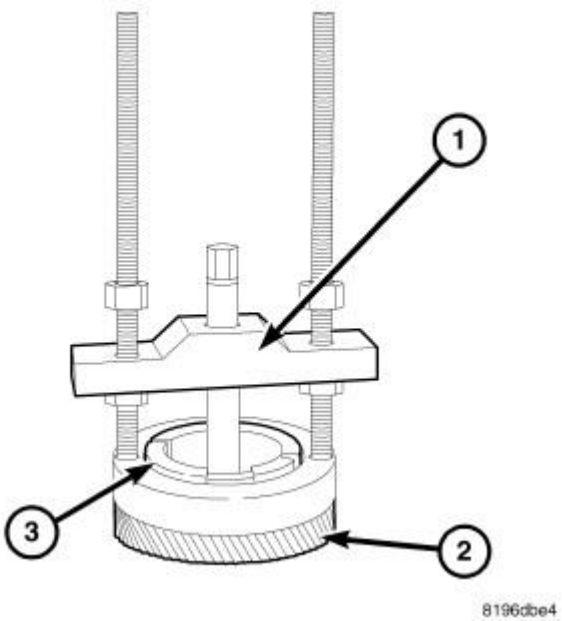


Fig. 79: Compounder Transfer Gear Bearing
Courtesy of CHRYSLER LLC

55. Using Press Puller C-293-PA (1), Adaptors 9738 (3) and Press Plug 9678 remove compounder transfer gear bearing cone.

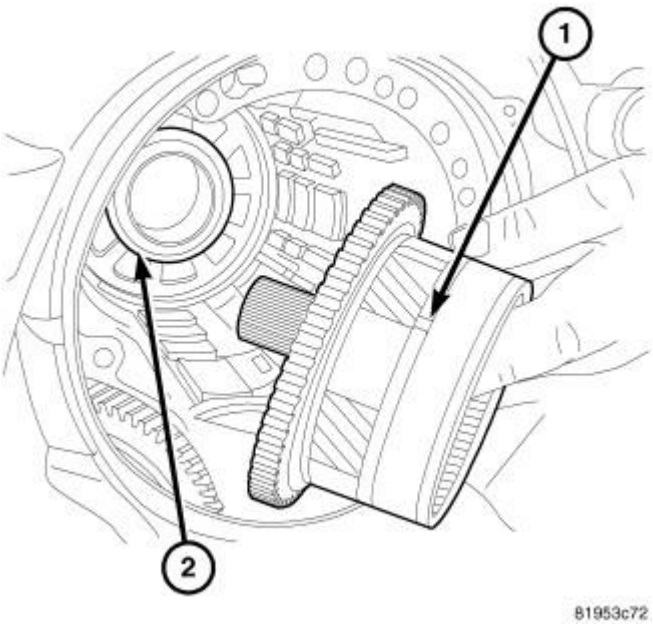


Fig. 80: Rear Carrier

Courtesy of CHRYSLER LLC

56. Remove rear carrier assembly (1) from transaxle (2).

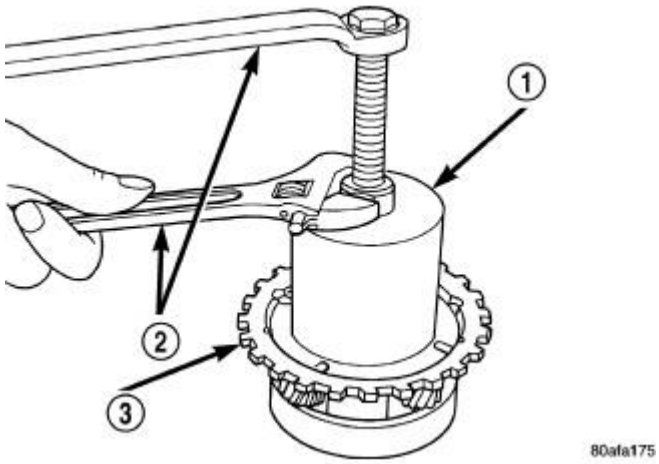


Fig. 81: Rear Carrier Bearing Cone
Courtesy of CHRYSLER LLC

1 - BEARING PULLER 5048 WITH JAWS 5048-3 AND THRUST BUTTON 6055
2 - WRENCHES
3 - REAR CARRIER ASSEMBLY

57. Remove rear carrier assembly (3) bearing cone using bearing puller 5048 with Jaws 5048-3 and thrust button 6055.

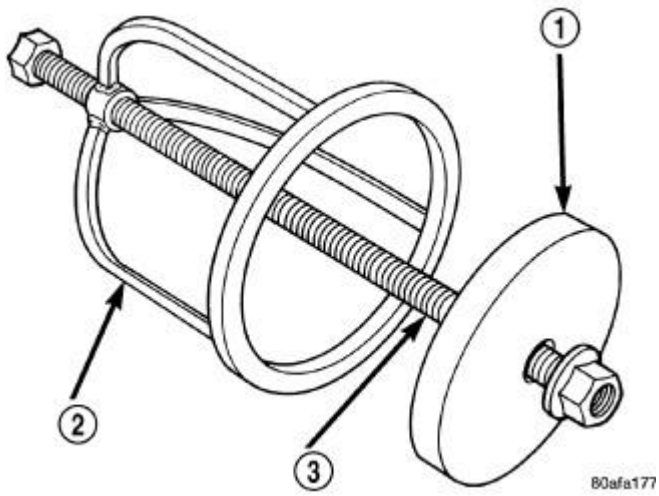


Fig. 82: Low/Reverse Spring Compressor Tool
Courtesy of CHRYSLER LLC

1 - SPRING COMPRESSOR DISC 6057
2 - SPRING COMPRESSOR 5059-A
3 - FORCING SCREW 5058A-3

58. Install spring compressor disk 6057 (1), spring compressor 5059-A (2) and forcing screw 5058A-3 (3).

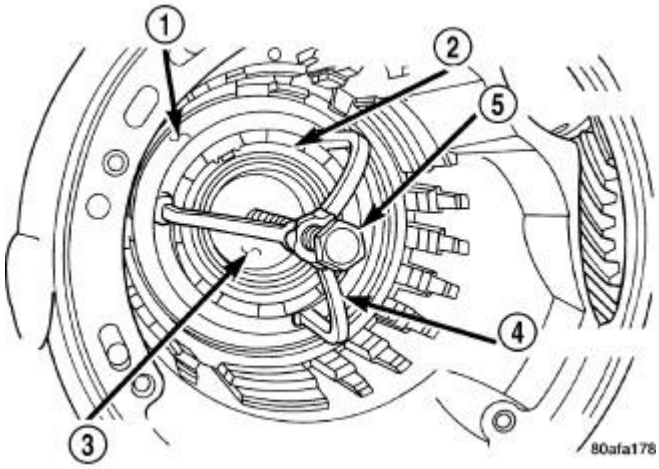


Fig. 83: Spring Compressor 5059-A
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH RETURN SPRING
2 - SNAP RING (INSTALL AS SHOWN IN ILLUSTRATION)
3 - SPRING COMPRESSOR DISC 6057
4 - SPRING COMPRESSOR 5059-A
5 - FORCING SCREW 5058A-3

59. Compress low/reverse spring using spring compressor 5059-A (4).

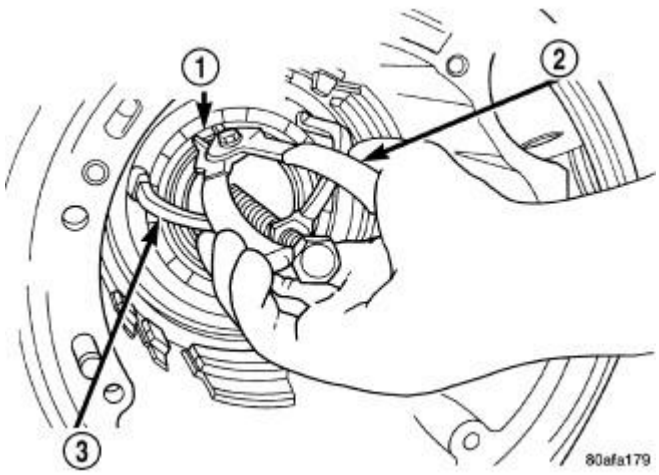


Fig. 84: Snap Ring
Courtesy of CHRYSLER LLC

1 - SNAP RING OPENING MUST BE BETWEEN SPRING LEVERS (AS SHOWN IN ILLUSTRATION)
2 - SNAP RING PLIERS
3 - SPRING COMPRESSOR DISC 6057

60. Remove snap ring (1) at low/reverse piston return spring.

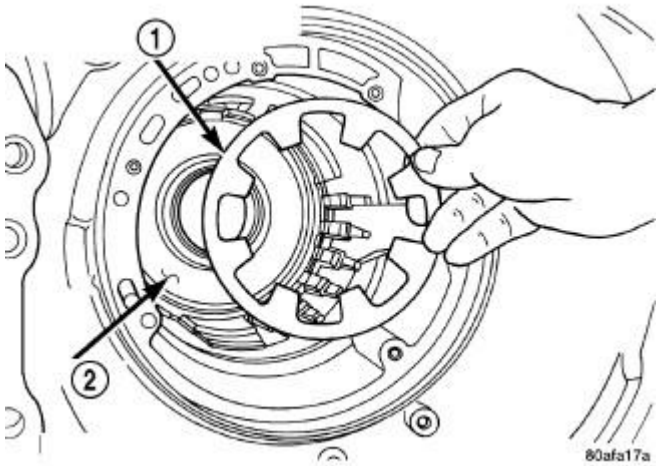


Fig. 85: Low/Reverse Piston Return Spring
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE PISTON RETURN SPRING
2 - PISTON

61. Remove low/reverse spring compressor tool and low reverse piston return spring (1).

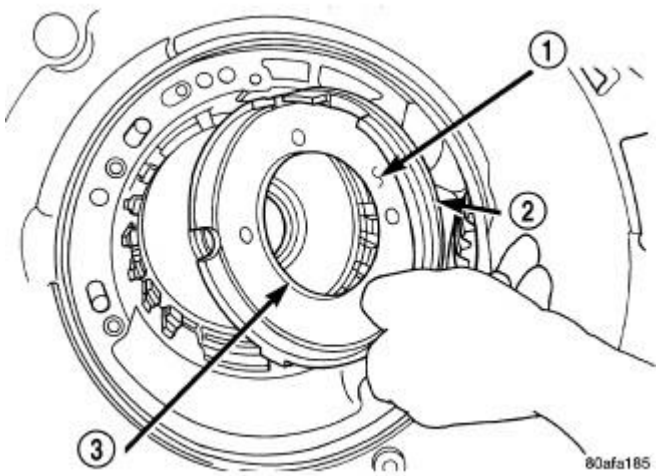


Fig. 86: Low/Reverse Clutch Piston
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON
2 - BONDED SEAL
3 - BONDED SEAL

NOTE: The Low/Reverse Clutch Piston has bonded seals which are not individually serviceable. Seal replacement requires replacement of the piston assembly.

62. Remove low/reverse clutch piston (1).

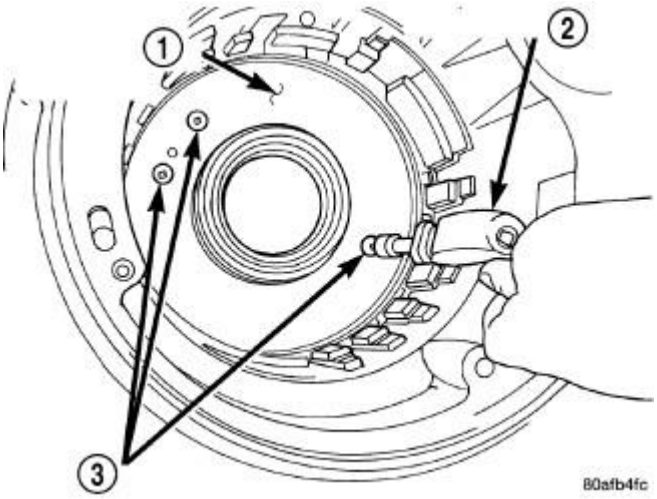


Fig. 87: Piston Retainer Attaching Screws
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON RETAINER
2 - SCREWDRIVER
3 - TORX-LOC SCREWS

63. Remove low/reverse piston retainer-to-case screws (3).

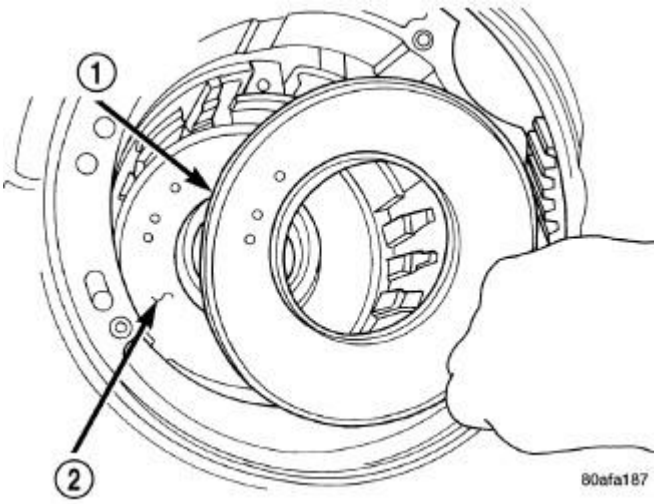


Fig. 88: Remove/Install Piston Retainer
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON RETAINER
2 - GASKET

64. Remove low/reverse piston retainer (1).

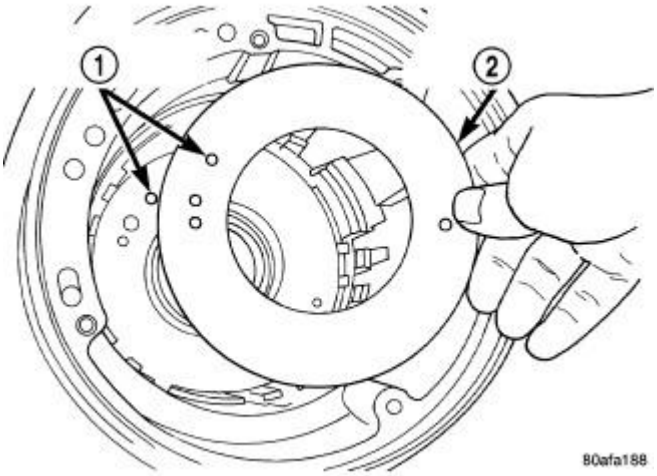


Fig. 89: Low/Reverse Piston Retainer-To-Case Gasket
Courtesy of CHRYSLER LLC

1 - GASKET HOLES MUST LINE UP
2 - LOW/REVERSE CLUTCH PISTON RETAINER GASKET

65. Remove low/reverse piston retainer-to-case gasket (2), gasket holes must line up (1).

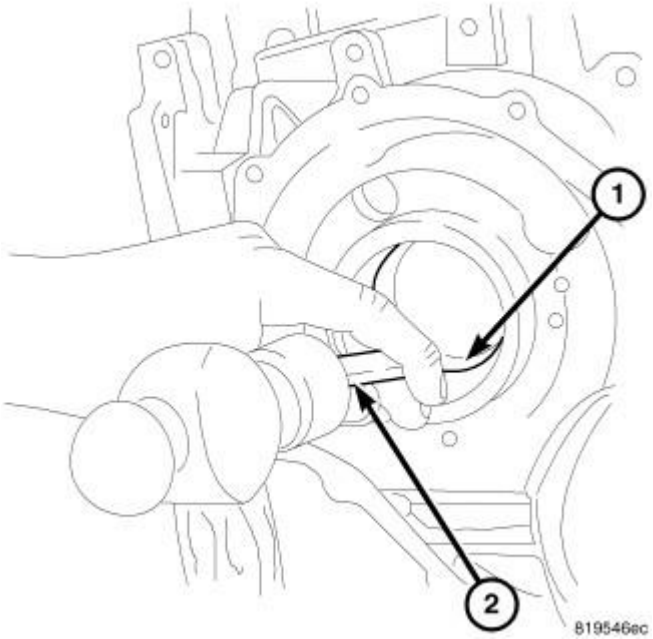


Fig. 90: Inner Output Bearing Cup
Courtesy of CHRYSLER LLC

66. Using a hammer and suitable drift (2), drive out inner output bearing cup (1).

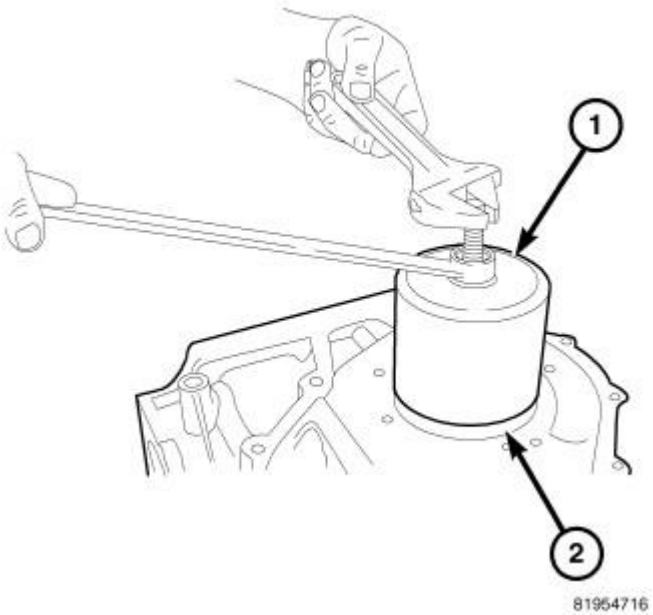


Fig. 91: Outer Carrier Cup Out
Courtesy of CHRYSLER LLC

67. Using bearing cup puller 6062A (1), remove outer output bearing cup (2).

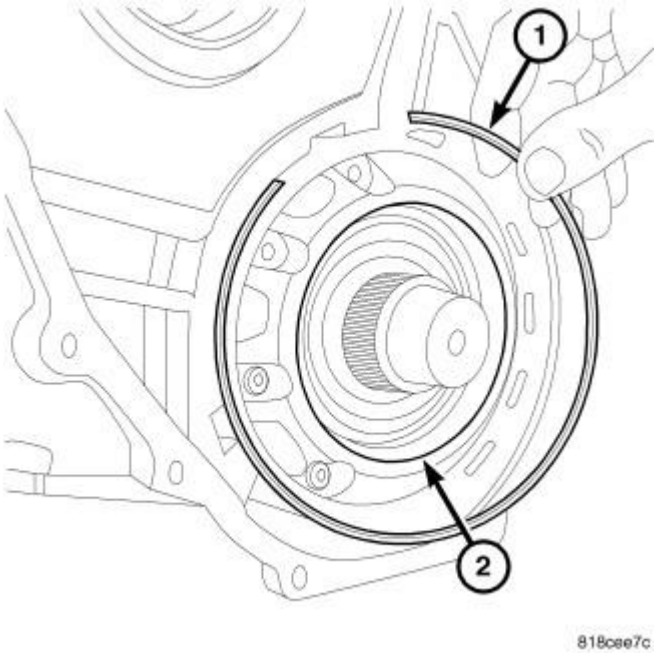


Fig. 92: Snap Ring Underdrive Compounder
Courtesy of CHRYSLER LLC

68. Remove the snap ring (1) at the underdrive compounder assembly (2).

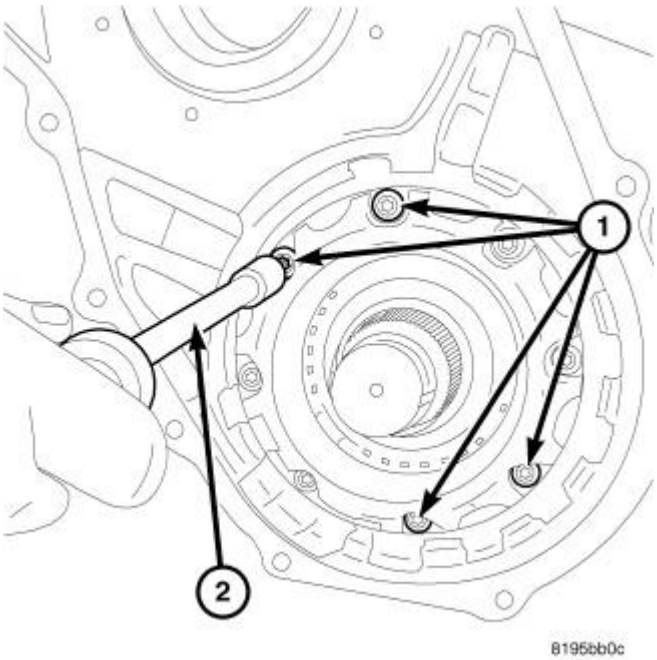


Fig. 93: Bolts At Compounder
Courtesy of CHRYSLER LLC

69. Remove four bolts (1) at the compounder bearing retainer.

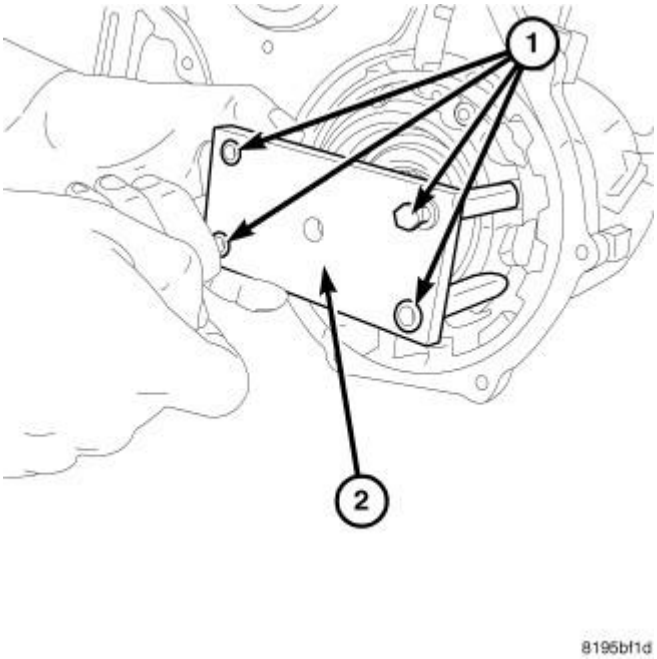


Fig. 94: Tool 9908 Bearing Retainer Assembly
Courtesy of CHRYSLER LLC

70. Install puller adapter 9908 (2) to the compounder bearing retainer.

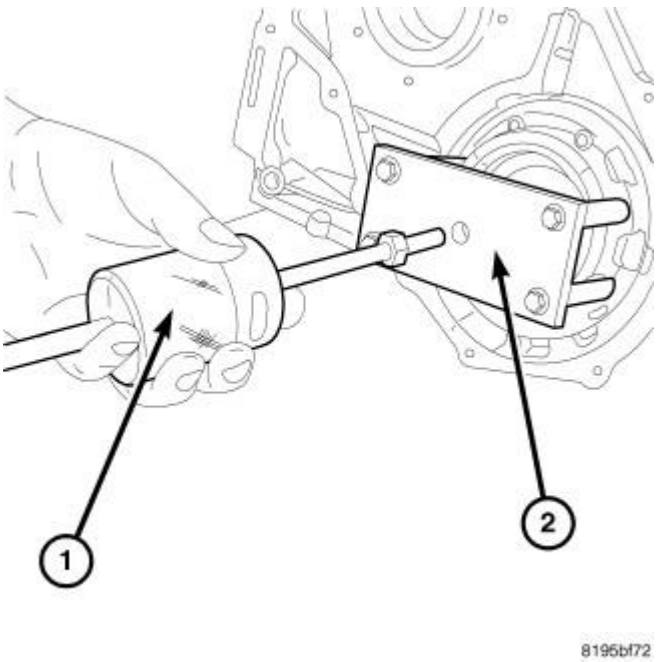


Fig. 95: Slide Hammer To 9908
Courtesy of CHRYSLER LLC

71. Install Slide Hammer C-3752 (1) to puller adapter 9908 (2) and pull the underdrive compounder assembly from the case.

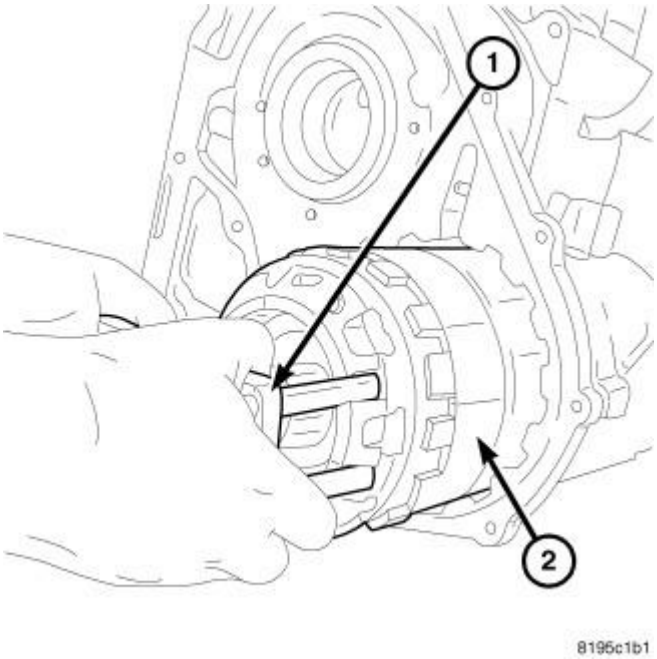


Fig. 96: Underdrive Compounder Assembly
Courtesy of CHRYSLER LLC

NOTE: Insure that the planetary gear set/output hub is removed as part of the underdrive compounder assembly.

72. Remove the underdrive compounder assembly (2).

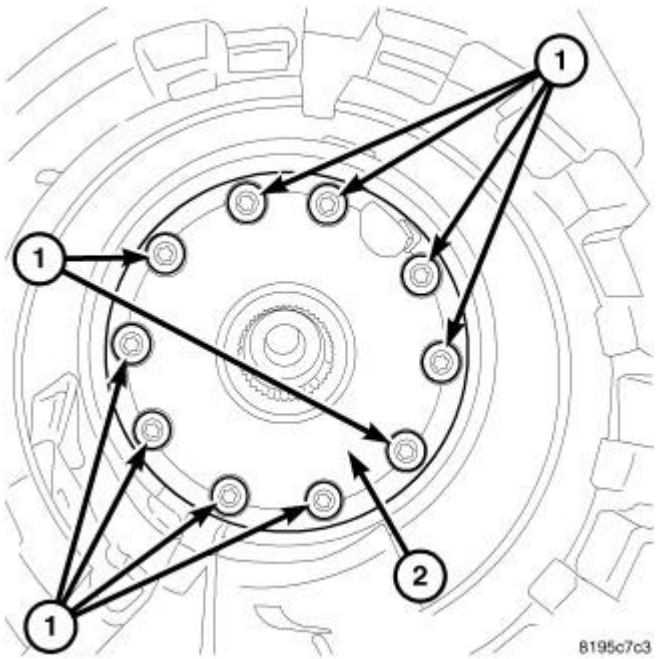


Fig. 97: Bolts At Remote Pinion Cover
Courtesy of CHRYSLER LLC

73. Remove the bolts (1) at the remote pinion cover (2).

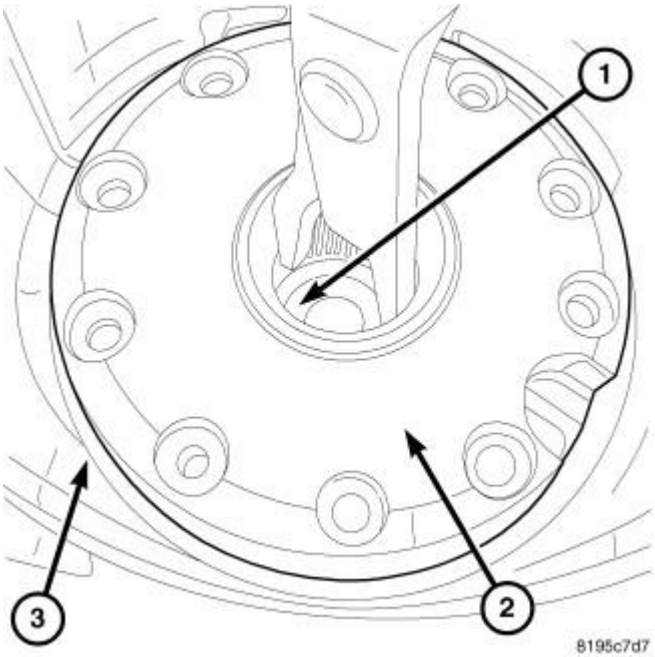


Fig. 98: Remote Pinion Cover
Courtesy of CHRYSLER LLC

74. Remove the remote pinion (1) and the remote pinion cover (2) from the case.

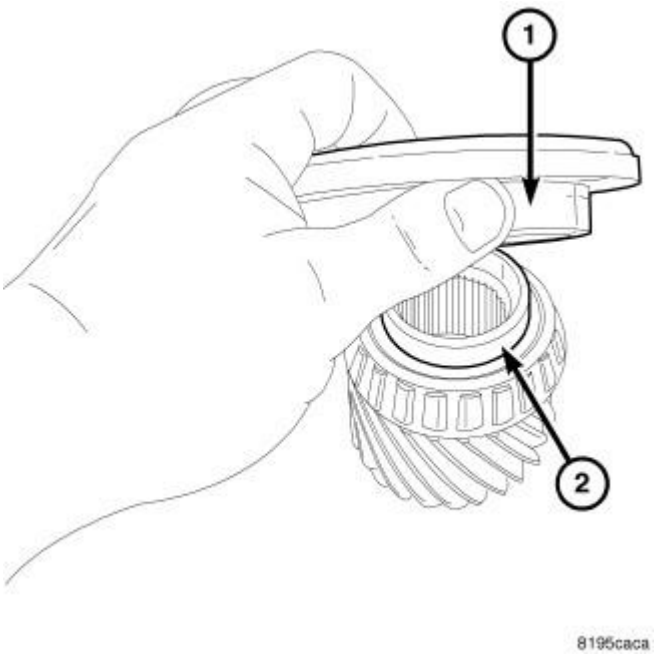


Fig. 99: Cover At Remote Pinion
Courtesy of CHRYSLER LLC

75. Remove the remote pinion cover (1) from the remote pinion (2).

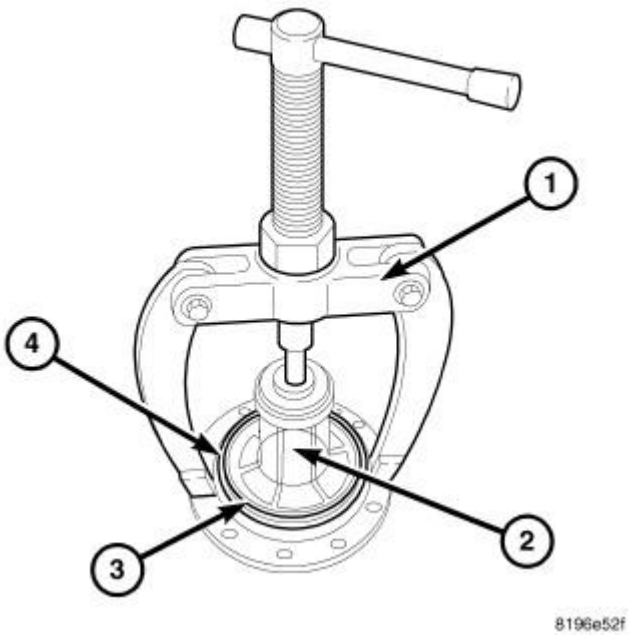


Fig. 100: Pinion Cover Cup
Courtesy of CHRYSLER LLC

76. Using Remover 8913 (2) and Brace 8915 (1) remove the remote pinion cover bearing cup (3) and selective shim.

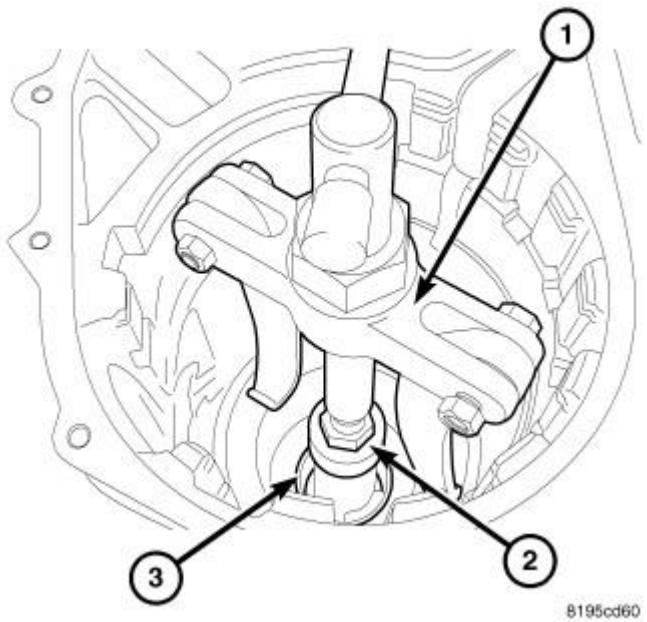


Fig. 101: Remote Pinion Small Bearing Cup
Courtesy of CHRYSLER LLC

77. Using Remover 8912 and Brace 8915 (1, 2) pull remote pinion small bearing cup (3) from the case.

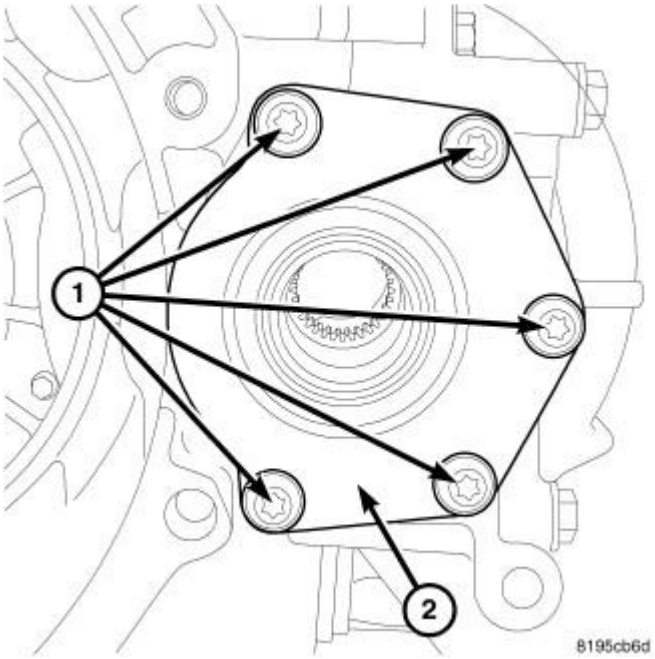


Fig. 102: Differential Bearing Cover
Courtesy of CHRYSLER LLC

78. Remove the differential output bearing cover bolts (1).
79. Remove differential output bearing cover (2).

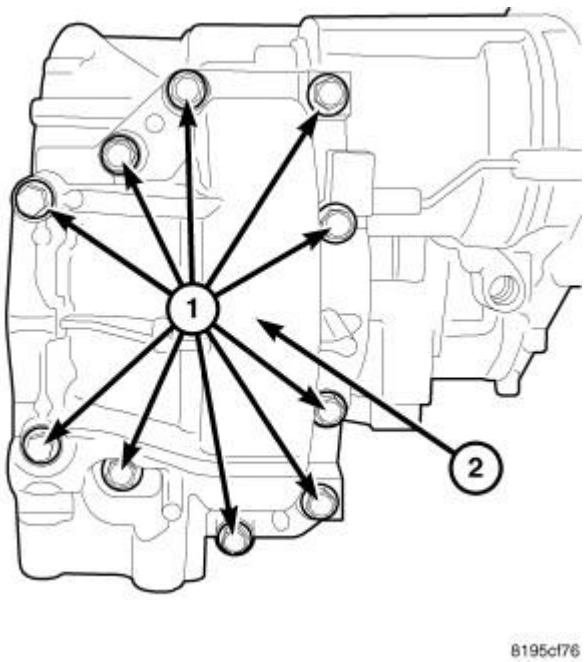


Fig. 103: Differential Cover Bolts
Courtesy of CHRYSLER LLC

80. Remove the differential cover bolts (1).

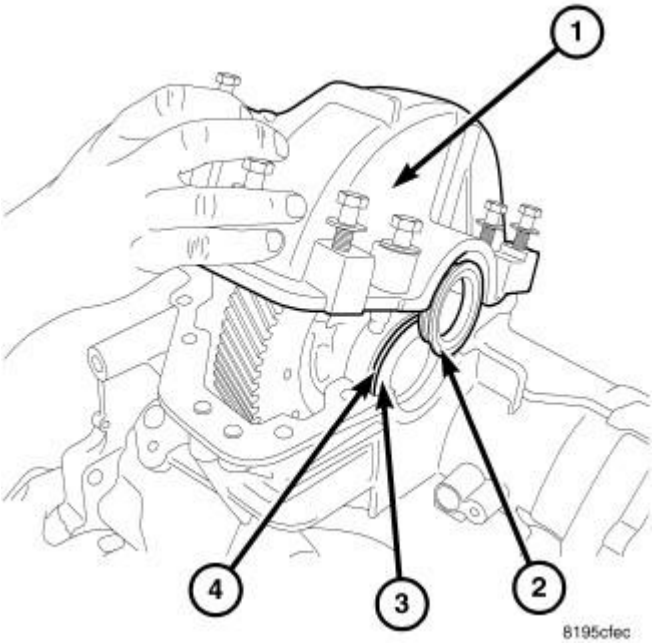


Fig. 104: Differential Cover
Courtesy of CHRYSLER LLC

81. Remove the differential cover (1).
82. Remove the out seal (2), oil singer (3) and the small bearing cup (4).
83. Remove the large bearing cup.

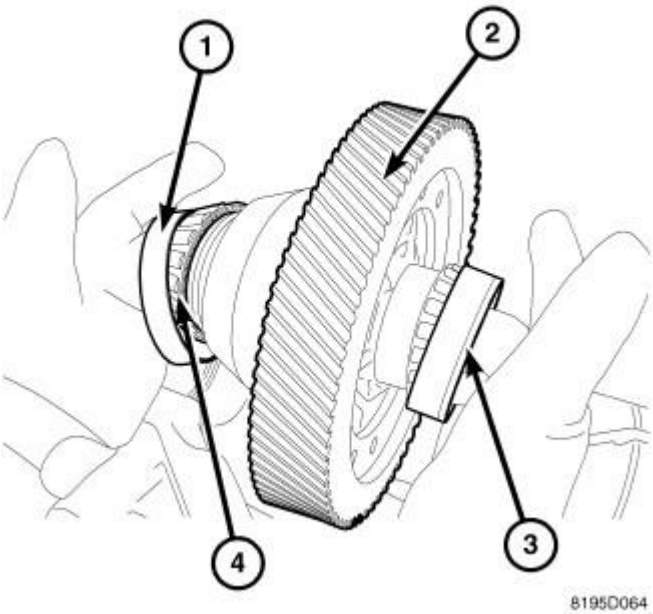


Fig. 105: Differential Out And In
Courtesy of CHRYSLER LLC

84. Remove the differential.
85. Remove the manual lever and TRS. See **Transmission and Transfer Case/Automatic - 62TE/SENSOR, Transmission Range - Removal**.

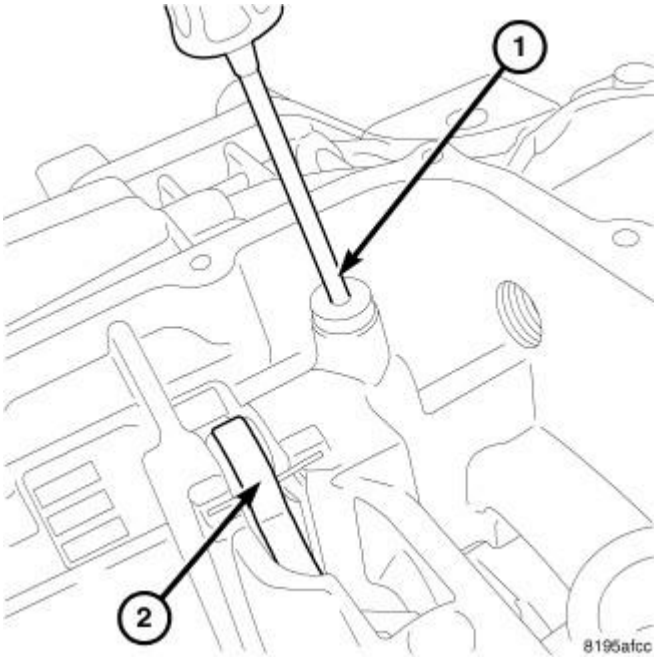


Fig. 106: Set Screw At Park Pawl Shaft
Courtesy of CHRYSLER LLC

86. Remove the set screw (1) for the park pawl shaft.

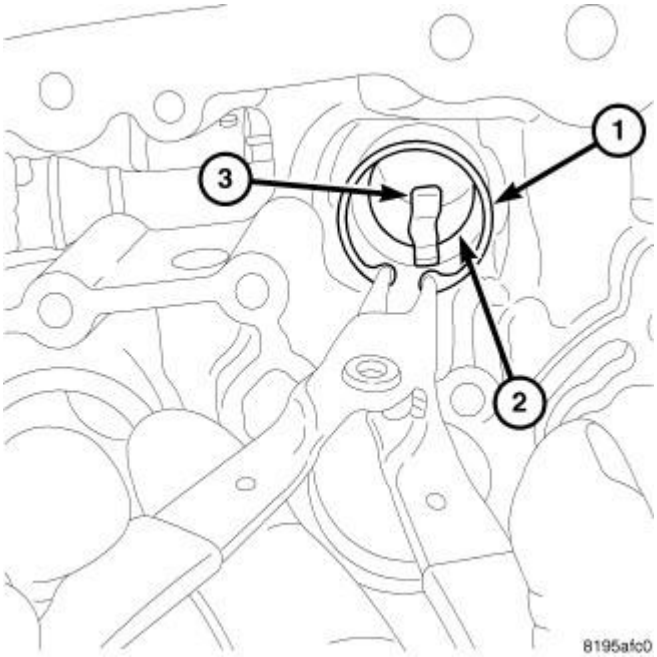


Fig. 107: Park Pawl Tube Snap Ring 2
Courtesy of CHRYSLER LLC

87. Remove the snap ring (1) for the park guide assembly (2).

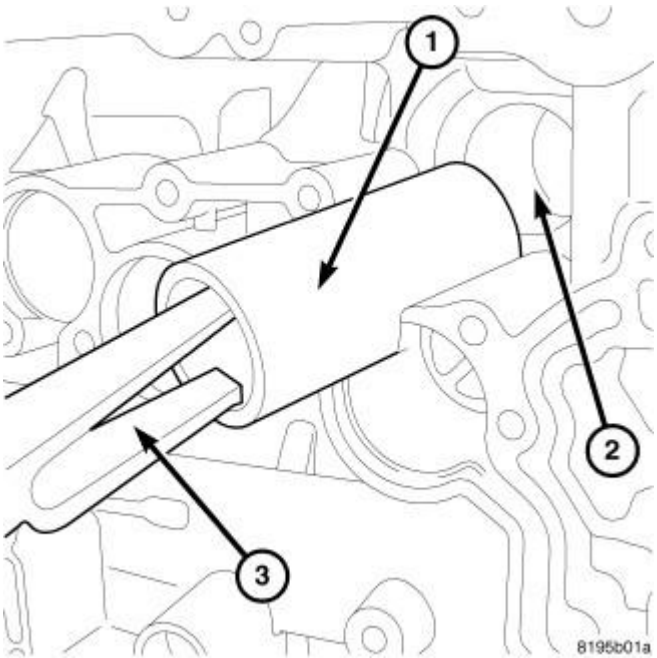


Fig. 108: Park Pawl Tube
Courtesy of CHRYSLER LLC

88. Remove the park guide assembly (1).

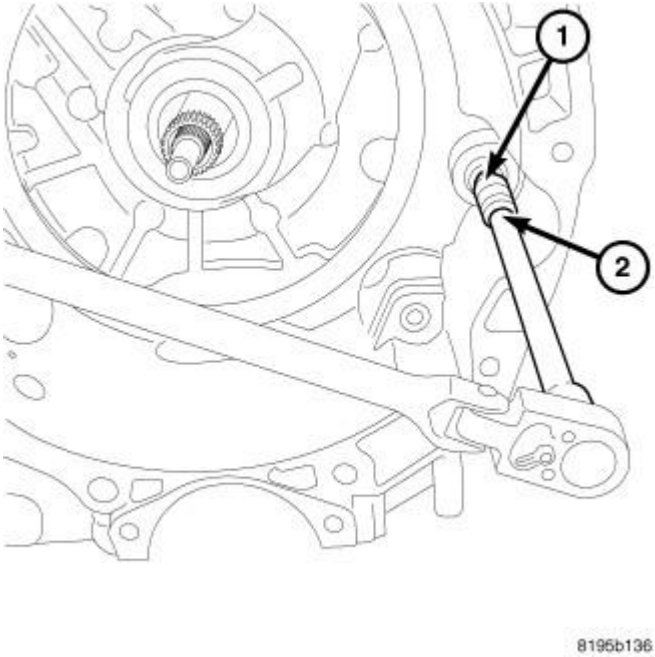


Fig. 109: Park Pawl Shaft Plug
Courtesy of CHRYSLER LLC

89. Remove the plug (1) to allow the park pawl shaft to be removed.

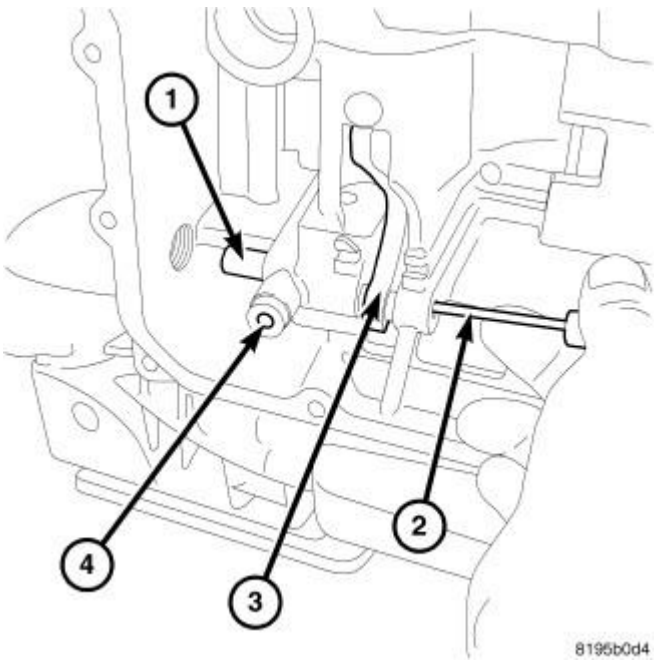


Fig. 110: Park Pawl Shaft
Courtesy of CHRYSLER LLC

90. Slide the shaft (1) out of the park pawl (3).

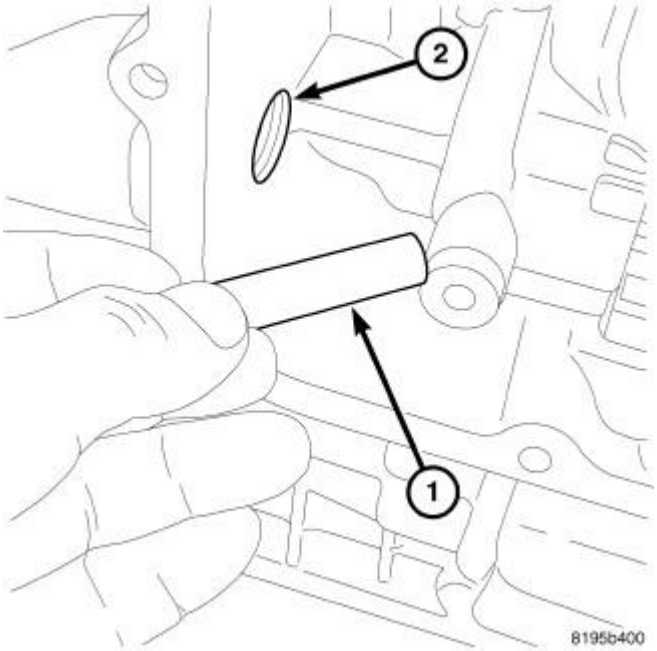


Fig. 111: Park Pawl Shaft
Courtesy of CHRYSLER LLC

91. Remove the park pawl shaft (1).

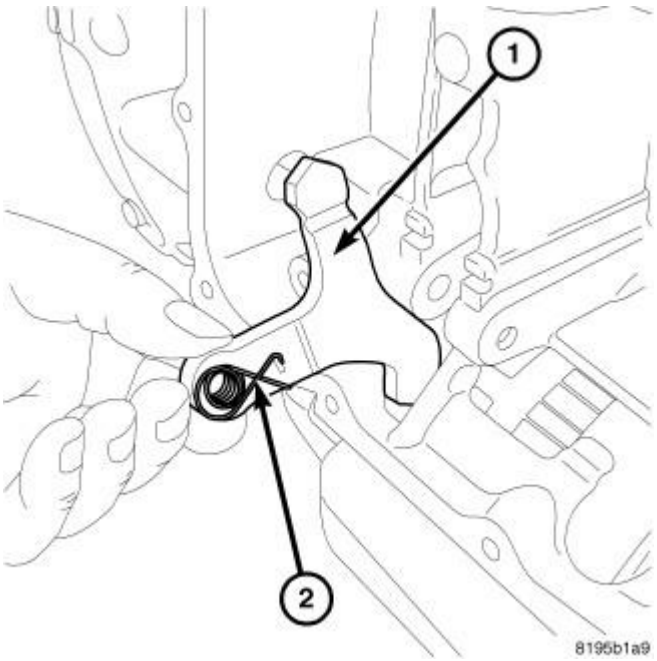


Fig. 112: Park Pawl
Courtesy of CHRYSLER LLC

92. Remove the park pawl (1) and the park pawl spring (2).

ASSEMBLY

ASSEMBLY

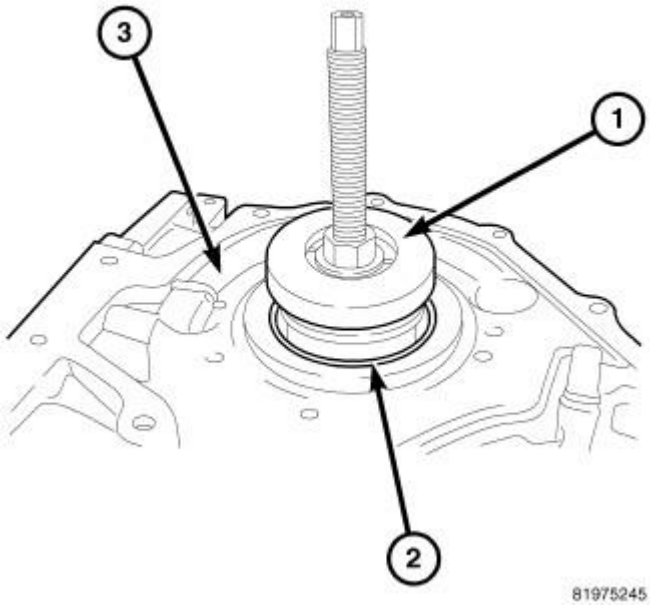


Fig. 113: Output Transfer Gear Cups
Courtesy of CHRYSLER LLC

CAUTION: The cooler bypass valve must be replaced if transaxle failure has occurred. Do not attempt to reuse or clean old valve.

NOTE: If transaxle is being overhauled (clutch and/or seal replacement), the TCM/PCM Quick Learn procedure must be performed. Refer to Electrical/Electronic Control Modules/MODULE, Powertrain Control - Standard Procedure .

1. Install both output bearing cups (2) using Installer 5050A (1).

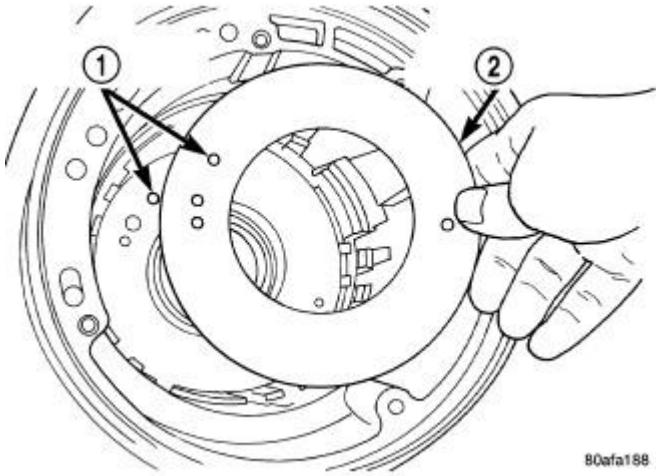


Fig. 114: Piston Retainer Gasket
Courtesy of CHRYSLER LLC

1 - GASKET HOLES MUST LINE UP
2 - LOW/REVERSE CLUTCH PISTON RETAINER GASKET

2. Install low/reverse piston retainer gasket (2). Make sure gasket holes line up with case (1).

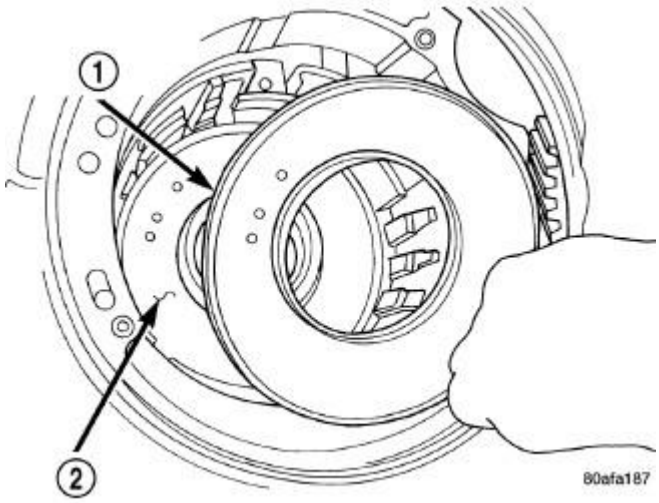


Fig. 115: Remove/Install Piston Retainer
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON RETAINER
2 - GASKET

3. Install low/reverse piston retainer (1).

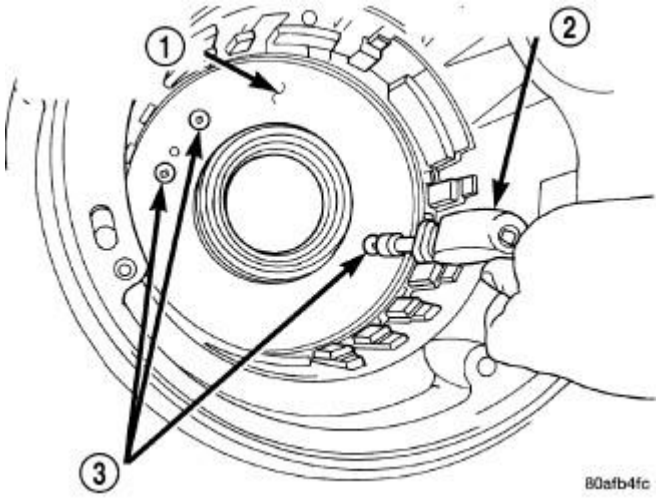


Fig. 116: Piston Retainer Attaching Screws
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON RETAINER
2 - SCREWDRIVER
3 - TORX-LOC SCREWS

4. Install low/reverse piston retainer-to-case screws (3) and tighten to 5 N.m (45 in. lbs.).

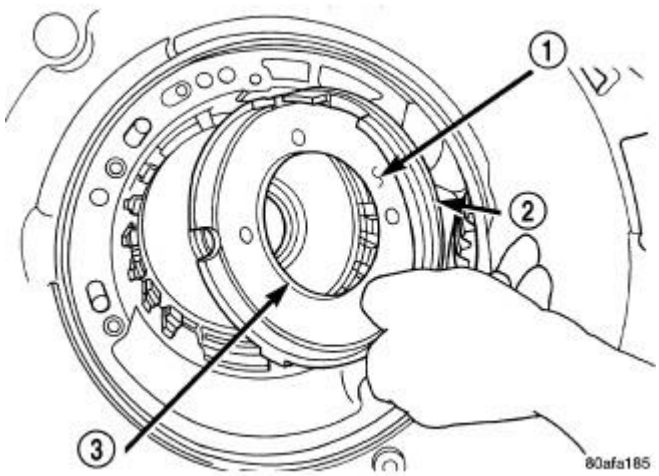


Fig. 117: Low/Reverse Clutch Piston
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH PISTON
2 - BONDED SEAL
3 - BONDED SEAL

NOTE: The Low/Reverse Clutch Piston has bonded seals which are not

individually serviceable. Seal replacement requires replacement of the piston assembly.

5. Install low/reverse clutch piston (1).

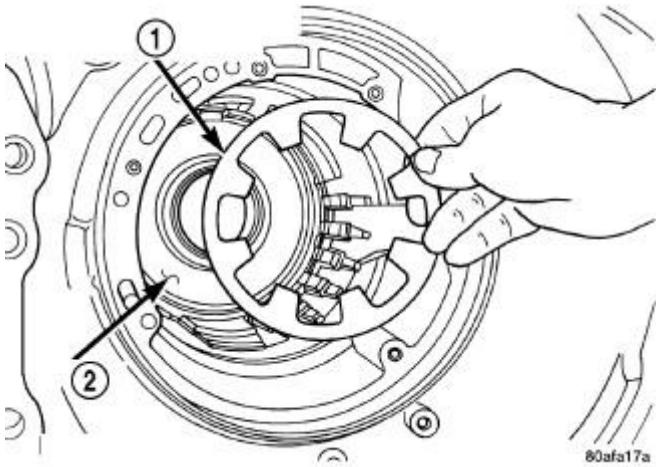


Fig. 118: Low/Reverse Piston Return Spring
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE PISTON RETURN SPRING
2 - PISTON

6. Install low/reverse piston return spring (1).

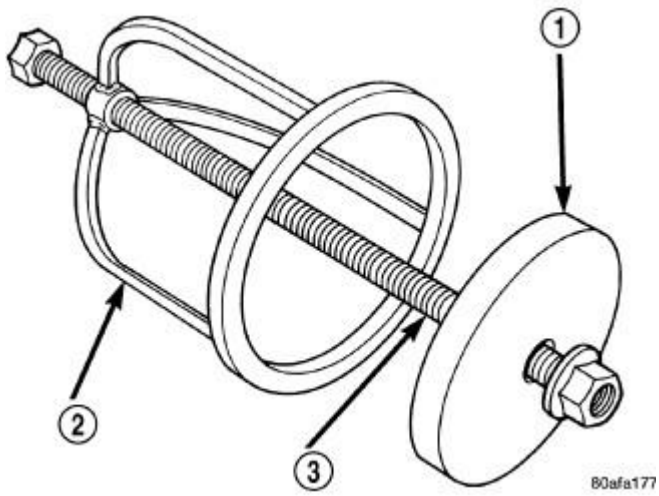


Fig. 119: Low/Reverse Spring Compressor Tool
Courtesy of CHRYSLER LLC

1 - DISC 6057
2 - COMPRESSOR 5059-A

3 - COMPRESSOR BAR 5058A-3

7. Install Disk 6057 (1), Compressor 5059-A (2) and Compressor Bar 5058A-3 (3).

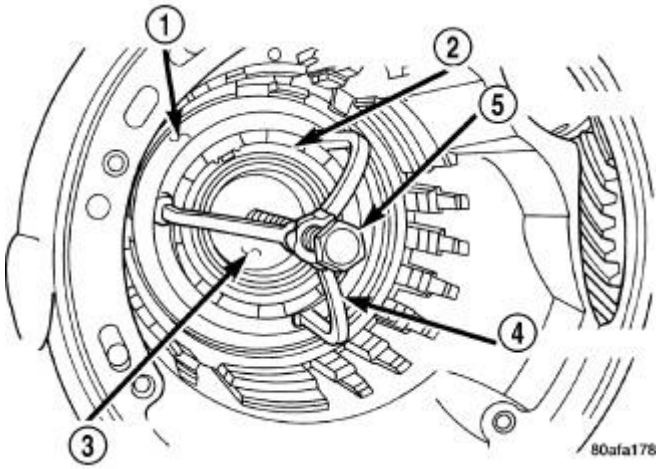


Fig. 120: Spring Compressor 5059-A
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE CLUTCH RETURN SPRING
2 - SNAP RING (INSTALL AS SHOWN IN ILLUSTRATION)
3 - DISC 6057
4 - COMPRESSOR 5059
5 - COMPRESSOR BAR 5058-3

8. Install low/reverse spring compressor into position.

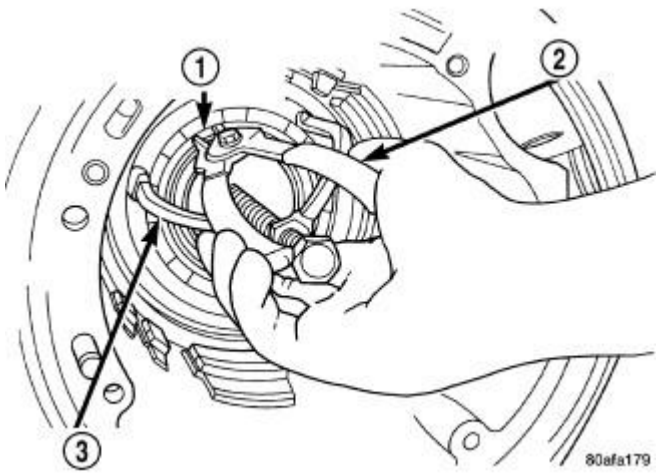


Fig. 121: Snap Ring
Courtesy of CHRYSLER LLC

1 - SNAP RING OPENING MUST BE BETWEEN SPRING LEVERS (AS SHOWN IN ILLUSTRATION)
2 - SNAP RING PLIERS
3 - DISC 6057

9. Compress low/reverse piston and install snap ring (1).

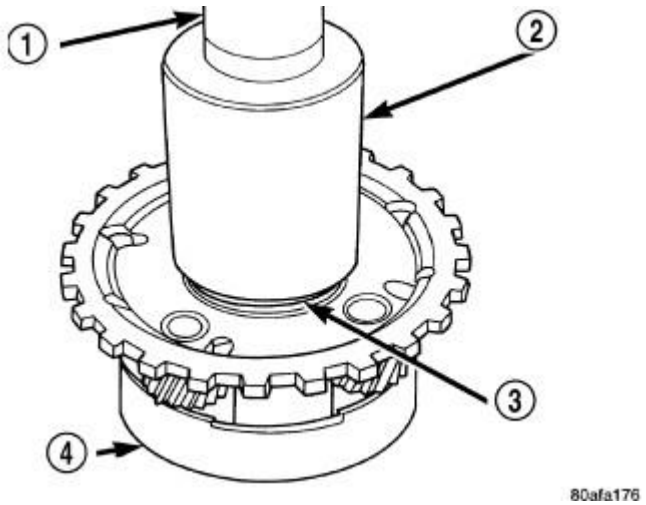


Fig. 122: Rear Carrier Bearing Cone
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - INSTALLER 6053
3 - NEW BEARING CONE
4 - REAR CARRIER ASSEMBLY

10. Install rear carrier bearing cone (3) using Installer 6053 (1).

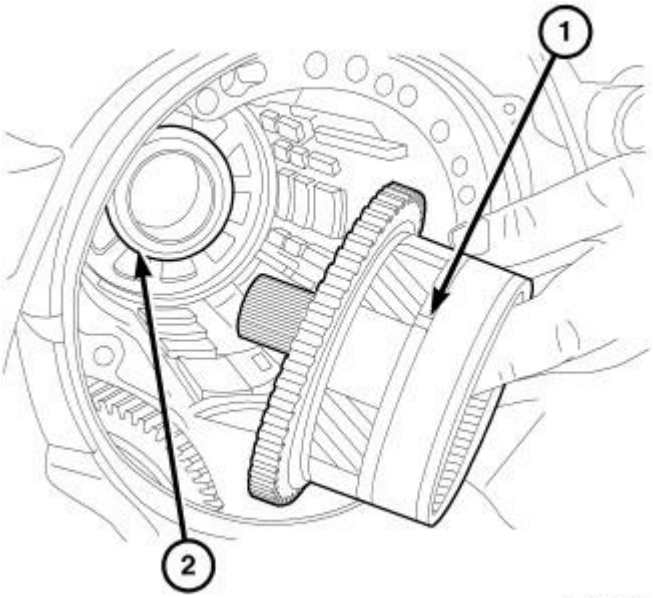


Fig. 123: Rear Carrier
Courtesy of CHRYSLER LLC

11. Install rear carrier assembly (1) to transaxle case.

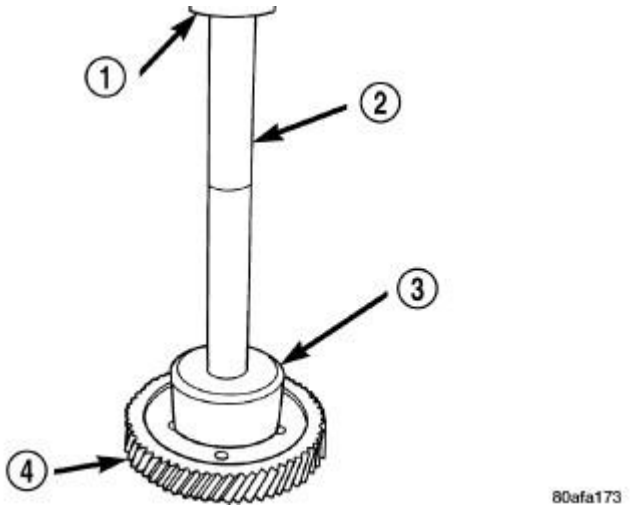


Fig. 124: Output Gear Bearing Cone
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - HANDLE C-4171
3 - INSTALLER 5052
4 - OUTPUT GEAR

12. Install output gear bearing cone using Installer 6758 (3).

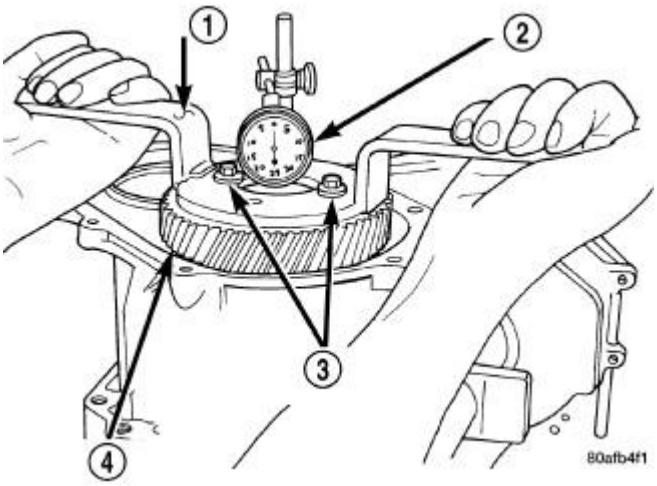


Fig. 125: Checking Output Gear Bearings End Play
Courtesy of CHRYSLER LLC

1 - GEAR CHECKING PLATE L-4432
2 - DIAL INDICATOR
3 - SPECIAL SCREWS 6260
4 - OUTPUT GEAR

13. **OUTPUT GEAR BEARING ADJUSTMENT:**
    a. With output gear removed, install a 4.50 mm (0.177 in.) gauging shim on the rear carrier assembly hub, using grease to hold the shim in place.
    b. Using Holder 6259, install output gear, bearing assembly and bolt. Tighten to 271 N.m (200 ft. lbs.).
    c. Measure bearing end play. Attach Gear Checking Plate L-4432 (1) to the gear.
    d. Push and pull the gear while rotating back and forth to ensure seating of bearing rollers.
    e. Using a dial indicator mounted to the transaxle case, measure output gear end play.
    f. Refer to the OUTPUT GEAR BEARING SHIM chart for the required shim to obtain proper bearing setting.
    g. Use Holder 6259 to remove the output gear retaining bolt and washer. To remove the output gear, use Gear Puller L-4407A.
    h. Remove the gauging shim and install the proper shim determined by the OUTPUT GEAR BEARING SHIM chart. Use grease to hold the shim in place.

OUTPUT GEAR BEARING SHIM

End Play	Shim Needed	Part Number
0.05 mm (0.002 in.)	4.42 mm (0.174 in.)	4412830AB
0.08 mm (0.003 in.)	4.38 mm (0.172 in.)	4412829AB

0.10 mm (0.004 in.)	4.38 mm (0.172 in.)	4412829AB
0.13 mm (0.005 in.)	4.34 mm (0.171 in.)	4412828AB
0.15 mm (0.006 in.)	4.30 mm (0.169 in.)	4412827AB
0.18 mm (0.007 in.)	4.30 mm (0.169 in.)	4412827AB
0.20 mm (0.008 in.)	4.26 mm (0.168 in.)	4412826AB
0.23 mm (0.009 in.)	4.22 mm (0.166 in.)	4412825AB
0.25 mm (0.010 in.)	4.22 mm (0.166 in.)	4412825AB
0.28 mm (0.011 in.)	4.18 mm (0.165 in.)	4412824AB
0.30 mm (0.012 in.)	4.14 mm (0.163 in.)	4412823AB
0.33 mm (0.013 in.)	4.14 mm (0.163 in.)	4412823AB
0.36 mm (0.014 in.)	4.10 mm (0.161 in.)	4412822AB
0.38 mm (0.015 in.)	4.10 mm (0.161 in.)	4412822AB
0.41 mm (0.016 in.)	4.06 mm (0.160 in.)	4412821AB
0.43 mm (0.017 in.)	4.02 mm (0.158 in.)	4412820AB
0.46 mm (0.018 in.)	4.02 mm (0.158 in.)	4412820AB
0.48 mm (0.019 in.)	3.98 mm (0.157 in.)	4412819AB
0.51 mm (0.020 in.)	3.94 mm (0.155 in.)	4412818AB
0.53 mm (0.021 in.)	3.94 mm (0.155 in.)	4412818AB
0.56 mm (0.022 in.)	3.90 mm (0.154 in.)	4412817AB
0.58 mm (0.023 in.)	3.90 mm (0.154 in.)	4412817AB
0.61 mm (0.024 in.)	3.86 mm (0.152 in.)	4412816AB
0.64 mm (0.025 in.)	3.82 mm (0.150 in.)	4412815AB

0.66 mm (0.026 in.)	3.82 mm (0.150 in.)	4412815AB
0.69 mm (0.027 in.)	3.78 mm (0.149 in.)	4412814AB
0.71 mm (0.028 in.)	3.74 mm (0.147 in.)	4412813AB
0.74 mm (0.029 in.)	3.74 mm (0.147 in.)	4412813AB
0.76 mm (0.030 in.)	3.70 mm (0.146 in.)	4412812AB
0.79 mm (0.031 in.)	3.66 mm (0.144 in.)	4412811AB
0.81 mm (0.032 in.)	3.66 mm (0.144 in.)	4412811AB
0.84 mm (0.033 in.)	3.62 mm (0.143 in.)	4412810AB
0.86 mm (0.034 in.)	3.62 mm (0.143 in.)	4412810AB
0.89 mm (0.035 in.)	3.58 mm (0.141 in.)	4412809AB
0.91 mm (0.036 in.)	3.54 mm (0.139 in.)	4412808AB
0.94 mm (0.037 in.)	3.54 mm (0.139 in.)	4412808AB
0.97 mm (0.038 in.)	3.50 mm (0.138 in.)	4412807AB

14. Install the output transfer gear (3) and bearing assembly using Installer 6261 (2).

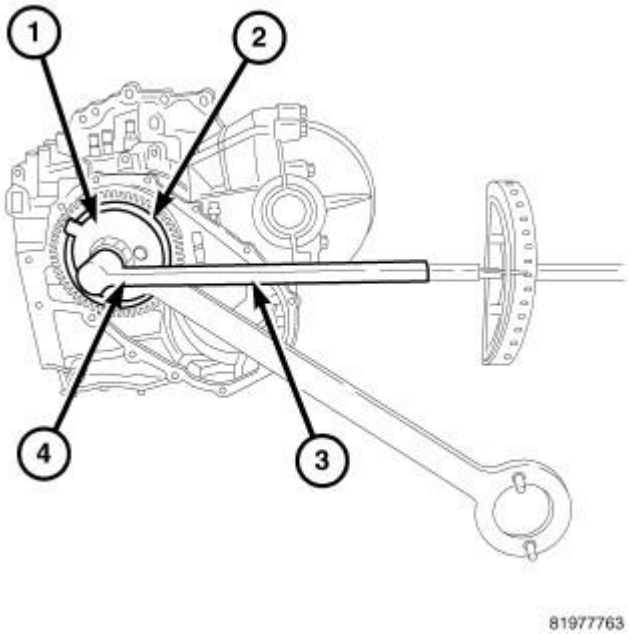


Fig. 126: Torque Output Transfer Gear Nut
Courtesy of CHRYSLER LLC

15. Install NEW output transfer gear retaining bolt and washer.
16. Install Holder 9739 (1) onto the output transfer gear (2).
17. Tighten output transfer gear retaining bolt to 271 N.m (200 ft. lbs.).

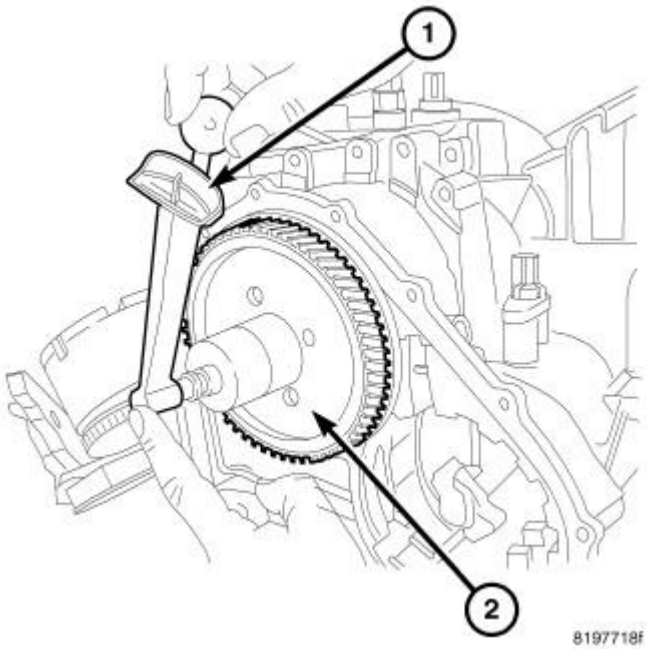


Fig. 127: Turning Torque Output Gear
Courtesy of CHRYSLER LLC

18. Using an inch pound torque wrench, check output shaft turning torque. **Output shaft turning torque should be within 3-8 in. lbs.** If the turning torque is too high, install a 0.04 mm (0.0016 in.) thicker shim. If the turning torque is too low, install a 0.04 mm (0.0016 in.) thinner shim. Repeat until the proper turning torque of 3-8 in. lbs. is obtained.

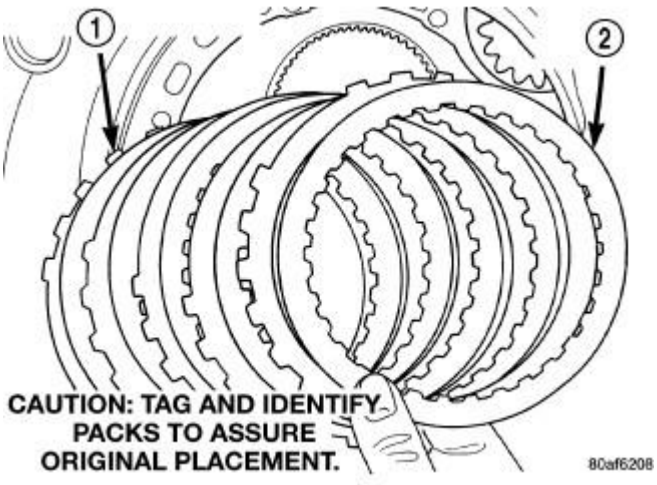


Fig. 128: Low/Reverse Clutch Pack
Courtesy of CHRYSLER LLC

1 - CLUTCH PLATES (5)
2 - CLUTCH DISCS (5)

19. Install low/reverse clutch pack (1, 2). Leave uppermost disc out until snap ring is installed.

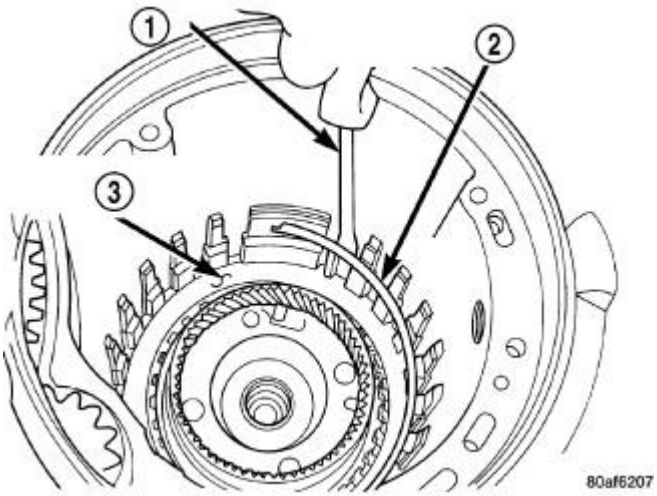


Fig. 129: Low/Reverse Reaction Plate Snap Ring
Courtesy of CHRYSLER LLC

1 - SCREWDRIVER

2 - LOW/REVERSE REACTION PLATE FLAT SNAP RING
3 - DO NOT SCRATCH CLUTCH PLATE

20. Install low/reverse reaction plate flat snap ring (2), insure you do not scratch clutch plate (3).

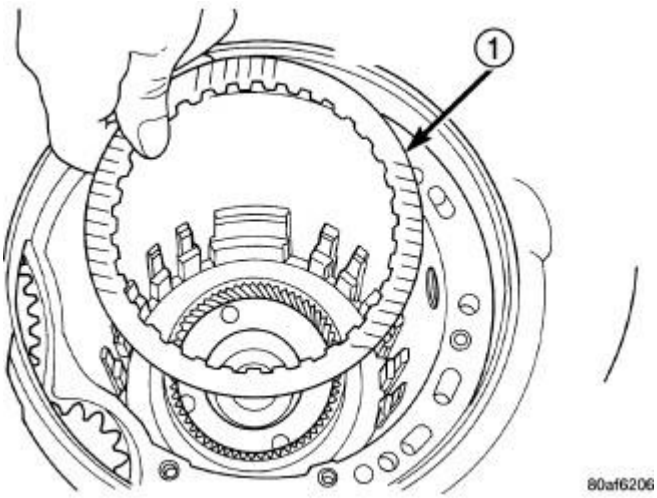


Fig. 130: Low/Reverse Clutch Disc
Courtesy of CHRYSLER LLC

1 - ONE DISC FROM LOW/REVERSE CLUTCH

21. Install remaining low/reverse clutch disc (1).

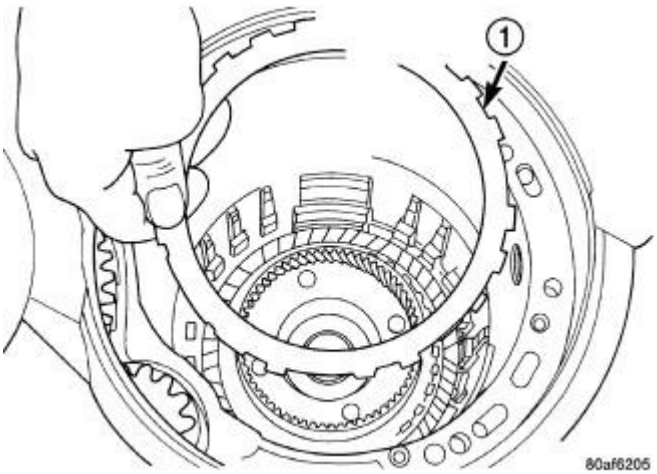


Fig. 131: Low/Reverse Reaction Plate
Courtesy of CHRYSLER LLC

1 - LOW/REVERSE REACTION PLATE (FLAT SIDE UP)

22. Install low/reverse reaction plate with flat side up (1).

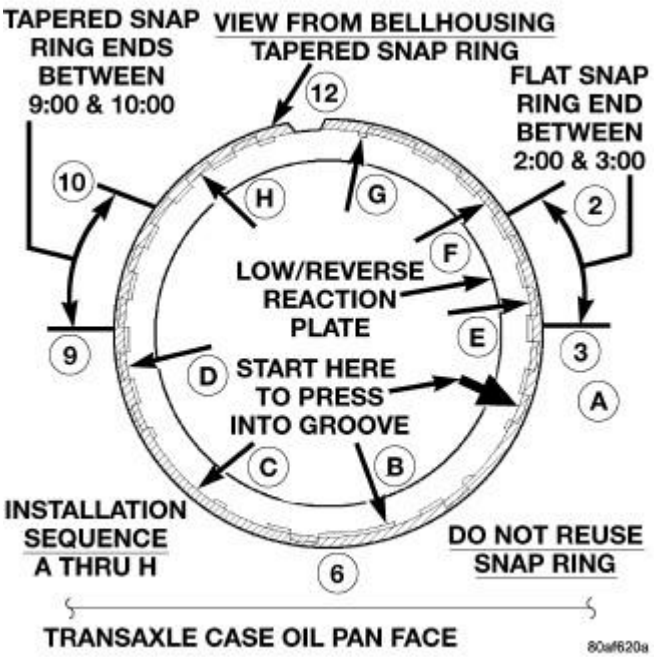


Fig. 132: Tapered Snap Ring Instructions
Courtesy of CHRYSLER LLC

23. Use as a reference while installing tapered snap ring.

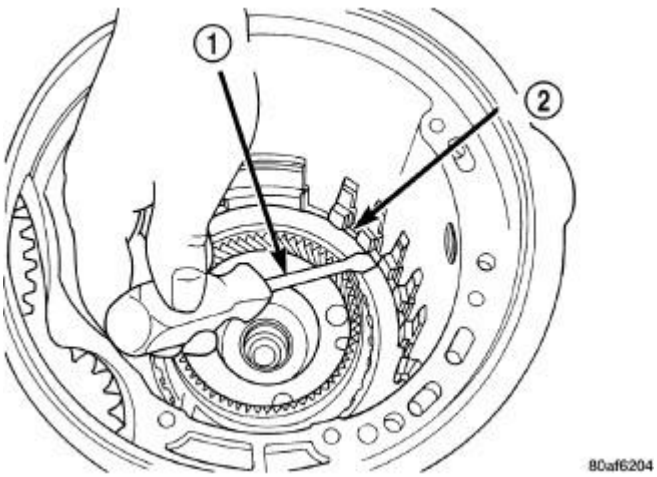


Fig. 133: Snap Ring Installed
Courtesy of CHRYSLER LLC

1 - SCREWDRIVER
2 - TAPERED SNAP RING (INSTALL AS SHOWN IN

ILLUSTRATION)

24. Install tapered snap ring (with tapered side up) (2).

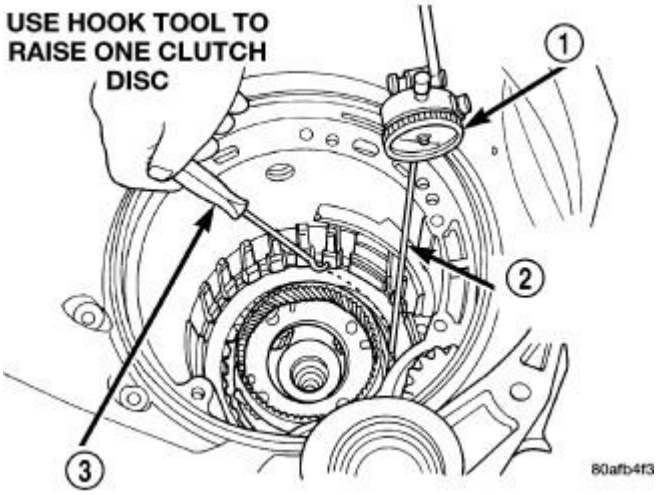


Fig. 134: Check Low/Reverse Clutch Clearance
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - DIAL INDICATOR TIP TOOL 6268
3 - HOOK TOOL

25. Set up dial indicator (1) to measure low/reverse clutch clearance. Press down on clutch pack with finger and zero dial indicator. **Low/Reverse clutch pack clearance is 0.89-1.47 mm (0.035-0.058 in.)** . Set up indicator and record measurement in four places. Take average of readings and select the proper low/reverse reaction plate to achieve specifications.

LOW/REVERSE REACTION PLATE

PART NUMBER	THICKNESS
4799846AA	5.88 mm (0.232 in.)
4799847AA	6.14 mm (0.242 in.)
4799848AA	6.40 mm (0.252 in.)
4799849AA	6.66 mm (0.262 in.)
4799855AA	6.92 mm (0.273 in.)

26. Install 2/4 clutch pack (1, 2).

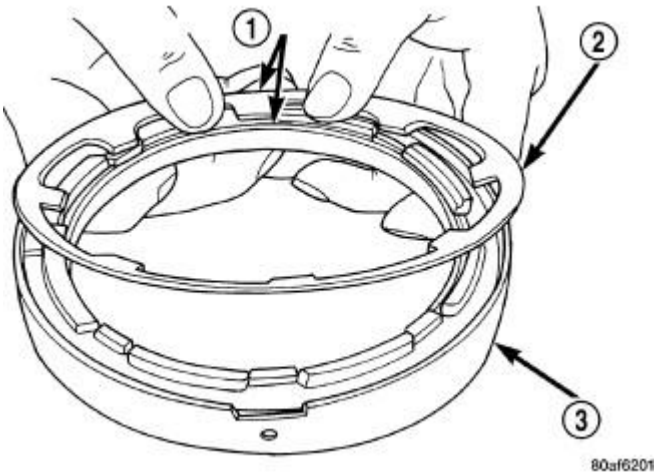


Fig. 135: Proper Orientation Of 2/4 Clutch Retainer & Spring
Courtesy of CHRYSLER LLC

1 - NOTE POSITION
2 - RETURN SPRING
3 - 2/4 CLUTCH RETAINER

NOTE: The 2/4 Clutch Piston has bonded seals which are not individually serviceable. Seal replacement requires replacement of the piston assembly.

27. Orient 2/4 clutch return spring to retainer (3).

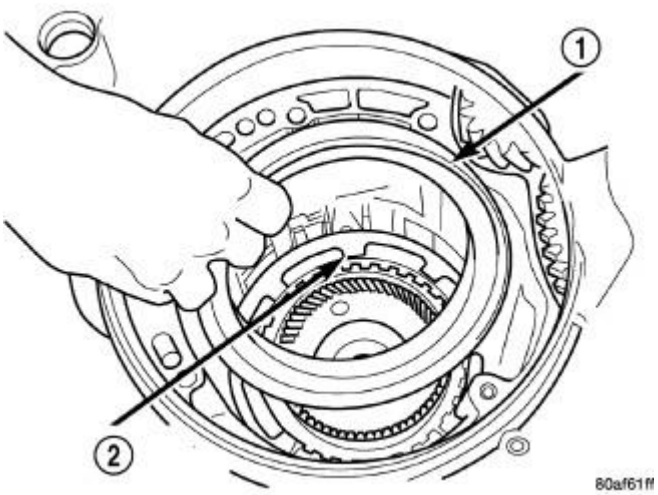


Fig. 136: 2/4 Clutch Retainer
Courtesy of CHRYSLER LLC

1 - 2/4 CLUTCH RETAINER

2 - 2/4 CLUTCH RETURN SPRING

28. Install 2/4 clutch retainer to transaxle (1, 2).

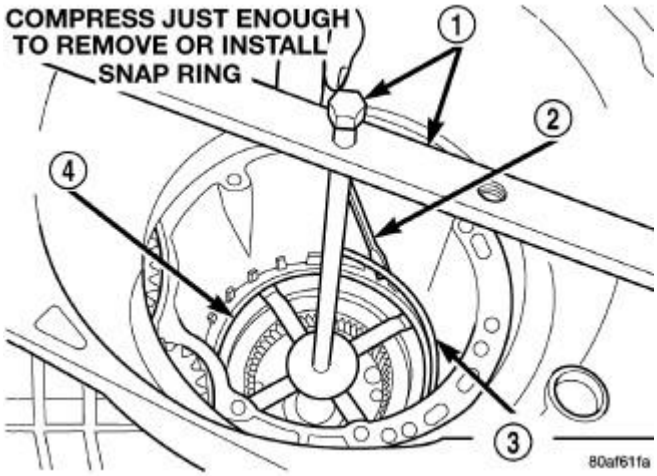


Fig. 137: 2/4 Clutch Retainer Snap Ring
Courtesy of CHRYSLER LLC

1 - COMPRESSING TOOL 5058A
2 - SCREWDRIVER
3 - SNAP RING
4 - 2/4 CLUTCH RETAINER

29. Using Compressing Tool 5058A (1), compress 2/4 clutch return spring just enough to install snap ring (3).
30. Install snap ring.

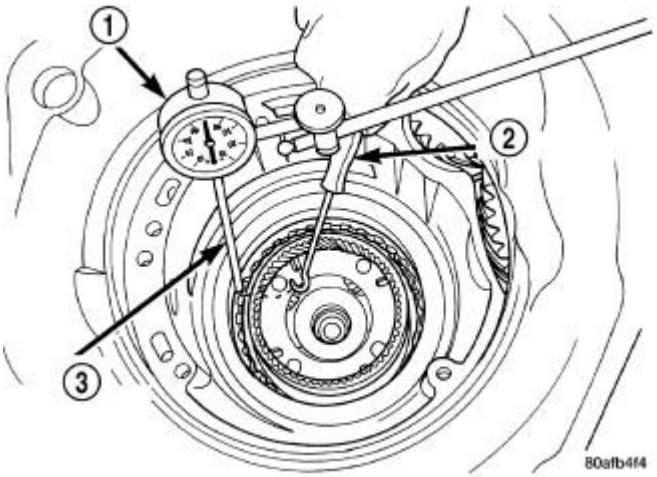


Fig. 138: Check 2/4 Clutch Clearance

Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - HOOK TOOL
3 - DIAL INDICATOR TIP 6268

31. Set up dial indicator (1) and measure 2/4 clutch clearance. Press down on clutch pack with finger and zero dial indicator. **2/4 clutch pack clearance is 0.76-2.64 mm (0.030-0.104 in.).** Set up indicator and record measurement in four places. Take average of readings. If clearance is outside this range, the clutch is assembled improperly. **There is no adjustment for 2/4 clutch clearance.**

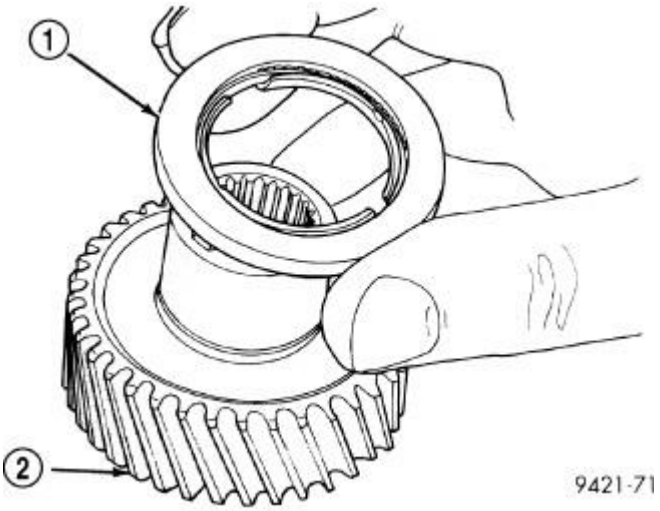


Fig. 139: Number 7 Bearing
Courtesy of CHRYSLER LLC

1 - #7 NEEDLE BEARING
2 - REAR SUN GEAR

NOTE: The number seven needle (1) bearing has three anti-reversal tabs and is common with the number five position. The orientation should allow the bearing to seat flat against the rear sun gear. A small amount of petrolatum can be used to hold the bearing to the rear sun gear (2).

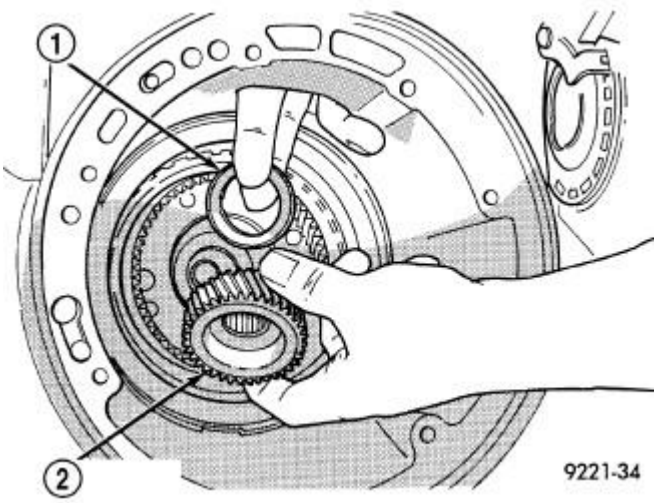


Fig. 140: Rear Sun Gear & #7 Needle Bearing
Courtesy of CHRYSLER LLC

1 - #7 NEEDLE BEARING
2 - REAR SUN GEAR

32. Install rear sun gear (2) and number seven needle bearing (1).

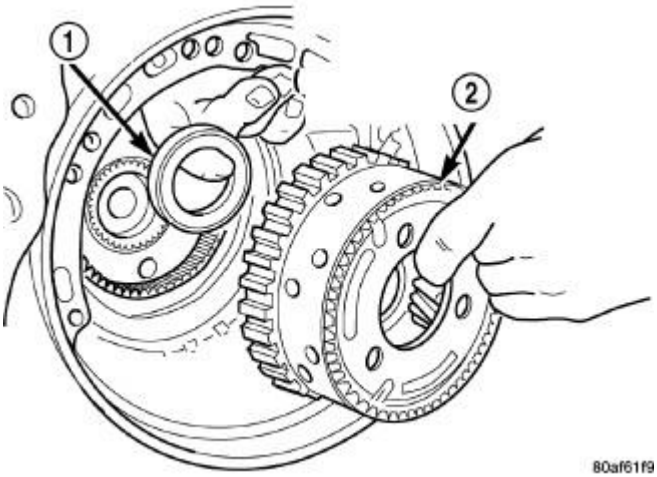


Fig. 141: Front Carrier & Rear Annulus Assembly
Courtesy of CHRYSLER LLC

1 - #6 NEEDLE BEARING
2 - FRONT CARRIER AND REAR ANNULUS ASSEMBLY (TWIST AND PULL OR PUSH TO REMOVE OR INSTALL).

33. Install front carrier/rear annulus assembly (2) and number six needle bearing (1).

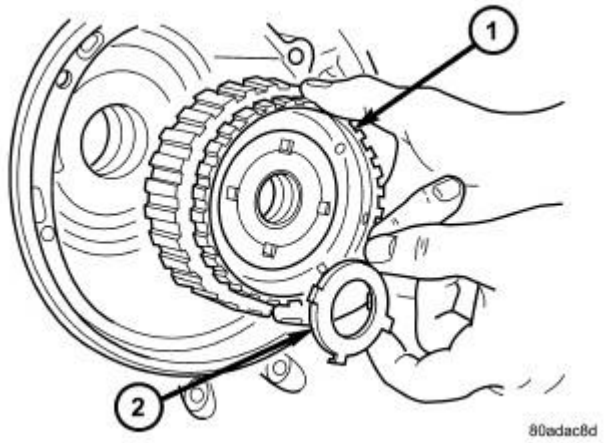


Fig. 142: Front Sun Gear Assembly
Courtesy of CHRYSLER LLC

1 - FRONT SUN GEAR ASSEMBLY
2 - #4 THRUST WASHER (FOUR TABS)

34. Install front sun gear assembly (1) and number four thrust washer (2).

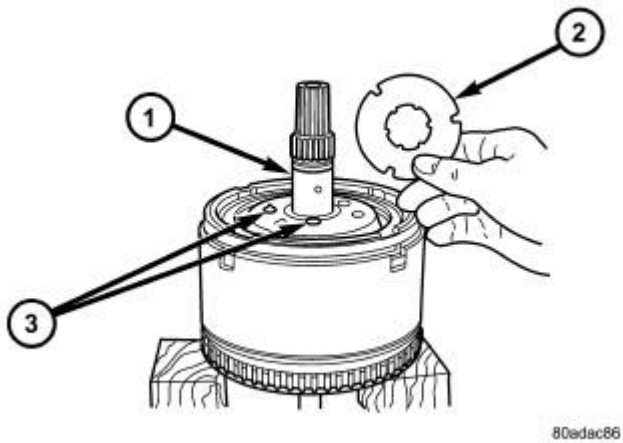


Fig. 143: Select Thinnest No. 4 Thrust Plate
Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT ASSEMBLY
2 - #4 THRUST PLATE (SELECT)
3 - 3 DABS OF PETROLATUM FOR RETENTION

35. Select the thinnest number four thrust plate thickness (2) and install to input clutch assembly. Use petrolatum to retain (3).

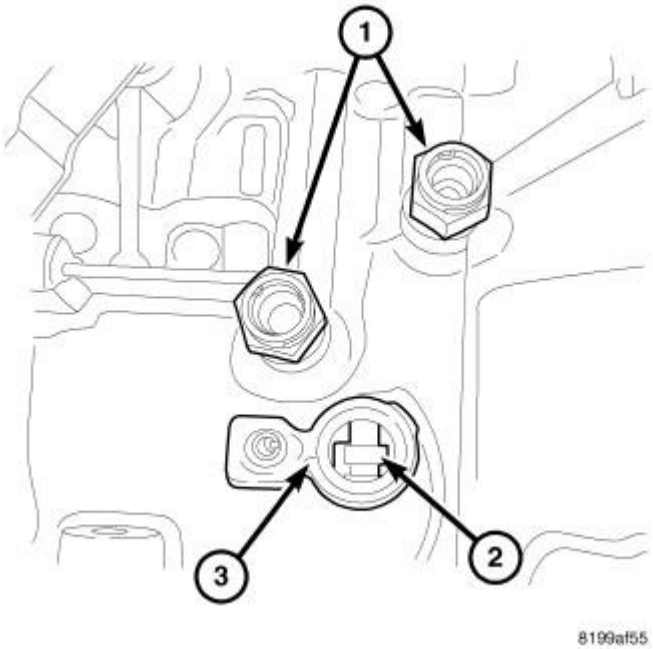


Fig. 144: 62TE View Through Input Speed Sensor Hole
Courtesy of CHRYSLER LLC

36. Install input clutch assembly into position and verify that it is completely seated by viewing through input speed sensor hole (3). If view through input speed sensor hole is not as shown in illustration, the input clutch assembly (2) is not seated properly.

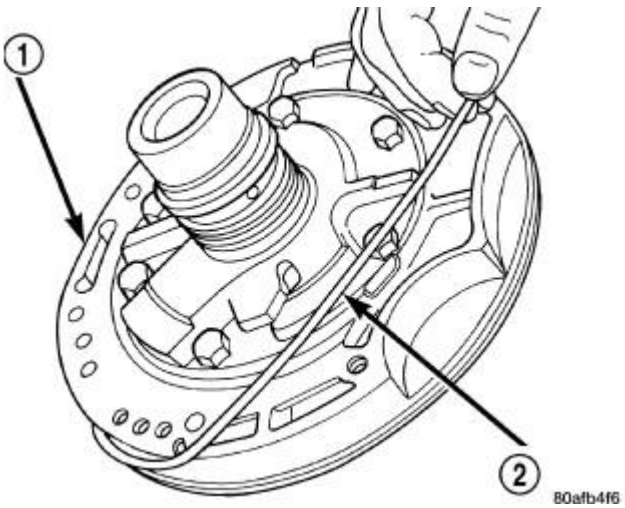


Fig. 145: Oil Pump O-Ring
Courtesy of CHRYSLER LLC

1 - OIL PUMP ASSEMBLY
2 - O-RING

37. Remove oil pump O-ring (2). **Be sure to reinstall oil pump O-ring after selecting the proper number**

four thrust plate.

38. Install pump and gasket to transmission. Install and torque bolts.

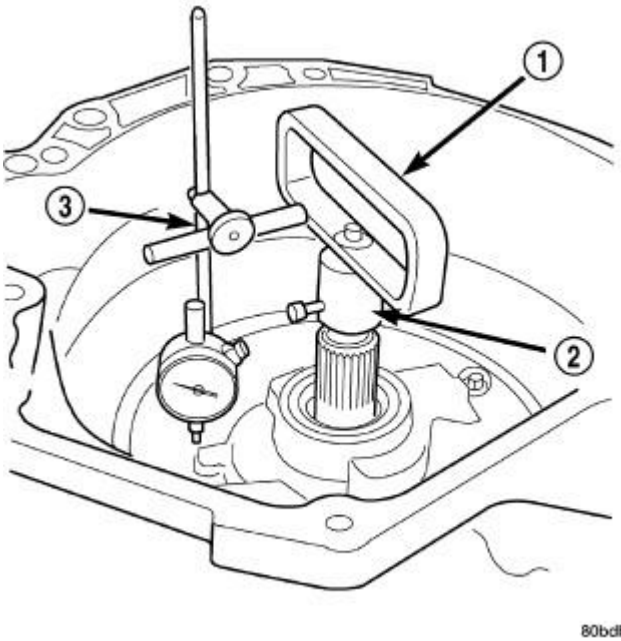


Fig. 146: Measure Input Shaft End Play Using End Play Set 8266A
Courtesy of CHRYSLER LLC

1 - END PLAY SOCKET SET 8266A
2 - DIAL INDICATOR C-3339A
-

39. Set up input shaft for measurement with Indicator Set C-3339A (3) and End Play Set 8266A (1, 2).
40. Measure the input shaft end play with the transaxle in the vertical position. **Input shaft end play must be within 0.13-0.64 mm (0.005 to 0.025 in.)** For example, if end play reading is 0.055 in. select number four Thrust Plate which is 0.071-0.074 in. thick. This should provide an input shaft end play reading of 0.020 in. which is within specifications.
41. Refer to **NO. 4 THRUST PLATE TABLE** to select the proper number four thrust plate.

NO. 4 THRUST PLATE TABLE

PART NUMBER	THICKNESS
4431665AB	1.60 mm (0.063 in.)
3836237AB	1.73 mm (0.068 in.)
4431666AB	1.80 mm (0.071 in.)
3836238AB	1.96 mm (0.077 in.)
4431667AB	2.03 mm (0.080 in.)
3836239AB	2.16 mm (0.085 in.)
4431668AB	2.24 mm (0.088 in.)

3836240AB	2.39 mm (0.094 in.)
4431669AB	2.46 mm (0.097 in.)
3836241AB	2.62 mm (0.103 in.)
4446670AB	2.67 mm (0.105 in.)
4446671AB	2.90 mm (0.114 in.)

42. Install input clutch assembly (1).

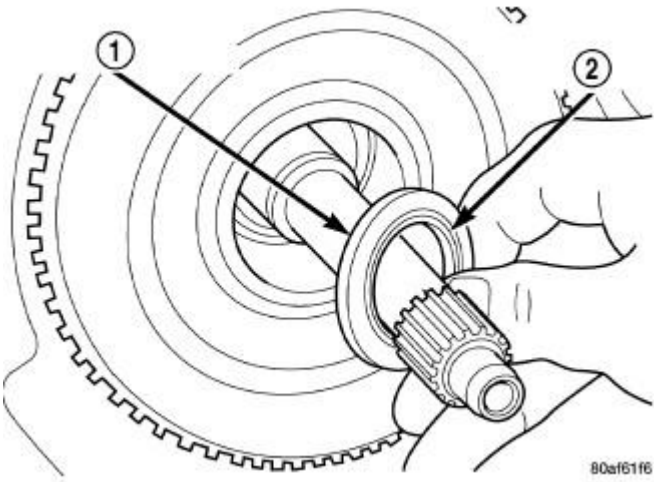


Fig. 147: Caged Needle Bearing
Courtesy of CHRYSLER LLC

1 - #1 CAGED NEEDLE BEARING
2 - NOTE: TANGED SIDE OUT

43. Install number one caged needle bearing (1) note: tanged side out (2).

CAUTION: The cooler bypass valve must be replaced if transaxle failure has occurred. Do not attempt to reuse or clean old valve.

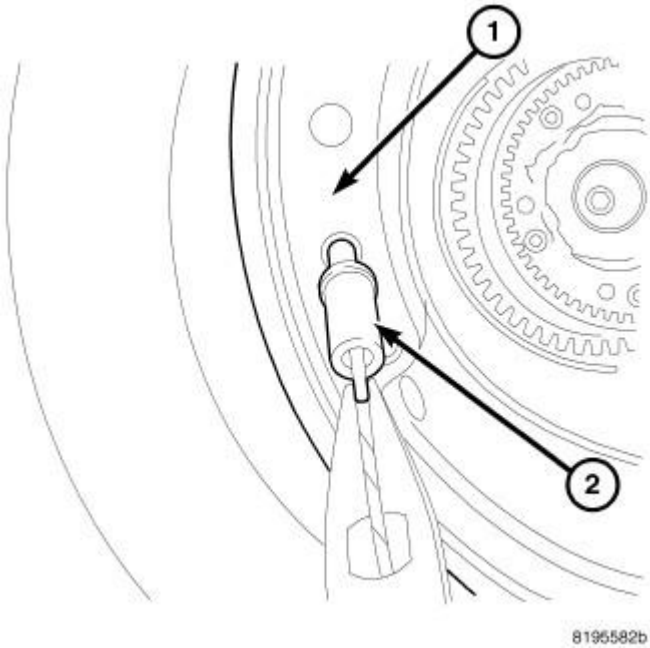


Fig. 148: Bypass Valve 62TE
Courtesy of CHRYSLER LLC

44. Install cooler bypass valve (1) with O-ring end towards rear of case.

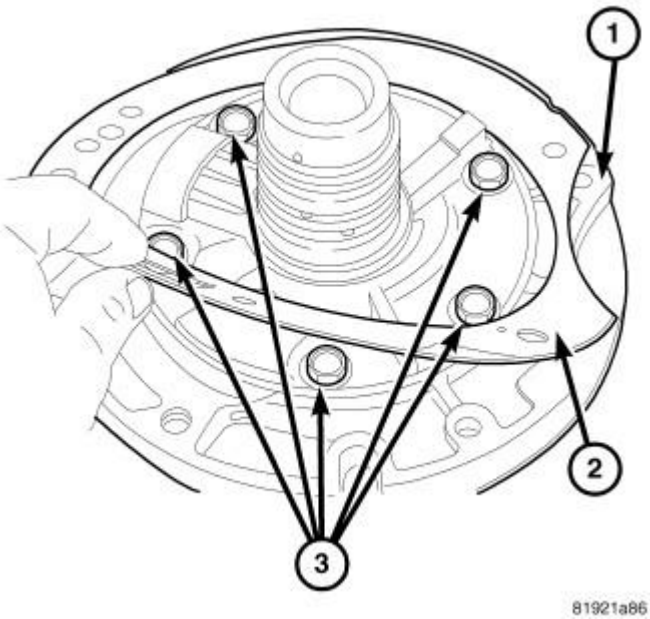


Fig. 149: Oil Pump Gasket
Courtesy of CHRYSLER LLC

45. Install oil pump gasket (1).

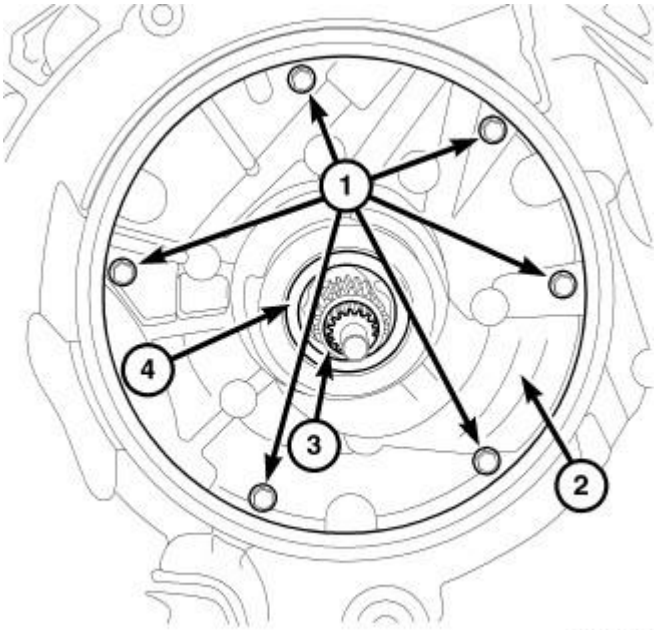


Fig. 150: Front Pump 62TE
Courtesy of CHRYSLER LLC

46. Install oil pump (2).
47. Install oil pump-to-case bolts (1) and tighten 30 N.m (265 in. lbs.).

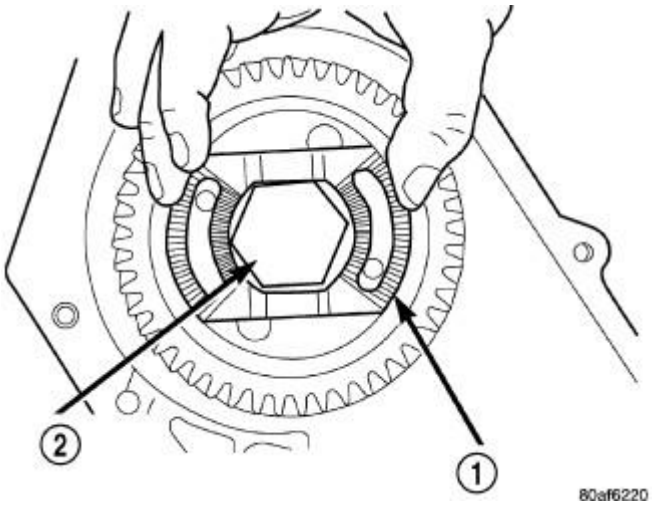


Fig. 151: Output Gear Stirrup
Courtesy of CHRYSLER LLC

1 - STIRRUP
2 - OUTPUT GEAR RETAINING BOLT

48. Install output gear stirrup (1) with serrated side out.

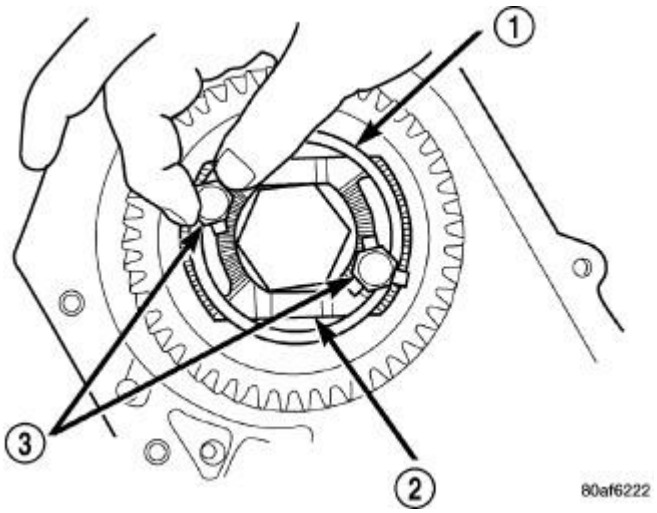


Fig. 152: Strap Bolts
Courtesy of CHRYSLER LLC

1 - RETAINING STRAP
2 - STIRRUP
3 - RETAINING STRAP BOLTS

49. Install retaining strap (1).
50. Install strap bolts (3) but do not tighten at this time.

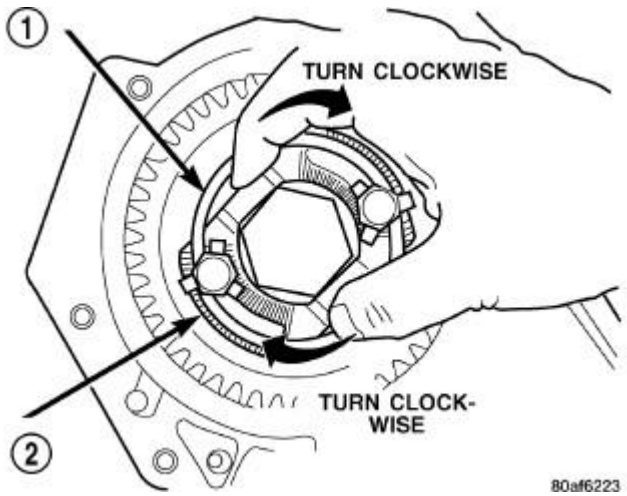


Fig. 153: Turn Stirrup Clockwise Against Bolt Flats
Courtesy of CHRYSLER LLC

1 - RETAINING STRAP
2 - STIRRUP

51. Rotate stirrup (2) clockwise against flats of retaining bolt.

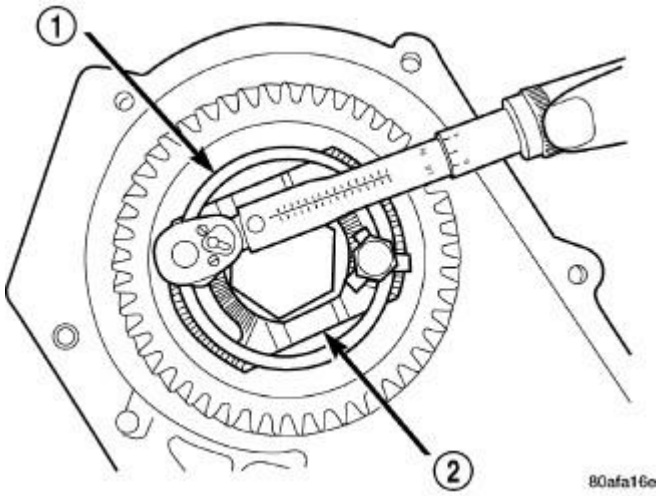


Fig. 154: Torque Stirrup Strap Bolts
Courtesy of CHRYSLER LLC

1 - RETAINING STRAP
2 - STIRRUP

52. Tighten stirrup strap bolts to 23 N.m (200 in. lbs.).

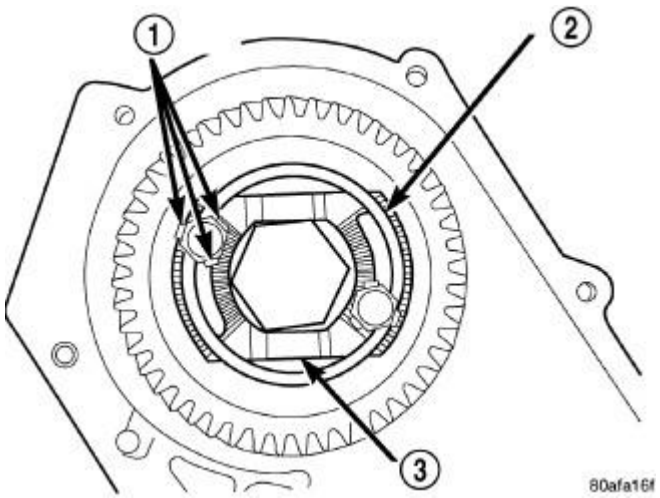


Fig. 155: Bend Tabs On Strap Up Against Flats Of Bolts
Courtesy of CHRYSLER LLC

1 - RETAINING STRAP TABS
2 - RETAINING STRAP
3 - STIRRUP

53. Bend tabs (1) on strap up against flats of bolts.

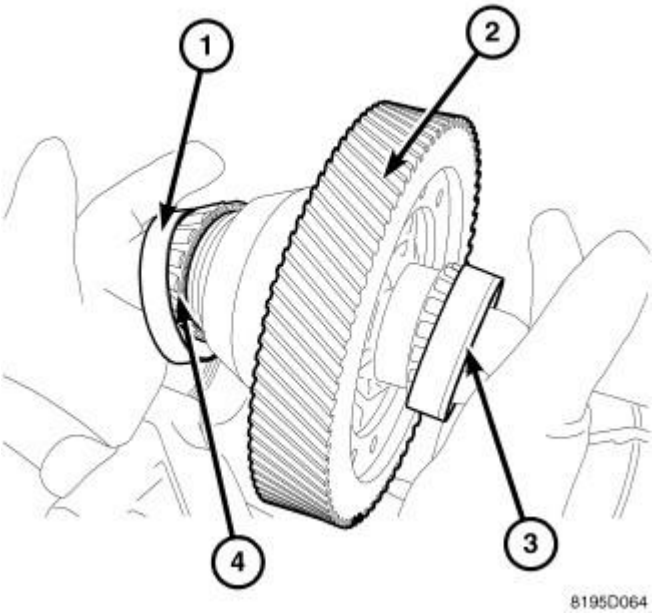


Fig. 156: Differential Out And In
Courtesy of CHRYSLER LLC

54. Install the differential, bearing cups, shim, seals and oil slinger into case.

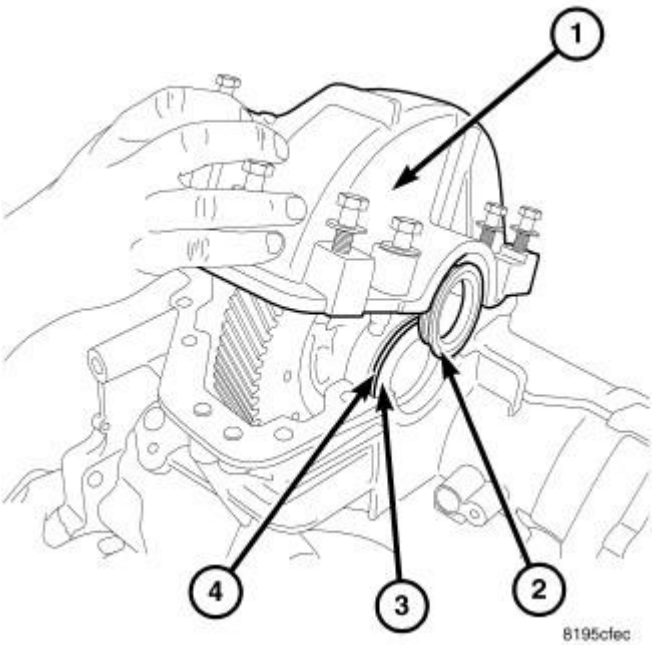


Fig. 157: Differential Cover
Courtesy of CHRYSLER LLC

55. Install the differential cover.

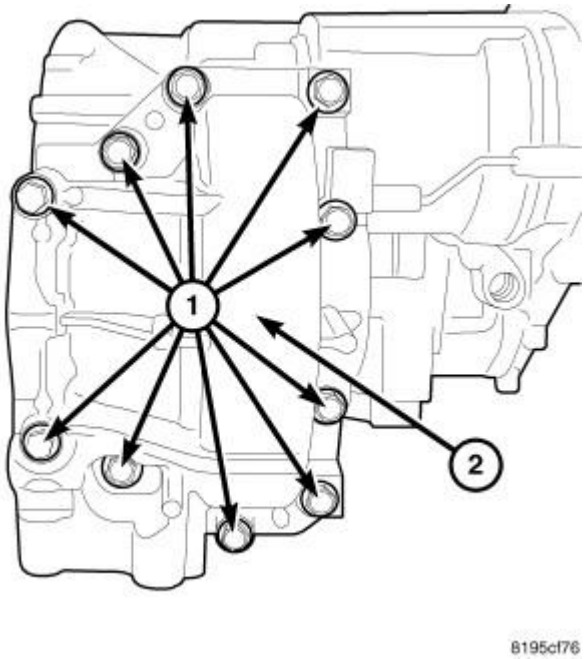


Fig. 158: Differential Cover Bolts
Courtesy of CHRYSLER LLC

56. Install the differential cover bolts (1) and tighten to 61 N.m (45 ft. lbs.).

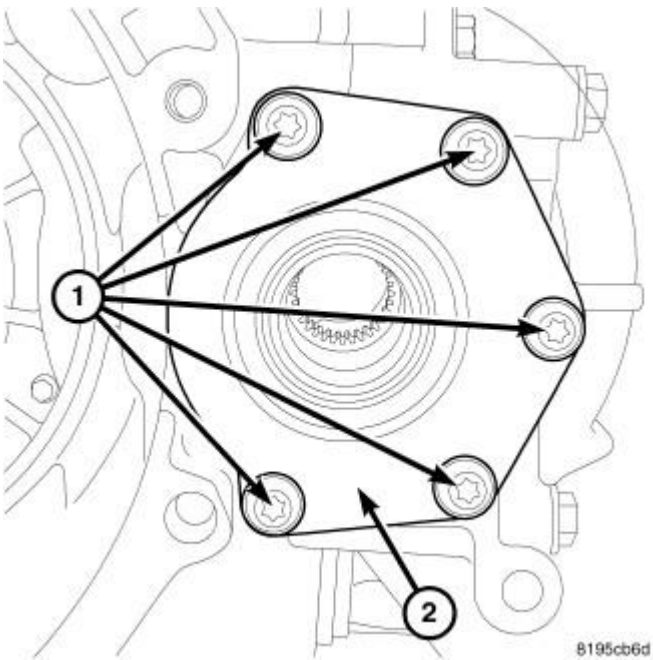


Fig. 159: Differential Output Bearing Cover Bolts
Courtesy of CHRYSLER LLC

57. Install the differential output bearing cover (2).
58. Install the differential output bearing cover bolts (1) and tighten to 12 N.m (105 in. lbs.).

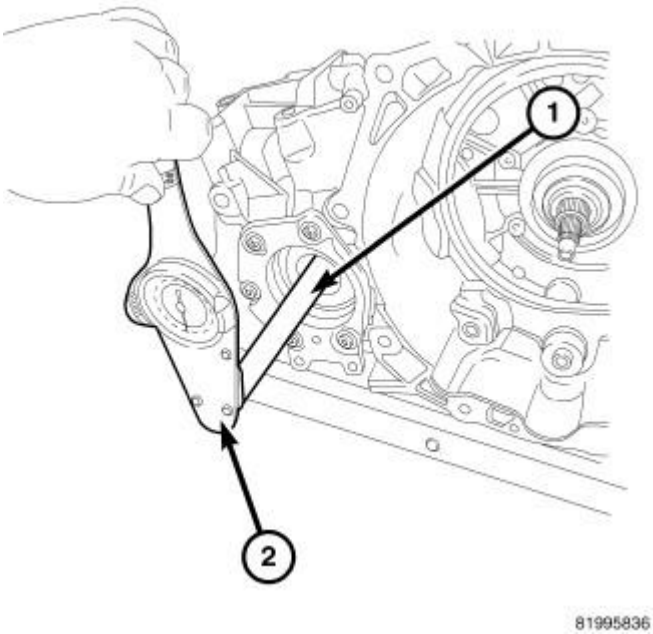


Fig. 160: Differential Turning Torque
Courtesy of CHRYSLER LLC

NOTE: Remote pinion gear must NOT be installed while checking turning torque.

59. Using the Turning Torque Tool 9735 (1) and an inch pound torque wrench (2) check the differential turning torque, it should be 10 to 22 in-lbs (drag). If turning torque is more than 22 in-lbs (drag) decrease shim size behind the end cover and recheck. If turning torque is less than 10 in-lbs (drag) increase shim size.
60. After proper turning torque is achieved for the differential remove the differential from the case and set aside keeping the correct shim with the differential.

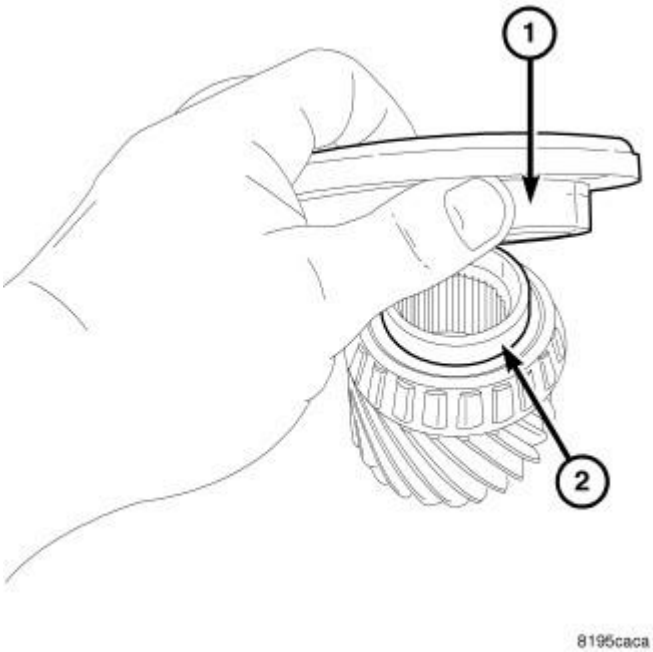


Fig. 161: Cover At Remote Pinion
Courtesy of CHRYSLER LLC

61. Install the remote pinion bearing cup in the case (small cup) using Installer 9730 and Handle C-4171.
62. Install the remote pinion bearing cup in the cover using Installer 9729 and Handle C-4171.
63. Install the remote pinion (2) into the transaxle case.

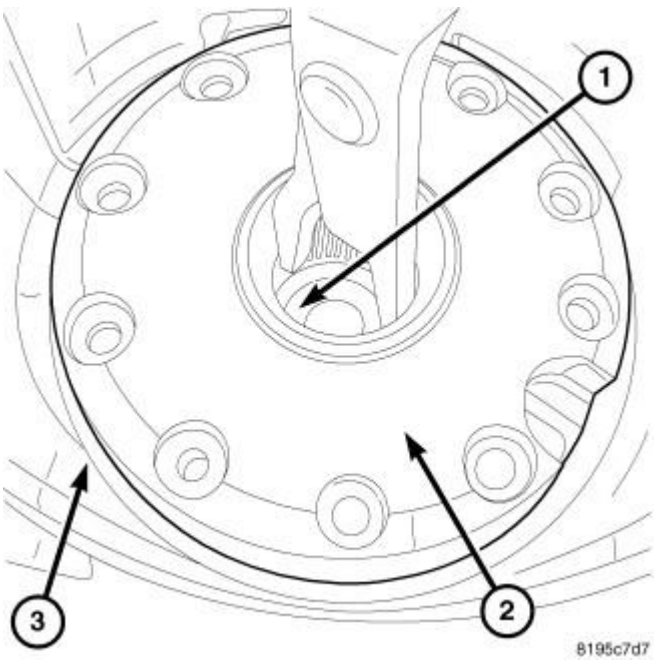


Fig. 162: Remote Pinion Cover
Courtesy of CHRYSLER LLC

64. Install the remote pinion cover (2) into transaxle case.

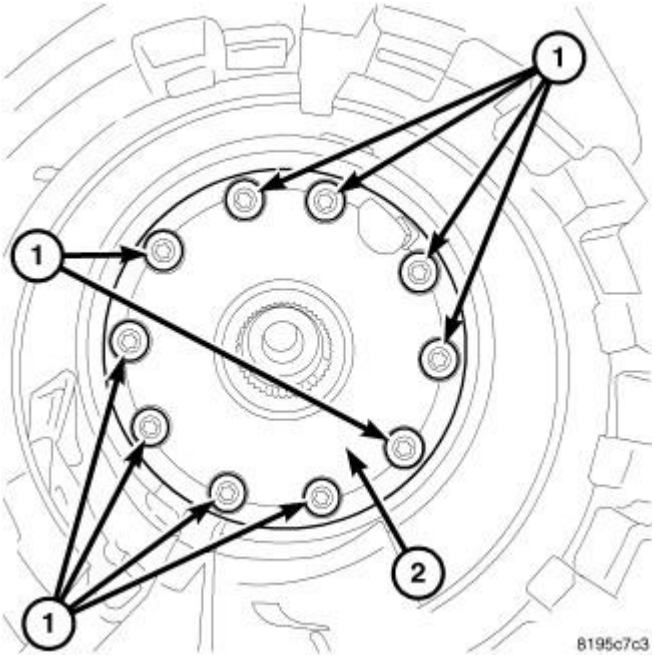


Fig. 163: Bolts At Remote Pinion Cover
Courtesy of CHRYSLER LLC

65. Install the bolts (1) at the remote pinion cover (2) and tighten to 12 N.m (105 in. lbs.).

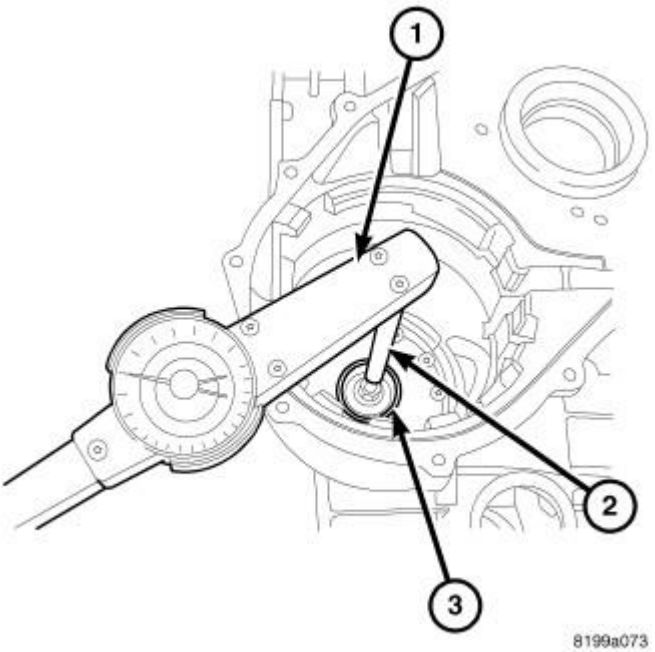


Fig. 164: Pinion Turning Torque
Courtesy of CHRYSLER LLC

NOTE: Differential assembly must not be installed when checking for pinion drag torque.

66. Check turning torque using Differential Bearing Torque Tool C-4995A (2) and an inch pound torque wrench (1). Turning torque for the remote pinion gear should be 2 to 8 in-lbs (drag). If more than 8 in-lbs (drag) decrease shim size under the remote pinion bearing cover cup. If turning torque is less than 2 in-lbs (drag) increase the shim size under the remote pinion bearing cover cup.

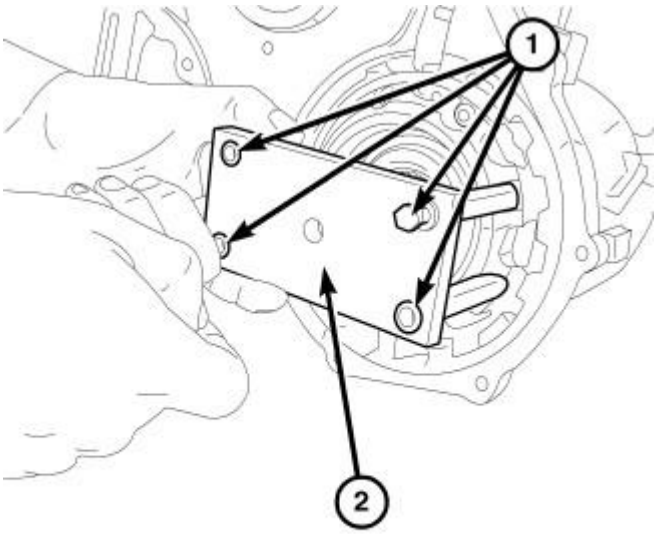


Fig. 165: Tool 9908 Bearing Retainer Assembly
Courtesy of CHRYSLER LLC

67. Install Holder 9908 (2) onto the compounder bearing retainer to help in installation.
68. Install the compounder bearing retainer into the transaxle case.

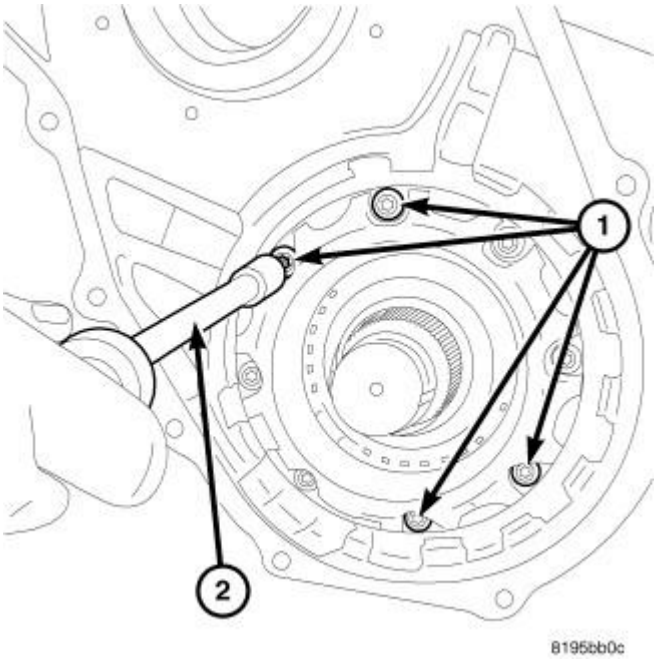


Fig. 166: Bolts At Compounder
Courtesy of CHRYSLER LLC

69. Remove Holder 9908 from the compounder bearing retainer.
70. Install all the bolts at the compounder bearing retainer and tighten to 12 N.m (105 in. lbs.).

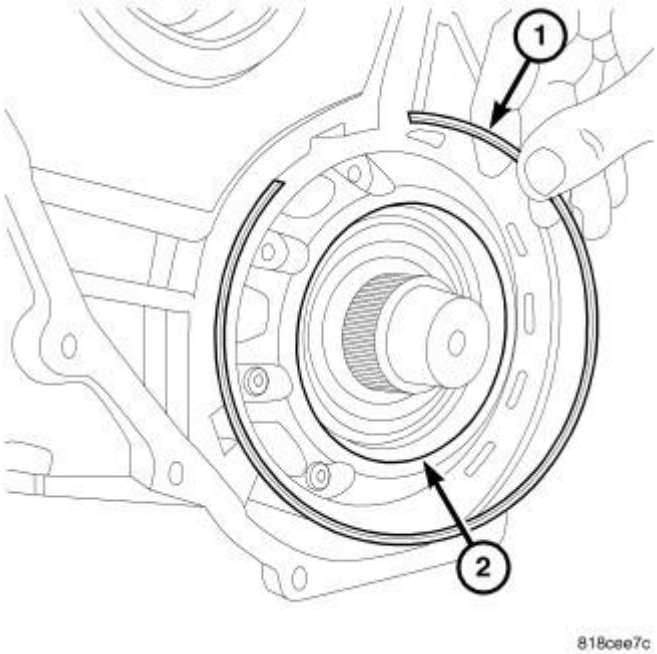


Fig. 167: Snap Ring Underdrive Compounder
Courtesy of CHRYSLER LLC

71. Install snap ring (1) at top of the compounder bearing retainer.

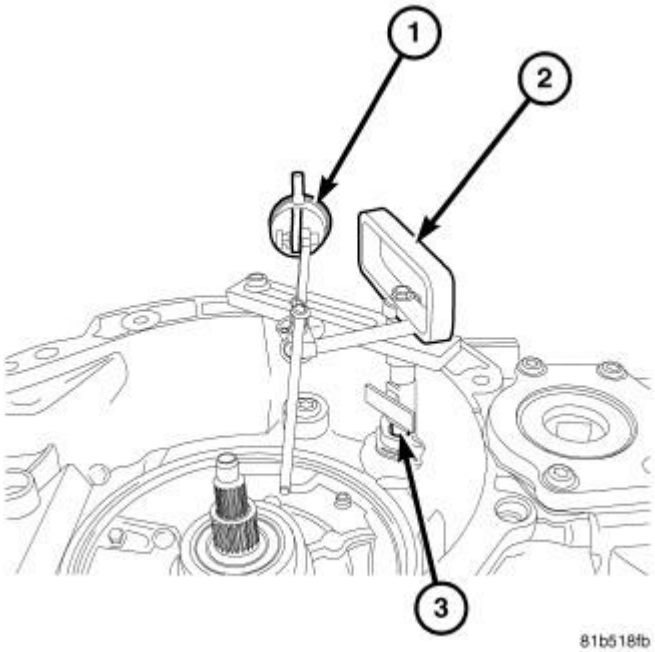


Fig. 168: End Play Tool 9951
Courtesy of CHRYSLER LLC

NOTE: Insure End Play Tool 9951 is not binding in support plate that is bolted to the case.

NOTE: Always use original shim to determine end play.

72. Remove plug at case (3).
73. Install compounder End Play Tool 9951 (2) through the hole in the front case.
74. Install Dial Indicator C-3339A (1) onto End Play Tool 9951.
75. Use moderate downward pressure on End Play Tool 9951 and zero Dial Indicator C-3339A.
76. Use moderate upward pressure on End Play Tool 9951 and take reading from Dial Indicator C-3339A.
77. Remove End Play Tool 9951 and zero Dial Indicator C-3339A.
78. Adjust shim thickness in the underdrive unit to 0.010 to 0.020.
79. Install the correct (select) helical shim and assemble the underdrive compounder. See **Transmission and Transfer Case/Automatic - 62TE/ASSEMBLY, Underdrive Compounder - Assembly** and retest.
80. Using Mopar lock and seal adhesive install plug back into case and tighten to 24 N.m (18 ft. lbs.).

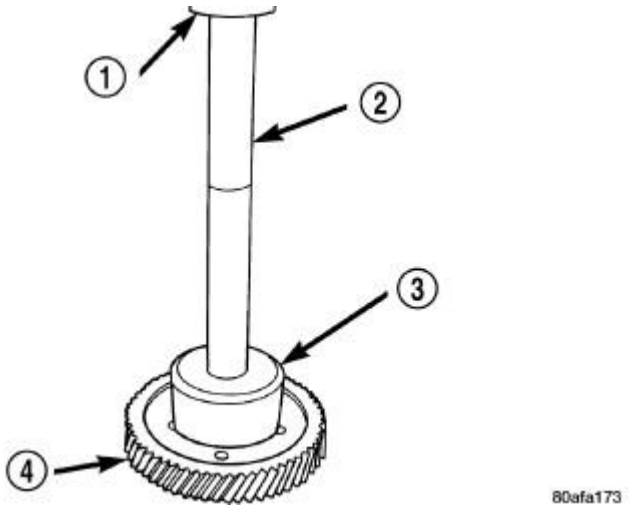


Fig. 169: Output Gear Bearing Cone
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - HANDLE C-4171
3 - INSTALLER 5052
4 - OUTPUT GEAR

81. Install the transfer gear (underdrive compounder side) cone using Installer 6756 (3).

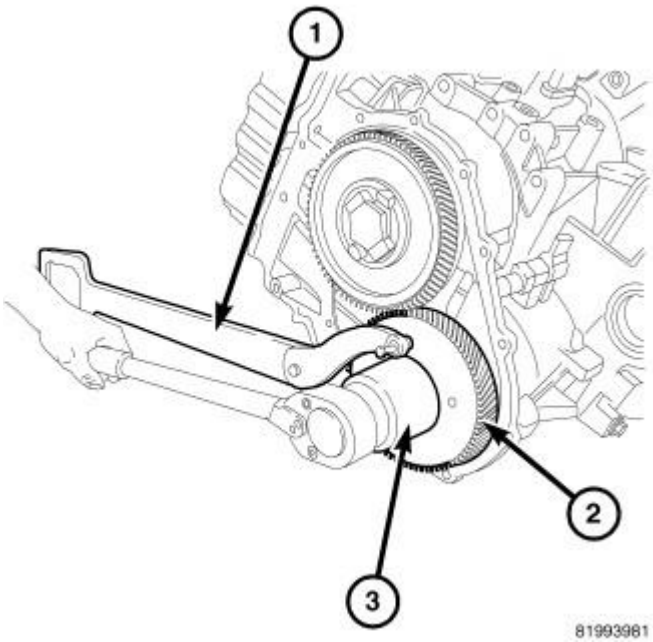


Fig. 170: Holder 9739
Courtesy of CHRYSLER LLC

82. Install Holder 9739 (1) onto the transfer gear (underdrive compounder side) (2).

83. Install a **new** transfer gear (underdrive compounder side) nut and tighten to 271 N.m (200 ft. lbs.).
84. Use Staking Tool 9721 and stake the new nut.

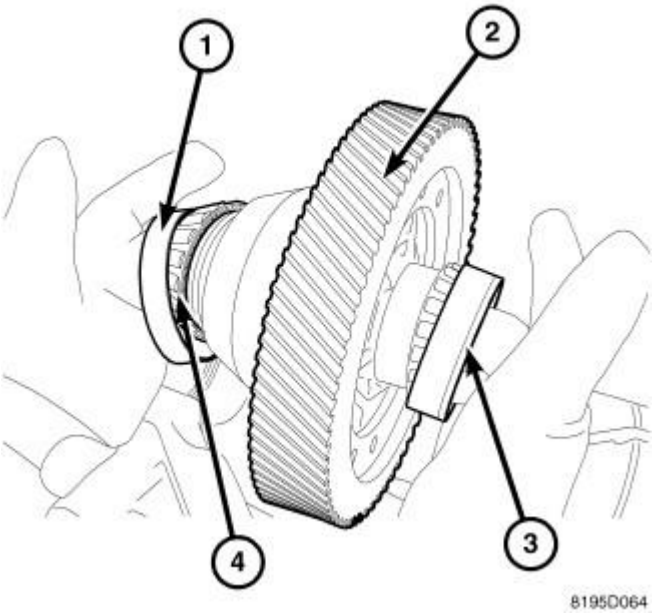


Fig. 171: Differential Out & In
Courtesy of CHRYSLER LLC

85. Install the differential, bearing cups, shim and oil slinger into case.

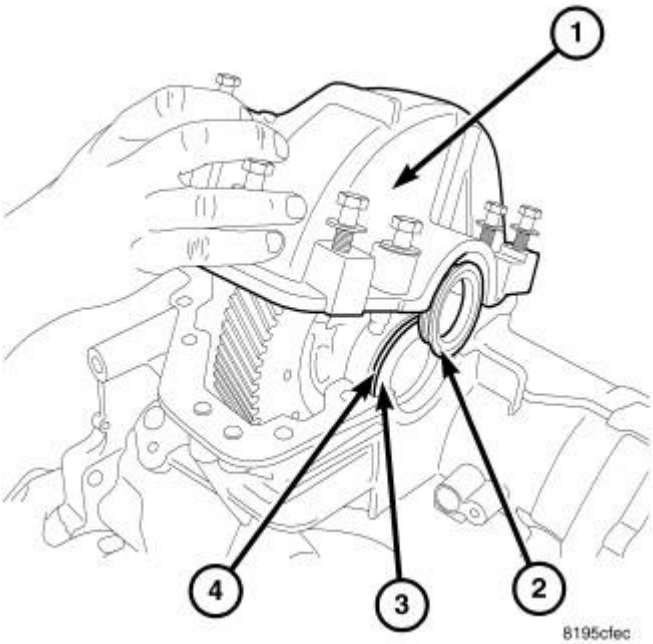


Fig. 172: Differential Cover
Courtesy of CHRYSLER LLC

86. Use a bead of MOPAR® ATF RTV (MS-GF41).
87. Install the differential cover.

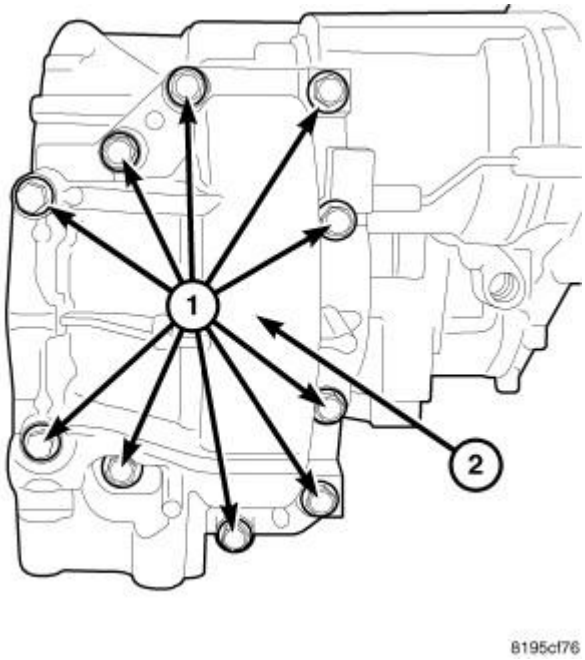


Fig. 173: Differential Cover Bolts
Courtesy of CHRYSLER LLC

88. Install the differential cover bolts (1) and tighten to 61 N.m (45 ft. lbs.).

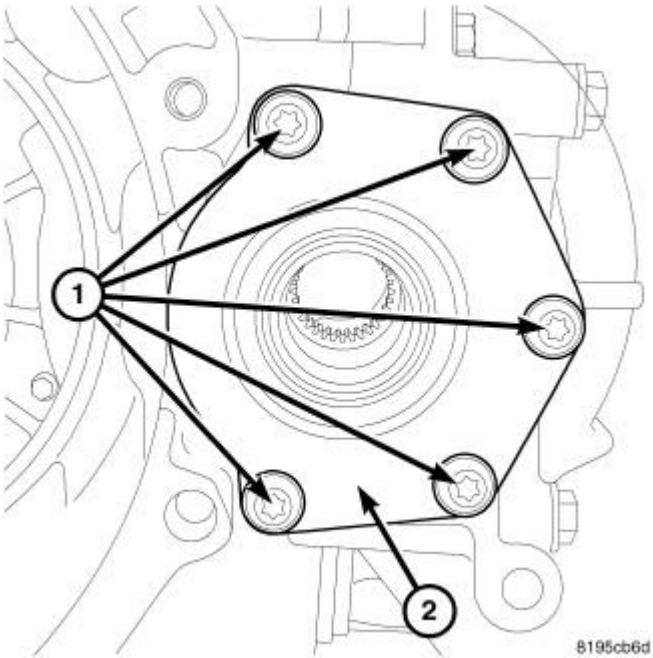


Fig. 174: Differential Output Bearing Cover
Courtesy of CHRYSLER LLC

89. Use a bead of MOPAR® ATF RTV (MS-GF41).
90. Install the differential output bearing cover (2) and tighten bolts to 12 N.m (105 in. lbs.).
91. Install differential oil seals into the case using installer MD998334-01.

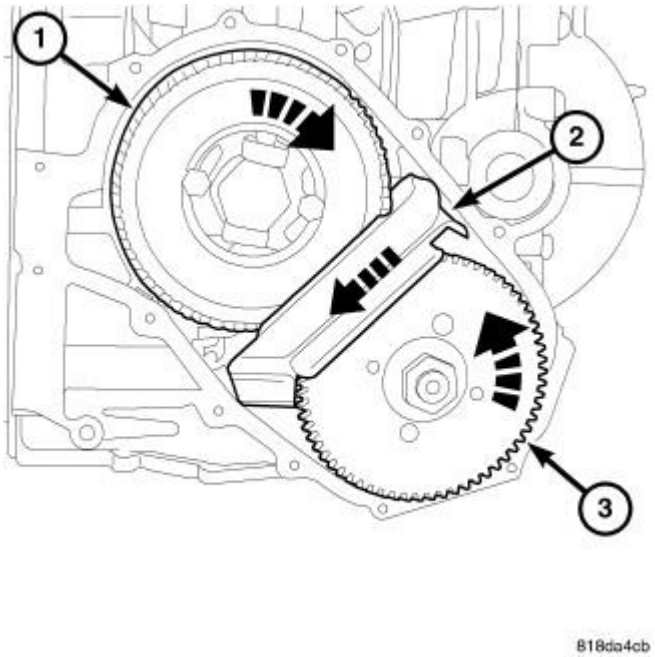


Fig. 175: Oil Scavenger
Courtesy of CHRYSLER LLC

92. Install the oil scavenger (2).

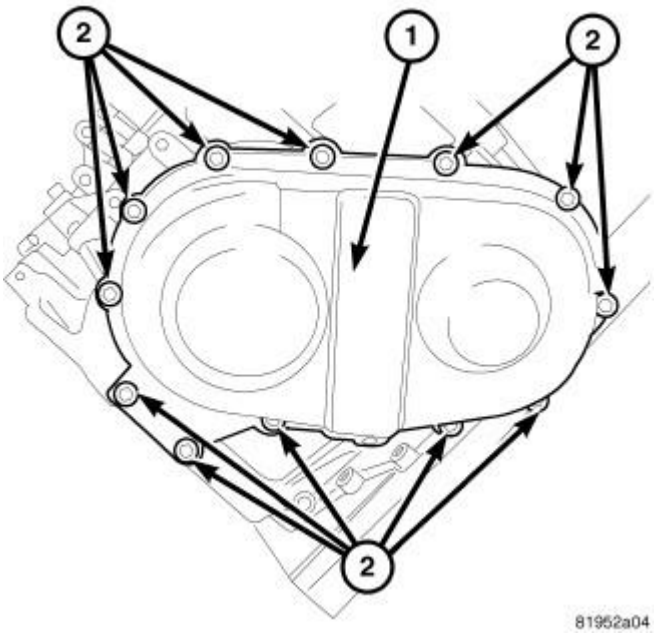


Fig. 176: Transfer Gear Cover
Courtesy of CHRYSLER LLC

93. Install the transfer gear cover (1), use a bead of MOPAR® ATF RTV (MS-GF41).
94. Install transfer gear cover-to-case bolts (2) and tighten to 12 N.m (105 in. lbs.).

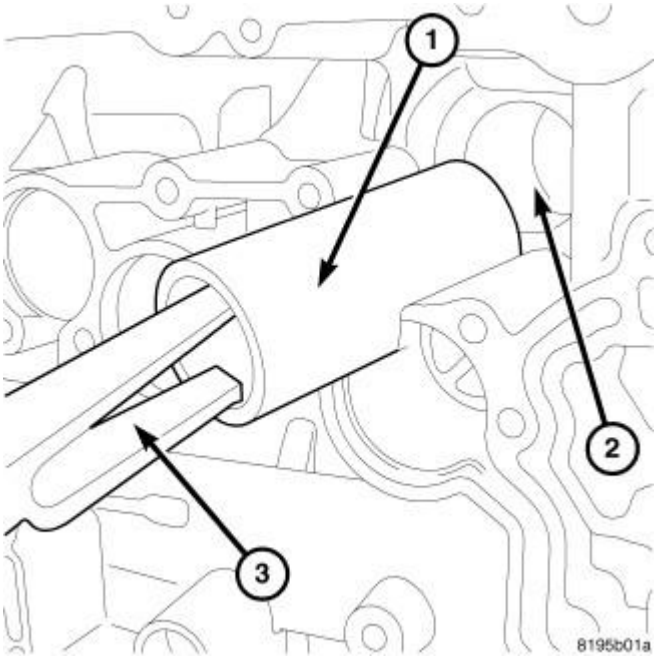


Fig. 177: Park Pawl Tube
Courtesy of CHRYSLER LLC

95. Install the park pawl tube (1) into case (2) making sure guide pin aligns with hole in case.

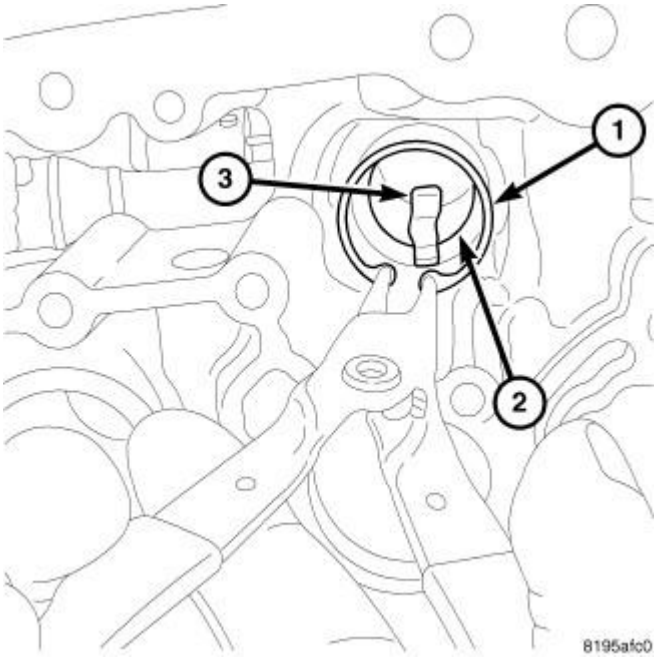


Fig. 178: Park Pawl Tube Snap Ring
Courtesy of CHRYSLER LLC

96. Install the snap ring (1) for the park pawl tube.

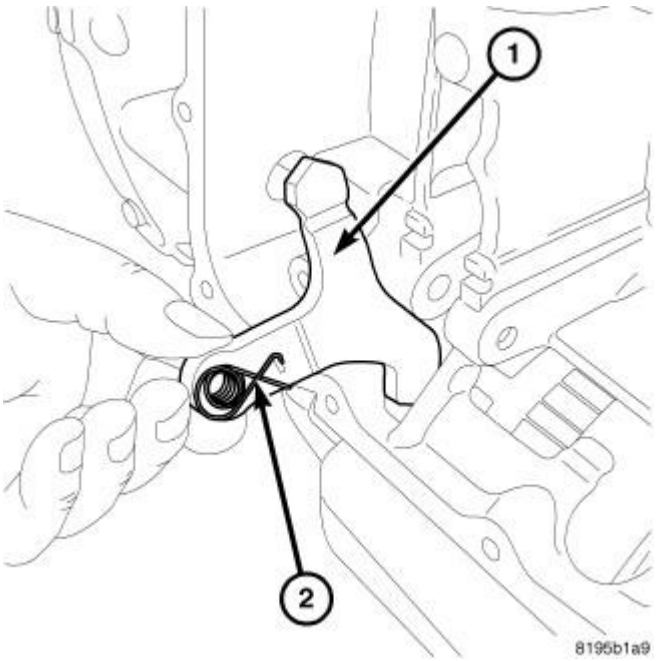


Fig. 179: Park Pawl
Courtesy of CHRYSLER LLC

97. Install the park pawl (1) and the park pawl spring (2).

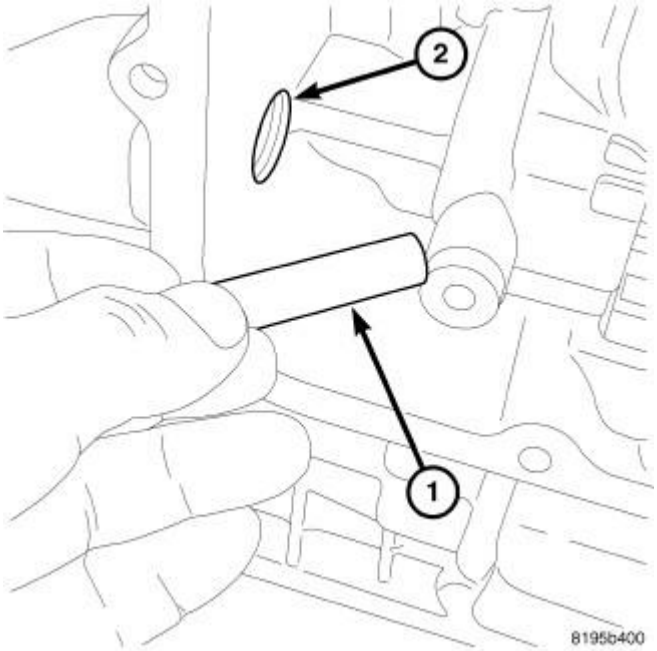


Fig. 180: Park Pawl Shaft
Courtesy of CHRYSLER LLC

98. Install the park pawl shaft (1).

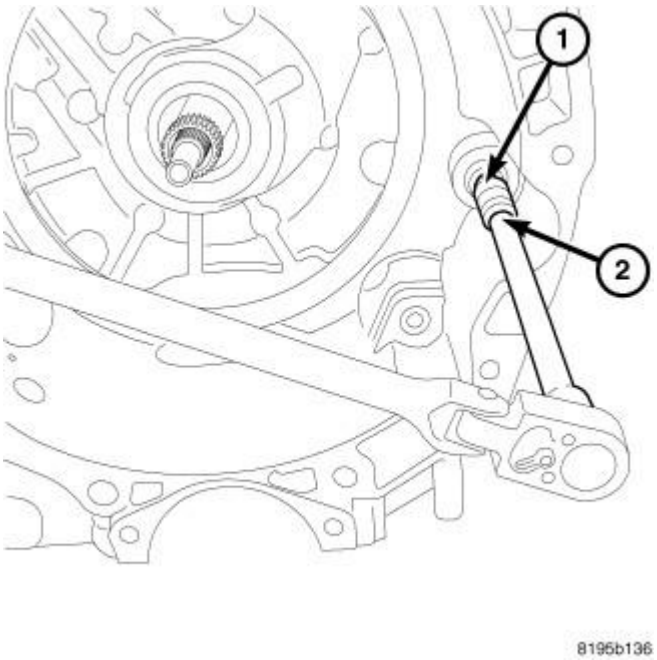


Fig. 181: Park Pawl Shaft Plug
Courtesy of CHRYSLER LLC

99. Install the park pawl shaft and park pawl pipe plug tighten to 27 N.m (20 ft. lbs.).

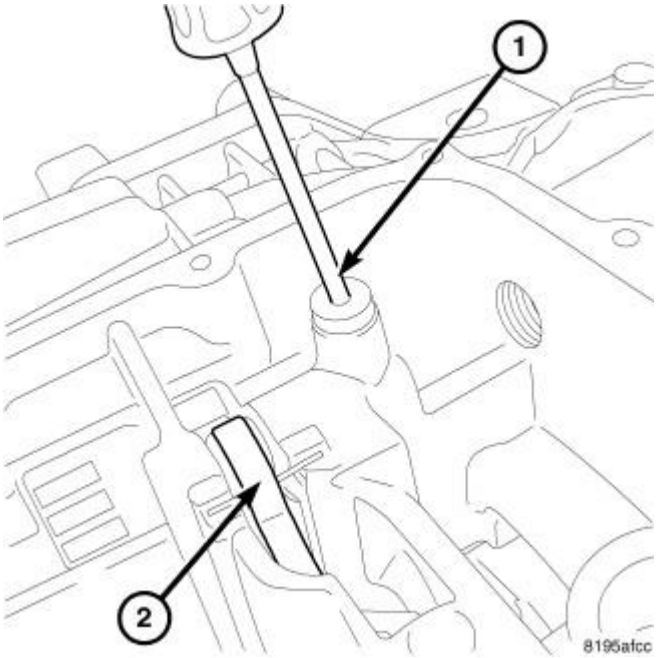


Fig. 182: Set Screw At Park Pawl Shaft
Courtesy of CHRYSLER LLC

100. Install the set screw (1) for the park pawl shaft and tighten to 1 N.m (10 in. lbs.).
101. Install the manual lever, TRS and seal. See **Transmission and Transfer Case/Automatic - 62TE/SENSOR, Transmission Range - Installation**.

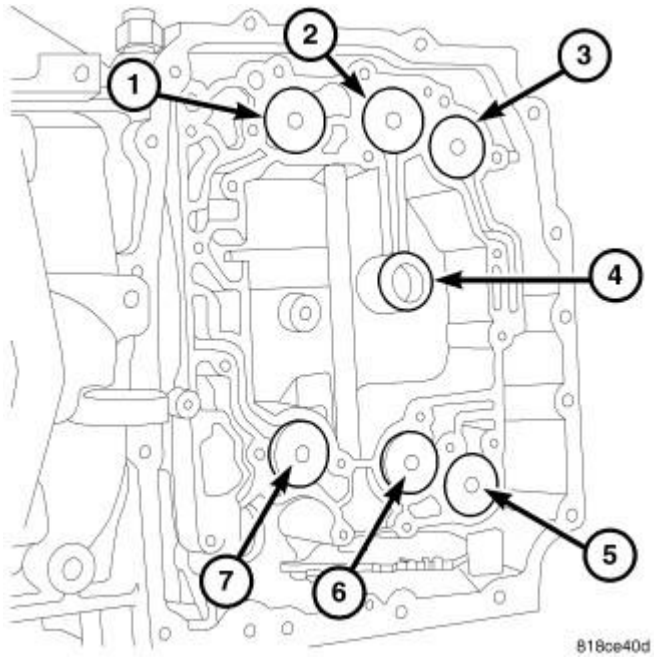


Fig. 183: Accumulators
Courtesy of CHRYSLER LLC

1 - UD ACCUMULATOR	5 - LC ACCUMULATOR
2 - 2/4 ACCUMULATOR	6 - DC ACCUMULATOR
3 - LR ACCUMULATOR	7 - OD ACCUMULATOR
4 - 2/4 CLUTCH OIL SUPPLY SEAL	-

102. Install all six accumulators (1, 2, 3, 5, 6 and 7) into case along with the accumulator return springs.
103. Install a **new** 2/4 clutch oil supply seal (4) into the case.

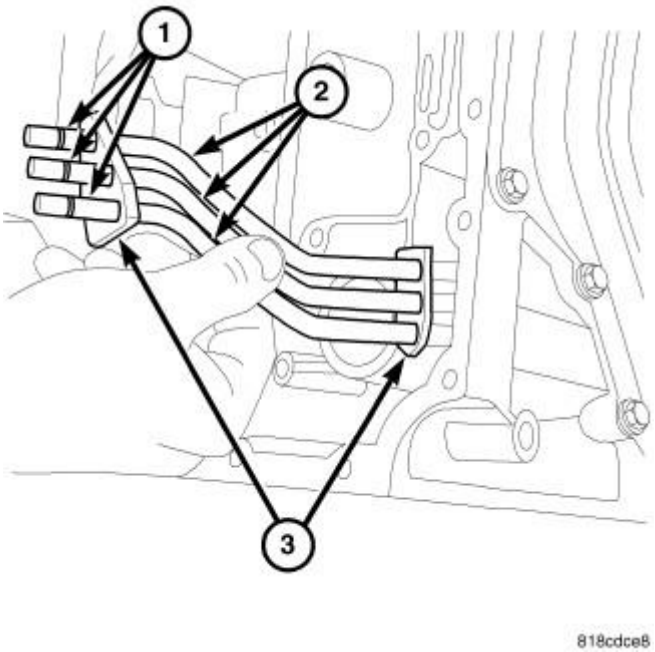


Fig. 184: Transfer Tube O-Rings
Courtesy of CHRYSLER LLC

NOTE: Install transmission oil on the oil transfer tubes O-rings.

104. Install the oil transfer tubes (2) into the case/compounder.

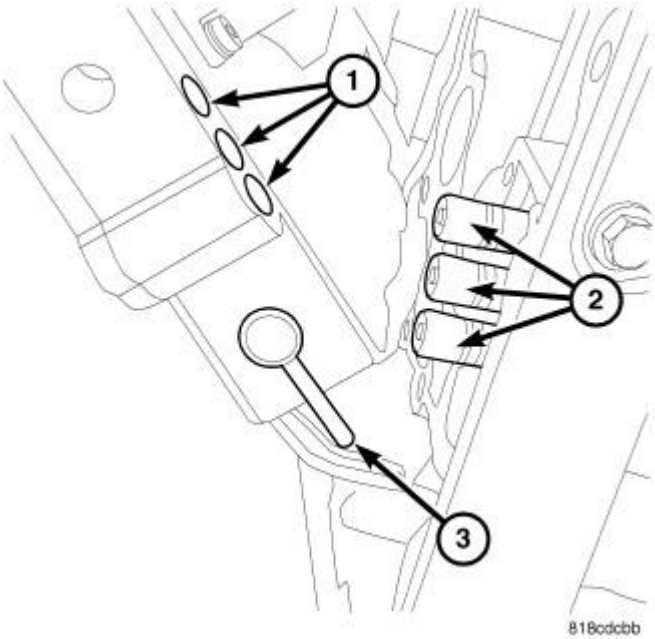


Fig. 185: Oil Transfer Tubes
Courtesy of CHRYSLER LLC

105. Install valve body (1) onto the oil transfer tubes and manual valve (3) at the rooster comb.

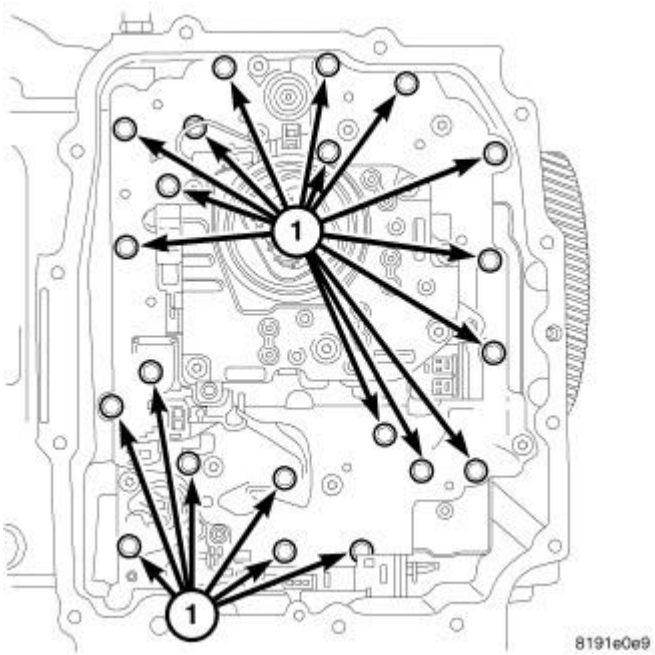


Fig. 186: Valve Body Bolts
Courtesy of CHRYSLER LLC

106. Install the valve body bolts (1) and tighten to 7 N.m (50 in. lbs.).

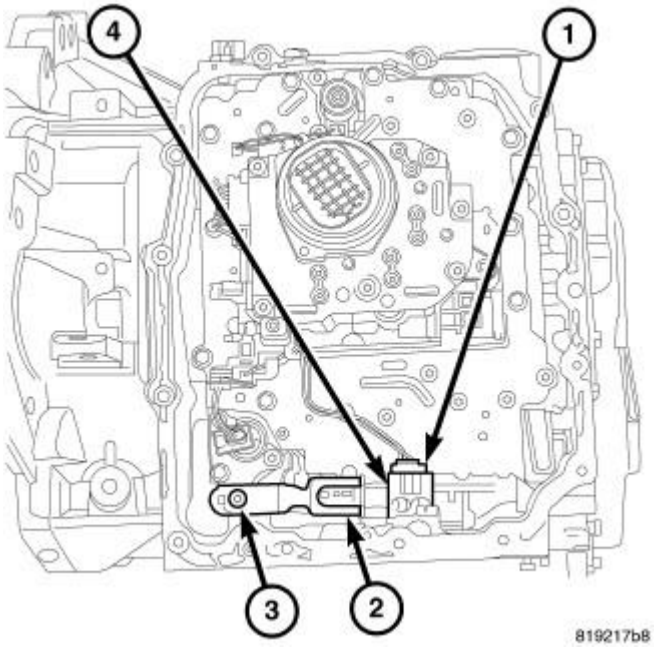


Fig. 187: Connector At Transmission
Courtesy of CHRYSLER LLC

107. Install the detent spring (2).
108. Install the bolt (3) holding the detent spring and tighten to 7 N.m (50 in. lbs.).
109. Install the electrical connector (1) at the range sensor (4).

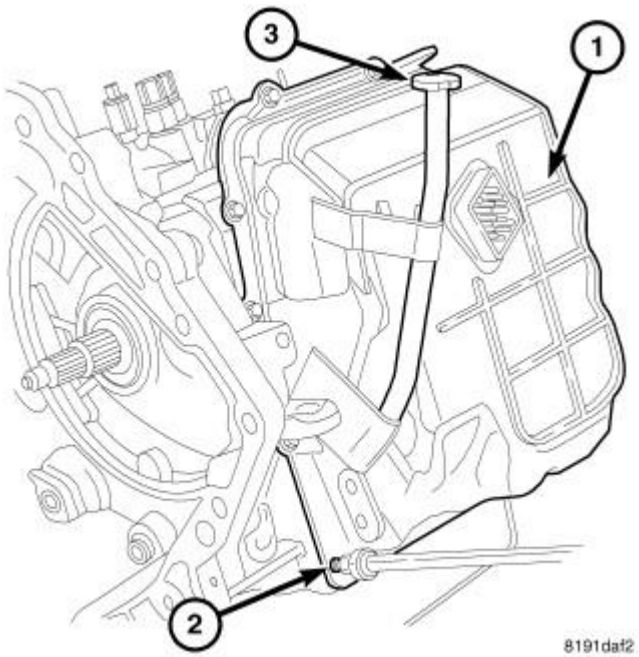


Fig. 188: Valve Body Pan
Courtesy of CHRYSLER LLC

110. Install the valve body oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
111. Install the valve body oil pan bolts and tighten to 6 N.m (53 in. lbs.).

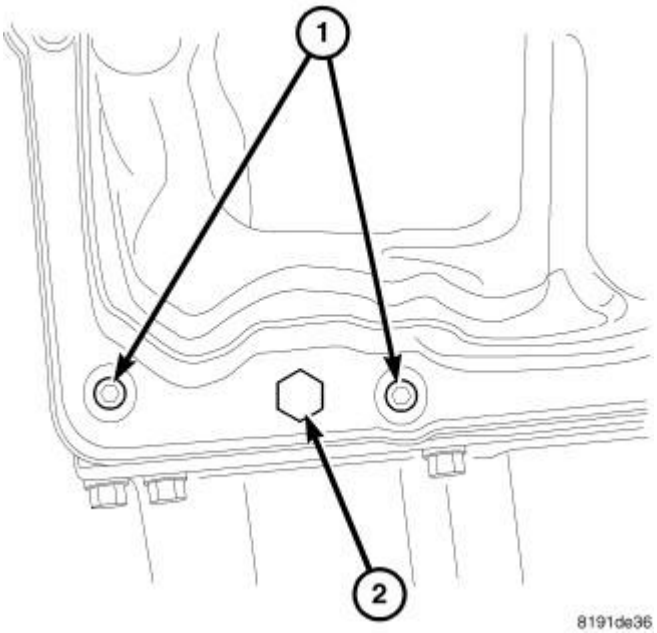


Fig. 189: Pressure Tap Plug
Courtesy of CHRYSLER LLC

112. Install the pressure tap plug (2) at valve body pan and tighten to 9 N.m (45 in. lbs.).

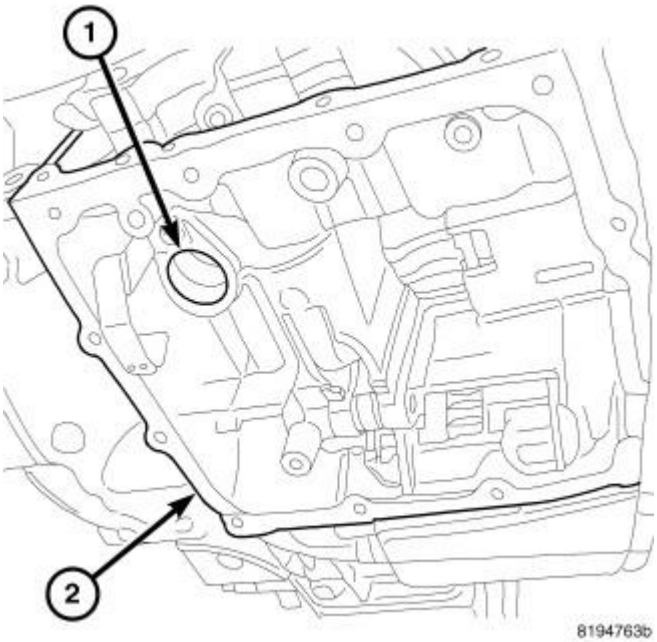


Fig. 190: Oil Filter Seal At Case
Courtesy of CHRYSLER LLC

113. Install the fluid filter seal (1) at the case.

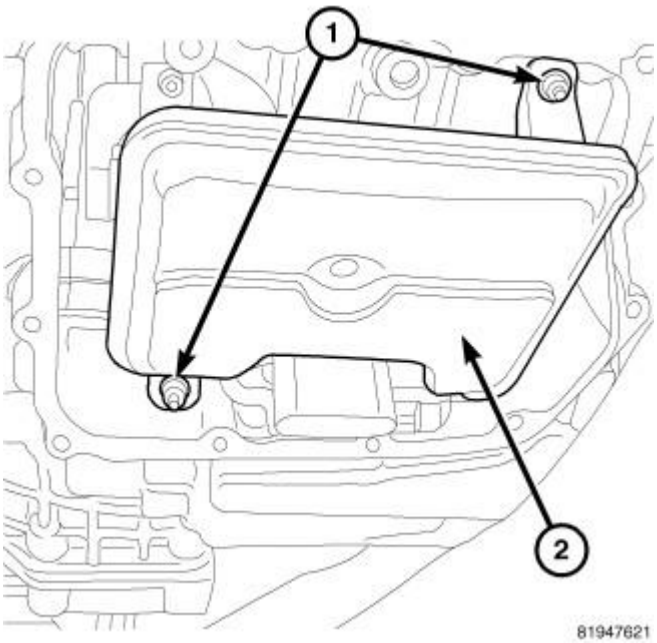


Fig. 191: Fluid Filter
Courtesy of CHRYSLER LLC

114. Install the fluid filter (2).
115. Install the fluid filter mounting nuts and tighten to 5 N.m (40 in. lbs.).

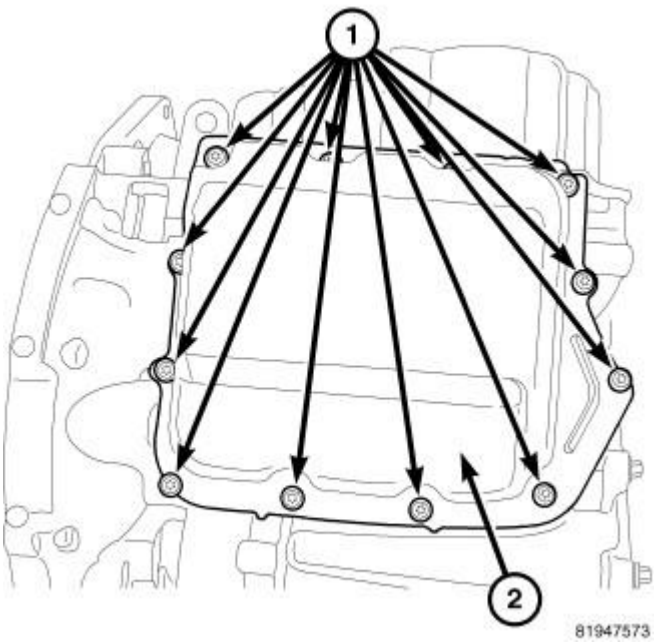


Fig. 192: Filter Oil Pan
Courtesy of CHRYSLER LLC

116. Install the fluid filter oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
117. Install the fluid filter oil pan bolts and tighten to 6 N.m (53 in. lbs.).

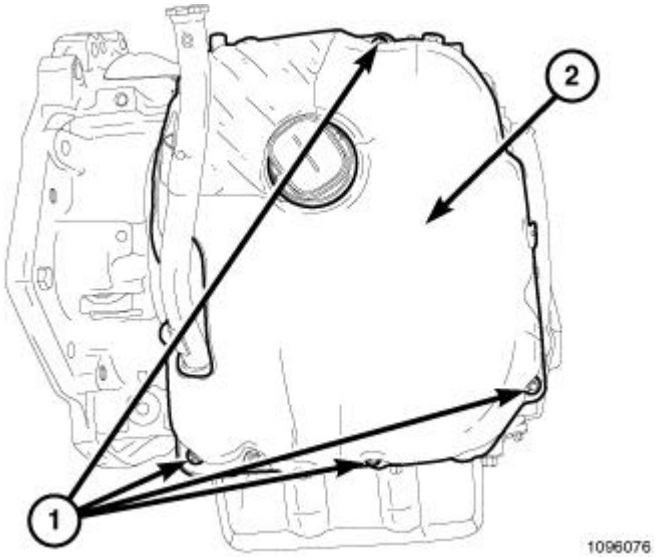


Fig. 193: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

118. If equipped install the Front Sound Dampener Cover (2) and the fasteners (1).

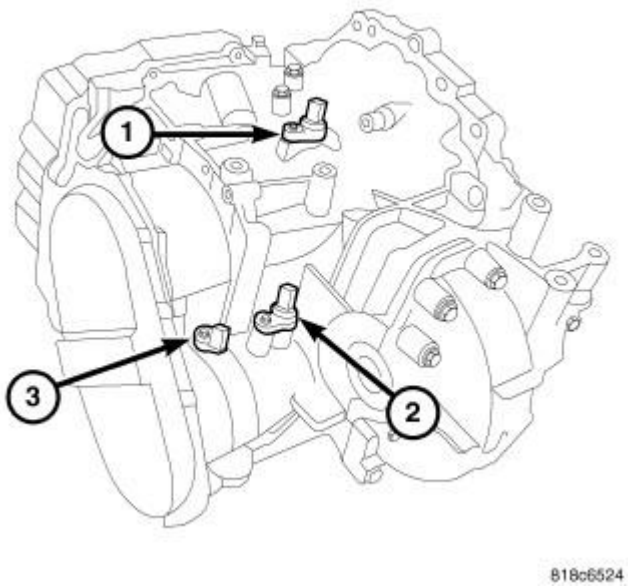


Fig. 194: Speed Sensors
Courtesy of CHRYSLER LLC

119. Install the speed sensors (1, 2 and 3) and tighten bolts to 12 N.m (105 in. lbs.).

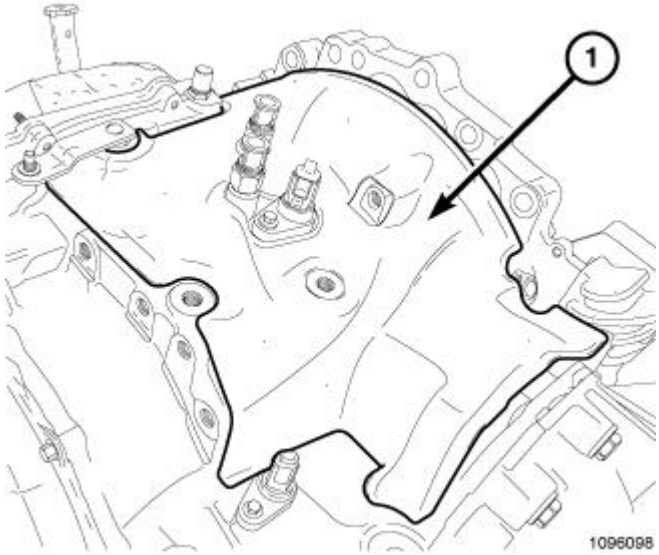


Fig. 195: Top Sound Dampener Cover
Courtesy of CHRYSLER LLC

120. If equipped, install the Top Sound Dampener Cover (1).

INSTALLATION

INSTALLATION

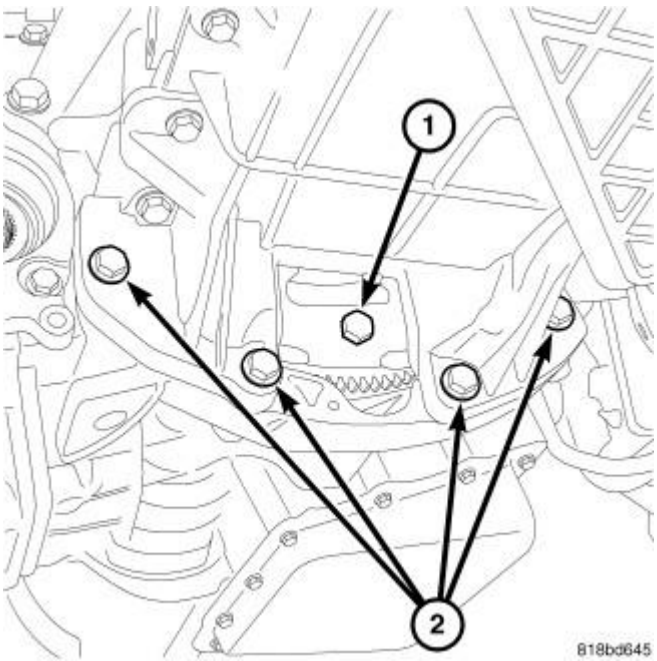


Fig. 196: Torque Converter Bolts
Courtesy of CHRYSLER LLC

1. Install transaxle into position.

NOTE: The two transaxle-to-engine bolts next to the inspection cover will have a exhaust bracket under them.

2. On 4.0L engines, install the transaxle-to-engine two outer lower bolts and torque to 60 N.m (44 ft. lbs.).
3. Install torque converter-to-driveplate bolts (1) and tighten to 88 N.m (65 ft. lbs.).

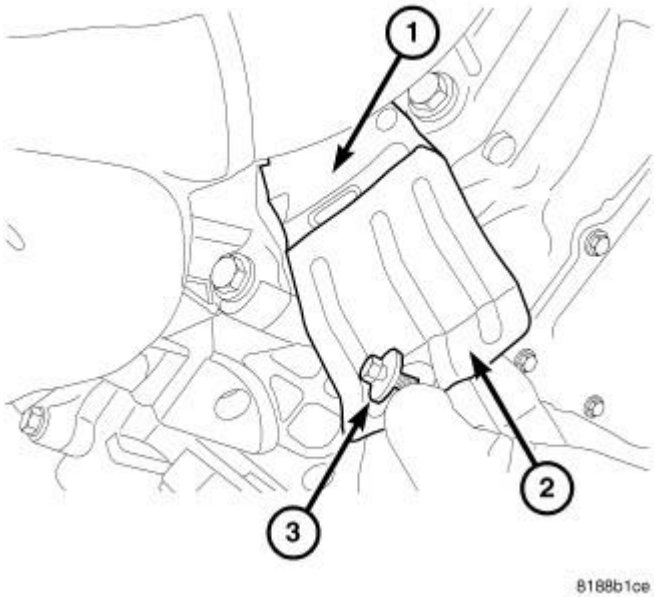


Fig. 197: Dust Shield
Courtesy of CHRYSLER LLC

4. Install torque converter dust shield and bolt tighten to 10 N.m (88 in. lbs.).

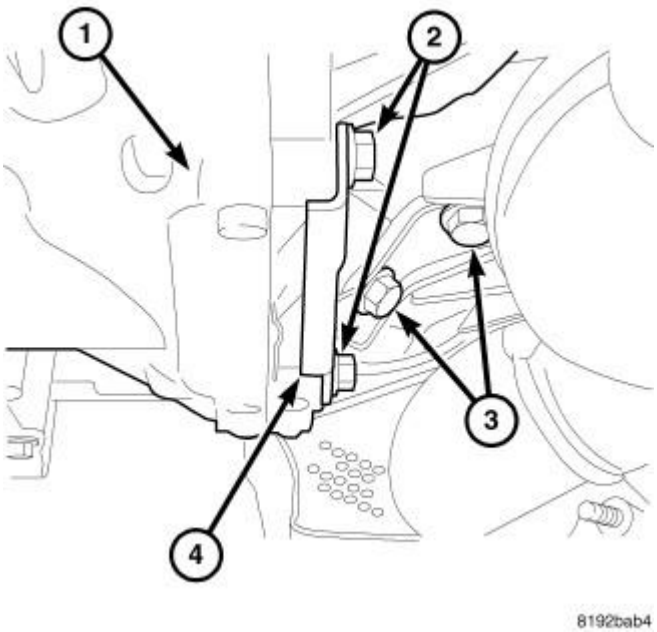


Fig. 198: Exhaust Bracket Bolts
Courtesy of CHRYSLER LLC

5. Install bolts (2) to stand off bracket (4) and tighten to 95 N.m (70 ft. lbs.).
6. Install the remaining transaxle-to-engine lower bolts and torque to 60 N.m (44 ft. lbs.).
7. Install the cross under exhaust pipe (If equipped). Refer to **Exhaust System/PIPE, Exhaust Crossunder - Installation** .
8. Install bolts (3) to exhaust bracket.

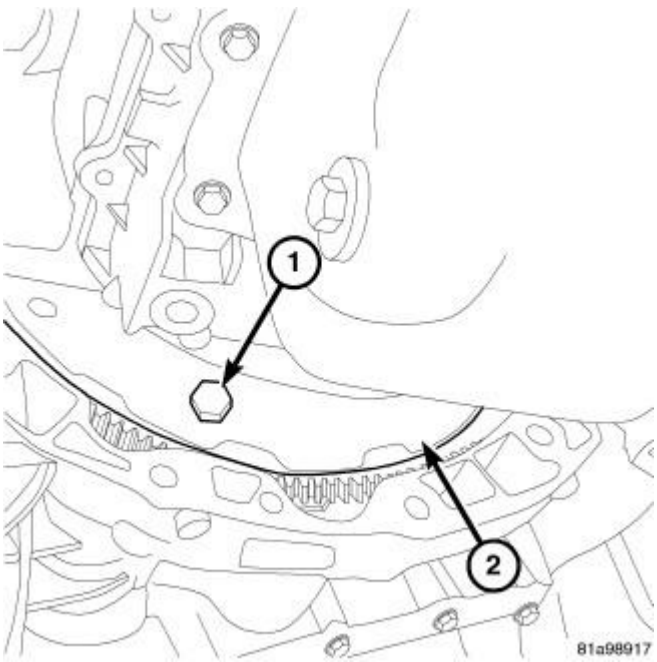


Fig. 199: Torque Converter Bolts
Courtesy of CHRYSLER LLC

9. On 3.8L engines Install transaxle into position
10. Install the two lower transaxle-to-engine bolts and torque to 60 N.m (44 ft. lbs.).
11. Install torque converter-to-driveplate bolts (1) and tighten to 88 N.m (65 ft. lbs.).

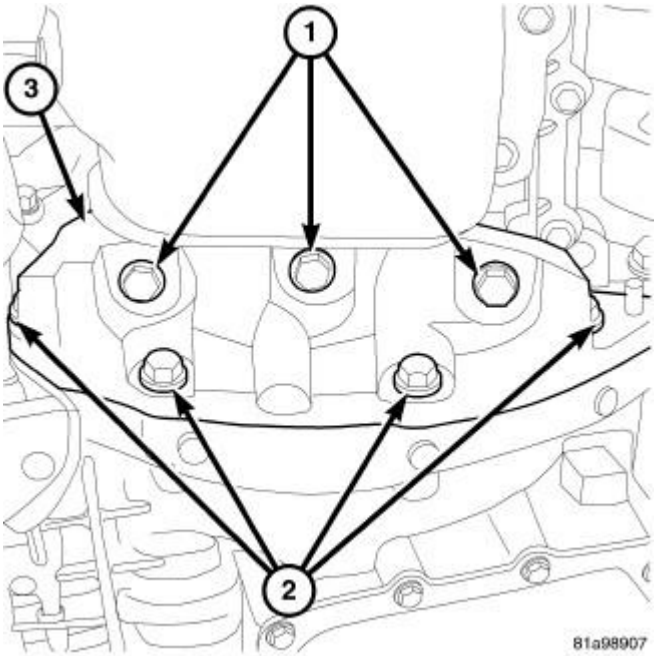


Fig. 200: Structural Collar
Courtesy of CHRYSLER LLC

12. Install the bolts holding structural collar to the oil pan (1) and transmission (2) tighten to 75 N.m (55 ft. lbs.). Refer to **Engine/Engine Block/COVER, Structural Dust - Installation** .

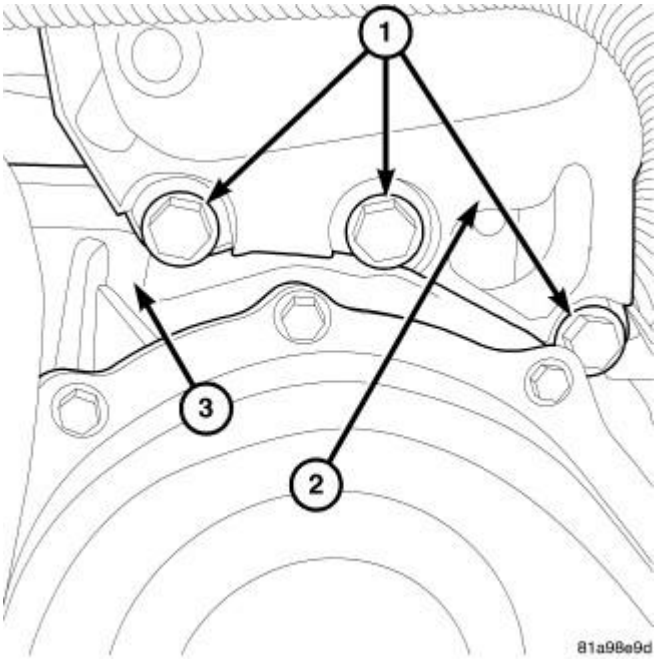


Fig. 201: Left Side Transaxle Mount Bracket & Bolts
Courtesy of CHRYSLER LLC

13. Install the left side transaxle mount bracket and bolts tighten to 75 N.m (55 ft. lbs.).
14. Lift transaxle into place.

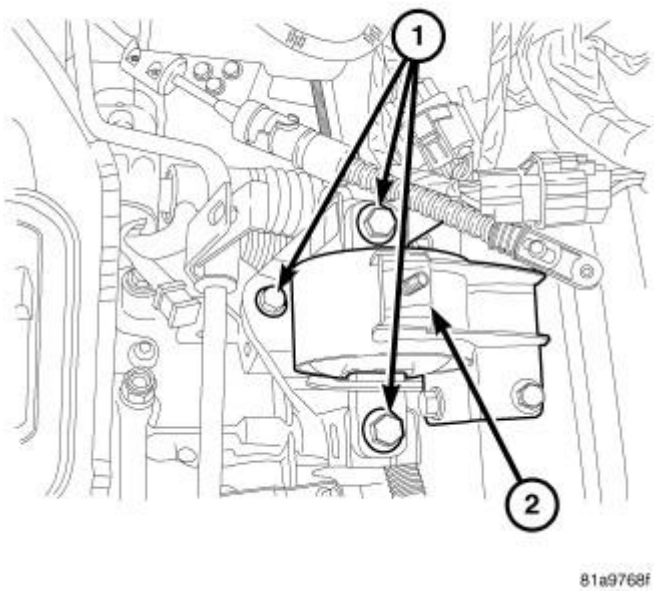


Fig. 202: Left Motor Mount Bolts
Courtesy of CHRYSLER LLC

15. Install left motor mount bolts (1) and tighten to 100 N.m (74 ft. lbs.)

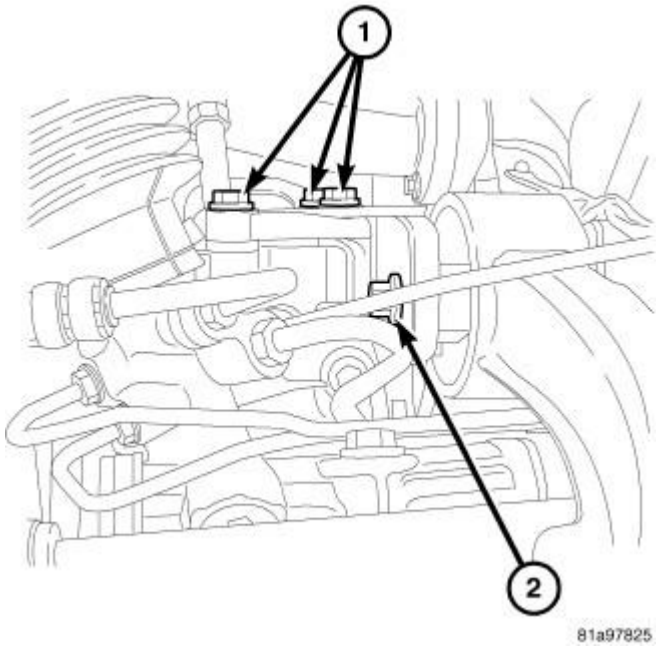


Fig. 203: Rear Mount & Bolts
Courtesy of CHRYSLER LLC

16. Install the rear mount and bolts, tighten to 100 N.m (74 ft. lbs.).

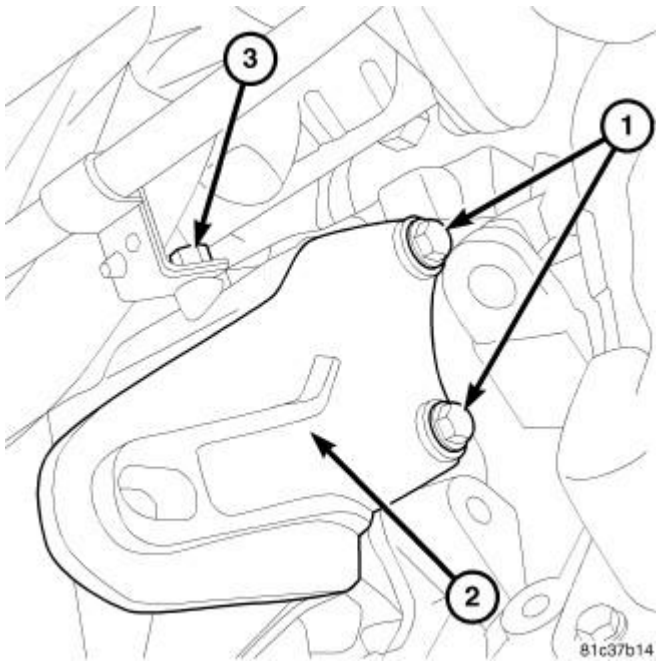


Fig. 204: Front Mount Bracket Bolts
Courtesy of CHRYSLER LLC

17. Install the starter motor along with the front mount bracket.
18. Install the front mount bracket bolts (1) and tighten to 100 N.m (74 ft. lbs.).

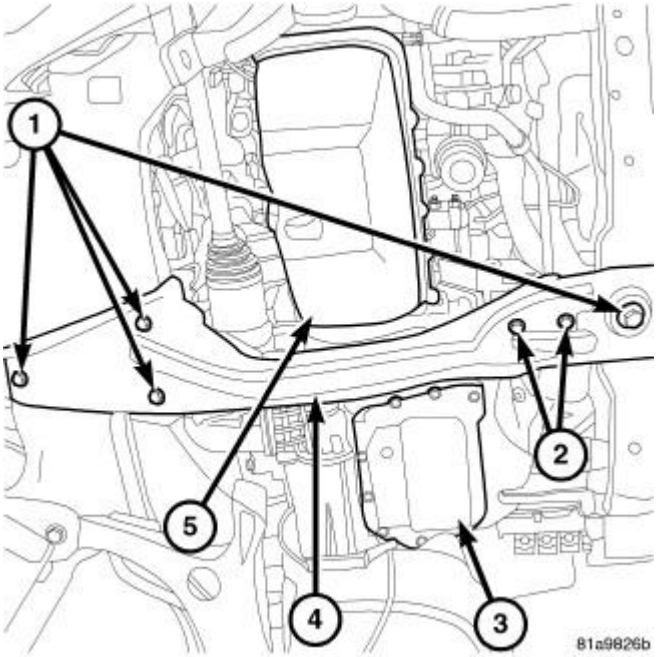


Fig. 205: Transmission Crossmember
Courtesy of CHRYSLER LLC

19. Install the transmission crossmember and tighten to 50 N.m (37 ft. lbs.).

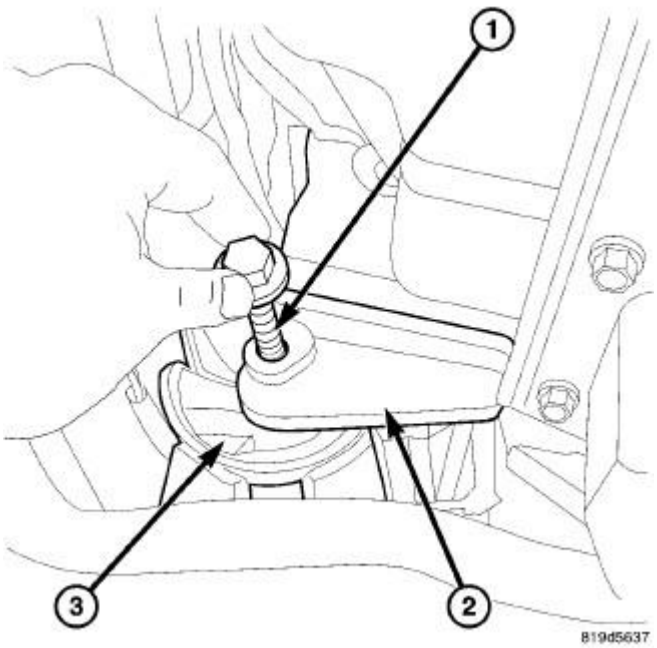


Fig. 206: Crossmember Through Bolt
Courtesy of CHRYSLER LLC

20. Install front mount through bolt and tighten to 50 N.m (37 ft. lbs.)

21. the front and both side splash shields (if equipped). Refer to **Body/Exterior/SHIELD, Splash - Installation**

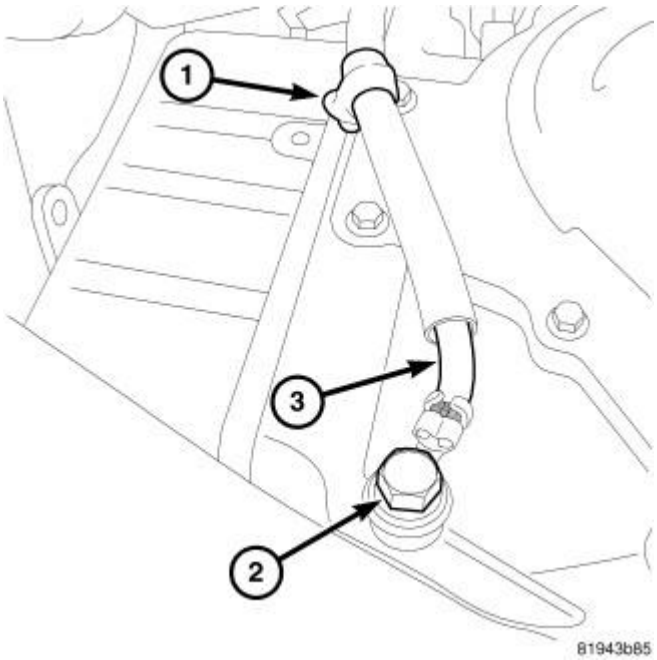


Fig. 207: Ground Cable
Courtesy of CHRYSLER LLC

22. Install the ground cable bolt and tighten to 54 N.m (40 ft. lbs.).
23. Install halfshaft assemblies. Refer to **Differential and Driveline/Half Shaft - Installation** .

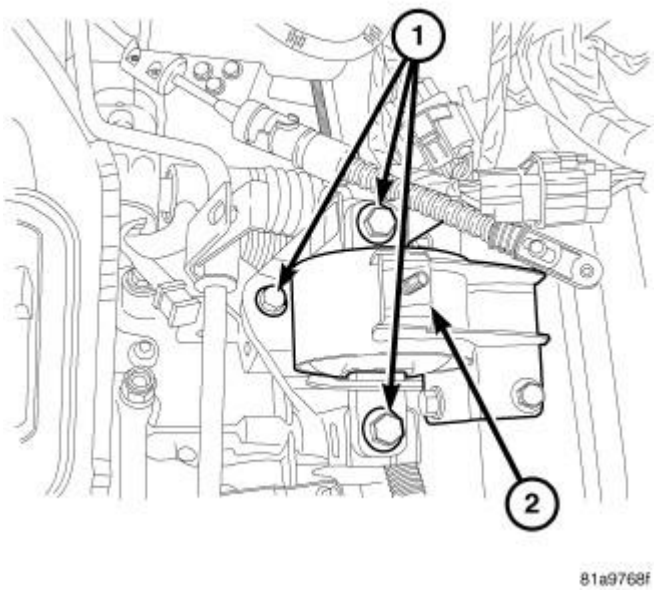


Fig. 208: Left Side Mount Bolts

Courtesy of CHRYSLER LLC

24. Lower the vehicle.
25. Install the left side mount bolts along with the heater tube bracket and tighten to 100 N.m (74 ft. lbs.).

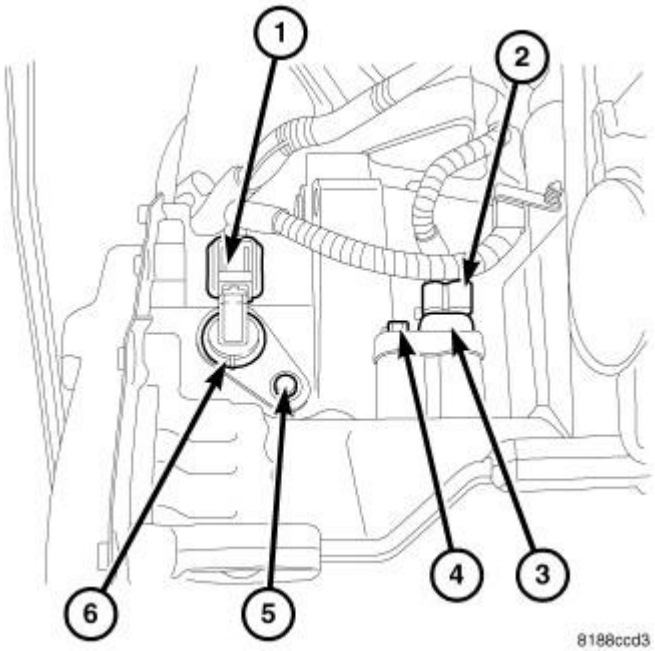


Fig. 209: Output Speed Sensors
Courtesy of CHRYSLER LLC

26. Connect input speed sensor connector.
27. Connect both output speed sensor connectors (1, 2).

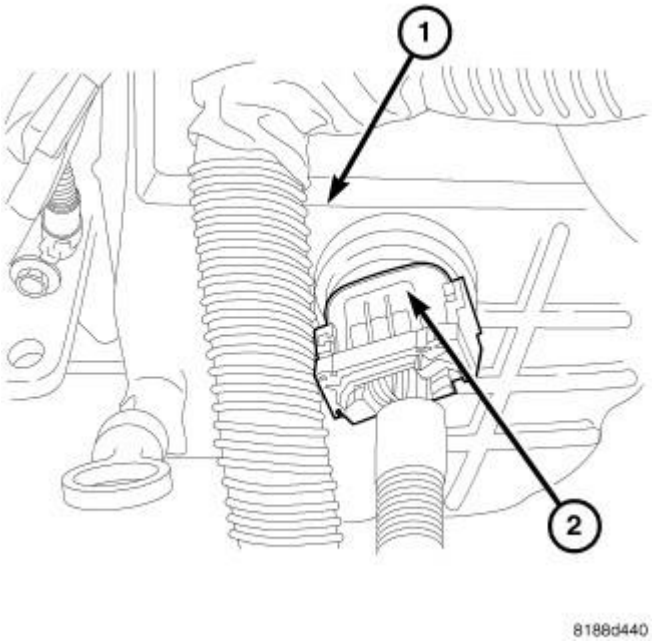


Fig. 210: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

28. Connect solenoid/pressure switch assembly connector (2).

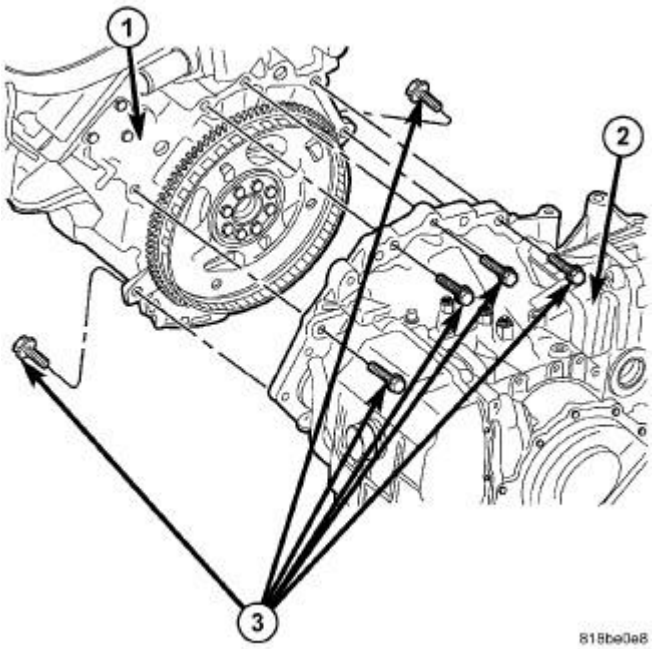


Fig. 211: Upper Transmission Bolts
Courtesy of CHRYSLER LLC

29. Install the transaxle-to-engine upper bolts and tighten to 95 N.m (70 ft. lbs.).

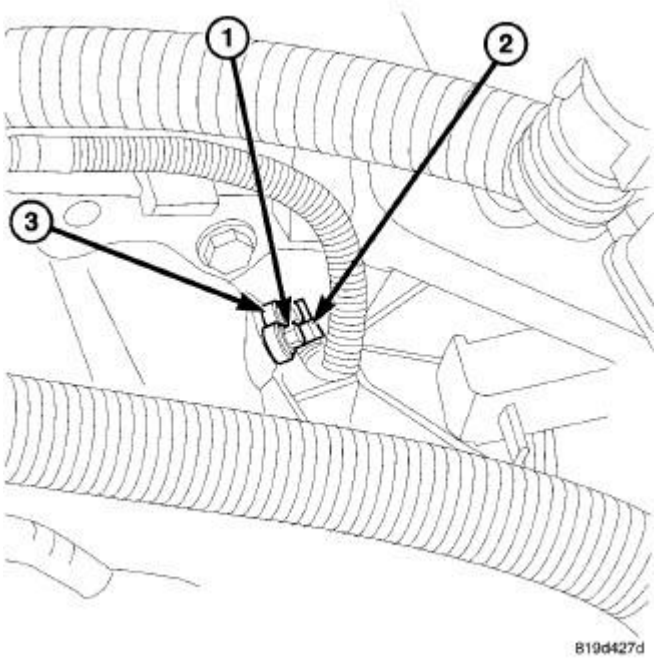


Fig. 212: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

30. Install and connect crankshaft position sensor (1) and tighten to 12 N.m (105 in. lbs.).

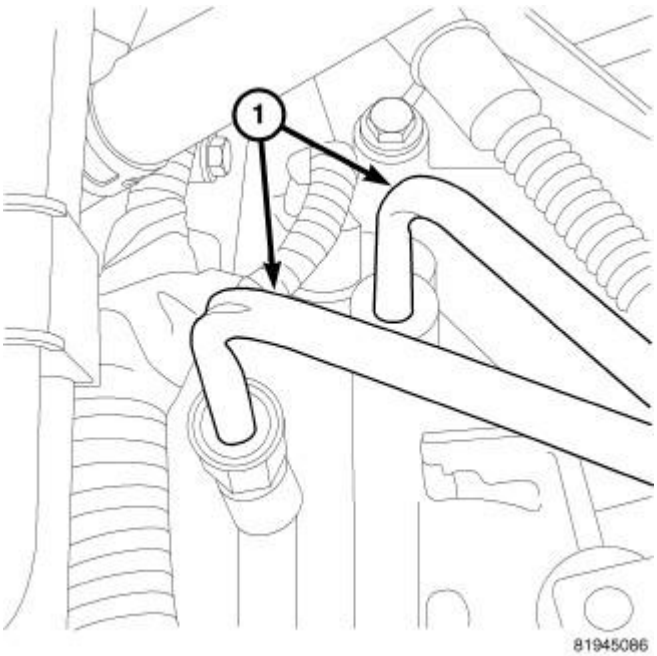


Fig. 213: Cooler Lines At Transaxle
Courtesy of CHRYSLER LLC

31. Connect oil cooler lines to transaxle. An audible 'click' should be heard. Verify connection by pulling

outward.

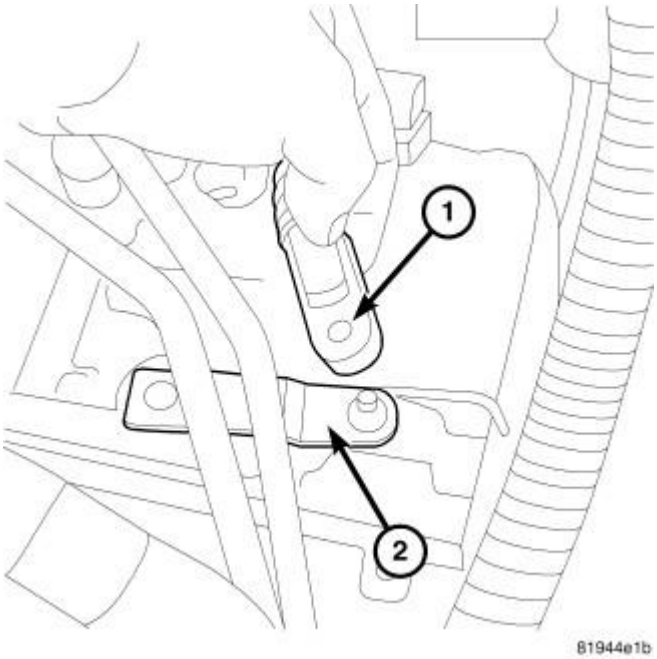


Fig. 214: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

32. Connect gearshift cable to the bracket.
33. Connect gearshift cable to transaxle manual valve lever. Verify adjustment.

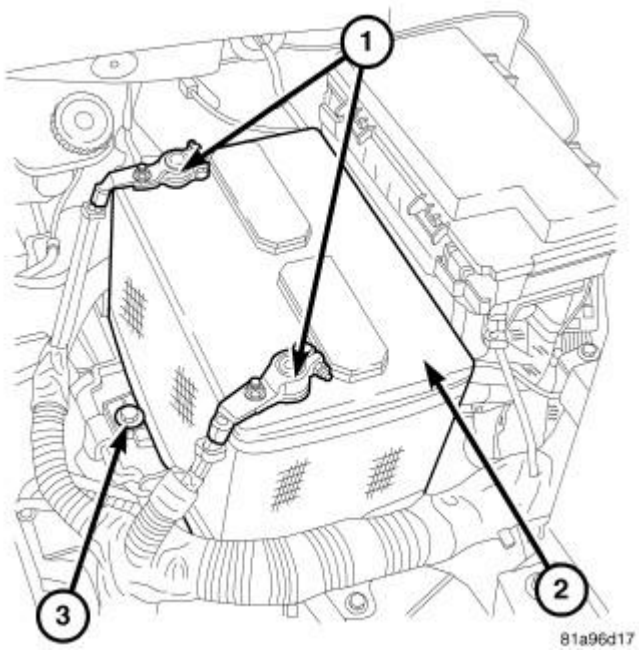


Fig. 215: Battery
Courtesy of CHRYSLER LLC

34. Install the battery tray.
35. Install the tie straps holding harness and ground cable to the battery tray.
36. Install the battery (2) and battery hold down bolt (3).
37. Connect battery cables.
38. Fill transaxle. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.

SCHEMATICS AND DIAGRAMS

SCHEMATICS AND DIAGRAMS

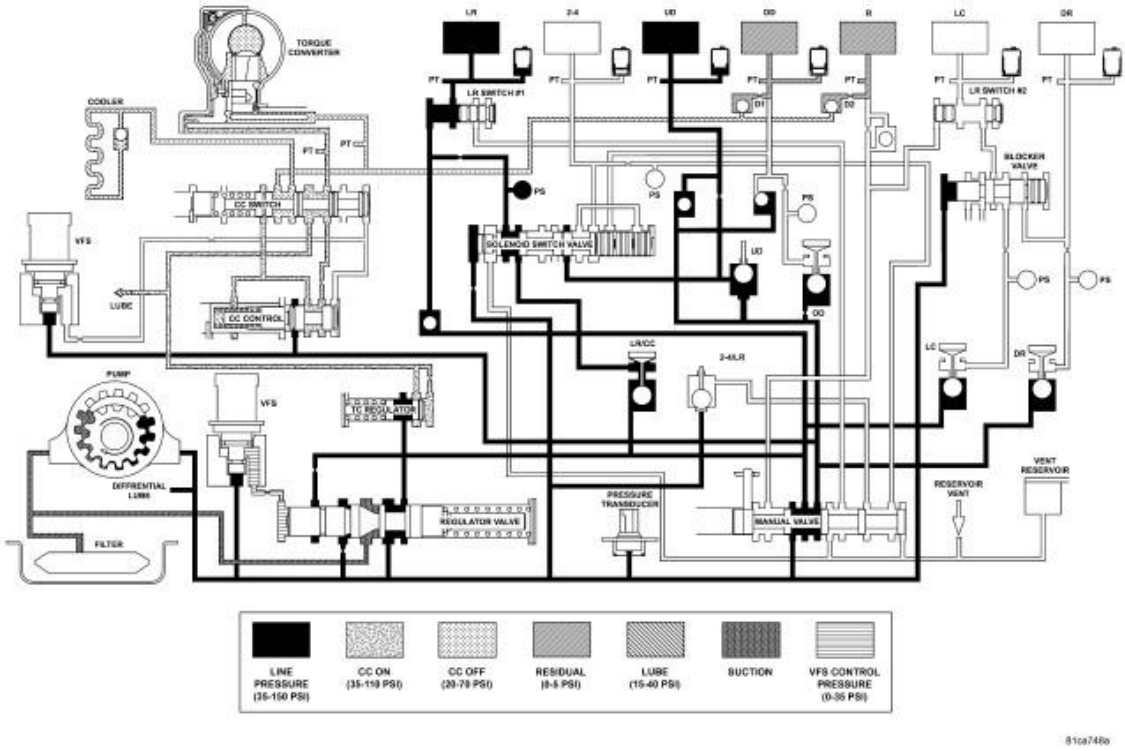


Fig. 216: Drive First
Courtesy of CHRYSLER LLC

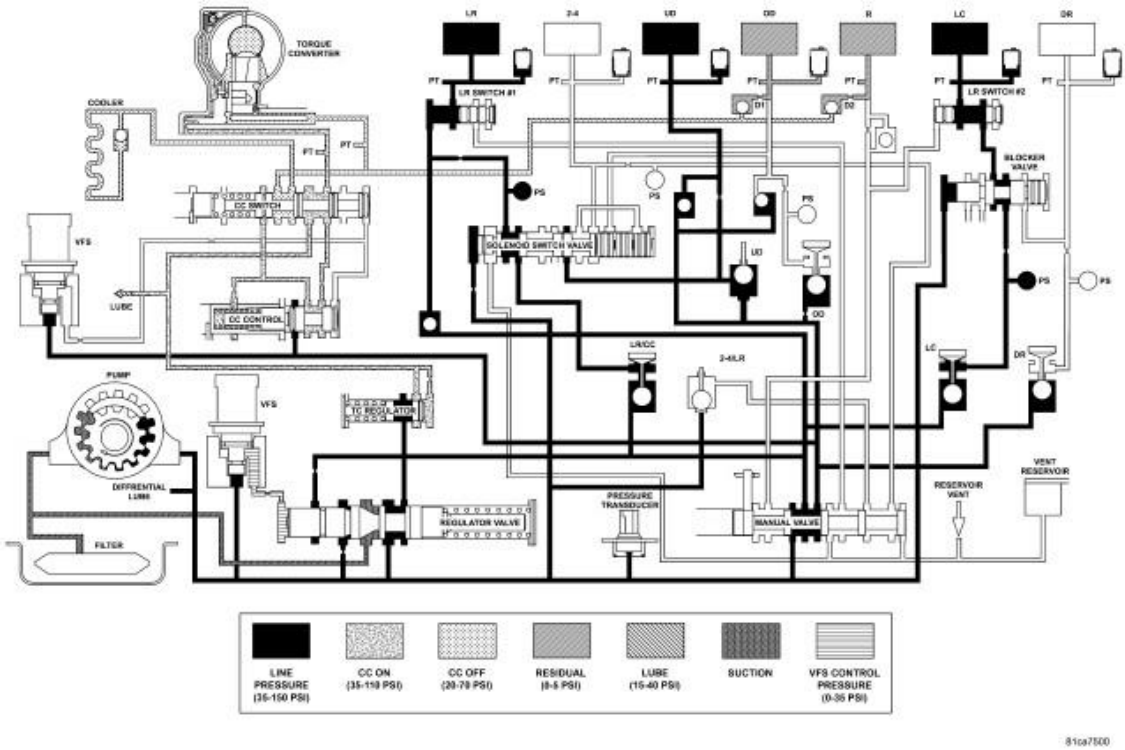


Fig. 217: Drive First Coast
Courtesy of CHRYSLER LLC

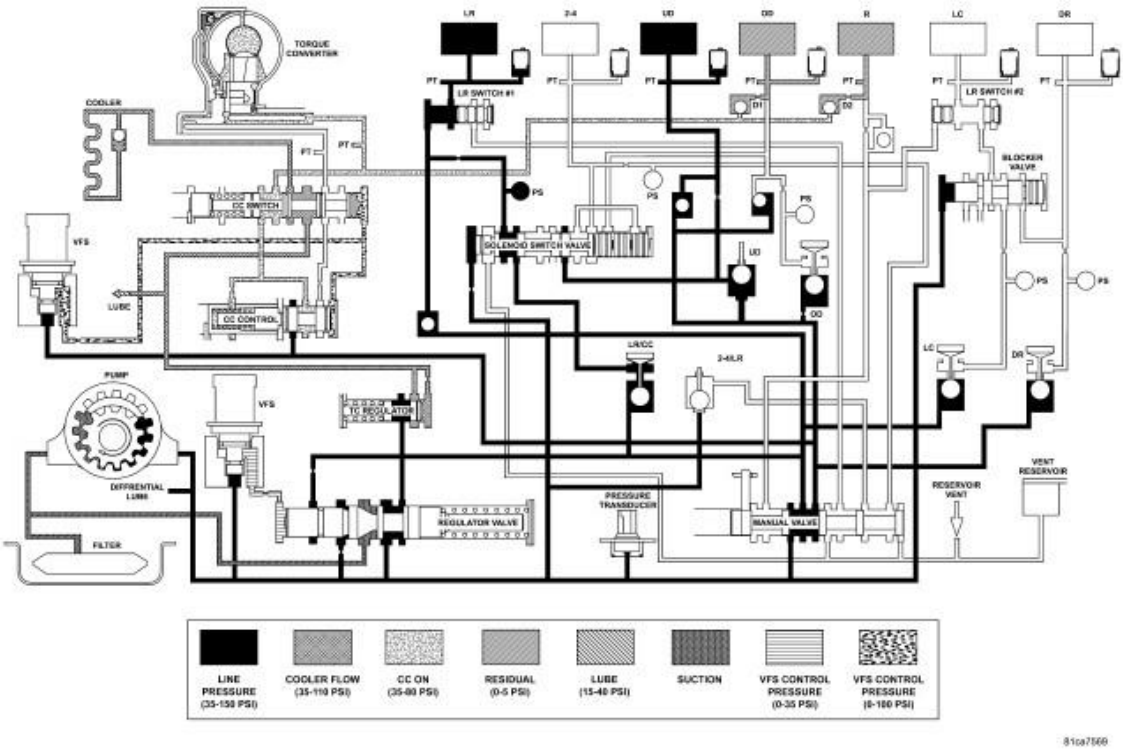


Fig. 218: Drive First EMCC
Courtesy of CHRYSLER LLC

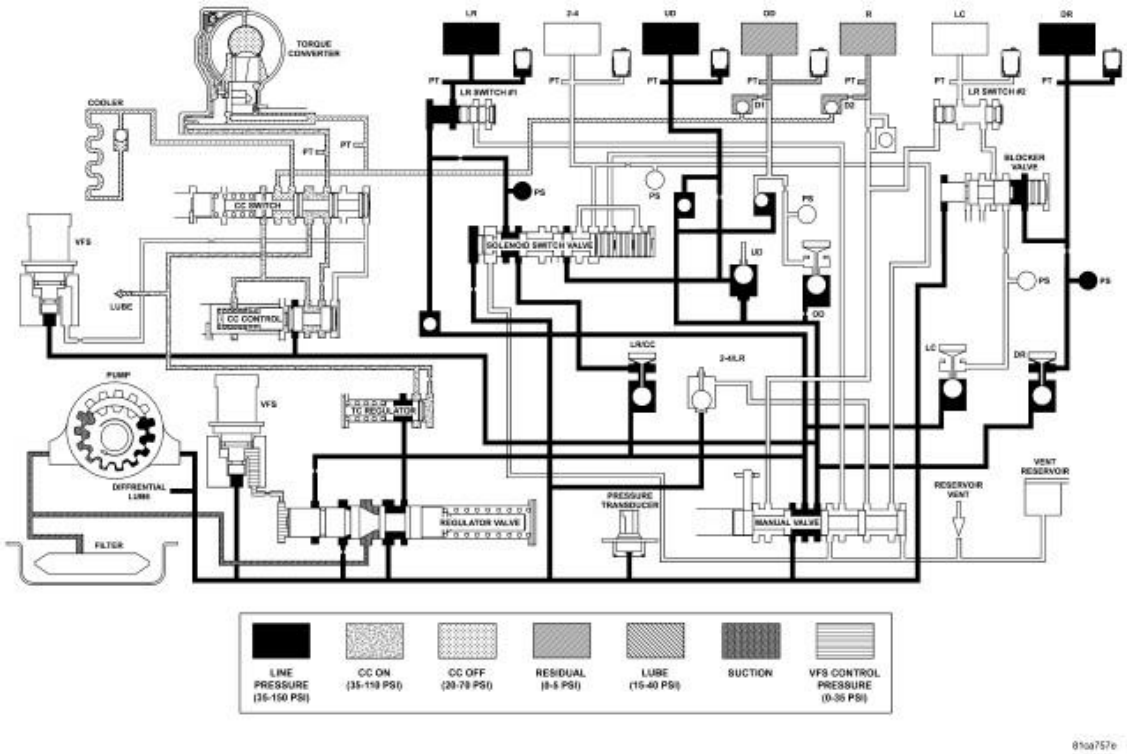


Fig. 219: Drive Second
Courtesy of CHRYSLER LLC

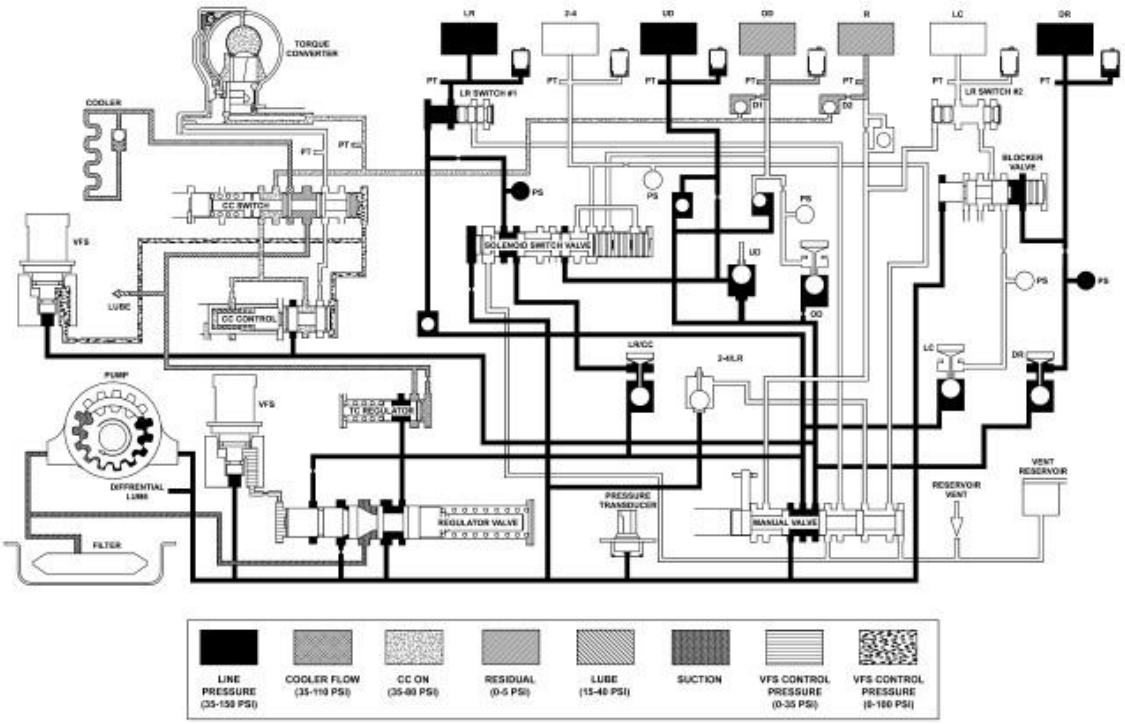


Fig. 220: Drive Second EMCC
Courtesy of CHRYSLER LLC

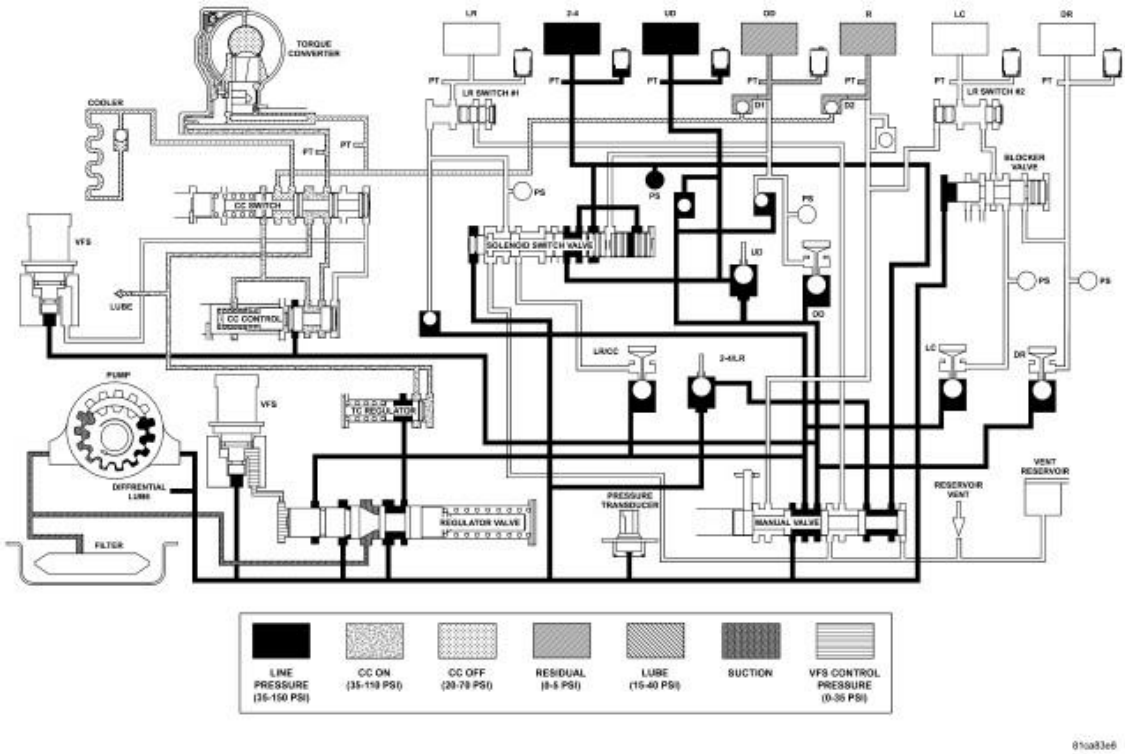


Fig. 221: Drive Third
Courtesy of CHRYSLER LLC

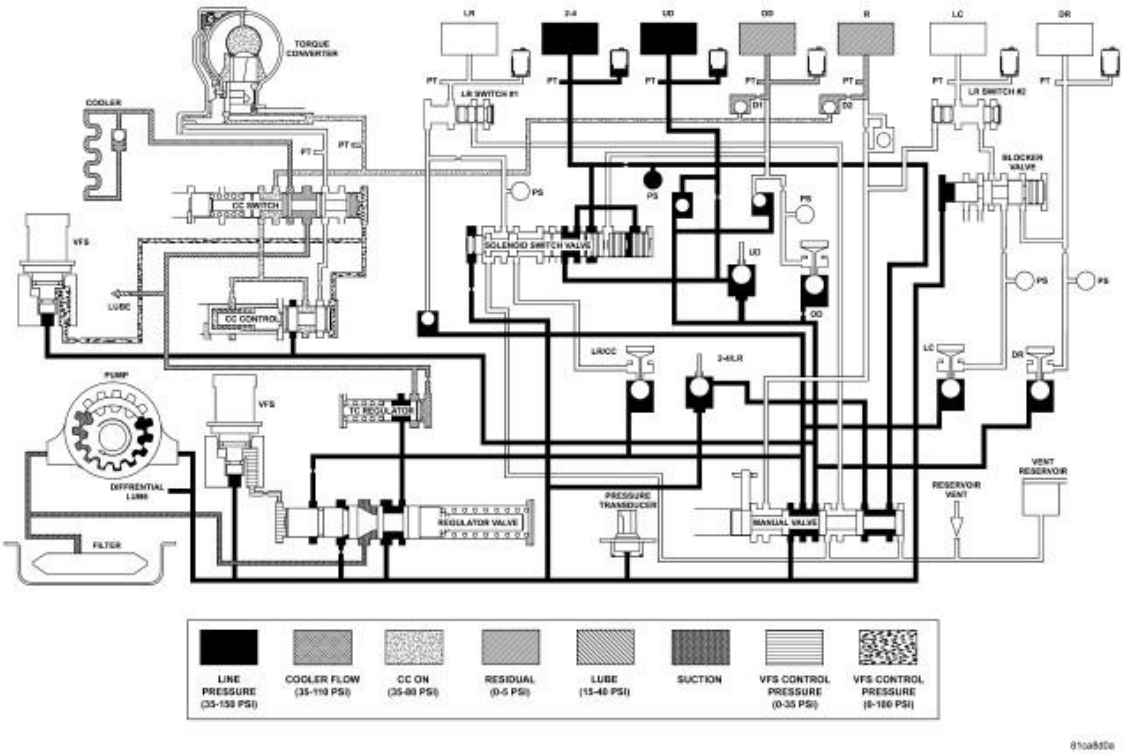


Fig. 222: Drive Third EMCC
Courtesy of CHRYSLER LLC

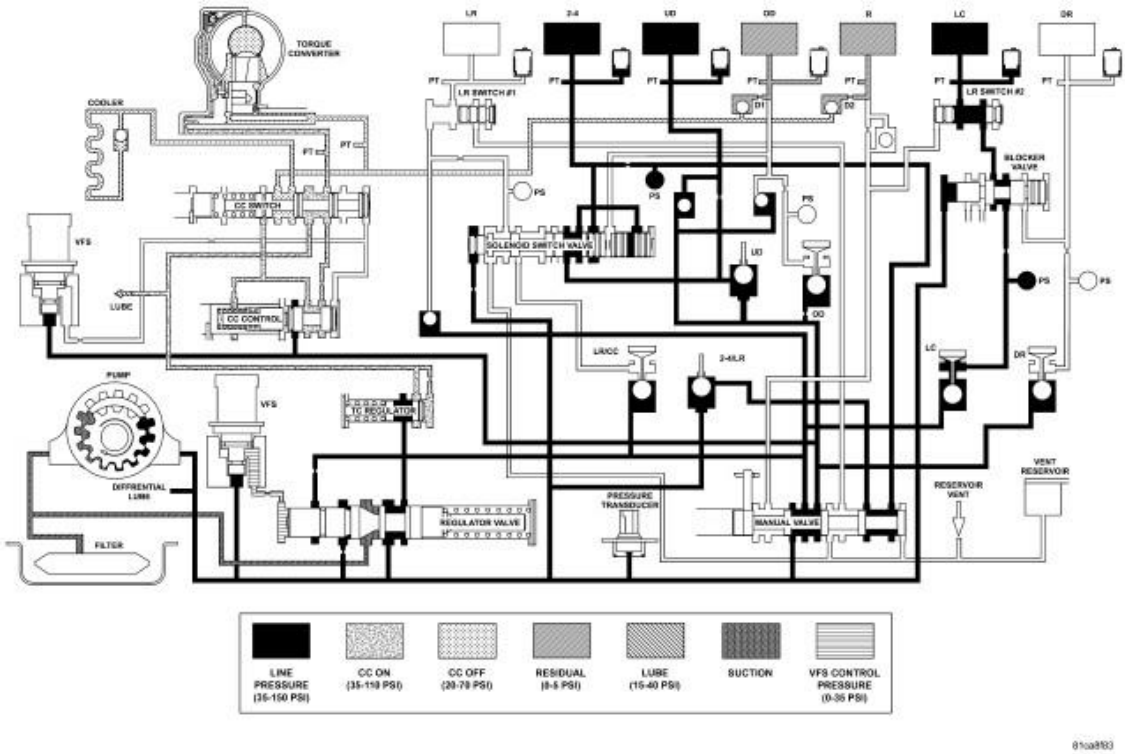


Fig. 223: Drive Third Coast
Courtesy of CHRYSLER LLC

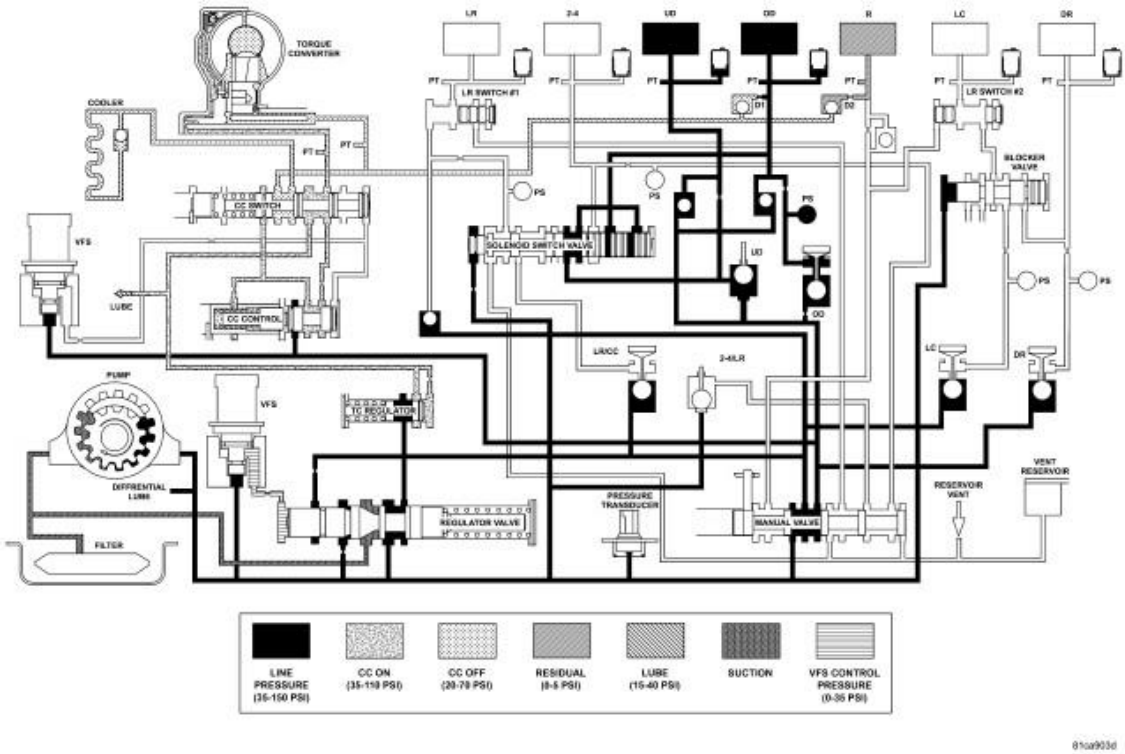


Fig. 224: Drive Fourth
Courtesy of CHRYSLER LLC

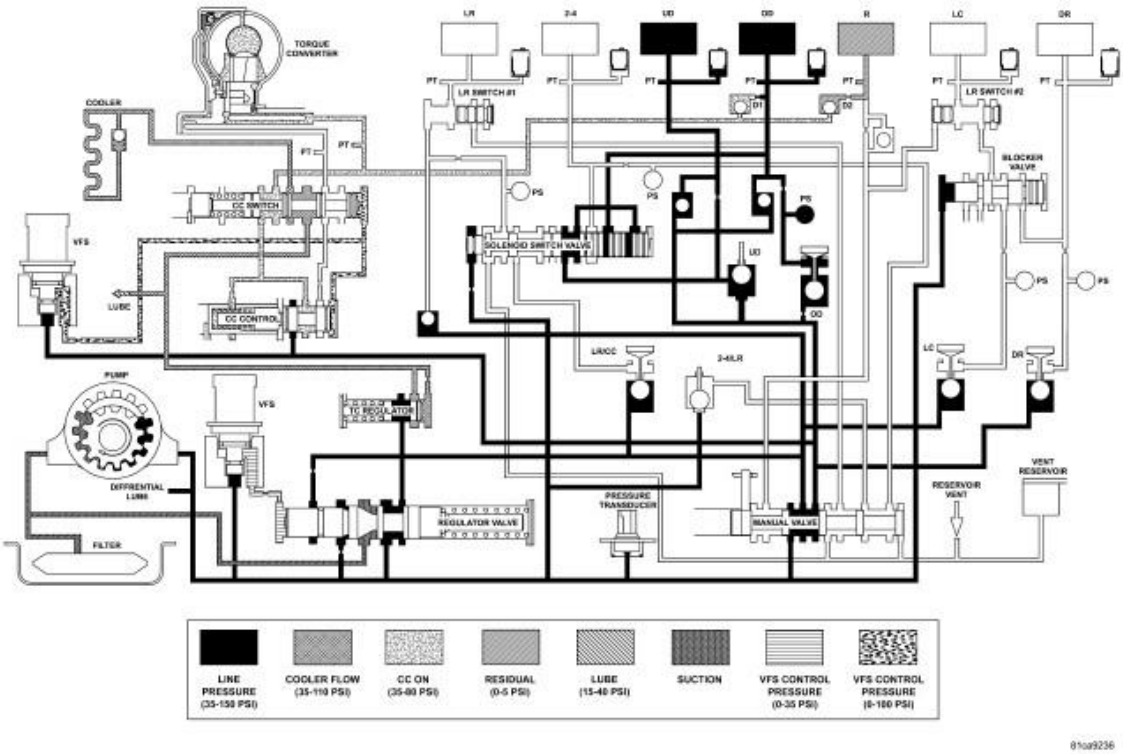


Fig. 225: Drive Fourth EMCC
Courtesy of CHRYSLER LLC

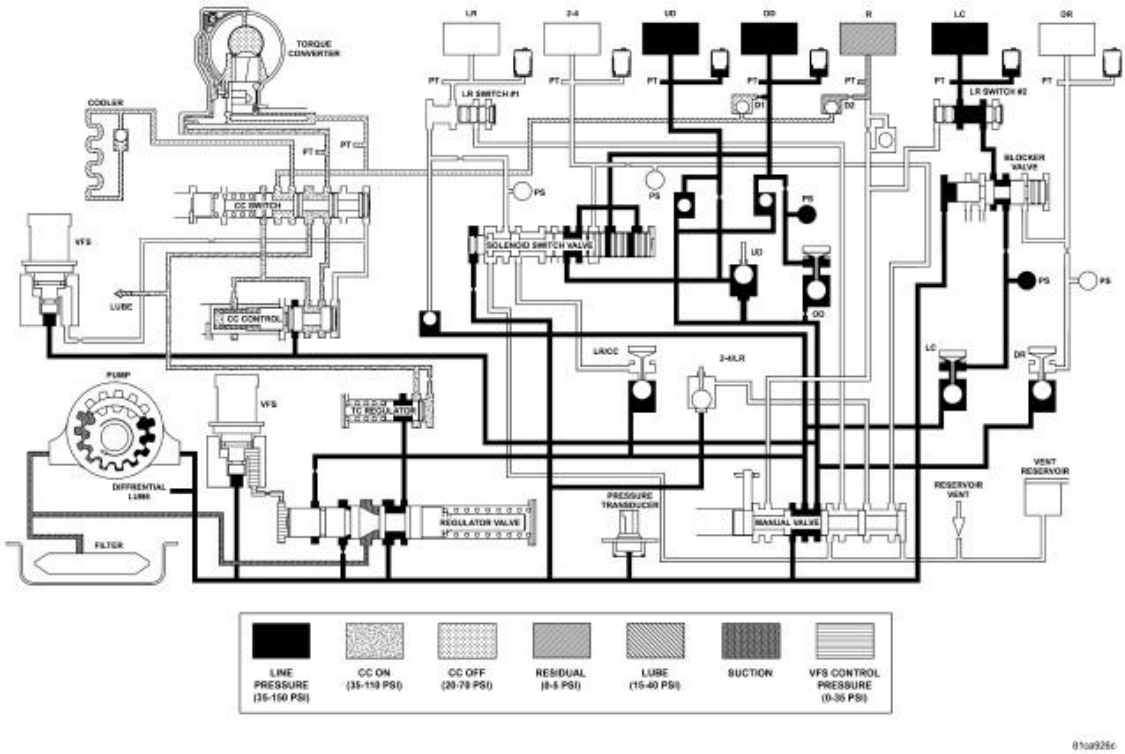


Fig. 226: Fourth Coast
Courtesy of CHRYSLER LLC

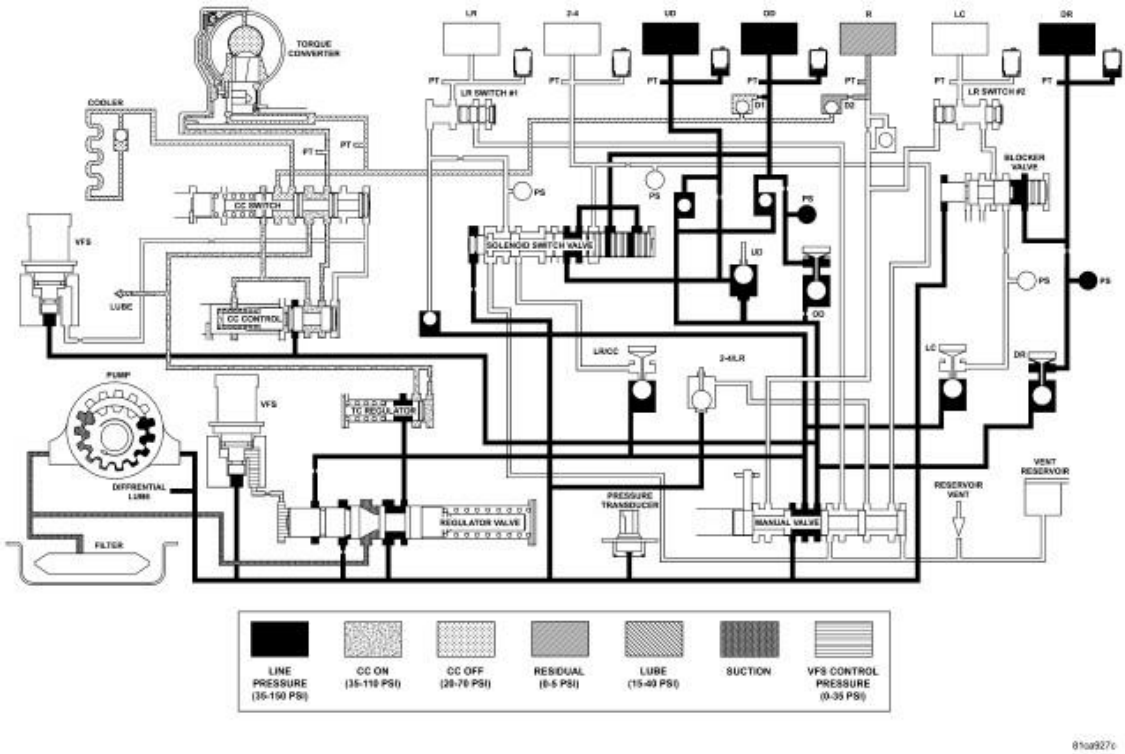


Fig. 227: Drive Fifth
Courtesy of CHRYSLER LLC

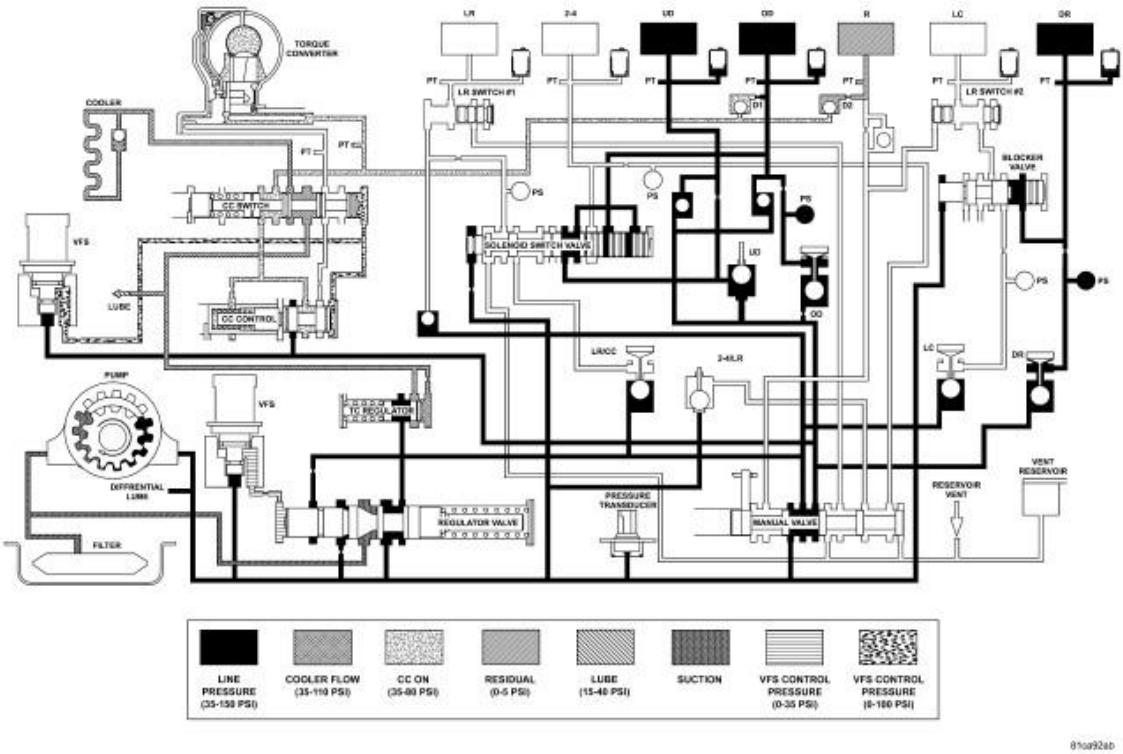


Fig. 228: Drive Fifth EMCC
Courtesy of CHRYSLER LLC

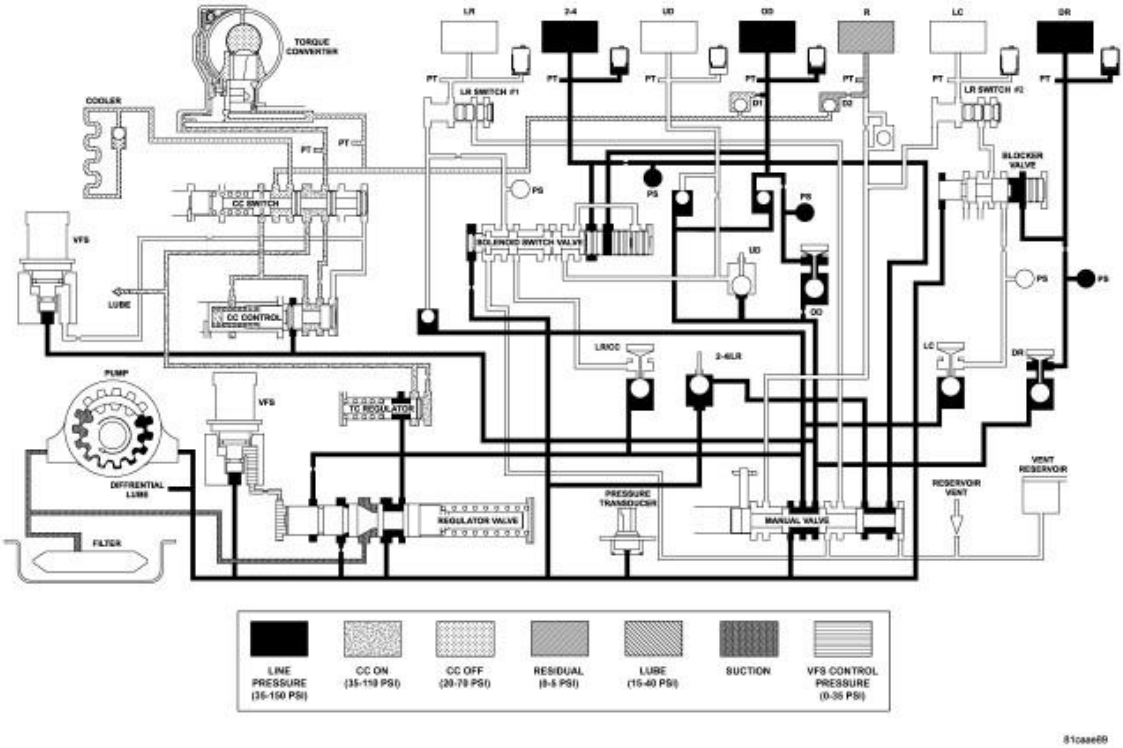


Fig. 229: Drive Sixth
Courtesy of CHRYSLER LLC

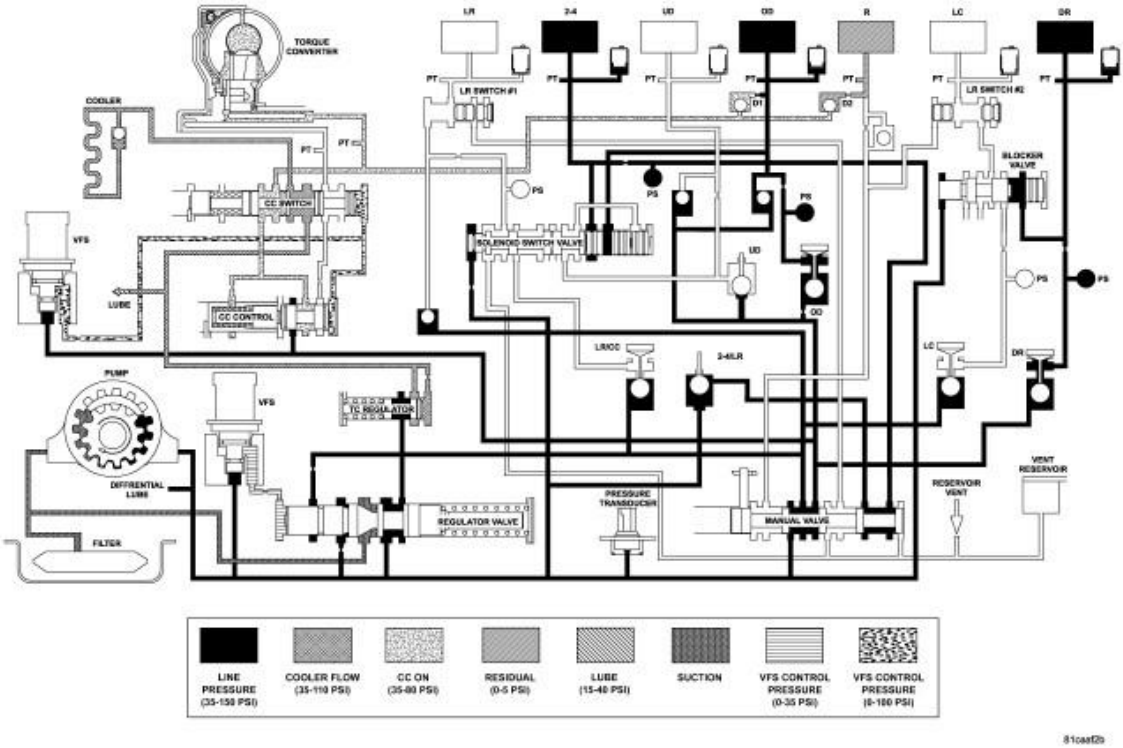


Fig. 230: Drive Sixth EMCC
Courtesy of CHRYSLER LLC

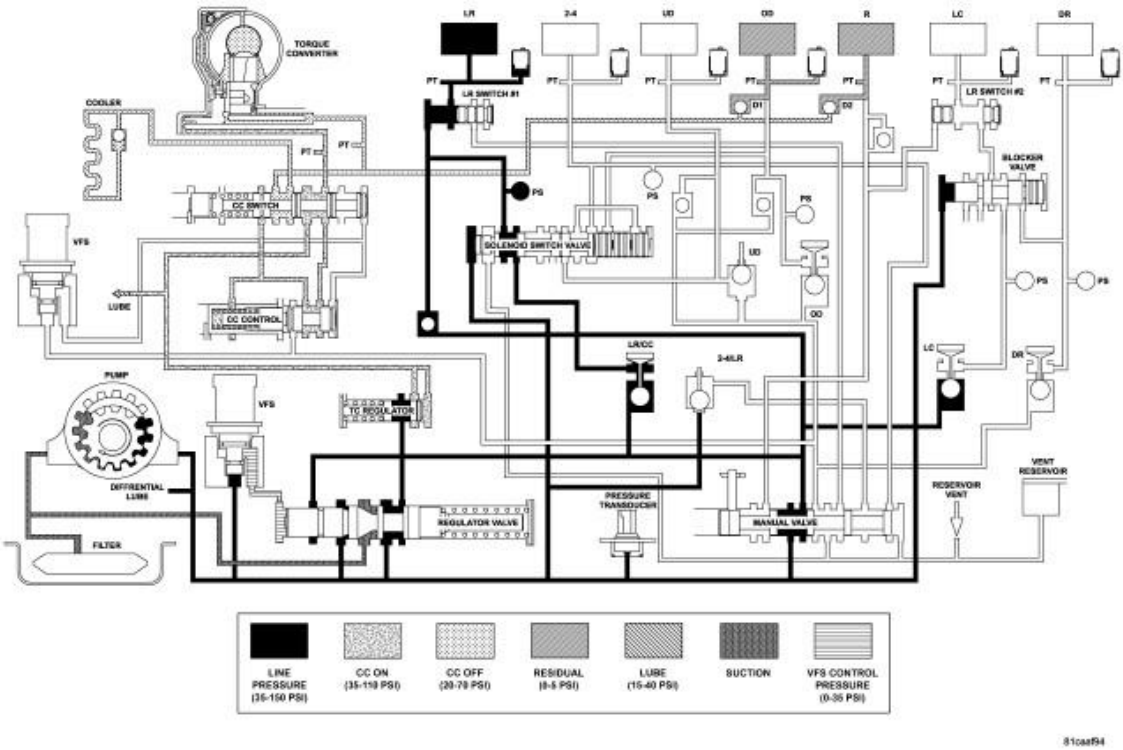


Fig. 231: Park Neutral
Courtesy of CHRYSLER LLC

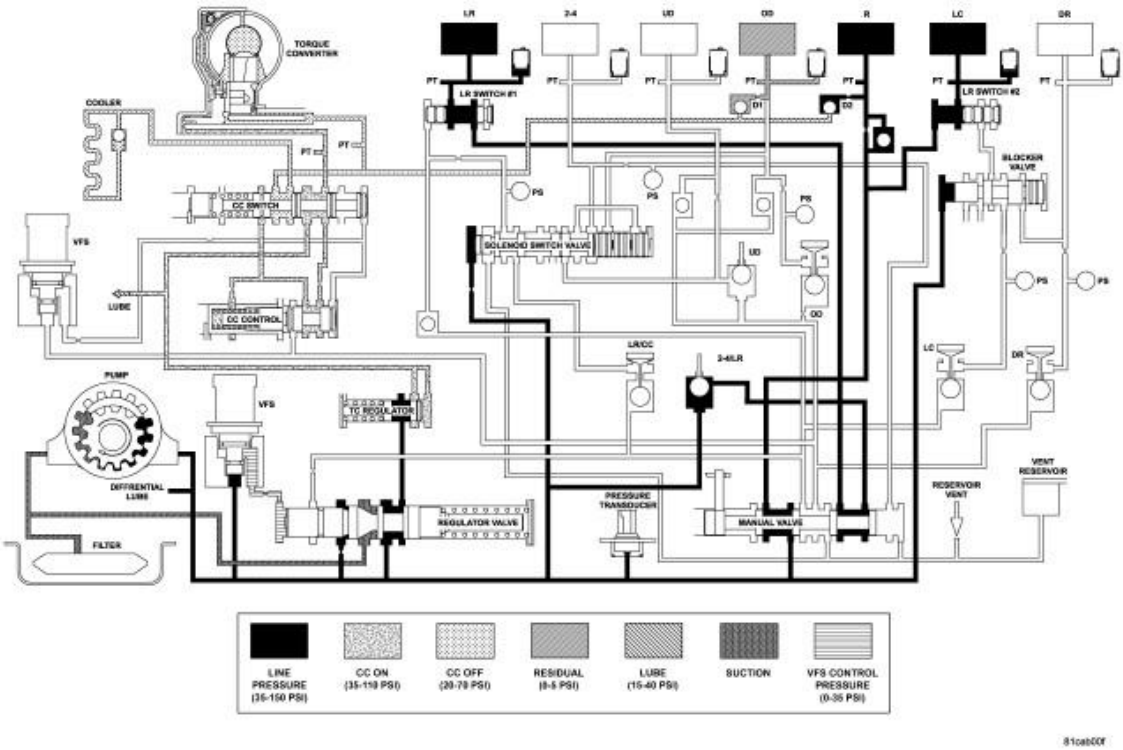


Fig. 232: Reverse
Courtesy of CHRYSLER LLC

SPECIFICATIONS

SPECIFICATIONS

SPECIFICATIONS

DESCRIPTION	SPECIFICATION
Output Shaft Gear Drag Torque	3 to 8 in. lbs.
Low/Reverse Clutch Pack Clearance	0.89 - 1.47 mm (0.035 -0.058 in.)
Reverse Clutch (Select Snap Ring)	0.76 - 1.245 mm (0.030 - 0.049 in.)
Overdrive Clutch (No Selection)	0.491 - 2.345 mm (0.019 - .092 in.)
Underdrive Clutch (Select Pressure Plate)	0.91 - 1.47 mm (0.036 - 0.058 in.)
2/4 Clutch Clearance	0.76 - 2.64 mm (0.030 - 0.104 in.)
Input Shaft End Play	0.005 to 0.025 inch
Final Drive Remote Pinion Drag Torque	2 to 8 in-lbs (drag)
Differential Turning Torque	10 to 20 in-lbs (drag)
Low Clutch Clearance	0.48 - 0.76 mm (.019 - .030 in.)
Direct Clutch Pack Clearance	0.95 - 1.41 (0.037 - 0.056 in)

GEAR TRAIN MEASUREMENTS

Description	Metric	Standard
Front Sun Gear Bushings	29.55 - 29.60 mm	1.163 - 1.165 in.
Rear Carrier Bushing	29.75 - 30.00 mm	1.171 - 1.181 in.
Overdrive Hub/Shaft Bushing	21.52 - 21.58 mm	0.847 - 0.850 in.
Oil Pump Reaction Support Sleeve	45.27 - 45.31 mm	1.782 - 1.784 in.
Oil Pump Outer Gear to Pump Pocket	0.089 - 0.202 mm	0.0035 - 0.0079 in.
Oil Pump Outer Gear to Crescent	0.060 - 0.298 mm	0.0023 - 0.0117 in.
Oil Pump Inner Gear to Crescent	0.093 - 0.385 mm	0.0036 - 0.0151 in.
Oil Pump Between Both Gear end Faces and the Reaction Shaft Support	0.020 - 0.046 mm	0.0008 - 0.0018 in.
Front/Rear Carrier Pinion end Play	0.15 - 0.61 mm	0.006 - 0.024 in.
Torque Converter Hub Bushing	38.019 - 38.11	1.499 - 1.501 in.
Output Carrier Pinion End Play	0.15 - 0.76	0.006 - 0.030
Direct Clutch Retainer Bushing	39.71 - 39.75	1.563 - 1.565
Low Clutch Retainer Bushing (Steel)	28.22 - 28.26	1.111 - 1.113
Low Clutch Retainer Bushing (Brass)	30.01 - 30.03	1.181 - 1.182

TORQUE SPECIFICATIONS

DESCRIPTION	N.m	Ft. Lbs.	In. Lbs.
Bolt, Output Transfer Gear	271	200	-
Screws, Low/reverse Piston Retainer-to-Case	5	-	45
Bolts, Oil Pump-to-Case	30	-	265
Bolts, Reaction Shaft-to-Pump Housing	27	20	-
Bolts, Stirrup Strap	23	-	200
Bolts, Differential Cover	61	45	-
Bolts, Differential Output Bearing Cover	12	-	105
Bolts, Remote Pinion Cover	12	-	105
Bolts, Compounder Bearing Retainer	12	-	105
Nut, Transfer Gear (underdrive compounder side)	271	200	-
Bolts, Transfer Gear Cover-to-Case	12	-	105
Pipe Plug, Park Pawl	27	20	-

Set Screw, Park Pawl Shaft	1	-	10
Set Screw, Manual Lever	1	-	10
Bolts, Valve Body	7	-	50
Bolt, Detente Spring	7	-	50
Bolts, Valve Body Oil Pan	6	-	53
Plug, Pressure Tap	9	-	45
Nuts, Fluid Filter Mounting	5	-	40
Bolts, Fluid Filter Oil Pan	6	-	50
Bolts, Speed Sensors	12	-	105
Bolts, Transaxle-to-Engine	70	52	-
Bolts, Torque Converter-to-Driveplate	60	44	-
Bolt, Torque Converter Dust Shield	10	-	88
Bolts, Exhaust Stand Off Bracket	95	70	-
Bolts, Engine Front Mount/Bracket	67	50	-
Fitting, Power Steering Hoses to Steering Gear	31	23	-
Bolts, Torque Strut	54	40	-
Nuts, Link-to-Strut	88	65	-
Bolt, Crankshaft Position Sensor	12	-	105
Bolts, Valve Body Transfer Plate	6	-	50
Bolt, Line Pressure Solenoid (VSF)	6	-	50
Bolt, Line Pressure Solenoid	6	-	50
Bolts, Line Pressure Sensor	6	-	50
Bolts, Clamp Plate	6	-	50
Bolts, Ring Gear-to-Case	95	70	-
Bolts, Cradle-to-body	162	120	-
Nuts, Rear Mount-to-Cradle	54	40	-
Bolt, Ground cable	10	-	90
Bolt, Power Steering Line	10	-	90

SPECIAL TOOLS

SPECIAL TOOLS

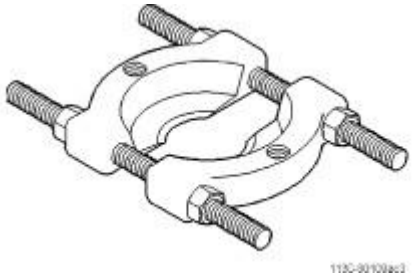


Fig. 233: Splitter, Bearing/Gear - 1130
Courtesy of CHRYSLER LLC

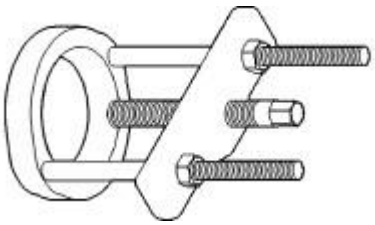


Fig. 234: Puller, Press - C-293-PA
Courtesy of CHRYSLER LLC

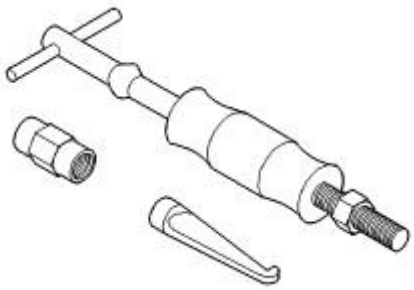


Fig. 235: Slide Hammer, Universal - C-637
Courtesy of CHRYSLER LLC

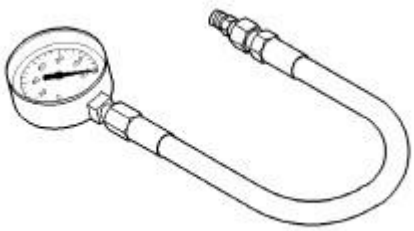


Fig. 236: Gauge, Pressure - C-3292A
Courtesy of CHRYSLER LLC

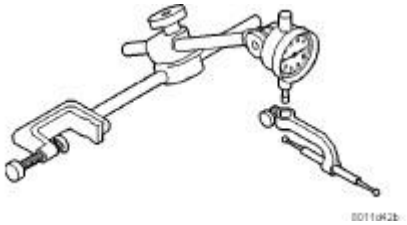


Fig. 237: Set, Dial Indicator - C-3339A
Courtesy of CHRYSLER LLC

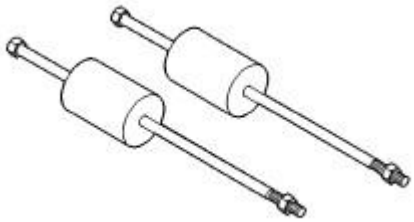


Fig. 238: Slide Hammers - C-3752
Courtesy of CHRYSLER LLC

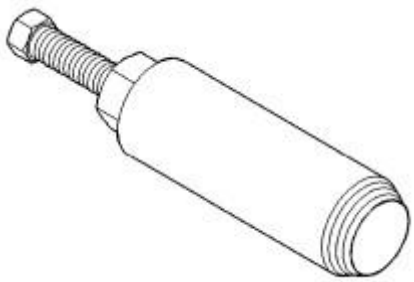


Fig. 239: Remover, Pump Seal - C-3981B
Courtesy of CHRYSLER LLC

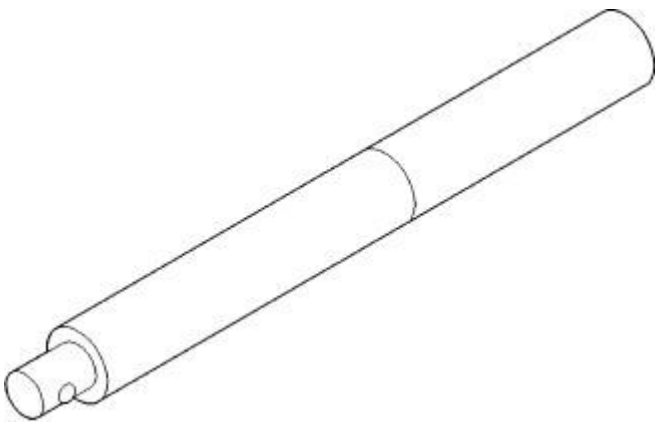


Fig. 240: Driver Handle, Universal - C-4171
Courtesy of CHRYSLER LLC

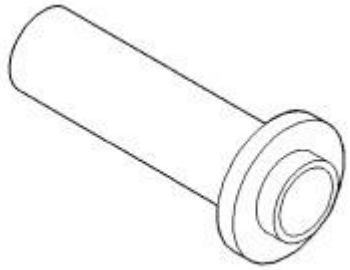


Fig. 241: Installer, Seal - C-4193A
Courtesy of CHRYSLER LLC

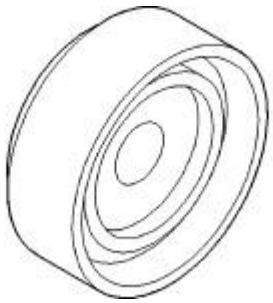


Fig. 242: Installer, Bearing - C-4213
Courtesy of CHRYSLER LLC

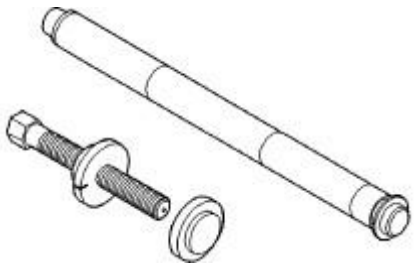


Fig. 243: Trak-Lok Axle Tool - C-4487
Courtesy of CHRYSLER LLC

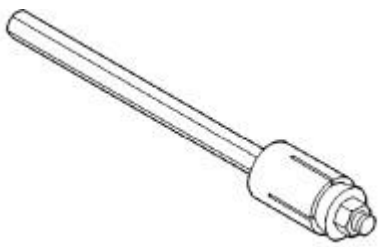


Fig. 244: Tool, Differential Bearing Torque - C-4995A
Courtesy of CHRYSLER LLC

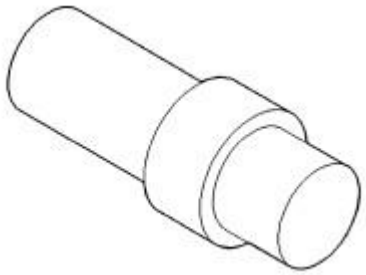


Fig. 245: Adapter, Plug - C-4996
Courtesy of CHRYSLER LLC

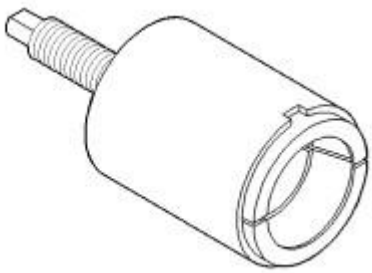


Fig. 246: Remover, Bearing/Gear - L-4406
Courtesy of CHRYSLER LLC

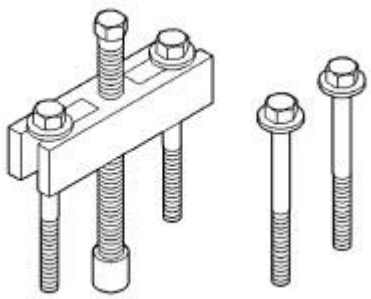


Fig. 247: Puller, Gear - L-4407A
Courtesy of CHRYSLER LLC

Fig. 248: Installer, Bearing - L-4410
Courtesy of CHRYSLER LLC

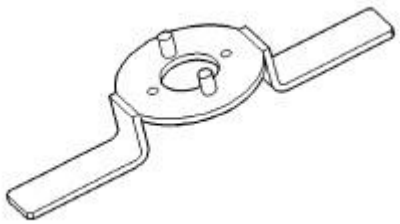


Fig. 249: Fixture - L-4432
Courtesy of CHRYSLER LLC

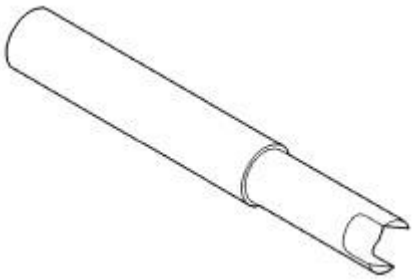


Fig. 250: Tool, Torque Measuring - L-4436-A
Courtesy of CHRYSLER LLC

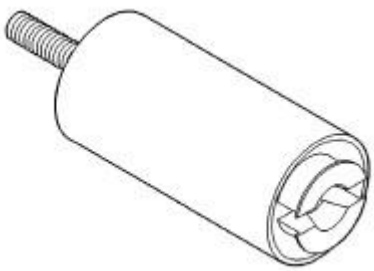


Fig. 251: Remover, Cup - L-4518
Courtesy of CHRYSLER LLC

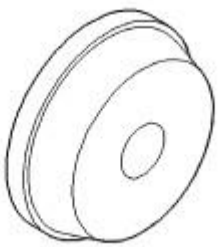


Fig. 252: Installer, Seal/Cup - L-4520
Courtesy of CHRYSLER LLC

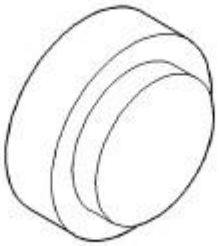


Fig. 253: Pad, Thrust - L-4539-2
Courtesy of CHRYSLER LLC

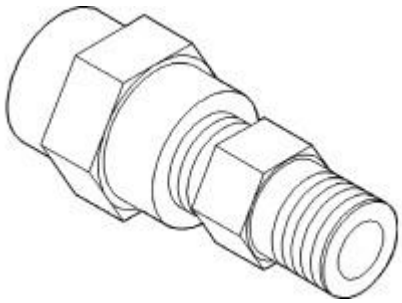


Fig. 254: Adapter, Pressure - L-4559-2
Courtesy of CHRYSLER LLC

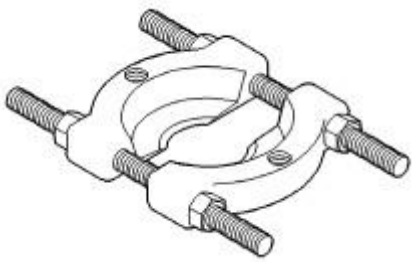


Fig. 255: Splitter, Bearing - P-334
Courtesy of CHRYSLER LLC

Fig. 256: Puller, Bearing - 5048
Courtesy of CHRYSLER LLC

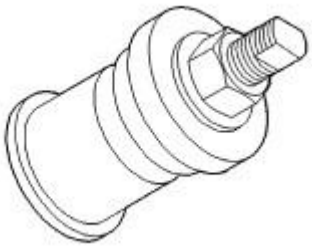


Fig. 257: Installer, Bearing Cup - 5050A
Courtesy of CHRYSLER LLC

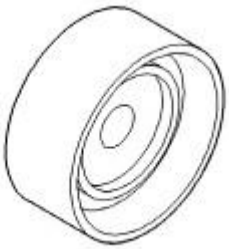


Fig. 258: Installer, Bearing - 5052
Courtesy of CHRYSLER LLC

Fig. 259: Compressor, Spring - 5058A
Courtesy of CHRYSLER LLC

Fig. 260: Compressor, Spring - 5059-A
Courtesy of CHRYSLER LLC

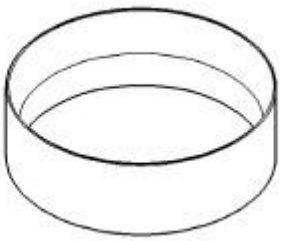


Fig. 261: Installer, Seal - 5067
Courtesy of CHRYSLER LLC

Fig. 262: Plier, Snap Ring - 6051A
Courtesy of CHRYSLER LLC

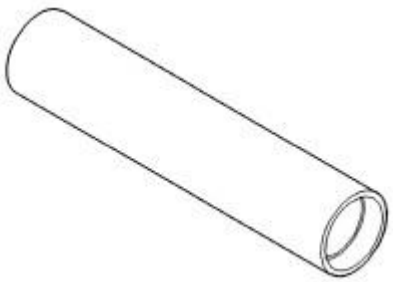


Fig. 263: Installer, Bearing/Seal - 6052
Courtesy of CHRYSLER LLC

Fig. 264: Installer, Bearing - 6053
Courtesy of CHRYSLER LLC

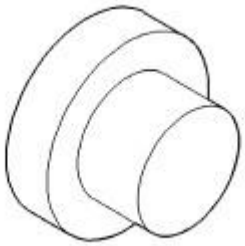


Fig. 265: Thrust Button - 6055
Courtesy of CHRYSLER LLC

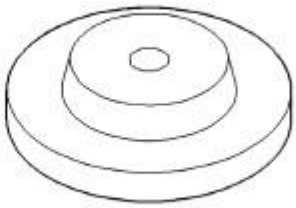


Fig. 266: Disc, Spring Compressor - 6057
Courtesy of CHRYSLER LLC

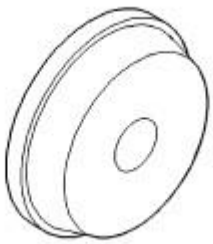


Fig. 267: Installer, Cup - 6061
Courtesy of CHRYSLER LLC

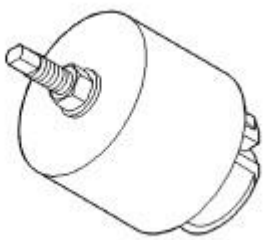


Fig. 268: Puller, Bearing Cup - 6062A
Courtesy of CHRYSLER LLC

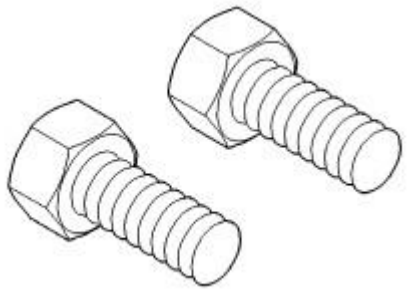


Fig. 269: Special Bolts - 6260
Courtesy of CHRYSLER LLC

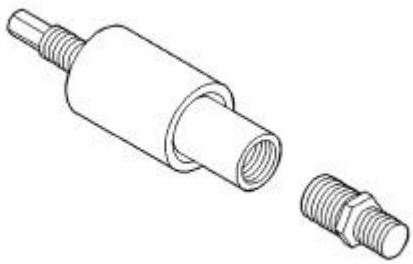


Fig. 270: Installer, Gear - 6261
Courtesy of CHRYSLER LLC

Fig. 271: Tip, Dial Indicator - 6268
Courtesy of CHRYSLER LLC

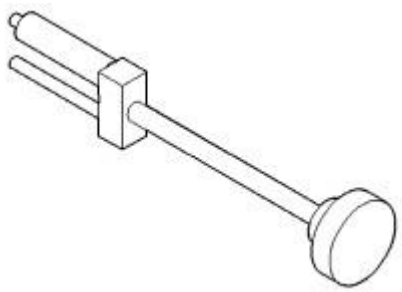


Fig. 272: Remover/Installer - 6301
Courtesy of CHRYSLER LLC

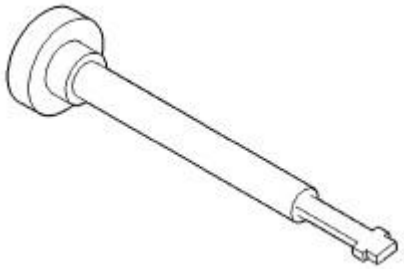


Fig. 273: Remover/Installer - 6302
Courtesy of CHRYSLER LLC

Fig. 274: Installer, Bearing/Seal - 6536-A
Courtesy of CHRYSLER LLC

Fig. 275: Receiver, Ball Joint - 6756
Courtesy of CHRYSLER LLC

Fig. 276: Installer, Seal - 6888
Courtesy of CHRYSLER LLC

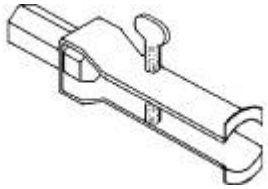


Fig. 277: Remover, Seal - 7794-A
Courtesy of CHRYSLER LLC

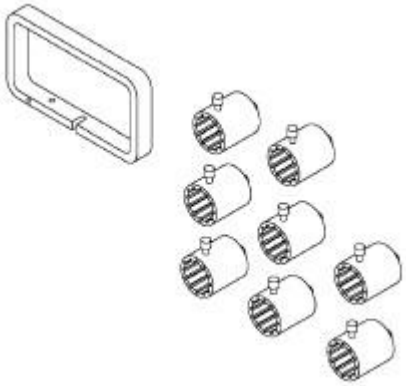


Fig. 278: Fixtures, End Play - 8266A
Courtesy of CHRYSLER LLC

Fig. 279: Fixture, Pressure Test - 8391
Courtesy of CHRYSLER LLC

Fig. 280: Compressor, Spring - 8250

Courtesy of CHRYSLER LLC

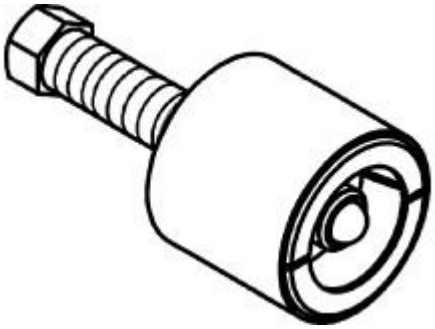


Fig. 281: Remover, Bearing - 8356
Courtesy of CHRYSLER LLC

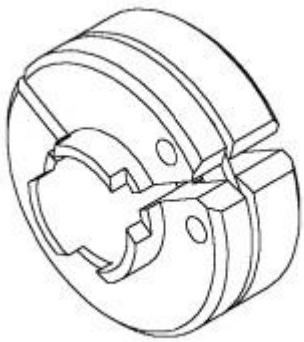


Fig. 282: Disconnect, Trans Cooler Line - 8875A
Courtesy of CHRYSLER LLC

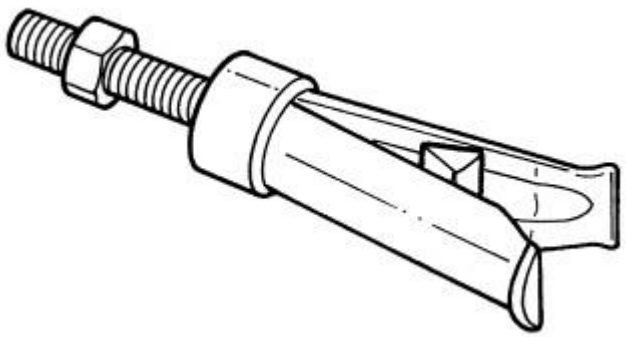


Fig. 283: Remover, Bearing - 8912
Courtesy of CHRYSLER LLC

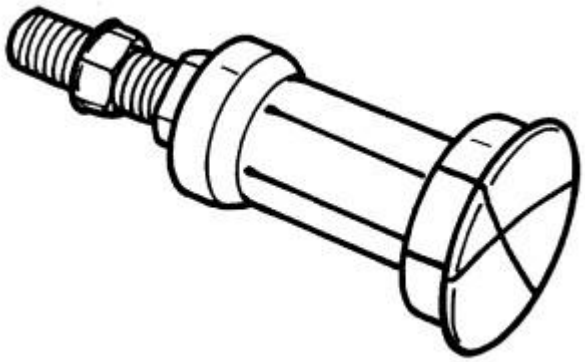


Fig. 284: Remover, Bearing Cup - 8913
Courtesy of CHRYSLER LLC

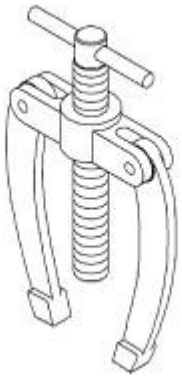


Fig. 285: Brace - 8915
Courtesy of CHRYSLER LLC

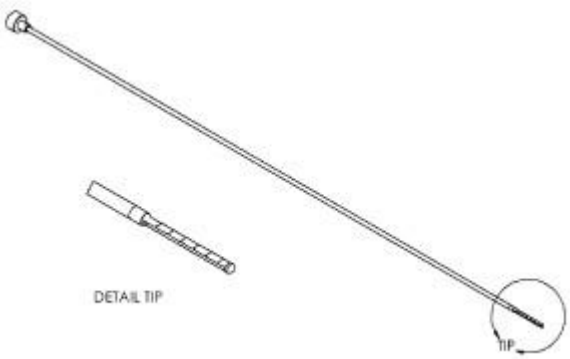


Fig. 286: Dipstick - 9336
Courtesy of CHRYSLER LLC

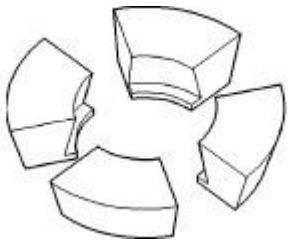


Fig. 287: Adapters 9613
Courtesy of CHRYSLER LLC

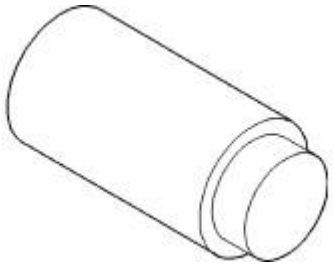


Fig. 288: Plug - 9678
Courtesy of CHRYSLER LLC

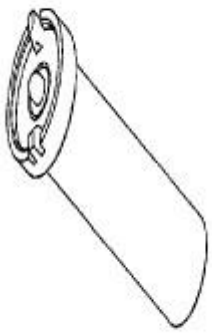


Fig. 289: Staking Tool - 9721
Courtesy of CHRYSLER LLC

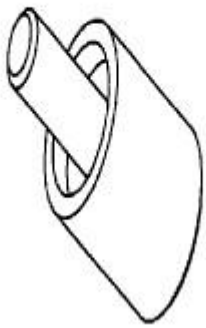


Fig. 290: Installer, Bearing - 9723
Courtesy of CHRYSLER LLC

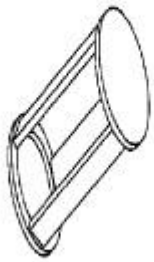


Fig. 291: Compressor, Spring - 9725
Courtesy of CHRYSLER LLC

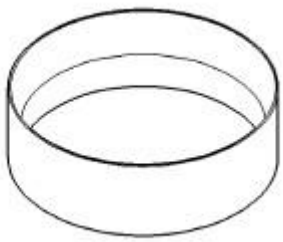


Fig. 292: Installer, Piston - 9727
Courtesy of CHRYSLER LLC

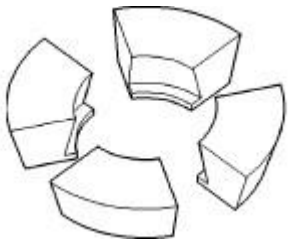


Fig. 293: Blocks, Adapter - 9738
Courtesy of CHRYSLER LLC

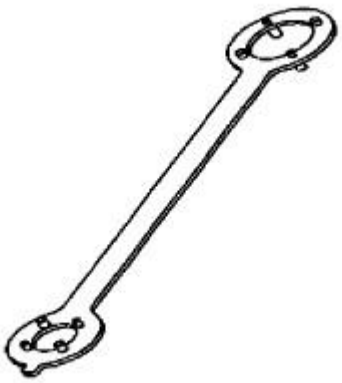


Fig. 294: Holder, Gear - 9739
Courtesy of CHRYSLER LLC

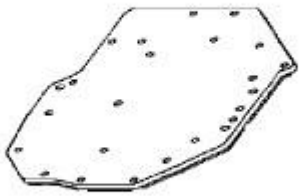


Fig. 295: Air Pressure Testing Plate - 9741
Courtesy of CHRYSLER LLC

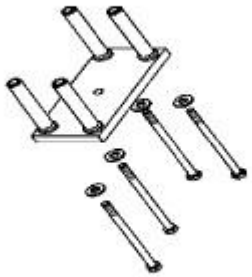


Fig. 296: Adapter, Puller - 9908
Courtesy of CHRYSLER LLC

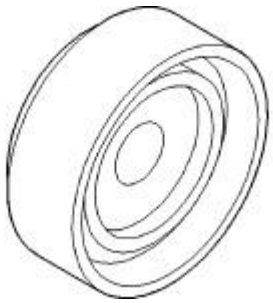


Fig. 297: Installer, Bearing - MD 998911
Courtesy of CHRYSLER LLC

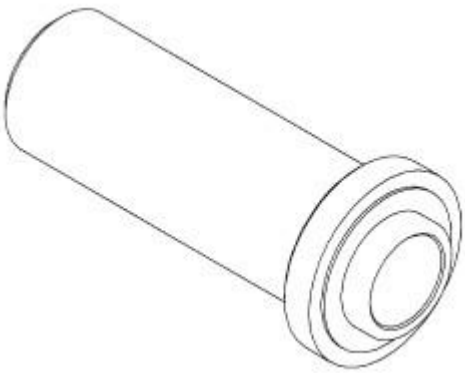


Fig. 298: Installer, Seal - MD 998334
Courtesy of CHRYSLER LLC

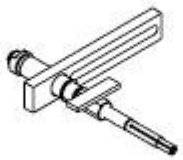


Fig. 299: Tool, Compounder Shim - 9951
Courtesy of CHRYSLER LLC

ACCUMULATOR

DESCRIPTION

DESCRIPTION

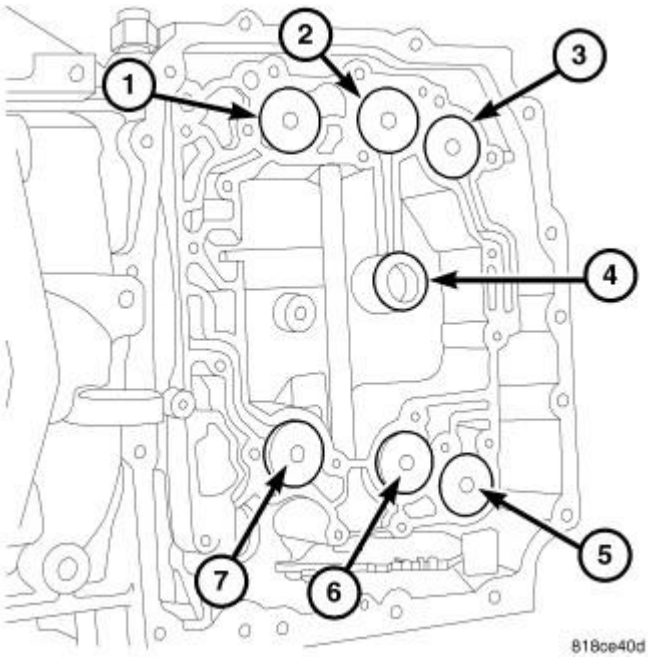


Fig. 300: Accumulators
Courtesy of CHRYSLER LLC

1 - UD ACCUMULATOR	5 - LC ACCUMULATOR
2 - 2/4 ACCUMULATOR	6 - DC ACCUMULATOR
3 - LR ACCUMULATOR	7 - OD ACCUMULATOR
4 - 2/4 CLUTCH OIL SUPPLY SEAL	-

The 62TE has six accumulators and are all located in the case under the valve body.

OPERATION

OPERATION

The function of an accumulator is to cushion the application of a frictional clutch element. When pressurized fluid is applied to a clutch circuit, the application force is dampened by fluid collecting in the respective accumulator chamber against the piston and spring(s). The intended result is a smooth, firm clutch application.

REMOVAL

REMOVAL

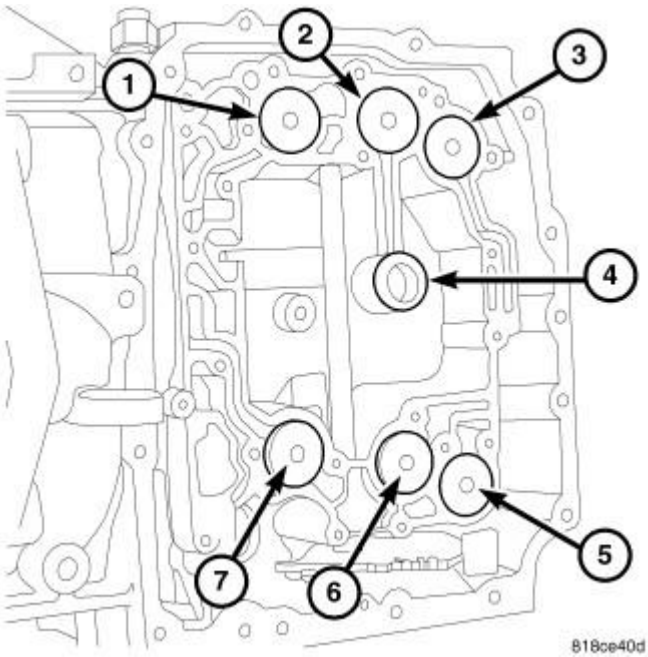


Fig. 301: Accumulators
Courtesy of CHRYSLER LLC

1 - UD ACCUMULATOR	5 - LC ACCUMULATOR
2 - 2/4 ACCUMULATOR	6 - DC ACCUMULATOR
3 - LR ACCUMULATOR	7 - OD ACCUMULATOR
4 - 2/4 CLUTCH OIL SUPPLY SEAL	-

1. Remove the valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Removal**.
2. Remove the accumulator as needed.

INSTALLATION

INSTALLATION

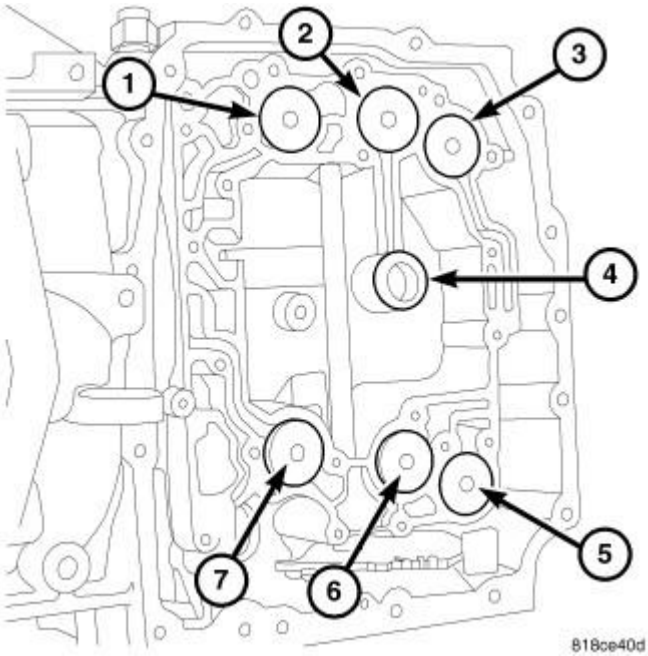


Fig. 302: Accumulators
Courtesy of CHRYSLER LLC

1 - UD ACCUMULATOR 2 - 2/4 ACCUMULATOR	5 - LC ACCUMULATOR 6 - DC ACCUMULATOR
3 - LR ACCUMULATOR	7 - OD ACCUMULATOR
4 - 2/4 CLUTCH OIL SUPPLY SEAL	-

1. Install the accumulator as needed.
2. Install the valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Installation**.

ASSEMBLY, INPUT CLUTCH

DISASSEMBLY

DISASSEMBLY

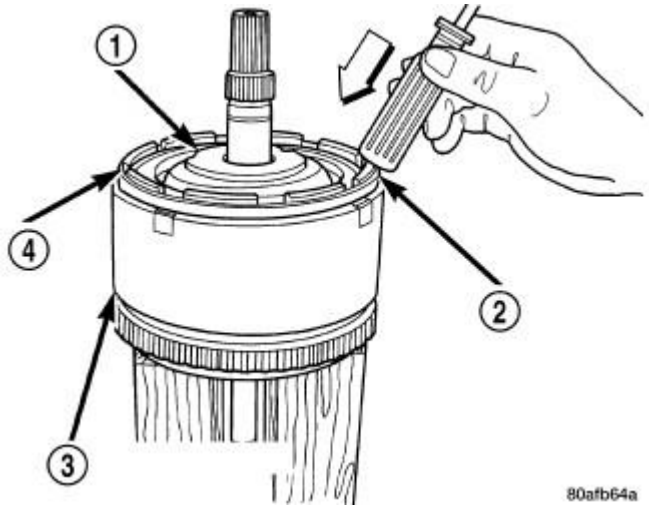


Fig. 303: Tapping Reaction Plate
Courtesy of CHRYSLER LLC

1 - #4 THRUST PLATE (SELECT)
2 - TAP DOWN REVERSE CLUTCH REACTION PLATE TO REMOVE OR INSTALL SNAP RING
3 - INPUT SHAFT CLUTCHES RETAINER ASSEMBLY
4 - REVERSE CLUTCH REACTION PLATE

1. Mount input clutch assembly (3) to Input Clutch Pressure Fixture Tool 8391.
2. Tap down reverse clutch reaction plate (4) to release pressure from snap ring (2).

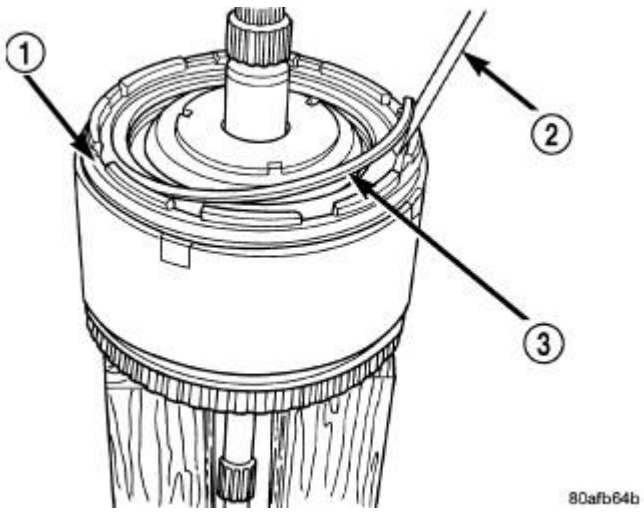


Fig. 304: Reverse Clutch Snap Ring
Courtesy of CHRYSLER LLC

1 - REACTION PLATE
2 - SCREWDRIVER
3 - REVERSE CLUTCH SNAP RING (SELECT)

3. Remove reverse clutch snap ring (3).

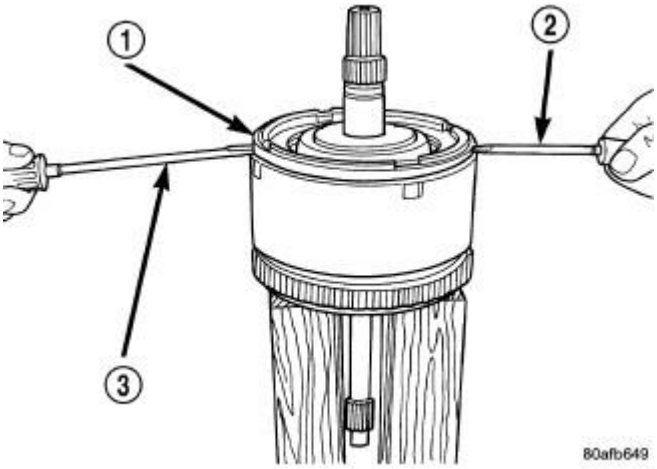


Fig. 305: Pry Reverse Clutch Reaction Plate
Courtesy of CHRYSLER LLC

1 - REVERSE CLUTCH REACTION PLATE
2 - SCREWDRIVER
3 - SCREWDRIVER

4. Pry up and remove reverse clutch reaction plate (1).

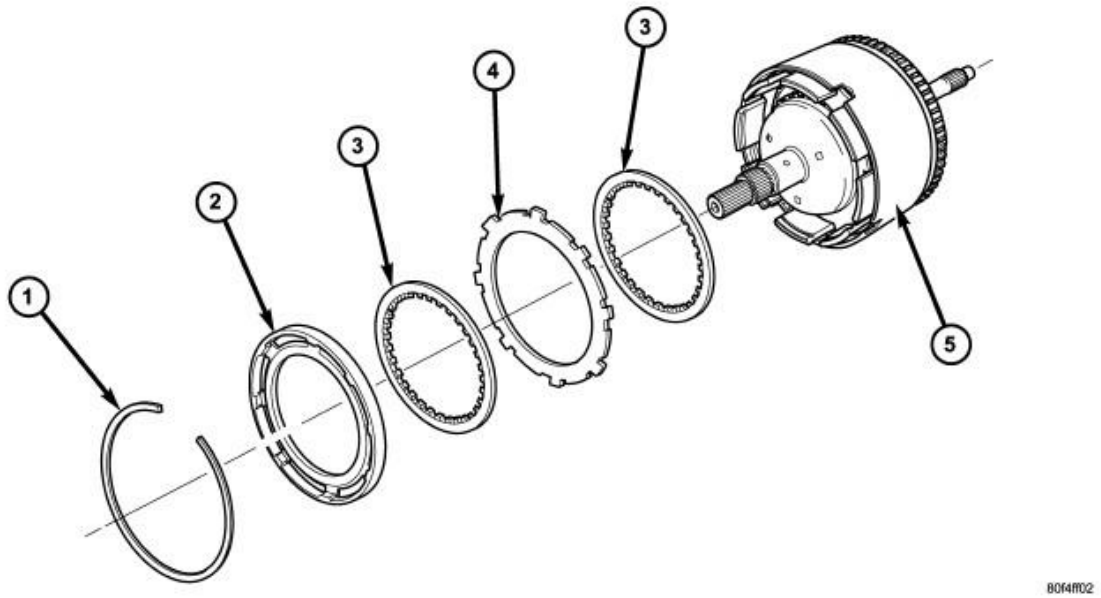


Fig. 306: Reverse Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - REACTION PLATE
3 - CLUTCH DISC (2)
4 - CLUTCH PLATE (1)
5 - INPUT CLUTCH ASSEMBLY

5. Remove reverse clutch pack (3, 4). **Tag components for assembly identification.**

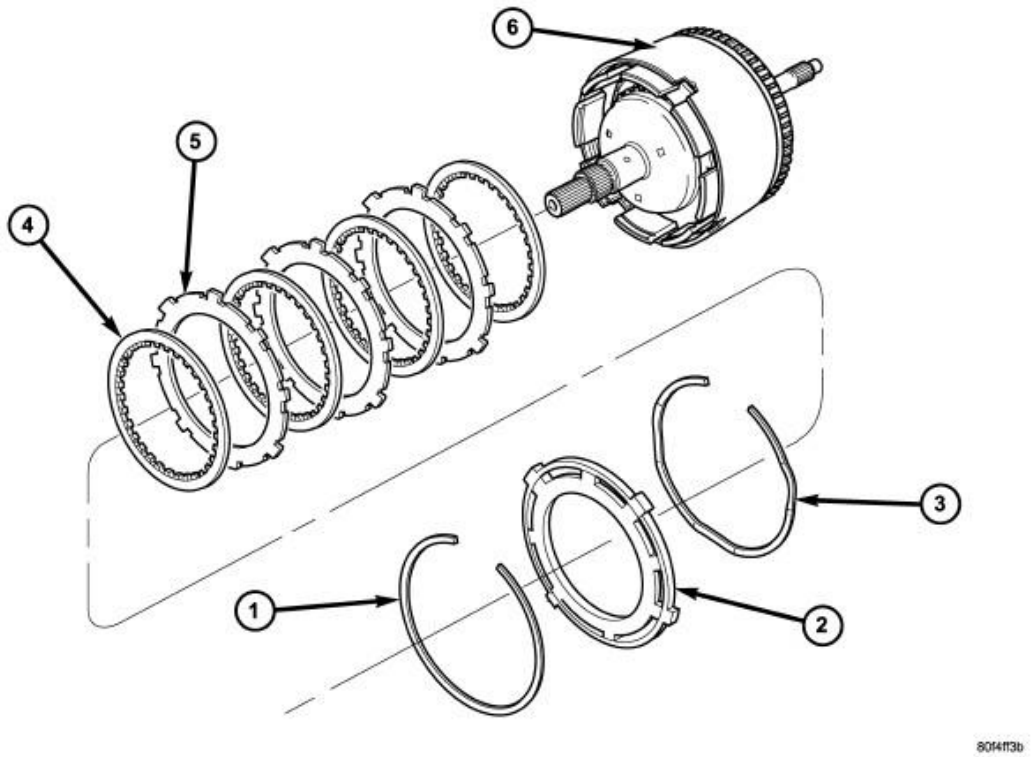


Fig. 307: Overdrive Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - OD/REVERSE PRESSURE PLATE
3 - SNAP RING (WAVE)
4 - CLUTCH DISC (4)
5 - CLUTCH STEEL (3)
6 - INPUT CLUTCH ASSEMBLY

6. Remove the OD/Reverse pressure plate snap ring (1).
7. Remove OD/Reverse pressure plate (2).
8. Remove OD/Reverse pressure plate wave snap ring (3).
9. Remove OD clutch pack (4, 5). **Tag components for assembly identification.**

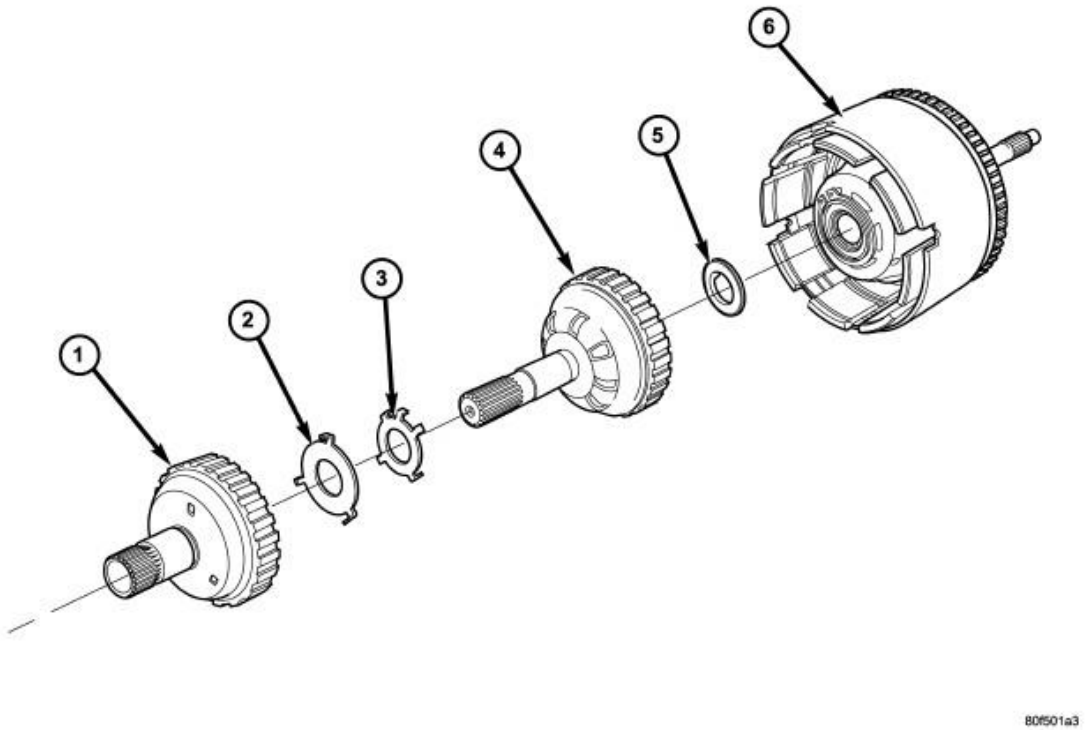


Fig. 308: Overdrive/Underdrive Shafts
Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT
2 - #3 THRUST PLATE (3 TABS)
3 - #3 THRUST WASHER (5 TABS)
4 - UNDERDRIVE SHAFT
5 - #2 NEEDLE BEARING (3 TABS)
6 - INPUT CLUTCH ASSEMBLY

10. Remove and inspect OD (1) and UD Shafts (4), as well as number three thrust washer and plate (2, 3), and number two needle bearing (5).

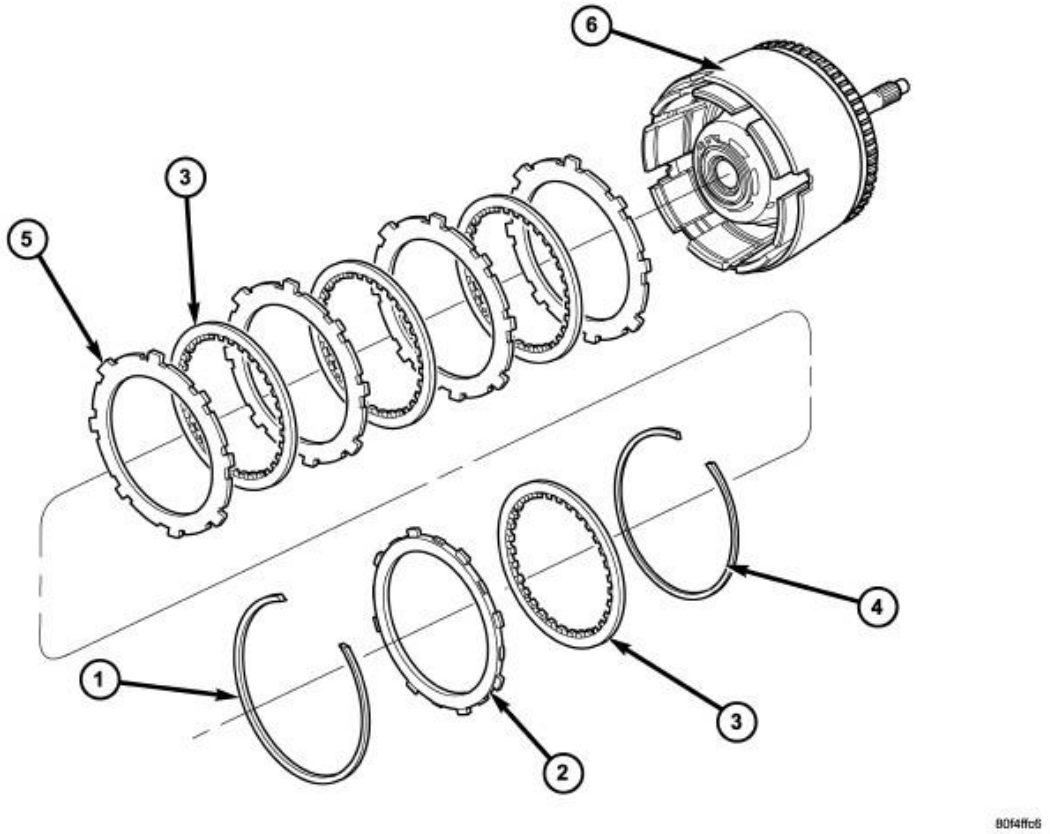


Fig. 309: Underdrive Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING (TAPERED)
2 - OD/UD REACTION PLATE
3 - CLUTCH DISC
4 - SNAP RING (FLAT)
5 - CLUTCH PLATE
6 - INPUT CLUTCH ASSEMBLY

11. Remove the OD/UD reaction plate tapered snap ring (1), clutch plate (5), and first clutch disc (3).
12. Remove the UD clutch flat snap ring (4) and rest of the input clutch assembly (6). **Tag clutch pack for assembly identification.**

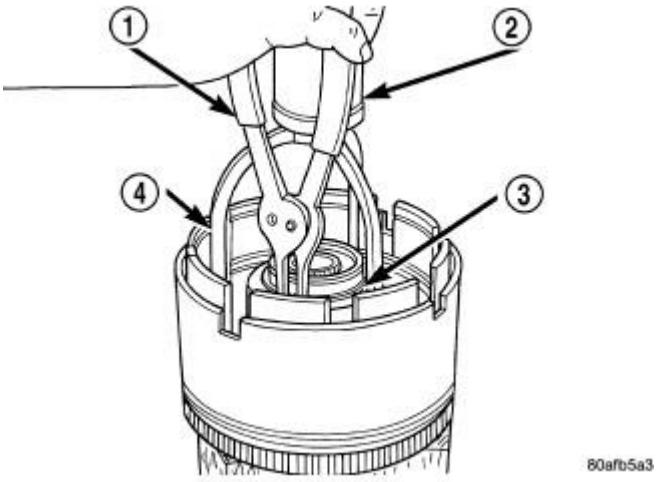


Fig. 310: UD Spring Retainer Snap Ring
Courtesy of CHRYSLER LLC

1 - SNAP RING PLIERS
2 - ARBOR PRESS RAM
3 - SNAP RING
4 - COMPRESSOR 5059-A

CAUTION: Compress return spring just enough to remove or install snap ring.

13. Using Compressor 5059-A (4) and an arbor press (2), compress UD clutch piston/spring enough to remove snap ring (3).

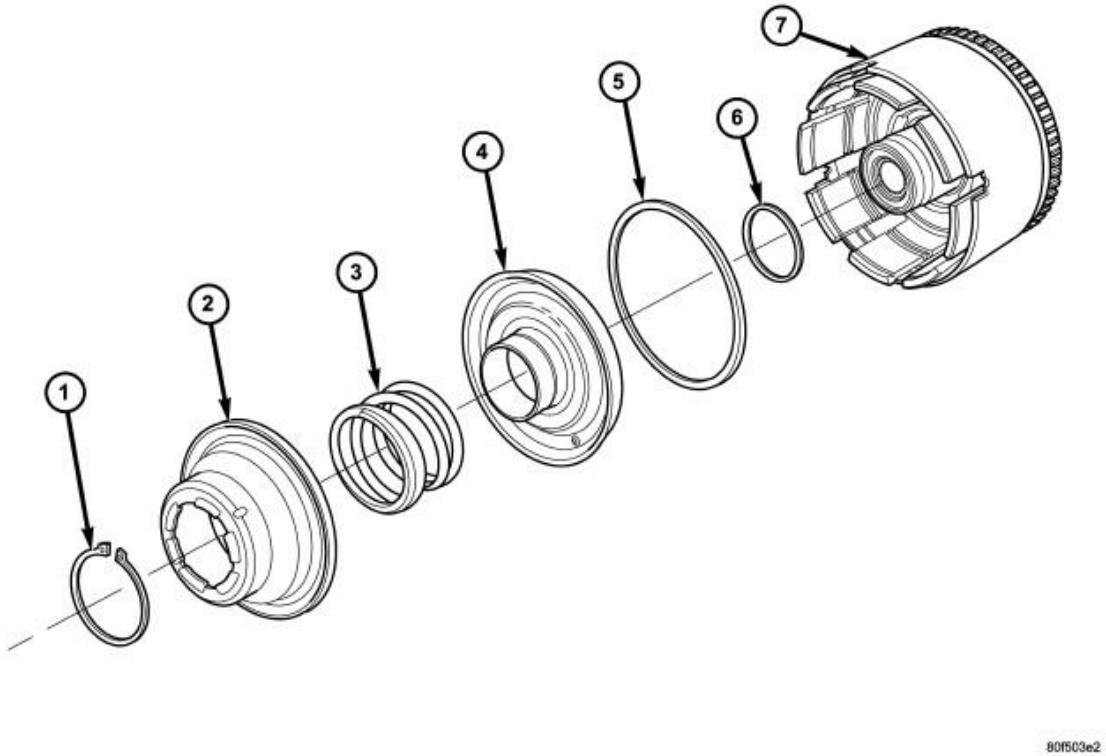


Fig. 311: Underdrive Clutch Piston, Spring & Retainer
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - SPRING RETAINER
3 - SPRING
4 - UD CLUTCH PISTON
5 - SEAL, OUTER
6 - SEAL, INNER
7 - INPUT CLUTCH ASSEMBLY

14. Refer to the illustration as necessary when performing the following steps
15. Remove spring retainer (2), spring (3) and UD clutch piston (4).

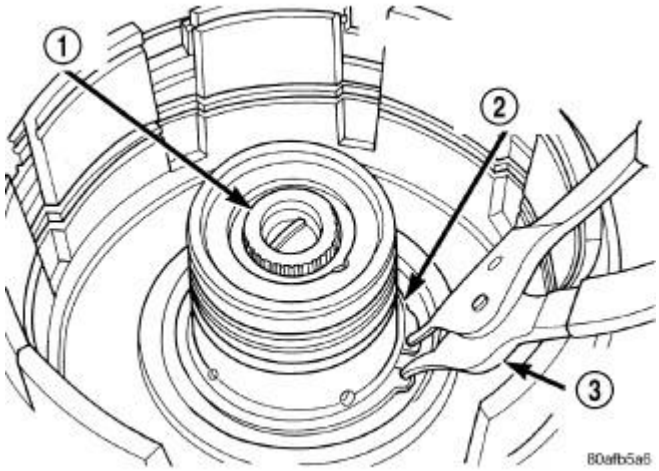


Fig. 312: Input Hub Tapered Snap Ring
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT
2 - INPUT HUB SNAP RING (TAPERED SIDE UP WITH TABS IN CAVITY)
3 - SNAP RING PLIERS

16. Remove input hub tapered snap ring (2).

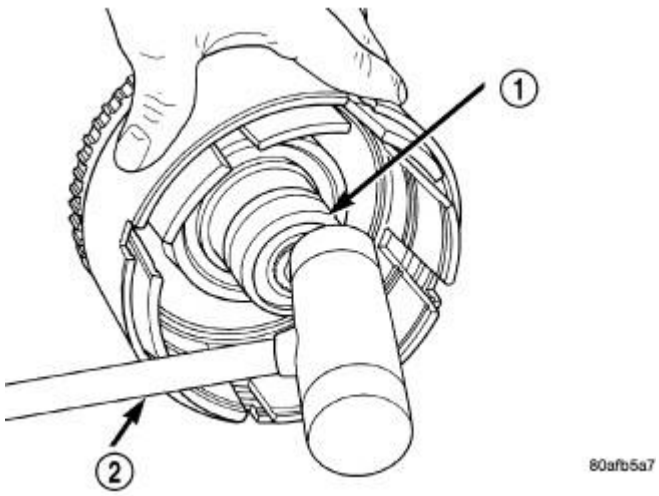


Fig. 313: Tap On Input Hub
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT AND HUB ASSEMBLY
2 - SOFT FACED HAMMER

17. Tap on input hub with soft faced hammer (2) and separate input hub from OD/Reverse piston and clutch

retainer.

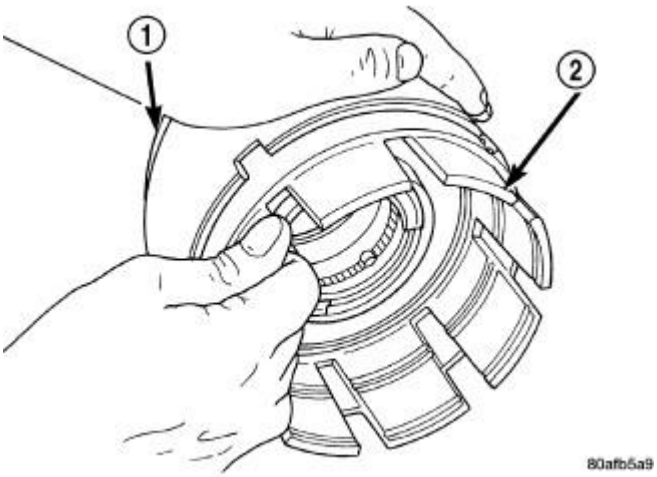


Fig. 314: Pull Retainer From Piston
Courtesy of CHRYSLER LLC

1 - OVERDRIVE/REVERSE PISTON
2 - INPUT CLUTCHES RETAINER

18. Separate clutch retainer (2) from OD/Reverse piston (1).

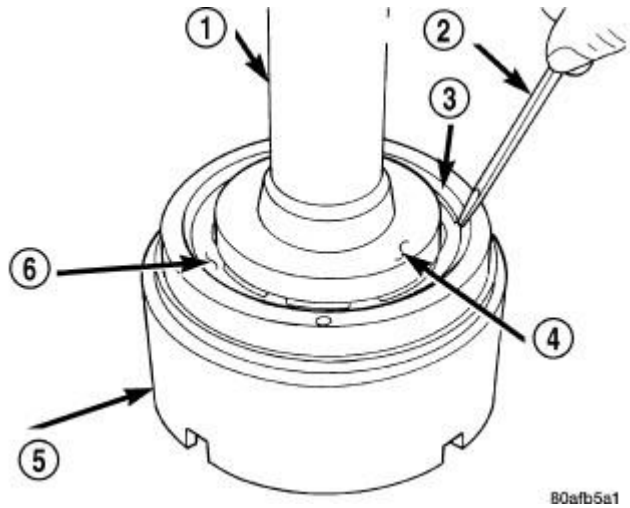


Fig. 315: Snap Ring
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM (COMPRESS RETURN SPRING JUST ENOUGH TO REMOVE OR INSTALL SNAP RING)
2 - SCREWDRIVER
3 - SNAP RING
4 - Disk 6057

5 - OD/REVERSE PISTON
6 - RETURN SPRING

19. Using Disk 6057 (4) and an arbor press (1), compress return OD/Reverse piston return spring just enough to remove snap ring (3).

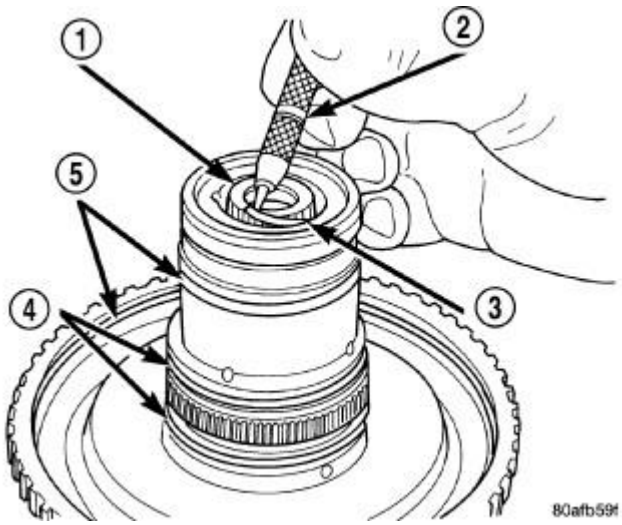


Fig. 316: Input Shaft To Input Clutch Hub Snap Ring
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT
2 - SHARP-POINTED TOOL
3 - SNAP RING
4 - O-RINGS
5 - SEALS

20. Remove input shaft to input clutch hub snap ring (3).

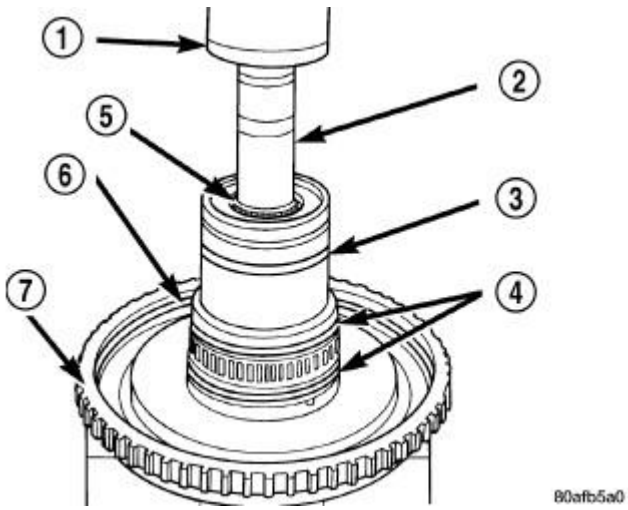


Fig. 317: Input Shaft
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - SOCKET
3 - SEAL
4 - O-RINGS
5 - INPUT SHAFT
6 - SEAL
7 - INPUT SHAFT HUB ASSEMBLY

21. Using a suitably sized socket (2) and an arbor press (1), remove input shaft (5) from input shaft hub (7).

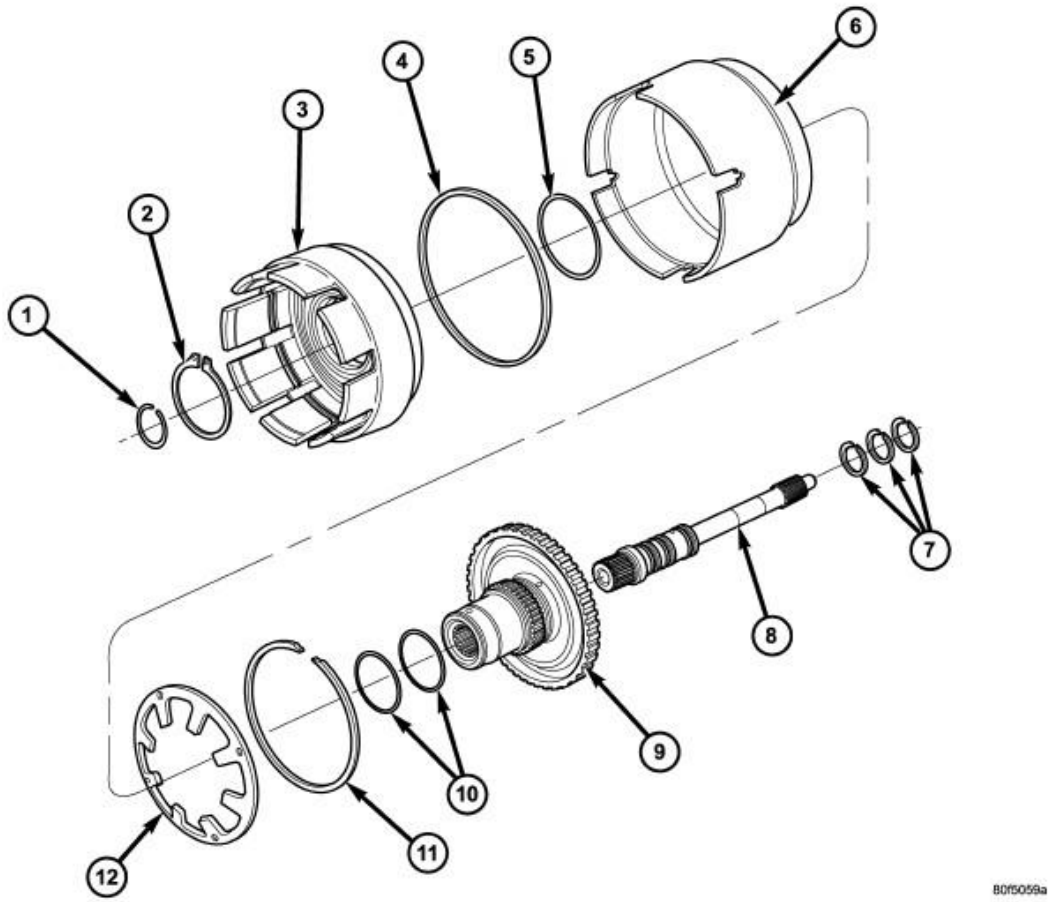


Fig. 318: Input Clutch Hub, Retainer & OD/Reverse Piston
Courtesy of CHRYSLER LLC

1 - SNAP RING (INPUT SHAFT)
2 - SNAP RING
3 - CLUTCH RETAINER

4 - SEAL, OUTER
5 - SEAL, INNER
6 - OD/REVERSE PISTON
7 - SEAL, INPUT SHAFT
8 - SHAFT, INPUT
9 - HUB
10 - SEAL
11 - SNAP RING
12 - BELLEVILLE SPRING

22. Refer to the illustration as necessary when performing the above steps

ASSEMBLY

ASSEMBLY

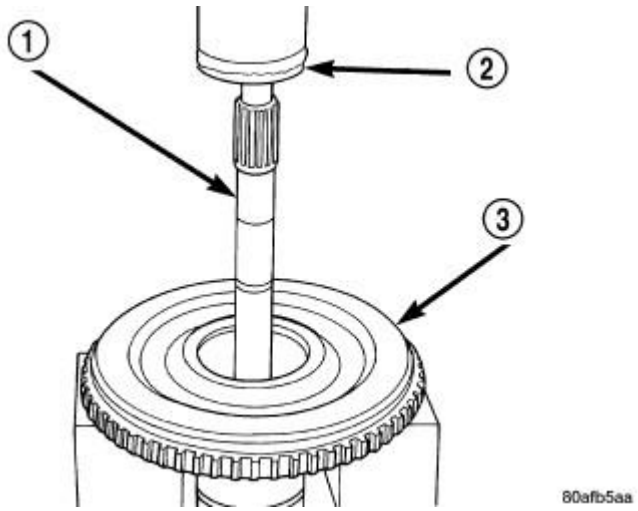


Fig. 319: Input Shaft
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT
2 - ARBOR PRESS
3 - INPUT SHAFT HUB ASSEMBLY

Use petrolatum on all seals to ease assembly of components.

1. Using an arbor press (2), install input shaft (1) to input shaft hub (3).

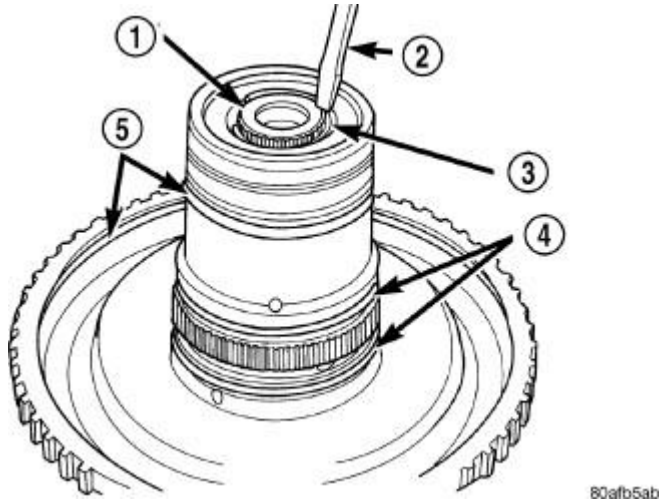


Fig. 320: Input Shaft Snap Ring
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT
2 - SCREWDRIVER (DO NOT SCRATCH BEARING SURFACE)
3 - SNAP RING
4 - O-RINGS
5 - SEALS

2. Install input shaft snap ring (3).

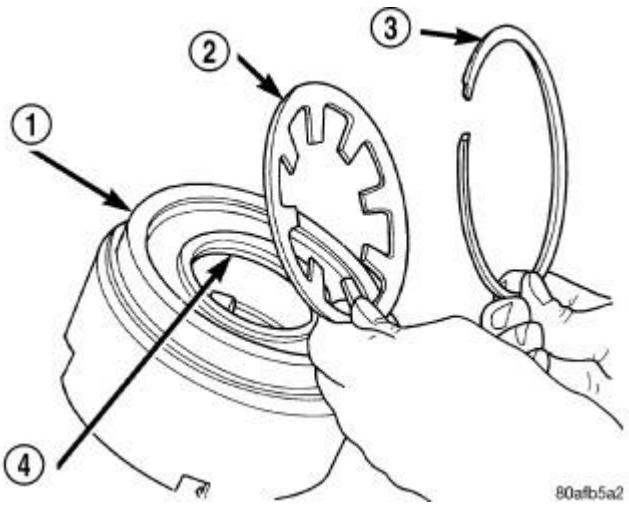


Fig. 321: Return Spring & Snap Ring
Courtesy of CHRYSLER LLC

1 - OD/REVERSE PISTON
2 - RETURN SPRING

3 - SNAP RING
4 - O-RING

3. Place OD/Reverse piston (1) return spring (2) and snap ring (3) into position.

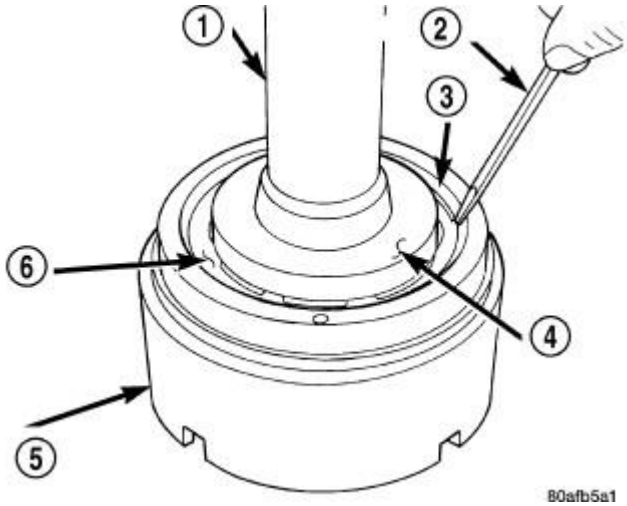


Fig. 322: Snap Ring
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM (COMPRESS RETURN SPRING JUST ENOUGH TO REMOVE OR INSTALL SNAP RING)
2 - SCREWDRIVER
3 - SNAP RING
4 - Disk 6057
5 - OD/REVERSE PISTON
6 - RETURN SPRING

4. Using an arbor press (1) and Disk 6057 (4), install OD/Reverse piston (5), return spring (6) and snap ring (3).

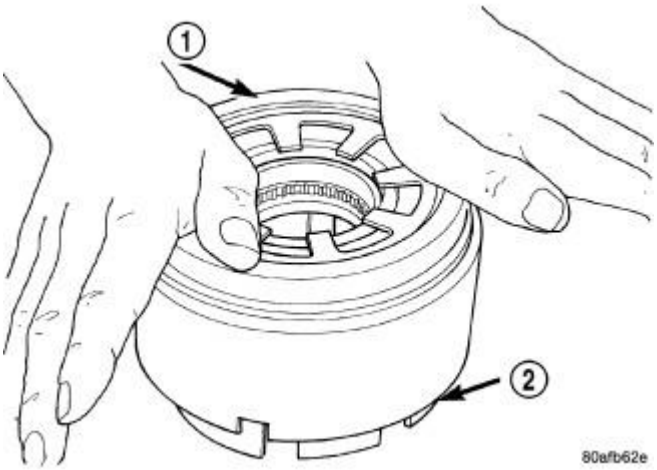


Fig. 323: OD/Reverse Piston
Courtesy of CHRYSLER LLC

1 - PUSH DOWN TO INSTALL OVERDRIVE/REVERSE PISTON
2 - INPUT CLUTCHES RETAINER

5. Install the OD/Reverse piston assembly (1) to the input clutch retainer (2).

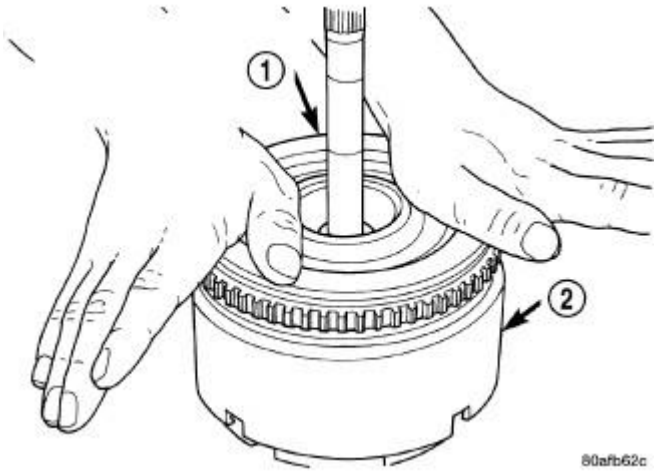


Fig. 324: Input Shaft Hub Assembly
Courtesy of CHRYSLER LLC

1 - PUSH DOWN TO INSTALL INPUT SHAFT HUB ASSEMBLY (ROTATE TO ALIGN SPLINES)
2 - OD/REV. PISTON

6. Install the input hub/shaft assembly. (rotate to align splines) (1) to the OD/Reverse piston/clutch retainer assembly (2).

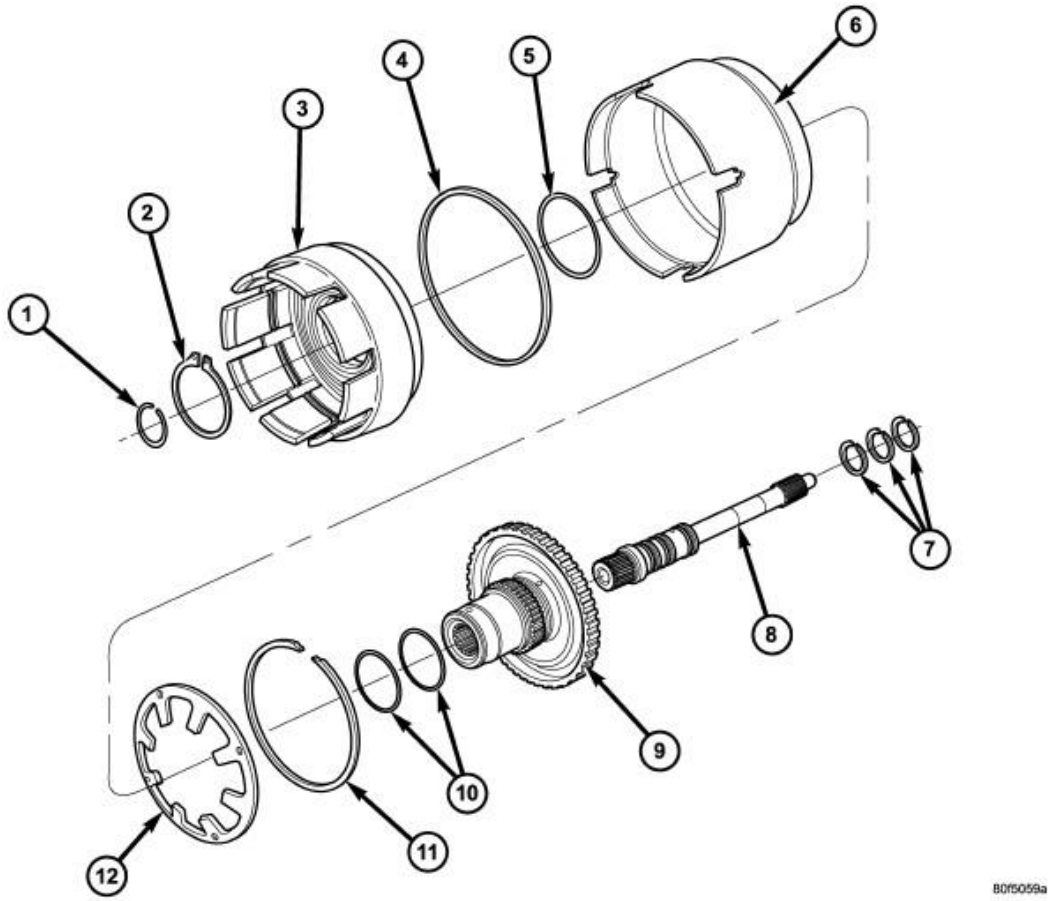


Fig. 325: Input Clutch Hub, Retainer & OD/Reverse Piston
Courtesy of CHRYSLER LLC

1 - SNAP RING (INPUT SHAFT)
2 - SNAP RING
3 - CLUTCH RETAINER
4 - SEAL, OUTER
5 - SEAL, INNER
6 - OD/REVERSE PISTON
7 - SEAL, INPUT SHAFT
8 - SHAFT, INPUT
9 - HUB
10 - SEAL
11 - SNAP RING
12 - BELLEVILLE SPRING

7. Refer to the illustration as necessary when performing the following steps.

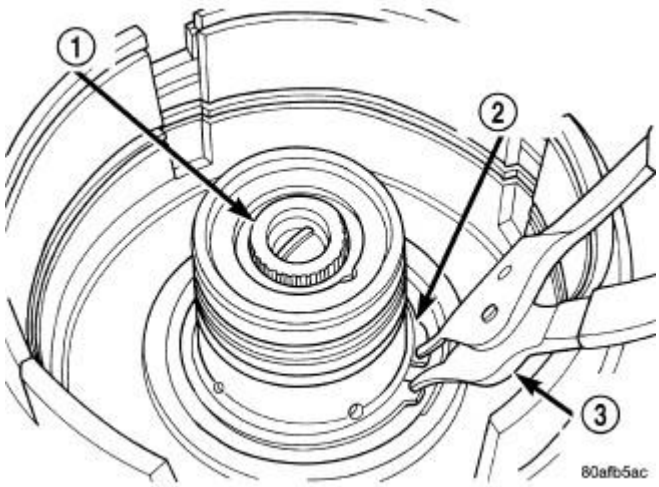


Fig. 326: Input Hub Tapered Snap Ring
Courtesy of CHRYSLER LLC

1 - INPUT SHAFT
2 - INPUT HUB SNAP RING (TAPERED SIDE UP WITH TABS IN CAVITY)
3 - SNAP RING PLIERS

8. Install input hub tapered snap ring (tapered side up with tabs in cavity) (2).

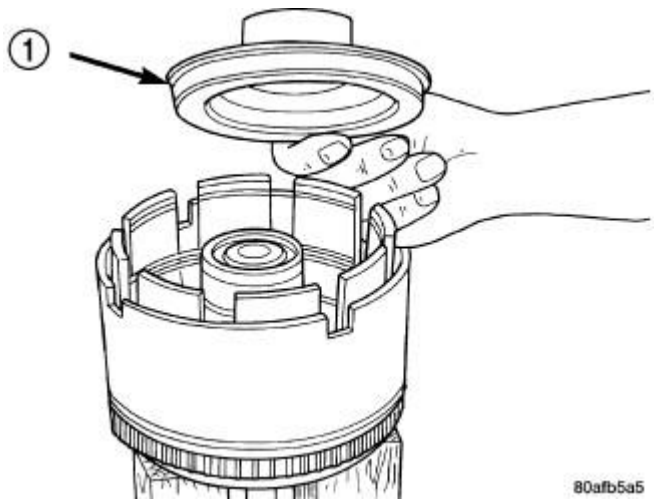


Fig. 327: Underdrive Clutch Piston
Courtesy of CHRYSLER LLC

1 - PISTON

9. Install UD clutch piston (1).

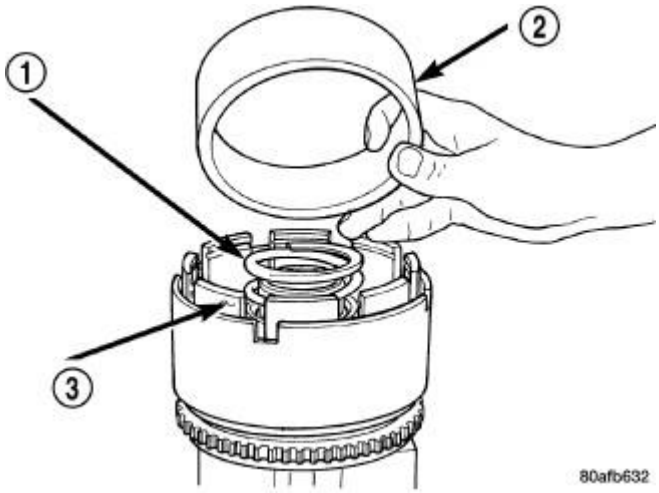


Fig. 328: Seal Compressor Special Tool 5067
Courtesy of CHRYSLER LLC

1 - PISTON RETURN SPRING
2 - INSTALLER 5067
3 - INPUT SHAFT CLUTCHES RETAINER ASSEMBLY

10. Install UD piston return spring (1) and Installer 5067 (2).

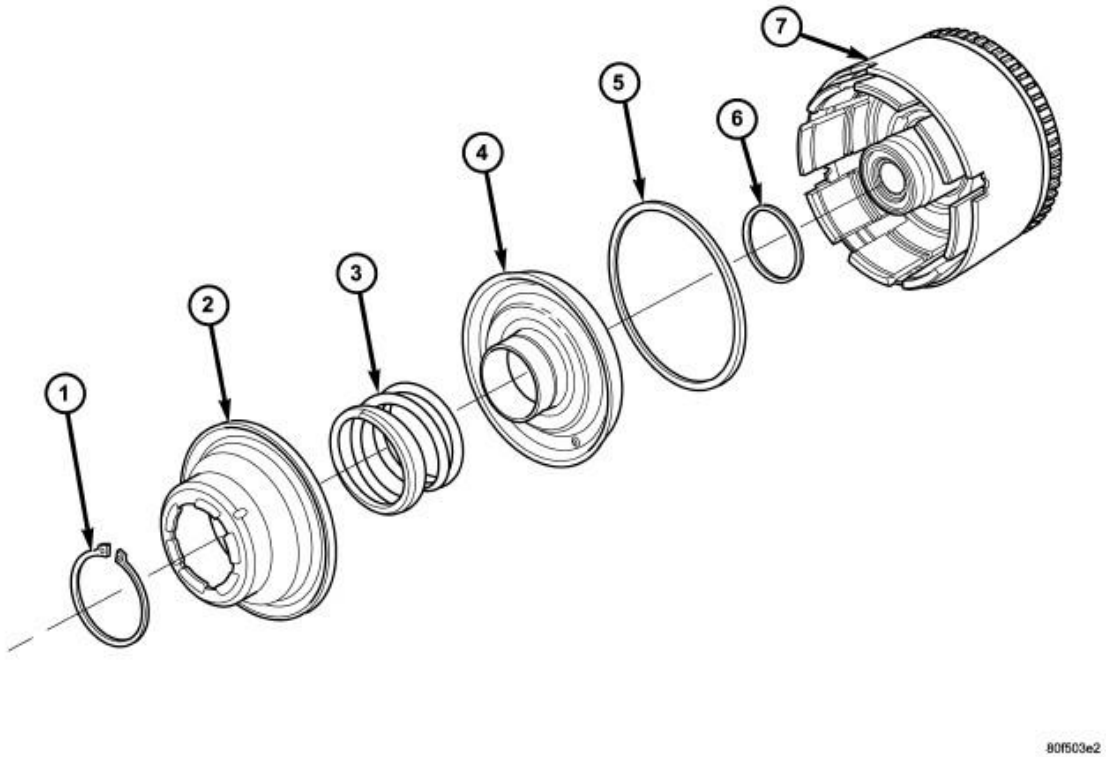


Fig. 329: Underdrive Clutch Piston, Spring & Retainer
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - SPRING RETAINER
3 - SPRING
4 - UD CLUTCH PISTON
5 - SEAL, OUTER
6 - SEAL, INNER
7 - INPUT CLUTCH ASSEMBLY

11. Refer to the illustration as necessary when performing the following steps.

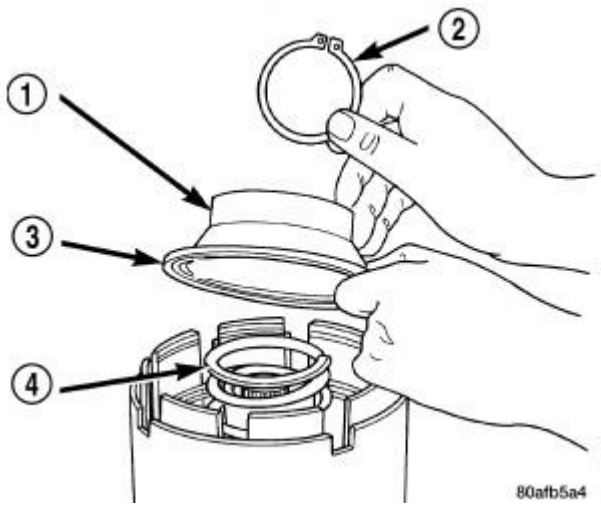


Fig. 330: UD Return Spring & Retainer
Courtesy of CHRYSLER LLC

1 - UNDERDRIVE SPRING RETAINER
2 - SNAP RING
3 - SEAL
4 - PISTON RETURN SPRING

12. Place the UD spring retainer (1) and snap ring (2) into position.

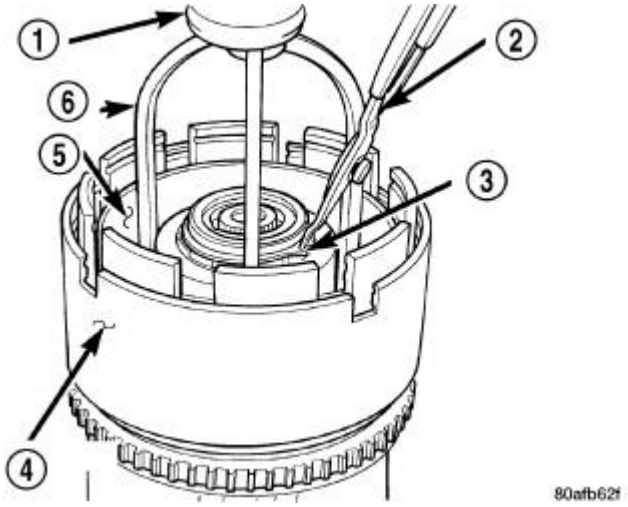


Fig. 331: Install UD Spring Retainer & Snap Ring
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - SNAP RING PLIERS
3 - SNAP RING
4 - OD/REVERSE PISTON
5 - INSTALLER 5067
6 - COMPRESSOR 5059-A

13. Using Compressor 5059-A (6) and an arbor press (1), Install the UD spring retainer and snap ring (3). Compress just enough to install snap ring (3).

CAUTION: Compress return spring just enough to install snap ring.

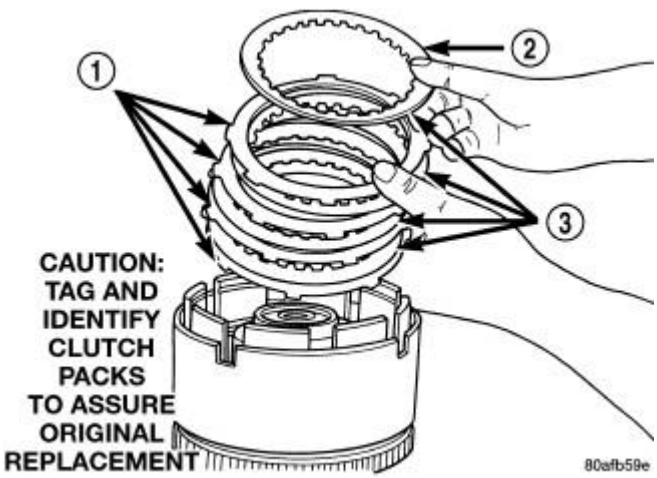


Fig. 332: Underdrive Clutch Pack

Courtesy of CHRYSLER LLC

1 - CLUTCH PLATE
2 - ONE UD CLUTCH DISC
3 - CLUTCH DISC

14. Install the UD clutch pack (1, 3). Leave out upper disc (2), until snap ring is installed.

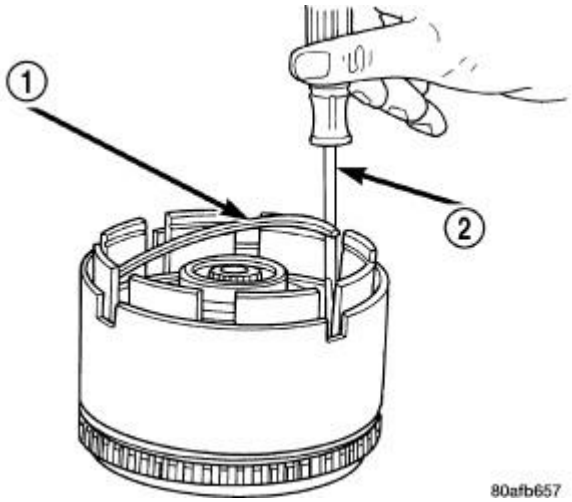


Fig. 333: UD Clutch Flat Snap Ring
Courtesy of CHRYSLER LLC

1 - UNDERDRIVE CLUTCH REACTION PLATE FLAT SNAP RING
2 - SCREWDRIVER

15. Install the UD clutch flat snap ring (1).

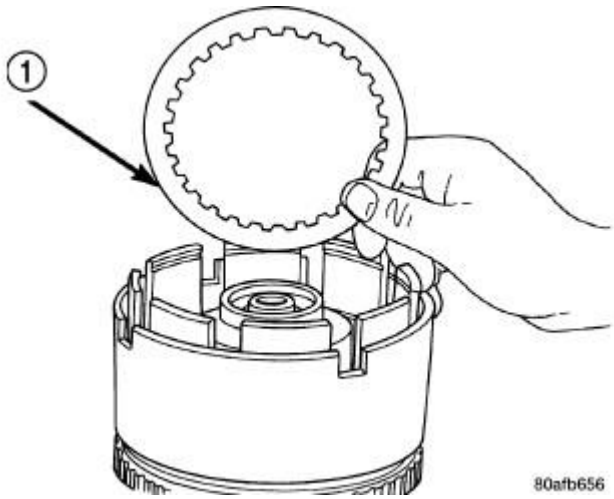


Fig. 334: UD Clutch Flat Snap Ring

Courtesy of CHRYSLER LLC

1 - ONE UNDERDRIVE CLUTCH DISC

16. Install the last UD clutch disc (1).

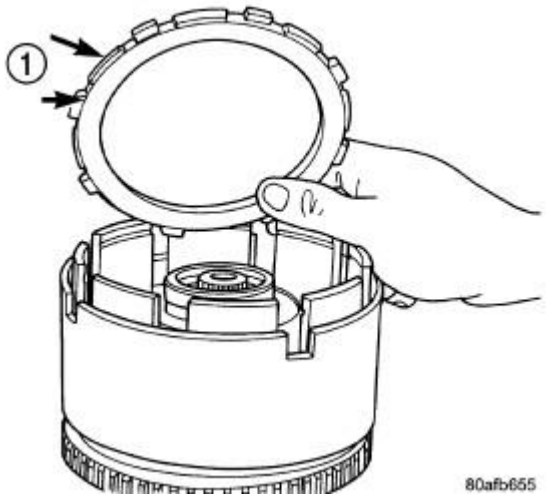


Fig. 335: OD/UD Reaction Plate
Courtesy of CHRYSLER LLC

1 - OD/UD CLUTCH REACTION PLATE (TAPERED STEP SIDE UP)

17. Place the OD/UD clutch reaction plate (1) and snap ring into position. The OD/UD clutches reaction plate has a step on both sides. Install the OD/UD clutches reaction plate tapered step side up.

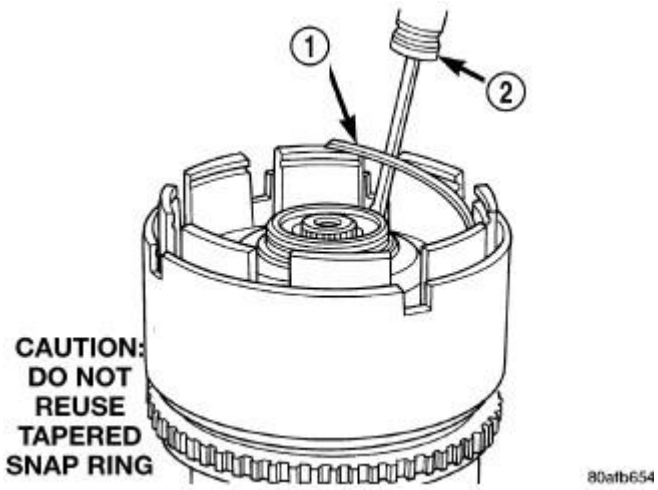


Fig. 336: Tapered Snap Ring
Courtesy of CHRYSLER LLC

1 - OVERDRIVE/UNDERDRIVE CLUTCHES REACTION PLATE TAPERED SNAP RING
2 - SCREWDRIVER (DO NOT SCRATCH REACTION PLATE)

18. Install the snap ring (1) using a screwdriver (2).

NOTE: Snap ring ends must be located within one finger of the input clutch hub. Be sure that snap ring is fully seated, by pushing with screwdriver, into snap ring groove all the way around.

NOTE: Do not reuse tapered snap ring.

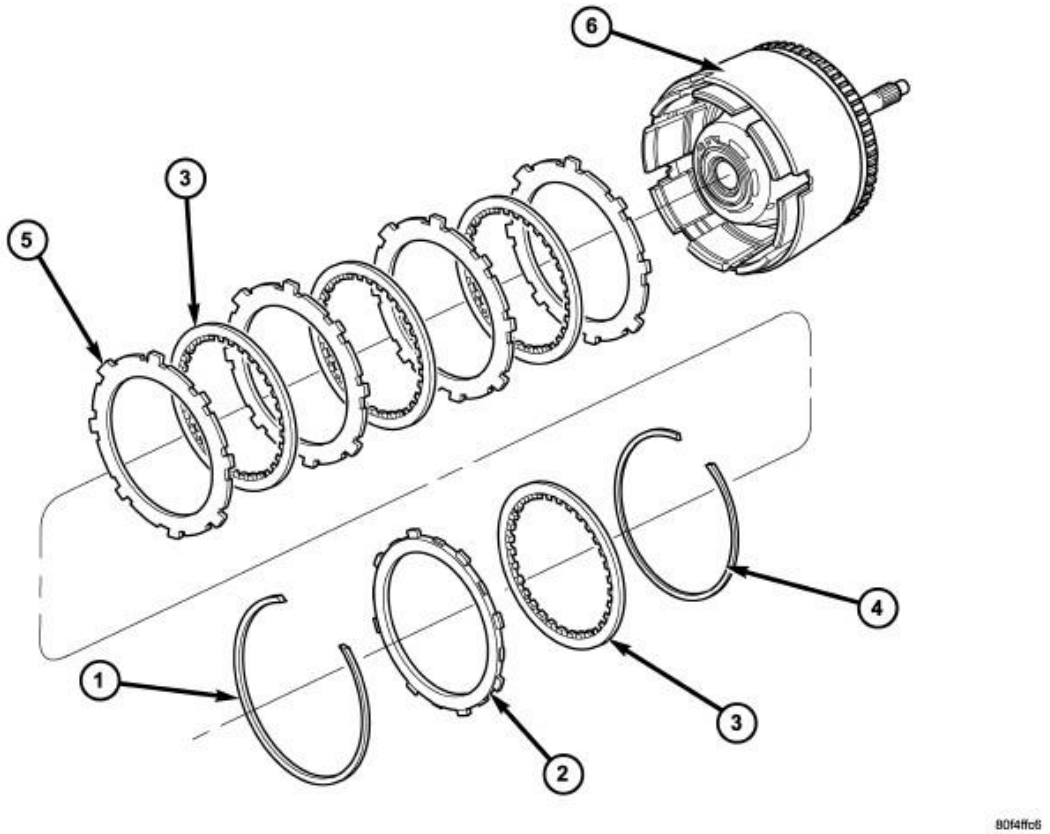


Fig. 337: Underdrive Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING (TAPERED)
2 - OD/UD REACTION PLATE
3 - CLUTCH DISC
4 - SNAP RING (FLAT)
5 - CLUTCH PLATE

6 - INPUT CLUTCH ASSEMBLY

19. Refer to the illustration as necessary when performing the following steps.

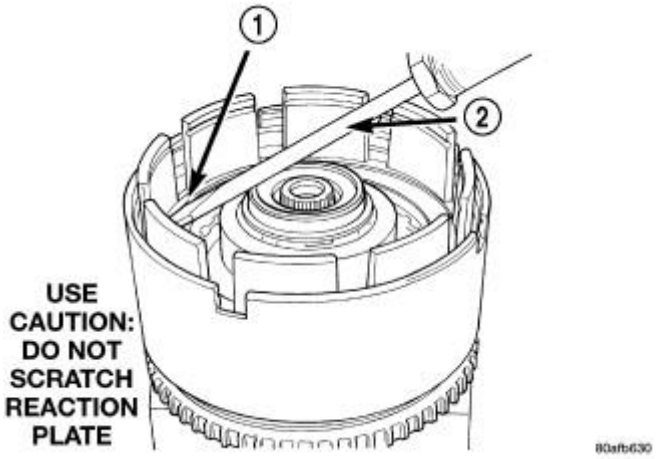


Fig. 338: Seating Tapered Snap
Courtesy of CHRYSLER LLC

1 - OVERDRIVE/UNDERDRIVE CLUTCHES REACTION PLATE TAPERED SNAP RING
2 - SCREWDRIVER

NOTE: Do not reuse tapered snap ring.

20. Seat tapered snap ring (1) to ensure proper installation.

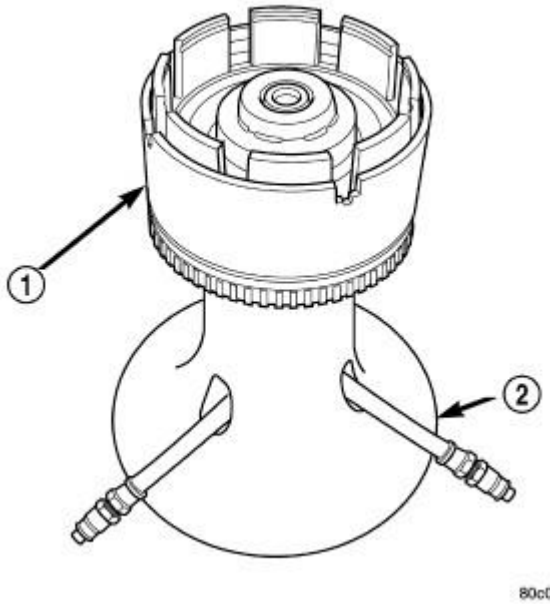


Fig. 339: Input Clutch Assembly On Pressure Fixture Tool 8391
Courtesy of CHRYSLER LLC

1 - INPUT CLUTCH ASSEMBLY
2 - INPUT CLUTCH PRESSURE FIXTURE 8391

21. Install input clutch assembly (1) to the Input Clutch Pressure Fixture 8391 (2).

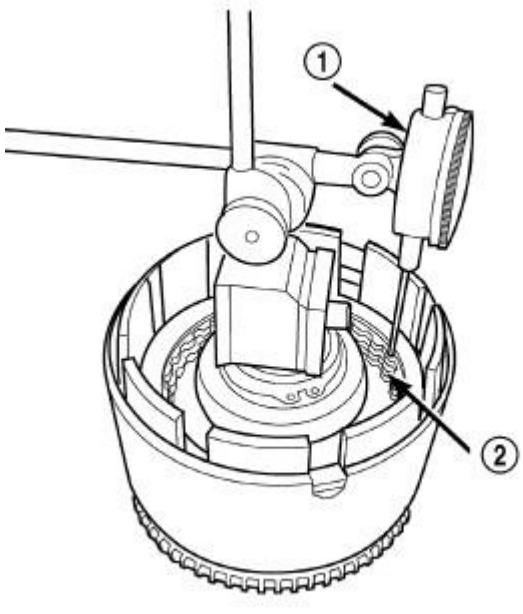


Fig. 340: Set Up Dial Indicator To Measure UD Clutch Clearance
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - UNDERDRIVE CLUTCH

22. Set up dial indicator (1) on the UD clutch pack (2).

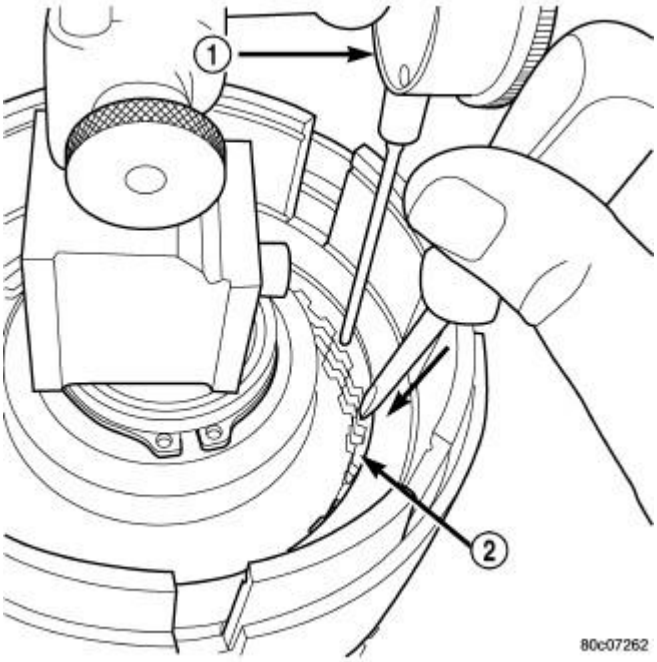


Fig. 341: Press Down On UD Clutch Pack & Zero Dial Indicator
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - UNDERDRIVE CLUTCH

23. Using moderate pressure, press down and hold (near indicator) the UD clutch pack (2) with screwdriver or suitable tool and zero dial the indicator. When releasing pressure on clutch pack, indicator reading should advance (0.005-0.010 in.).

CAUTION: Do not apply more than 30 psi (206 kPa) to the underdrive clutch pack.

24. Apply 30 psi (206 kPa) to the underdrive hose on Input Clutch Pressure Fixture 8391 and measure UD clutch clearance. Measure and record UD clutch pack measurement in four places, 90° apart.
25. Take average of four measurements and compare with UD clutch pack (2) clearance specification. **Underdrive clutch pack clearance must be 0.91-1.47 mm (0.036 - 0.058 in.).**

26. If necessary, select the proper reaction plate to achieve specifications:

UNDERDRIVE REACTION PLATE THICKNESS	
4659939AB	5.837-5.937 mm (0.230-0.234 in.)
4659940AB	6.147-6.248 mm (0.242-0.246 in.)
4659941AB	6.457-6.557 mm (0.254-0.258 in.)

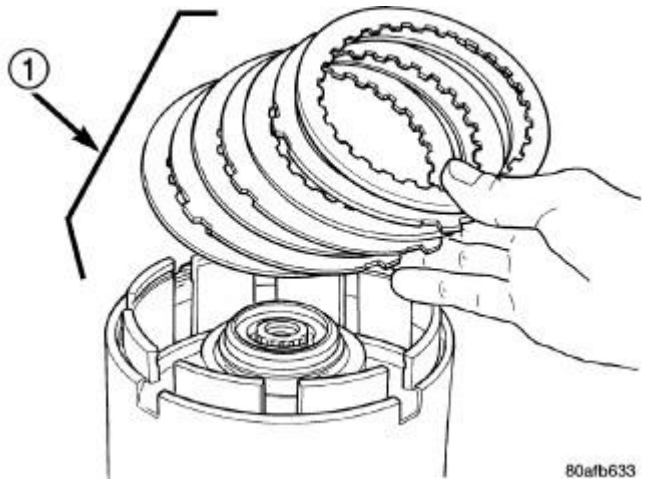


Fig. 342: OD Clutch Pack
Courtesy of CHRYSLER LLC

1 - OVERDRIVE CLUTCH PACK

27. Install the OD clutch pack (four frictions/three steels) (1).

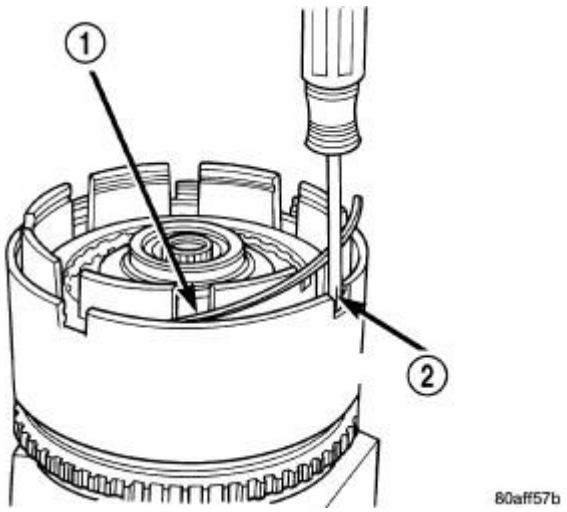


Fig. 343: Waved Snap Ring
Courtesy of CHRYSLER LLC

1 - OVERDRIVE PRESSURE PLATE WAVED SNAP

RING
2 - SCREWDRIVER

28. Install OD pressure plate waved snap ring (1).

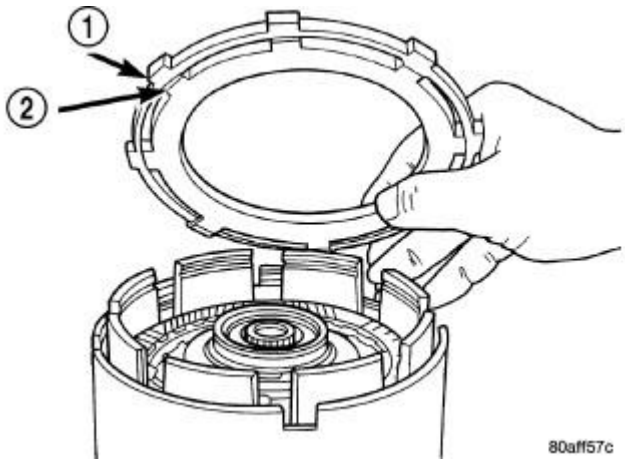


Fig. 344: OD/Reverse Reaction Plate
Courtesy of CHRYSLER LLC

1 - OVERDRIVE/REVERSE PRESSURE PLATE
2 - (STEP SIDE DOWN)

29. Install the OD/Reverse pressure plate (1) with large step down (towards OD clutch pack) (2).

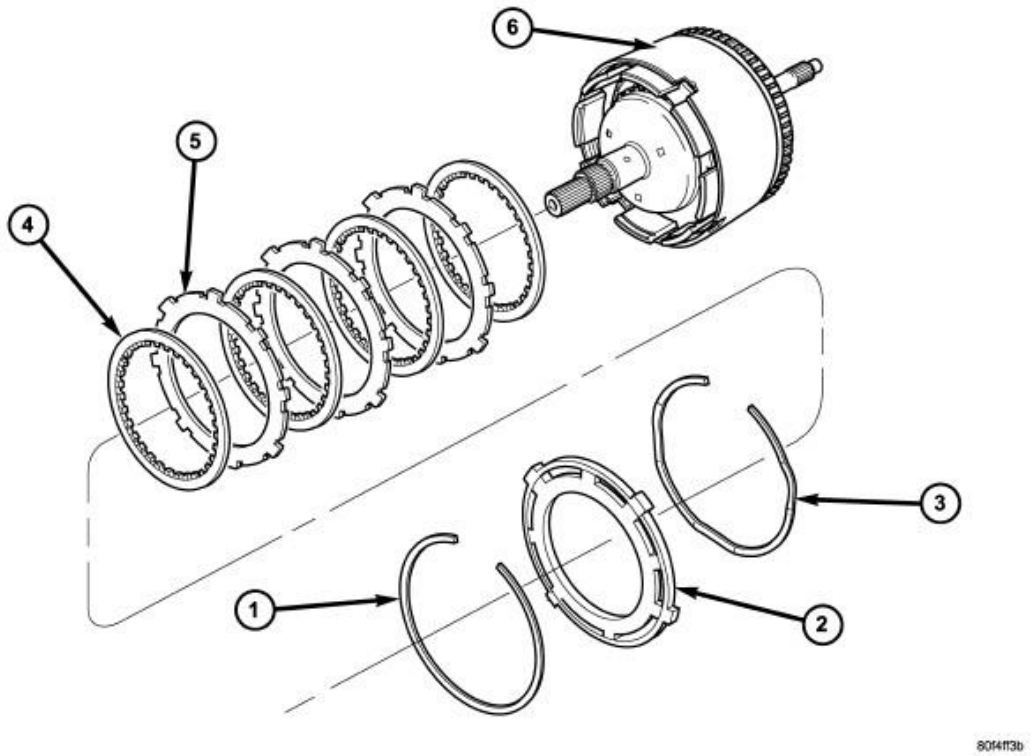


Fig. 345: Overdrive Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - OD/REVERSE PRESSURE PLATE
3 - SNAP RING (WAVE)
4 - CLUTCH DISC (4)
5 - CLUTCH STEEL (3)
6 - INPUT CLUTCH ASSEMBLY

30. Refer to the illustration as necessary when performing the following steps.

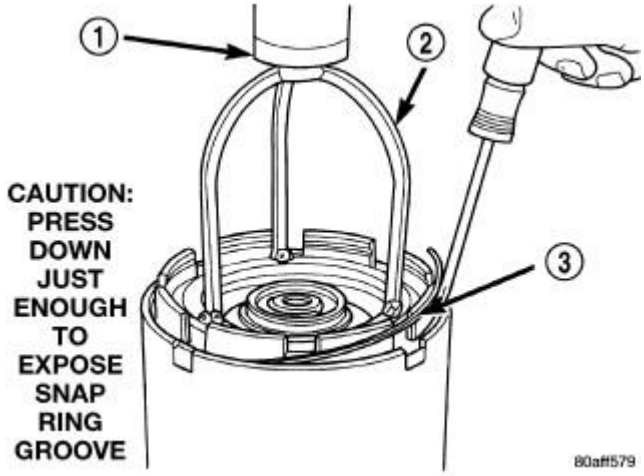


Fig. 346: Flat Snap Ring
Courtesy of CHRYSLER LLC

1 - ARBOR PRESS RAM
2 - COMPRESSOR 5059-A
3 - FLAT SNAP RING

31. Install OD pressure plate flat snap ring (3).

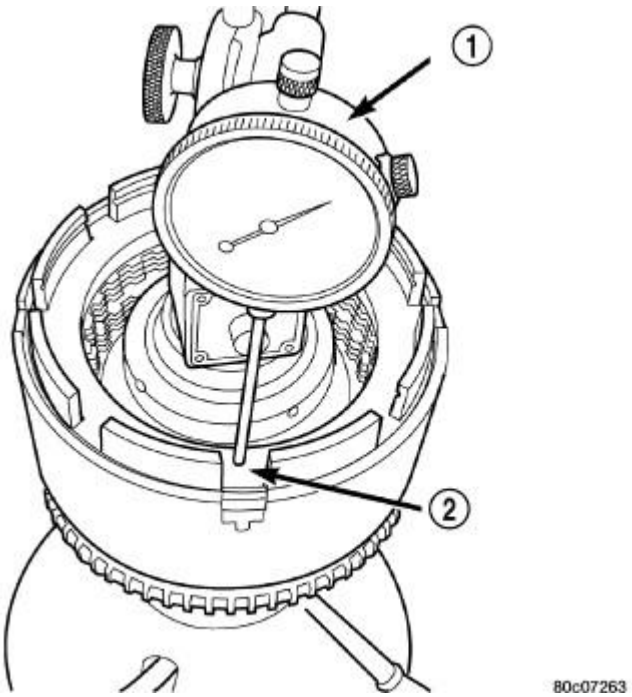


Fig. 347: Measure OD Clutch Pack Clearance
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR

2 - OD/REVERSE REACTION PLATE

32. Measure OD clutch pack clearance. Set up dial indicator (1) on top of the OD/Reverse pressure plate.
33. Zero dial indicator and apply 30 psi (206 kPa) air pressure to the overdrive clutch hose on Tool 8391. Measure and record OD clutch pack measurement in four (4) places, 90° apart.
34. Take average of four measurements and compare with OD clutch pack clearance specification. **The overdrive (OD) clutch pack clearance is 0.491 - 2.345 mm (0.019 - 0.092 in.).**

    If not within specifications, the clutch is not assembled properly. There is no adjustment for the OD clutch clearance.

35. Install reverse clutch pack (two frictions/one steel) (1, 2).

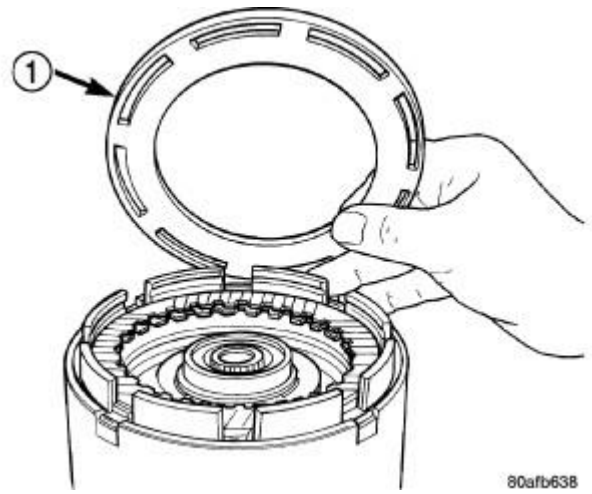


Fig. 348: Reverse Clutch Reaction Plate
Courtesy of CHRYSLER LLC

1 - REVERSE CLUTCH REACTION PLATE (FLAT SIDE DOWN)

36. Install reverse clutch reaction plate with the flat side down towards reverse clutch.

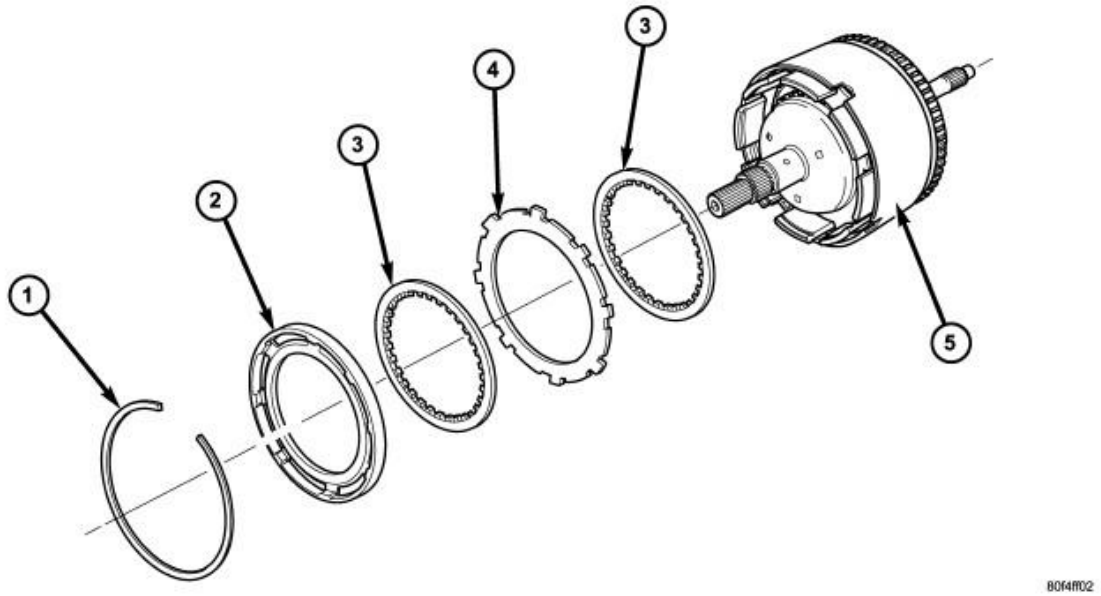


Fig. 349: Reverse Clutch Assembly
Courtesy of CHRYSLER LLC

1 - SNAP RING
2 - REACTION PLATE
3 - CLUTCH DISC (2)
4 - CLUTCH PLATE (1)
5 - INPUT CLUTCH ASSEMBLY

37. Refer to the illustration as necessary when performing the following steps.

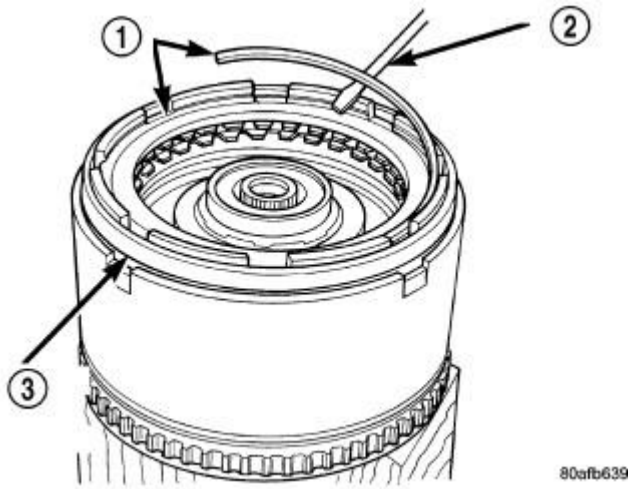


Fig. 350: Reverse Clutch Snap Ring
Courtesy of CHRYSLER LLC

1 - REVERSE CLUTCH SNAP RING (SELECT)

2 - SCREWDRIVER
3 - REVERSE CLUTCH REACTION PLATE

38. Tap reaction plate (3) down to allow installation of the reverse clutch snap ring (1). Install reverse clutch snap ring (1).

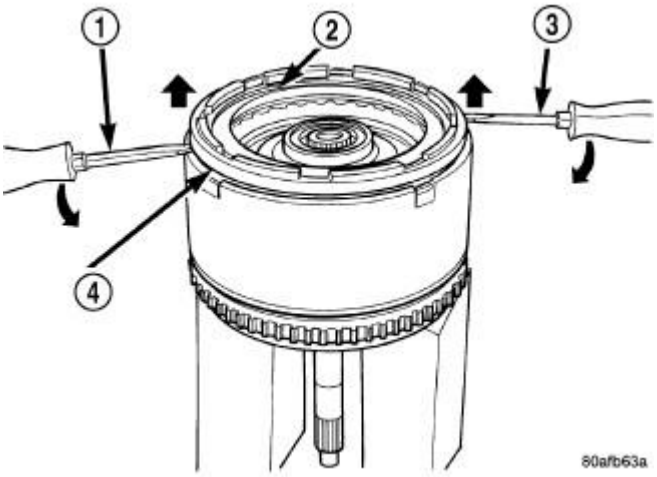


Fig. 351: Pry Up Reverse Reaction Plate
Courtesy of CHRYSLER LLC

1 - SCREWDRIVER
2 - SNAP RING
3 - SCREWDRIVER
4 - MUST RAISE REVERSE REACTION PLATE TO RAISE SNAP RING

39. Pry up reverse reaction plate (4) to seat against snap ring (2).

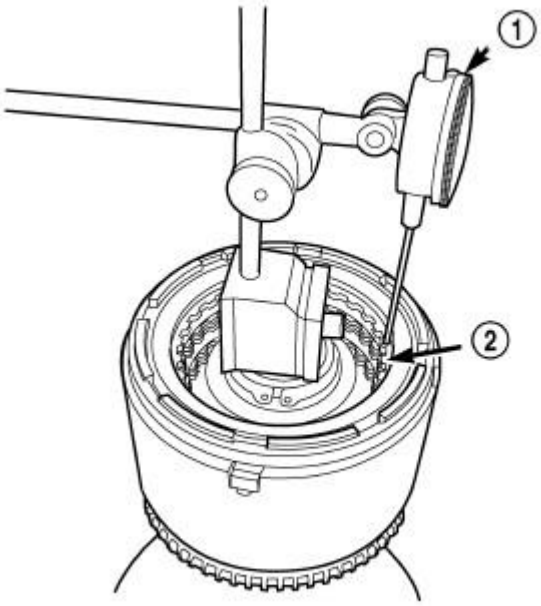


Fig. 352: Measure Reverse Clutch Pack Clearance
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - REVERSE CLUTCH

40. Set up a dial indicator (1) on the reverse clutch pack (2).

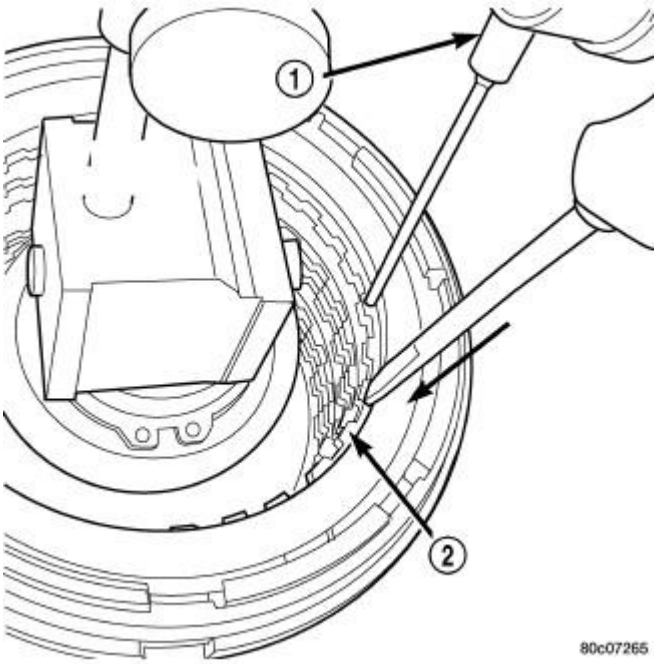


Fig. 353: Press Down On Reverse Clutch & Zero Indicator
Courtesy of CHRYSLER LLC

1 - DIAL INDICATOR
2 - REVERSE CLUTCH

41. Using moderate pressure, press down and hold (near indicator) reverse clutch disc (2) with screwdriver or suitable tool and zero dial indicator (1). When releasing pressure, indicator should advance (0.005-0.010 in.) as clutch pack relaxes.
42. Apply 30 psi (206 kPa) air pressure to the reverse clutch hose on Input Clutch Pressure Fixture 8391. Measure and record reverse clutch pack measurement in four places, 90° apart.
43. Take average of four measurements and compare with reverse clutch pack clearance specification. **The reverse clutch pack clearance is 0.76 - 1.245 mm (0.030 - 0.049 in.).** Select the proper reverse clutch snap ring to achieve specifications:

REVERSE CLUTCH SNAP RING THICKNESS	
4377195	1.53-1.58 mm (0.060-0.062 in.)
4412871	1.77-1.83 mm (0.070-0.072 in.)
4412872	2.02-2.07 mm (0.080-0.082 in.)
4412873	2.27-2.32 mm (0.090-0.091 in.)

44. To complete the assembly, reverse clutch and overdrive clutch must be removed.
45. Install the number two needle bearing (1).

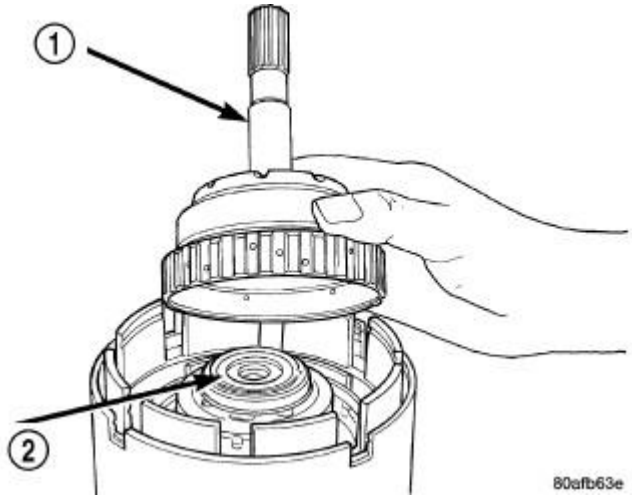


Fig. 354: Underdrive Shaft Assembly
Courtesy of CHRYSLER LLC

1 - UNDERDRIVE SHAFT ASSEMBLY
2 - #2 NEEDLE BEARING

46. Install the underdrive shaft assembly (1).

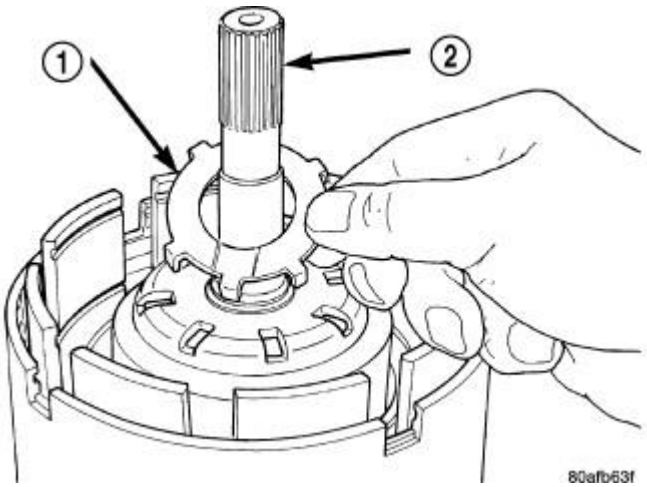


Fig. 355: No. 3 Thrust Washer
Courtesy of CHRYSLER LLC

1 - #3 THRUST WASHER (NOTE 5 TABS)
2 - UNDERDRIVE SHAFT ASSEMBLY

47. Install the number three thrust washer (1) to the underdrive shaft assembly (2). Be sure five tabs are seated properly.

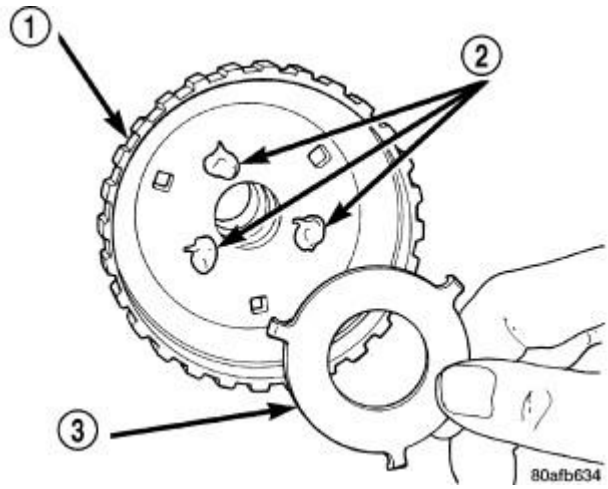


Fig. 356: No. 3 Thrust Plate
Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT ASSEMBLY
2 - DABS OF PETROLATUM (FOR RETENTION)
3 - #3 THRUST PLATE (NOTE 3 TABS)

48. Install the number three thrust plate (3) (note 3 tabs) to the bottom of the overdrive shaft assembly (1). Retain with petrolatum or transmission assembly gel (2).

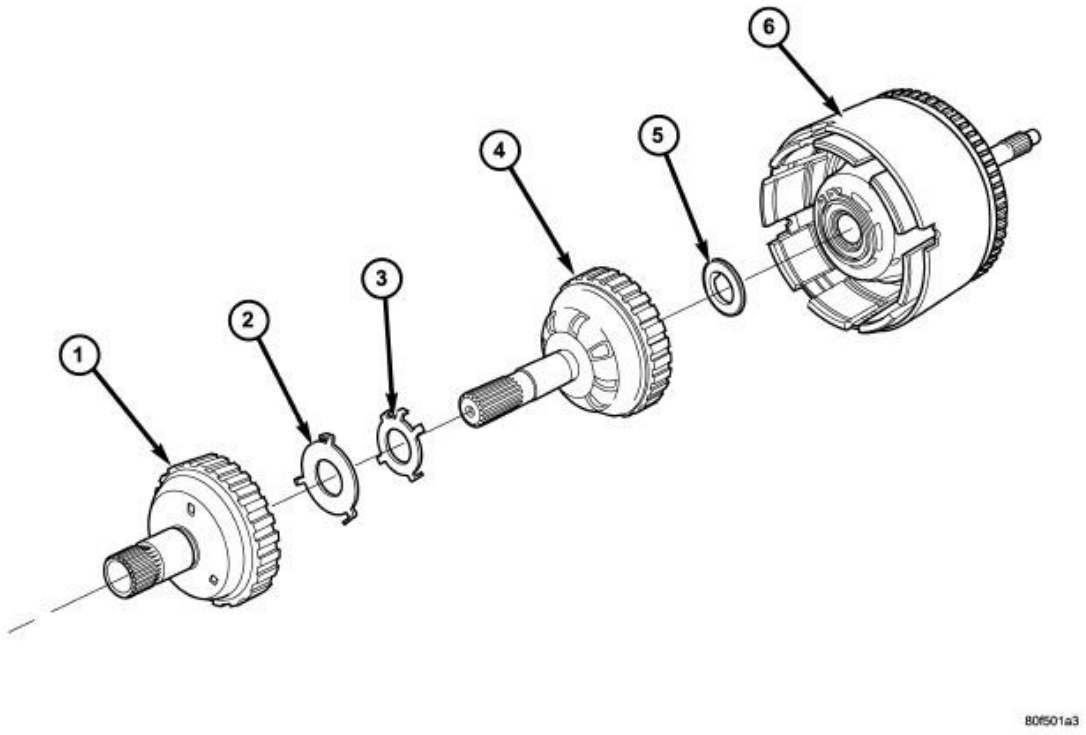


Fig. 357: Overdrive/Underdrive Shafts

Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT
2 - #3 THRUST PLATE (3 TABS)
3 - #3 THRUST WASHER (5 TABS)
4 - UNDERDRIVE SHAFT
5 - #2 NEEDLE BEARING (3 TABS)
6 - INPUT CLUTCH ASSEMBLY

49. Refer to the illustration as necessary when performing the following steps.

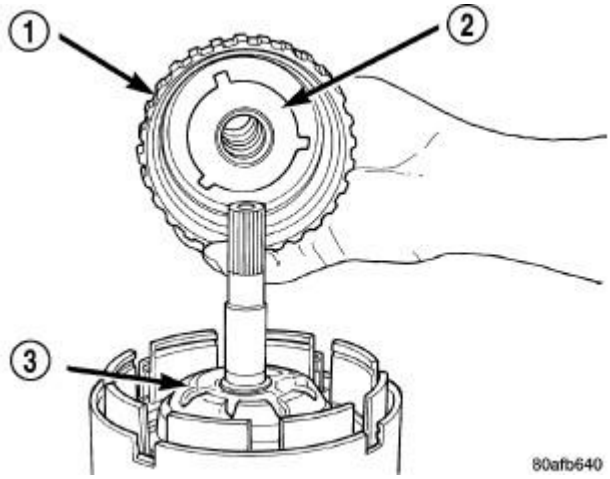


Fig. 358: Overdrive Shaft Assembly
Courtesy of CHRYSLER LLC

1 - OVERDRIVE SHAFT ASSEMBLY
2 - #3 THRUST PLATE
3 - #3 THRUST WASHER

50. Install the overdrive shaft assembly (1).
51. Reinstall overdrive and reverse clutch as shown in illustration. **Rechecking these clutch clearances is not necessary.**

ASSEMBLY, TRANSMISSION SOLENOID AND PRESSURE SWITCH

REMOVAL

REMOVAL

1. Remove valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Removal**.

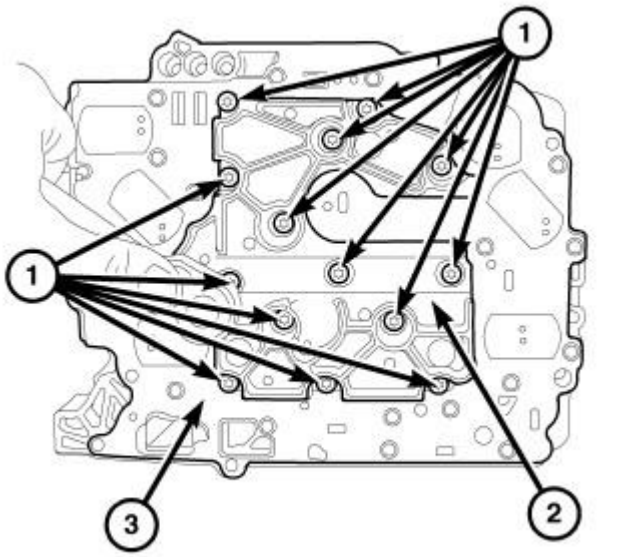


Fig. 359: Bolts At Clamp Plate
Courtesy of CHRYSLER LLC

2. Remove the clamp plate bolts and clamp plate.

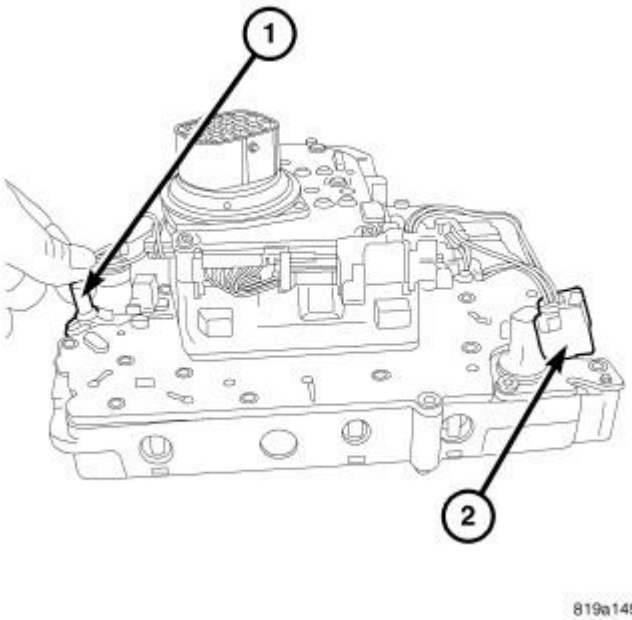


Fig. 360: Solenoid Pack Electrical Connect
Courtesy of CHRYSLER LLC

3. Remove the electrical connectors to the pressure control solenoid and line pressure sensors.
4. Remove the solenoid/pressure switch assembly.

INSTALLATION

INSTALLATION

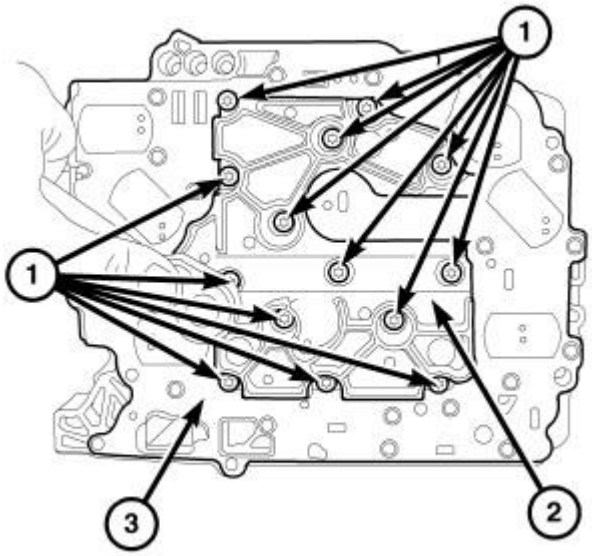


Fig. 361: Bolts At Clamp Plate
Courtesy of CHRYSLER LLC

1. Install the solenoid/pressure switch assembly.
2. Install mounting bolts (1) at clamp plate (2) and tighten to 6 N.m (50 in. lbs.).

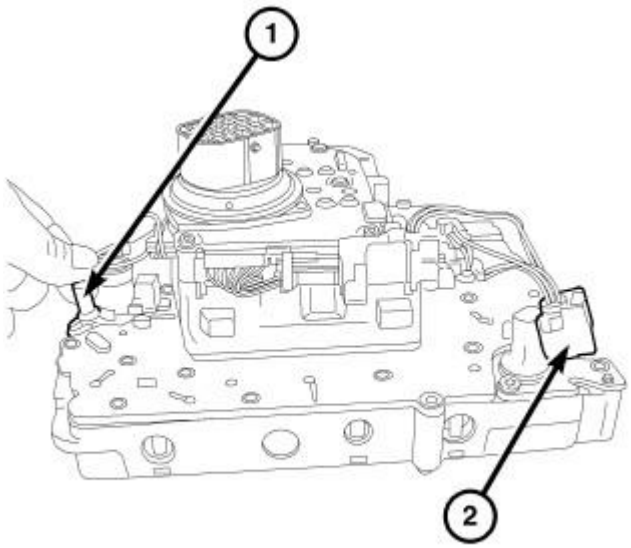


Fig. 362: Solenoid Pack Electrical Connect
Courtesy of CHRYSLER LLC

3. Connect the electrical connectors (1, 2) to the pressure control solenoid and line pressure sensors.
4. Install valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Installation**.

ASSEMBLY, UNDERDRIVE COMPOUNDER

DESCRIPTION

DESCRIPTION

The underdrive compounder assembly replaces the 41TE transfer shaft. The transaxle case is modified to accommodate the additional components. The main components of the underdrive compounder assembly are the low clutch (LC), direct clutch (DC), overrunning clutch (ORC), simple planetary gear set and bearing retainer transfer/underdrive shaft.

DISASSEMBLY

DISASSEMBLY

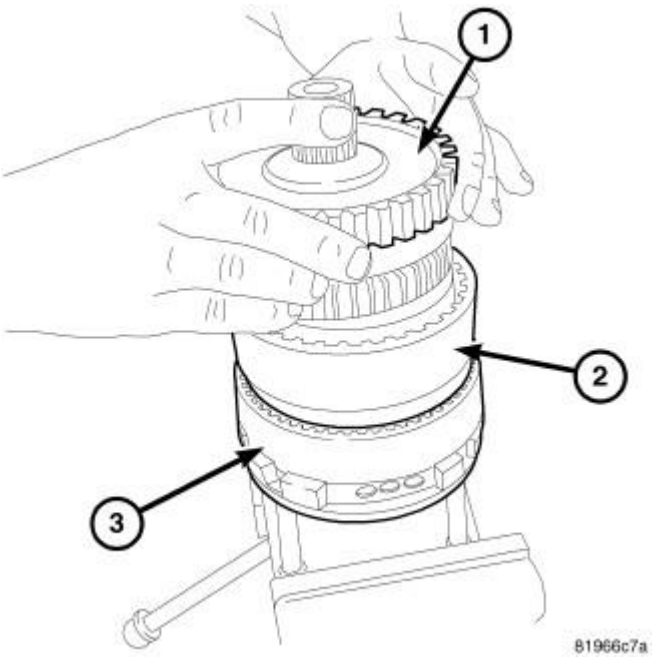


Fig. 363: Planetary Gear Set - Output Hub
Courtesy of CHRYSLER LLC

1. Remove the planetary gear set/output hub (1).

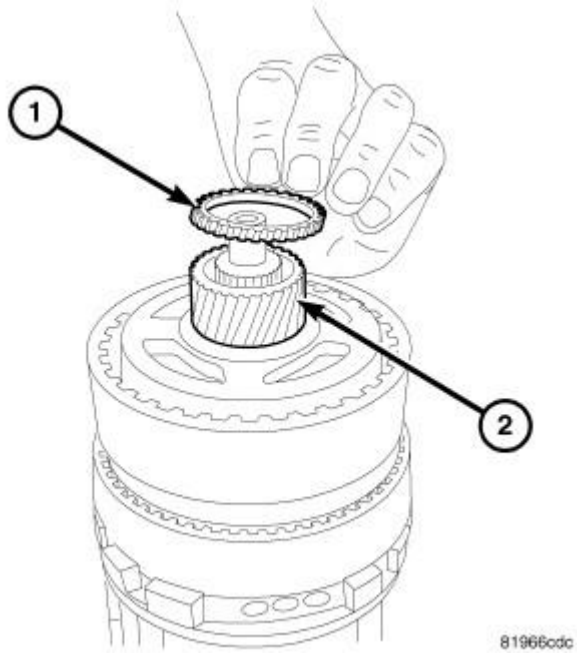


Fig. 364: Helical Shim
Courtesy of CHRYSLER LLC

2. Remove the helical shim (1).

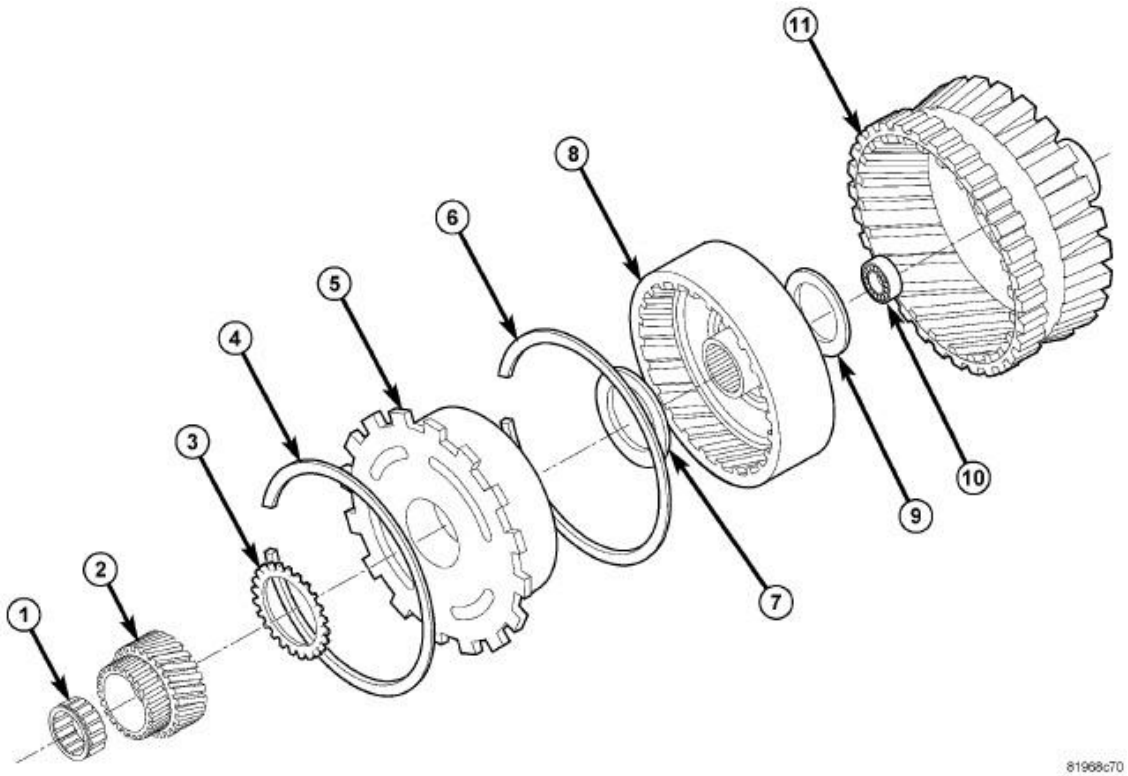


Fig. 365: Planetary Gear Set
Courtesy of CHRYSLER LLC

1 - NEEDLE BEARING	5 - PLANETARY CARRIER	9 - #2 NEEDLE BEARING
2 - SUN GEAR	6 - #2 SNAP RING	10 - NEEDLE BEARING
3 - HELICAL SHIM (SELECT)	7 - #1 NEEDLE BEARING	11 - OUTPUT HUB
4 - #1 SNAP RING	8 - ANNULUS GEAR	-

3. Remove the snap ring (4) holding the planetary carrier.
4. Remove the planetary carrier (5).
5. Remove the snap ring (6) holding the annulus gear.
6. Remove the needle bearing (7) on the front side of the annulus gear.
7. Remove the annulus gear (8).
8. Remove the needle bearing (9) on the back side of the annulus gear/on the front side of the output hub.
9. Inspect the needle bearing in the output hub for any damage.

Fig. 366: Clip At Transfer Shaft-Out
Courtesy of CHRYSLER LLC

10. Using two small picks, remove retaining clip from transfer/underdrive shaft

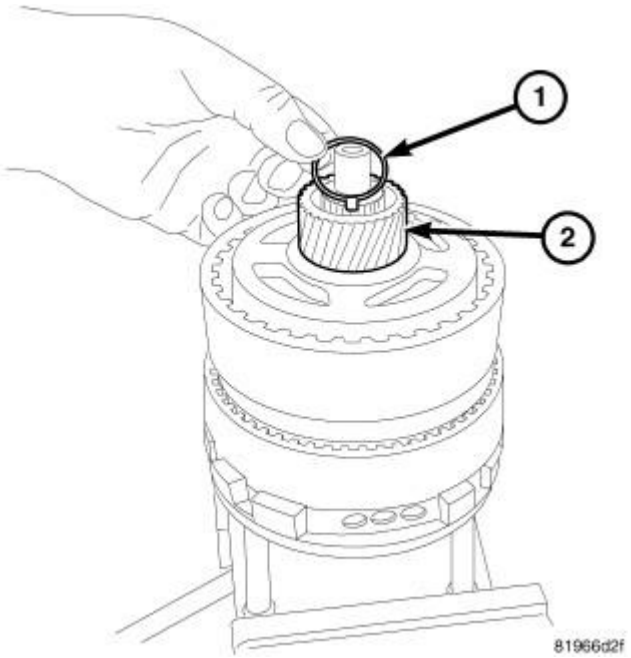


Fig. 367: Clip At Transfer Shaft
Courtesy of CHRYSLER LLC

NOTE: A new retaining clip will be used during assembly.

11. Discard the retaining clip (that was removed from the transfer/underdrive shaft.
12. Remove the sun gear (2) from the shaft.

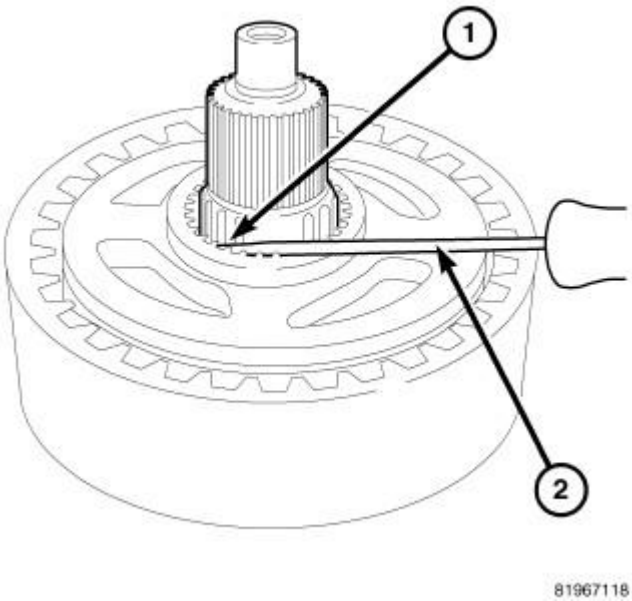


Fig. 368: Split Bearing
Courtesy of CHRYSLER LLC

13. Remove the split bearing (1) using a small pick (2).

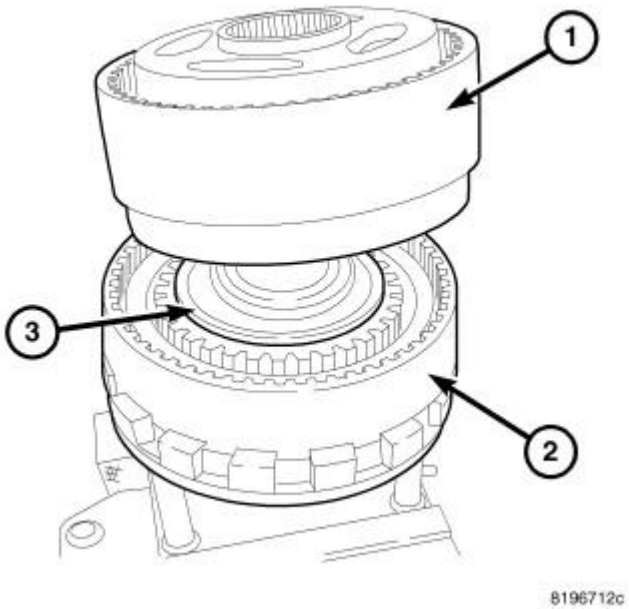


Fig. 369: Direct Clutch
Courtesy of CHRYSLER LLC

14. Remove the direct clutch (1) from the low clutch.

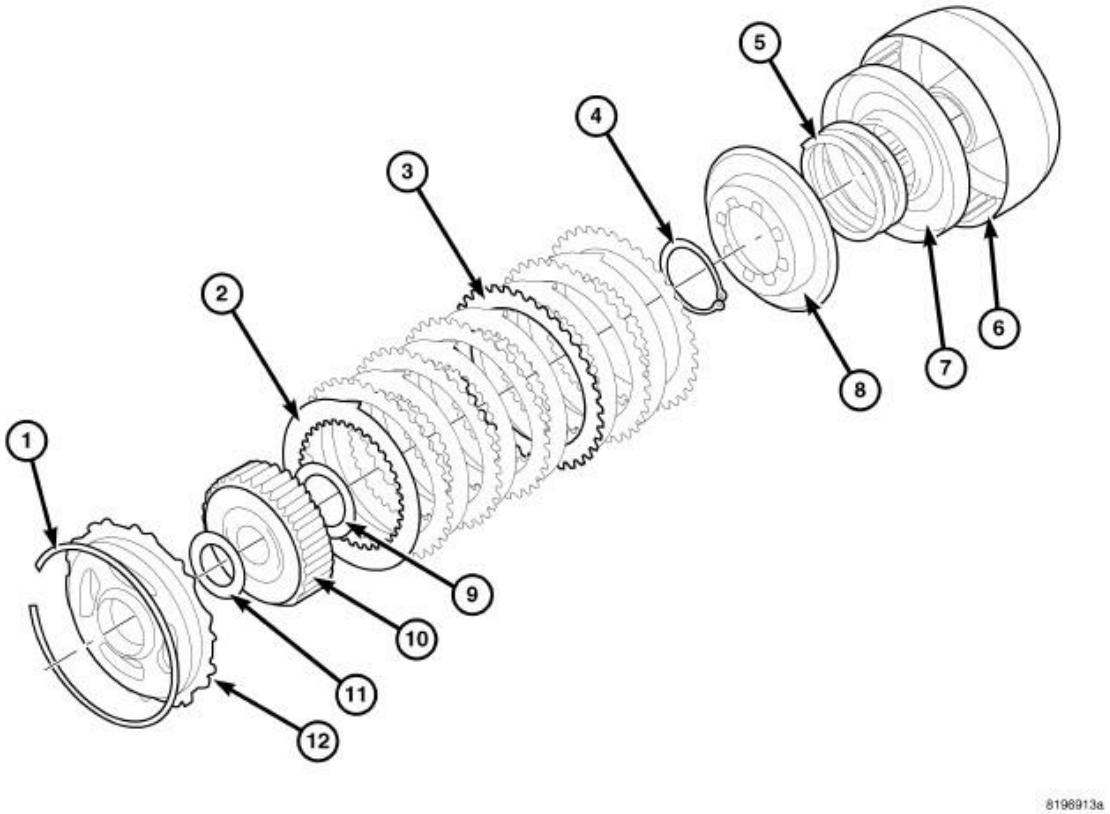


Fig. 370: Exploded View Of Direct Clutch
Courtesy of CHRYSLER LLC

1 - INTERNAL SNAP RING	5 - RETURN COIL SPRING	9 - #2 THRUST BEARING
2 - FRICTION (INNER SPLINE)	6 - RETAINER	10 - HUB
3 - FRICTION (OUTER SPLINE)	7 - PISTON	11 - # 1 THRUST BEARING
4 - RETAINER SNAP RING	8 - BALANCE PISTON	12 - REACTION PLATE (SELECTABLE)

15. Remove the internal snap ring (1).
16. Remove the selectable reaction plate (12).
17. Remove the number one thrust bearing (11).
18. Remove the hub (10).
19. Remove the number two thrust bearing (9).

20. Remove the inner and outer spline frictions (2, 3).

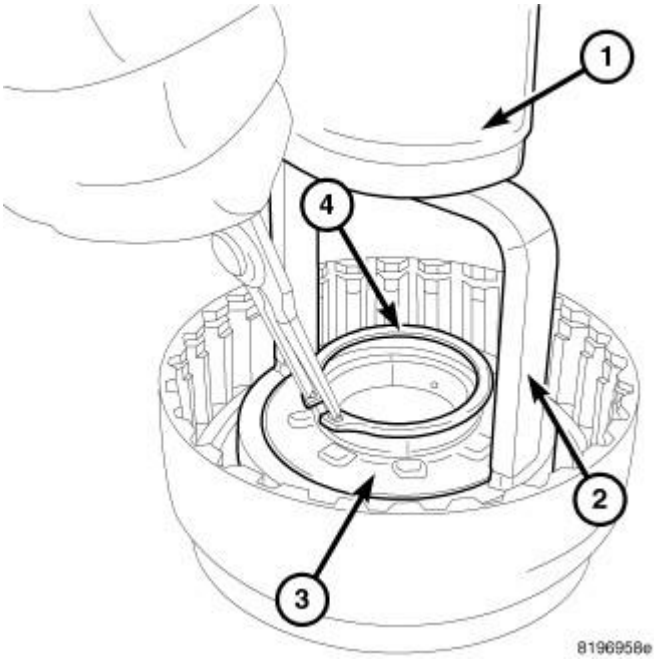


Fig. 371: Direct Clutch Compressed
Courtesy of CHRYSLER LLC

21. Install Compressor 8250 (2) over the direct clutch balance piston (3) and place onto a press (1).
22. Compress spring to remove the snap ring (4) at the direct clutch balance piston.

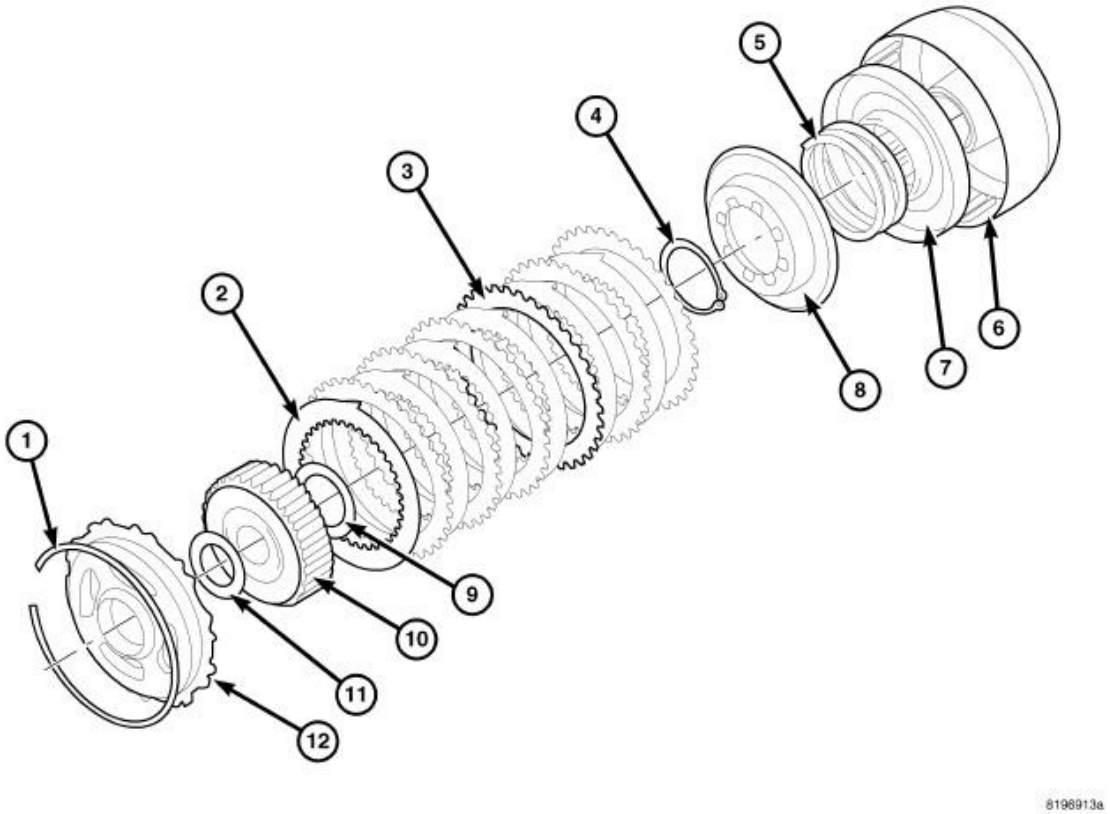


Fig. 372: Exploded View Of Direct Clutch
Courtesy of CHRYSLER LLC

1 - INTERNAL SNAP RING	5 - RETURN COIL SPRING	9 - #2 THRUST BEARING
2 - FRICTION (INNER SPLINE)	6 - RETAINER	10 - HUB
3 - FRICTION (OUTER SPLINE)	7 - PISTON	11 - #1 THRUST BEARING
4 - RETAINER SNAP RING	8 - BALANCE PISTON	12 - REACTION PLATE (SELECTABLE)

23. Remove the direct clutch balance piston (8).
24. Remove the return coil spring (5).
25. Remove the direct clutch piston (7) from the retainer (6).

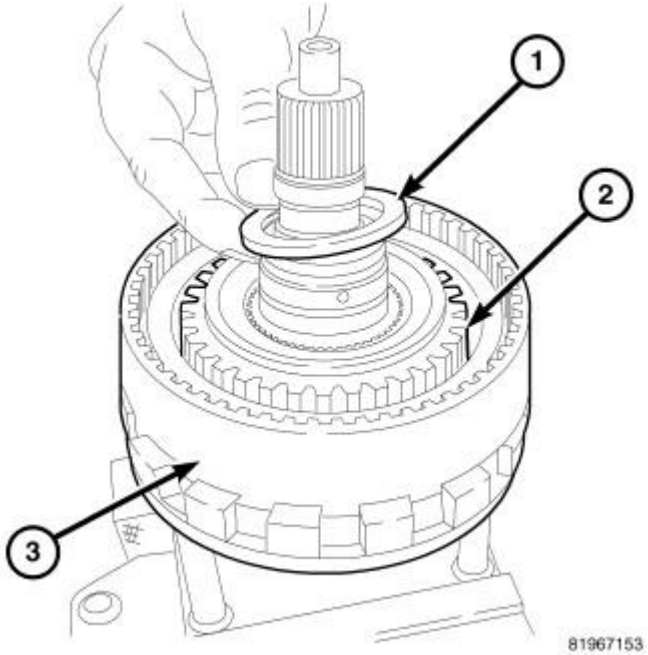


Fig. 373: Needle Bearing
Courtesy of CHRYSLER LLC

26. Remove the needle bearing (1) from the transfer shaft.

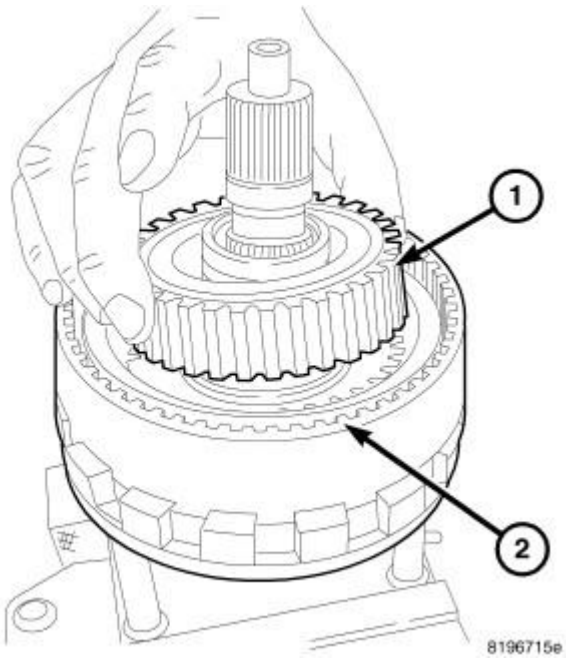


Fig. 374: Overrunning Clutch
Courtesy of CHRYSLER LLC

27. Remove the overrunning clutch from the low clutch (1).

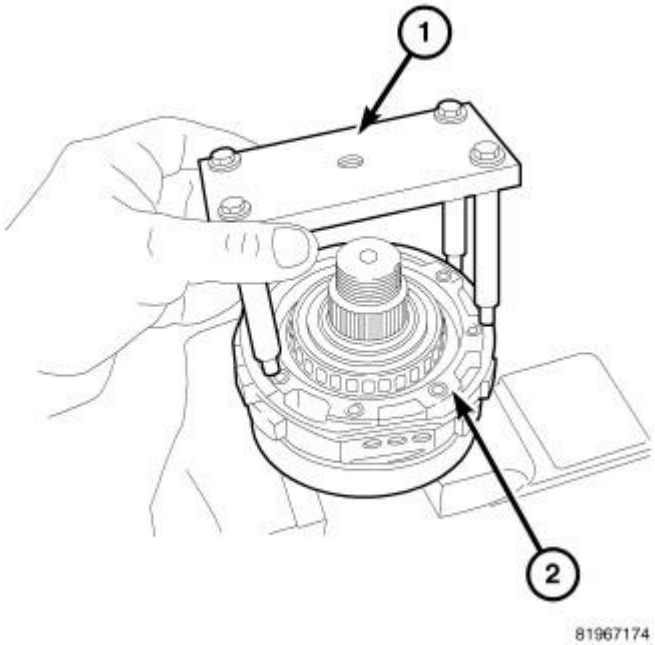


Fig. 375: Tool 9908
Courtesy of CHRYSLER LLC

28. Remove the Bearing Retainer Assembly Remover 9908 (1) from the low clutch (2).

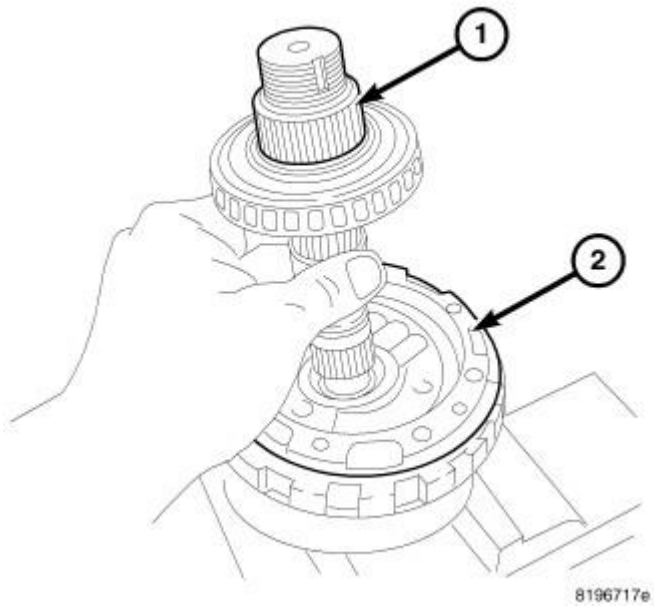


Fig. 376: Transfer Shaft
Courtesy of CHRYSLER LLC

29. Remove the transfer shaft (1) from the low clutch (2).

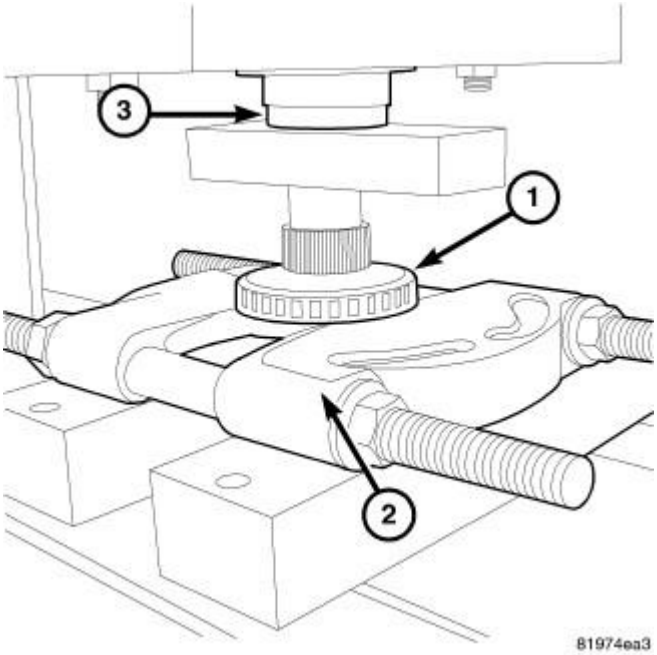


Fig. 377: Bearing Splitter 1130
Courtesy of CHRYSLER LLC

30. Using Bearing Splitter 1130 (2) and a press (3) remove the underdrive compounder bearing.

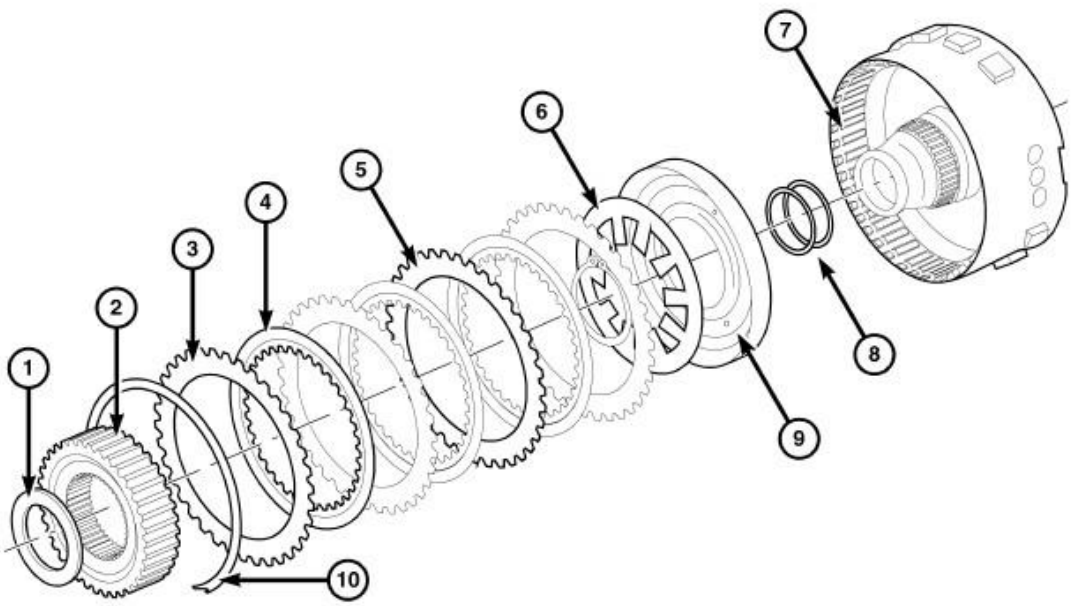


Fig. 378: Exploded View Of Low Clutch
Courtesy of CHRYSLER LLC

1 - SNAP RING (SELECTABLE) 2 - CLUTCH HUB	6 - RETURN SPRING 7 - RETAINER
3 - REACTION PLATE	8 - SEALS
4 - FRICTION DISC	9 - PISTON
5 - SEPARATOR PLATE	10 - SNAP RING

31. Remove the snap ring (10).
32. Remove the reaction plate (3)
33. Remove the friction disc's (4) and the separator plates (5).

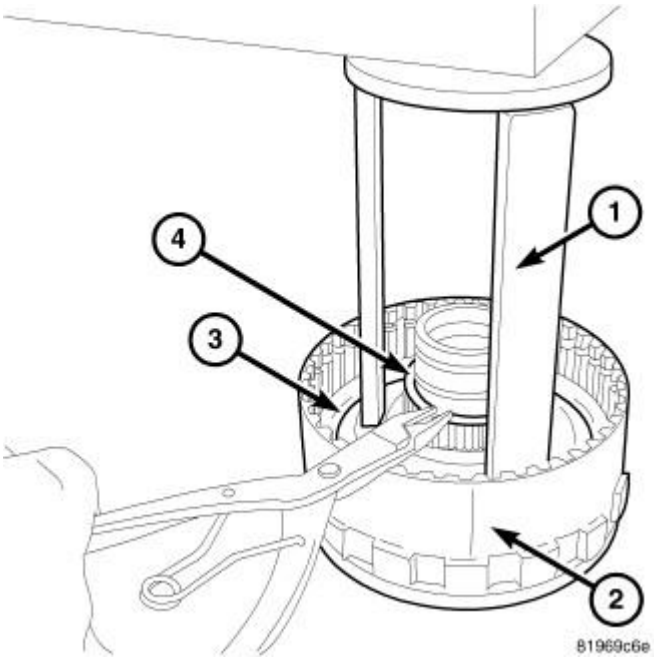


Fig. 379: Low Clutch Compressed
Courtesy of CHRYSLER LLC

34. Install compressor 9725 (1) on return spring (3) and slightly compress.
35. Remove the snap ring (4) from low clutch retainer (2).

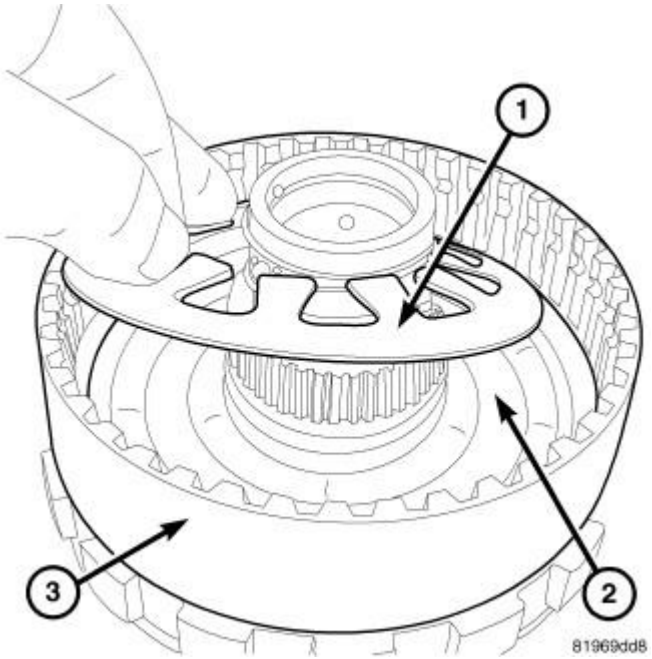


Fig. 380: Low Clutch Return Spring
Courtesy of CHRYSLER LLC

36. Release pressure on press, remove compressor 9725 and the return spring (1).

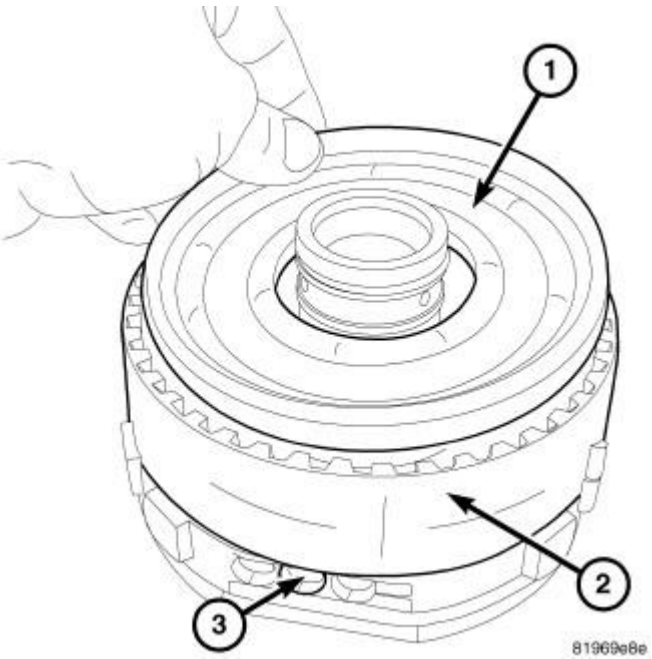


Fig. 381: Low Clutch Piston
Courtesy of CHRYSLER LLC

37. Remove the low clutch piston (1) from low clutch retainer. Low air pressure may be applied to low clutch retainer port (3) to move piston out of the bore.

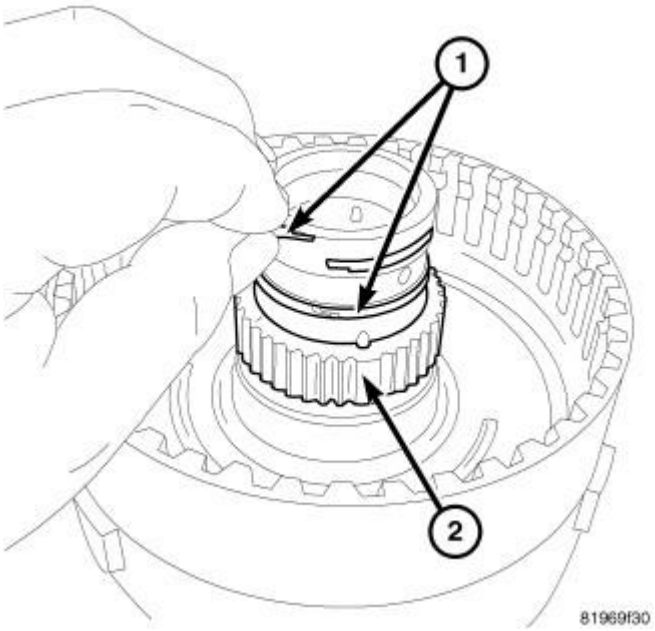


Fig. 382: Seal Rings
Courtesy of CHRYSLER LLC

38. Remove the seal rings (1) from the low clutch retainer (2).

ASSEMBLY

ASSEMBLY

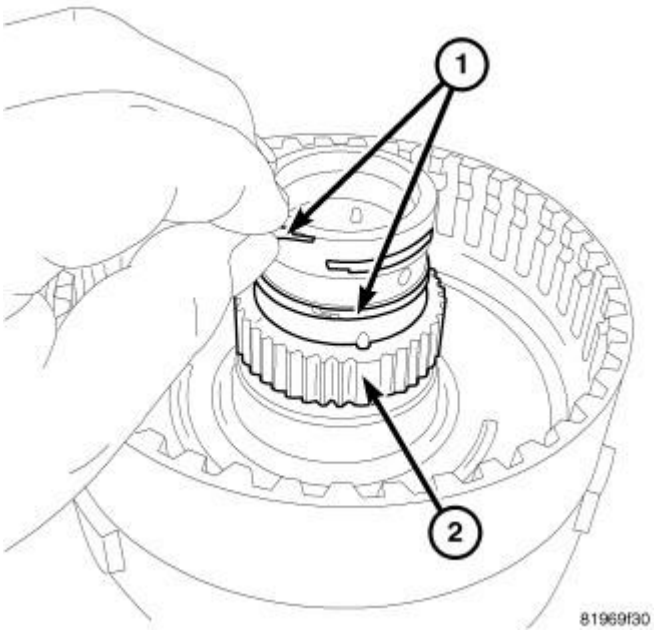


Fig. 383: Seal Rings

Courtesy of CHRYSLER LLC

CAUTION: Lube seal lips with ATF during installation, Use a twisting motion during installation to prevent seal lips from rolling over.

CAUTION: Do not over stretch. Can cause breakage.

1. Install **new** seal rings (1) on the low clutch retainer (2).

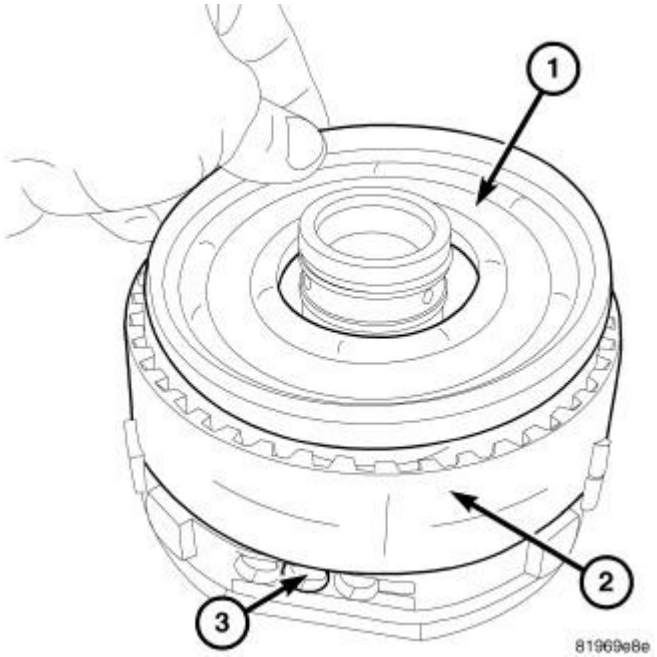


Fig. 384: Low Clutch Piston
Courtesy of CHRYSLER LLC

2. Install the low clutch piston (1) into low clutch retainer.

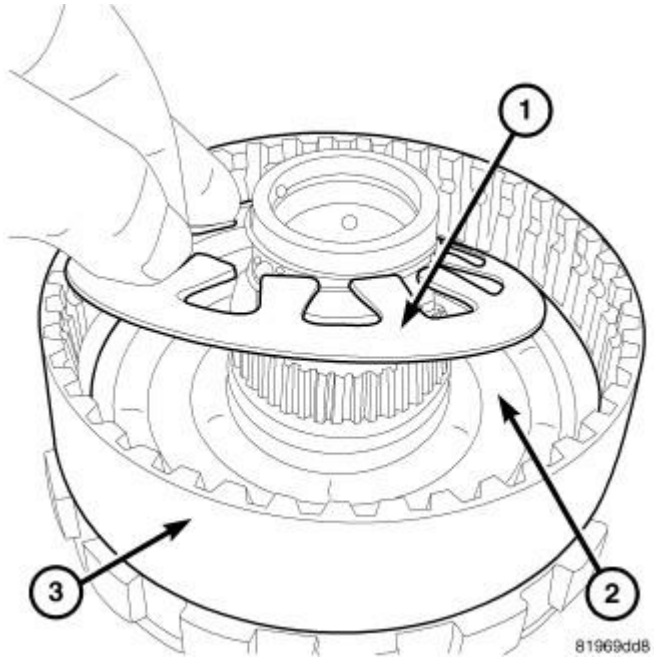


Fig. 385: Low Clutch Return Spring
Courtesy of CHRYSLER LLC

3. Install the low clutch return spring (1) over the low clutch retainer (2).

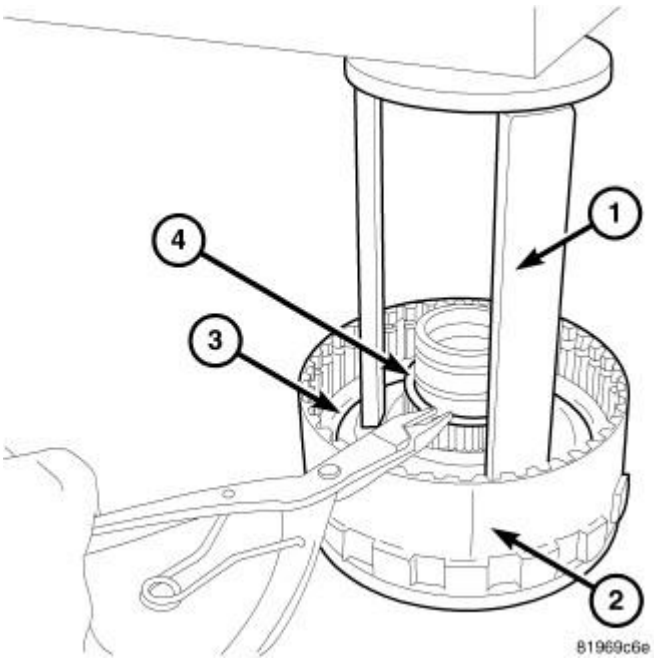


Fig. 386: Low Clutch Compressed
Courtesy of CHRYSLER LLC

4. Install compressor 9725 (1) on return spring (3) and slightly compress.
5. Install the snap ring (4) onto low clutch retainer (2).

6. Release pressure on press, remove Compressor 9725.

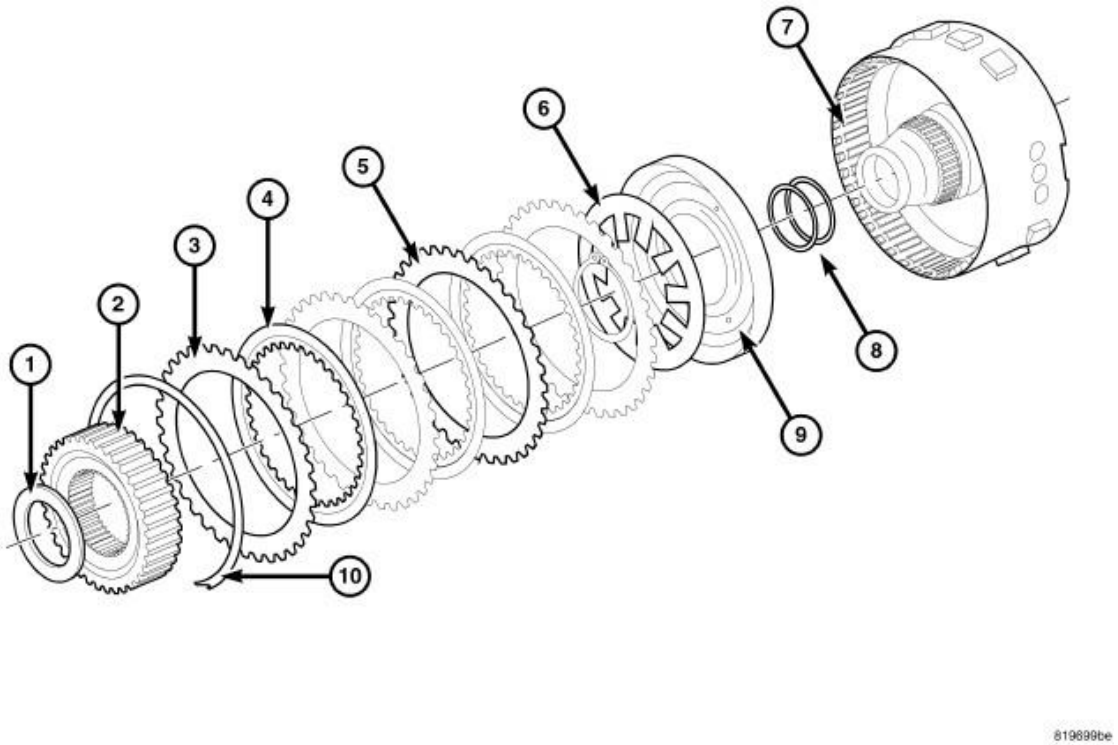


Fig. 387: Exploded View Of Low Clutch
Courtesy of CHRYSLER LLC

1 - SNAP RING (SELECTABLE) 2 - CLUTCH HUB	6 - RETURN SPRING 7 - RETAINER
3 - REACTION PLATE	8 - SEALS
4 - FRICTION DISC	9 - PISTON
5 - SEPARATOR PLATE	10 - SNAP RING

7. Install the friction disc's (4) and the separator plates (5).
8. Install the reaction plate (3).
9. Install the snap ring (10).

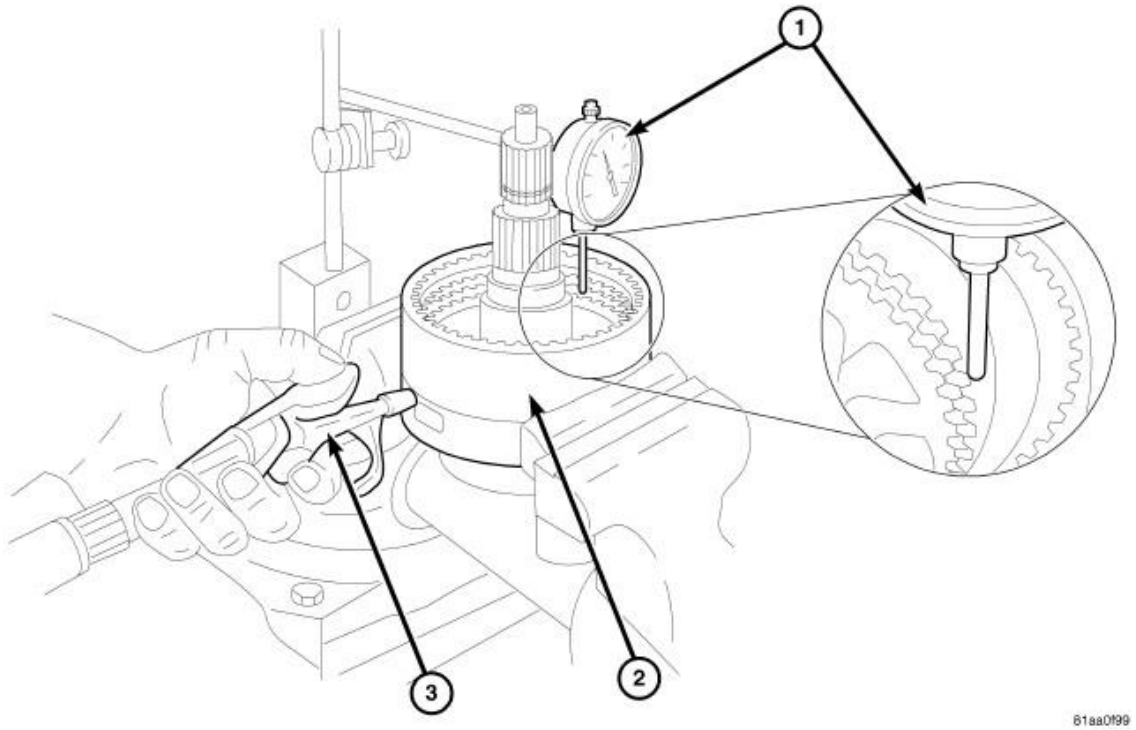


Fig. 388: Low Clutch Measurement
Courtesy of CHRYSLER LLC

10. Using a Dial Indicator and air pressure measure the low clutch clearance, the clearance should be 0.48 - 0.76 mm (0.019 - 0.030 in.). Install desired selectable snap ring to achieve correct clearance.

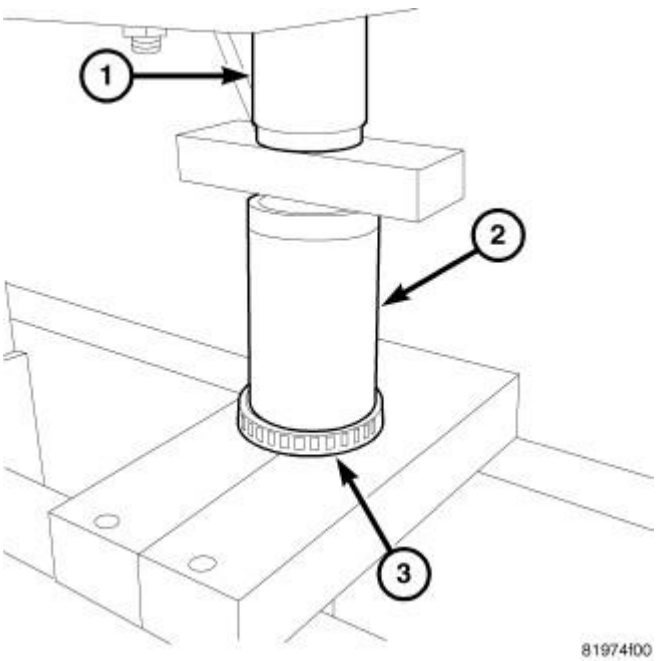


Fig. 389: Underdrive Compounder Bearing

Courtesy of CHRYSLER LLC

11. Using Installer 6756 (2) and a Press (1), install the underdrive compounder bearing (3) to transfer shaft.

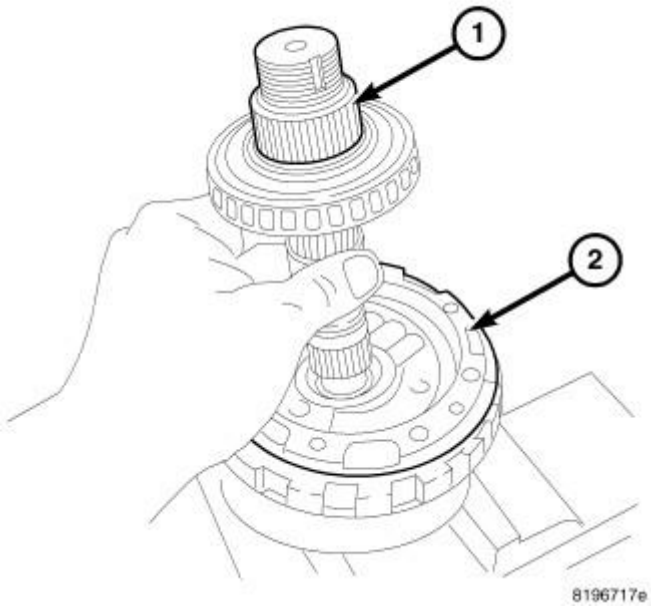


Fig. 390: Transfer Shaft
Courtesy of CHRYSLER LLC

12. Install **new** seal rings on the transfer shaft.
13. Install the transfer shaft (1) onto the low clutch (2).

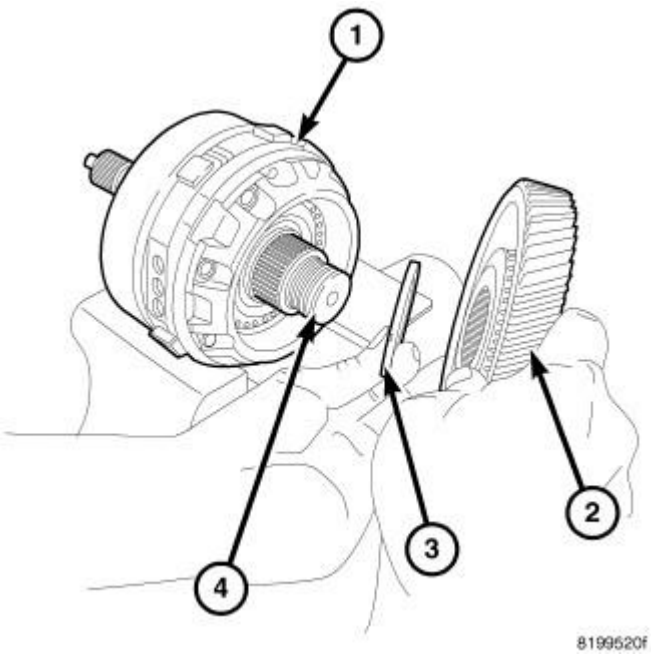


Fig. 391: Selectable Shim & Transfer Gear
Courtesy of CHRYSLER LLC

NOTE: The selectable shim will determine turning torque.

14. Install the selectable shim (3), transfer gear (2) and the transfer gear nut.

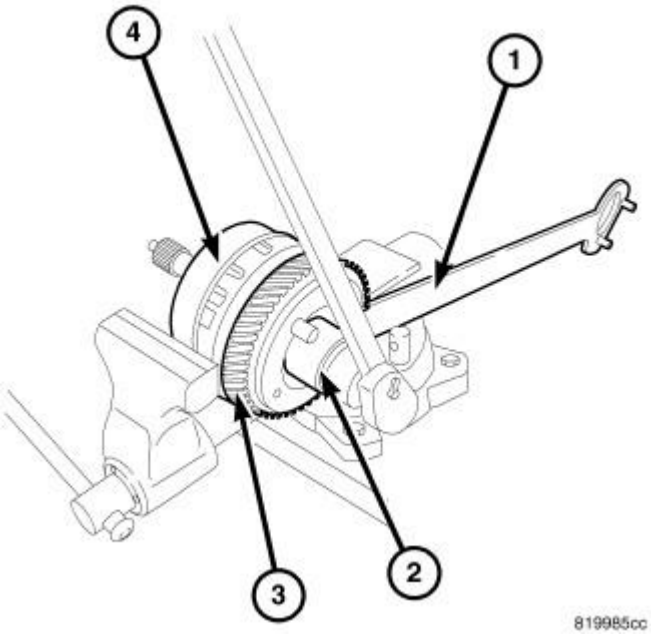


Fig. 392: Torque Transfer Gear Nut
Courtesy of CHRYSLER LLC

15. Using Holder 9739 (1) tighten transfer gear nut to 271 N.m (200 ft. lbs.).

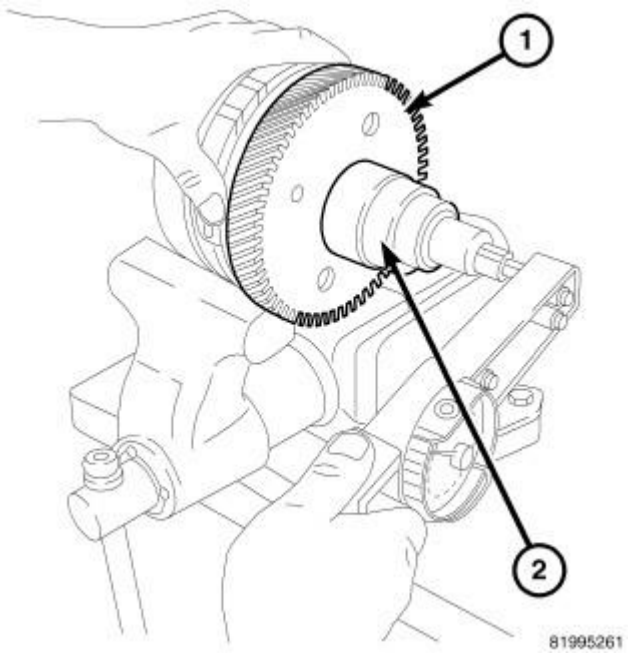


Fig. 393: LC Turning Torque
Courtesy of CHRYSLER LLC

16. Check turning torque using an inch pound torque wrench. Turning torque should be between 8.0 to 18.0 in-lbs (drag), If more than 18.0 in-lbs (drag) choose a larger shim and recheck turning torque. If less than 8.0 in-lbs (drag) choose a smaller shim and recheck turning torque.
17. Remove transfer gear nut and gear.

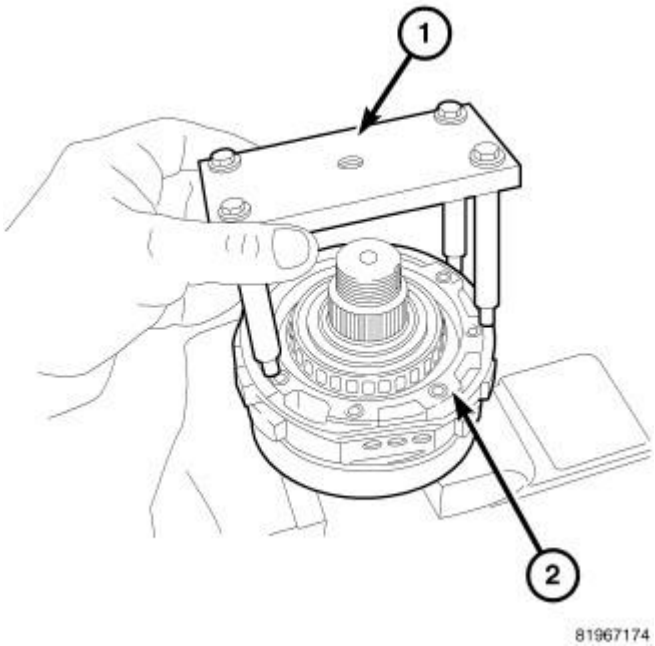


Fig. 394: Tool 9908
Courtesy of CHRYSLER LLC

18. Install the Bearing Retainer Assembly Remover 9908 (1) onto the low clutch (2).

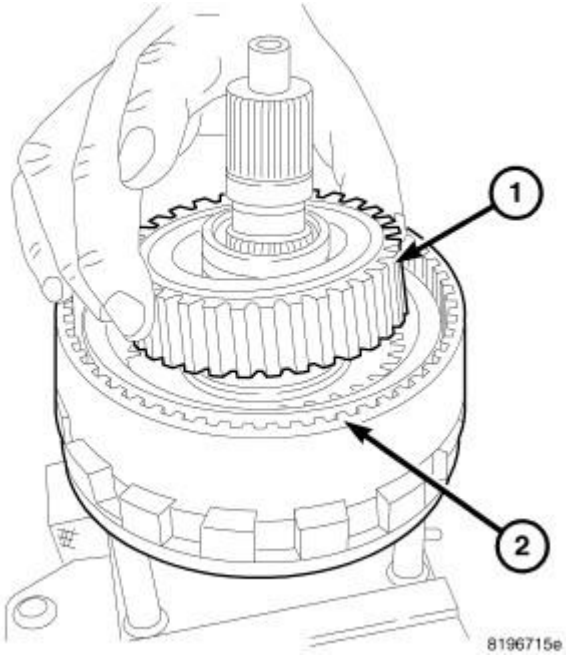


Fig. 395: Overrunning Clutch
Courtesy of CHRYSLER LLC

19. Install the overrunning clutch (1) into the low clutch (2).

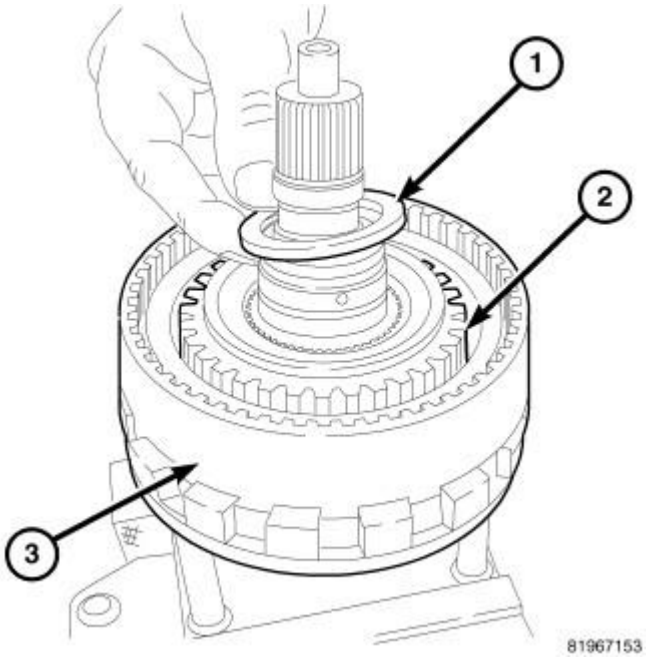


Fig. 396: Needle Bearing
Courtesy of CHRYSLER LLC

20. Install the needle bearing (1) onto the transfer shaft.

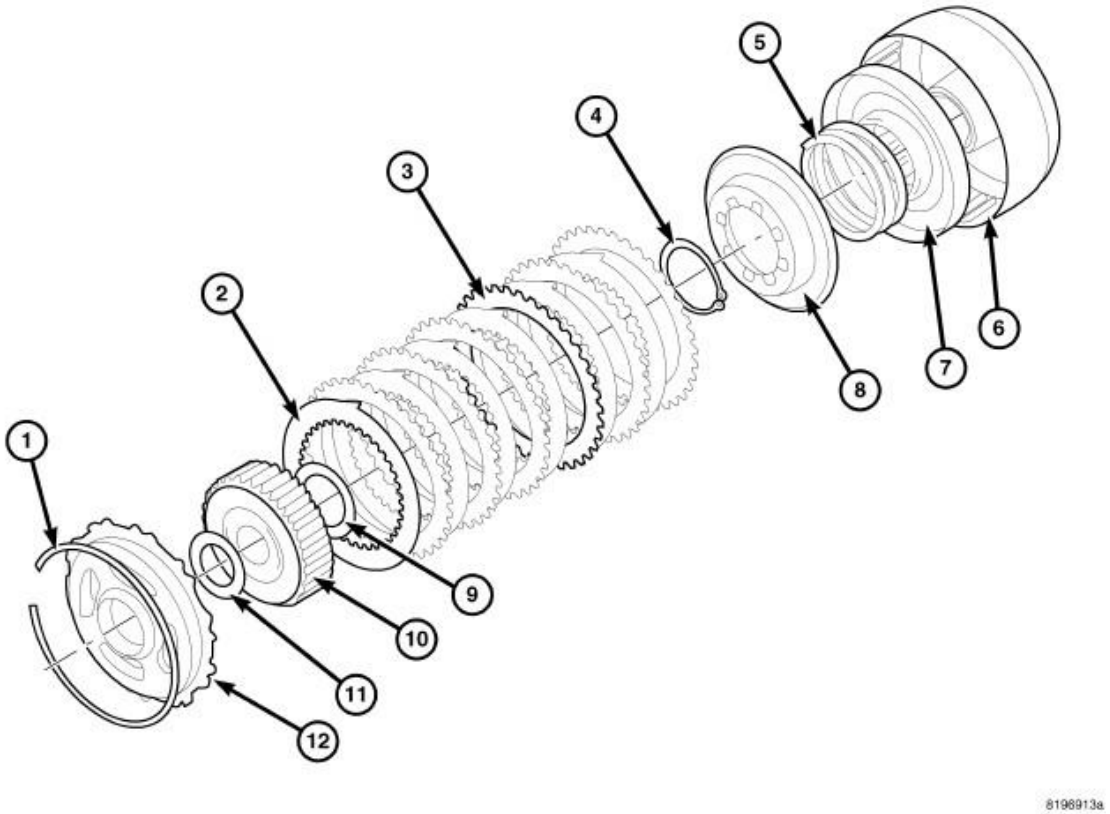


Fig. 397: Exploded View Of Direct Clutch
Courtesy of CHRYSLER LLC

1 - INTERNAL SNAP RING	5 - RETURN COIL SPRING	9 - #2 THRUST BEARING
2 - FRICTION (INNER SPLINE)	6 - RETAINER	10 - HUB
3 - FRICTION (OUTER SPLINE)	7 - PISTON	11 - #1 THRUST BEARING
4 - RETAINER SNAP RING	8 - BALANCE PISTON	12 - REACTION PLATE (SELECTABLE)

21. Install the direct clutch retainer (8) onto the retainer (7).
22. Install the return coil spring (5) onto the balance piston (8).
23. Install the direct clutch piston (7) into the balance piston (8) using the Direct Clutch Piston Guide 9727.

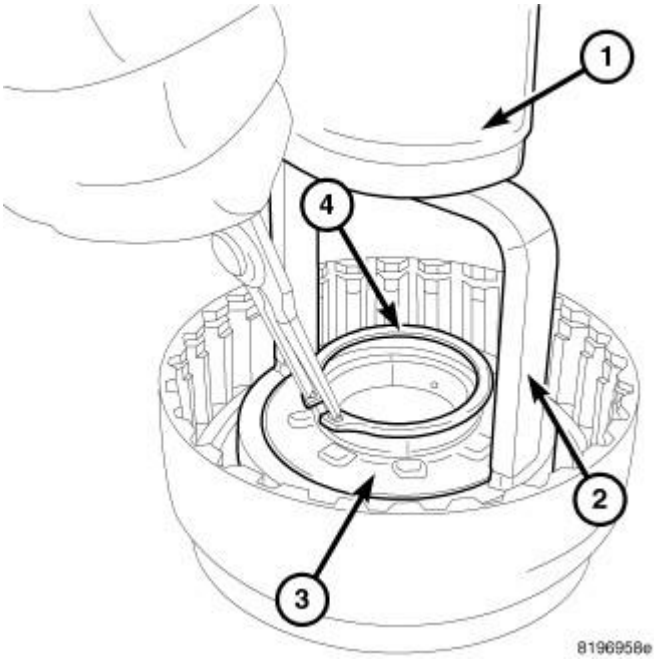


Fig. 398: Direct Clutch Compressed
Courtesy of CHRYSLER LLC

24. Install compressor 8250 (2) over the direct clutch balance piston (3) and place onto a press (1).
25. Compress spring to install the snap ring (4) at the direct clutch balance piston.
26. Install the inner and outer spline frictions (2, 3).
27. Install the number two thrust bearing (9).
28. Install the hub (10).
29. Install the number one thrust bearing (11).
30. Install the selectable reaction plate (12).
31. Install the internal snap ring (1).

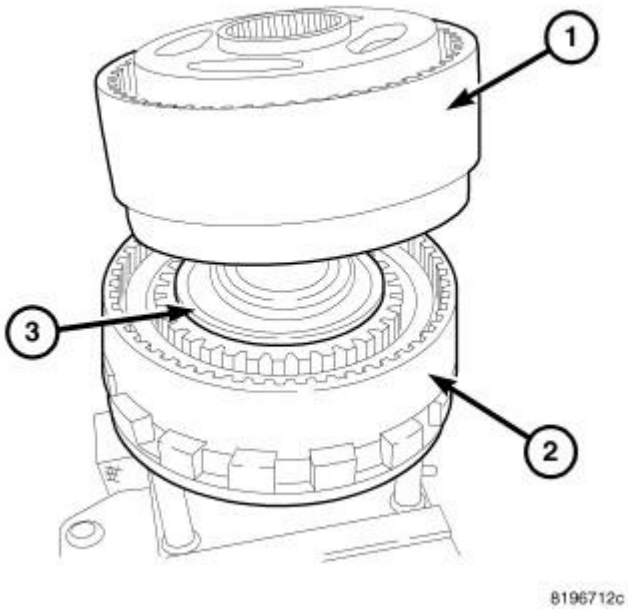


Fig. 399: Direct Clutch
Courtesy of CHRYSLER LLC

32. Install the direct clutch (1) onto the low clutch.

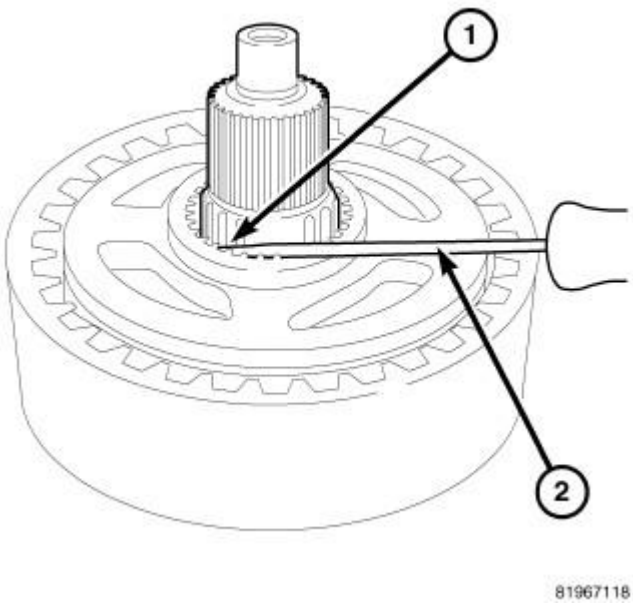


Fig. 400: Split Bearing
Courtesy of CHRYSLER LLC

33. Install the split bearing (1) using a small pick (2).

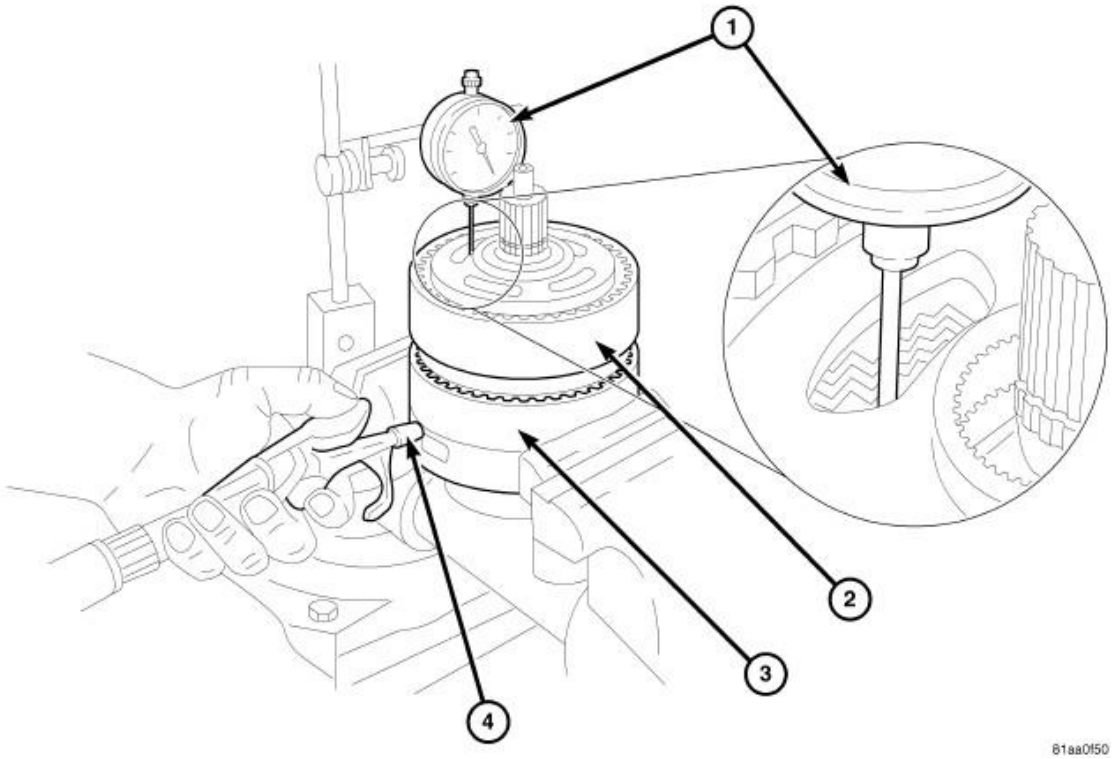


Fig. 401: Direct Clutch Measurement
Courtesy of CHRYSLER LLC

34. Using a Dial Indicator and air pressure measure the direct clutch clearance, the clearance should be 0.95 - 1.41 (0.037 - 0.056 in). Install desired selectable reaction plate to achieve correct clearance.

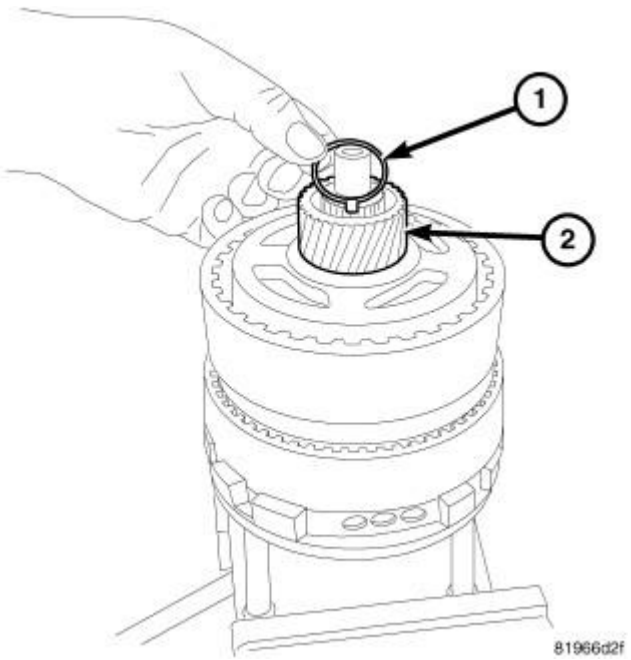


Fig. 402: Clip At Transfer Shaft

Courtesy of CHRYSLER LLC

35. Install the sun gear (2) onto the shaft.
36. Install the **new** retaining clip onto the transfer/underdrive shaft.

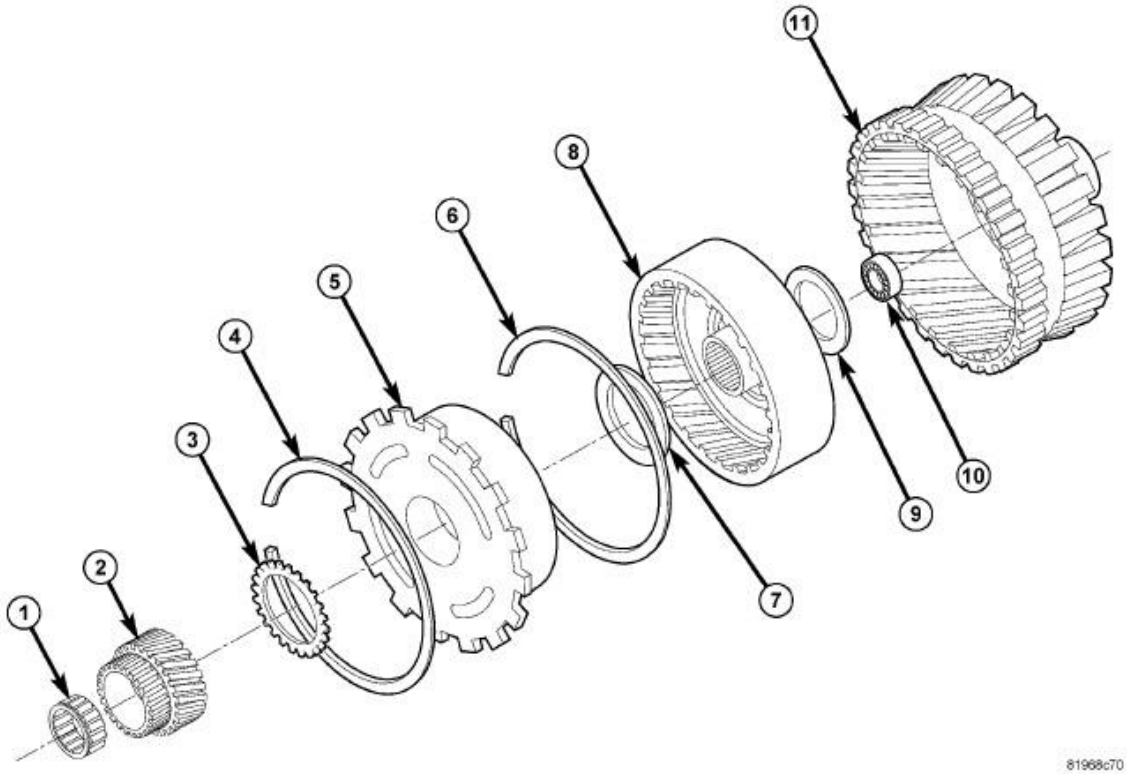


Fig. 403: Planetary Gear Set
Courtesy of CHRYSLER LLC

1 - NEEDLE BEARING	5 - PLANETARY CARRIER	9 - #2 NEEDLE BEARING
2 - SUN GEAR	6 - #2 SNAP RING	10 - NEEDLE BEARING
3 - HELICAL SHIM (SELECT)	7 - #1 NEEDLE BEARING	11 - OUTPUT HUB
4 - #1 SNAP RING	8 - ANNULUS GEAR	-

37. Inspect the needle bearing in the output hub for any damage.
38. Install the thrust washer (9) on the back side of the annulus gear/on the front side of the output hub.
39. Install the annulus gear (8).

40. Install the thrust washer (7) on the front side of the annulus gear.
41. Install the snap ring (6) that holds the annulus gear.
42. Install the planetary carrier (5).
43. Install the snap ring (4) holding the planetary carrier.

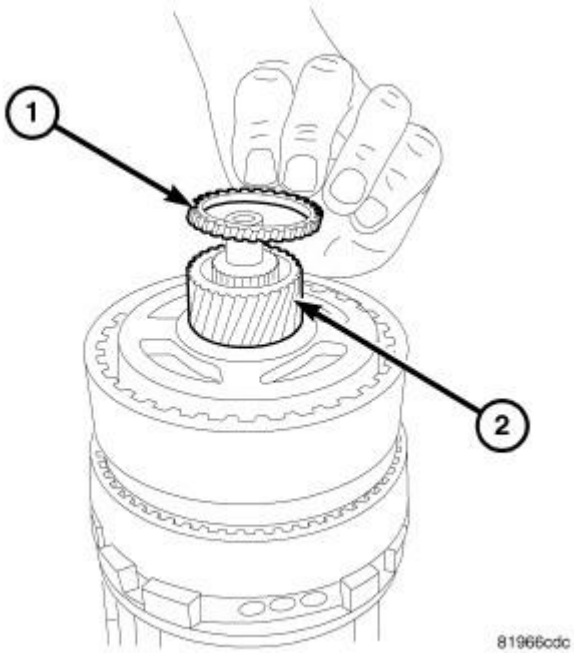


Fig. 404: Helical Shim
Courtesy of CHRYSLER LLC

44. Install the helical shim (1).

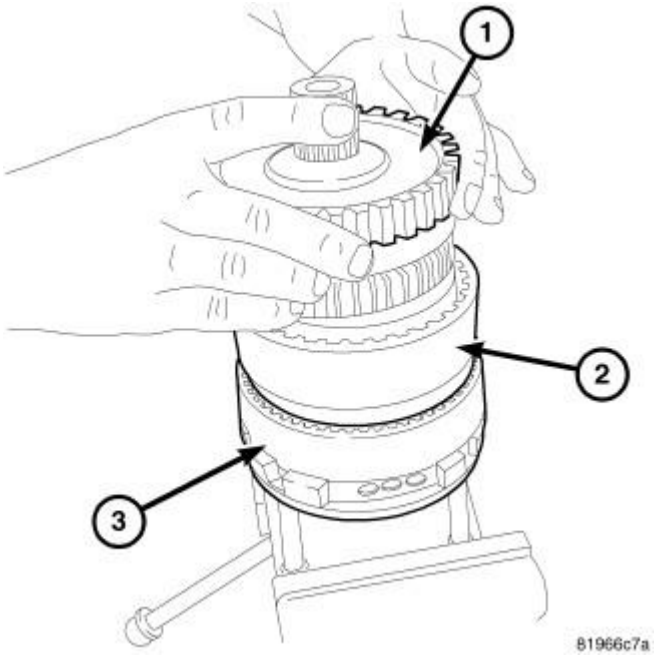


Fig. 405: Planetary Gear Set - Output Hub
Courtesy of CHRYSLER LLC

45. Install the planetary gear set/output hub (1) onto the direct clutch.

CABLE, SHIFT

REMOVAL

REMOVAL

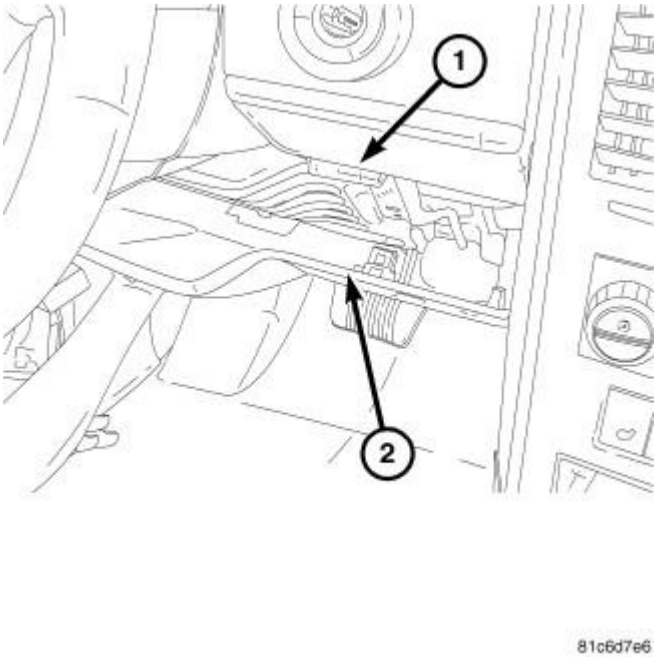


Fig. 406: Knee Blocker
Courtesy of CHRYSLER LLC

1. Remove the battery. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Removal** .
2. Remove the battery tray. Refer to **Electrical - Engine Systems/Battery System/TRAY, Battery - Removal** .
3. Remove the knee blocker (2). Refer to **Body/Instrument Panel/KNEEBLOCKER - Removal** .

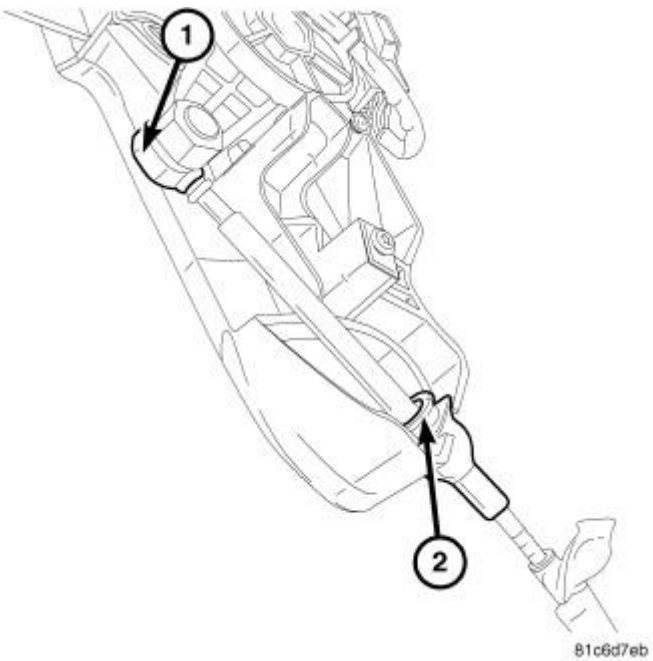


Fig. 407: Gearshift Cable
Courtesy of CHRYSLER LLC

NOTE: Make sure the lock tab on the gearshift cable is pressed before pulling the cable from the shifter housing.

4. Press the lock tab (2) on the gearshift cable (1) and pull the cable out of the shifter.

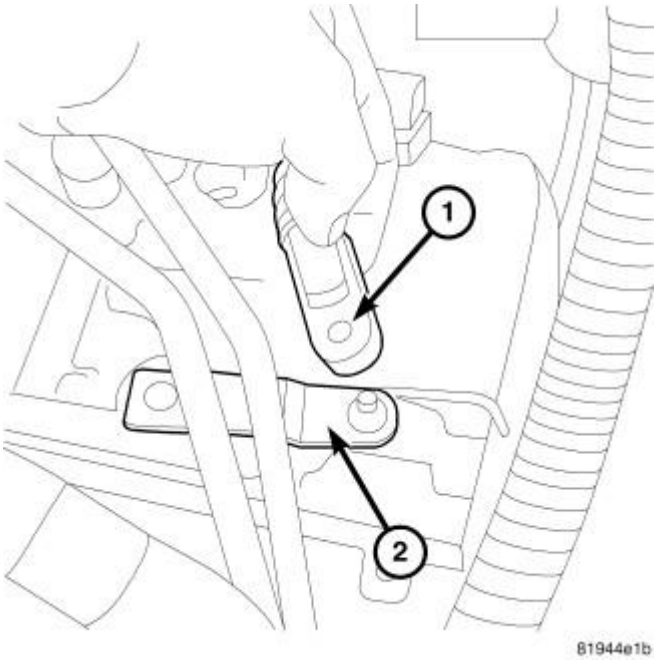


Fig. 408: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

5. Disconnect the gearshift cable (1) from the transaxle manual valve lever (2).
6. Disconnect the gearshift cable from the bracket.

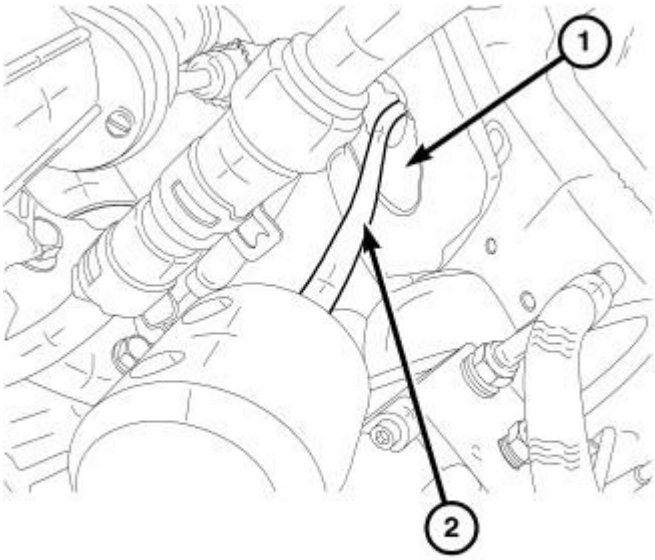


Fig. 409: Cable At Bulkhead
Courtesy of CHRYSLER LLC

7. Disengage the grommet for the gearshift cable (2) from the bulkhead (1).
8. Pull the gearshift cable through the bulkhead into the passenger compartment.

INSTALLATION

INSTALLATION

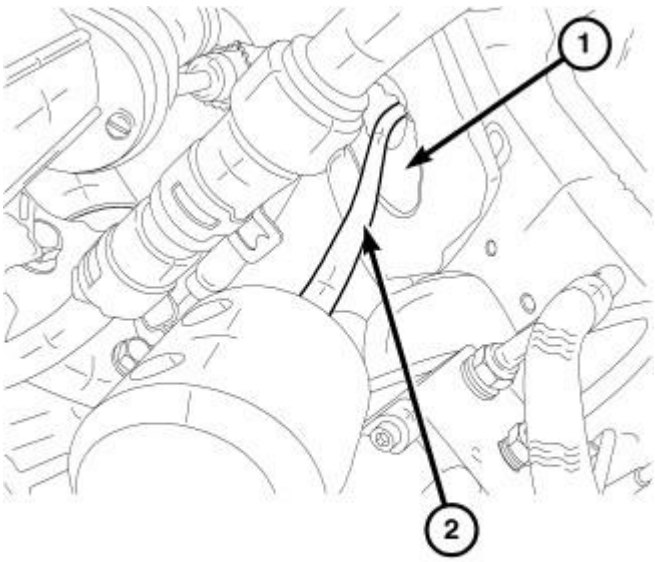


Fig. 410: Cable At Bulkhead
Courtesy of CHRYSLER LLC

NOTE: Make sure the rubber grommet in the bulkhead is fully seated to prevent water leaking into the passenger compartment.

1. Install the gearshift cable (2) through the bulkhead (1) from the passenger compartment.
2. Seat the rubber grommet onto the bulkhead. Make sure the grommet is fully engage to the bulkhead.

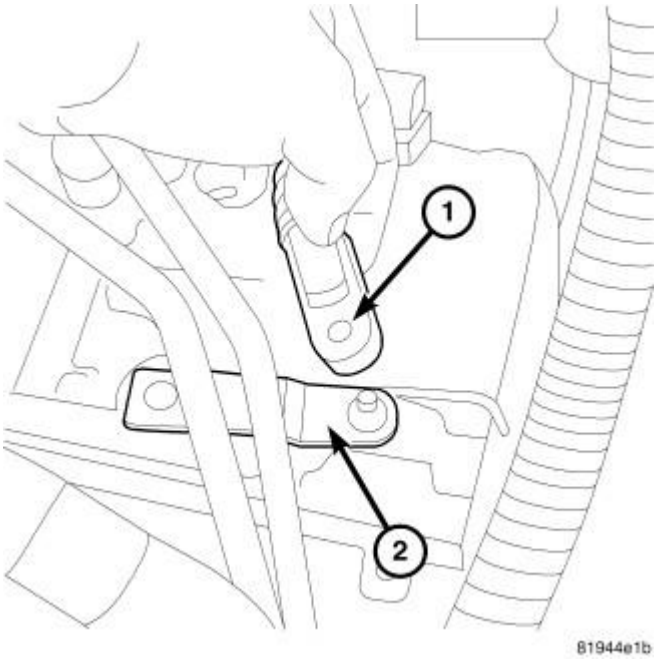


Fig. 411: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

3. Connect the gearshift cable (1) to the bracket.
4. Connect the gearshift cable to the transaxle manual valve lever (2).

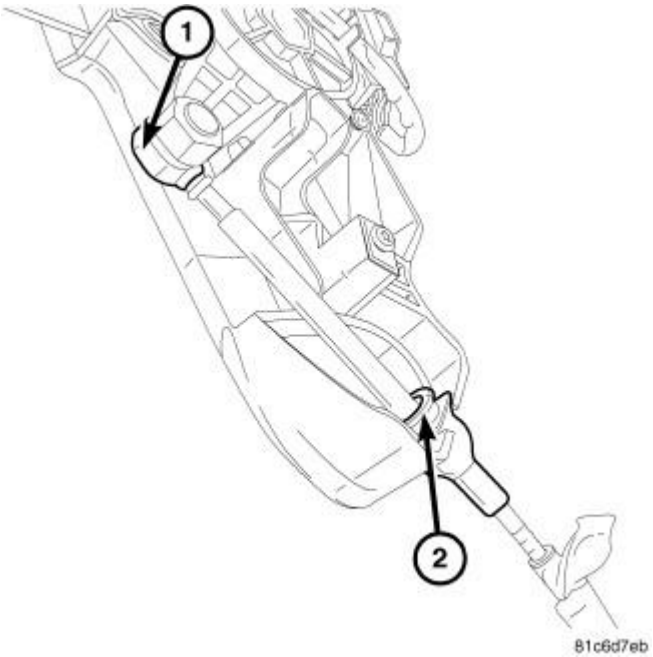


Fig. 412: Gearshift Cable
Courtesy of CHRYSLER LLC

NOTE: Make sure the lock tab on the gearshift cable is fully seated after the gearshift cable is installed to the shifter housing.

5. Install the gearshift cable (1) to the shifter. Make sure the lock tab (2) on the gearshift cable is fully seated.
6. Install the knee blocker (2). Refer to **Body/Instrument Panel/KNEEBLOCKER - Removal** .
7. Install the battery tray. Refer to **Electrical - Engine Systems/Battery System/TRAY, Battery - Installation** .
8. Install the battery. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Installation** .

ADJUSTMENTS

ADJUSTMENTS

ADJUSTMENT

1. Park the vehicle on level ground and set the parking brake.
2. Place the gearshift lever in gated park (P) and remove ignition key.
3. Loosen the cable adjustment screw at the transaxle manual valve lever.
4. Pull the gearshift lever fully forward to the park detent position.
5. Release the park brake, then rock the vehicle to assure it is in park. Reset the park brake.
6. Tighten the cable adjustment screw to 8 N.m (70 in. lbs.). Gearshift cable should now be properly adjusted.

7. Verify adjustment by using the verification procedure.

VERIFICATION

1. Place gearshift lever in gated park (P).
2. Attempt to move vehicle by rocking back and forth on level ground. If vehicle does not move, attempt to start engine. If engine starts, the park position is correct.
3. Set parking brake.
4. Turn key to on/run and depress brake pedal. Place gearshift lever in neutral (N).
5. Attempt to start engine. If engine starts in both neutral (N) or park (P), gearshift cable is adjusted properly. No adjustment is required.
6. If engine does not start in either park (P) or neutral (N), perform adjustment procedure.

DRIVE, FINAL

DESCRIPTION

DESCRIPTION

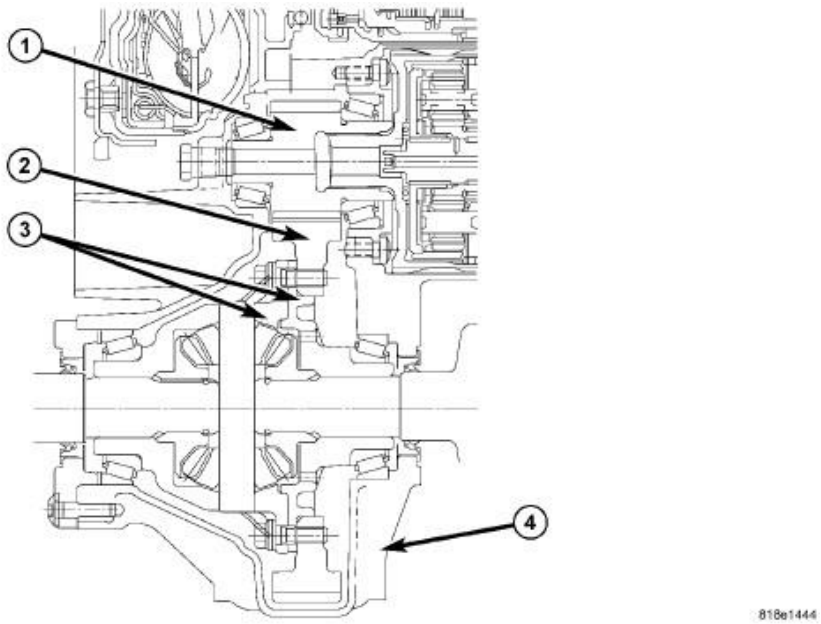


Fig. 413: Final Drive Assembly
Courtesy of CHRYSLER LLC

The 62TE's final drive system is driven by the underdrive compounder's output hub/carrier assembly. The final drive consists of the remote pinion gear, a ring gear, and a conventional differential assembly. A 23-tooth pinion gear in mesh with a 79-tooth ring gear results in a final drive ratio of 3.43:1.

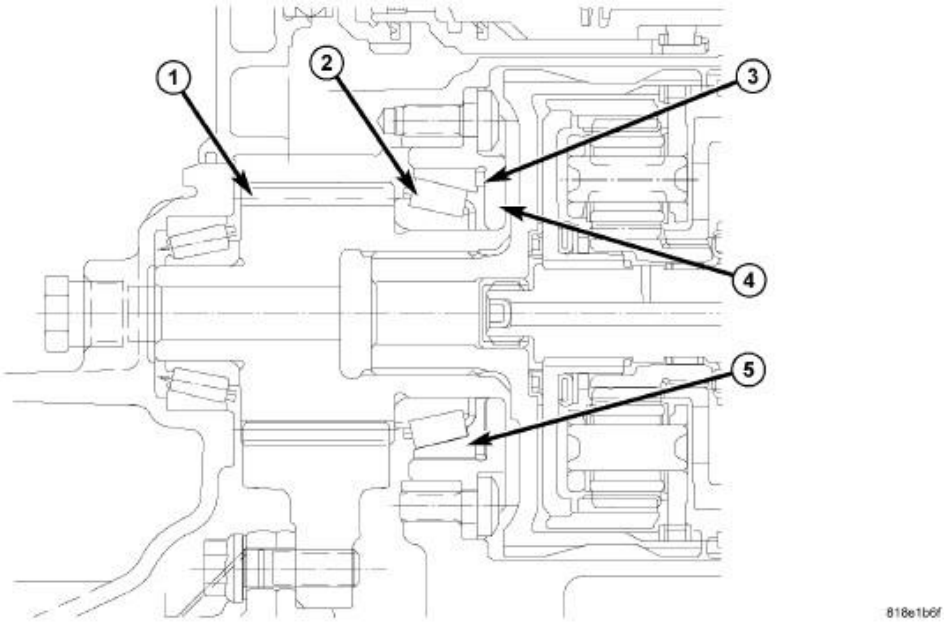


Fig. 414: Remote Pinion
Courtesy of CHRYSLER LLC

1 - REMOTE PINION GEAR	4 - BEARING RETAINER
2 - BEARING ROLLER (CONE)	5 - BEARING RACE (CUP)
3 - SELECTABLE SHIM	-

The 23-tooth remote pinion is a helical gear driven by the output hub/carrier assembly. It is supported by a bearing retainer and two tapered roller bearings, which centers the gear on its axis. The bearing preload is adjusted with a selectable shim, located between the outer bearing race and the bearing retainer. The preload measurement and adjustment must be made with the differential assembly removed.

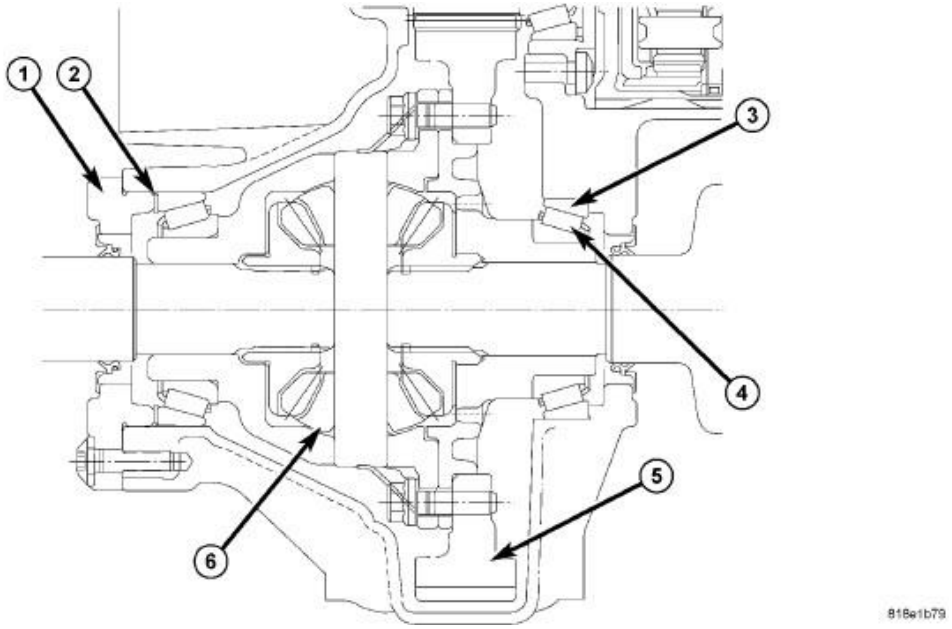


Fig. 415: Differential Assembly
Courtesy of CHRYSLER LLC

1 - BEARING RETAINER	4 - BEARING ROLLER (CONE)
2 - SELECTABLE SHIM	5 - RING GEAR
3 - BEARING ROLLER (CUP)	6 - SIDE GEAR

The differential assembly is supported by two tapered roller bearings and contained in a structural "clamshell" housing. It is a conventional, open type (non-locking) and is contained in a two-piece, closed case. Differential bearing preload is set with a selectable shim, with the pinion gear removed. The preload for the internal/spider gears is set with shims, as well. The 224 mm (8.82 in.) ring gear is bolted to the differential case.

OPERATION

OPERATION

The 62TE's final drive system is driven by the underdrive compounder's output hub/carrier assembly. The final drive consists of the remote pinion gear, a ring gear, and a conventional differential assembly. A 23-tooth pinion gear in mesh with a 79-tooth ring gear results in a final drive ratio of 3.43:1.

DISASSEMBLY

DISASSEMBLY

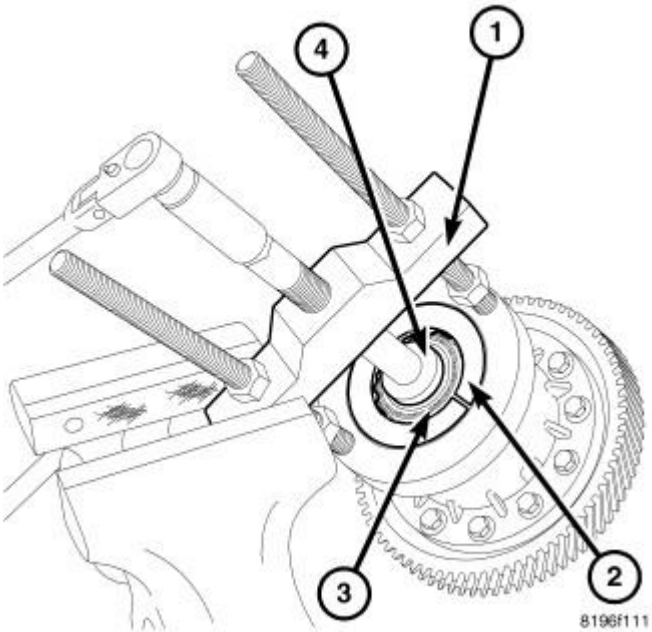


Fig. 416: Pinion Side Bearing Cone
Courtesy of CHRYSLER LLC

1. Use Puller Set C-293-PA (1), Adaptors 9613 (2) and press plug 9678 remove the pinion side bearing cone (3).

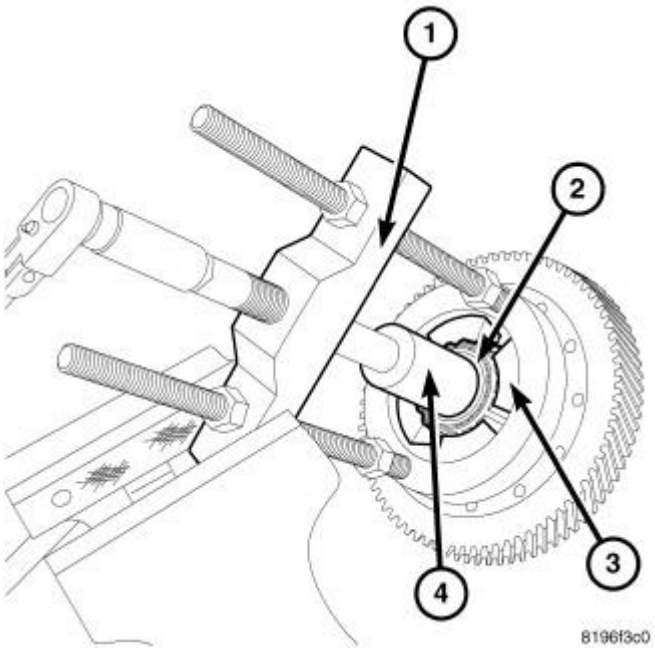


Fig. 417: Ring Gear Side Bearing Cone
Courtesy of CHRYSLER LLC

2. Install Puller Set C-293-PA (1), C-293-42 Adaptors (3), and Press Plug 9678 to remove the ring gear side

bearing cone.

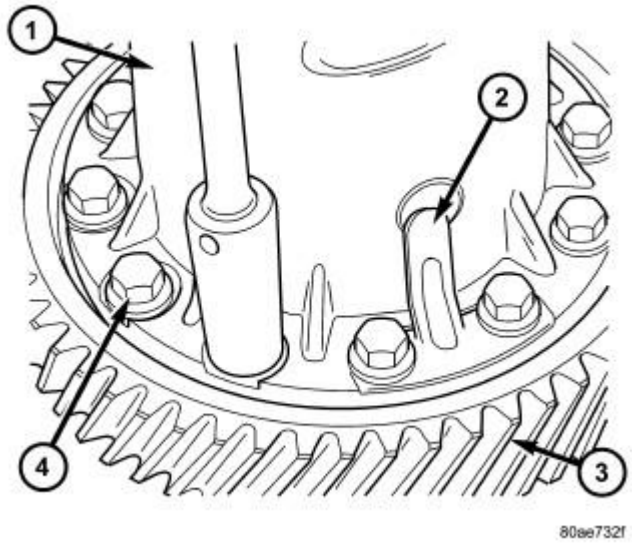


Fig. 418: Ring Gear-To-Case Bolts
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL CASE
2 - PINION SHAFT RETAINER
3 - RING GEAR
4 - RING GEAR-TO-CASE BOLT

3. Remove ring gear-to-differential case bolts (4) and floating pinion shaft retainers (2).

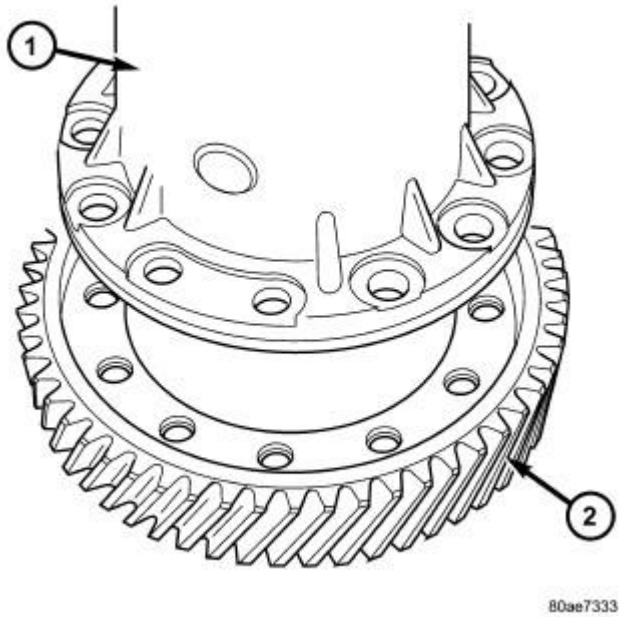


Fig. 419: Ring Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL CASE 2 - RING GEAR

4. Separate ring gear (2) from differential case (1).

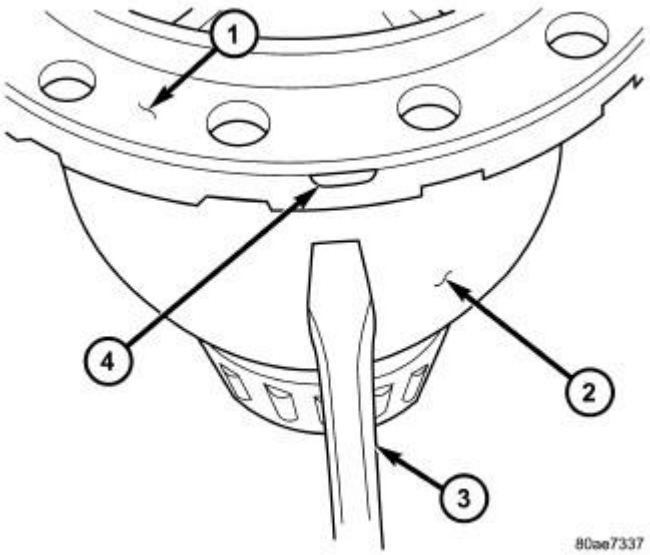


Fig. 420: Separating Differential Case Cover With Screwdrivers
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SUPPORT 2 - DIFFERENTIAL CASE 3 - SCREWDRIVER 4 - RELIEF (2 @ 180° APART)

5. Separate differential cover (1) from case (2) using suitable screwdrivers at position.

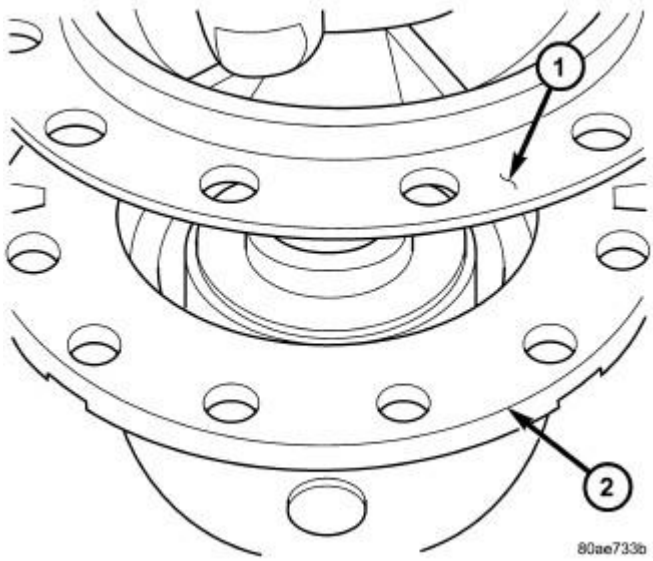


Fig. 421: Differential Support
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SUPPORT 2 - DIFFERENTIAL CASE

6. Lift support (1) from case (2).

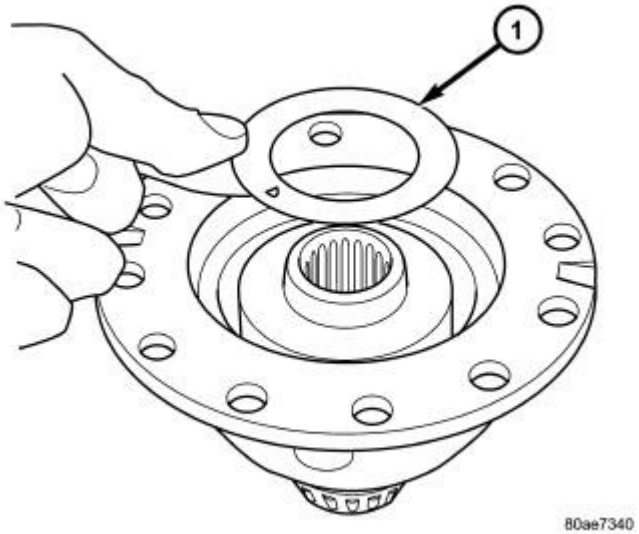


Fig. 422: Side Gear Thrust Washer
Courtesy of CHRYSLER LLC

1 - SIDE GEAR THRUST WASHER

7. Remove side gear thrust washer (1).

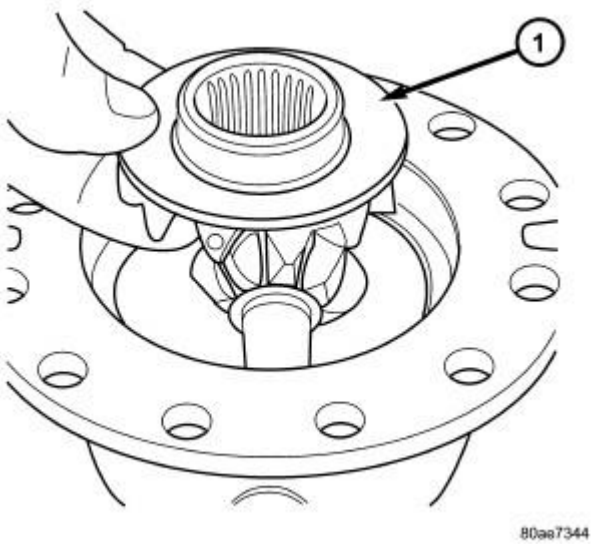


Fig. 423: Differential Side Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SIDE GEAR

8. Remove side gear (1).

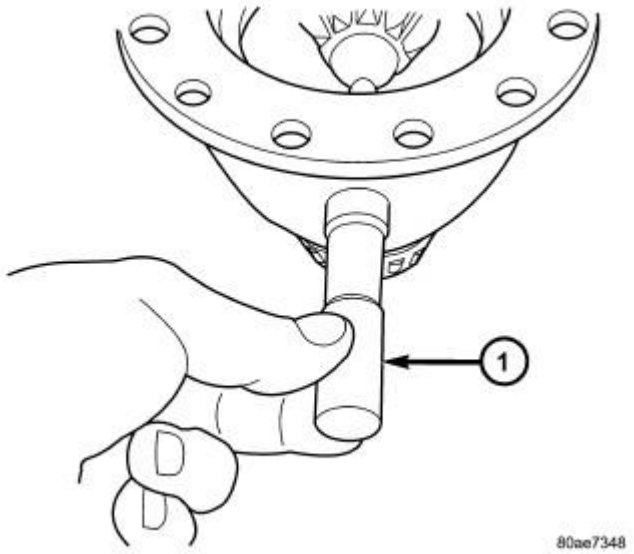


Fig. 424: Pinion Shaft
Courtesy of CHRYSLER LLC

1 - PINION SHAFT

9. Remove pinion shaft (1).

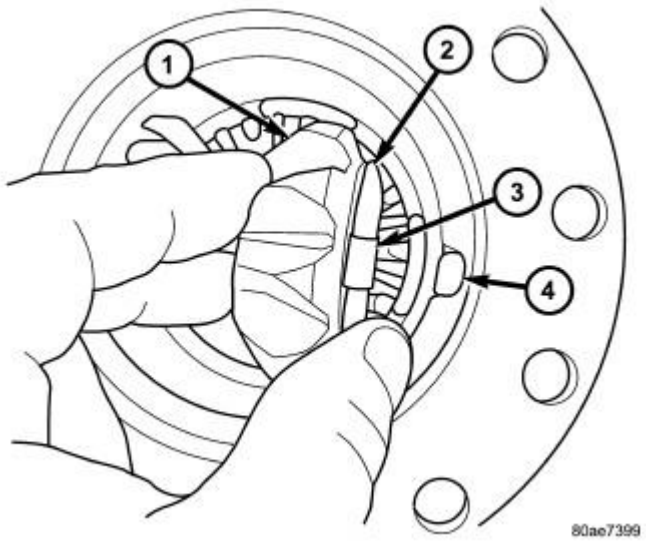


Fig. 425: Pinion Gear & Washer
Courtesy of CHRYSLER LLC

1 - PINION GEAR 2 - TABBED WASHER 3 - LOCATING TAB 4 - NOTCH

10. Remove pinion gears (1) and tabbed washers (2).

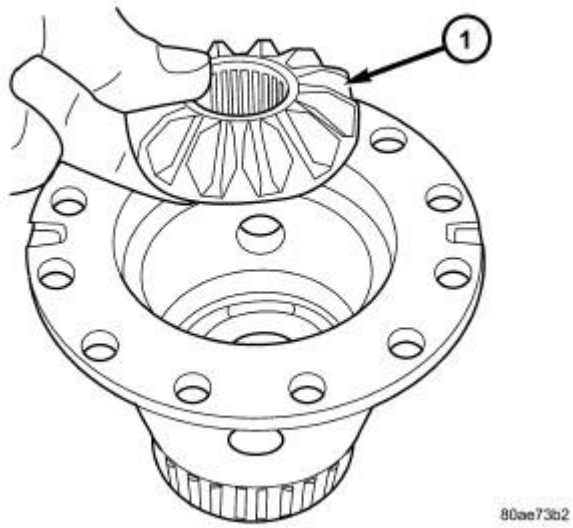


Fig. 426: Differential Side Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SIDE GEAR

11. Remove differential side gear (1).

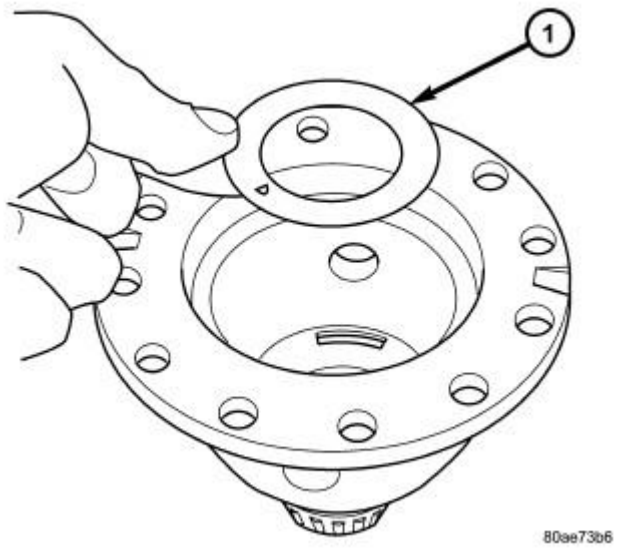


Fig. 427: Thrust Washer
Courtesy of CHRYSLER LLC

1 - THRUST WASHER

12. Remove side gear thrust washer (1).
13. Inspect all components for excessive wear.

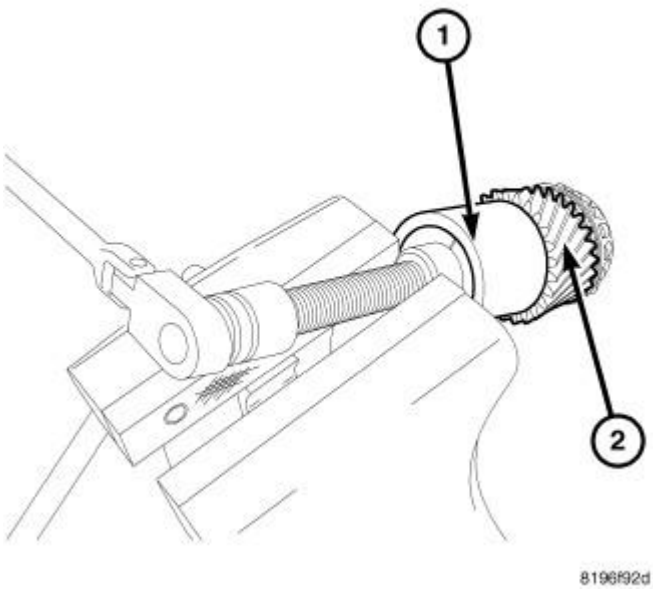


Fig. 428: Small Pinion Bearing
Courtesy of CHRYSLER LLC

14. Using Remover 8356 (1) and a 12 mm hex head bolt as a press plug remove the small pinion bearing.

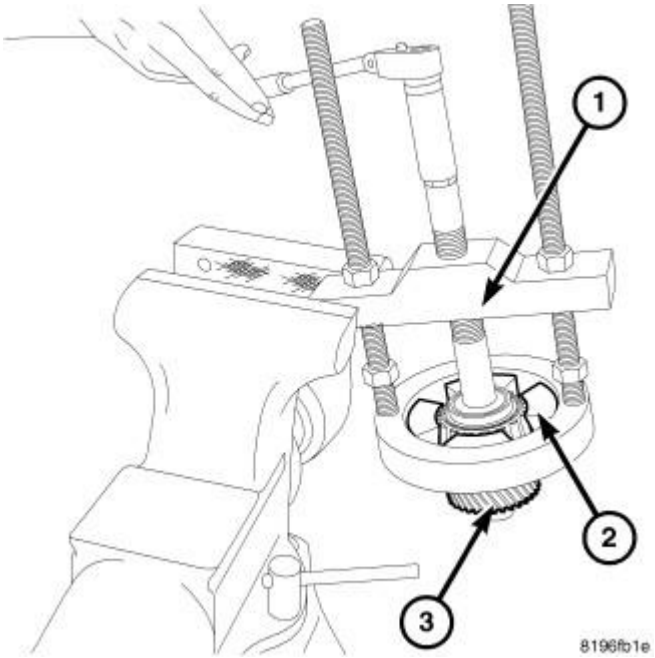


Fig. 429: Large Pinion Bearing
Courtesy of CHRYSLER LLC

15. Using puller C-293-PA (1), C-293-47 Adaptors (2) and Press Plug C4487-1 to remove the large pinion bearing.

ASSEMBLY

ASSEMBLY

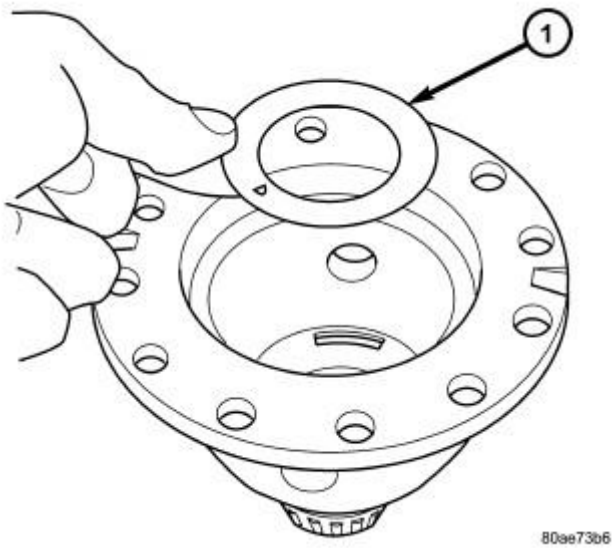


Fig. 430: Thrust Washer
Courtesy of CHRYSLER LLC

1 - THRUST WASHER

NOTE: The differential is serviced as an assembly. Differential service is limited to bearing cups and cones. Any other differential component failure must be remedied by differential assembly and transfer shaft replacement.

1. Install side gear thrust washer (1) to differential case.

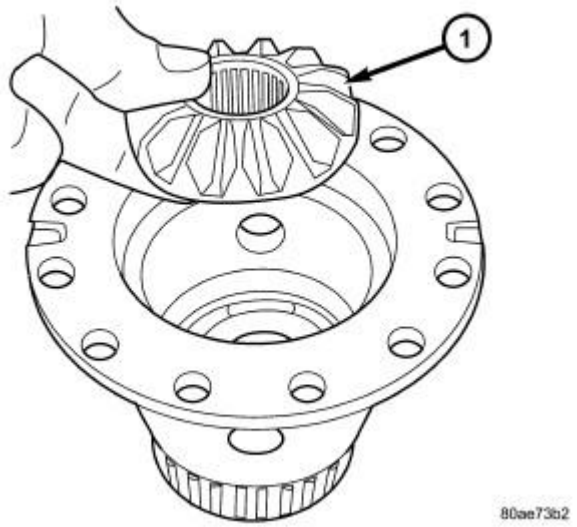


Fig. 431: Differential Side Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SIDE GEAR

2. Install side gear (1) to differential case.

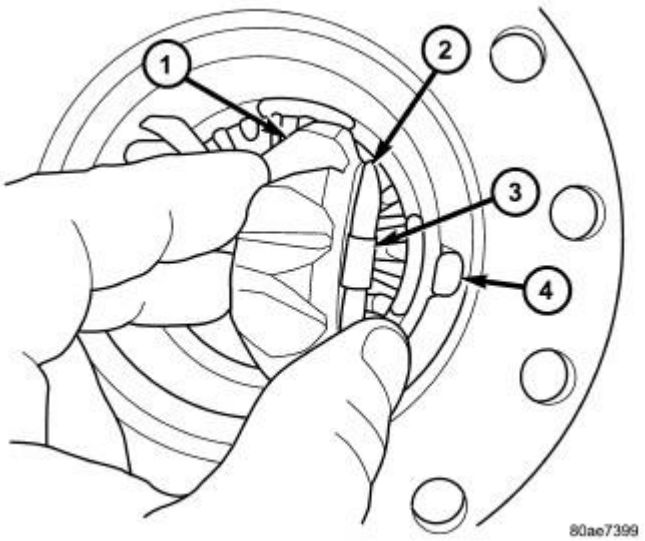


Fig. 432: Pinion Gear And Washer
Courtesy of CHRYSLER LLC

1 - PINION GEAR
2 - TABBED WASHER
3 - LOCATING TAB
4 - NOTCH

3. Install both pinion gears (1) and washers (2) to case, while orientating washer tabs to notch in case.

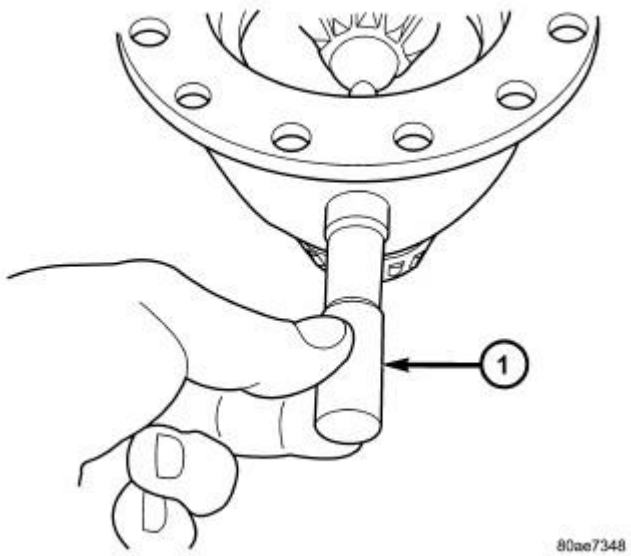


Fig. 433: Pinion Shaft
Courtesy of CHRYSLER LLC

1 - PINION SHAFT

4. Install pinion shaft (1).

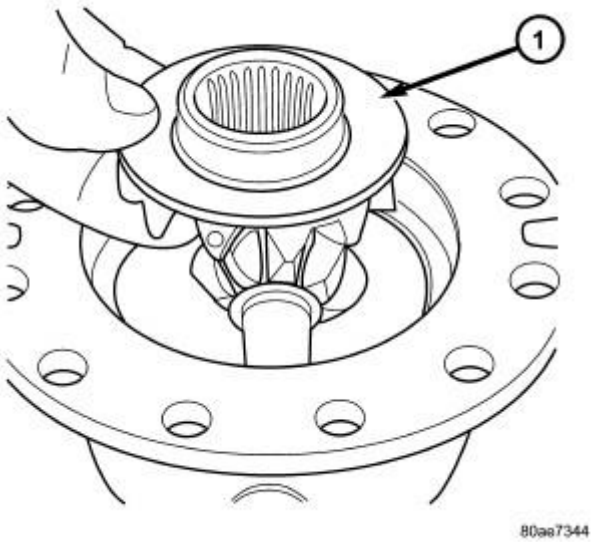


Fig. 434: Differential Side Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SIDE GEAR

5. Install side gear (1) to case.

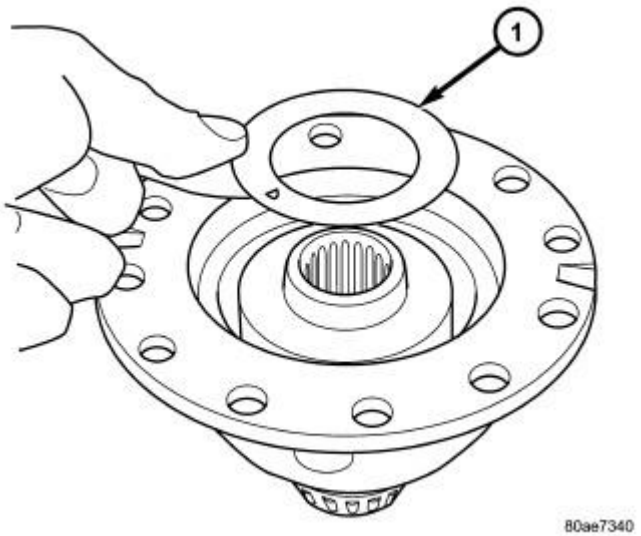


Fig. 435: Side Gear Thrust Washer

Courtesy of CHRYSLER LLC

1 - SIDE GEAR THRUST WASHER

6. Install side gear thrust washer (1) to case.

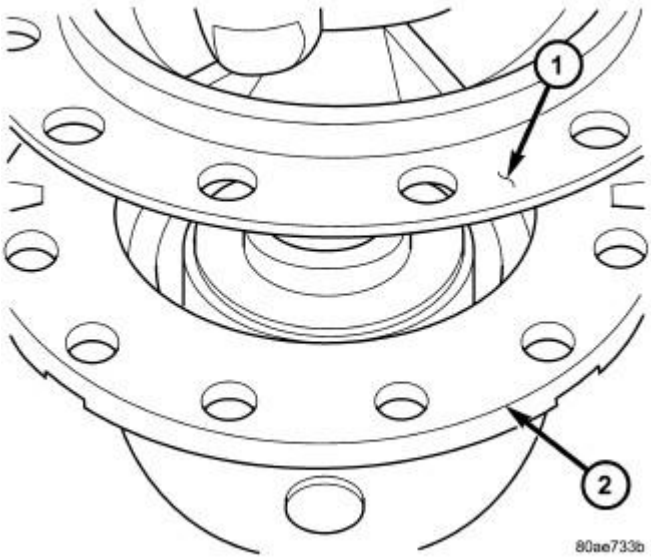


Fig. 436: Differential Support
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL SUPPORT 2 - DIFFERENTIAL CASE

7. Install differential support (1) into position, while aligning through-holes.

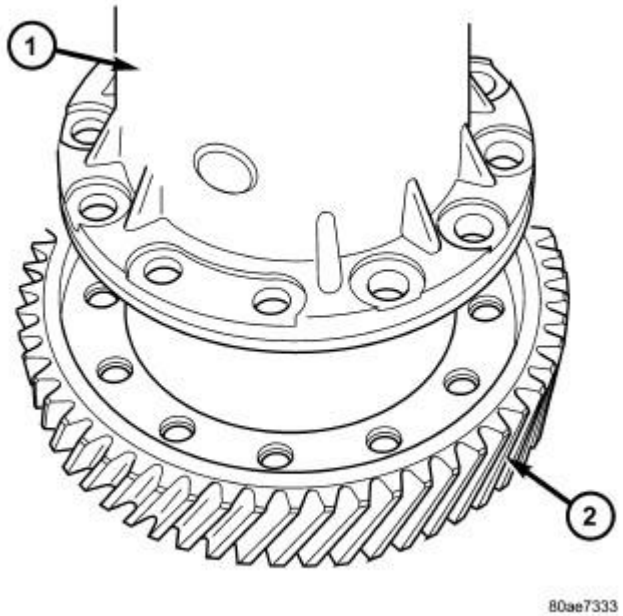


Fig. 437: Ring Gear
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL CASE 2 - RING GEAR

8. Install differential ring gear (2) to case (1).

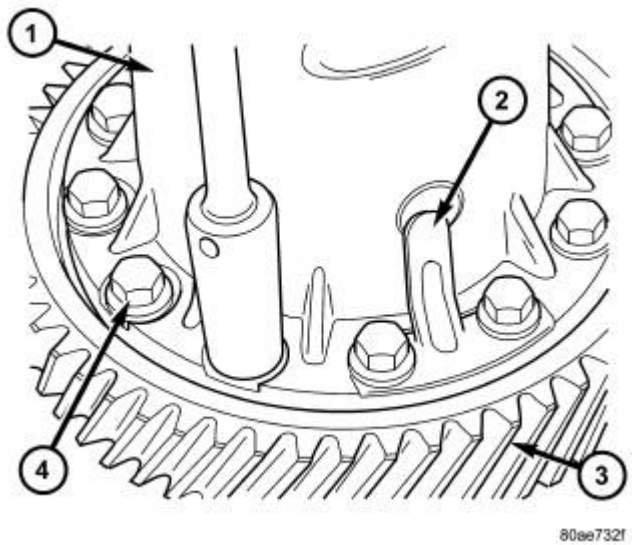


Fig. 438: Ring Gear-To-Case Bolts
Courtesy of CHRYSLER LLC

1 - DIFFERENTIAL CASE 2 - PINION SHAFT RETAINER 3 - RING GEAR 4 - RING GEAR-TO-CASE BOLT

NOTE: New bolts must be used.

9. Install ring gear-to-case bolts, with pinion shaft retainers, and tighten bolts (4) to 95 N.m (70 ft. lbs.).
10. Check differential side gear turning torque using Differential Bearing Torque Tool C-4995-1. Turning torque should be no more than 10 to 20 in-lbs (drag). If drag exceeds 20 in-lbs decrease shim size, if the drag is less than 10 in-lbs (drag) increase shim size.

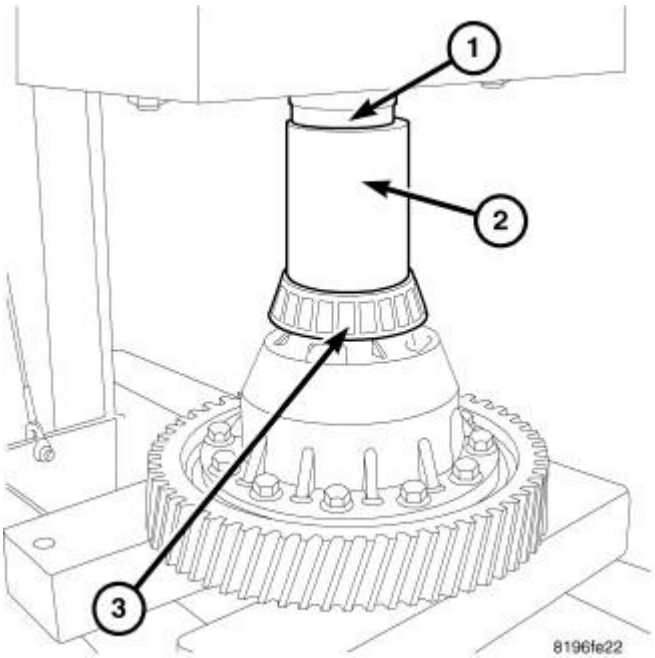


Fig. 439: Differential Pinion Side Bearing
Courtesy of CHRYSLER LLC

11. Using Installer 6888 (1) and a press (2), install differential bearing (3) to pinion side of the differential housing.

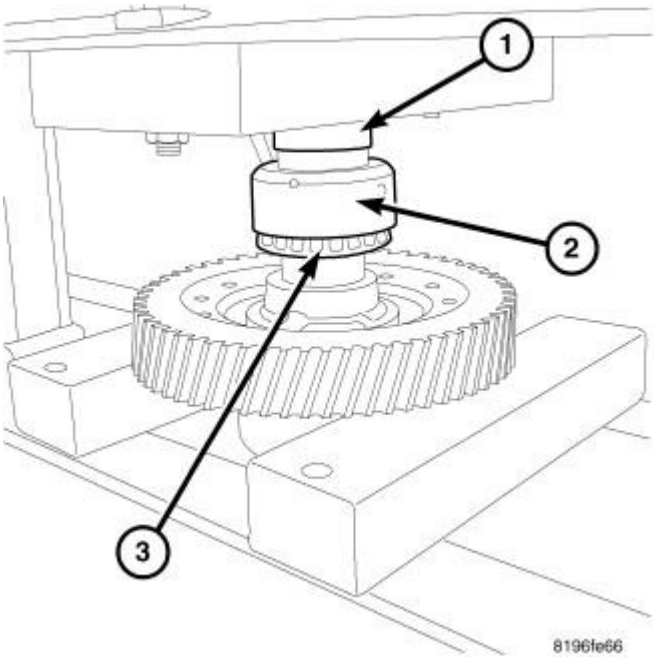


Fig. 440: Ring Gear Side Bearing
Courtesy of CHRYSLER LLC

12. Using Installer C-4213 (2) and a press (1), install differential bearing (3) to ring gear side of the differential.

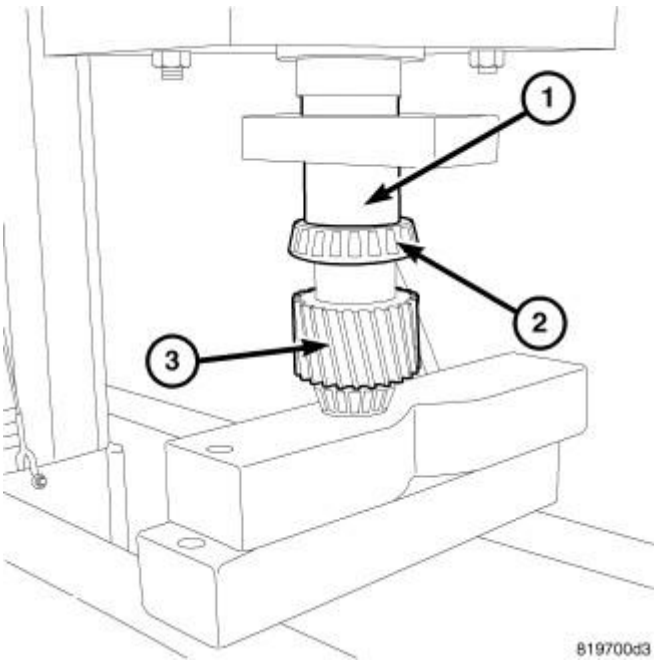


Fig. 441: Large Side Pinion Bearing
Courtesy of CHRYSLER LLC

13. Using Installer MD998911 (1) and a press, install the large pinion bearing to the pinion shaft.

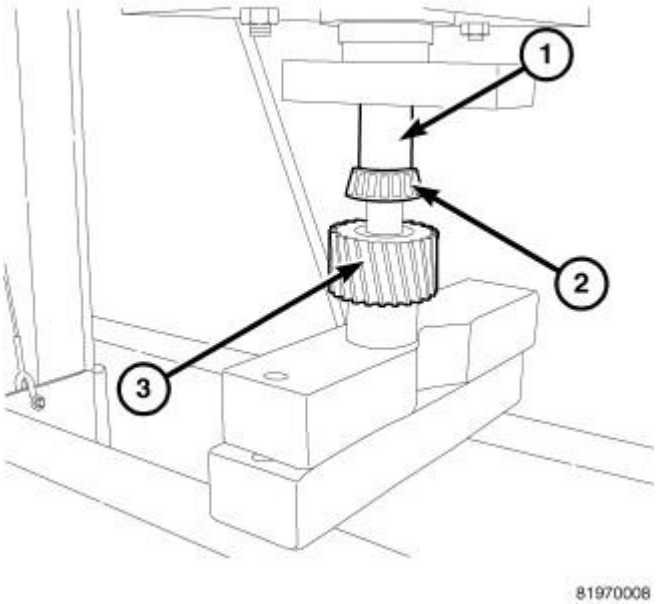


Fig. 442: Small Side Pinion Bearing
Courtesy of CHRYSLER LLC

14. Using Installer 9723 (1) and a press, install the small pinion bearing to the pinion shaft.

FLUID

STANDARD PROCEDURE

FLUID LEVEL AND CONDITION CHECK

FLUID LEVEL CHECK USING THE SCAN TOOL

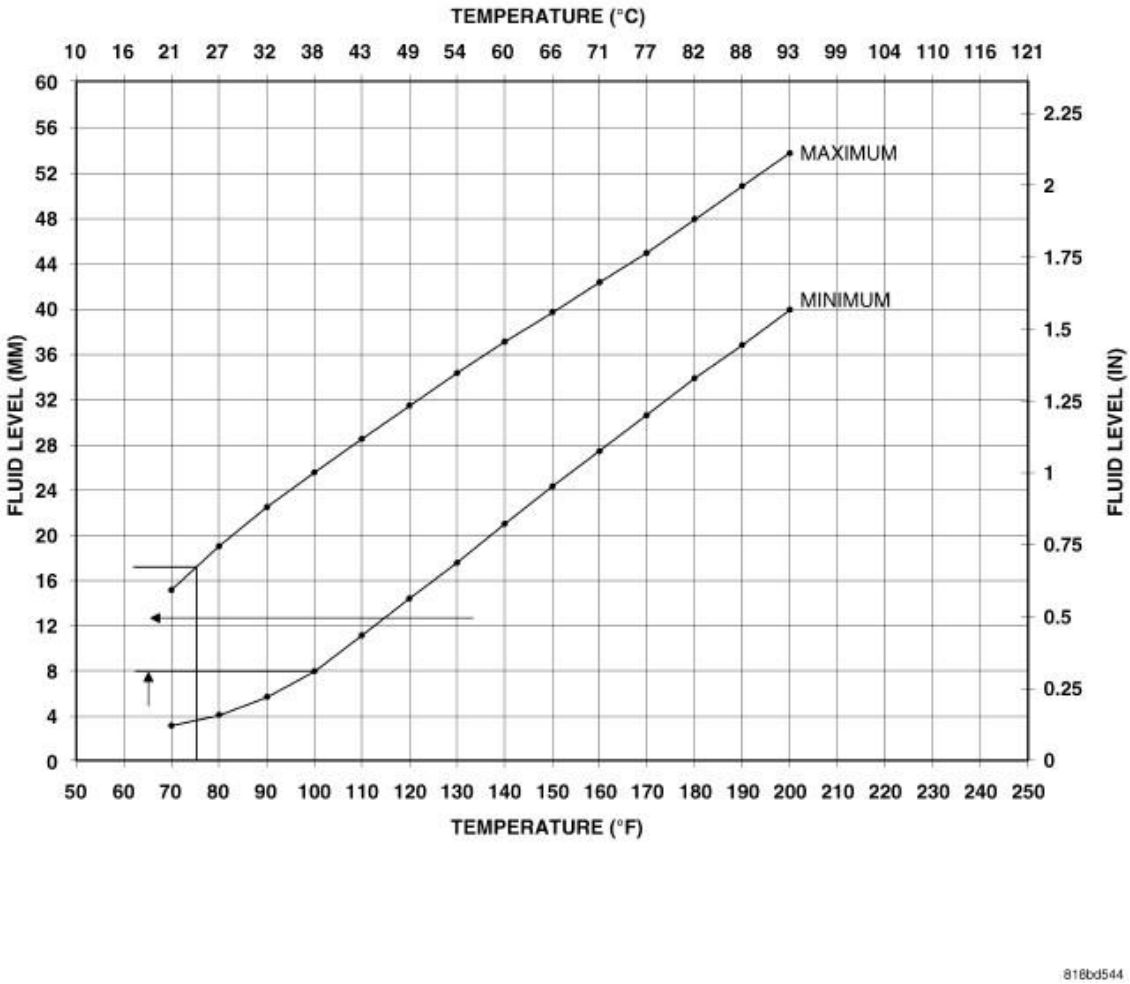


Fig. 443: Fluid Level To Temperature Chart
Courtesy of CHRYSLER LLC

1. Verify that the vehicle is parked on a level surface.
2. Remove the dipstick tube cap.

> **WARNING: There is a risk of accident from vehicle starting off by itself when engine is running. There is a risk of injury from contusions and burns if you insert your hands into the engine when it is started or when it is running. Secure vehicle to prevent it from moving off by itself. Wear properly fastened and close-fitting work clothes. Do not touch hot or rotating parts.**

3. Actuate the service brake. Start engine and let it run at idle speed in selector lever position "P".
4. Shift through the transmission modes several times with the vehicle stationary and the engine idling.

NOTE: When inserting dipstick special tool 9336A, excess insertion force may cause the dipstick to slip past the stop on the bracket in the transmission oil pan. An approximate distance that the dipstick should be inserted into the fill tube is 424 mm (16.69 in.).

5. Warm up the transmission, wait at least 2 minutes and check the oil level with the engine running. Push the Oil Dipstick 9336A into transmission fill tube until the dipstick tip contacts the oil pan and pull out again, read off oil level, repeat if necessary.

NOTE: The dipstick will protrude from the fill tube when installed.

6. Check transmission oil temperature using the appropriate scan tool.
7. The transmission Oil Dipstick 9336A has indicator marks every 10 mm. Determine the height of the oil level on the dipstick and using the height, the Transmission Fluid Temperature (TFT) as viewed with the scan too, and the Transmission Fluid Graph, determine if the transmission oil level is correct.
8. Add or remove oil as necessary and recheck the oil level.
9. Once the oil level is correct, install the dipstick tube cap.

FLUID CONDITION

Along with fluid level, it is important to check the condition of the fluid. When the fluid smells burned, and is contaminated with metal or friction material particles, a complete transaxle recondition is probably required. Be sure to examine the fluid on the dipstick closely. If there is any doubt about its condition, drain out a sample for a double check.

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

After the fluid has been checked, seat the dipstick fully to seal out water and dirt.

FLUID AND FILTER SERVICE

FLUID/FILTER SERVICE (RECOMMENDED)

NOTE: Refer to the maintenance schedules in VEHICLE QUICK REFERENCE , or the vehicle owner's manual, for the recommended maintenance (fluid/filter change) intervals for this transaxle.

NOTE: Only fluids of the type labeled MOPAR® ATF+4 should be used. A filter change should be made at the time of the transmission oil change. The magnet (on the inside of the oil pan) should also be cleaned with a clean, dry cloth.

NOTE: If the transaxle is disassembled for any reason, the fluid and filter should be changed.

1. Raise vehicle on a hoist. Refer to **VEHICLE QUICK REFERENCE** for proper procedures. Place a drain container with a large opening, under transaxle oil pan.
2. Loosen pan bolts and tap the pan at one corner to break it loose allowing fluid to drain, then remove the oil pan.
3. Remove nuts at the oil filter.
4. Install a new filter and nuts, tighten to 5 N.m (40 in. lbs.).
5. Install the fluid filter oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
6. Clean the oil pan and magnet. Reinstall pan using new MOPAR® Silicone Adhesive sealant. Tighten oil pan bolts to 6 N.m (50 in. lbs.).
7. Pour four Quarts of MOPAR® ATF+4 through the dipstick opening.
8. Start engine and allow to idle for at least one minute. Then, with parking and service brakes applied, move selector lever momentarily to each position, ending in the park or neutral position.
9. Check the transaxle fluid level and add an appropriate amount to bring the transaxle fluid level to 3 mm (1/8 in.) below the lowest mark on the dipstick.
10. Recheck the fluid level after the transaxle has reached normal operating temperature 82°C (180°F). Refer to Fluid Level and Condition Check for the proper fluid fill procedure. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.
11. To prevent dirt from entering transaxle, make certain that dipstick is fully seated into the dipstick opening.

GEARTRAIN, PLANETARY

DESCRIPTION

DESCRIPTION

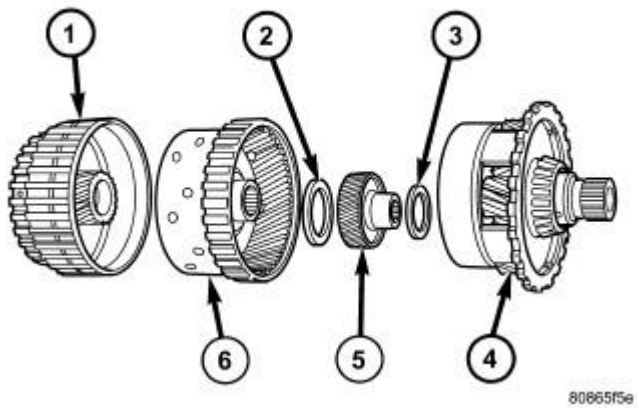


Fig. 444: Planetary Gear Train

Courtesy of CHRYSLER LLC

1 - FRONT SUN GEAR ASSEMBLY
2 - #6 THRUST BEARING
3 - #7 THRUST BEARING
4 - REAR CARRIER/FRONT ANNULUS ASSEMBLY
5 - REAR SUN GEAR
6 - FRONT CARRIER/REAR ANNULUS ASSEMBLY

The planetary gear train is located between the input clutch assembly and the rear of the transaxle case. The planetary gear train consists of two sun gears (1,5), two planetary carriers, two annulus (ring) gears (4,6), and one output shaft.

OPERATION

OPERATION

The planetary geartrain utilizes two planetary gear sets that connect the transmission input shaft to the output shaft. Input and holding clutches drive or lock different planetary members to change output ratio or direction.

HOLDING CLUTCHES

DESCRIPTION

DESCRIPTION

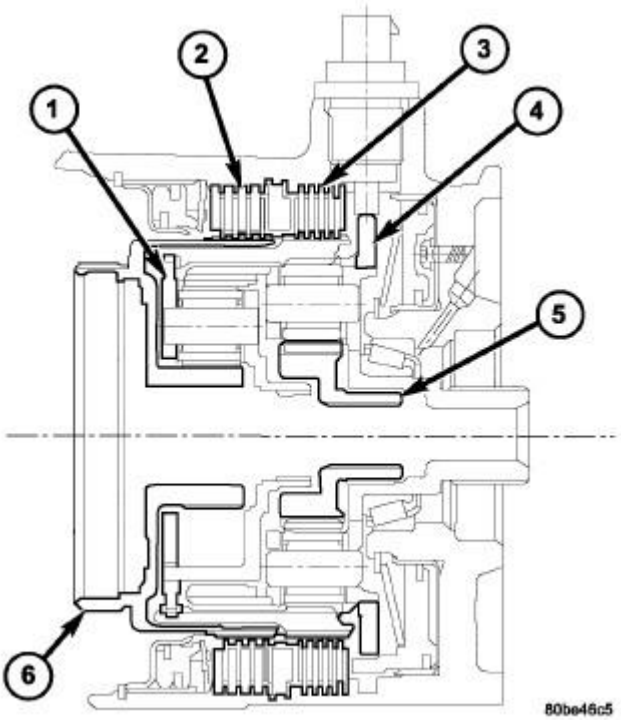


Fig. 445: 2/4 & Low/Reverse Clutches
Courtesy of CHRYSLER LLC

1 - FRONT PLANET CARRIER/REAR ANNULUS
2 - 2/4 CLUTCH
3 - L/R CLUTCH
4 - REAR PLANET CARRIER/FRONT ANNULUS
5 - REAR SUN GEAR
6 - FRONT SUN GEAR ASSEMBLY

Two hydraulically applied multi-disc clutches are used to hold planetary geartrain components (1, 4) stationary while the input clutches drive others. The 2/4 (2) and Low/Reverse (3) clutches are considered holding clutches and are contained at the rear of the transaxle case.

OPERATION

OPERATION

2/4 CLUTCH

The 2/4 clutch is hydraulically applied in second and fourth gears by pressurized fluid against the 2/4 clutch piston. When the 2/4 clutch is applied, the front sun gear assembly is held or grounded to the transaxle case.

LOW/REVERSE CLUTCH

The Low/Reverse clutch is hydraulically applied in park, reverse, neutral, and first gears by pressurized fluid against the Low/Reverse clutch piston. When the Low/Reverse clutch is applied, the front planet carrier/rear annulus assembly is held or grounded to the transaxle case.

KNOB, GEARSHIFT

REMOVAL

REMOVAL

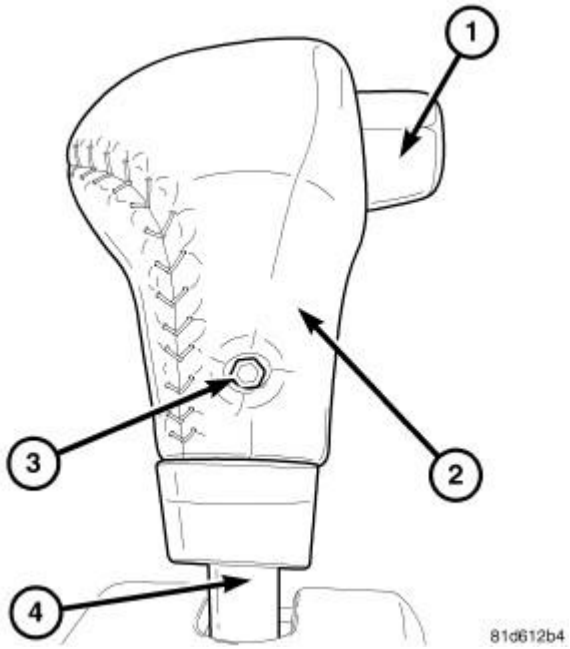


Fig. 446: Shift Knob
Courtesy of CHRYSLER LLC

1. Loosen the set screw (3) on the shift knob (2).
2. Hold in the shift knob button (1).
3. Pull up on the shift knob (2) while holding the shift knob button (1) in.

INSTALLATION

INSTALLATION

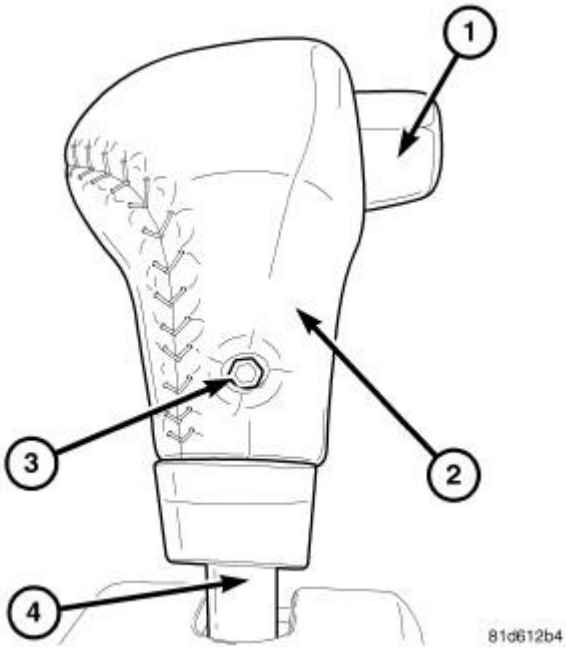


Fig. 447: Shift Knob
Courtesy of CHRYSLER LLC

1. While holding the shift knob button (1) in install the shift knob (1) onto the shift mechanism shaft (4).
2. Tighten the set screw (3).

PUMP, TRANSMISSION OIL

DESCRIPTION

DESCRIPTION

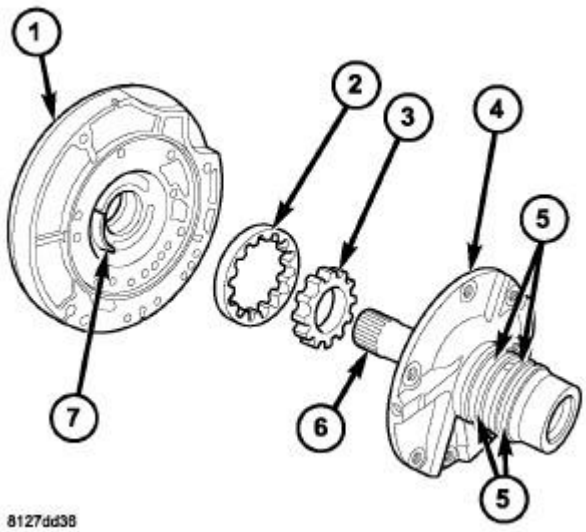


Fig. 448: Oil Pump Assembly
Courtesy of CHRYSLER LLC

1 - PUMP BODY
2 - OUTER GEAR
3 - INNER GEAR
4 - REACTION SHAFT SUPPORT
5 - SEAL RINGS (4)
6 - REACTION SHAFT
7 - CRESCENT

The oil pump is located in the pump housing inside the bell housing of the transaxle case. The oil pump consists of an inner and outer gear, a housing, and a cover that also serves as the reaction shaft support.

OPERATION

OPERATION

As the torque converter rotates, the converter hub rotates the inner and outer gears. As the gears rotate, the clearance between the gear teeth increases in the crescent area, and creates a suction at the inlet side of the pump. This suction draws fluid through the pump inlet from the oil pan. As the clearance between the gear teeth in the crescent area decreases, it forces pressurized fluid into the pump outlet and to the valve body.

DISASSEMBLY

DISASSEMBLY

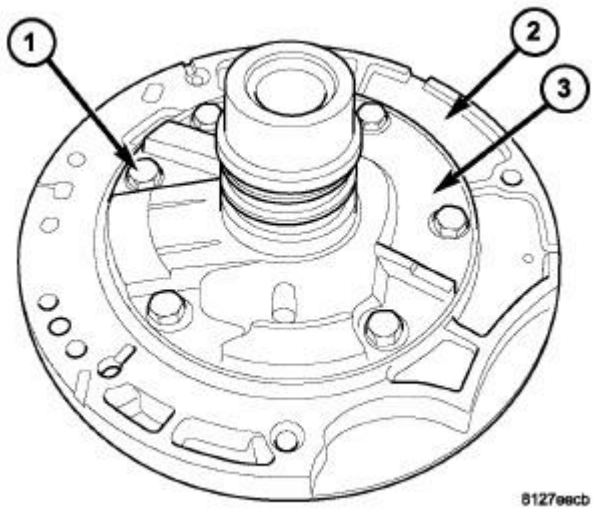


Fig. 449: Reaction Support-to-Pump Body Bolts
Courtesy of CHRYSLER LLC

1 - BOLT (6) 2 - PUMP BODY 3 - REACTION SHAFT SUPPORT

When disassembling the transaxle it is necessary to inspect the oil pump for wear and damage.

1. Remove the six reaction shaft support-to-pump body bolts (1).

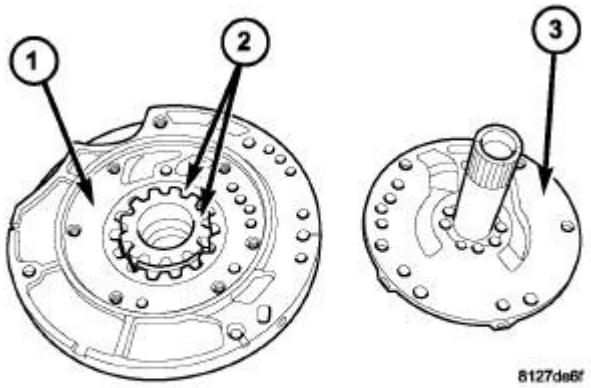


Fig. 450: Reaction Shaft Support
Courtesy of CHRYSLER LLC

1 - PUMP BODY 2 - PUMP GEARS 3 - REACTION SHAFT SUPPORT

2. Remove reaction shaft support (3) from pump body (1).

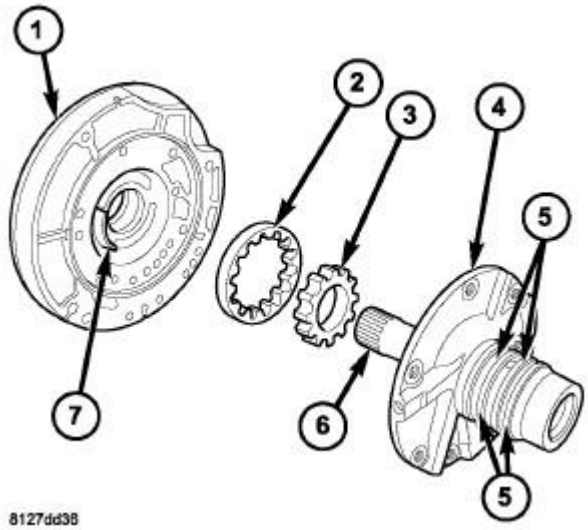


Fig. 451: Oil Pump Assembly
Courtesy of CHRYSLER LLC

1 - PUMP BODY
2 - OUTER GEAR
3 - INNER GEAR
4 - REACTION SHAFT SUPPORT
5 - SEAL RINGS (4)
6 - REACTION SHAFT
7 - CRESCENT

3. Remove the pump gears (2, 3) and check for wear and damage on pump body (1) and gears.

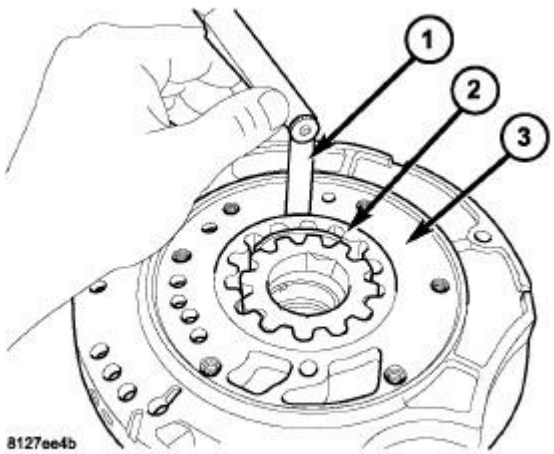


Fig. 452: Measuring Outer Gear-To-Pocket
Courtesy of CHRYSLER LLC

1 - FEELER GAUGE
2 - OUTER GEAR
3 - PUMP BODY

4. Re-install the gears (2) and check clearances.
5. Measure the clearance between the outer gear and the pump pocket (1). Clearance should be 0.089 - 0.202 mm (0.0035 - 0.0079 in.).

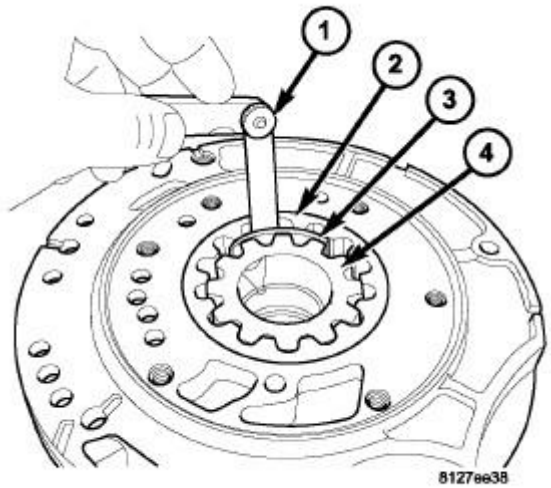


Fig. 453: Measuring Outer Gear-To-Crescent
Courtesy of CHRYSLER LLC

1 - FEELER GAUGE
2 - OUTER GEAR
3 - CRESCENT
4 - INNER GEAR

6. Measure clearance between outer gear (2) and crescent (3). Clearance should be 0.060 - 0.298 mm (0.0023 - 0.0117 in.).

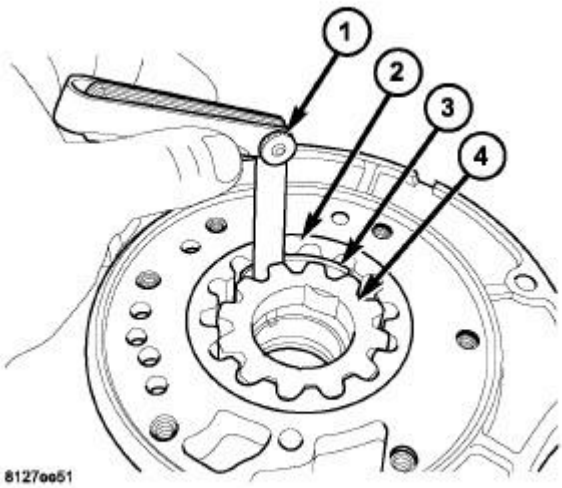


Fig. 454: Measuring Inner Gear-to-Crescent
Courtesy of CHRYSLER LLC

1 - FEELER GAUGE
2 - OUTER GEAR
3 - CRESCENT
4 - INNER GEAR

7. Measure clearance between inner gear (4) and crescent (3). Clearance should be 0.093 - 0.385 mm (0.0036 - 0.0151 in.).
8. Position an appropriate piece of Plastigage across both pump gears.
9. Align the Plastigage to a flat area on the reaction shaft support housing.
10. Install the reaction shaft to the pump housing. Tighten the bolts to 27 N.m (20 ft. lbs.).
11. Remove bolts and carefully separate the housings. Measure the Plastigage following the instructions supplied.
12. Clearance between both gear end faces and the reaction shaft support should be 0.020 - 0.046 mm (0.0008 - 0.0018 in.).

ASSEMBLY

ASSEMBLY

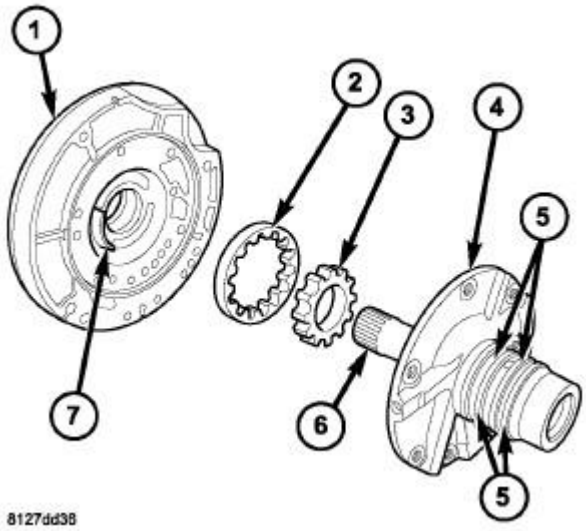


Fig. 455: Oil Pump Assembly
Courtesy of CHRYSLER LLC

1 - PUMP BODY
2 - OUTER GEAR
3 - INNER GEAR
4 - REACTION SHAFT SUPPORT
5 - SEAL RINGS (4)
6 - REACTION SHAFT
7 - CRESCENT

1. Assemble oil pump.

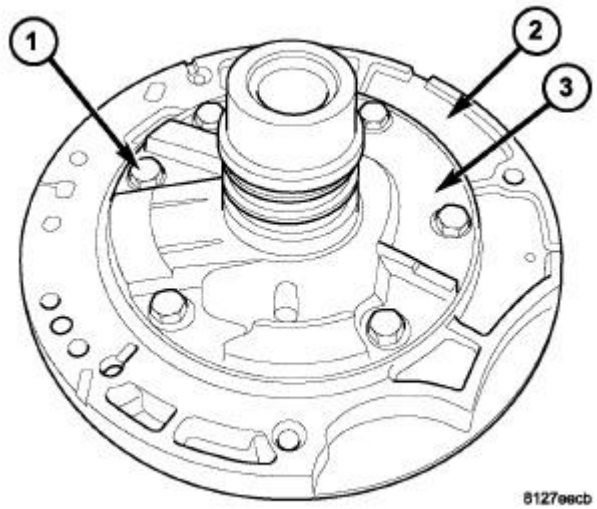


Fig. 456: Reaction Support-To-Pump Body Bolts
Courtesy of CHRYSLER LLC

1 - BOLT (6) 2 - PUMP BODY 3 - REACTION SHAFT SUPPORT

2. Install and tighten reaction shaft support-to-oil pump housing bolts (1) to 28 N.m (20 ft. lbs.).

SENSOR, PRESSURE CONTROL

REMOVAL

REMOVAL

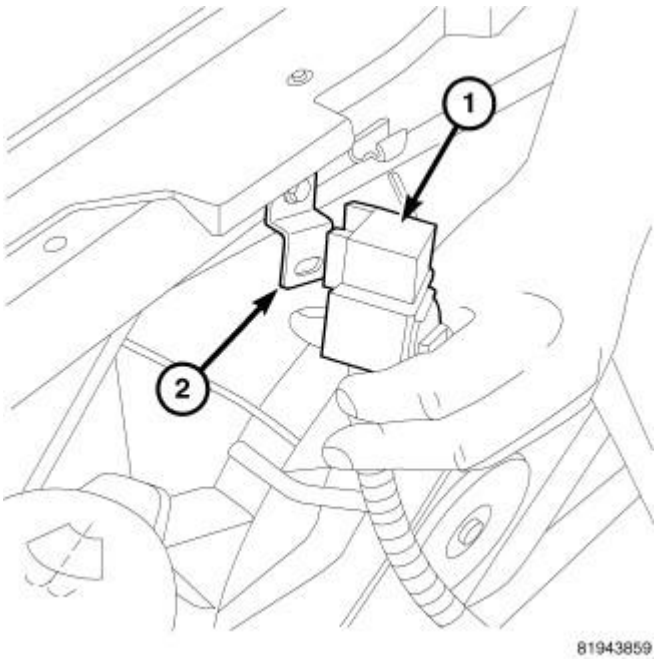


Fig. 457: Relay At Core Support
Courtesy of CHRYSLER LLC

1. Remove the engine cover.
2. Remove the battery and battery tray. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Removal** .
3. Remove the relay (1) at the core support.

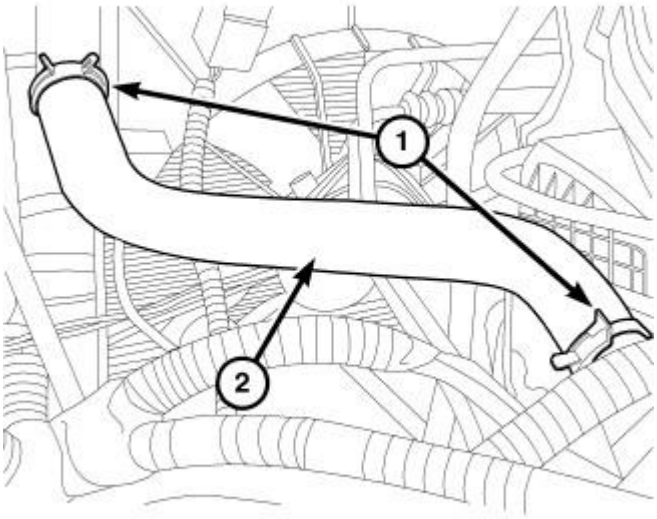


Fig. 458: Upper Radiator Hose
Courtesy of CHRYSLER LLC

4. Drain the radiator. Refer to **Cooling - Standard Procedure** .
5. Remove clamps (1) at the upper radiator hose (2).
6. Remove the upper radiator hose. Refer to **Cooling - Standard Procedure** .

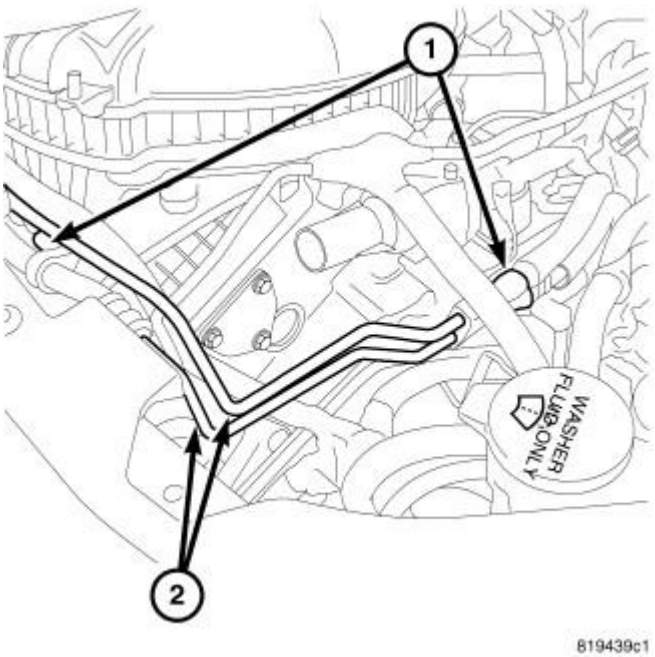


Fig. 459: Power Steering Lines
Courtesy of CHRYSLER LLC

7. Remove the bolts (1) holding the power steering lines (2).

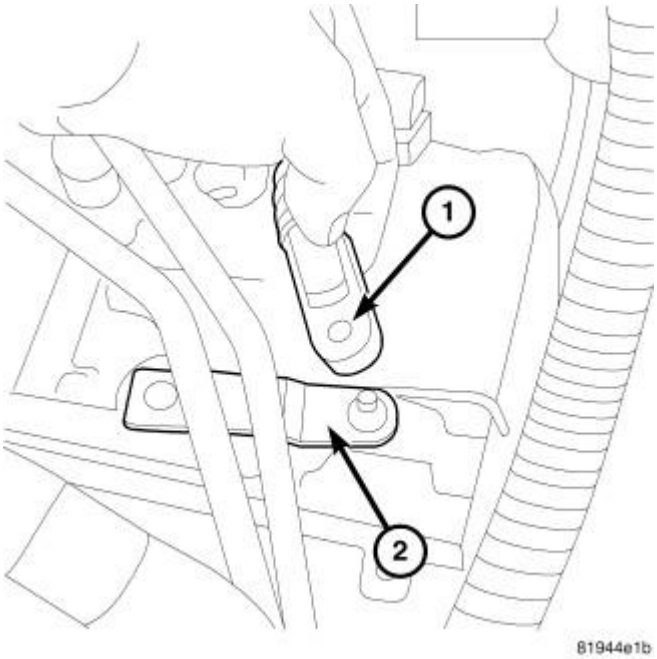


Fig. 460: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

8. Remove shift cable (1) from manual lever (2).

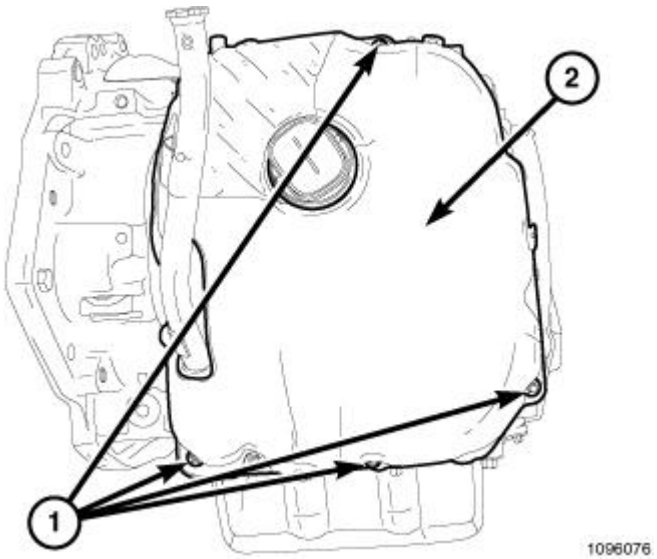


Fig. 461: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

NOTE: Keep the Top Sound Dampener Cover if replacing the unit

9. Remove the fasteners (1) and the Front Sound Damper Cover (2).

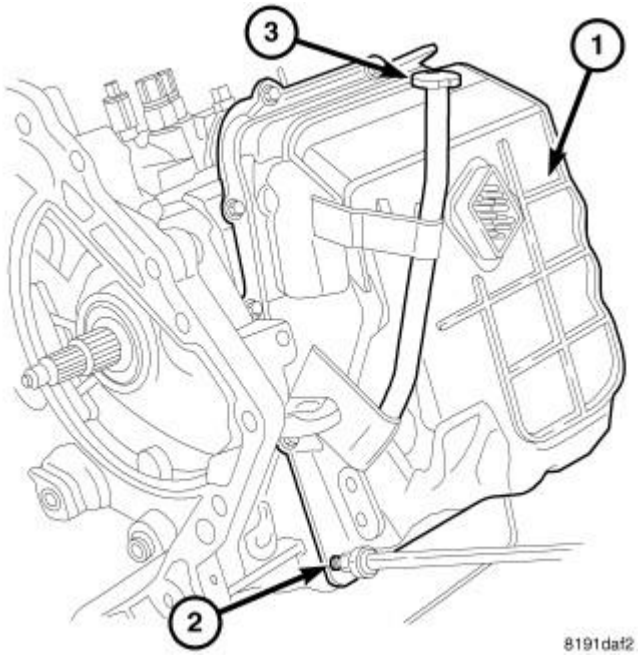


Fig. 462: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

10. Remove the top valve body oil pan (1) bolts.

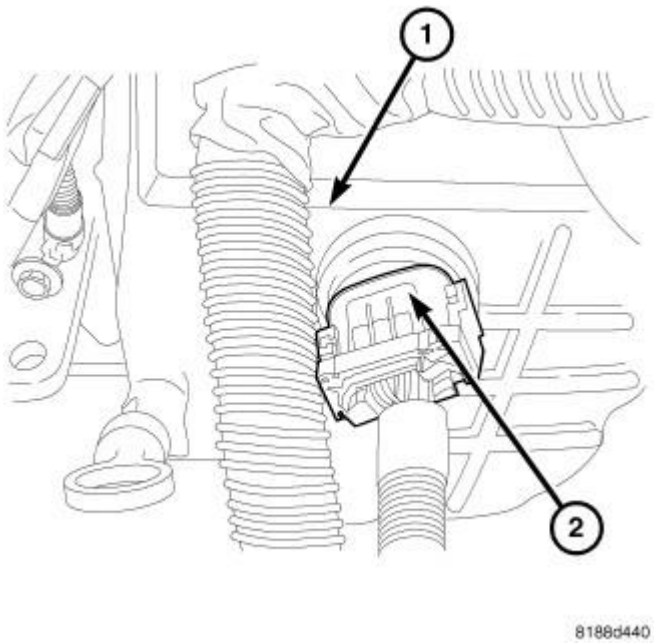


Fig. 463: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

11. Remove the solenoid pack connector (2) at valve body oil pan (1).

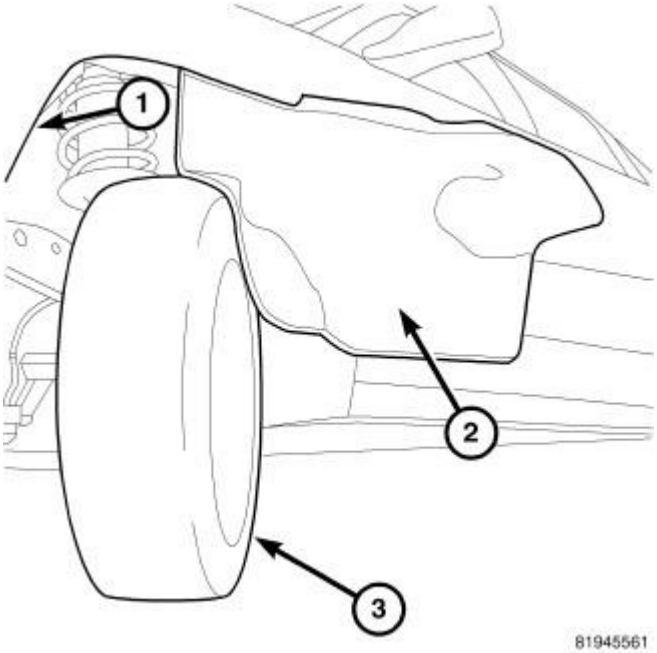


Fig. 464: Wheel Opening Splash Shield
Courtesy of CHRYSLER LLC

12. Raise the vehicle on a hoist.
13. Remove the front left side inner wheel splash screws from front side of wheel opening (1) and fold shield (2) back.
14. Turn the wheel (3) fully to the left.

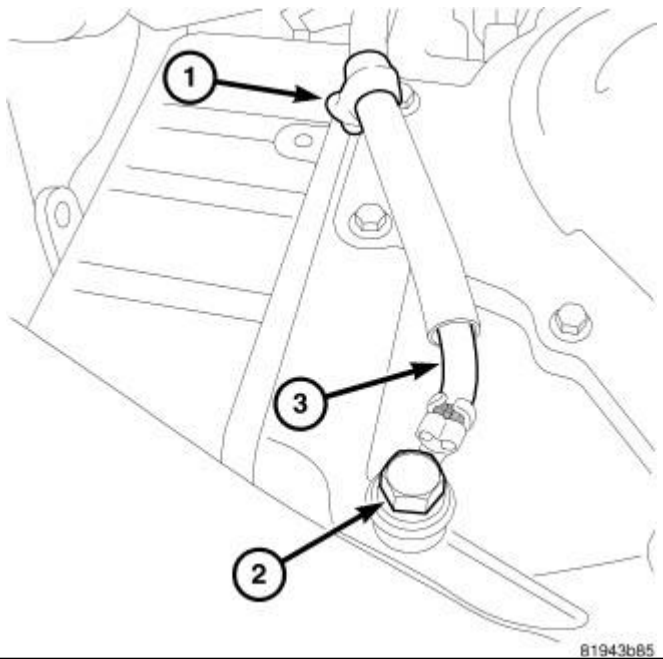


Fig. 465: Ground Cable
Courtesy of CHRYSLER LLC

15. Remove the bolt (2) at the ground cable (3).
16. Remove the clip (1) at the valve body pan.
17. Move cable away from the valve body pan.

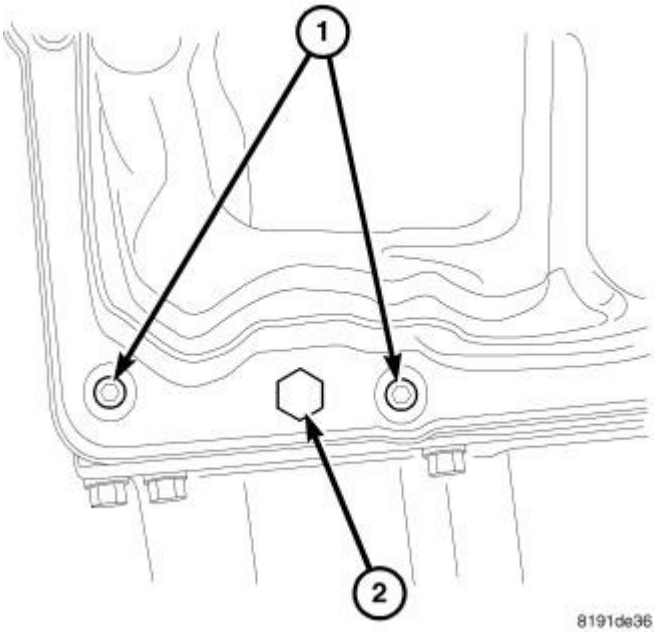


Fig. 466: Pressure Tap Plug
Courtesy of CHRYSLER LLC

18. Remove the pressure tap plug (2) at valve body oil pan.
19. Remove the lower valve body oil pan bolts (1) and drain transmission fluid.
20. Remove the valve body oil pan.

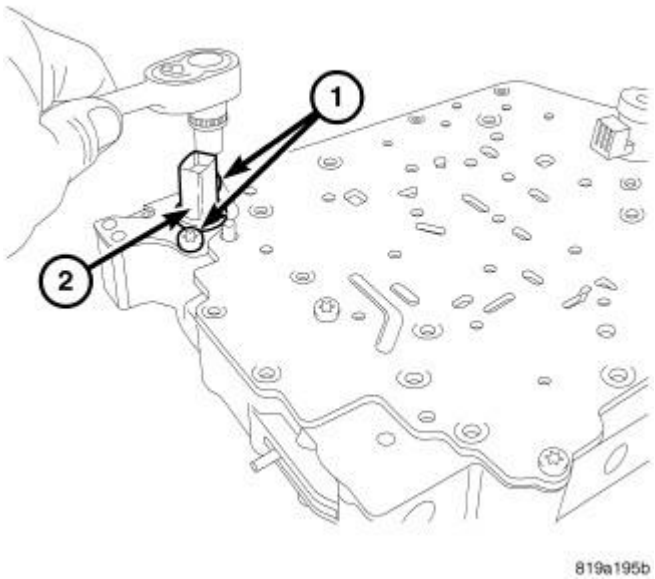


Fig. 467: Bolts At Line Pressure Sensor
Courtesy of CHRYSLER LLC

21. Remove the bolts (1) at the line pressure sensor.
22. Remove the line pressure sensor from the valve body.

INSTALLATION

INSTALLATION

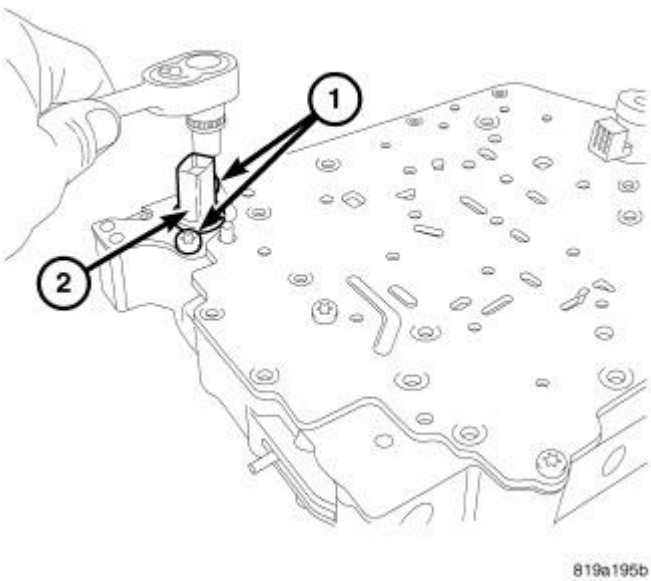


Fig. 468: Bolts At Line Pressure Sensor
Courtesy of CHRYSLER LLC

1. Install the line pressure sensor on to the valve body.
2. Install the bolts (1) to the line pressure sensor and tighten to 6 N.m (50 in. lbs.).

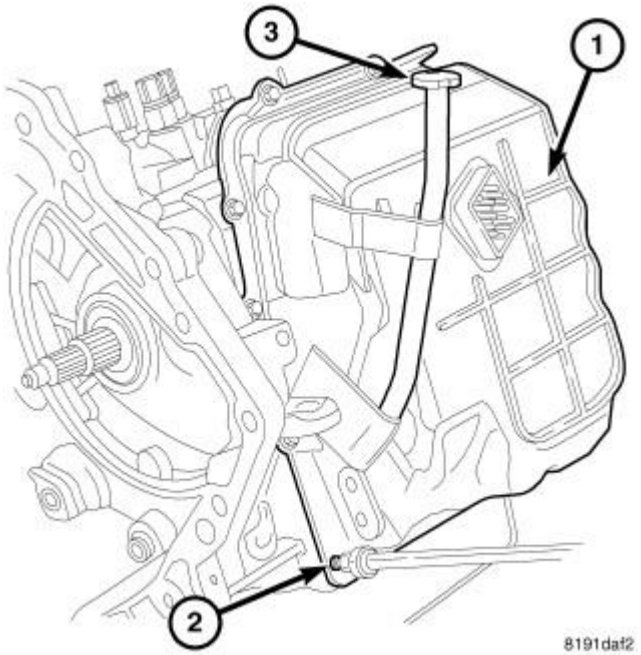


Fig. 469: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

3. Install the valve body oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
4. Install the upper valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).
5. Install the pressure tap at valve body oil pan and tighten to 6 N.m (50 in. lbs.).
6. Lower the vehicle on a hoist.

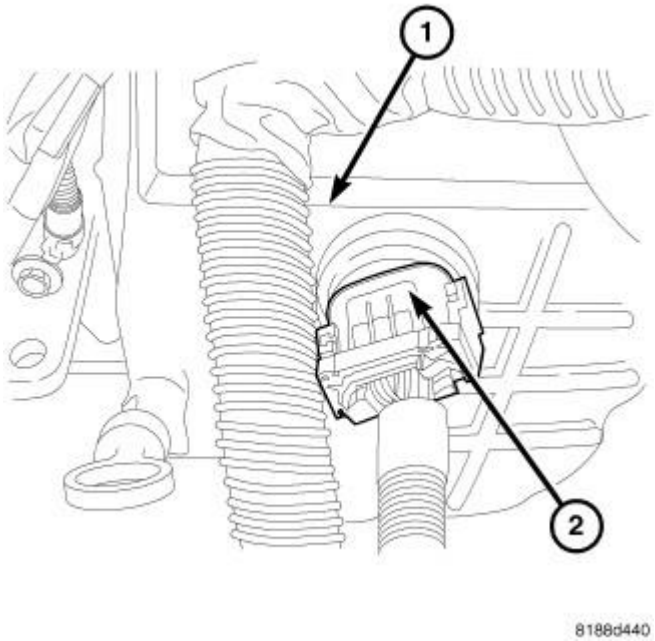


Fig. 470: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

7. Install the solenoid pack connector (2) at valve body oil pan.
8. Raise the vehicle on the hoist.

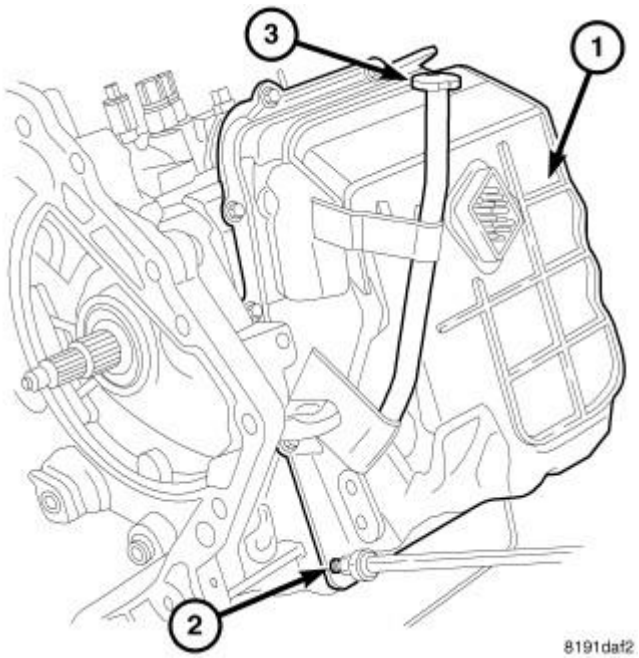


Fig. 471: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

9. Install the lower valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).

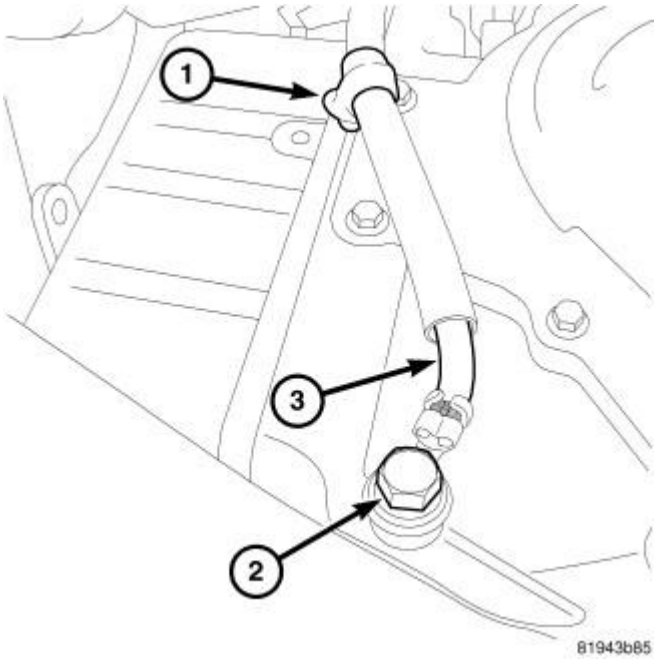


Fig. 472: Ground Cable
Courtesy of CHRYSLER LLC

10. Install the bolt at the ground cable and tighten to 10 N.m (90 in. lbs.).
11. Install the clip to the valve body oil pan

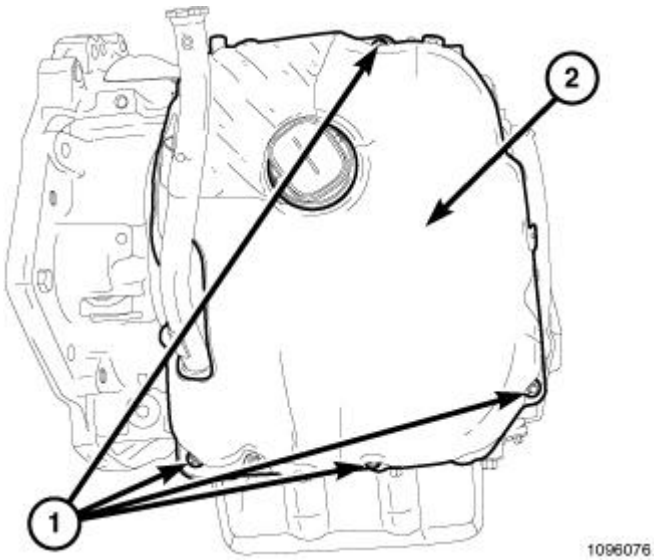


Fig. 473: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

12. Install the Front Sound Damper Cover (2) and install the fasteners (1).

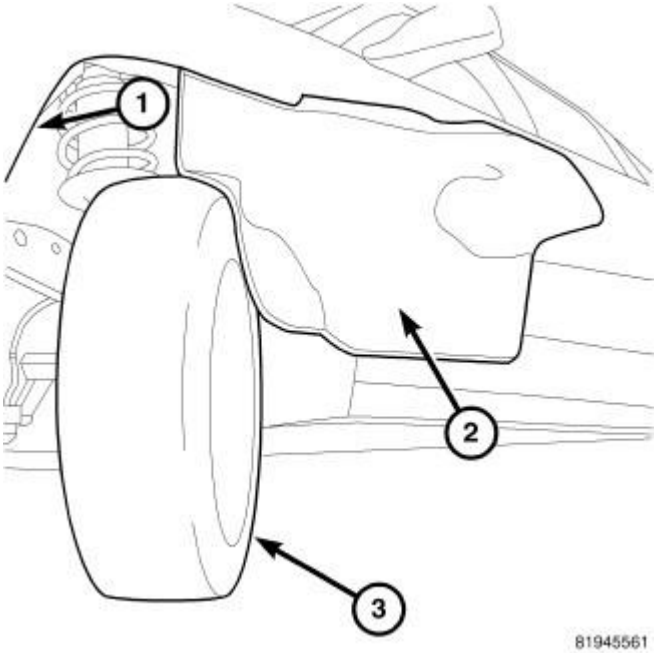


Fig. 474: Wheel Opening Splash Shield
Courtesy of CHRYSLER LLC

13. Move left side inner wheel splash shield (2) into place.
14. Install the left side inner wheel splash shield screws (1).
15. Lower the vehicle.

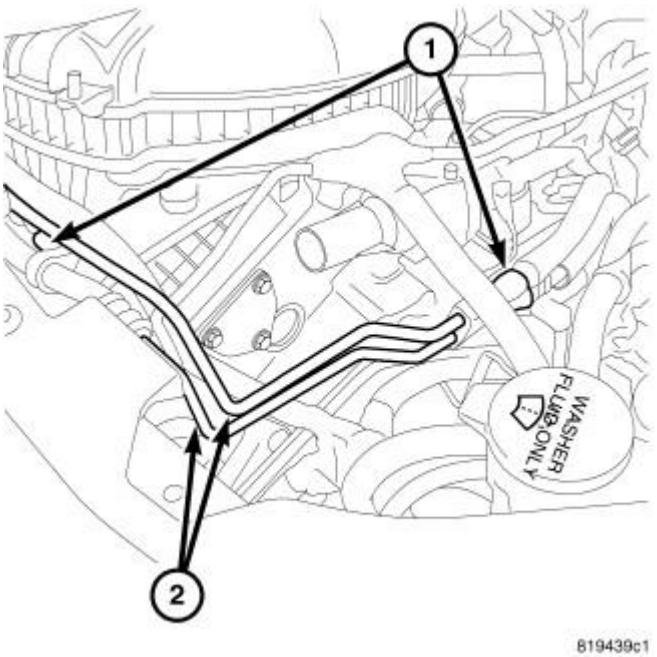


Fig. 475: Power Steering Lines
Courtesy of CHRYSLER LLC

16. Install the bolts (1) holding the power steering lines (2) and tighten to 10 N.m (90 in. lbs.).

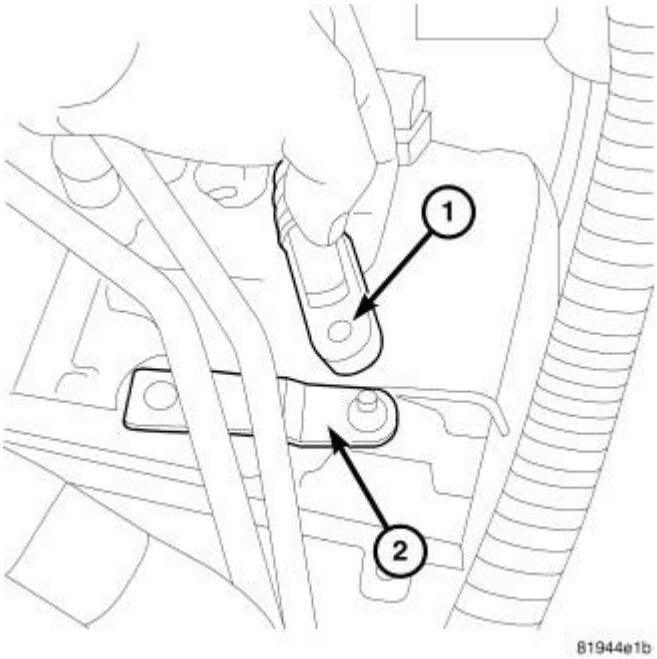


Fig. 476: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

17. Install shift cable (1) to manual lever (2).

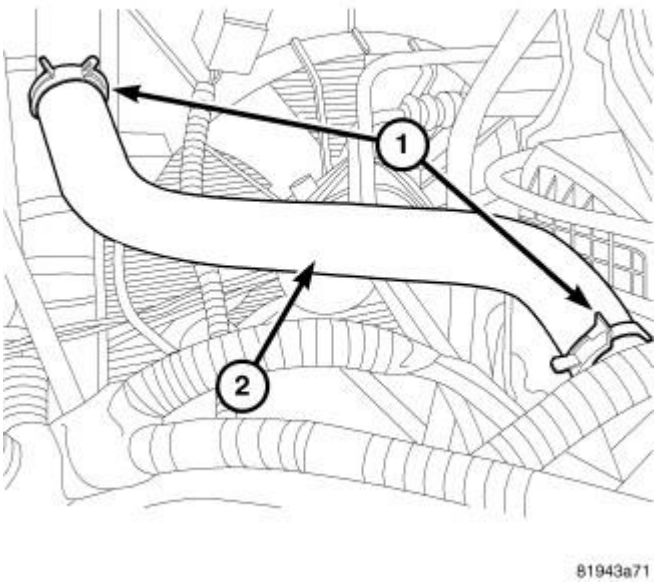


Fig. 477: Upper Radiator Hose
Courtesy of CHRYSLER LLC

18. Install upper radiator hose (2) and clamps (1).
19. Fill the cooling system. Refer to **Cooling - Standard Procedure** .

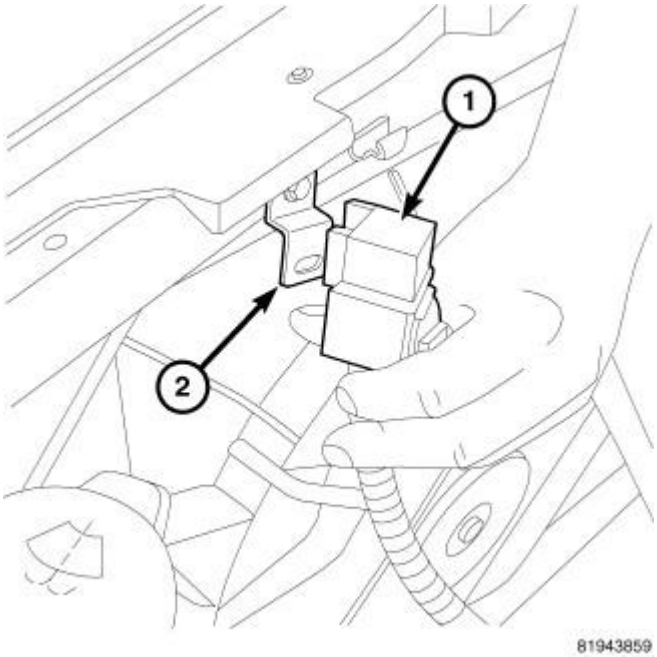


Fig. 478: Relay At Core Support
Courtesy of CHRYSLER LLC

20. Install the relay (1) at the core support.
21. Install the battery and battery tray. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Installation** .
22. Install the battery cables.
23. Fill transmission and road test. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.

SENSOR, SPEED, TRANSMISSION OUTPUT

DESCRIPTION

DESCRIPTION

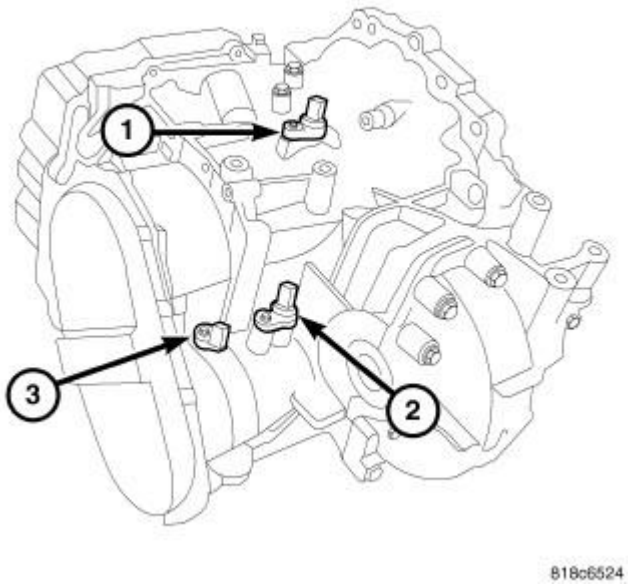


Fig. 479: Speed Sensors
Courtesy of CHRYSLER LLC

The Output Speed Sensor (2) is a two-wire magnetic pickup device that generates AC signals as rotation occurs.

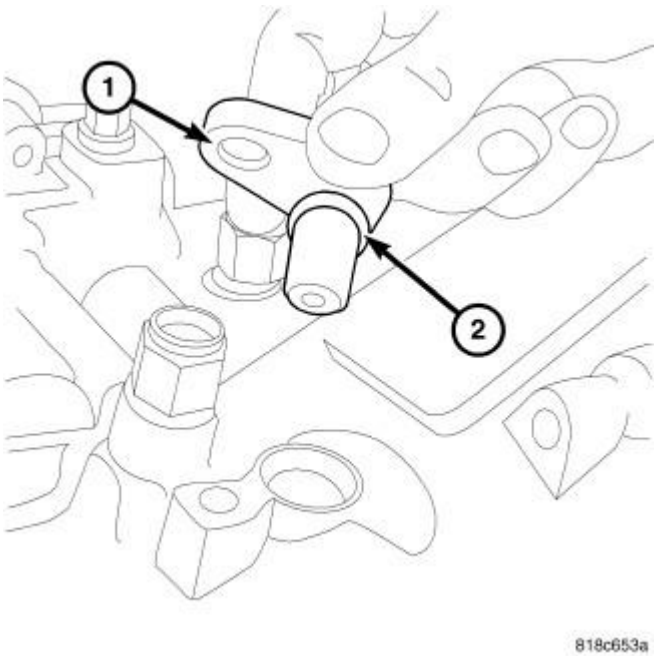


Fig. 480: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

The Output Speed Sensor (1) is bolted to the transaxle case and uses a O-ring (2) to seal it to the transaxle case.

OPERATION

OPERATION

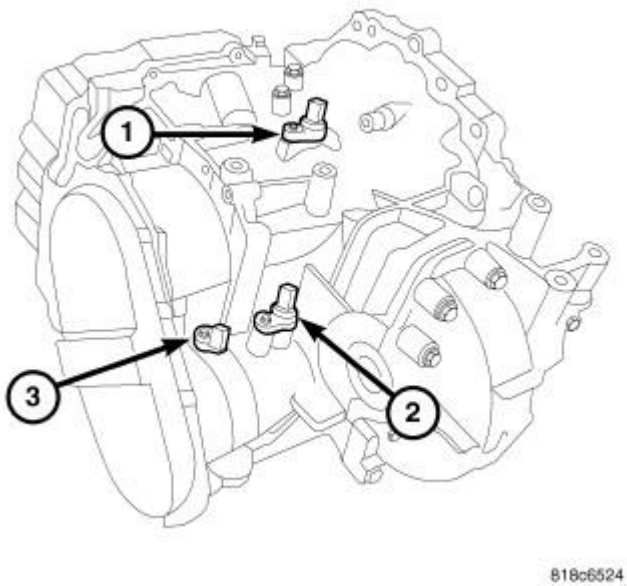


Fig. 481: Speed Sensors
Courtesy of CHRYSLER LLC

The output speed sensor (2) is located at the rear of the case. It reads the rotation of the underdrive compounder output carrier.

REMOVAL

REMOVAL

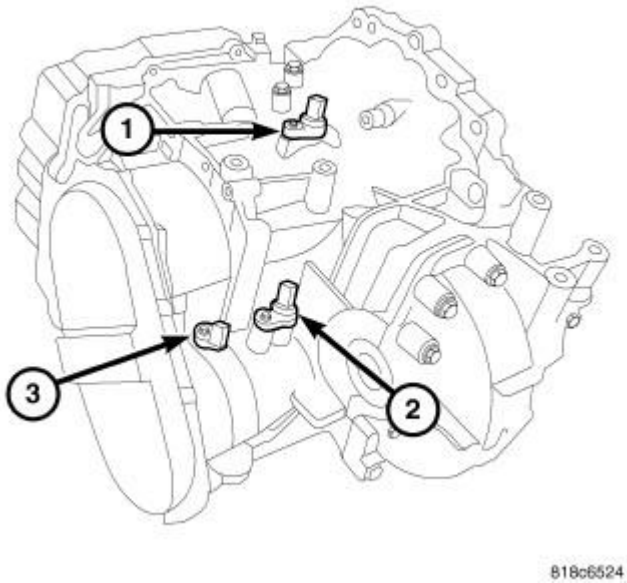


Fig. 482: Speed Sensors
Courtesy of CHRYSLER LLC

1. Unplug the electrical connector at the output speed sensor (2).

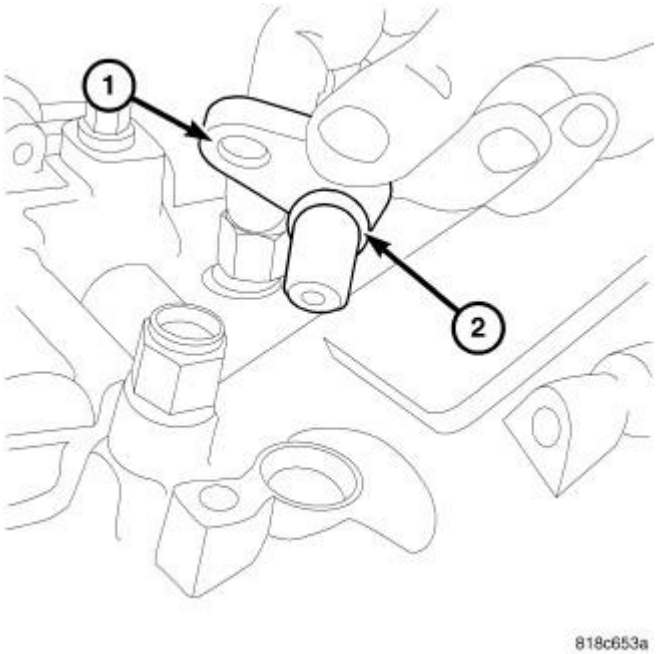


Fig. 483: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

2. Remove the bolt at output speed sensor (1).
3. Pull up on output speed sensor to remove.

INSTALLATION

INSTALLATION

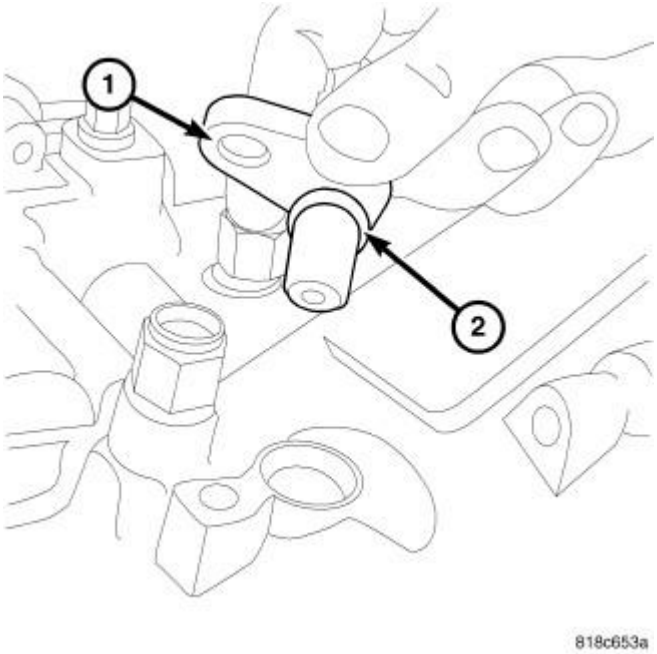


Fig. 484: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

1. Install a new O-ring (2).

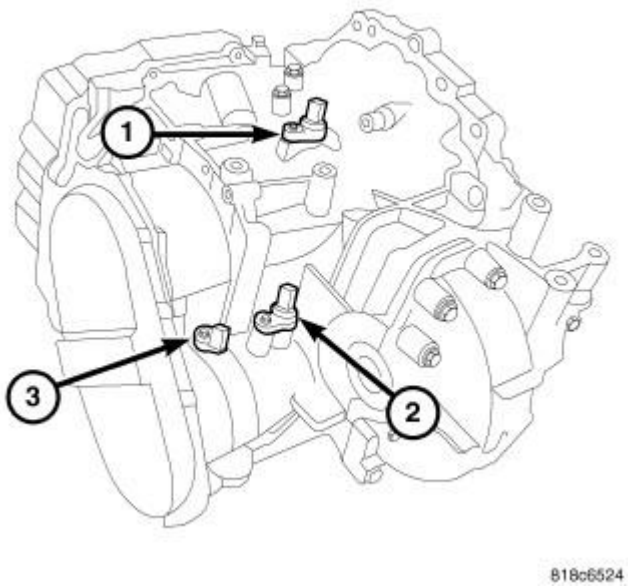


Fig. 485: Speed Sensors

Courtesy of CHRYSLER LLC

2. Install output speed sensor (2) into case.

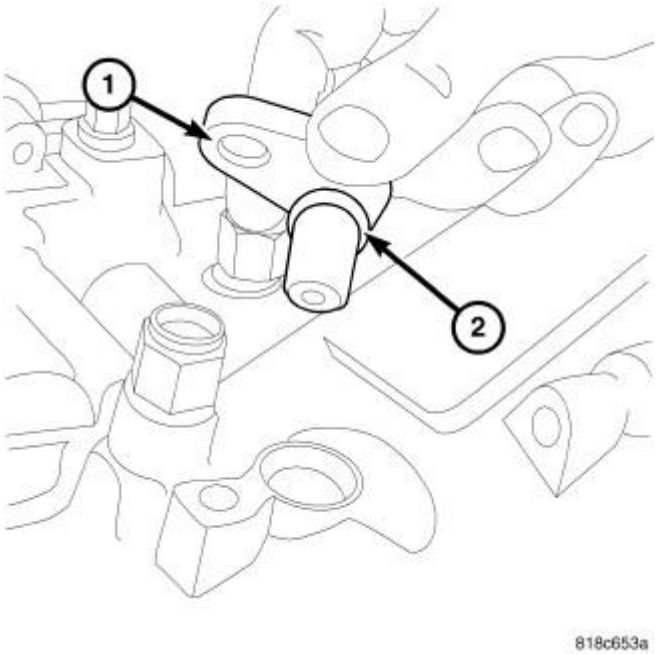


Fig. 486: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

3. Install bolt at output speed sensor and tighten to 12 N.m (105 in. lbs.).
4. Engage electrical connector.

SENSOR, SPEED, INPUT

DESCRIPTION

DESCRIPTION

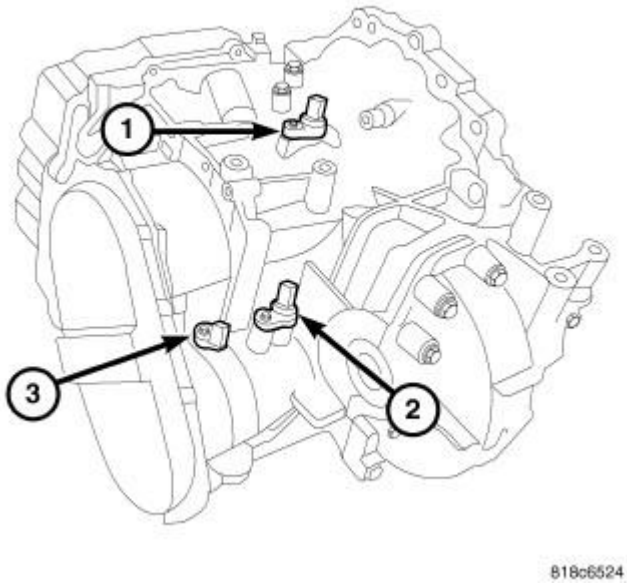


Fig. 487: Speed Sensors
Courtesy of CHRYSLER LLC

The Input Speed Sensor (1) is a two-wire magnetic pickup device that generates AC signals as rotation occurs.

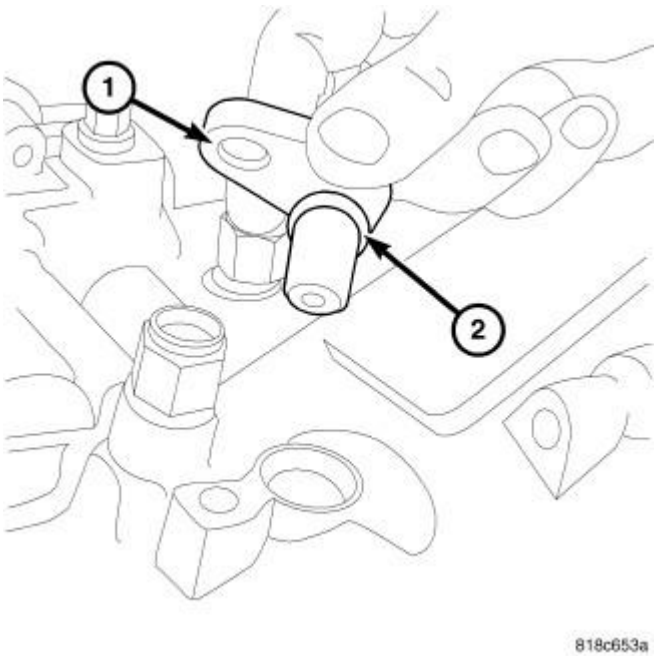


Fig. 488: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

NOTE: Always use a new O-ring

The Input Speed Sensor is bolted (1) to the transaxle case and uses a O-ring (2) to seal it to the transaxle case.

OPERATION

OPERATION

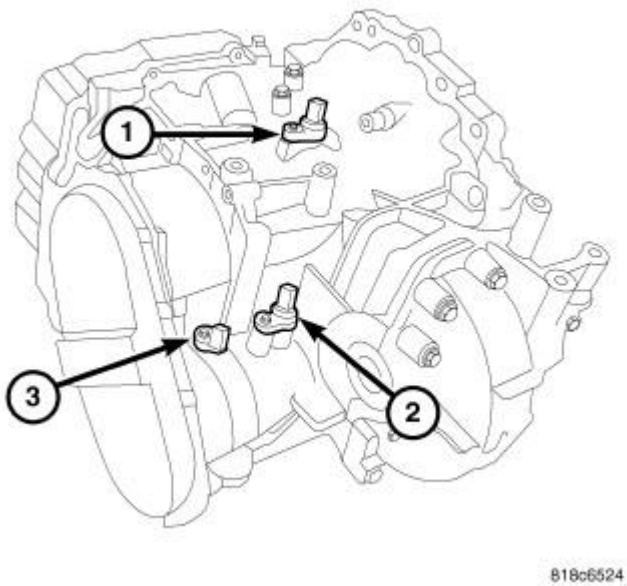


Fig. 489: Speed Sensors
Courtesy of CHRYSLER LLC

The input speed sensor (1) is located at the top of the case, and read turbine speed from the input clutch hub.

REMOVAL

REMOVAL

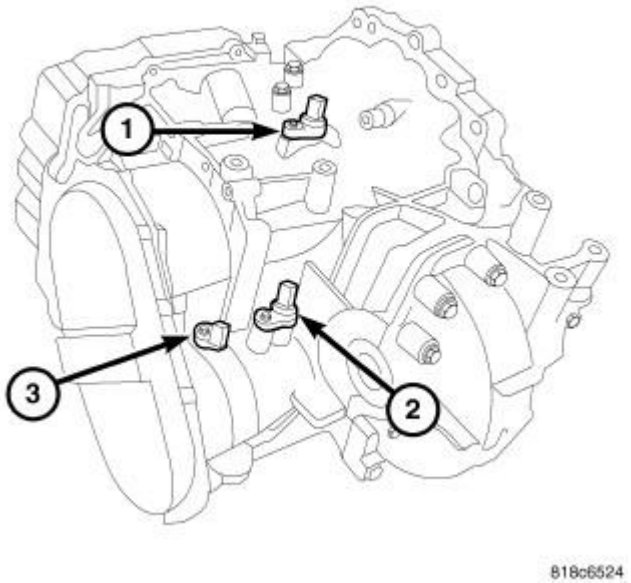


Fig. 490: Speed Sensors
Courtesy of CHRYSLER LLC

1. Unplug the electrical connector at the input speed sensor (1).

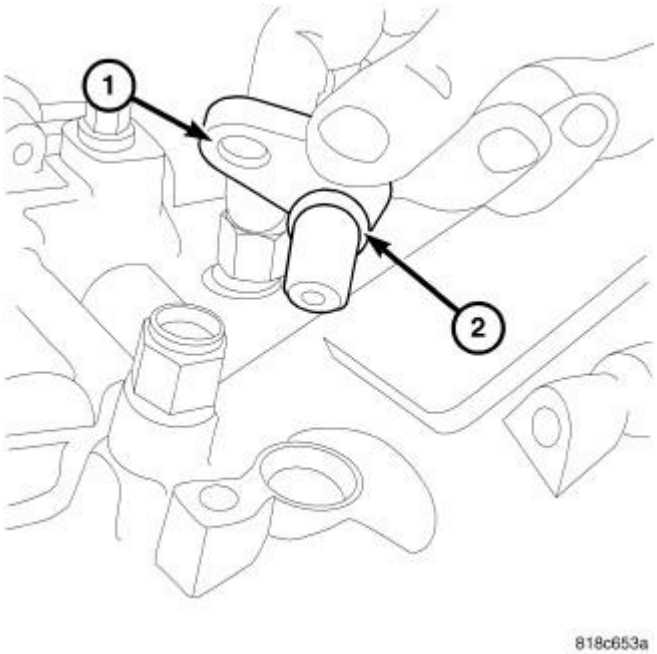


Fig. 491: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

2. Remove the bolt at input speed sensor.
3. Pull up on input speed sensor (1) to remove.

INSTALLATION

INSTALLATION

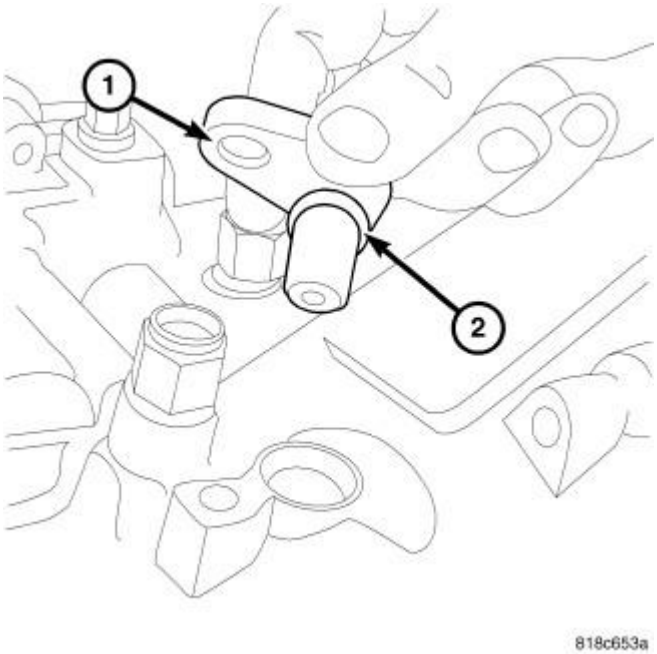


Fig. 492: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

1. Install a new O-ring (2).

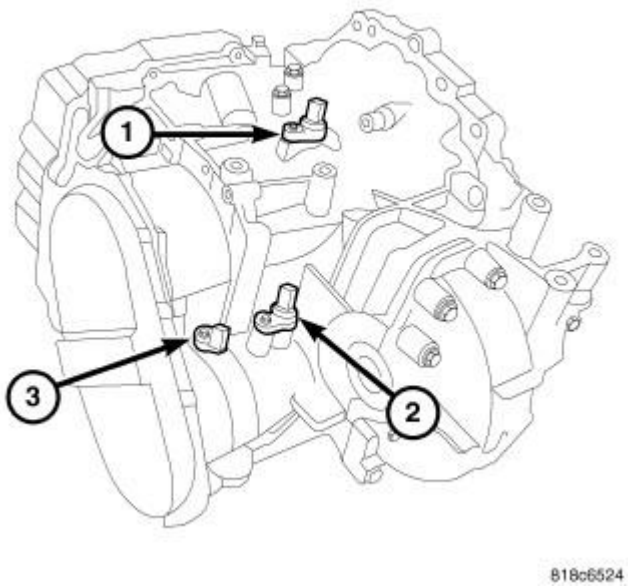


Fig. 493: Speed Sensors

Courtesy of CHRYSLER LLC

2. Install input speed sensor (1) into case.

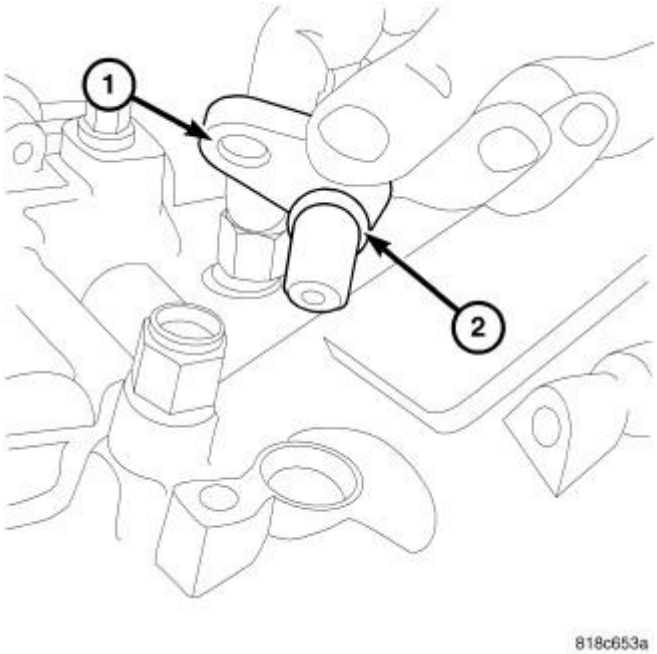


Fig. 494: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

3. Install bolt at input speed sensor and tighten to 12 N.m (105 in. lbs.).
4. Engage electrical connector.

SENSOR, SPEED, TRANSFER SHAFT

DESCRIPTION

DESCRIPTION

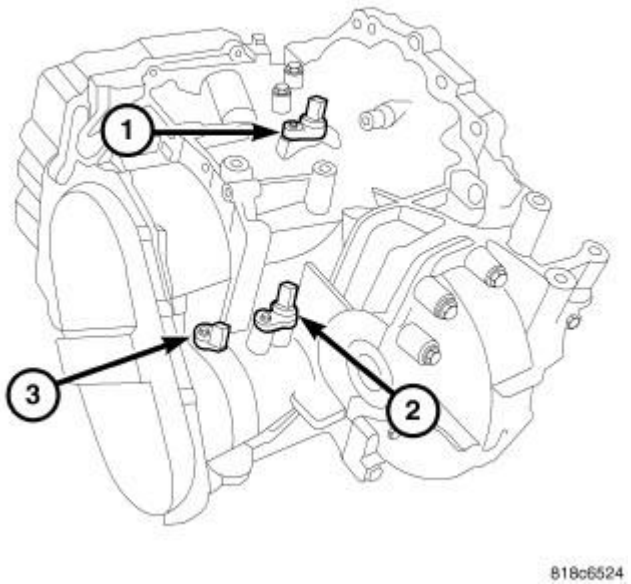


Fig. 495: Speed Sensors
Courtesy of CHRYSLER LLC

The Transfer Shaft Speed Sensor (3) is a two-wire magnetic pickup device that generates AC signals as rotation occurs.

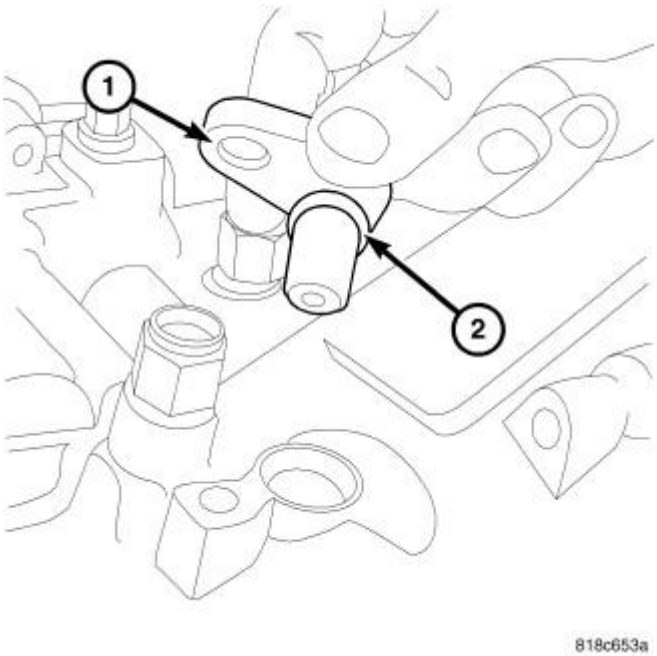


Fig. 496: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

The Transfer Shaft Speed Sensor (1) is bolted to the transaxle case and uses a O-ring (2) to seal it to the

transaxle case.

OPERATION

OPERATION

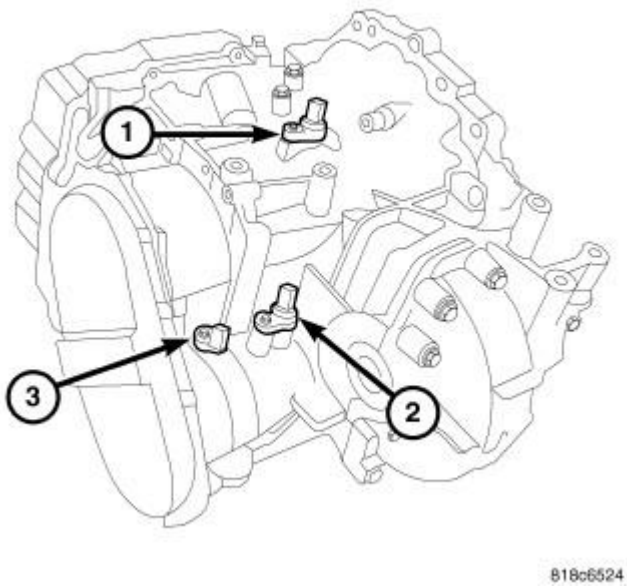


Fig. 497: Speed Sensors
Courtesy of CHRYSLER LLC

The transfer shaft speed sensor (3) is located at the rear of the case (backside). It reads rotation of the front annulus/rear carrier assembly.

REMOVAL

REMOVAL

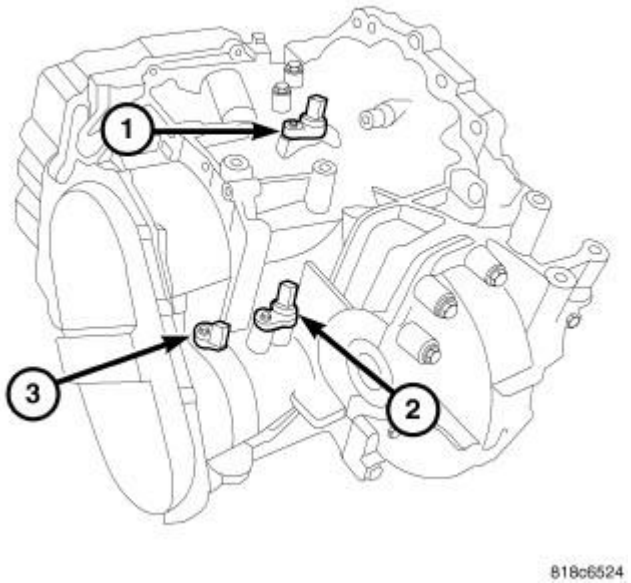


Fig. 498: Speed Sensors
Courtesy of CHRYSLER LLC

1. Unplug the electrical connector at the transfer shaft sensor (3).

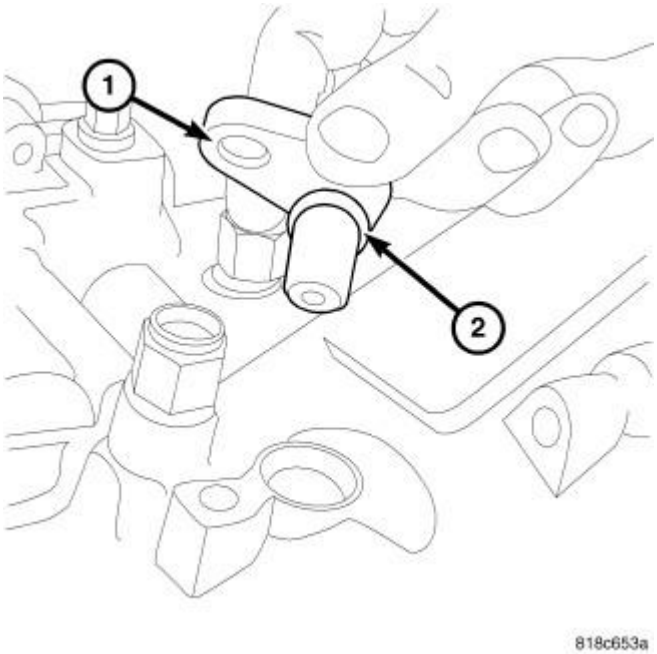


Fig. 499: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

2. Remove the bolt at transfer shaft sensor (1).
3. Pull up on transfer shaft sensor to remove.

INSTALLATION

INSTALLATION

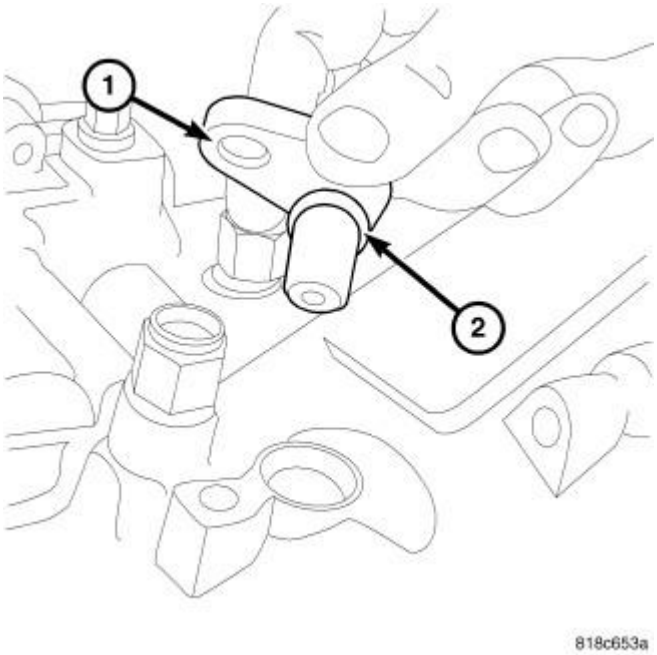


Fig. 500: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

1. Install a new O-ring (2). on the transfer shaft speed sensor (1).

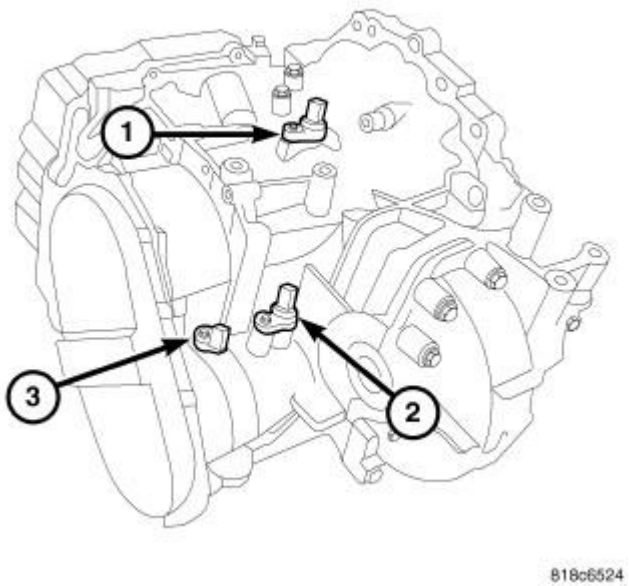


Fig. 501: Speed Sensors

Courtesy of CHRYSLER LLC

2. Install transfer shaft speed sensor (3) into case.

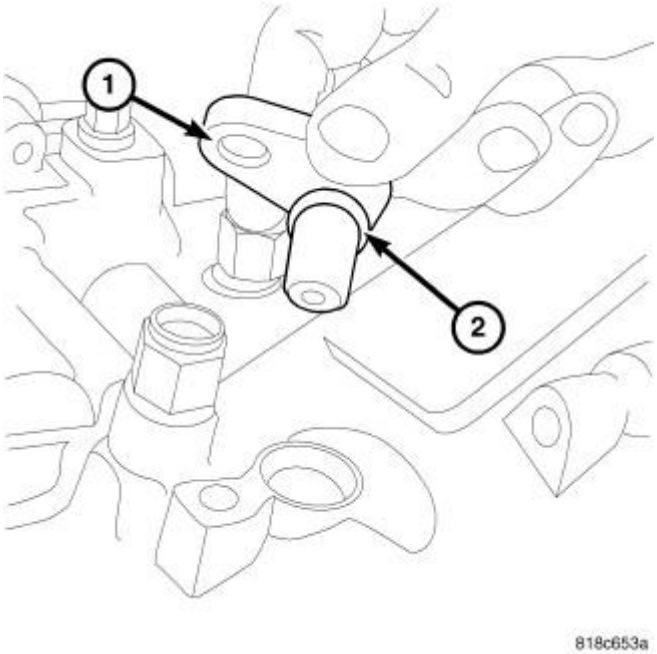


Fig. 502: Speed Sensor O-Ring
Courtesy of CHRYSLER LLC

3. Install bolt at transfer shaft speed sensor (1) and tighten to 12 N.m (105 in. lbs.).
4. Reconnect the electrical connector.

SENSOR, TRANSMISSION RANGE

REMOVAL

REMOVAL

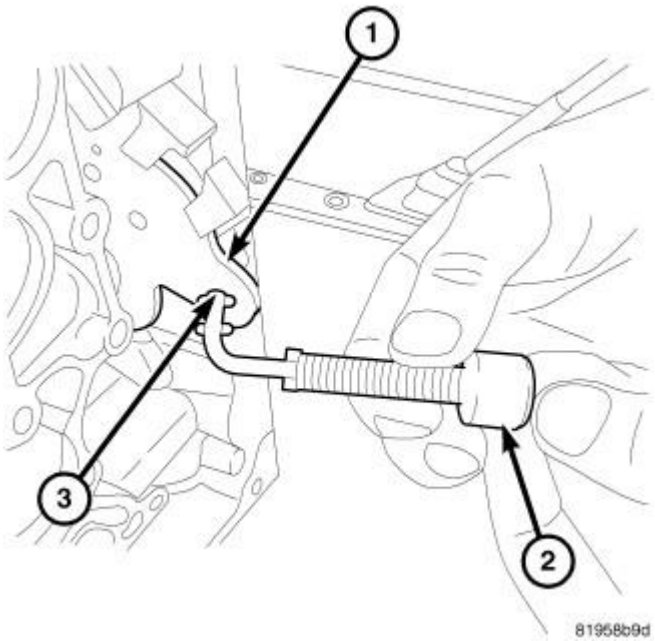


Fig. 503: TRS/Rooster Comb
Courtesy of CHRYSLER LLC

1. Remove the valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Removal**
2. Remove the park rod assembly (2) from the TRS/rooster comb (1).

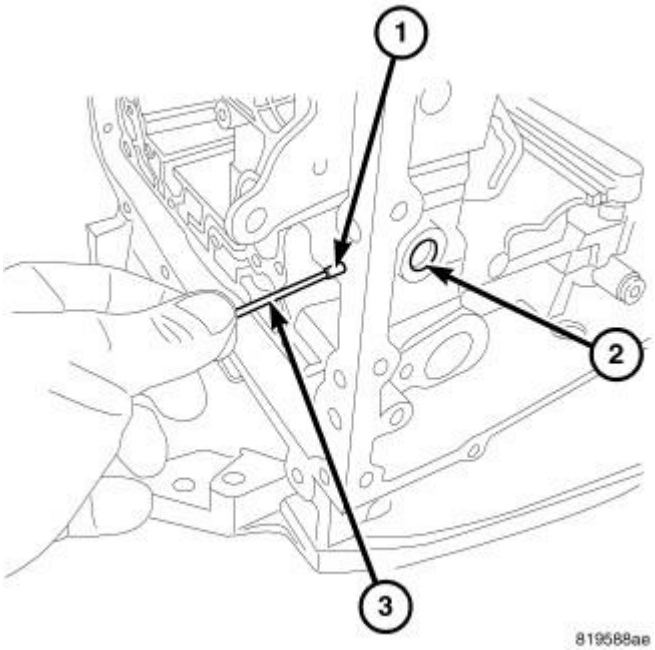


Fig. 504: Manual Lever Set Screw
Courtesy of CHRYSLER LLC

3. Remove the set screw (1) with a Allen wrench (3) at manual lever (2).

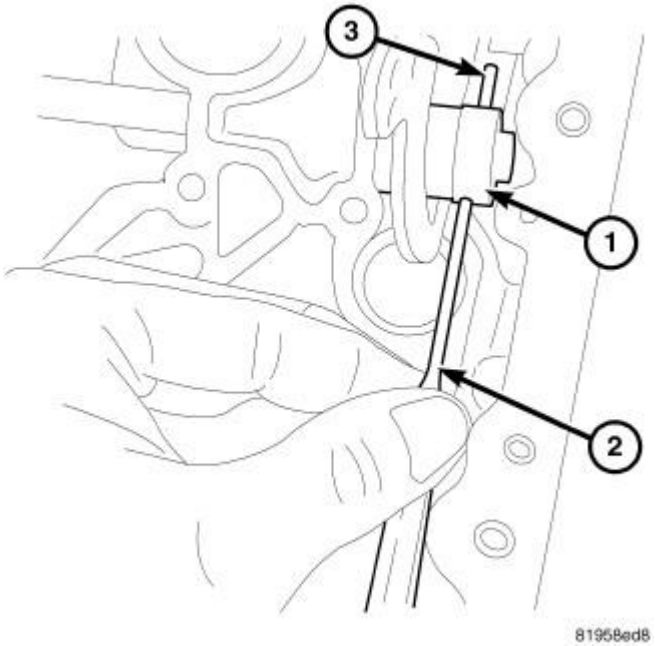


Fig. 505: Roll Pin At Manual Lever
Courtesy of CHRYSLER LLC

4. Remove the roll pin (3) at the TRS/rooster comb (1) using a pin punch (2).

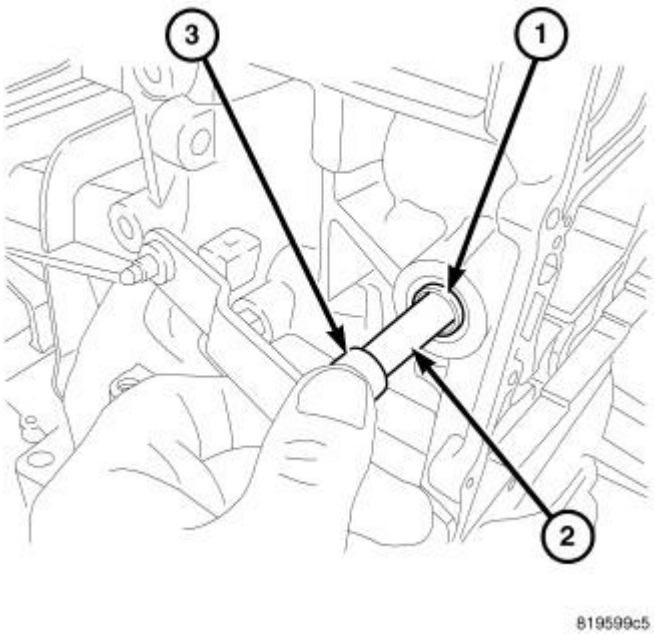


Fig. 506: Manual Lever
Courtesy of CHRYSLER LLC

5. Remove the manual lever (2) from case and inspect the bushing (3).

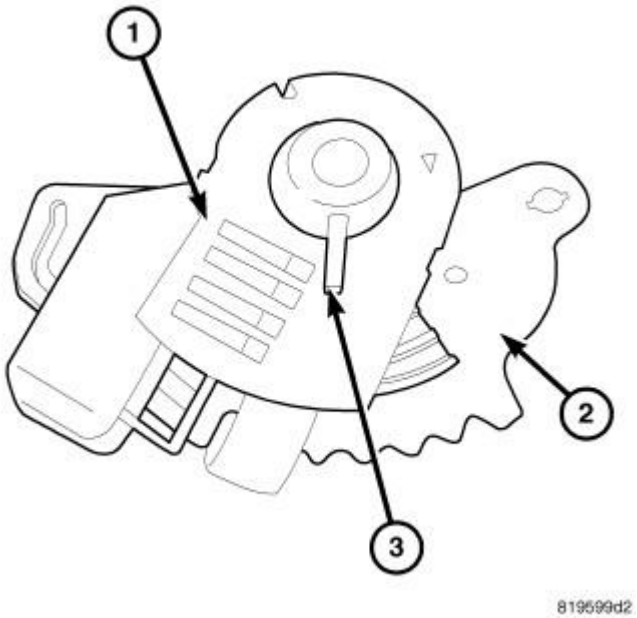


Fig. 507: TRS 62TE
Courtesy of CHRYSLER LLC

6. Remove the TRS/rooster (1, 2) comb from the case.

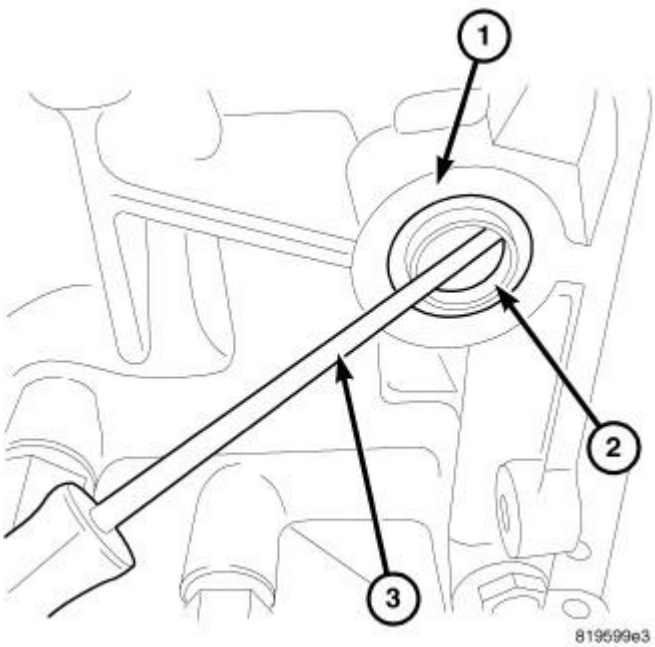


Fig. 508: Manual Lever Case Seal
Courtesy of CHRYSLER LLC

7. Remove the manual lever seal (2).

INSTALLATION

INSTALLATION

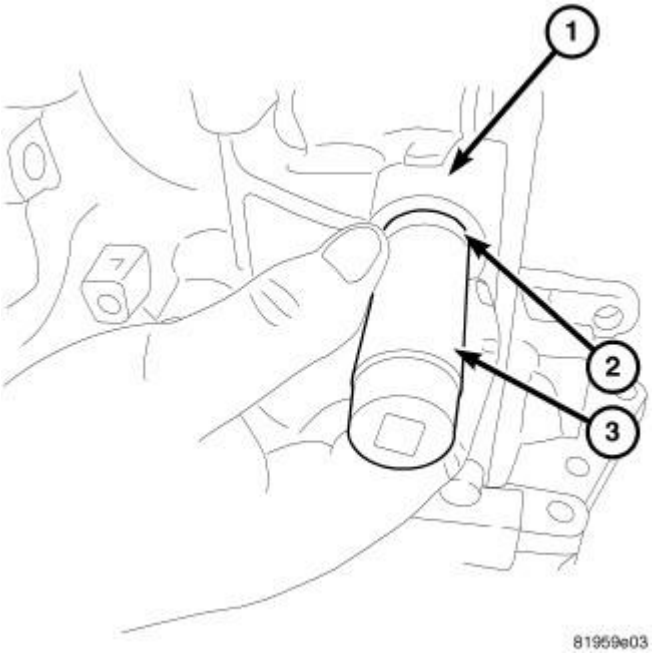


Fig. 509: Manual Lever Seal
Courtesy of CHRYSLER LLC

1. Install a **new** manual lever oil seal (2) using socket (3).

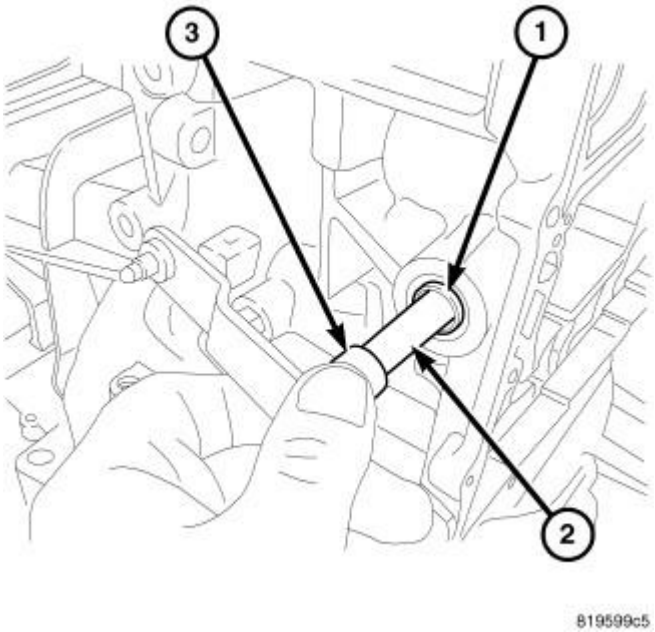


Fig. 510: Manual Lever
Courtesy of CHRYSLER LLC

2. Install the manual lever in the case up to the point of the TRS.

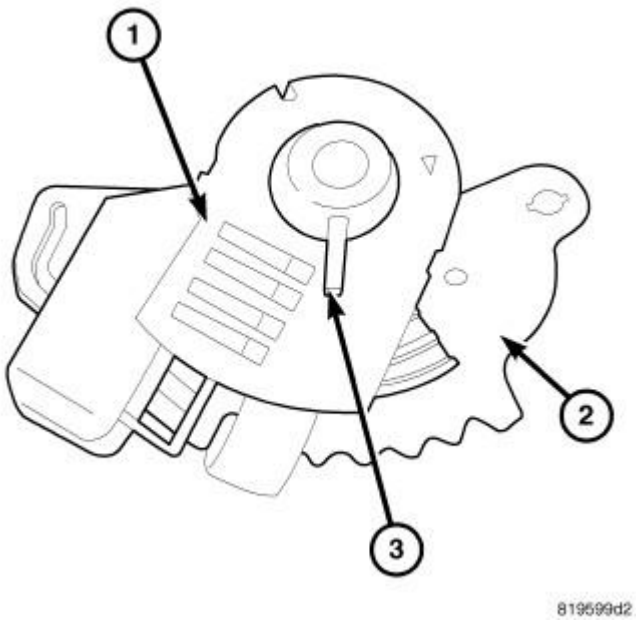


Fig. 511: TRS 62TE
Courtesy of CHRYSLER LLC

3. Install the TRS/rooster comb onto the manual lever and fully install the manual lever into the case.

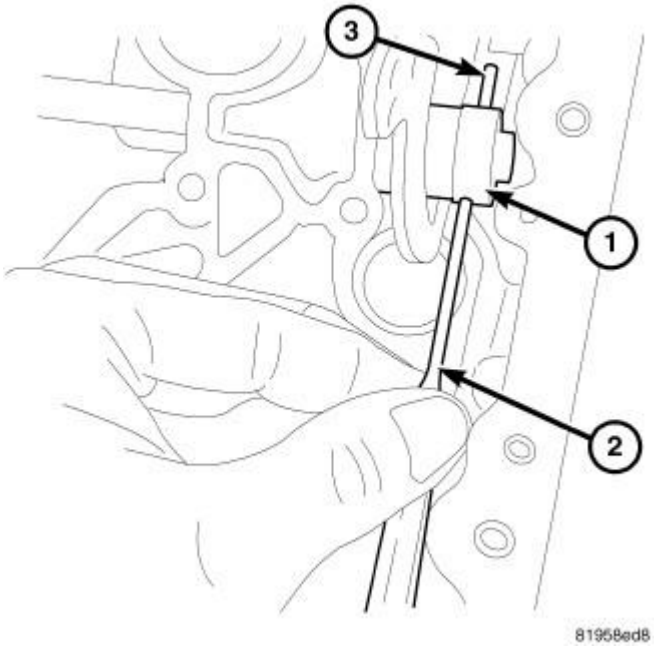


Fig. 512: Roll Pin At Manual Lever
Courtesy of CHRYSLER LLC

4. Install the roll pin (3) to the TRS/rooster comb (1) using a pin punch (2).

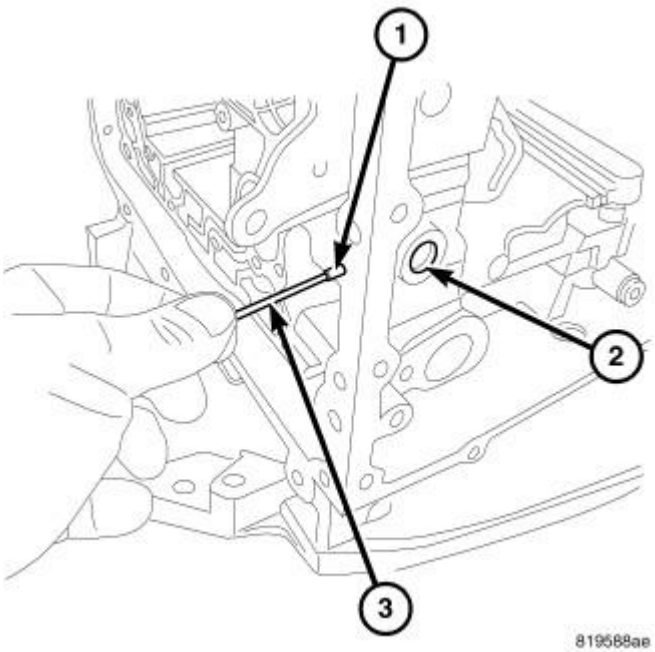


Fig. 513: Manual Lever Set Screw
Courtesy of CHRYSLER LLC

5. Install the set screw (1) at manual lever (2) and tighten to 1 N.m (10 in. lbs.).

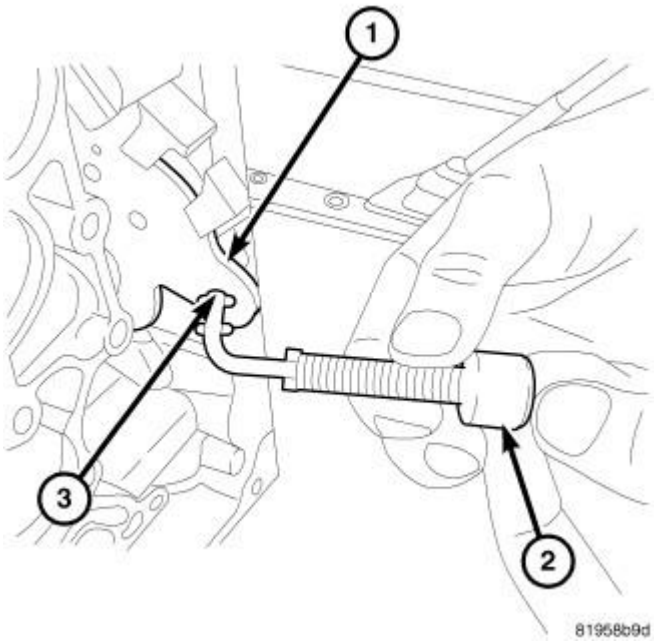


Fig. 514: TRS/Rooster Comb
Courtesy of CHRYSLER LLC

6. Install the park rod assembly (2) to the TRS/rooster comb (1) and place the park rod assembly into the guide assembly.
7. Place the park pawl pin into the park pawl tube.
8. Install the electrical connector.
9. Install the valve body. See **Transmission and Transfer Case/Automatic - 62TE/VALVE BODY - Installation**.

SHIFTER, TRANSMISSION

REMOVAL

INSTRUMENT PANEL

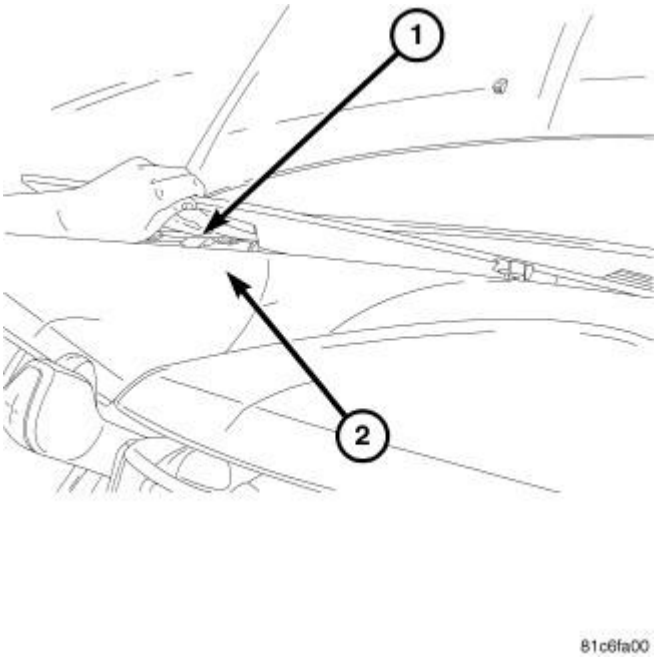


Fig. 515: Defroster Cover
Courtesy of CHRYSLER LLC

1. Disconnect the negative battery cable.
2. Using a trim stick remove the defroster cover (1).

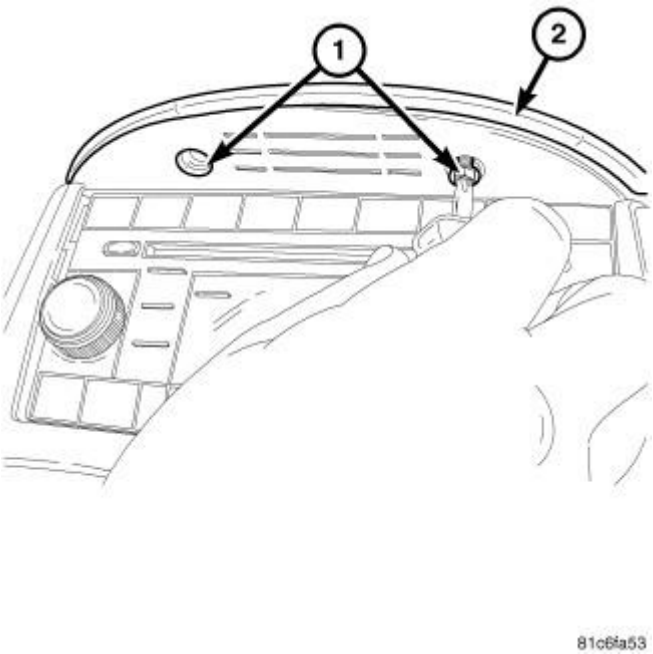
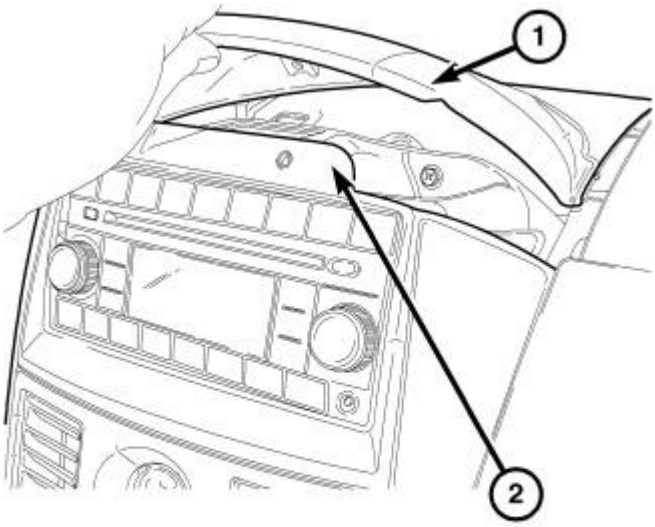


Fig. 516: Screws At Center Stack Cover
Courtesy of CHRYSLER LLC

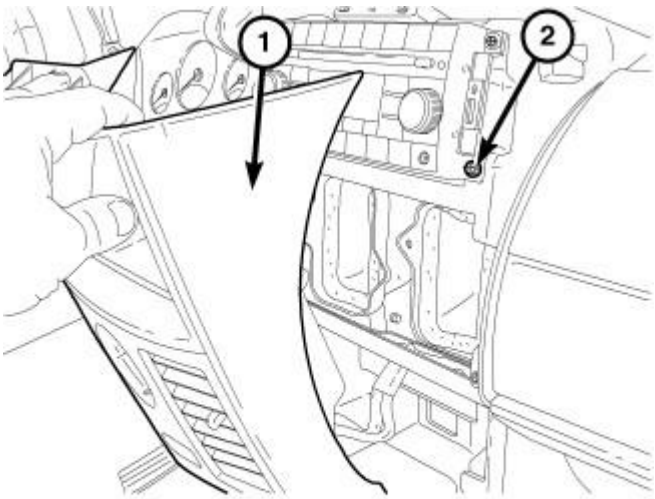
3. Remove the screws (1) at the center stack cover (2).



81c6fad4

Fig. 517: Center Stack Cover
Courtesy of CHRYSLER LLC

4. Remove the center stack cover (1).



81c700c0

Fig. 518: Pull Cover Back
Courtesy of CHRYSLER LLC

5. Pull center stack (1) back.

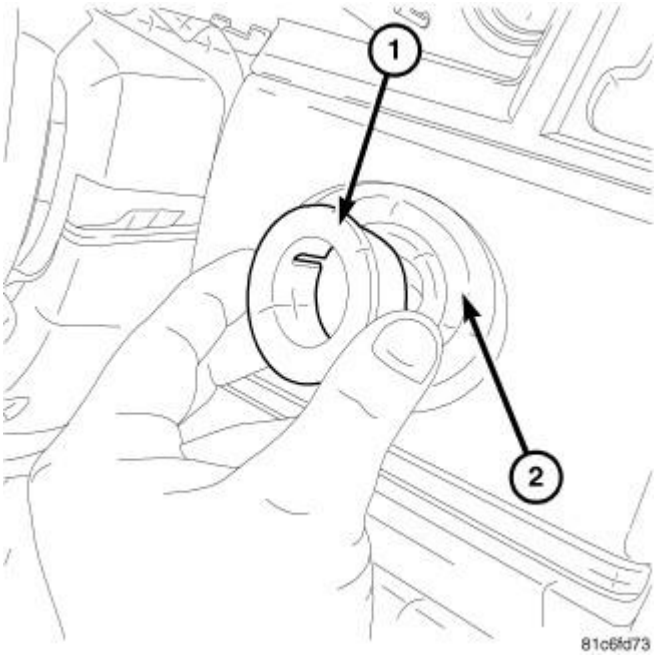


Fig. 519: Ignition Switch Bezel
Courtesy of CHRYSLER LLC

6. Remove the ignition switch bezel (1) from I/P cover (2).

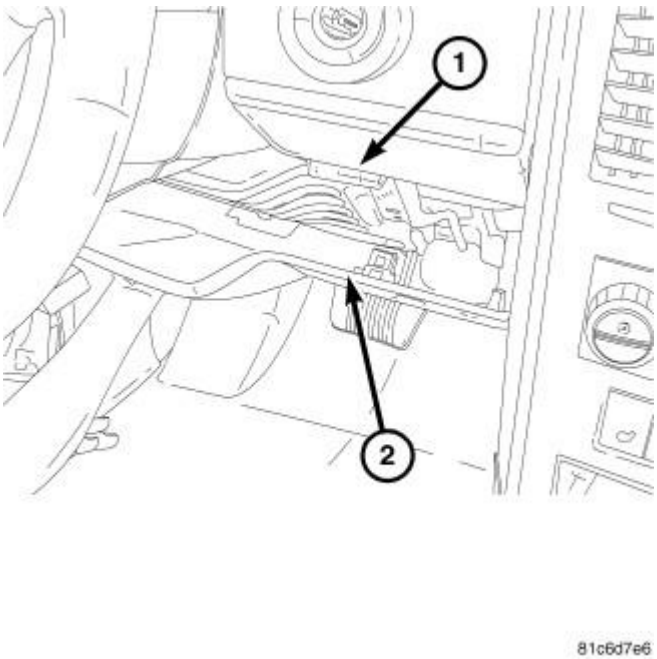


Fig. 520: Knee Blocker
Courtesy of CHRYSLER LLC

7. Remove the knee blocker (2).

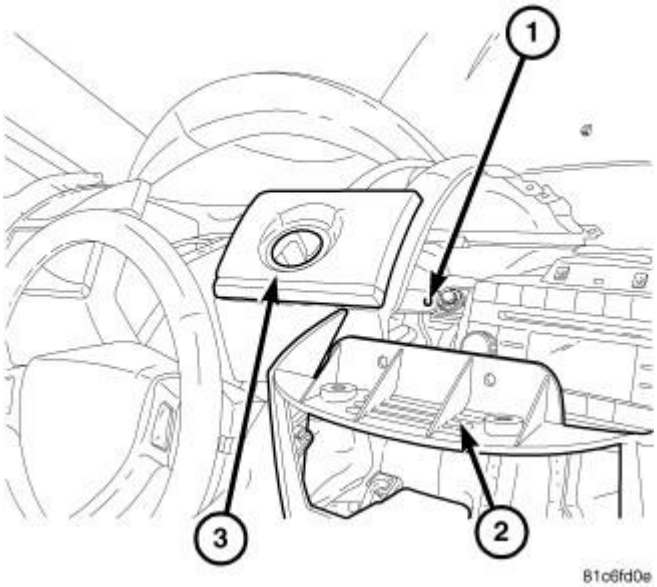


Fig. 521: Center Stack Lower Cover
Courtesy of CHRYSLER LLC

8. Remove the I/P cover (3) (if equipped).

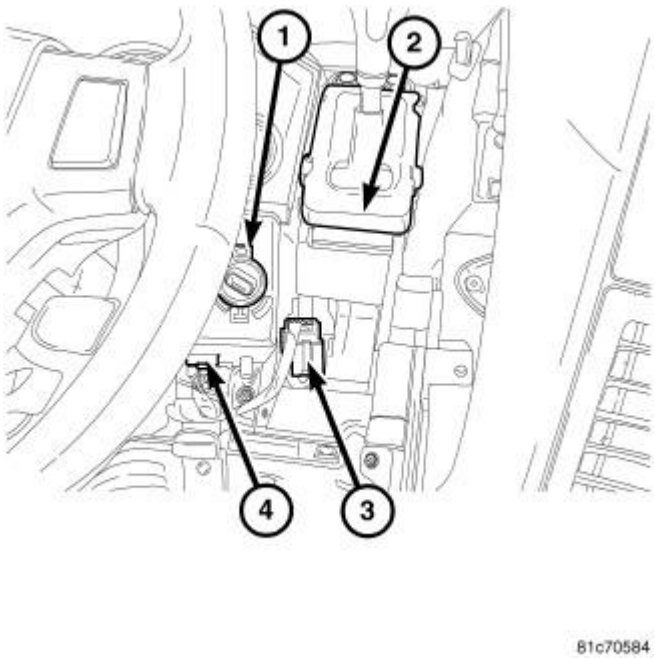


Fig. 522: WIN & Shifter Electrical Connectors
Courtesy of CHRYSLER LLC

9. Remove the cluster bezel.
10. Remove the shift knob.

11. Unplug the electrical connectors (3, 4) at the WIN (1) and the shifter (2).

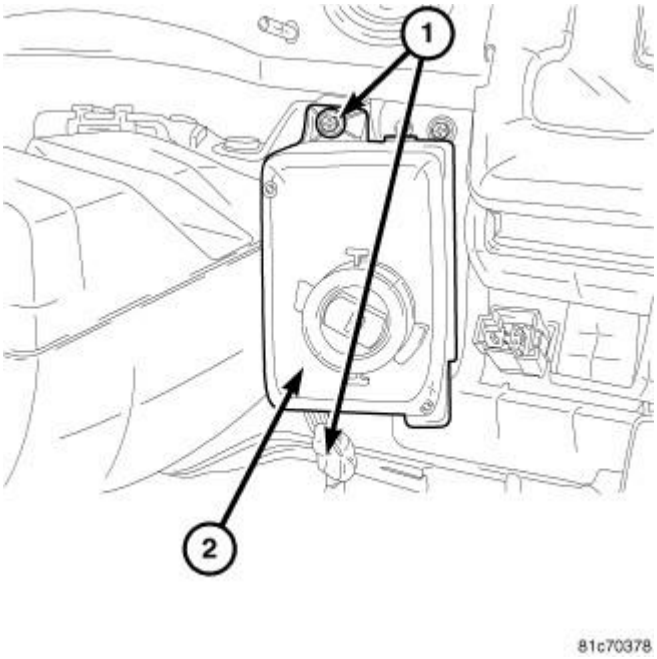


Fig. 523: Screws At WIN
Courtesy of CHRYSLER LLC

12. Remove the screws (1) at the WIN (2).
13. Remove the WIN to gain access to the lower shifter bolts.

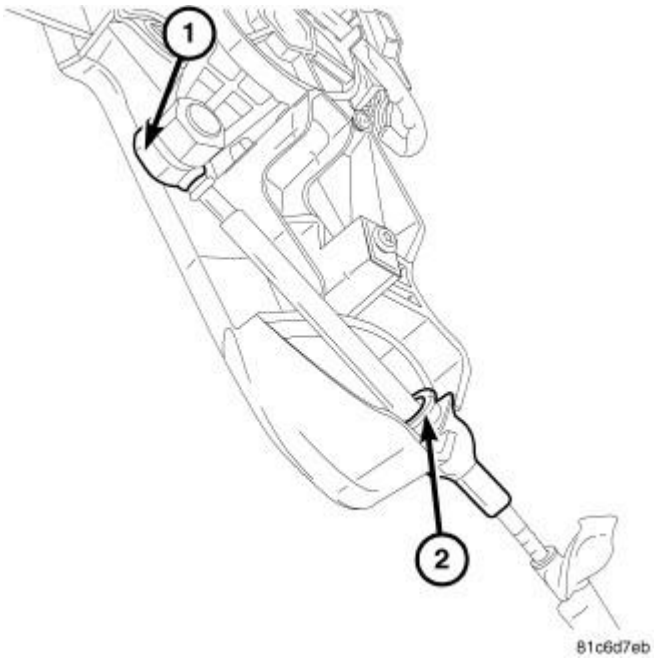


Fig. 524: Cable At Shifter
Courtesy of CHRYSLER LLC

NOTE: Ensure the lock tab at the shifter housing (2) is depressed before pulling the cable from the shifter housing.

14. Remove the shift cable (1, 2) at the shifter.

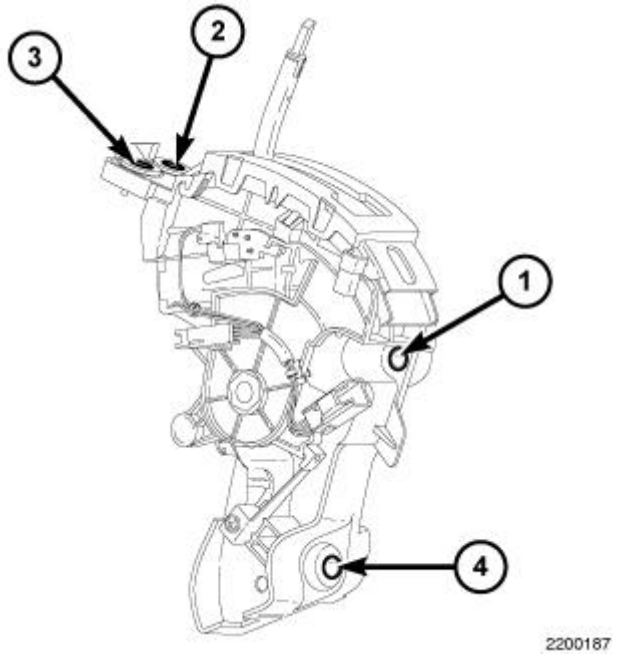


Fig. 525: Shifter Mounting Bolt Tightening Sequence
Courtesy of CHRYSLER LLC

15. Remove the shifter mounting bolts 1 thru 4.
16. Remove the shifter.

FLOOR

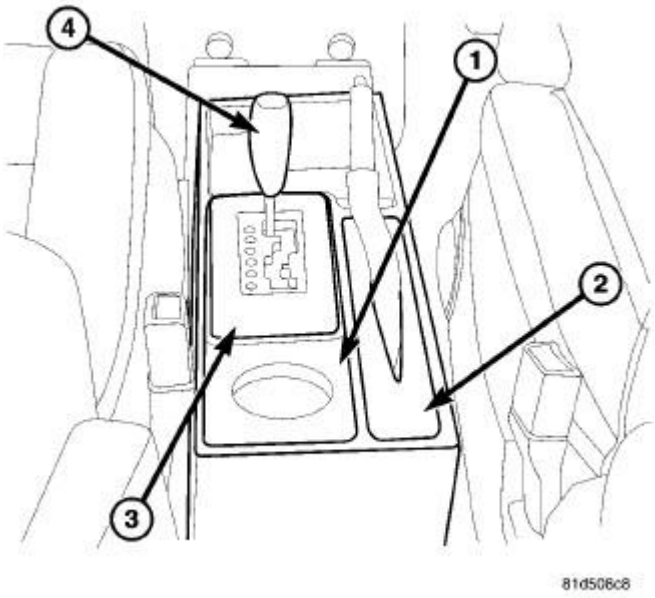


Fig. 526: RHD Console
Courtesy of CHRYSLER LLC

1. Remove the center console.

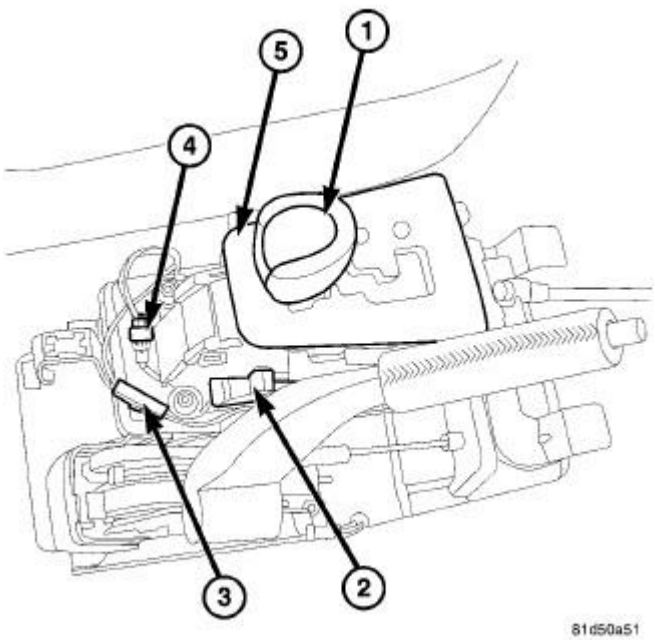


Fig. 527: Shifter RHD Electrical Connector
Courtesy of CHRYSLER LLC

2. Remove the electrical connectors (1, 2 and 4) at the shifter.
3. Remove the shifter knob (1) by pulling up.
4. Remove the select gate (5).

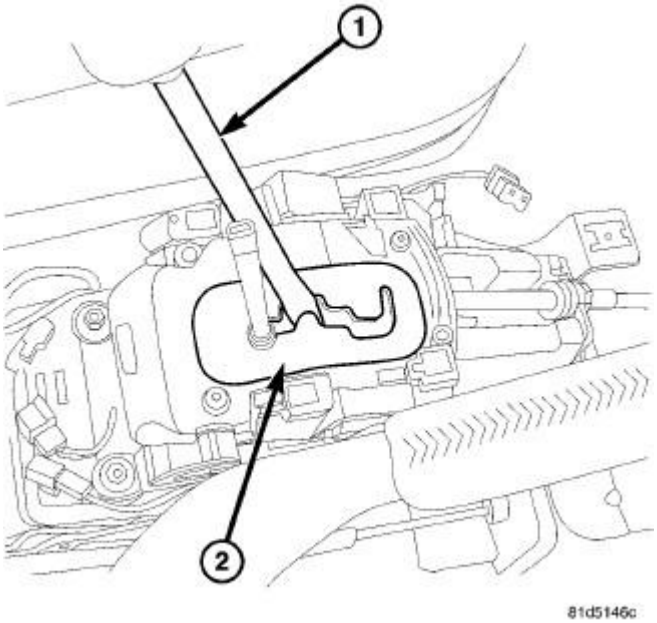


Fig. 528: Shifter Gate Cable
Courtesy of CHRYSLER LLC

5. Using a screw driver (1) remove the cable from the shifter gate (2).

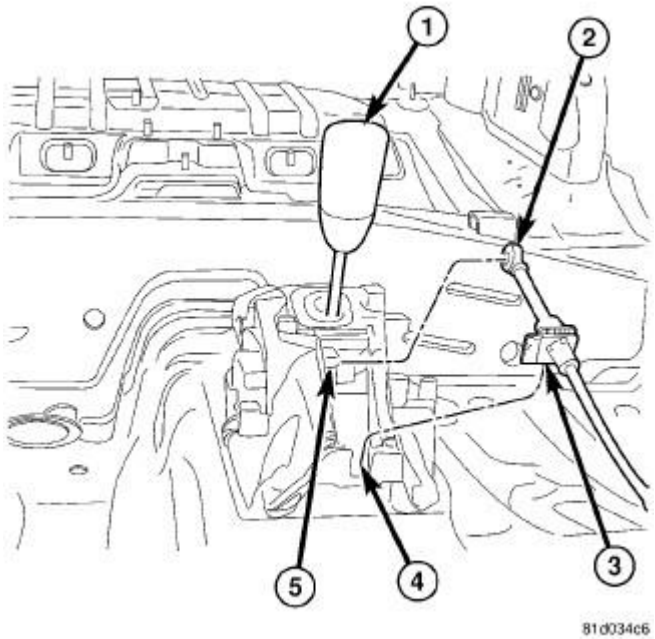


Fig. 529: Shifter Bracket Cable
Courtesy of CHRYSLER LLC

6. Remove the cable from the shifter bracket (3, 4).

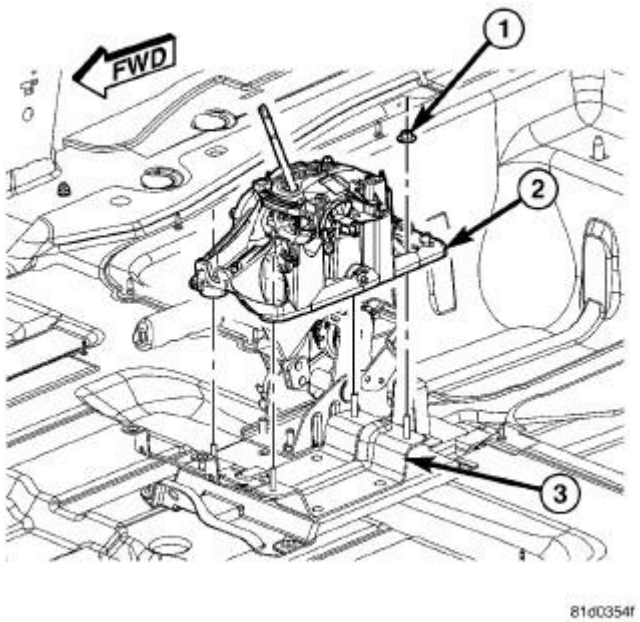


Fig. 530: Shifter Nuts
Courtesy of CHRYSLER LLC

7. Remove the nuts (1) at the shifter (2).
8. Remove the shifter (2).

INSTALLATION

INSTRUMENT PANEL

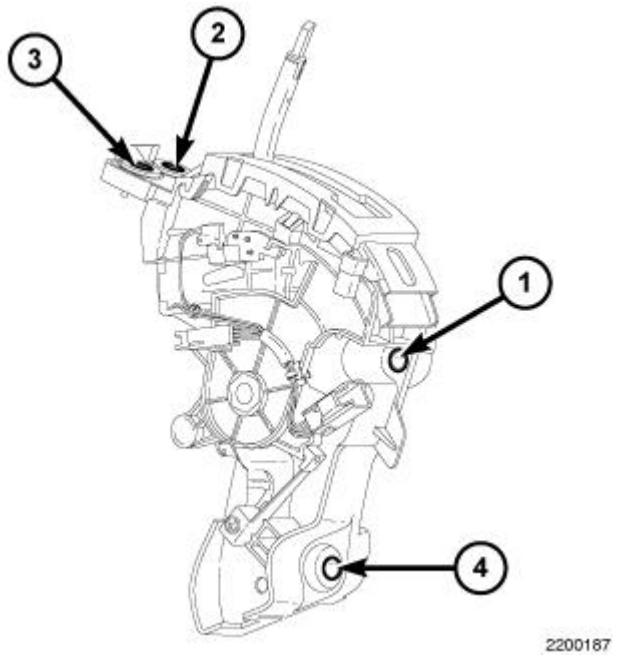


Fig. 531: Shifter Mounting Bolt Tightening Sequence
Courtesy of CHRYSLER LLC

1. Install the shifter mounting bolts and tighten to 20 N.m (15 ft. lbs.) in the proper sequence as indicated in **Fig. 531**.

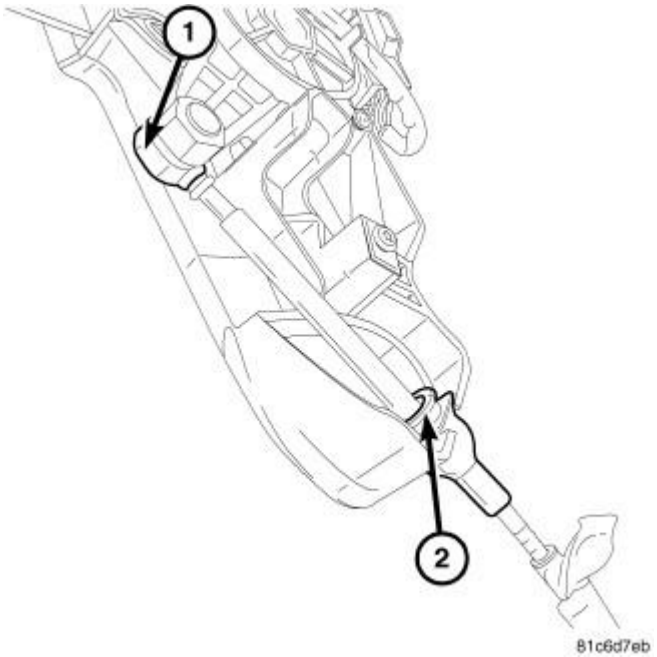


Fig. 532: Shifter Cable
Courtesy of CHRYSLER LLC

NOTE: Ensure the lock tab is in the lock position after the cable is installed onto the shifter housing (2).

2. Install the shift cable (1, 2) at the shifter.

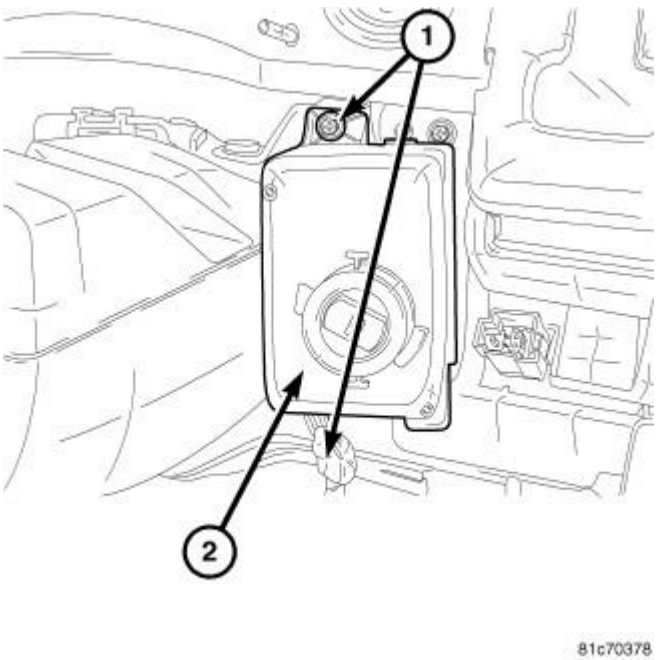


Fig. 533: Screws At WIN
Courtesy of CHRYSLER LLC

3. Install the WIN (2) and install the mounting screws (1).

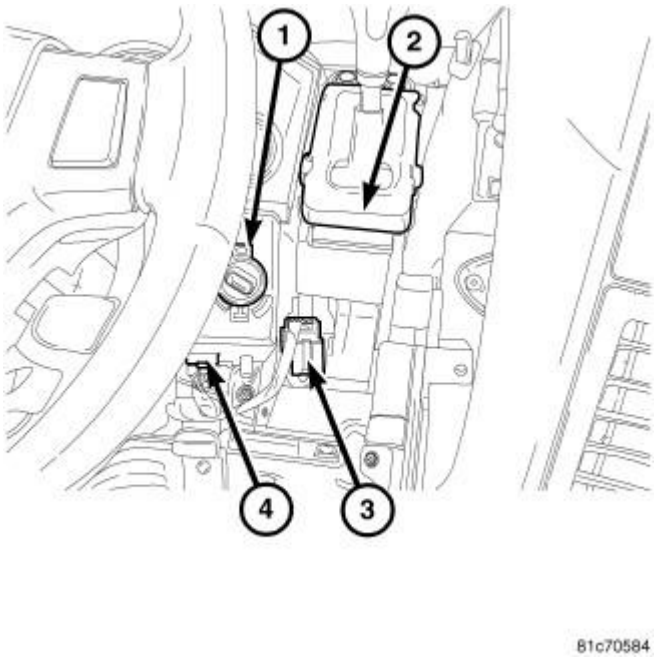


Fig. 534: WIN & Shifter Electrical Connectors
Courtesy of CHRYSLER LLC

4. Connect the electrical connectors (3, 4) at the WIN (1) and the shifter (2).

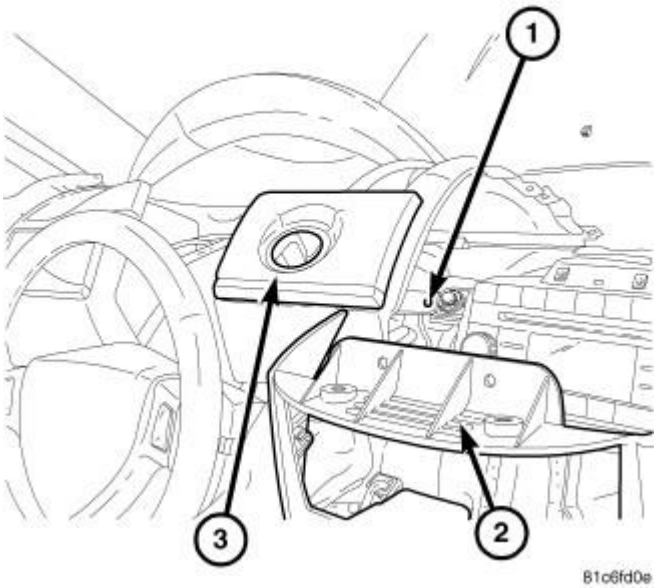


Fig. 535: Center Stack Lower Cover
Courtesy of CHRYSLER LLC

5. Install the I/P cover (3).

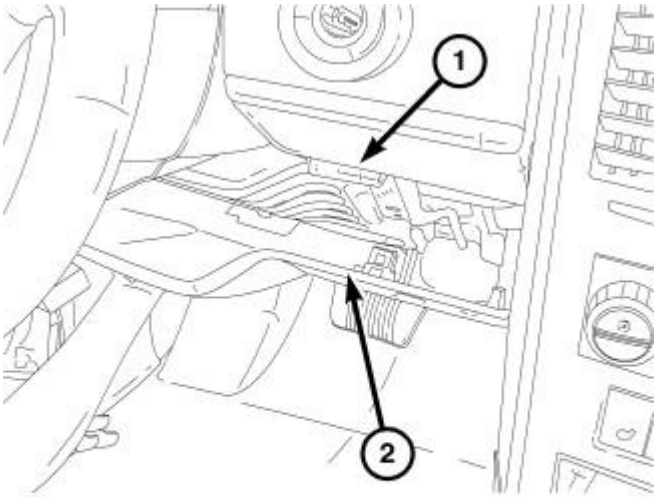


Fig. 536: Knee Blocker
Courtesy of CHRYSLER LLC

6. Install the knee blocker (2).

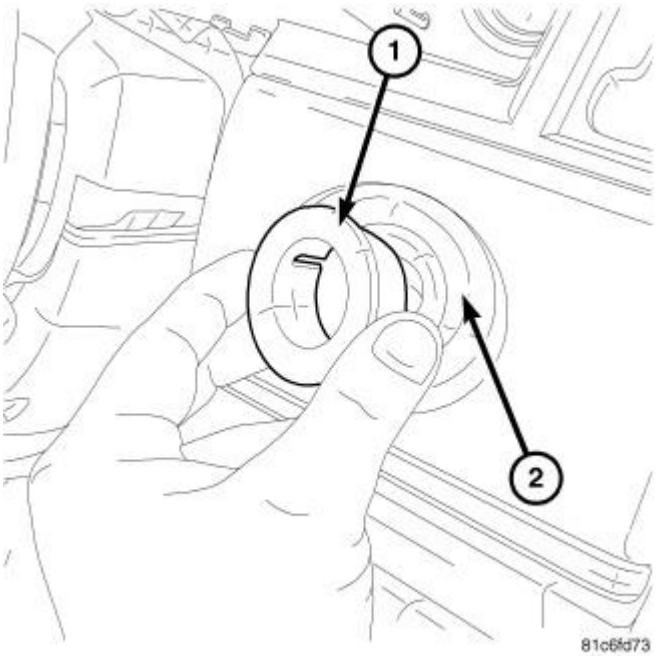


Fig. 537: Ignition Switch Bezel
Courtesy of CHRYSLER LLC

7. Install the shift knob.
8. Install the ignition switch bezel (1) to I/P cover (2).

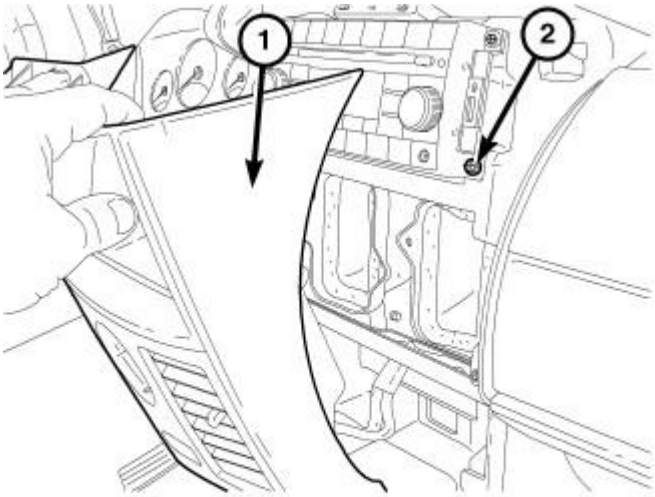


Fig. 538: Pull Cover Back
Courtesy of CHRYSLER LLC

9. Install center stack cover (1) back into position.

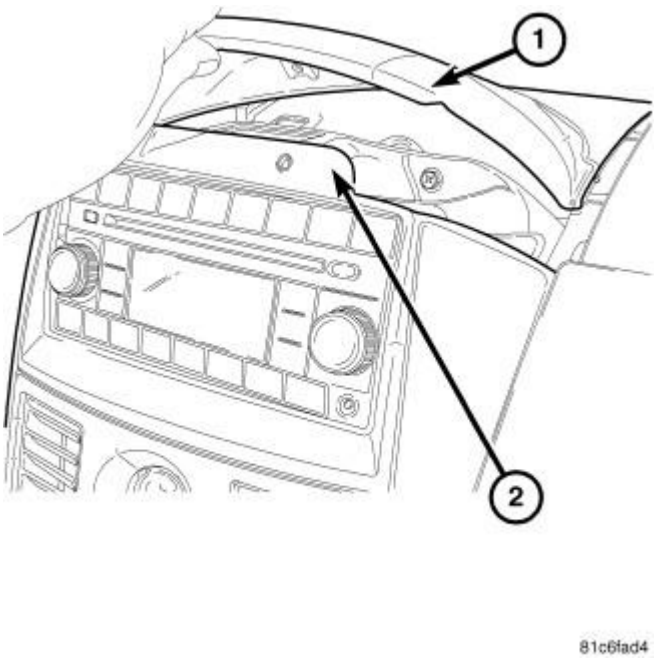


Fig. 539: Center Stack Cover
Courtesy of CHRYSLER LLC

10. Install the center stack top cover (1) back.
11. Install the cluster bezel.

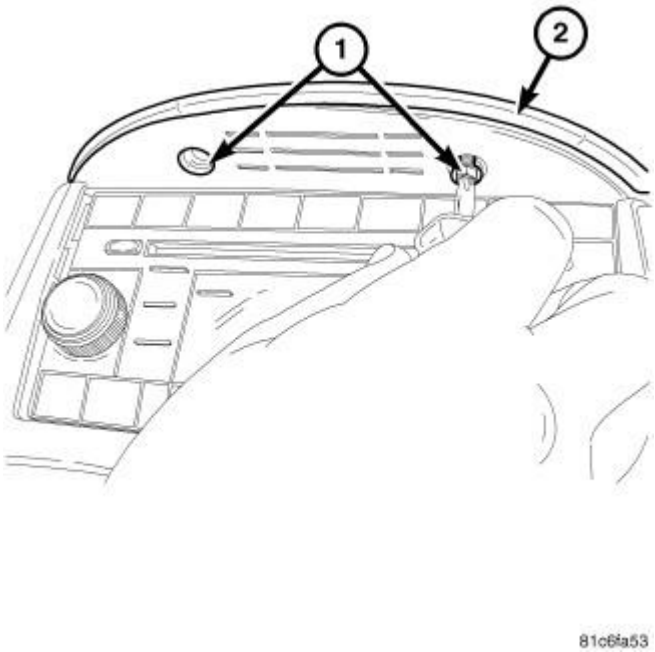


Fig. 540: Screws At Center Stack Cover
Courtesy of CHRYSLER LLC

12. Install the screws (1) at the center stack cover (2).

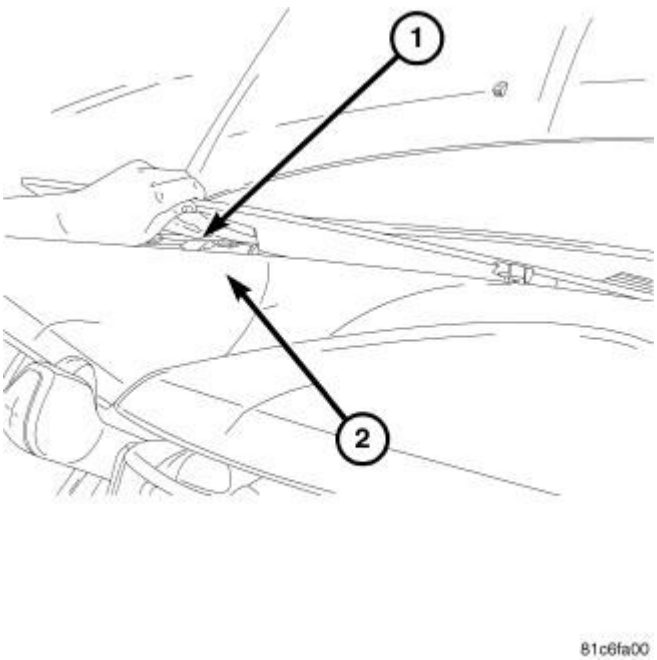


Fig. 541: Defroster Cover
Courtesy of CHRYSLER LLC

13. Install the defroster cover (1).
14. Connect the battery cable.

FLOOR

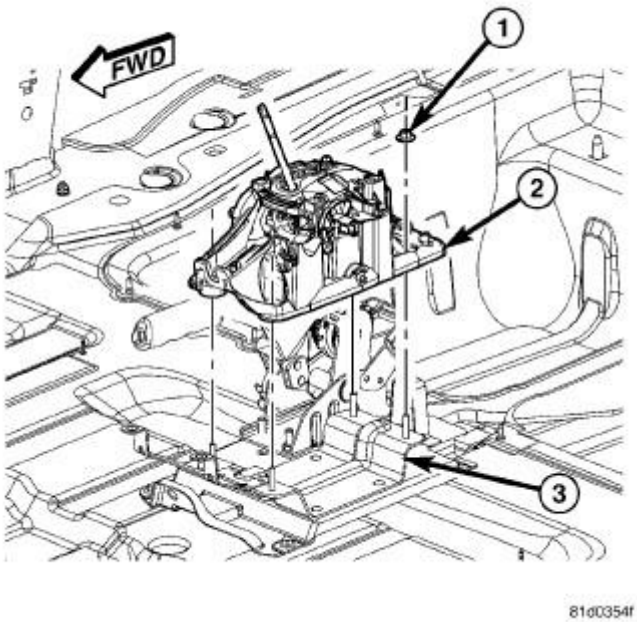


Fig. 542: Shifter Nuts
Courtesy of CHRYSLER LLC

1. Install the shifter (2) onto the stud plate (3).
2. Install nuts (1) onto studs and tighten to 8 N.m (71 in. lbs.).

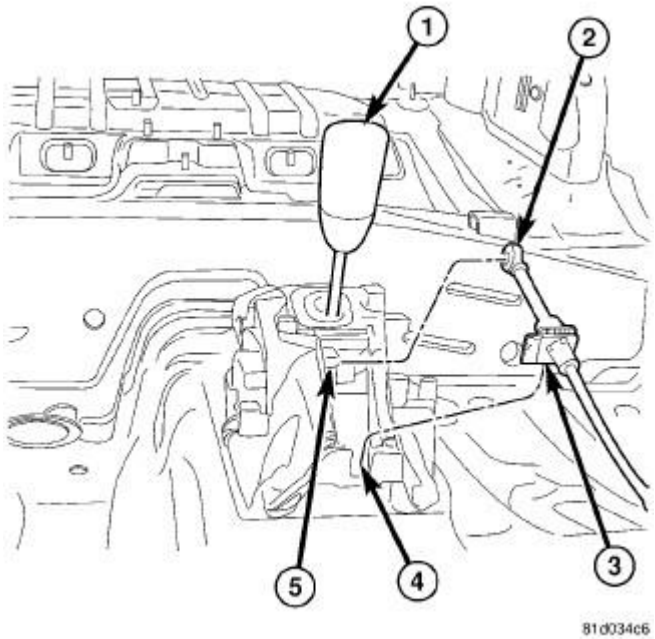


Fig. 543: Shifter Bracket Cable
Courtesy of CHRYSLER LLC

3. Install the cable at the shifter (2, 3).

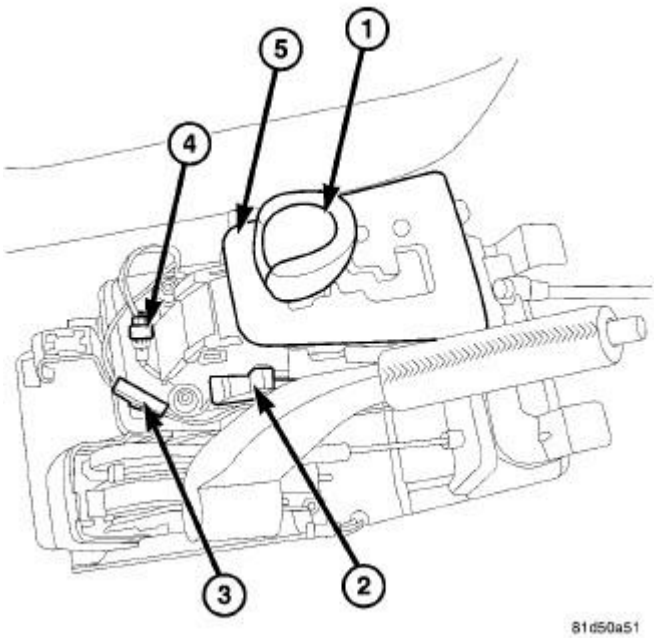


Fig. 544: Shifter Gate Cable
Courtesy of CHRYSLER LLC

4. Install the select gate (5).
5. Install the shifter knob (1).
6. Install the electrical connectors (1, 2 and 4) at the shifter.

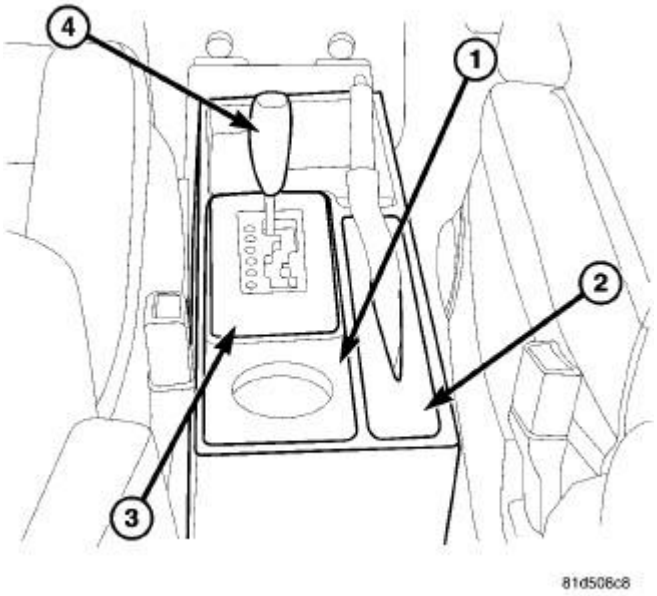


Fig. 545: RHD Console
Courtesy of CHRYSLER LLC

7. Install the center console (1).

SOLENOID, PRESSURE CONTROL

REMOVAL

REMOVAL

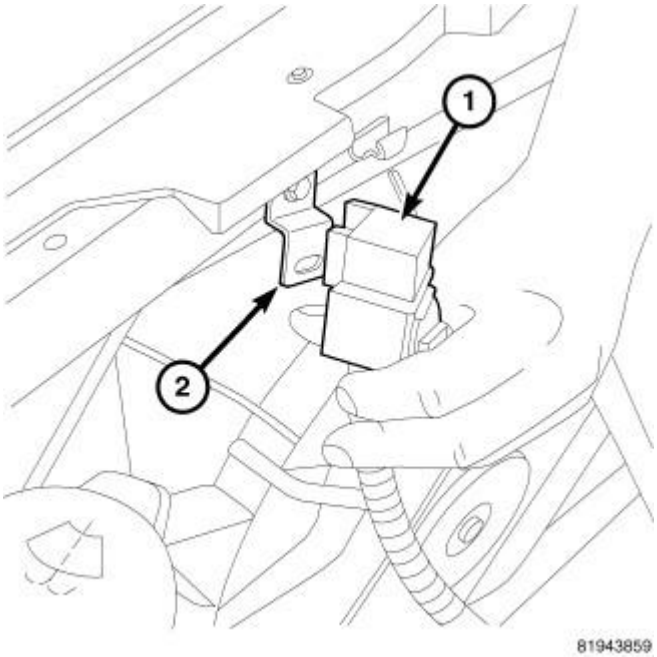


Fig. 546: Relay At Core Support
Courtesy of CHRYSLER LLC

1. Remove the engine cover.
2. Remove the battery and battery tray. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Removal** .
3. Remove the relay (1) at the core support.

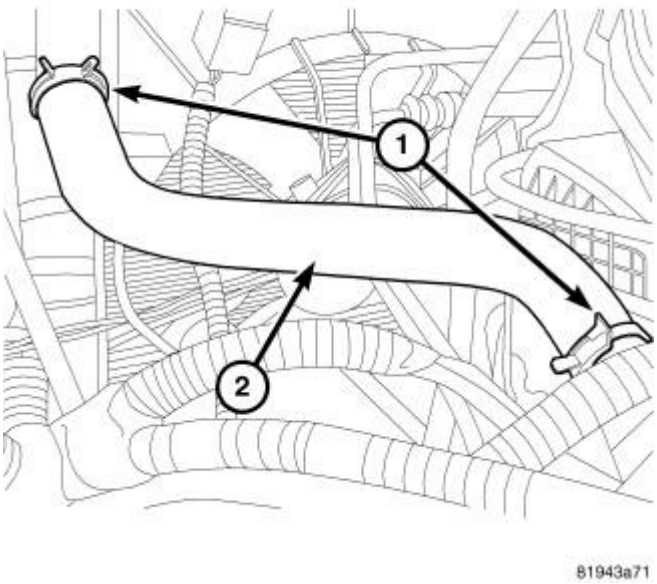


Fig. 547: Upper Radiator Hose
Courtesy of CHRYSLER LLC

4. Drain the radiator. Refer to **Cooling - Standard Procedure** .
5. Remove clamps (1) at the upper radiator hose (2).
6. Remove the upper radiator hose. Refer to **Cooling - Standard Procedure** .

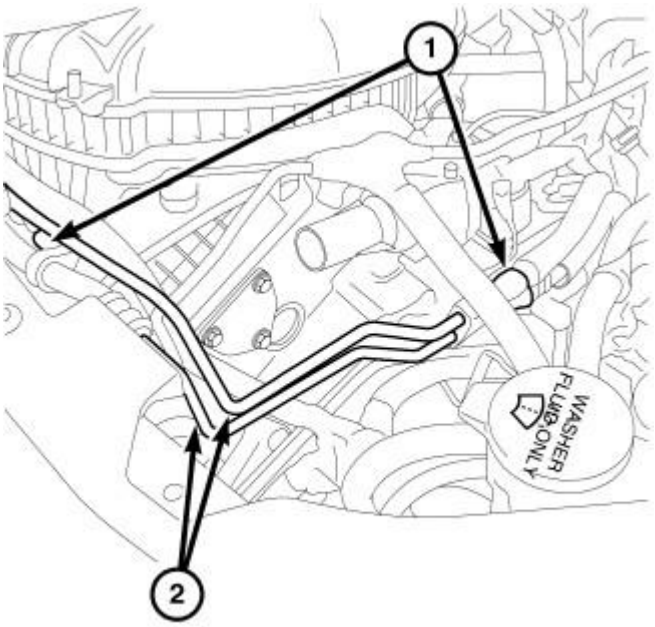


Fig. 548: Power Steering Lines
Courtesy of CHRYSLER LLC

7. Remove the bolts (1) holding the power steering lines (2).

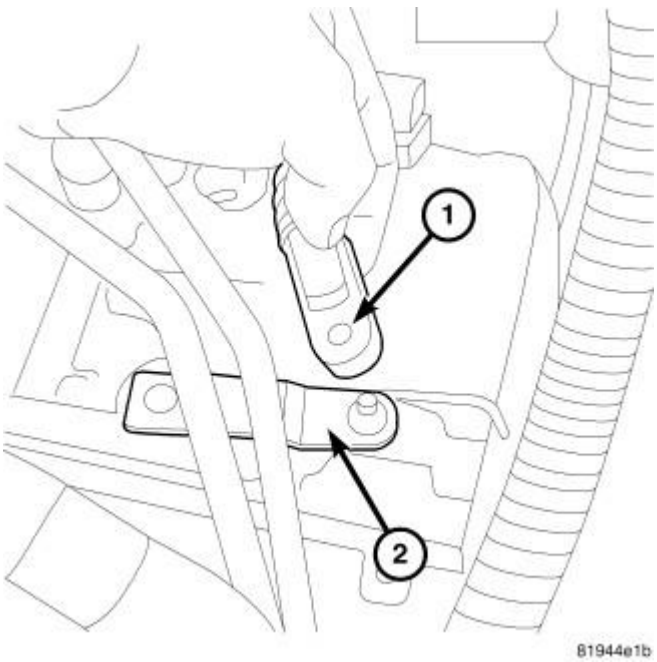


Fig. 549: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

8. Remove the shift cable (1) from the manual lever (2).

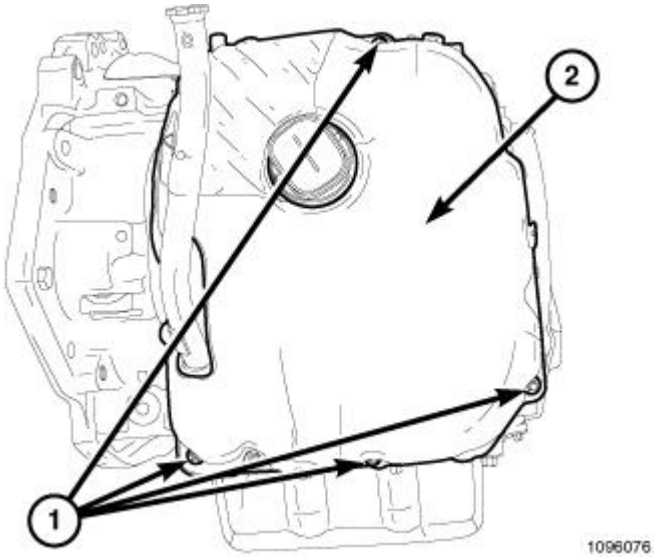


Fig. 550: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

9. Remove the fasteners (1) and the Front Sound Dampener Cover (2).
10. Remove shift cable (1) from manual lever (2).

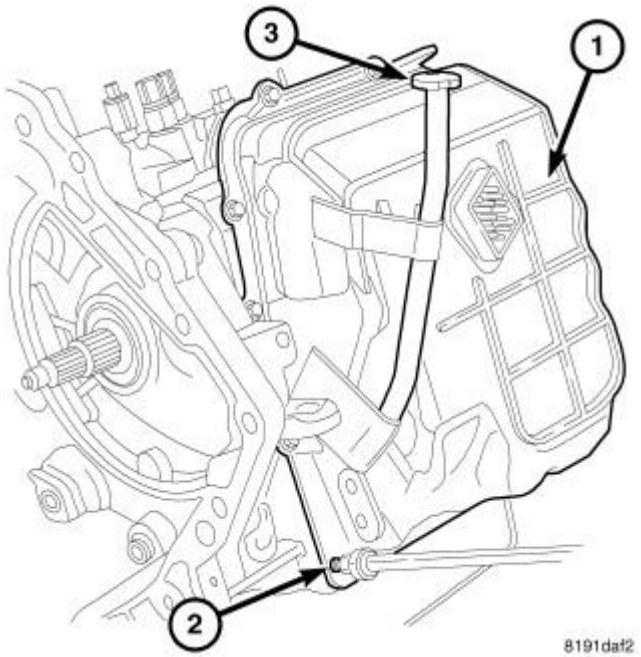


Fig. 551: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

11. Remove the top valve body oil pan (1) bolts.

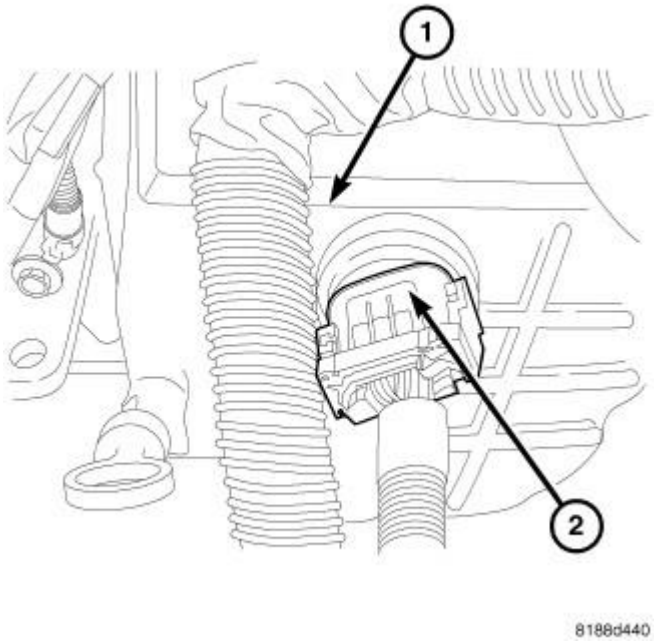


Fig. 552: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

12. Remove the solenoid pack connector (2) at valve body oil pan (1).

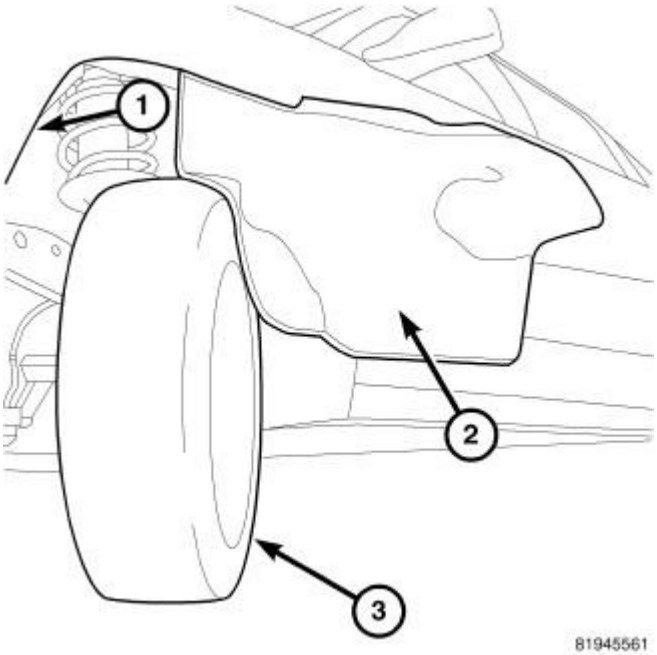


Fig. 553: Wheel Opening Splash Shield
Courtesy of CHRYSLER LLC

13. Raise the vehicle on a hoist.
14. Remove the front left side inner wheel splash screws from front side of wheel opening (1) and fold shield (2) back.
15. Turn the wheel (3) fully to the left.

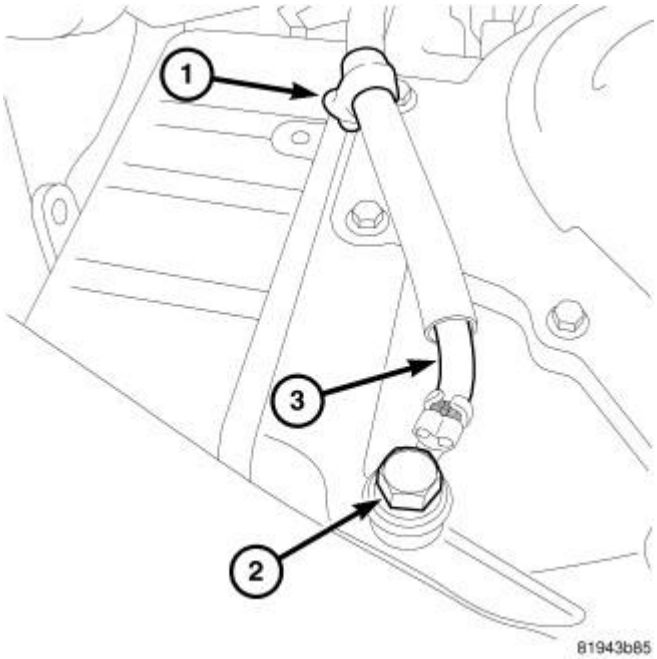


Fig. 554: Ground Cable
Courtesy of CHRYSLER LLC

16. Remove the bolt (2) at the ground cable (3).
17. Remove the clip (1) at the valve body pan.
18. Move cable away from the valve body pan.

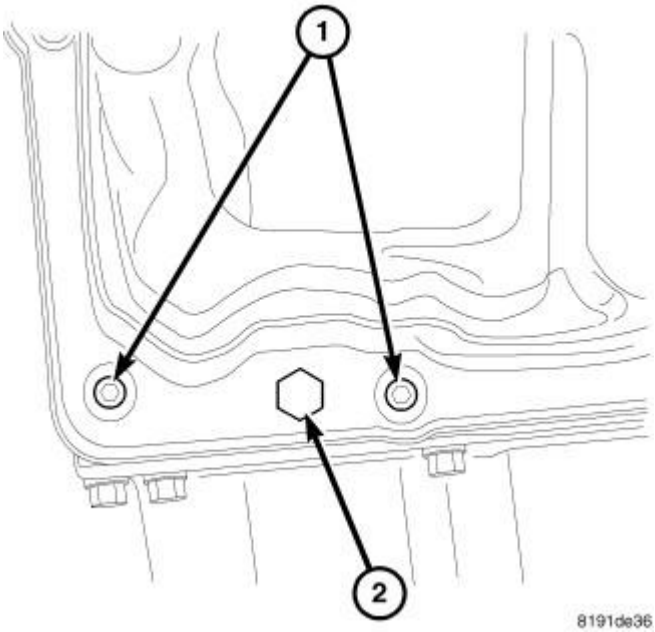


Fig. 555: Pressure Tap Plug
Courtesy of CHRYSLER LLC

19. Remove the pressure tap plug (2) at valve body oil pan.
20. Remove the lower valve body oil pan bolts (1) and drain transmission fluid.
21. Remove the valve body oil pan.

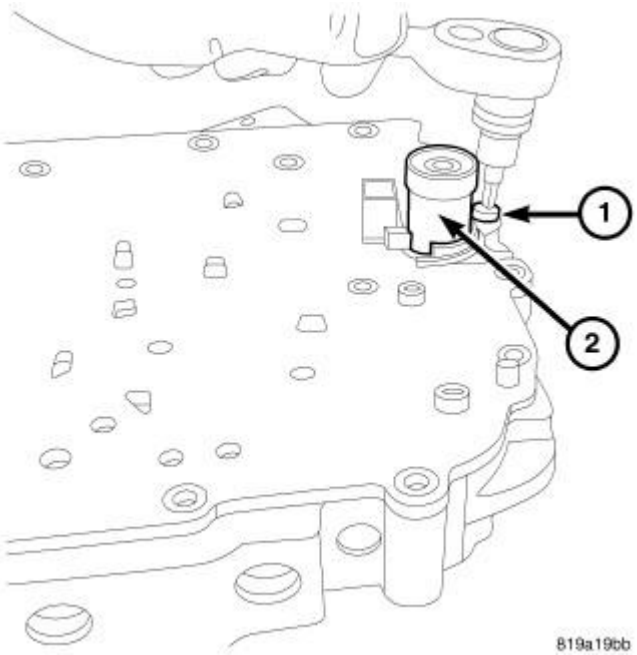


Fig. 556: Bolt At VFS 62TE
Courtesy of CHRYSLER LLC

22. Remove the bolt (1) at the pressure control solenoid.
23. Remove the pressure control sensor from the valve body.

INSTALLATION

INSTALLATION

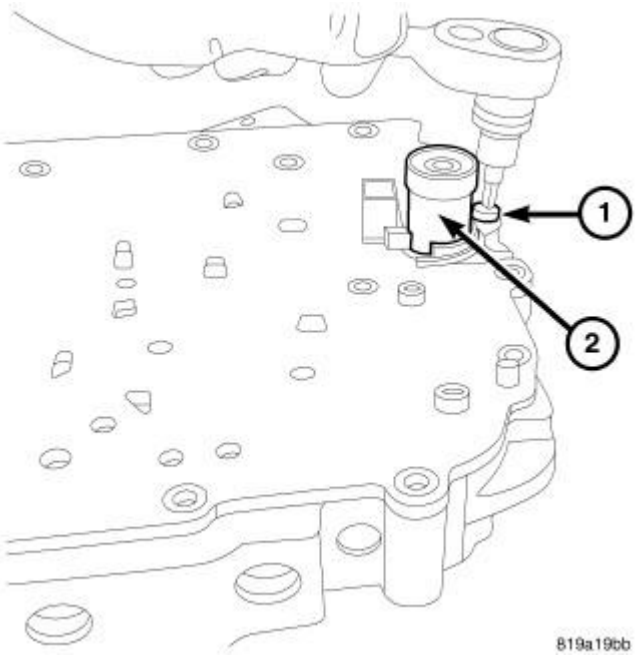


Fig. 557: Bolt At VFS 62TE
Courtesy of CHRYSLER LLC

1. Install the pressure control solenoid on to the valve body.
2. Install the bolts (1) to the pressure control solenoid and tighten to 6 N.m (40 in. lbs.).

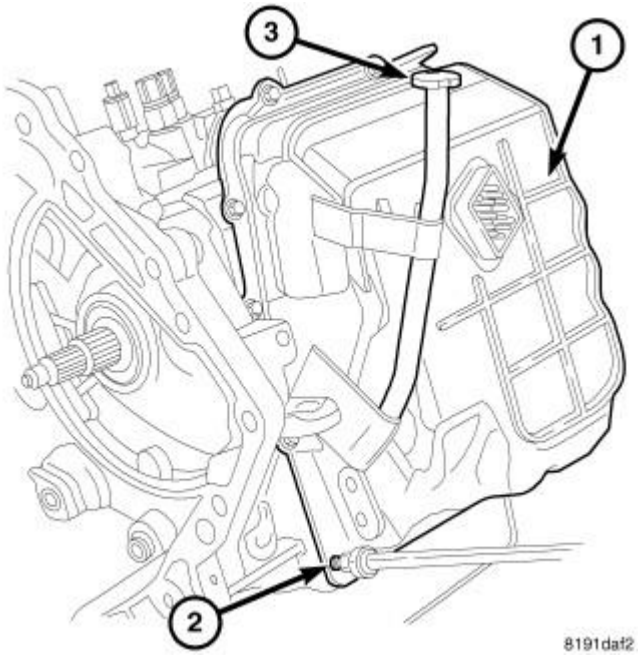


Fig. 558: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

3. Install the valve body oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
4. Install the upper valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).
5. Install the pressure tap at valve body oil pan and tighten to 6 N.m (50 in. lbs.).
6. Lower the vehicle.

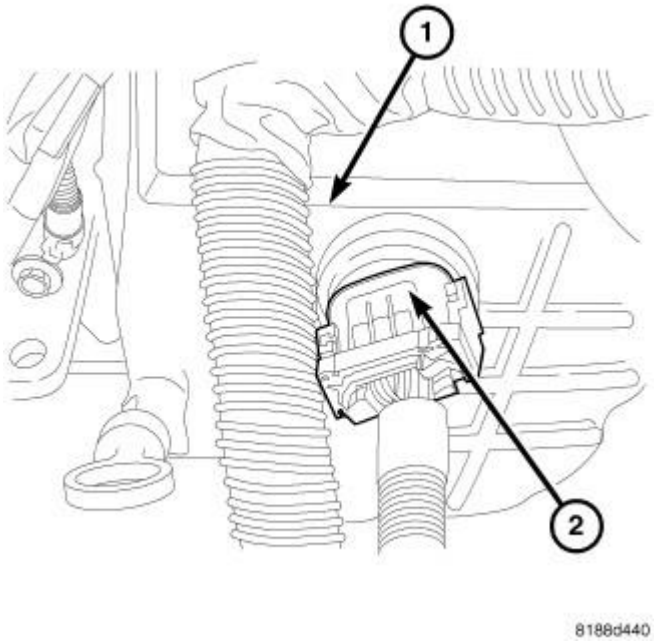


Fig. 559: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

7. Install the solenoid pack connector (2) at valve body oil pan.
8. Raise and support the vehicle.

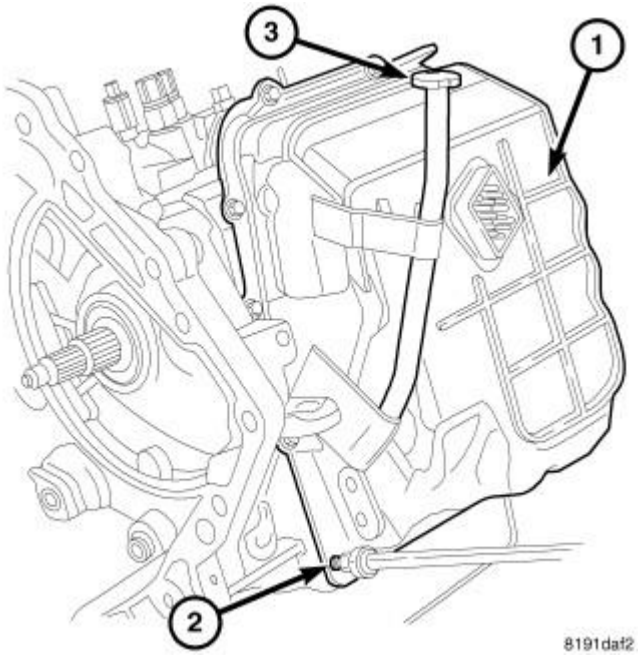


Fig. 560: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

9. Install the lower valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).

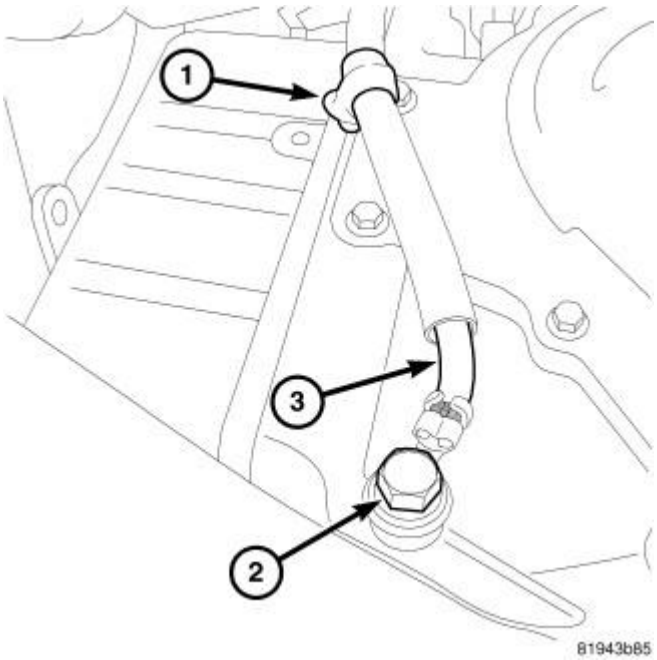


Fig. 561: Ground Cable
Courtesy of CHRYSLER LLC

10. Install the bolt at the ground cable and tighten to 10 N.m (90 in. lbs.).
11. Install the clip to the valve body oil pan.

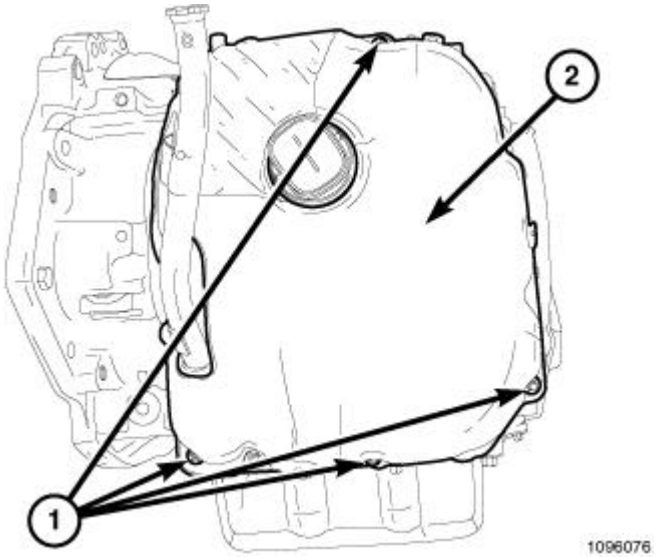


Fig. 562: Fasteners & Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

12. Install the Front Sound Dampener Cover (2) and fasteners (1).

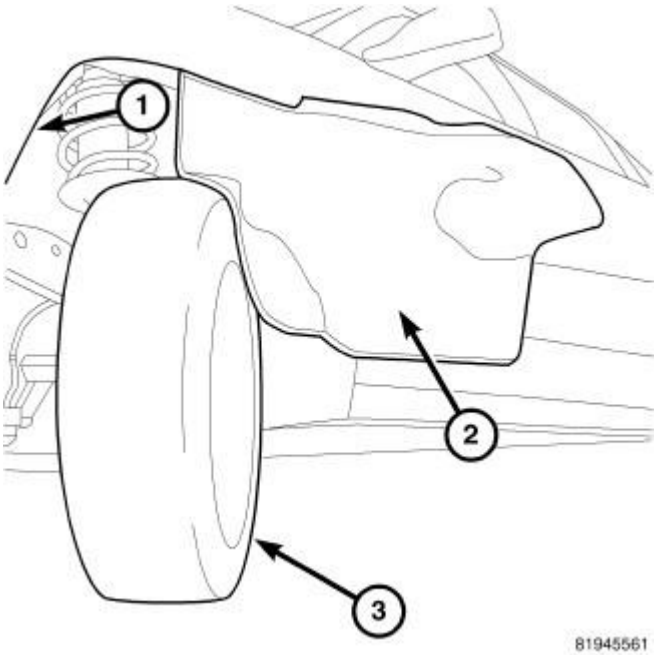


Fig. 563: Wheel Opening Splash Shield
Courtesy of CHRYSLER LLC

13. Move left side inner wheel splash shield (2) into place.

14. Install the left side inner wheel splash shield screws (1).
15. Lower the vehicle.

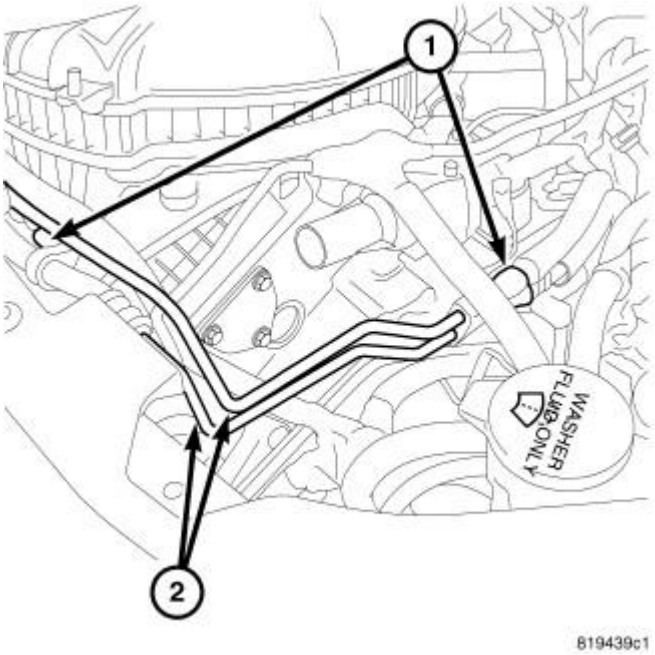


Fig. 564: Power Steering Lines
Courtesy of CHRYSLER LLC

16. Install the bolts (1) holding the power steering lines (2) and tighten to 10 N.m (90 in. lbs.).

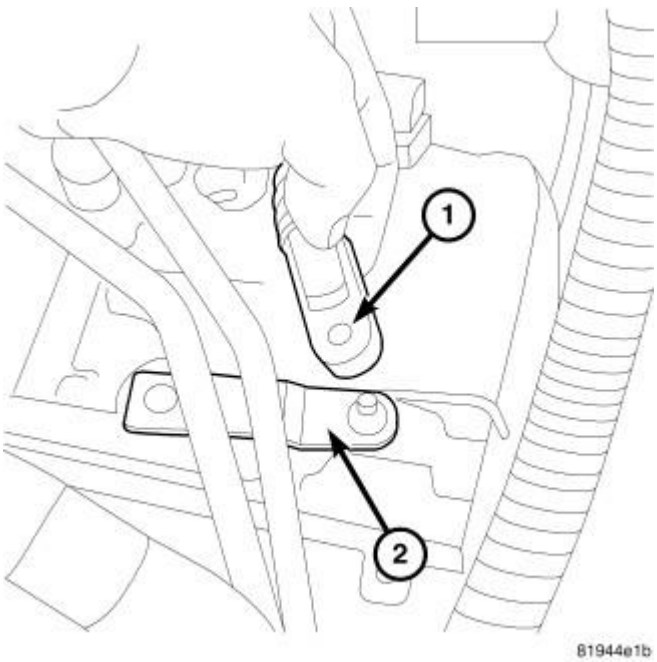


Fig. 565: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

17. Install shift cable (1) to manual lever (2).

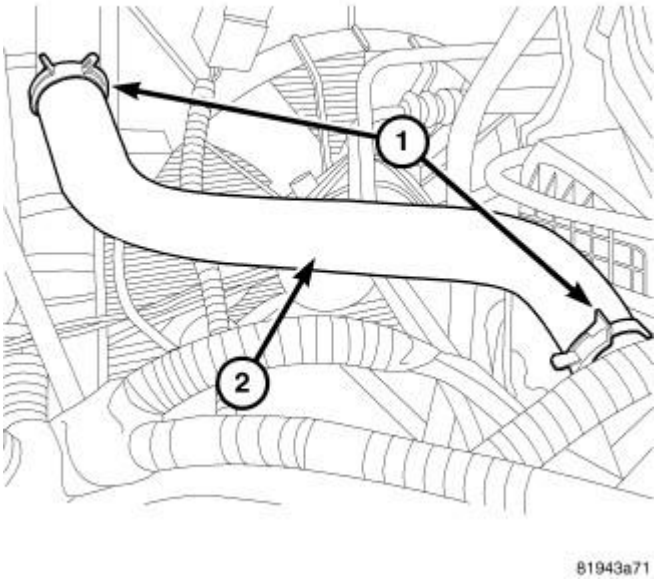


Fig. 566: Upper Radiator Hose
Courtesy of CHRYSLER LLC

18. Install upper radiator hose (2) and clamps (1).
19. Fill the cooling system. Refer to **Cooling - Standard Procedure** .

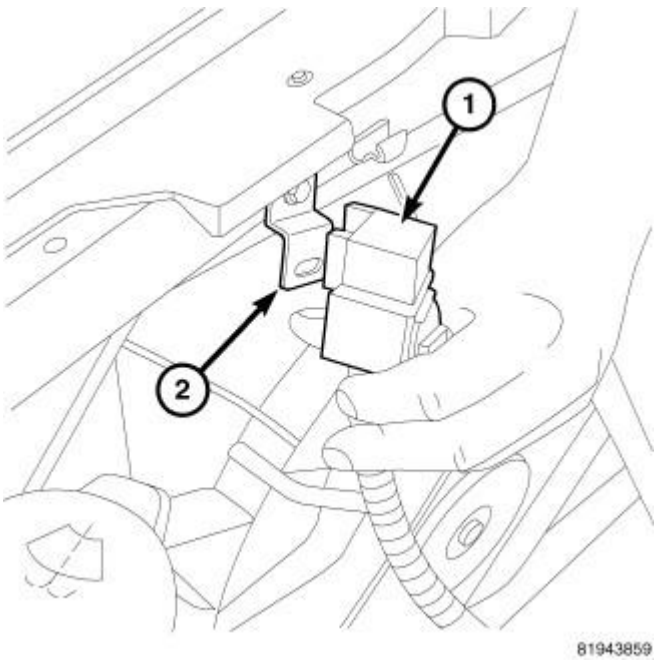


Fig. 567: Relay At Core Support
Courtesy of CHRYSLER LLC

20. Install the relay (1) at the core support.
21. Install the battery and battery tray. Refer to **Electrical - Engine Systems/Battery System/BATTERY - Installation** .
22. Install the battery cables.
23. Fill transmission and road test. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.

SWITCH, AUTOSTICK

DESCRIPTION

DESCRIPTION

Autostick is a driver-interactive transmission feature that offers manual gear shifting capability to provide you with more control. Autostick allows you to maximize engine braking, eliminate undersirable upshifts and downshifts, and improve overall vehicle performance. This system can also provide you with more control during passing, city driving, cold slippery conditions, mountain driving, trailer towing, and many other situations.

OPERATION

OPERATION

Autostick is a driver interactive transaxle feature that offers manual gear shifting capability. When the shifter is moved into the Autostick position, the transaxle remains in whatever gear it was using before Autostick was activated. Moving the shifter to the left (towards the driver) causes a downshift and moving to the right (towards the passenger) causes an upshift. The instrument cluster will illuminate the selected gear. The vehicle can be launched in 1st, 2nd, or 3rd gear while in the Autostick mode. The speed control is operable in 3rd and 4th gear Autostick mode. Speed control will be deactivated if the transaxle is shifted to 2nd gear. Shifting into OD position cancels the Autostick mode, and the transaxle resumes the OD shift schedule.

SYSTEM, SHIFT INTERLOCK

DESCRIPTION

DESCRIPTION

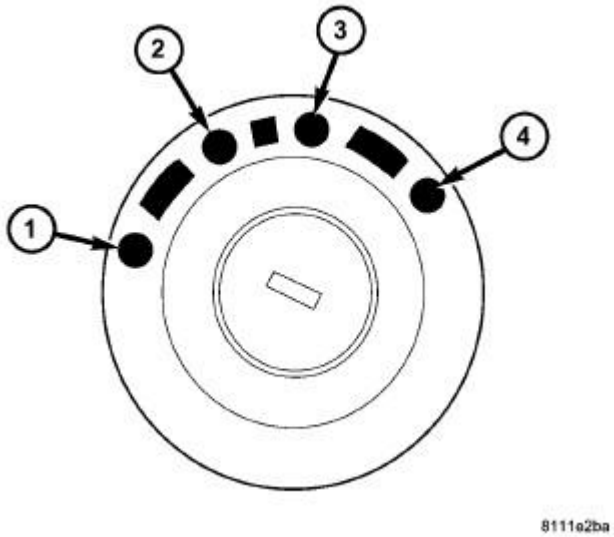


Fig. 568: Ignition Key/Switch Positions
Courtesy of CHRYSLER LLC

1 - LOCK
2 - ACC
3 - ON
4 - START

The Brake Transmission Shifter/Ignition Interlock (BTSI) is a solenoid operated system that prevents the transmission gear shifter from being moved out of PARK without a driver in place.

OPERATION

OPERATION

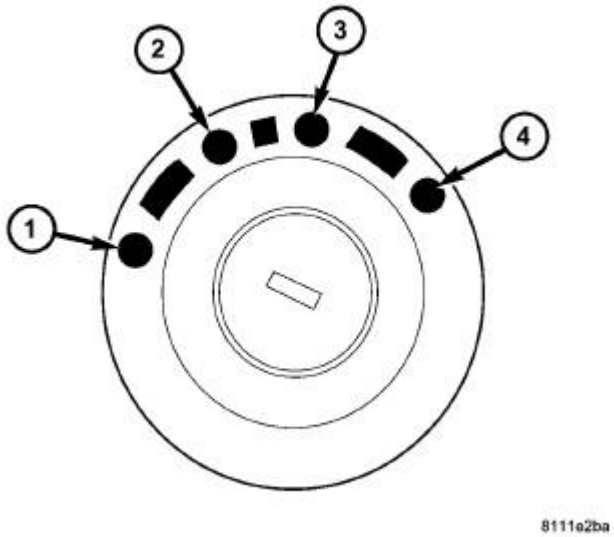


Fig. 569: Ignition Key/Switch Positions
Courtesy of CHRYSLER LLC

1 - LOCK
2 - ACC
3 - ON
4 - START

The Brake Transmission Shifter/Ignition Interlock (BTSI) is engaged whenever the ignition switch is in the LOCK or ACC position. An additional electrically activated feature will prevent shifting out of the PARK position unless the brake pedal is depressed at least one-half inch. When the key is in the ON position and the brake pedal is depressed, the shifter is unlocked and will move into any position.

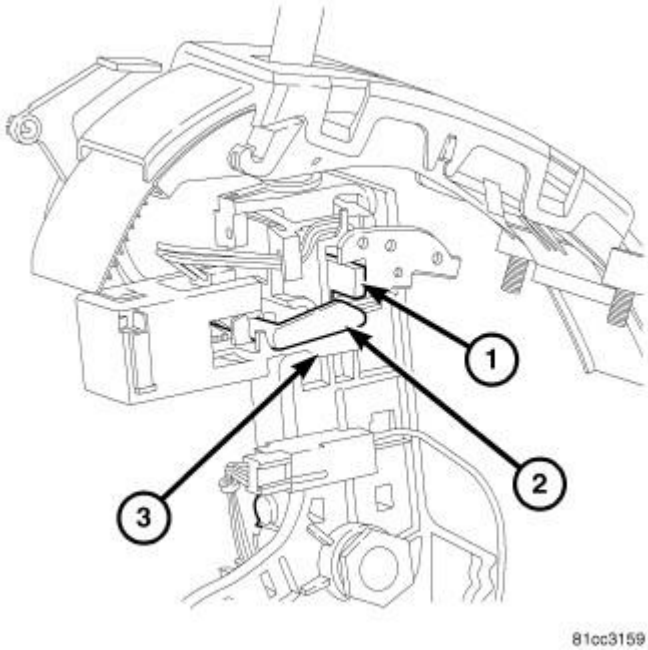


Fig. 570: Shift Interlock
Courtesy of CHRYSLER LLC

When service brake pedal is not depressed the solenoid rotating arm (2) is free to rotate. The shifter gate pin (1) hits the blocking arm (3) and is prevented from moving from park.

When service brake is applied the rotating arm (2) is prevented from rotating by magnetic force within the solenoid. The shifter gate pin (1) pushes the rotating arm (2) and blocker arm (3) allowing the shifter to move out of park.

DIAGNOSIS AND TESTING

SHIFT INTERLOCK SYSTEM

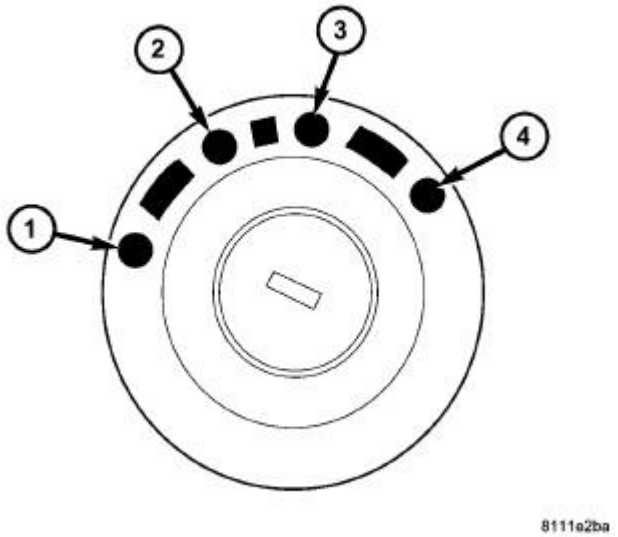


Fig. 571: Ignition Key/Switch Positions
Courtesy of CHRYSLER LLC

1 - LOCK 2 - ACC 3 - ON 4 - START

The following chart describes the normal operation of the Brake Transmission Shift Interlock (BTSI) system. If the "expected response" differs from the vehicle's response, then system repair is necessary.

Refer to the following chart that expected shifter response, depending on ignition key/switch and brake pedal positions.

If the shifter cannot be moved out of the PARK position, refer to **SHIFTER LOCKED IN PLACE** below. If the shift lever can be shifted out of PARK without the brake pedal depressed, refer to CIRCUIT TEST chart.

SHIFTER LOCKED IN PLACE

1. Gain access to the brake transmission shift interlock (BTSI) solenoid. The solenoid is part of the shifter assembly.
2. Disconnect the wire connector from the rear of the BTSI solenoid.
3. Insert the ignition key and turn it to the ON position.
4. With the brakes applied, try moving the shifter out of the PARK position.

- If the lever now moves freely in and out of PARK, perform the CIRCUIT TEST.

If the shift lever now moves freely in and out of the park position, the BTSI solenoid is faulty and the shifter must be replaced. If the shift lever still does not move from the park position, the problem is in the shift lever

assembly.

If the above test pass and the shifter can still be moved freely in and out of PARK without the brake pedal depressed, replace shifter assembly.

ACTION	EXPECTED RESPONSE
1. Turn key to the "ACC" position and depress brake pedal.	1. Shifter CAN be shifted out of park.
2. Turn key to the "ON" position, with foot off of brake pedal.	2. Shifter CANNOT be shifted out of park.
3. Turn key to the "ON" position and depress the brake pedal.	3. Shifter CAN be shifted out of park.
4. Leave shifter in any gear and try to return key to the "LOCK" position.	4. Key cannot be returned to the "LOCK" position.
5. Return shifter to "PARK" and try to remove the key.	5. Key can be removed (after returning to "LOCK" position).
6. With the key removed, try to shift out of "PARK".	6. Shifter cannot be shifted out of "PARK".
Insert the key into the ignition cylinder and leave it at "LOCK." Try to move the transmission out of "Park".	Shifter cannot be shifted out of "PARK".
NOTE: Any failure to meet these expected responses requires system repair.	

TORQUE CONVERTER

DESCRIPTION

DESCRIPTION

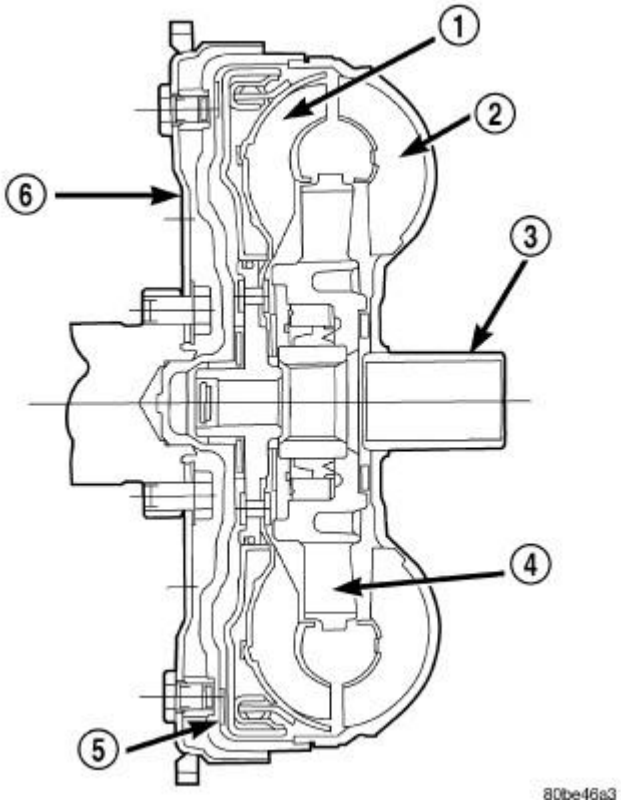


Fig. 572: Torque Converter Assembly
Courtesy of CHRYSLER LLC

1 - TURBINE
2 - IMPELLER
3 - HUB
4 - STATOR
5 - CONVERTER CLUTCH DISC
6 - DRIVE PLATE

The torque converter is a hydraulic device that couples the engine crankshaft to the transmission. The torque converter consists of an outer shell with an internal turbine (1), a stator (4), an over-running clutch, an impeller (2) and an electronically applied converter clutch (5). The converter clutch provides reduced engine speed and greater fuel economy when engaged. Clutch engagement also provides reduced transmission fluid temperatures. The converter clutch engages in third gear. The torque converter hub (3) drives the transmission oil (fluid) pump.

The torque converter is a sealed, welded unit that is not repairable and is serviced as an assembly.

IMPELLER

Fig. 573: Impeller
Courtesy of CHRYSLER LLC

1 - ENGINE FLEXPLATE	4 - ENGINE ROTATION
2 - OIL FLOW FROM IMPELLER SECTION INTO TURBINE SECTION	5 - ENGINE ROTATION
3 - IMPELLER VANES AND COVER ARE INTEGRAL	

The impeller (3) is an integral part of the converter housing. The impeller consists of curved blades placed radially along the inside of the housing on the transmission side of the converter. As the converter housing is rotated by the engine (4,5), so is the impeller, because they are one and the same and are the driving member of the system.

TURBINE

Fig. 574: Turbine
Courtesy of CHRYSLER LLC

1 - TURBINE VANE
2 - ENGINE ROTATION
3 - INPUT SHAFT
4 - PORTION OF TORQUE CONVERTER COVER
5 - ENGINE ROTATION
6 - OIL FLOW WITHIN TURBINE SECTION

The turbine (1) is the output, or driven, member of the converter. The turbine is mounted within the housing opposite the impeller, but is not attached to the housing. The input shaft (3) is inserted through the center of the impeller and splined into the turbine. The design of the turbine is similar to the impeller, except the blades of the turbine are curved in the opposite direction.

STATOR

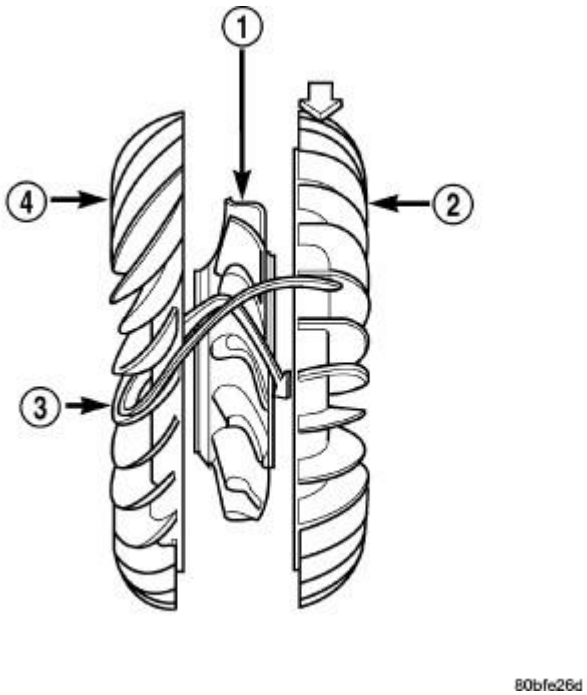


Fig. 575: Stator Location
Courtesy of CHRYSLER LLC

1 - STATOR
2 - IMPELLER
3 - FLUID FLOW
4 - TURBINE

The stator assembly (1) is mounted on a stationary shaft which is an integral part of the oil pump. The stator is located between the impeller (2) and turbine (4) within the torque converter case. The stator contains an over-running clutch, which allows the stator to rotate only in a clockwise direction. When the stator is locked against the over-running clutch, the torque multiplication feature of the torque converter is operational.

TORQUE CONVERTER CLUTCH (TCC)

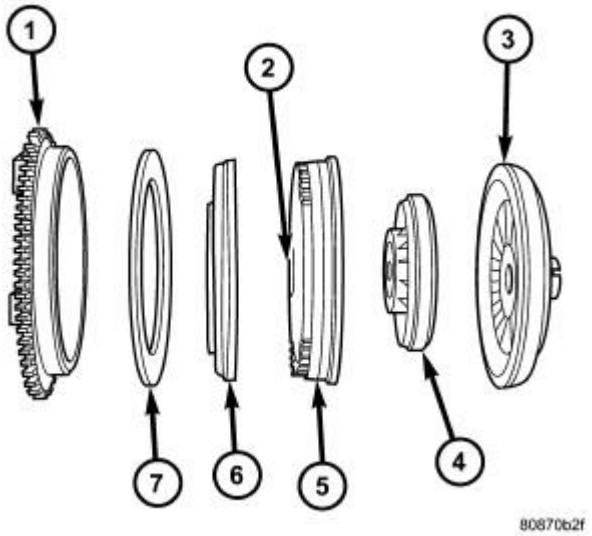


Fig. 576: Torque Converter Clutch (TCC)
Courtesy of CHRYSLER LLC

1 - IMPELLER FRONT COVER
2 - THRUST WASHER ASSEMBLY
3 - IMPELLER
4 - STATOR
5 - TURBINE
6 - PISTON
7 - FRICTION DISC

The TCC was installed to improve the efficiency of the torque converter that is lost to the slippage of the fluid coupling. Although the fluid coupling provides smooth, shock-free power transfer, it is natural for all fluid couplings to slip. If the impeller (3) and turbine (5) were mechanically locked together, a zero slippage condition could be obtained. A hydraulic piston (6) was added to the turbine (5), and a friction material (7) was added to the inside of the front cover (1) to provide this mechanical lock-up.

OPERATION

OPERATION

Fig. 577: Torque Converter Fluid Operation
Courtesy of CHRYSLER LLC

1 - APPLY PRESSURE	3 - RELEASE PRESSURE
2 - THE PISTON MOVES SLIGHTLY FORWARD	4 - THE PISTON MOVES SLIGHTLY REARWARD

The converter impeller (driving member), which is integral to the converter housing and bolted to the engine drive plate, rotates at engine speed. The converter turbine (driven member), which reacts from fluid pressure generated by the impeller, rotates and turns the transmission input shaft.

TURBINE

As the fluid that was put into motion by the impeller blades strikes the blades of the turbine, some of the energy and rotational force is transferred into the turbine and the input shaft. This causes both of them (turbine and input shaft) to rotate in a clockwise direction following the impeller. As the fluid is leaving the trailing edges of the turbine's blades, it continues in a "hindering" direction back toward the impeller. If the fluid is not redirected before it strikes the impeller, it will strike the impeller in such a direction that it would tend to slow it down.

STATOR

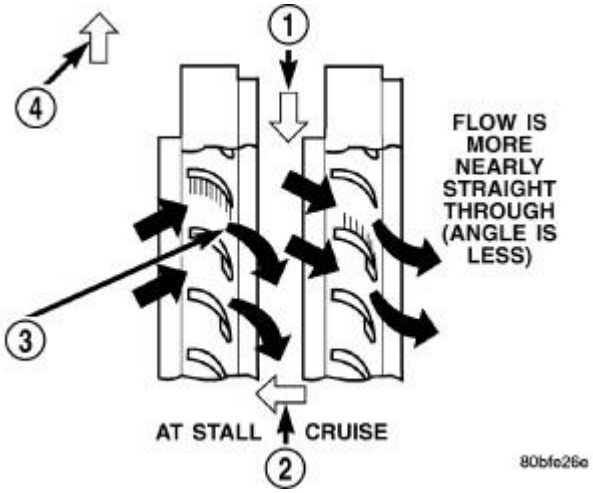


Fig. 578: Stator Operation
Courtesy of CHRYSLER LLC

1 - DIRECTION STATOR WILL FREE WHEEL DUE TO OIL PUSHING ON BACKSIDE OF VANES
2 - FRONT OF ENGINE
3 - INCREASED ANGLE AS OIL STRIKES VANES
4 - DIRECTION STATOR IS LOCKED UP DUE TO OIL PUSHING AGAINST STATOR VANES

Torque multiplication is achieved by locking the stator's over-running clutch to its shaft. Under stall conditions (the turbine is stationary), the oil leaving the turbine blades strikes the face of the stator blades and tries to rotate them in a counterclockwise direction. When this happens the over-running clutch of the stator locks and holds the stator from rotating. With the stator locked, the oil strikes the stator blades and is redirected into a "helping" direction before it enters the impeller. This circulation of oil from impeller to turbine, turbine to stator, and stator to impeller, can produce a maximum torque multiplication of about 2.4:1. As the turbine begins to match the speed of the impeller, the fluid that was hitting the stator in such as way as to cause it to lock-up is no longer doing so. In this condition of operation, the stator begins to free wheel and the converter acts as a fluid coupling.

TORQUE CONVERTER CLUTCH (TCC)

In a standard torque converter, the impeller and turbine are rotating at about the same speed and the stator is freewheeling, providing no torque multiplication. By applying the turbine's piston to the front cover's friction material, a total converter engagement can be obtained. The result of this engagement is a direct 1:1 mechanical link between the engine and the transmission.

The engagement and disengagement of the TCC are automatic and controlled by the Powertrain Control Module (PCM). The engagement cannot be activated in the lower gears because it eliminates the torque multiplication effect of the torque converter necessary for acceleration. Inputs that determine clutch engagement are: coolant temperature, vehicle speed and throttle position. The torque converter clutch is engaged by the clutch solenoid on the valve body. The clutch will engage at approximately 56 km/h (35 mph) with light throttle, after the shift to third gear.

REMOVAL

REMOVAL

1. Remove transmission and torque converter from vehicle. See **Transmission and Transfer Case/Automatic - 62TE - Removal**.
2. Place a suitable drain pan under the converter housing end of the transmission.

CAUTION: Verify that transmission is secure on the lifting device or work surface, the center of gravity of the transmission will shift when the torque converter is removed creating an unstable condition.

The torque converter is a heavy unit. Use caution when separating the torque converter from the transmission.

3. Pull the torque converter forward until the center hub clears the oil pump seal.
4. Separate the torque converter from the transmission.

INSTALLATION

INSTALLATION

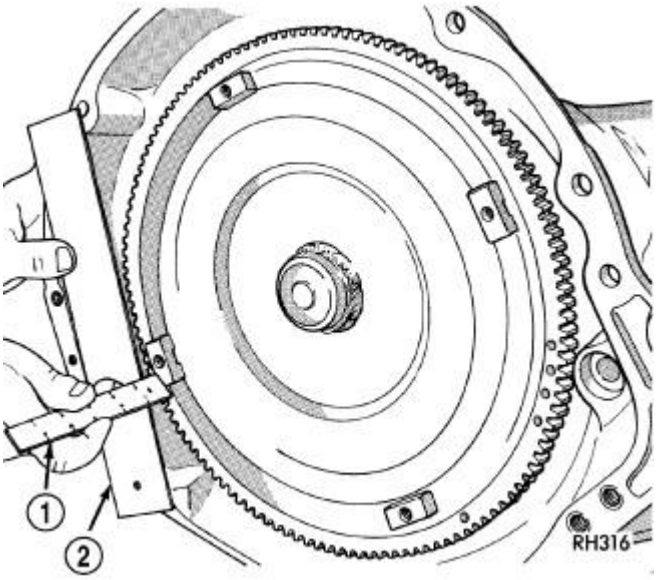


Fig. 579: Checking Torque Converter Seating
Courtesy of CHRYSLER LLC

1 - SCALE 2 - STRAIGHTEDGE

NOTE: Check converter hub and drive notches for sharp edges, burrs, scratches, or nicks. Polish the hub and notches with 320/400 grit paper or crocus cloth if necessary. The hub must be smooth to avoid damaging the pump seal at installation.

1. Lubricate converter hub and oil pump seal lip with transmission fluid.
2. Place torque converter in position on transmission.

CAUTION: Do not damage oil pump seal or bushing while inserting torque converter into the front of the transmission.

3. Align torque converter to oil pump seal opening.
4. Insert torque converter hub into oil pump.
5. While pushing torque converter inward, rotate converter until converter is fully seated in the oil pump gears.
6. Check converter seating with a scale (1) and straightedge (2). Surface of converter lugs should be 1/2 in. to rear of straightedge when converter is fully seated.
7. If necessary, temporarily secure converter with C-clamp attached to the converter housing.
8. Install the transmission in the vehicle. See **Transmission and Transfer Case/Automatic - 62TE - Installation**.
9. Fill the transmission with the recommended fluid. See **Transmission and Transfer Case/Automatic - 62TE/FLUID - Standard Procedure**.

VALVE BODY

OPERATION

OPERATION

REGULATOR VALVE

The regulator valve controls hydraulic pressure in the transaxle. It receives unregulated pressure from the pump, which works against spring tension to maintain oil at specific pressures. A system of sleeves and ports allows the regulator valve to work at one of three predetermined pressure levels. Regulated oil pressure is also referred to as "line pressure."

SOLENOID SWITCH VALVE

The solenoid switch valve controls line pressure from the LR/CC solenoid. In one position, it allows the low/reverse clutch to be pressurized. In the other, it directs line pressure to the converter control and converter clutch valves.

MANUAL VALVE

The manual valve is operated by the mechanical shift linkage. Its primary responsibility is to send line pressure to the appropriate hydraulic circuits and solenoids. The valve has three operating ranges or positions.

CONVERTER CLUTCH SWITCH VALVE

The main responsibility of the converter clutch switch valve is to control hydraulic pressure applied to the front (off) side of the converter clutch piston. Line pressure from the regulator valve is fed to the torque converter regulator valve, where it passes through the valve, and is slightly regulated. The pressure is then directed to the converter clutch switch valve and to the front side of the converter clutch piston. This pressure pushes the piston back and disengages the converter clutch.

CONVERTER CLUTCH CONTROL VALVE

The converter clutch control valve controls the back (on) side of the torque converter clutch. When the PCM/TCM energizes or modulates the LR/CC solenoid to apply the converter clutch piston, both the converter clutch control valve and the converter control valve move, allowing pressure to be applied to the back side of the clutch.

T/C REGULATOR VALVE

The torque converter regulator valve slightly regulates the flow of fluid to the torque converter.

LOW/REVERSE SWITCH VALVE

The low/reverse clutch is applied from different sources, depending on whether low (1st) gear or reverse is selected. The low/reverse switch valve alternates positions depending on from which direction fluid pressure is applied. By design, when the valve is shifted by fluid pressure from one channel, the opposing channel is blocked. The switch valve alienates the possibility of a sticking ball check, thus providing consistent application of the low/reverse clutch under all operating conditions.

REMOVAL

REMOVAL

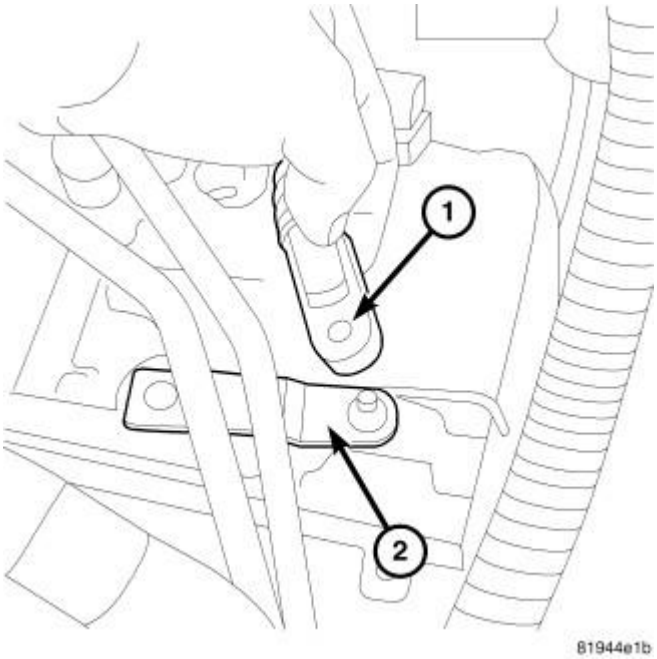


Fig. 580: Shift Cable From/To Manual Lever
Courtesy of CHRYSLER LLC

1. Remove the engine cover.
2. Remove the negative battery.
3. Drain the radiator. Refer to **Cooling - Standard Procedure** .
4. Remove clamps at the lower radiator hose.
5. Remove the lower radiator hose.
6. Remove shift cable (1) from manual lever (2).

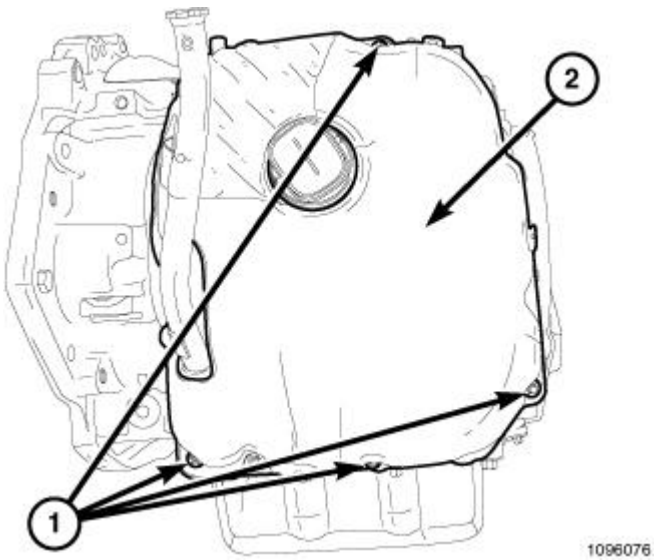


Fig. 581: Fasteners And Front Sound Dampener Cover
Courtesy of CHRYSLER LLC

7. Remove the fasteners (1) and the Front Sound Damper Cover (2).

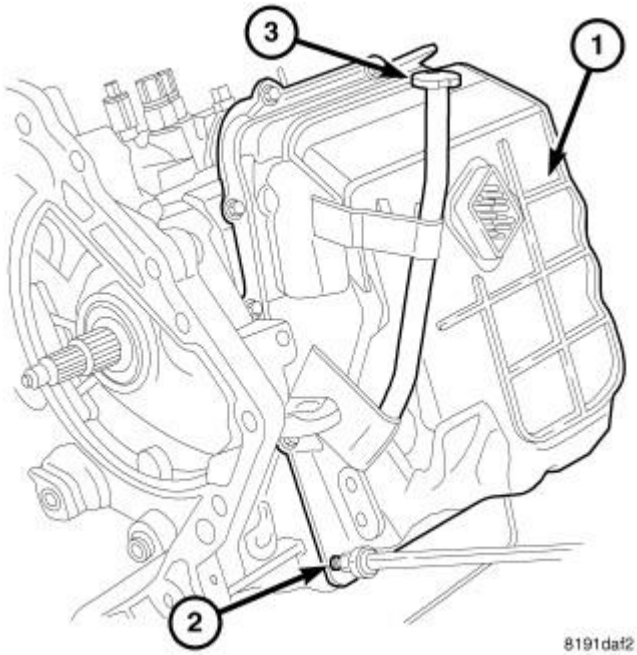


Fig. 582: Valve Body Pan
Courtesy of CHRYSLER LLC

8. Remove the top valve body oil pan (1) bolts.

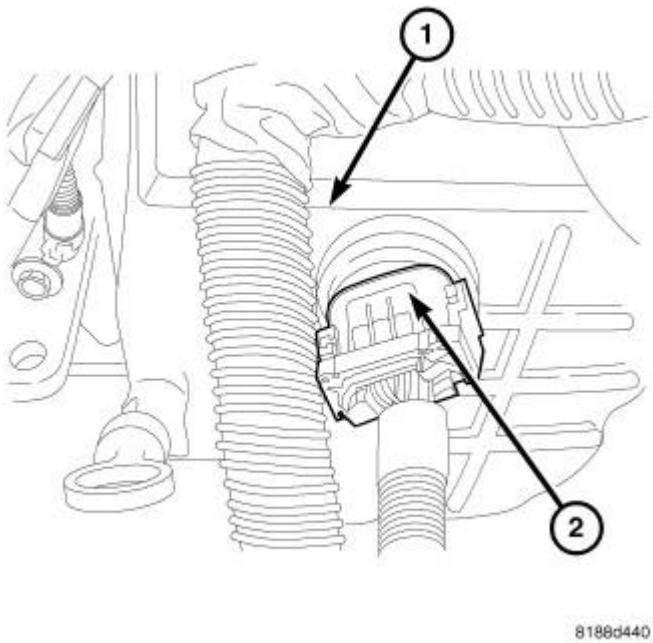


Fig. 583: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

9. Remove the solenoid pack connector (2) at valve body oil pan (1).
10. Raise the vehicle on a hoist.
11. Remove the front left side inner wheel splash screws from front side of wheel opening.
12. Turn the wheel fully to the left.

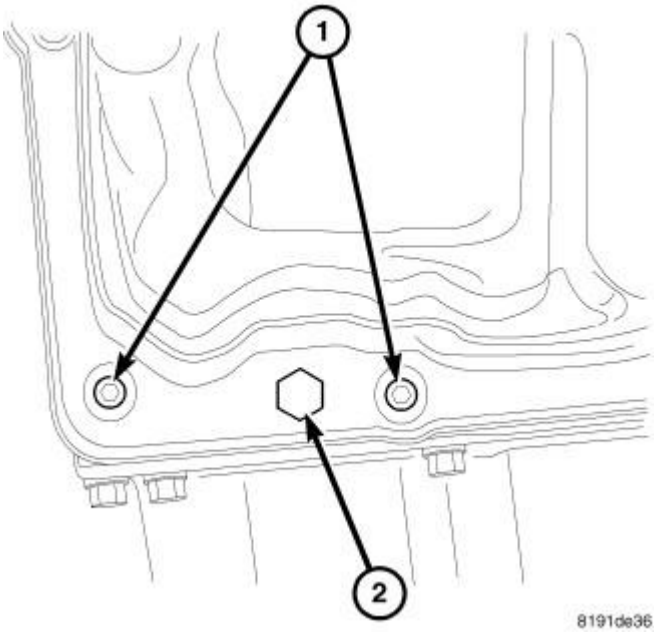


Fig. 584: Pressure Tap Plug
Courtesy of CHRYSLER LLC

13. Remove the pressure tap plug (2) at valve body oil pan.
14. Remove the lower valve body oil pan bolts (1) and drain transmission fluid.
15. Remove the valve body oil pan.

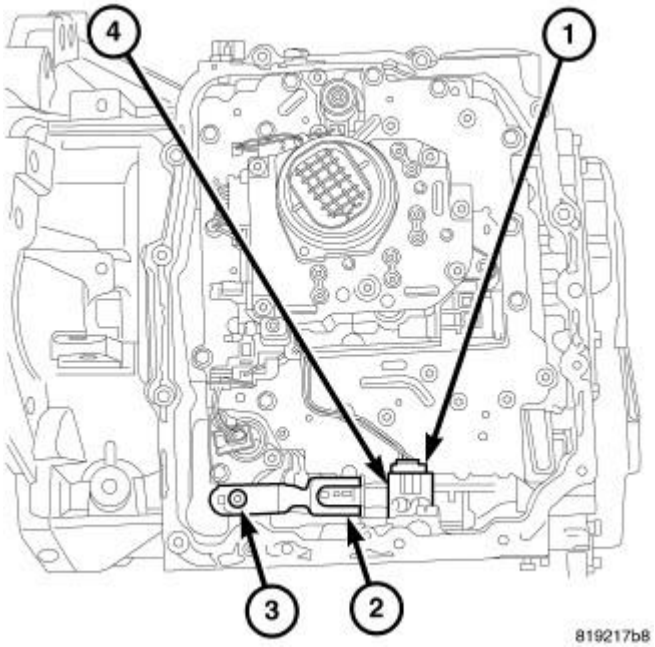


Fig. 585: Connector At Transmission
Courtesy of CHRYSLER LLC

16. Remove the electrical connector (1) at the valve body (2).

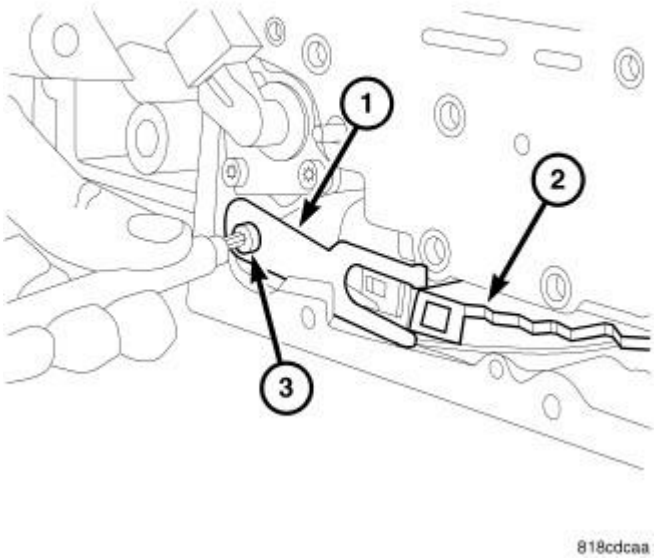


Fig. 586: Detent Spring
Courtesy of CHRYSLER LLC

17. Remove screw at detente arm (2).
18. Remove detente arm (1).

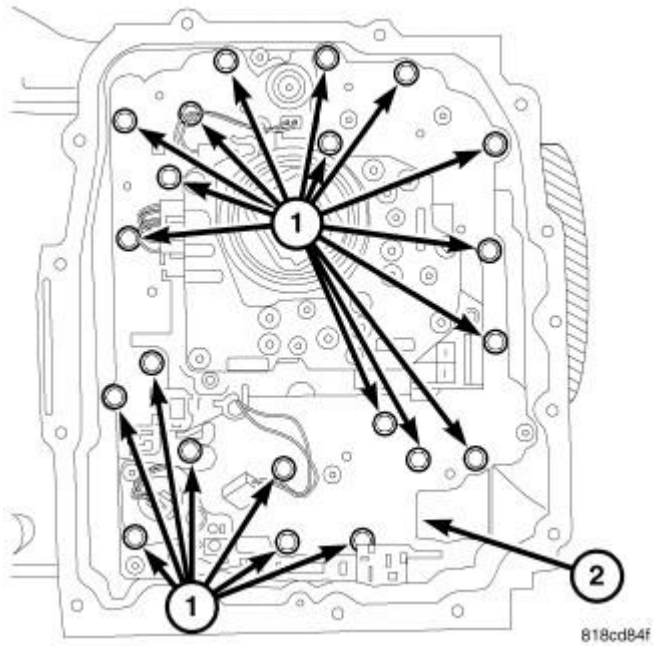


Fig. 587: Valve Body Bolts
Courtesy of CHRYSLER LLC

19. Remove the twenty one valve body to case bolts (1).

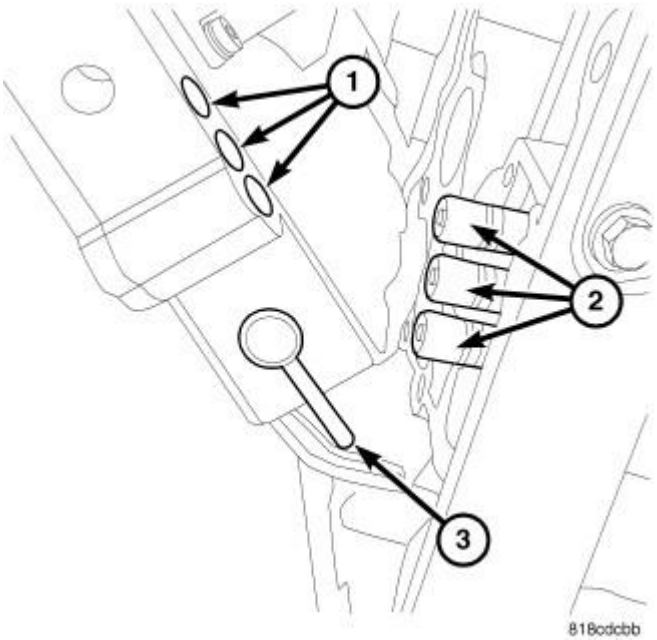


Fig. 588: Oil Transfer Tubes
Courtesy of CHRYSLER LLC

20. Insure the manual lever is fully forward to keep the manual valve pin (3) from binding.
21. Pull the valve body away from the underdrive compounder assembly oil transfer tubes (2) and lift up on

valve body to clear the manual valve pin past the slot in the rooster comb.

DISASSEMBLY

DISASSEMBLY

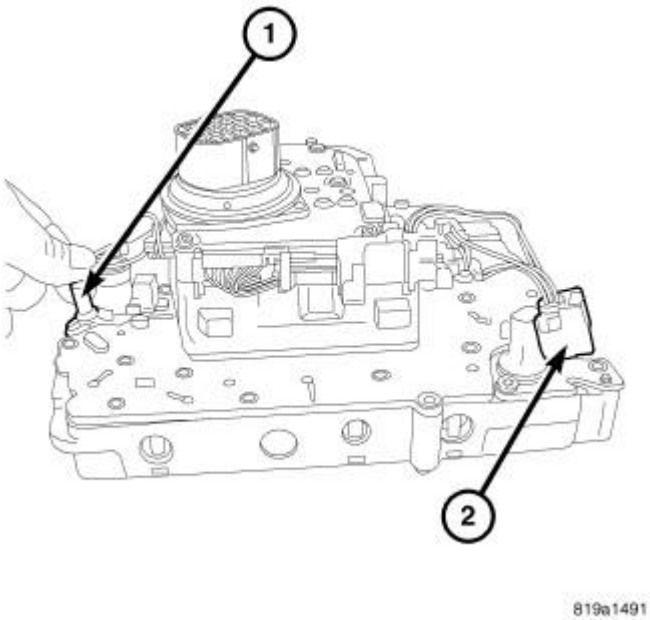


Fig. 589: Solenoid Pack Electrical Connect
Courtesy of CHRYSLER LLC

1. Unplug the electrical connectors (1, 2) at the valve body.

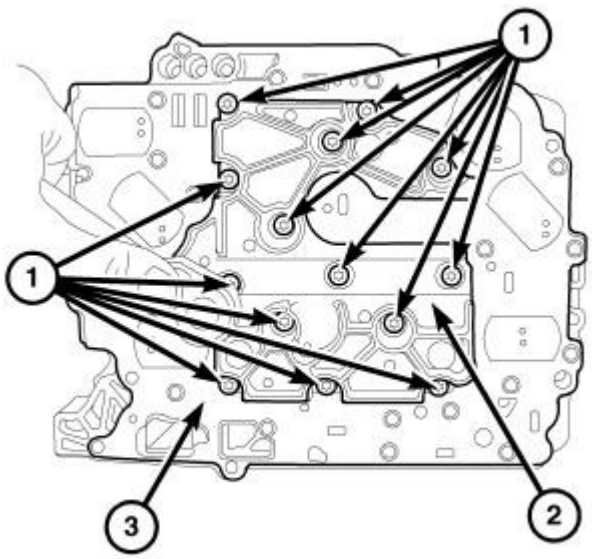


Fig. 590: Bolts At Clamp Plate
Courtesy of CHRYSLER LLC

2. Remove the bolts (1) at the transfer plate (2) and remove the transfer plate.

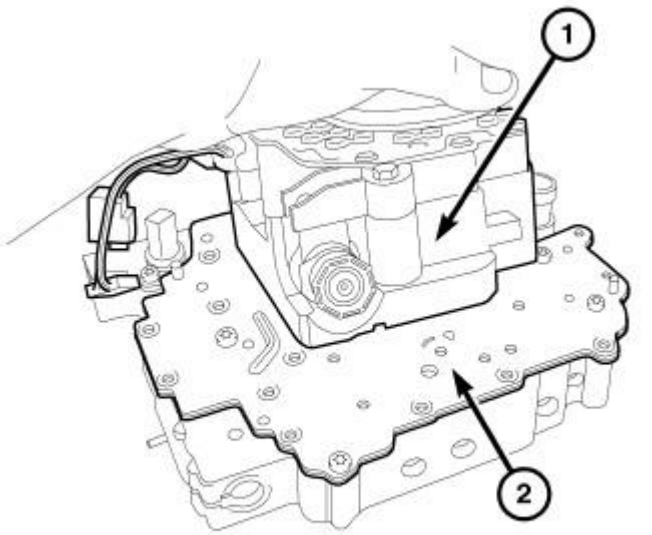


Fig. 591: Solenoid Pack At Valve Body
Courtesy of CHRYSLER LLC

3. Turn valve body over and remove the solenoid module (1) from the valve body (2).

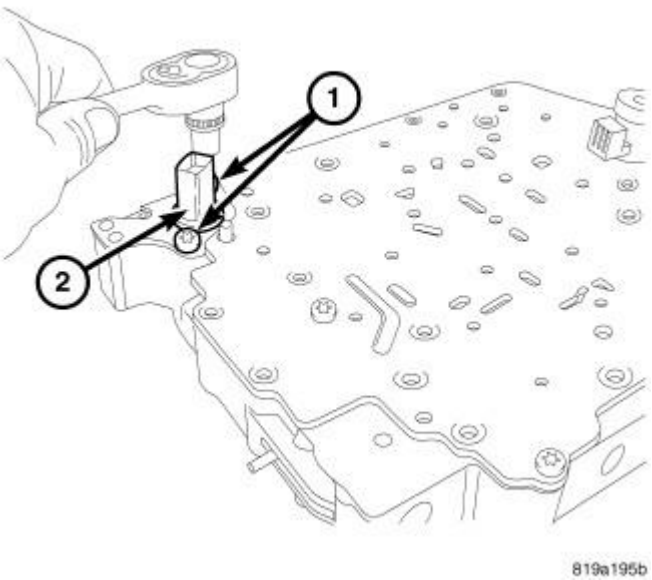


Fig. 592: Bolts At Line Pressure Sensor
Courtesy of CHRYSLER LLC

4. Remove the bolts (1) at the line pressure sensor (2).
5. Remove the line pressure sensor from the valve body.

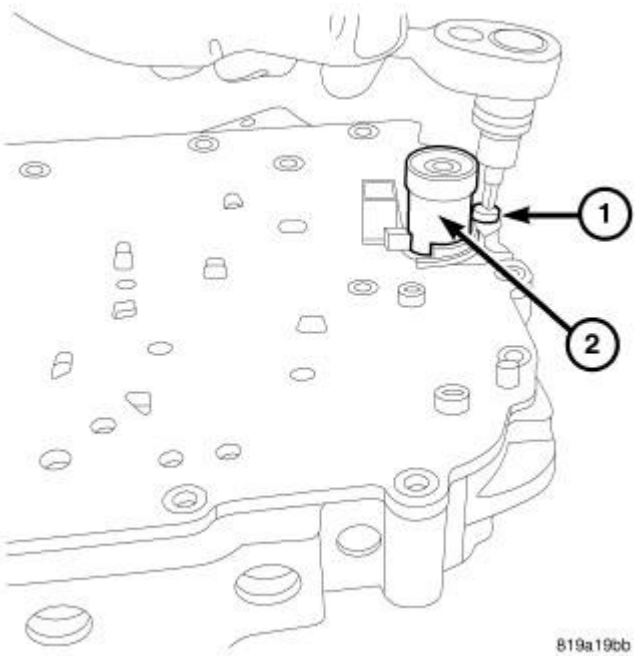


Fig. 593: Bolt At VFS 62TE
Courtesy of CHRYSLER LLC

6. Remove the bolt (1) at the pressure control solenoid (2).

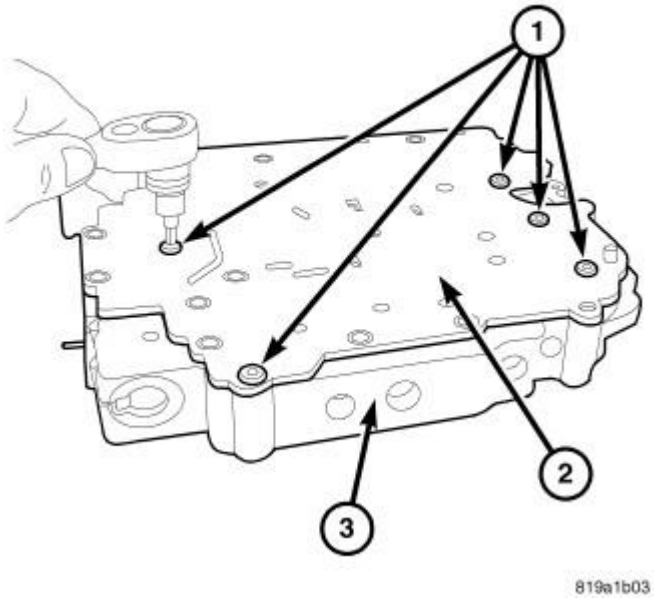


Fig. 594: Bolts At Transfer Plate
Courtesy of CHRYSLER LLC

7. Remove the bolts (1) at the clamping plate (2).

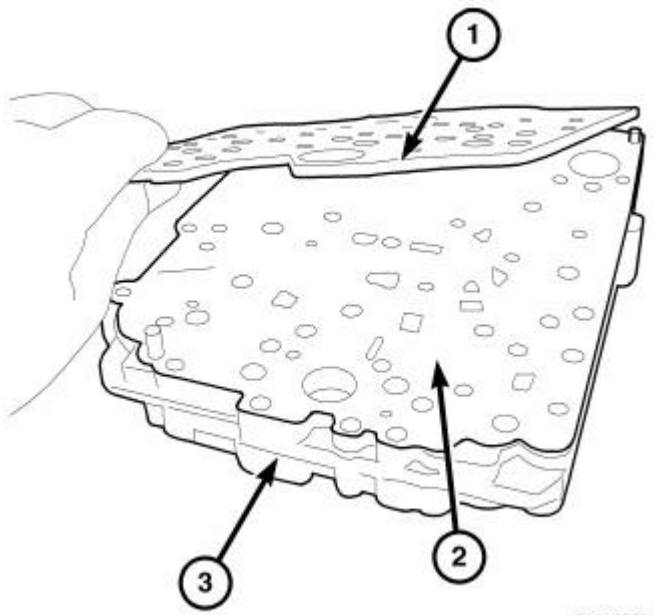


Fig. 595: Transfer Plate
Courtesy of CHRYSLER LLC

8. Remove the clamping plate (1).

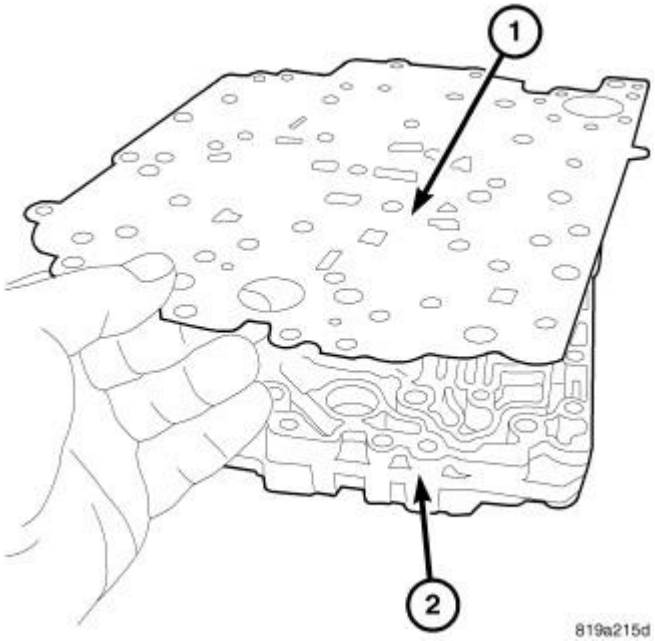


Fig. 596: Outer Separator Plate
Courtesy of CHRYSLER LLC

9. Remove the valve body cover (1).

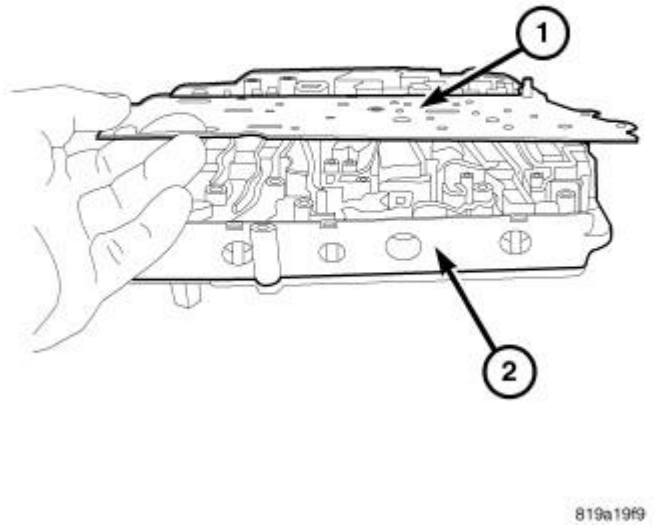


Fig. 597: Inner Separator Plate
Courtesy of CHRYSLER LLC

10. Remove the valve body inner gasket and plate (1) from the valve body.

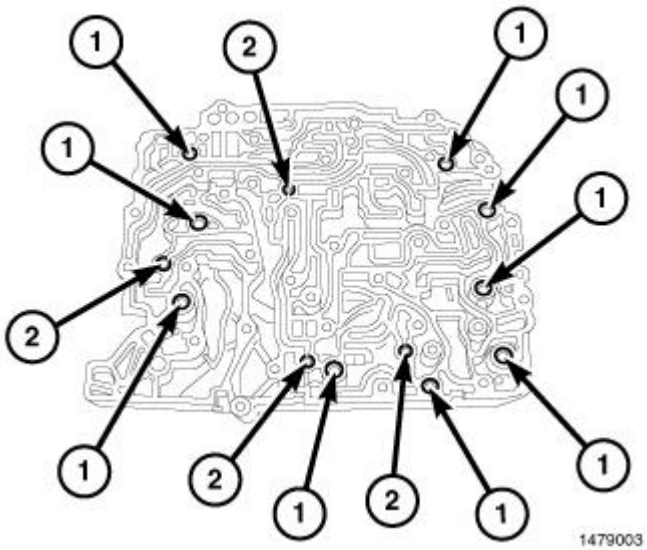


Fig. 598: Tapered Bore And Check Balls
Courtesy of CHRYSLER LLC

NOTE: The valve body contains some check balls that are pressed into a tapered bore (1). These check balls are not removable

11. Remove the check balls (2) if equipped.

Fig. 599: Exploded View Of Valve Body
Courtesy of CHRYSLER LLC

1 - CONVERTER CLUTCH SWITCH VALVE	6 - MANUAL VALVE
2 - L/R SWITCH VALVE	7 - PRESSURE REGULATOR VALVE
3 - SOLENOID SWITCH VALVE	8 - TORQUE CONVERTER REGULATOR VALVE
4 - DC SWITCH VALVE	9 - CONVERTER CLUTCH CONTROL VALVE
5 - LC SWITCH VALVE	-

NOTE: Use exploded view above for disassembly.

NOTE: Tag all valve/spring assemblies for reassembly identification.

12. Remove valves from valve body.

ASSEMBLY

ASSEMBLY

Fig. 600: Exploded View Of Valve Body
Courtesy of CHRYSLER LLC

1 - CONVERTER CLUTCH SWITCH VALVE 2 - L/R SWITCH VALVE	6 - MANUAL VALVE 7 - PRESSURE REGULATOR VALVE
3 - SOLENOID SWITCH VALVE	8 - TORQUE CONVERTER REGULATOR VALVE
	9 -

4 - DC SWITCH VALVE	CONVERTER CLUTCH CONTROL VALVE
5 - LC SWITCH VALVE	-

NOTE: Use exploded view in illustration for assembly.

1. Install the valves into valve body.

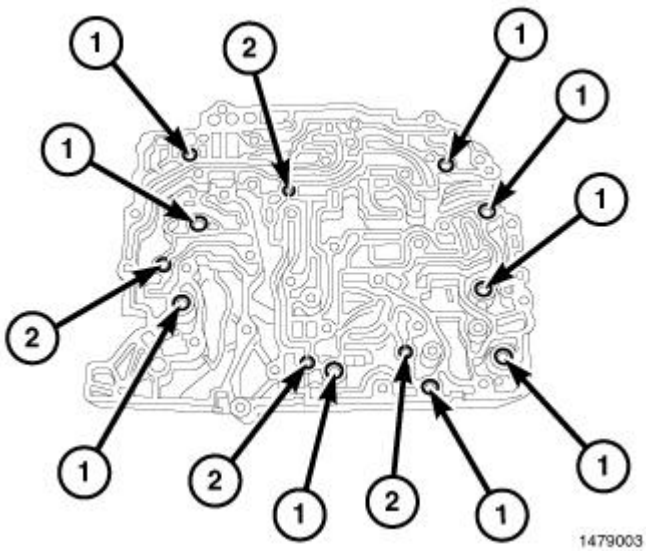


Fig. 601: Tapered Bore And Check Balls
Courtesy of CHRYSLER LLC

NOTE: The valve body contains some check balls that are pressed into a tapered bore (1). These check balls are not removable

2. Install the check balls (2) if equipped.

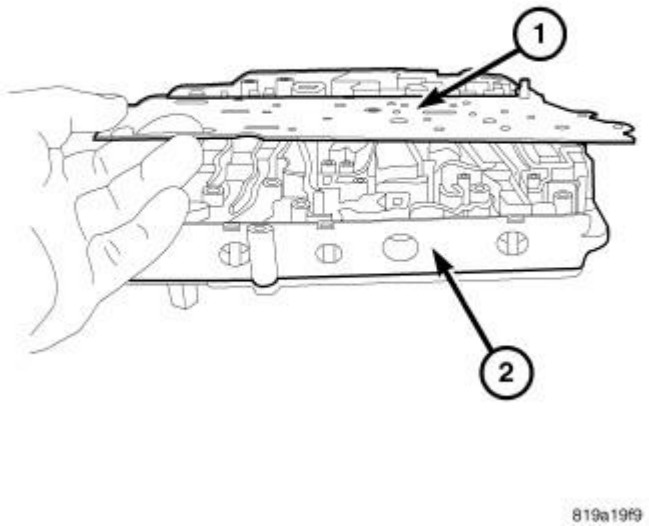


Fig. 602: Inner Separator Plate
Courtesy of CHRYSLER LLC

3. Install the inner separator plate (1).

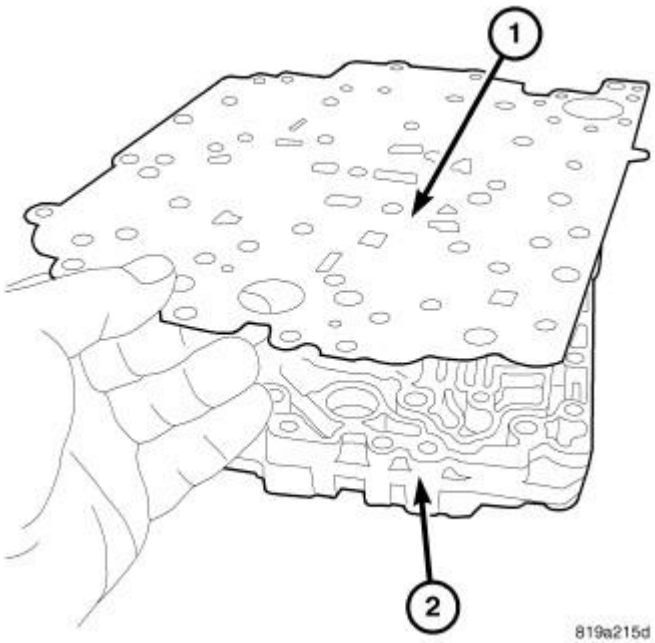


Fig. 603: Outer Separator Plate
Courtesy of CHRYSLER LLC

4. Install the outer separator plate (1).

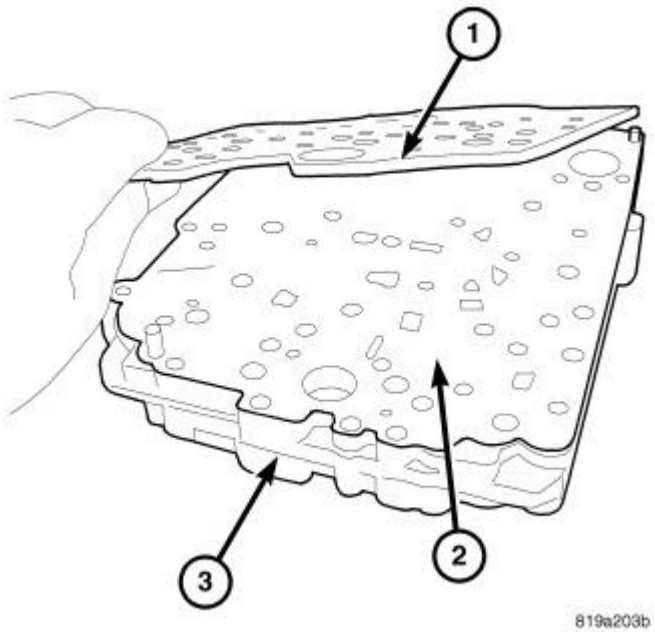


Fig. 604: Transfer Plate
Courtesy of CHRYSLER LLC

5. Install the transfer plate (1).

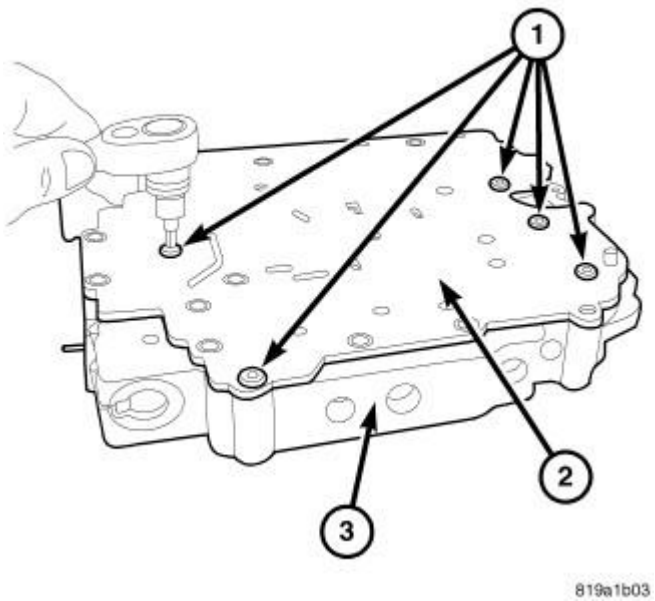


Fig. 605: Bolts At Transfer Plate
Courtesy of CHRYSLER LLC

6. Install the bolts (1) at the transfer plate (2) and tighten to 6 N.m (50 in. lbs.).

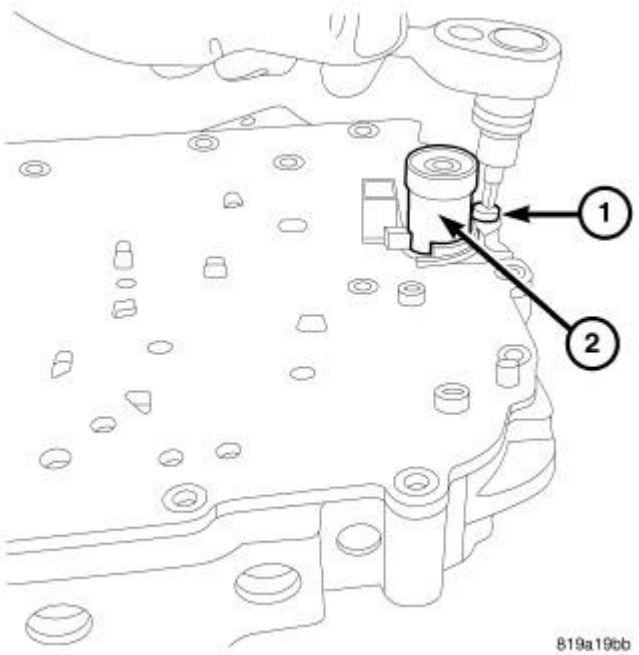


Fig. 606: Bolt At VFS 62TE
Courtesy of CHRYSLER LLC

7. Install the pressure control solenoid on to the valve body.
8. Install the bolt (1) at the pressure control solenoid (2) and tighten to 6 N.m (50 in. lbs.).

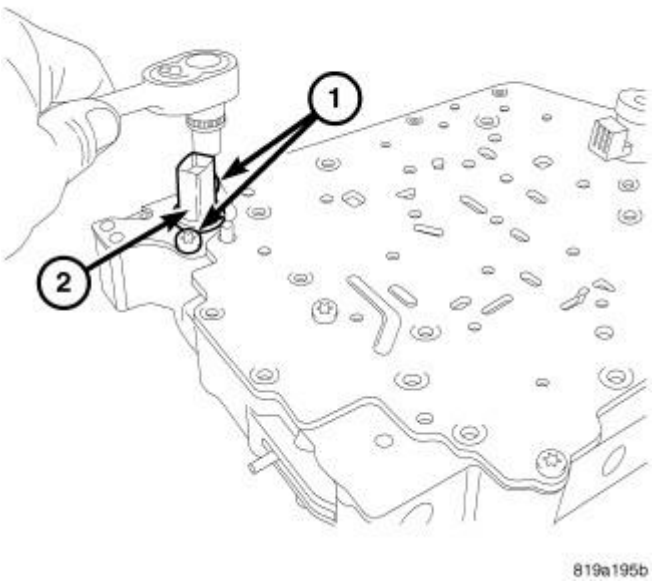


Fig. 607: Bolts At Line Pressure Sensor
Courtesy of CHRYSLER LLC

9. Install the pressure control sensor onto the valve body.

10. Install the bolts (1) to the pressure control sensor and tighten to 6 N.m (50 in. lbs.).

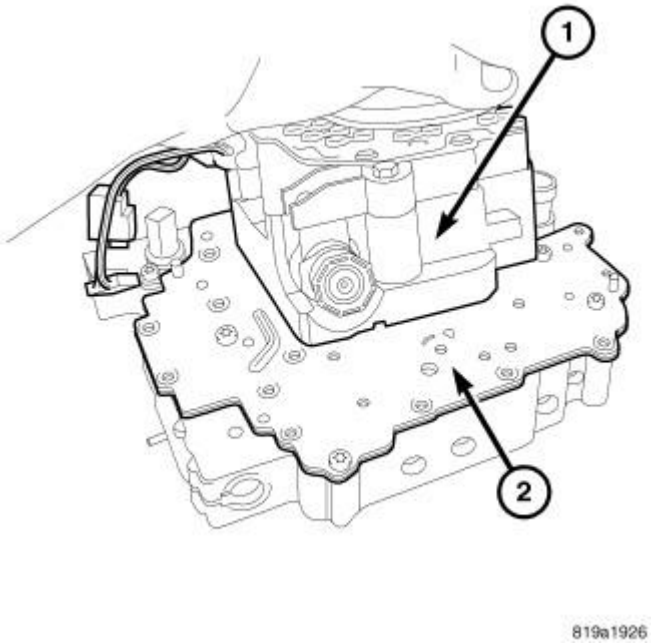


Fig. 608: Solenoid Pack At Valve Body
Courtesy of CHRYSLER LLC

11. Install the solenoid pack (1) onto the valve body (2).

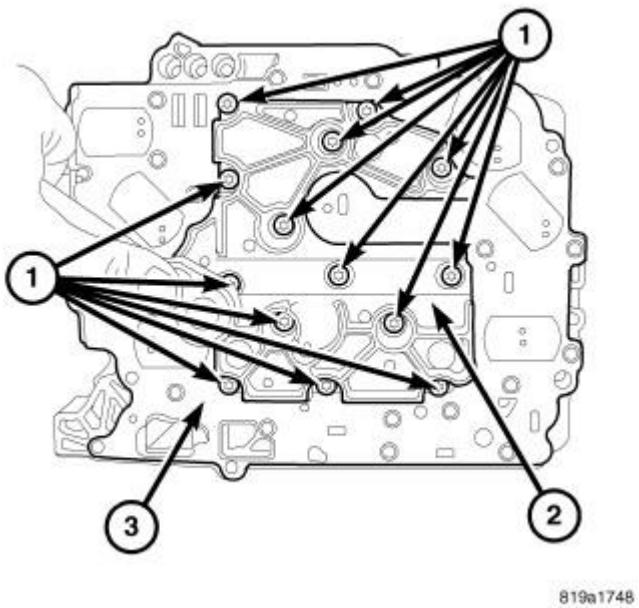


Fig. 609: Bolts At Clamp Plate
Courtesy of CHRYSLER LLC

12. Turn valve body over and install the clamp plate (2) onto the valve body.
13. Install the clamp plate bolts and tighten to 6 N.m (50 in. lbs.).

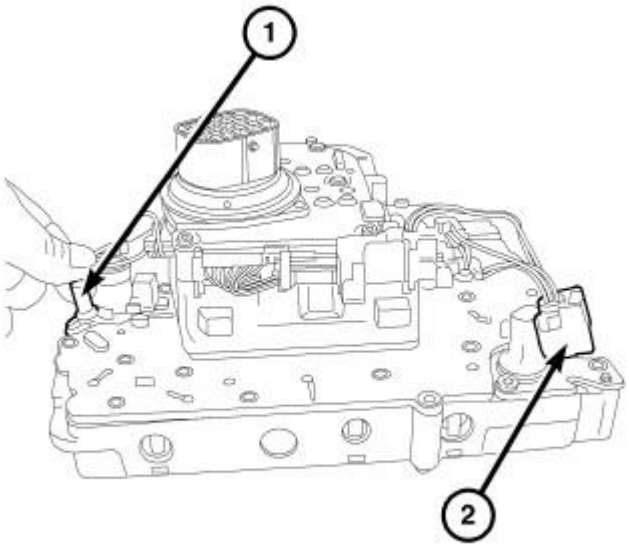


Fig. 610: Solenoid Pack Electrical Connect
Courtesy of CHRYSLER LLC

14. Plug in the electrical connectors pressure control solenoid and pressure control sensors.

INSTALLATION

INSTALLATION

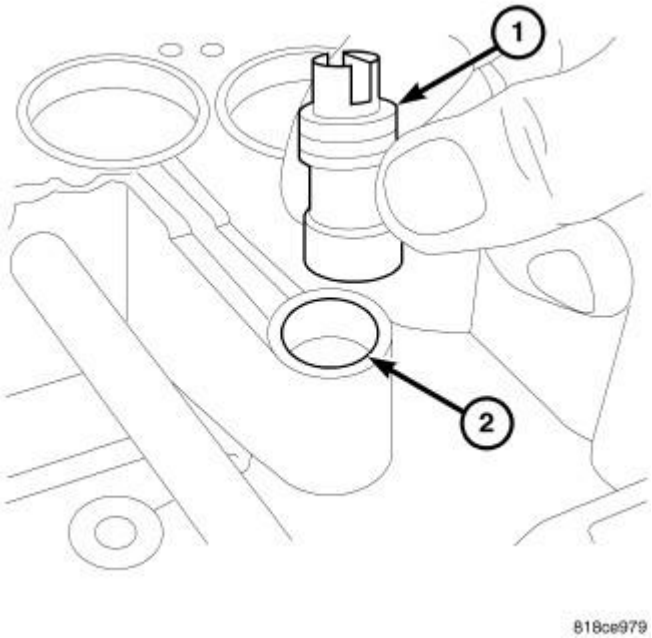


Fig. 611: 2/4 Clutch Oil Supply Seal
Courtesy of CHRYSLER LLC

1. Raise the vehicle on the hoist.
2. Install a **NEW** 2/4 clutch oil seal (1).

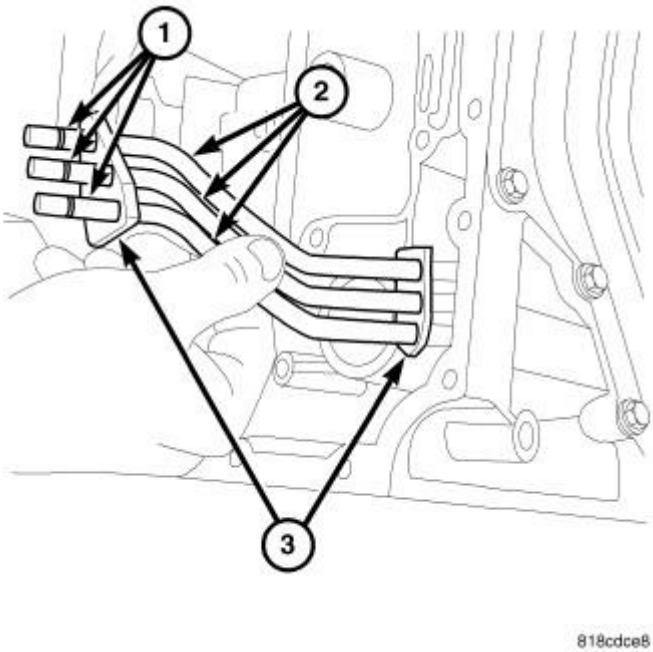


Fig. 612: Transfer Tube O-Rings
Courtesy of CHRYSLER LLC

3. Install **new** O-rings (1) on the underdrive compounder assembly oil transfer tubes (2).

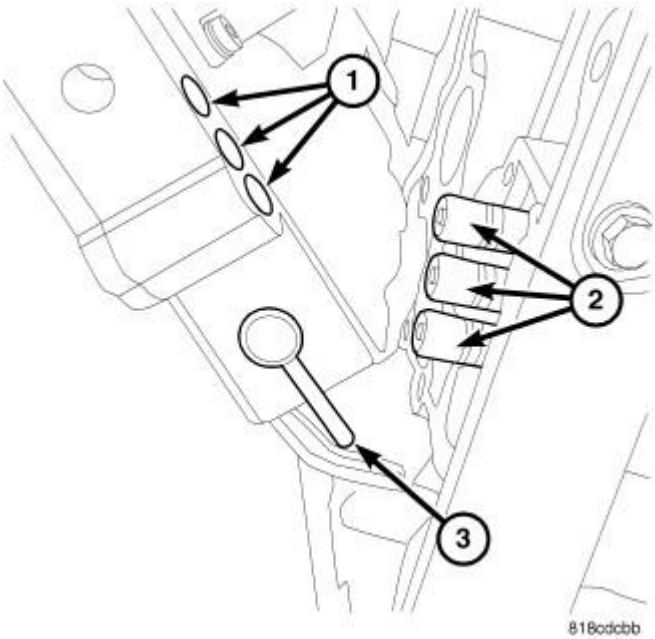


Fig. 613: Oil Transfer Tubes
Courtesy of CHRYSLER LLC

4. Insure the manual lever is fully forward to keep the manual valve pin (3) from binding.
5. Set the manual valve pin (3) into the slot in the rooster comb.
6. Set the valve body into the underdrive compounder assembly oil transfer tubes (2) and press the valve body into place.

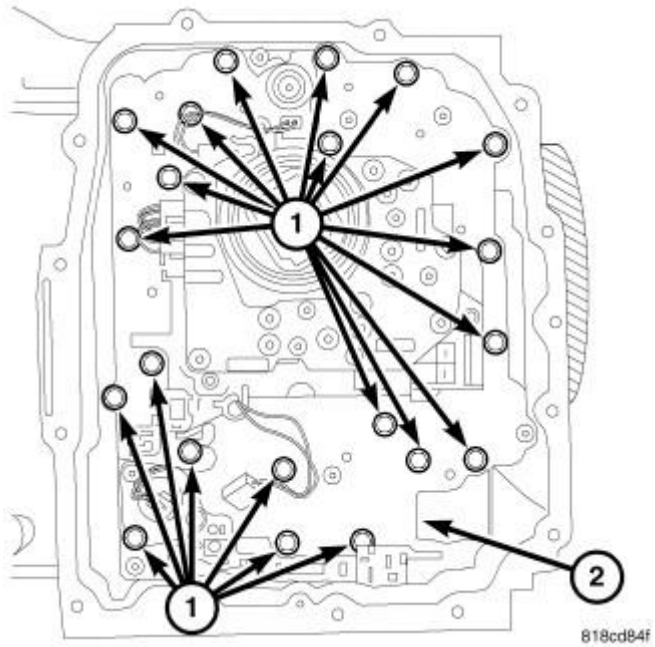


Fig. 614: Valve Body Bolts
Courtesy of CHRYSLER LLC

7. Install the twenty one valve body to case bolts and tighten to 6 N.m (50 in. lbs.).

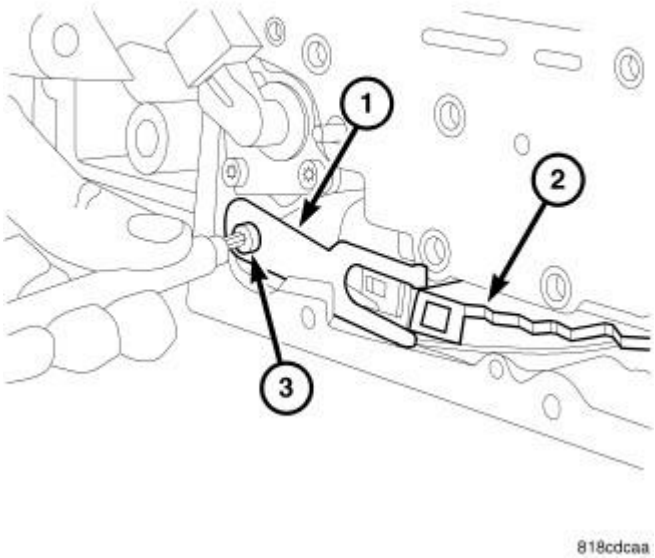


Fig. 615: Detent Spring
Courtesy of CHRYSLER LLC

8. Install the detente arm (1) onto the pin at the valve body.
9. Install the screw (3) at the detente arm and tighten to 6 N.m (50 in. lbs.).

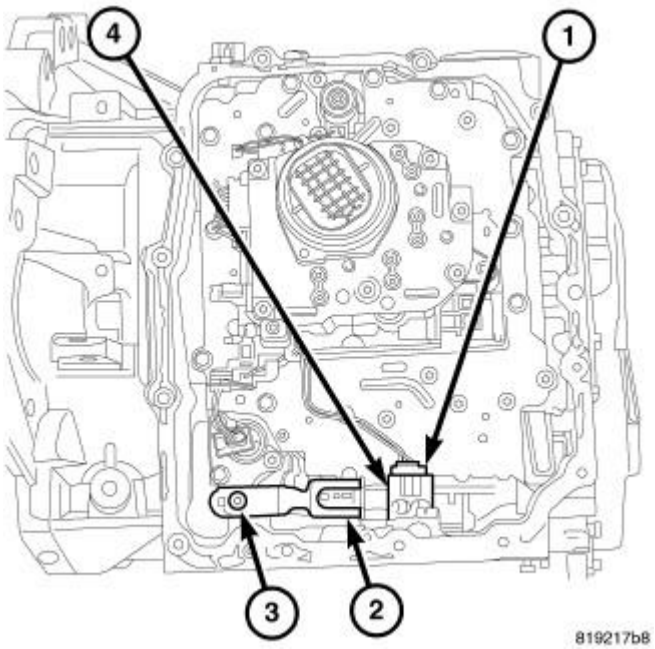


Fig. 616: Connector At Transmission
Courtesy of CHRYSLER LLC

10. Install the electrical connector (1) at the valve body.
11. Lower the hoist.

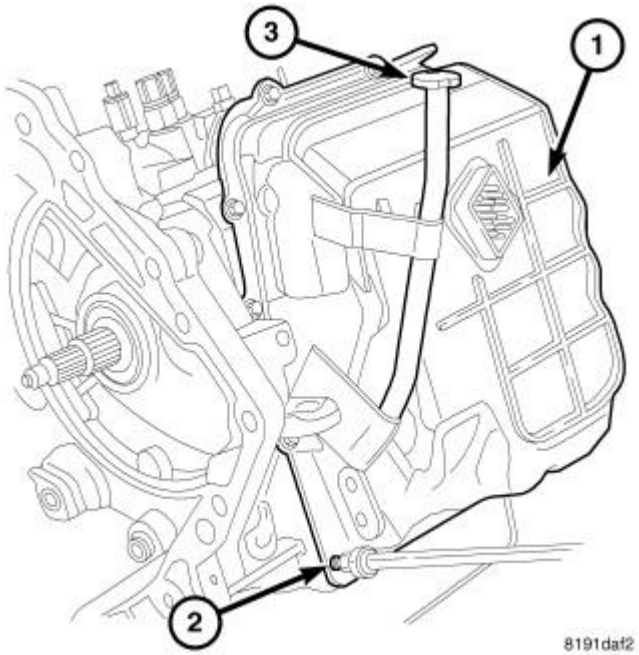


Fig. 617: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

12. Install the valve body oil pan, use a bead of MOPAR® ATF RTV (MS-GF41).
13. Install the upper valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).
14. Install the pressure tap at valve body oil pan and tighten to 6 N.m (50 in. lbs.).
15. Lower the vehicle on a hoist.

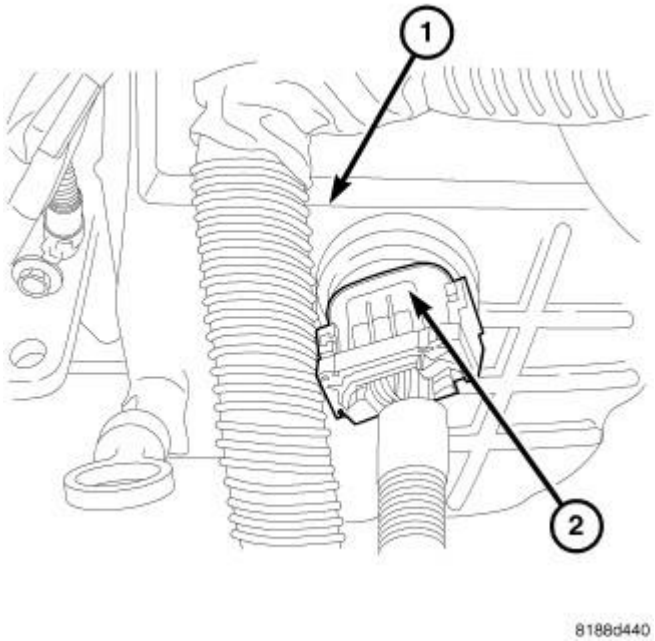


Fig. 618: Solenoid Connector At Transmission
Courtesy of CHRYSLER LLC

16. Install the solenoid pack connector (2) at valve body oil pan.
17. Raise the vehicle on the hoist.

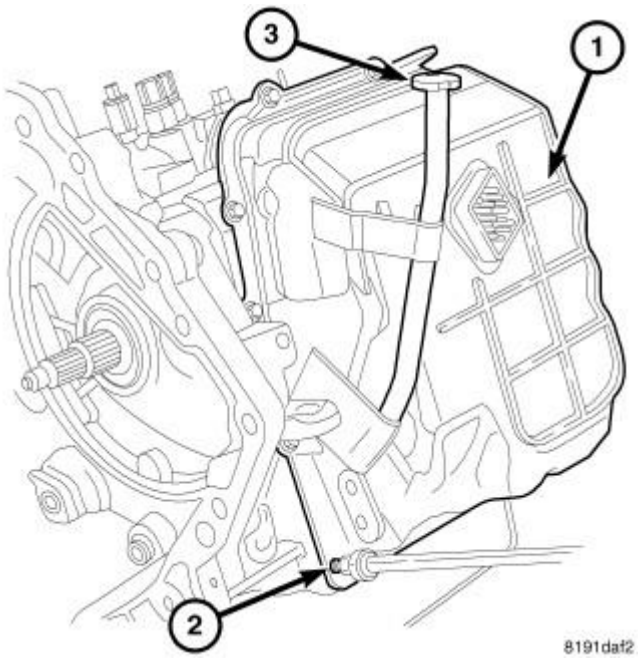
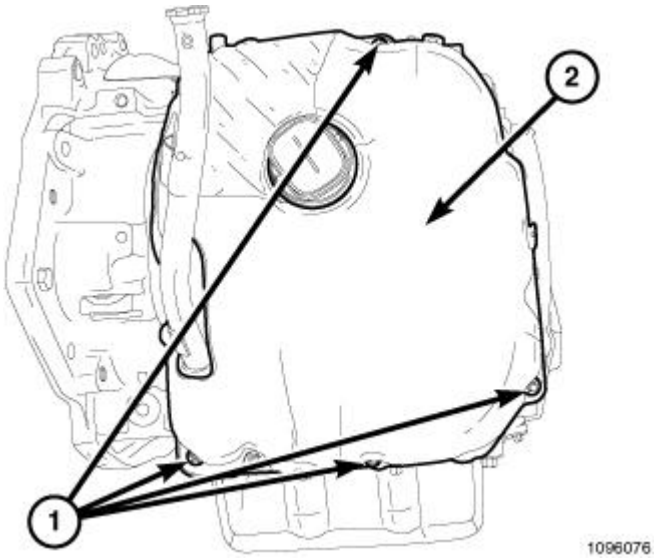
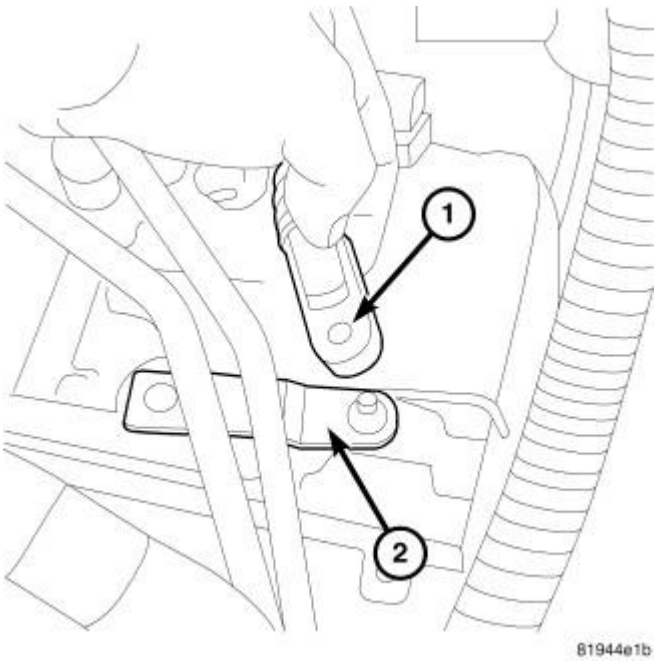


Fig. 619: Valve Body Oil Pan
Courtesy of CHRYSLER LLC

18. Install the lower valve body oil pan bolts and tighten to 6 N.m (50 in. lbs.).


2
1
1096076


1
2
81944e1b

INTRODUCTION

1st Printing
August, 2012

CHRYSLER, DODGE
62TE Transaxle

The new 62TE transaxle by the Chrysler Group is fitted behind a 3.5L V6 engine in the Avenger, Sebring and Sebring Convertibles (JS Body), the 4.0L V6 engines in Pacifica (CS Body) and the 3.3L, 3.8L, 4.0L Caravan and Grand Caravan vehicles. It has 6 forward speeds with a 7th forward gear used in a specific downshift sequence known as the “4th prime". Fourth prime ratio is 1.573:1 which is a ratio between third gear (2.284:1) and fourth gear (1:452:1). Refer to the Component Application Chart. Fourth prime is used for a smoother highway speed kick-down from sixth gear and to provide a better ratio for climbing grades under certain conditions.

This transaxle has another technical first for Chrysler in that this transaxle introduces the "double-swap" shifts on the 2-3, 3-2 and 4-2 shifts. This occurs when two components are turned off while two different components are turned on. This clutch to clutch syncronization takes place within 40-70 milliseconds, producing a very smooth shift.

To avoid a "Double-Swap" shift on a 6-4 downshift, the transaxle shifts into "4th Prime" instead of 4th gear, which requires only the OD clutch to be turned off and simultaneous application of the UD clutch. A freewheel device (sprag) is used to assist in smoother shifts with its nonsynchronous application and release properties. The sprag holds in first, third and fourth assisting in smoother 1-2, 2-1, 4-5 and 5-4 shifts.

We wish to thank Chrysler® for the information that has made this booklet possible.

No part of any ATSG publication may be reproduced, stored in any retrieval system or transmitted in any form or by any means, including but not limited to electronic, mechanical, photocopying, recording or otherwise, without ***written*** permission of Automatic Transmission Service Group. This includes all text illustrations, tables and charts.

The information and part numbers contained in this booklet have been carefully compiled from industry sources known for their reliability, but ATSG does not guarantee its accuracy.

Copyright © ATSG 2012

WAYNE COLONNA
PRESIDENT

DALE ENGLAND
FIELD SERVICE CONSULTANT

JIM DIAL
TECHNICAL CONSULTANT

PETER LUBAN
TECHNICAL CONSULTANT

ED KRUSE
TECHNICAL CONSULTANT

GERALD CAMPBELL
TECHNICAL CONSULTANT

GREGORY LIPNICK
TECHNICAL CONSULTANT

JON GLATSTEIN
TECHNICAL CONSULTANT

DAVID CHALKER
TECHNICAL CONSULTANT

GREG CATANZARO
TECHNICAL CONSULTANT

JERRY GOTT
TECHNICAL CONSULTANT

AUTOMATIC TRANSMISSION SERVICE GROUP
18635 S.W. 107 AVENUE
CUTLER BAY, FLORIDA 33157
(305) 670-4161

INDEX

GENERAL DESCRIPTION AND VEHICLE APPLICATION CHART 3
COMPONENT LOCATION AND IDENTIFICATION 4
COMPONENT APPLICATION CHART 5
IDENTIFICATION TAG, FLUID REQUIREMENT, FLUID FILL INFO 6
EXTERNAL ELECTRONIC COMPONENT OPERATION 8
TYPICAL WIRE SCHEMATIC 12
CASE CONNECTOR TERMINAL IDENTIFICATION AND FUNCTION 13
CONTROL MODULE LOCATIONS 14
CONTROL MODULE CONNECTOR INFORMATION 15
INTERNAL ELECTRONIC COMPONENT OPERATION 18
SOLENOID, SWITCH, & COMPONENT APPLICATION CHART 19
SOLENOID RESISTANCE CHART 20
TRANSAXLE RANGE SWITCH/SENSOR OPERATION 21
CHECKING LINE PRESSURE & SPECIFICATIONS 23
DIAGNOSTIC TROUBLE CODES 24
CHECK BALL LOCATIONS AND AIR TESTING 27
OIL PASSAGE IDENTIFICATION 28
EMCC (TCC) CONVERTER OPERATION 31
TRANSAXLE DISASSEMBLY 32
COMPONENT REBUILD
- *TRANSAXLE CASE & DIFFERENTIAL ASSEMBLY* 56
- *OUTPUT PLANETARY CARRIER ASSEMBLY* 67
- *UNDERDRIVE COMPOUNDER SECTION ASSEMBLY* 69
- *LOW SPRAG ASSEMBLY* 76
- *LOW SPRAG FREEWHEEL OPERATION* 78
- *INPUT HOUSING ASSEMBLY* 92
- *OIL PUMP ASSEMBLY* 104
- *VALVE BODY ASSEMBLY* 108

FINAL TRANSAXLE ASSEMBLY 119
SET COMPOUNDER SECTION END-PLAY 120
SET TRANSAXLE END-PLAY 132
THRUST BEARING AND WASHER IDENTIFICATION AND LOCATION 148
TORQUE AND CLEARANCE SPECIFICATIONS 151
SPECIAL TOOLS 152
NON-REMOVEABLE CHECK BALLS, PRESSURE TAPS ELIMINATED 156

AUTOMATIC TRANSMISSION SERVICE GROUP
18635 S.W. 107 AVENUE
CUTLER BAY, FLORIDA 33157
(305) 670-4161
Copyright © ATSG 2012

GENERAL DESCRIPTION

The new 62TE transaxle by the Chrysler Group is fitted behind a wide variety of engine sizes and across various vehicle lines, as shown in Figure 1. The 62TE replaces the 41TE but retained a large percentage of parts from the 4 speed design so many of the internal parts will be very familiar.

The new 62TE consists of a main centerline that includes two planetary gear sets, 2 brake clutch packs (L/R and 2/4), 3 driving clutch packs in the input housing (UD/OD/Rev), and in the same arrangement as the 41TE transaxle. Refer to Figure 2.

The addition of the underdrive centerline, which replaces the previous pinion shaft, consists of one planetary gear set, two clutch packs (Direct & Low) and a freewheel (Sprag), tied together via the transfer gears and creates the ability to achieve the seven forward ratios of the 62TE. Refer to Figure 2. The freewheel (Sprag) was considered necessary for control of "double-swap" shifts, which was required to achieve seven forward ratios. In a "double-swap" shift, four shift elements must be coordinated from the initiation to the completion of the shift. In a customary upshift or downshift only two elements are involved, one applying and one releasing.

The 62TE has 6 forward speeds with a 7th forward gear used in a specific downshift sequence known as "4th prime". Fourth prime ratio is 1.573:1 which is a ratio between third gear (2.284:1) and fourth gear (1:452:1). Refer to the Component Application Chart shown in Figure 3. Fourth prime is used for a smoother highway speed kick-down from sixth gear to fourth gear to provide a better ratio for climbing grades under certain conditions.

This transaxle has another technical first for Chrysler in that this transaxle introduces the "double-swap" shifts on the 2-3, 3-2 and 4-2 shifts. This occurs when two components are released while two different components are applied. This clutch to clutch syncronization takes place within 40-70 milliseconds with the help of the freewheel (sprag), producing a very smooth shift.

To avoid a "Double-Swap" shift on a 6-4 downshift, the transaxle shifts into "4th Prime" instead of 4th gear, which requires only the OD clutch to be released and simultaneous application of the UD clutch. A freewheel device (sprag) is used to assist in smoother shifts with its nonsynchronous application and release properties. The sprag holds in first, third and fourth assisting in a smoother 1-2, 2-1, 4-5 and 5-4 shifts.

In all gears, except normal operation of 1st gear above a predetermined vehicle speed, three friction elements are always applied to retain engine braking.

In normal 1st gear operation, the Low Clutch is applied for launch and released after 150 RPM of output speed is reached. Refer to the Component Application Chart in Figure 3.

A third speed sensor was required on the underdrive centerline for shift control.

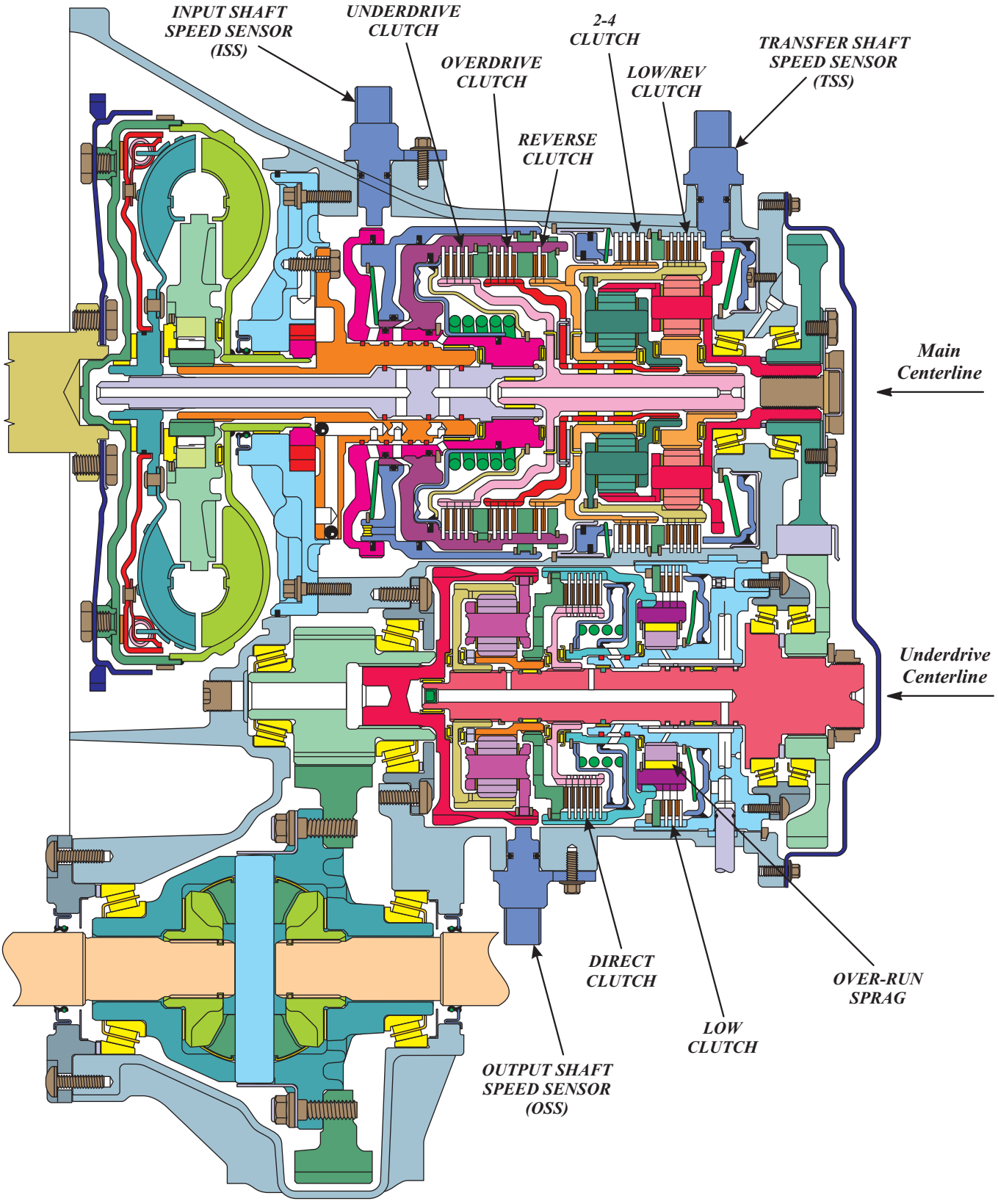
VEHICLE APPLICATION CHART

VEHICLE	YEAR	ENGINE	COUNTRY	TRANSAXLE
CHRYSLER, SEBRING	*2006-10*	*2.4L, 2.5L (L4)*	*USA,*	*62TE*
SEBRING CONVERTIBLE	*2006-10*	*2.7L, 3.5L (V6)*	*USA, CAN,*	*62TE*
CHRYSLER, VOYAGER	*2007-08*	*2.8L (L4)*	*USA,*	*62TE*
TOWN & COUNTRY	*2007-11*	*3.6L, 3.8L, 4.0L (V6)*	*USA, CAN,*	*62TE*
CHRYSLER, PACIFICA	*2007-08*	*4.0L (V6)*	*USA, CAN,*	*62TE*
DODGE, AVENGER	*2007-10*	*2.4L, (L4), 2.7L, 3.5L (V6)*	*USA,*	*62TE*
DODGE, CARAVAN	*2007-11*	*3.3L, 3.6L, 3.8L, 4.0L (V6)*	*USA, CAN,*	*62TE*
DODGE, GRAND CARAVAN	*2007-11*	*3.3L, 3.6L, 3.8L, 4.0L (V6)*	*USA, CAN,*	*62TE*
DODGE, JOURNEY	*2009-11*	*2.7L, 3.5L, 3.6L (V6)*	*MEX,*	*62TE*
VW, ROUTAN	*2009-11*	*3.8L, 4.0L (V6)*	*USA, CAN,*	*62TE*

Copyright © 2012 ATSG

Figure 1

COMPONENT LOCATION AND IDENTIFICATION



Copyright © 2012 ATSG

Figure 2

COMPONENT APPLICATION CHART

Gear	Underdrive Clutch	2-4 Clutch	Overdrive Clutch	Reverse Clutch	Low-Rev Clutch	Low Clutch	Direct Clutch	Over-run Sprag	Ratio
Reverse				ON	ON	ON			3.215
1st Gear	ON				ON	ON**		Hold	4.127
2nd Gear	ON				ON		ON		2.842
3rd Gear	ON	ON				ON*		Hold	2.284
4th Prime	ON	ON					ON		1.573
4th Gear	ON		ON			ON*		Hold	1.452
5th Gear	ON		ON				ON		1.000
6th Gear		ON	ON				ON		0.689

Note: 3rd Gear is used for "Limp-in Mode".
Note: 4th Prime is used on a 6-4 downshift only to avoid "Double Swap" shift.
*Note: * = Effective on coast only for engine braking.*
*Note: ** = In OD 1st gear, ON at launch, Off at 150 RPM output speed. Always ON in Manual Low.*

Copyright © 2012 ATSG

Figure 3

DESCRIPTION OF OPERATION AND POWERFLOW

Powerflow through the 62TE transaxle is similar to the 41TE transaxle. This is due to the addition of the new underdrive compounder assembly, as shown in Figure 2, and the new TCM strategy required to achieve the new ratios. The 62TE retains all of the 41TE ratios, as shown in the Component Application Chart above and adds the new ratios, which are achieved by multiplying main centerline ratios by the underdrive compounder carrier ratio of 1.452. In total, the 62TE provides seven forward ratios and one reverse.

The underdrive compounder assembly has basically two modes of operation, direct and reduction. Direct provides the original 41TE ratios, and reduction provides the four new ratios added in the 62TE.

Notice in the Component Application Chart above, the 2-3, 3-2, and 4-2 shifts require a "Double-Swap" shift. This occurs when two components are released while two different components are applied. This clutch to clutch syncronization takes place within 40-70 milliseconds, producing a smooth shift.

To avoid a "Double-Swap" shift on a 6-4 downshift, the transaxle shifts into "4th Prime" instead of 4th gear, which requires only the OD clutch to be released and simultaneous application of the UD clutch.

In normal 1st gear operation, the Low Clutch is applied for launch and released after 150 RPM of output speed is reached. Refer to the Component Application Chart in Figure 3.

IDENTIFICATION TAG LOCATION

The "Bar Code Label" is located on the top of the transaxle case, as shown in Figure 4, and contains useful information such as, transaxle part number, date of manufacture, serial number, etc.

If the label is not legible, transaxle identification numbers are also etched into the case next to the transfer gear cover, in the location shown in Figure 4.

Always refer to this information when replacement parts are required.

FLUID FILL AND FLUID REQUIREMENTS

Vehicles manufactured by Chrysler and equipped with the 62TE transaxle do not come equipped with a dipstick. There will be a locking cap, equipped with an "O" ring seal, found in the top of the filler tube, as shown in Figure 5.

The dipstick is considered a tool and must be purchased seperately under Miller Tool No. 9336A, as shown in Figure 5.

Refer to Figure 5 for information on checking transmission fluid levels.

The 62TE Transaxle ***requires*** Mopar® "ATF+4" fluid.

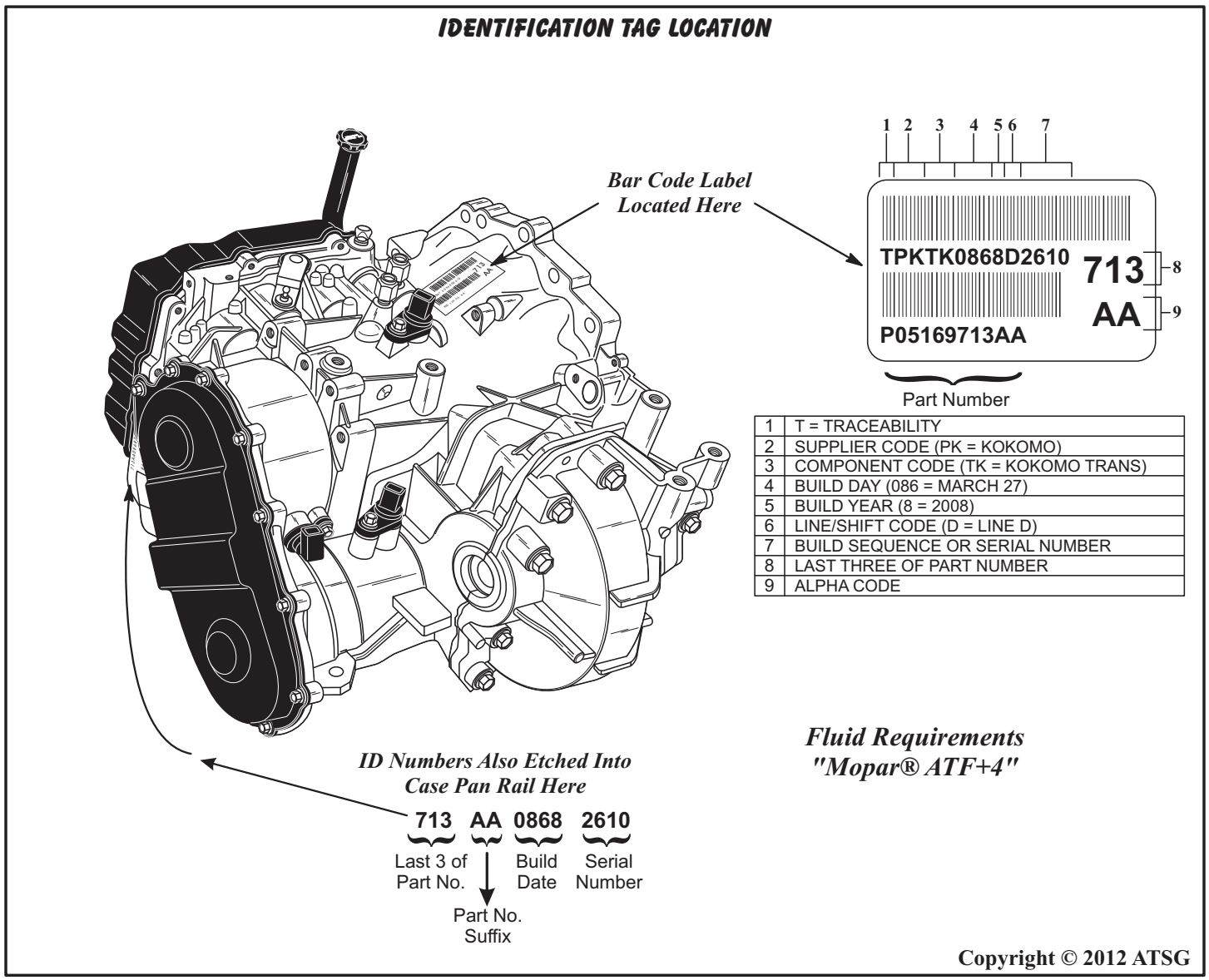
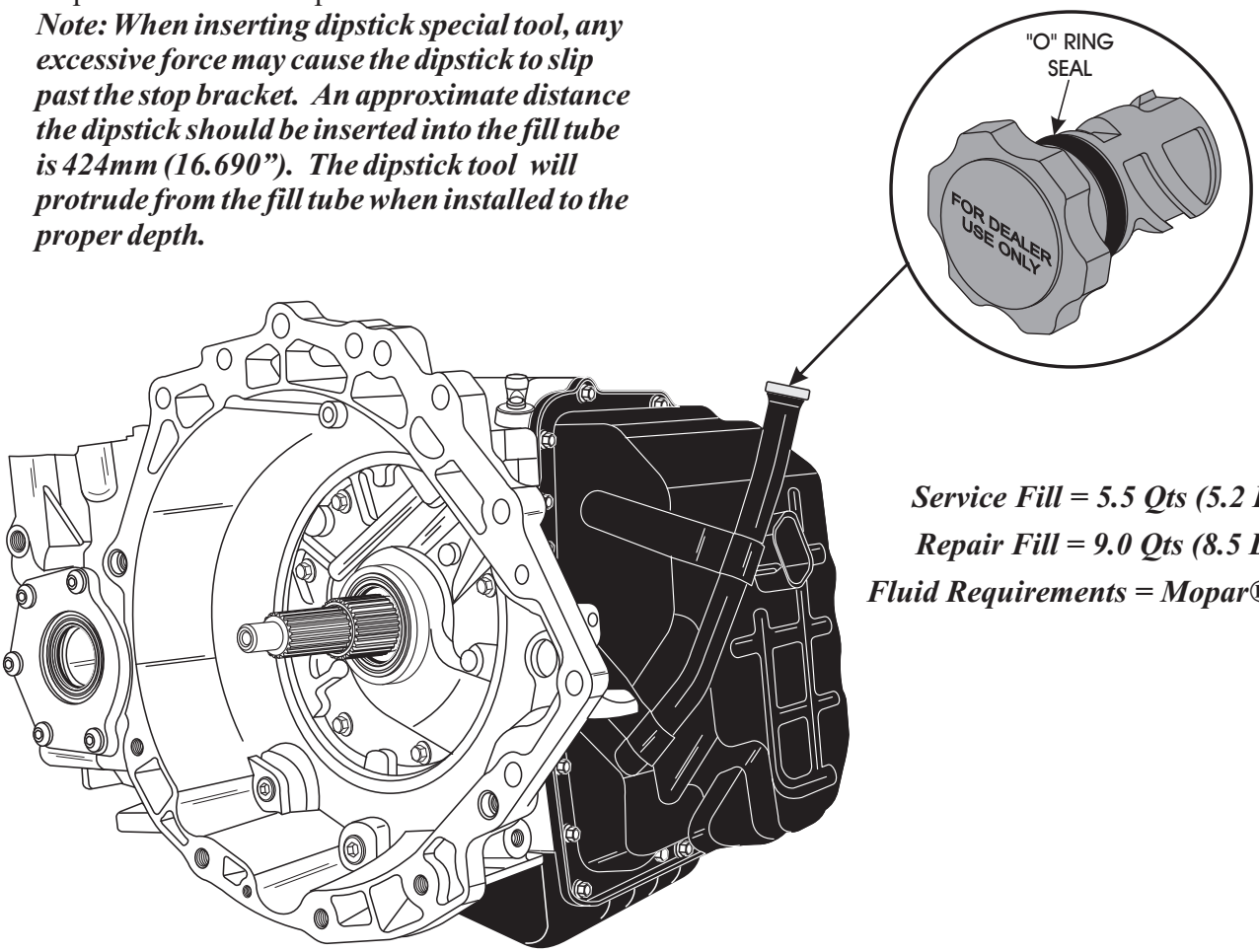


Figure 4

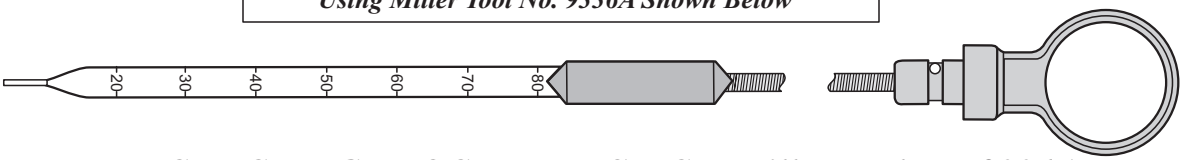
FLUID CHECKING PROCEDURE

1. The vehicle must be parked on a level surface.
2. Apply the service (emergency) brake.
3. Shift through the transaxle modes several times with the vehicle stationary and the engine at idle. Wait at least 2 minutes and check the fluid level with the engine running in Park.
4. Remove the dipstick tube cap.
5. Install the ***required*** Miller Tool No. 9336A into the fill tube until the dipstick tip contacts dipstick stop bracket in bottom pan.
   Note: When inserting dipstick special tool, any excessive force may cause the dipstick to slip past the stop bracket. An approximate distance the dipstick should be inserted into the fill tube is 424mm (16.690"). The dipstick tool will protrude from the fill tube when installed to the proper depth.
6. Add or remove fluid as necessary and recheck the fluid level using chart shown below and Miller tool 9336A.
   Note: Fluid temperature can be checked using proper scan tool.
7. The 62TE transaxle uses Mopar® ATF+4 fluid.
8. Once the fluid level is correct, install the dipstick tube cap.



Service Fill = 5.5 Qts (5.2 Litre)
Repair Fill = 9.0 Qts (8.5 Litre)
Fluid Requirements = Mopar® ATF+4

Fluid Temperature	*Minimum*	*Maximum*
77°F (25°C)	*25mm*	*38mm*
138°F (59°C)	*29mm*	*42mm*
191°F (88°C)	*34mm*	*46mm*
Using Miller Tool No. 9336A Shown Below		



FLUID CHECKING PROCEDURE STICK, Miller Tool No. 9336A

Copyright © 2012 ATSG

Figure 5

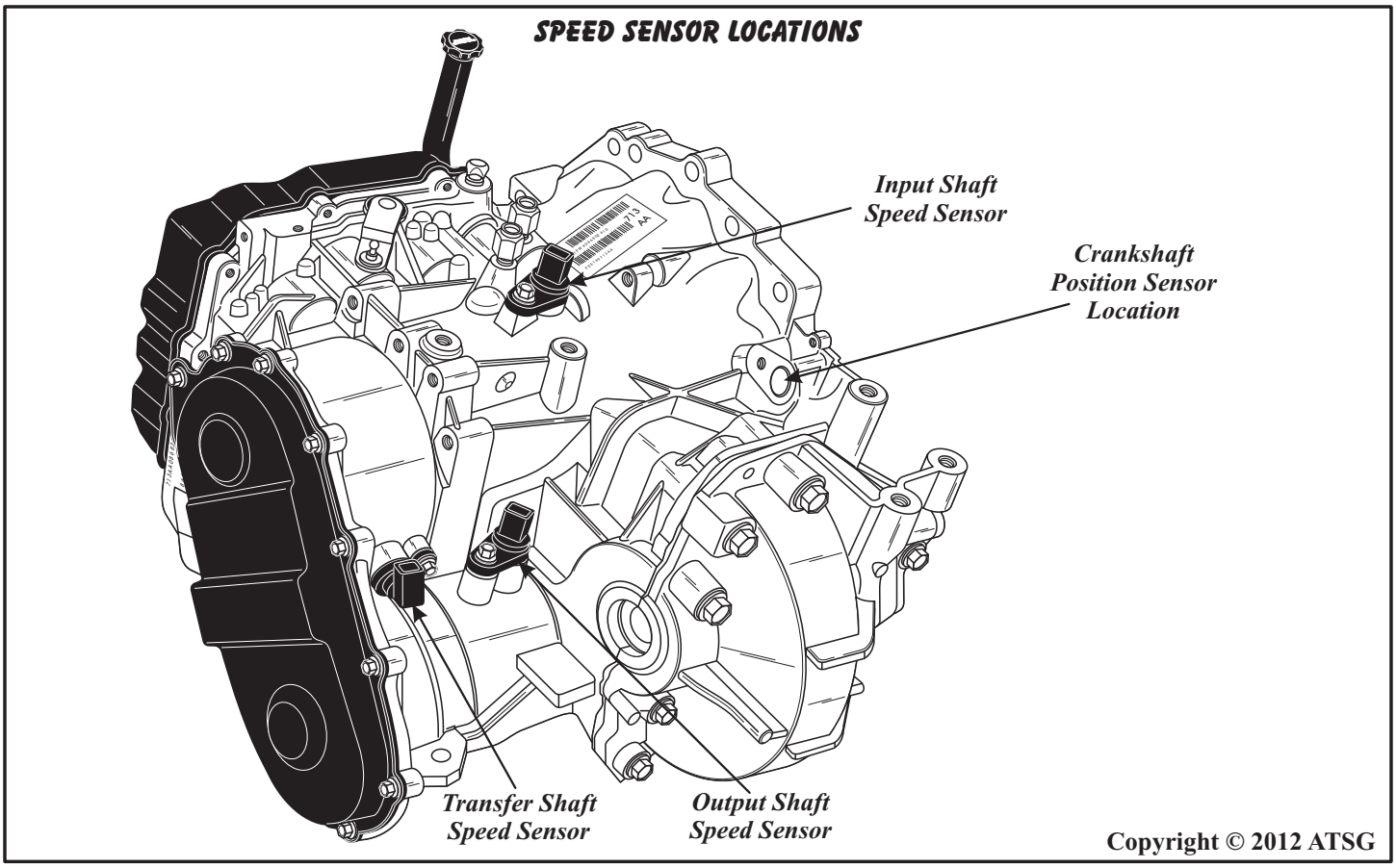


Figure 6

EXTERNAL ELECTRONIC COMPONENTS

SPEED SENSORS

The speed sensors are no longer threaded into the case, but are similar to those used in the RFE and RLE series transmissions. Each of them are held in place with one bolt and an "O" ring seals the sensor to the case bore. The 62TE is equipped with three speed sensors and their new locations are shown in Figure 6.

With a total of three speed sensors, the 62TE can monitor three different ratios. One is the ratio check of the Input Shaft Speed Sensor (Nt) versus the Output Shaft Speed Sensor (No). This measures the overall transmission ratio.

A second ratio check is made between the Input Shaft Speed Sensor (Nt) and the Transfer Shaft Speed Sensor (Nc), which checks the main transmission centerline ratio.

A third ratio check is made between the Transfer Shaft Speed Sensor (Nc) and the Output Shaft Speed Sensor (No), which checks the underdrive centerline ratio.

The control logic is to continuously check the three ratios while in gear. Should any of the three ratios fall outside of the programmed parameters, due to clutch slippage or clutch failure for a given period of time, the transmission is intelligently put into 3rd gear failsafe.

Input Shaft Speed Sensor (ISS)

The Input Speed Sensor (ISS) has been relocated to the top of the case, as shown in Figure 6, and continues to read turbine speed from the input clutch housing. The ISS is no longer threaded into the case but is held in place with one bolt and an "O" ring seals the sensor body to the transaxle case bore, as shown in Figure 7. The ISS is a two wire magnetic pickup device that generates AC signals as rotation of the input clutch housing occurs.

Continued on Page 9

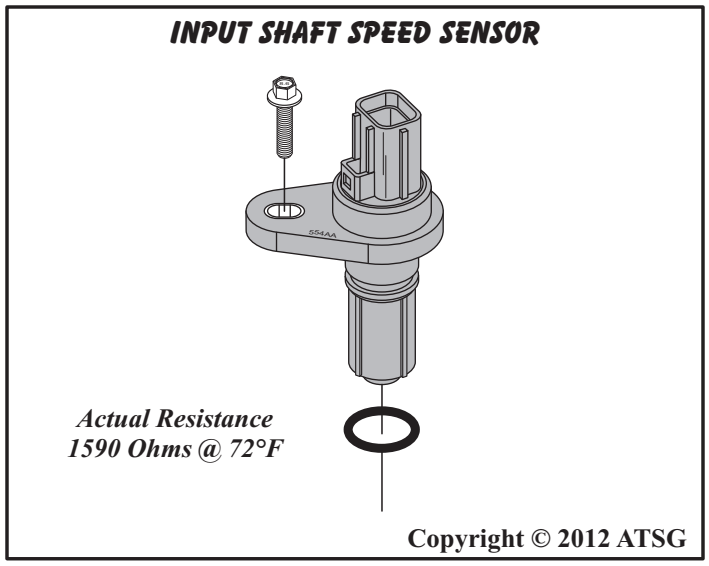


Figure 7

Transfer Shaft Speed Sensor (TSS)

The Transfer Shaft Speed Sensor (TSS) has been relocated to the side of the case, as shown in Figure 6, and continues to read transfer shaft speed from the rear planetary carrier/front ring gear assembly. The TSS is held in place with one bolt and an "O" ring seals the sensor body to the transaxle case bore, as shown in Figure 8. The TSS is a two wire magnetic pickup device that generates AC signals as rotation of the rear planetary carrier occurs.

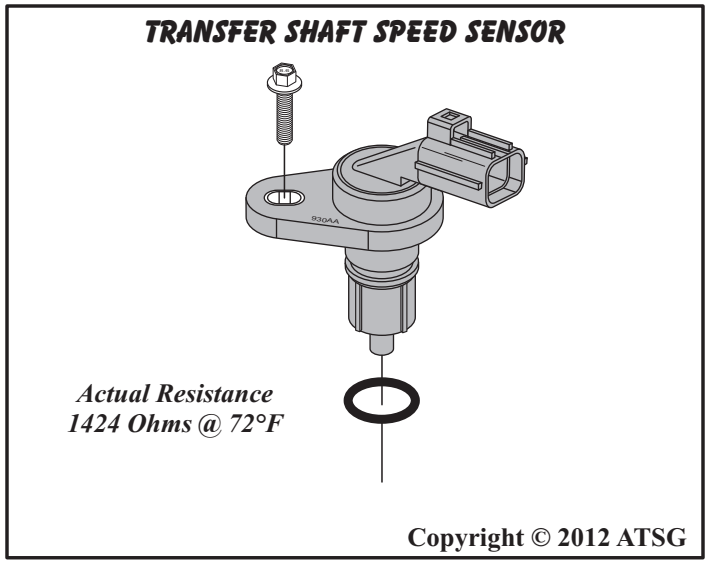


Figure 8

Output Shaft Speed Sensor (OSS)

The Output Speed Sensor (OSS) has been relocated to the underdrive centerline side of the case, as shown in Figure 6, and reads output shaft speed from the output planetary carrier assembly. The OSS is held in place with one bolt and an "O" ring seals the sensor body to the transaxle case bore, as shown in Figure 9. The OSS is a two wire magnetic pickup device that generates AC signals as rotation of the output planetary carrier occurs.

Speed sensor harness connectors and wire colors for a 2009 Grand Caravan, 3.8L, are shown in Figure 10.

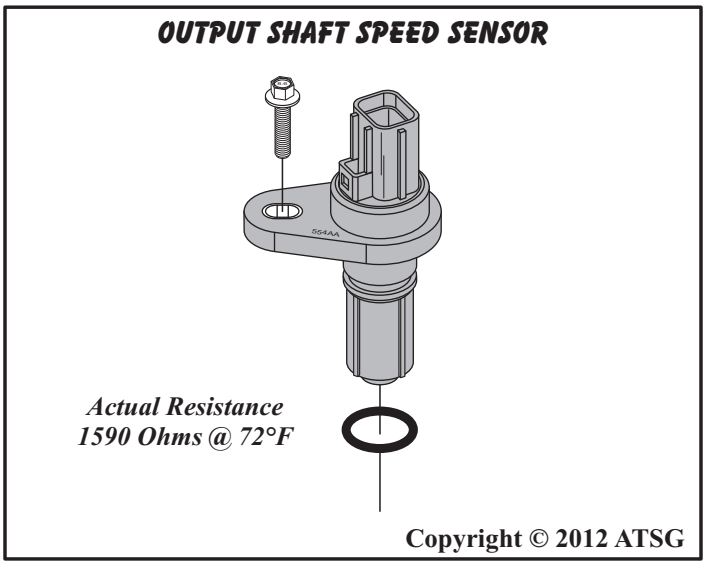


Figure 9

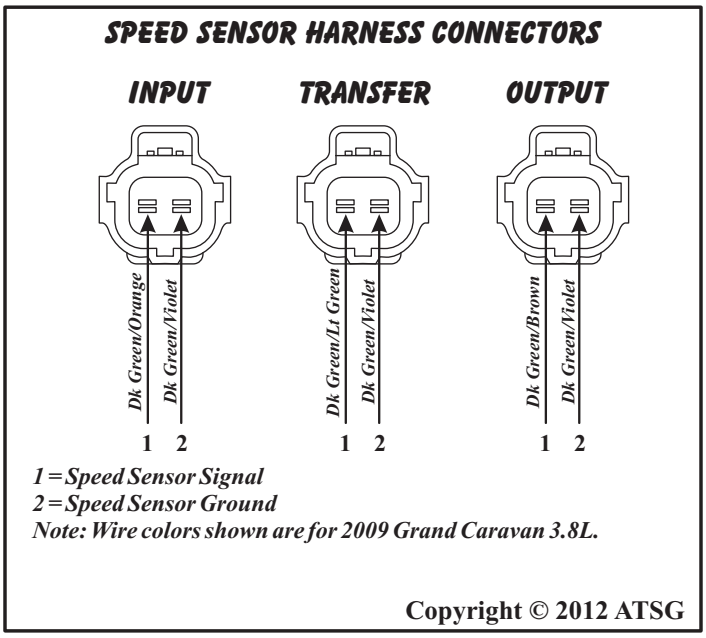


Figure 10

EXTERNAL ELECTRONIC COMPONENTS (CONT'D)

Transmission Control Relay

The Transmission Control Relay is located in the Totally Integrated Power Module (TIPM), as shown in Figure 11, and receives a ground signal from terminal (C4) 18 at the PCM/NGC to close the relay. Refer to the wiring schematic in Figure 14.

LIMP-IN MODE OPERATION

The PCM has the ability to monitor all transaxle related electrical components and if it detects a problem, takes appropriate action, and most of the time results in the PCM setting a Diagnostic Trouble Code (DTC). Whether this results in MIL illumination, or Limp-in Mode operation, depends on the type of DTC that was set.

If the PCM determines that transaxle damage may result from the DTC type that was set, the PCM will shut off the ground signal to the transaxle control relay which will shut off all power to the transaxle and the vehicle will be in Limp-in Mode Operation.

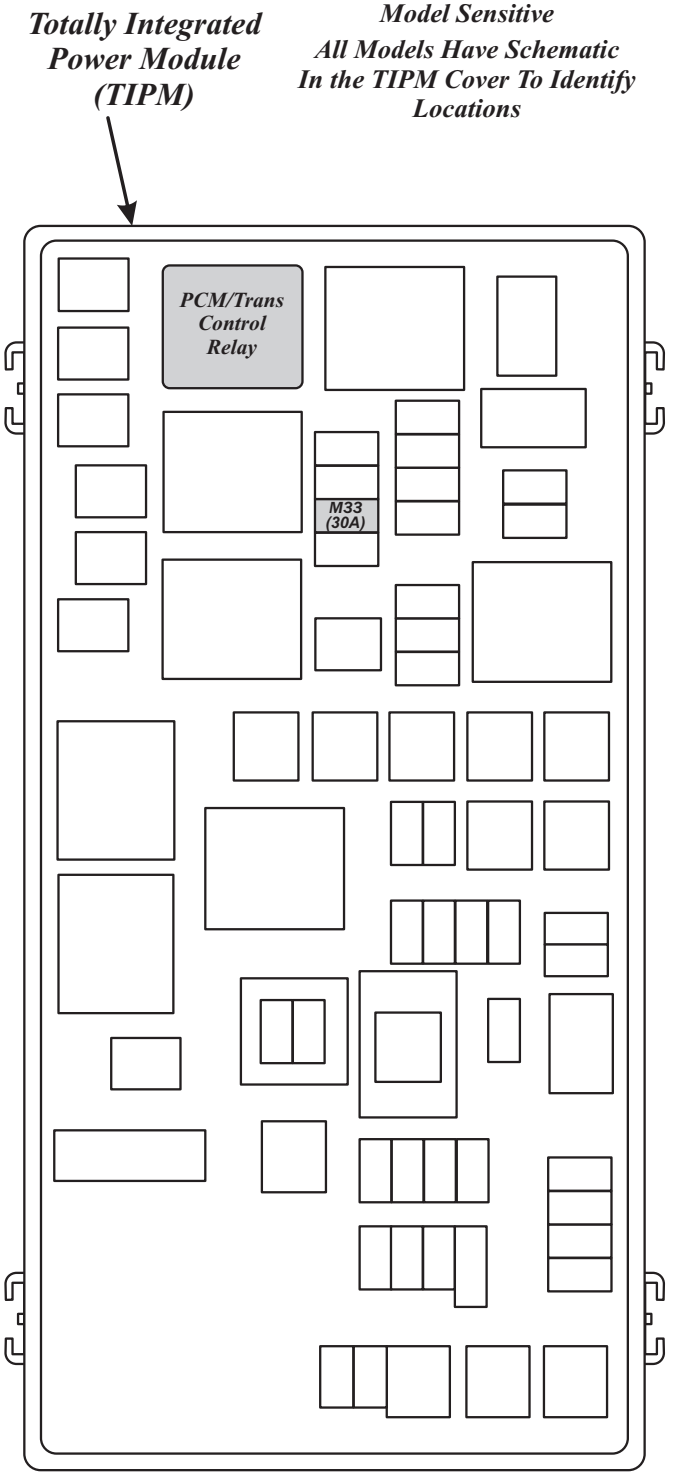
When in Limp-in Mode Operation, with the shift lever in the "Drive" position the transmission will be in 3rd gear. The Underdrive and 2/4 Solenoids are "Normally Applied" solenoids while the remaining clutch control solenoids are "Normally Vented". As a result of this, when the electrical system shuts down, failsafe or limp-in mode is 3rd gear.

The hydraulic control system design, without any electronic assist, provides the 62TE transaxle with PARK, REVERSE, NEUTRAL, and THIRD gears based solely on driver selection. This design allows the vehicle to be driven in "limp-in" mode (3rd gear) in the event of a total electronic control system failure, or a situation that the PCM recognizes as potentially damaging to the transaxle (DTC Stored).

ADAPTIVE LEARNING

The 62TE transaxle uses an "Adaptive Learning" feature which allows the PCM to modify the clutch apply rate to maintain consistant shift quality. This is done based on the amount of wear on the friction elements. The PCM then adjusts the duty cycle of the shift solenoids to achieve the smoothest possible upshifts and downshifts.

TYPICAL CONTROL RELAY LOCATION



Copyright © 2012 ATSG

Figure 11

EXTERNAL ELECTRONIC COMPONENTS (CONT'D)

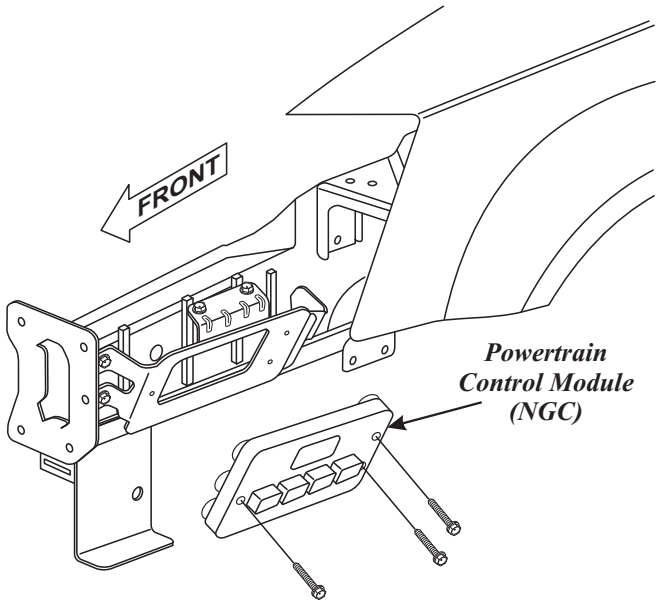
Transmission Control Module (TCM)

Vehicles equipped with the 62TE transaxle use a Powertrain Control Module (PCM) housed in the New Generation Controller (NGC) utilizing the C1, C2, C3 and C4 connectors for transaxle functions. The PCM/NGC controls ***all*** of the transaxle functions. The controller locations vary depending on vehicle model, as shown in Figure 13. Location for the Van models is illustrated in Figure 12.

The electronic components of the 62TE transaxle consist of various sensors and switches as input information to the PCM, that the PCM uses to determine the appropriate gear ratio and shift schedule points. There is also the associated wiring, fuses, relays, connectors, splices and grounds for the transaxle to function as designed. A typical transmission wiring schematic has been provided for you in Figure 14.

The final output from the PCM is to the six shift solenoids, line pressure control solenoid and the EMCC (Converter Clutch) solenoid located in the Solenoid Body/Transaxle Range Sensor assembly and bolted on the valve body as shown in Figure 21. The solenoids in this transmission are unique in that some are normally vented and some are normally applied and this is also illustrated in Figure 22. The PCM also communicates with other control modules via data comunication lines. The New Generation Controller (NGC) modules currently use CAN C bus.

VAN MODELS



Copyright © 2012 ATSG

Figure 12

POWERTRAIN CONTROL MODULE (NGC) LOCATIONS

VEHICLE	LOCATION
CHRYSLER, SEBRING	*Mounted on Firewall, Left Rear of Engine Compartment*
SEBRING CONVERTIBLE	*Mounted on Firewall, Left Rear of Engine Compartment*
CHRYSLER, VOYAGER	*Behind Left Front Fender Splash Shield*
TOWN & COUNTRY	*Behind Left Front Fender Splash Shield*
CHRYSLER, PACIFICA	*Behind Left Front Fender Splash Shield*
DODGE, AVENGER	*Mounted on Firewall, Left Rear of Engine Compartment*
DODGE, CARAVAN	*Behind Left Front Fender Splash Shield*
DODGE, GRAND CARAVAN	*Behind Left Front Fender Splash Shield*
DODGE, JOURNEY	*Behind Left Front Fender Splash Shield*

(Locations known at time of this printing)

Copyright © 2012 ATSG

Figure 13

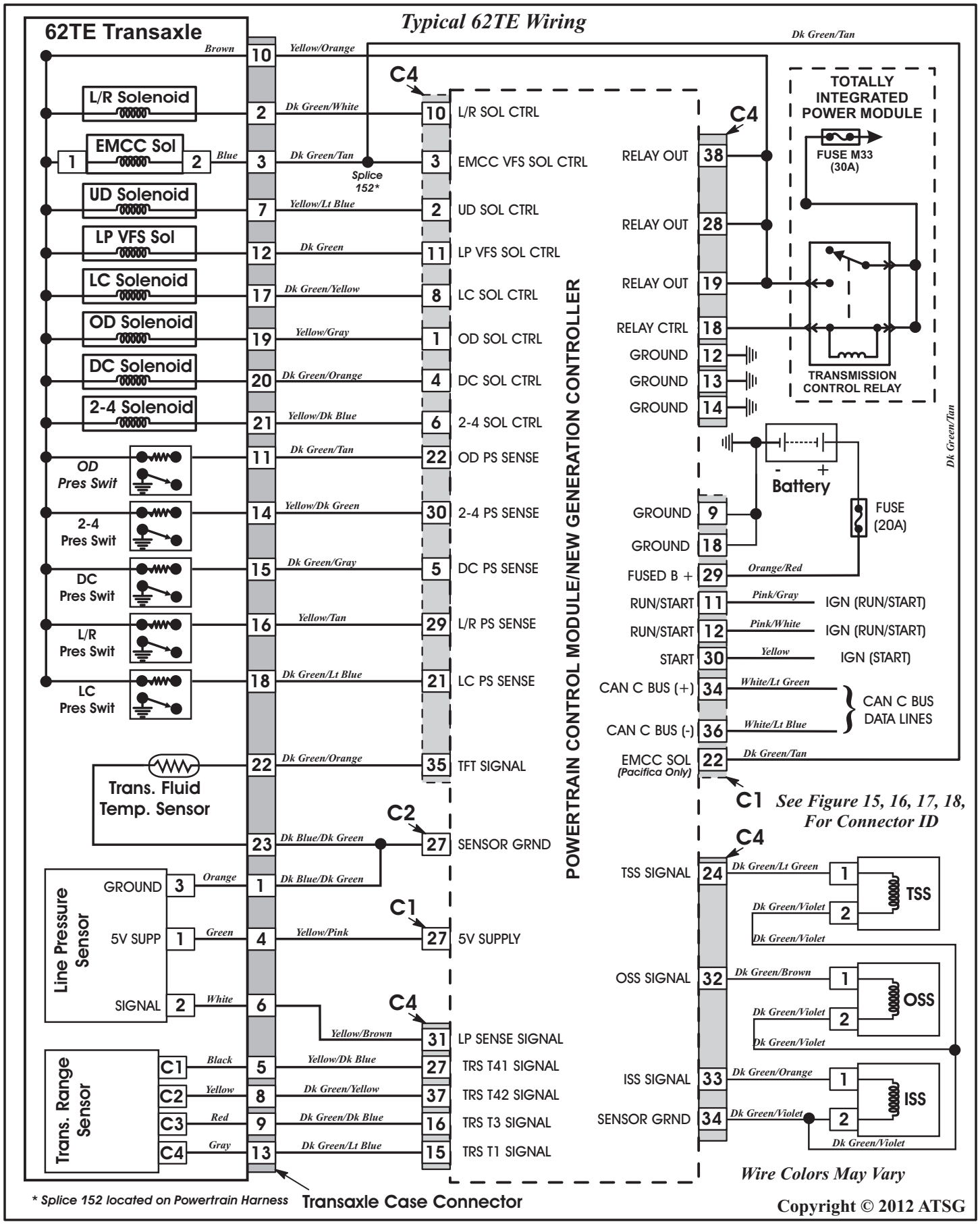
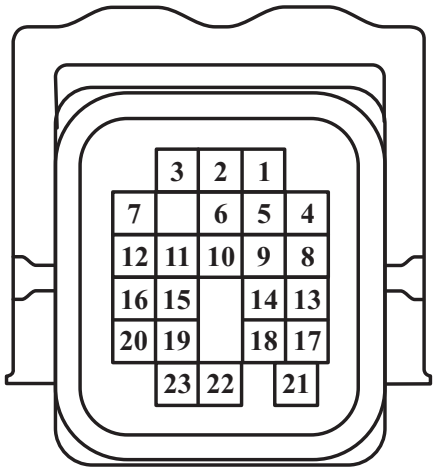
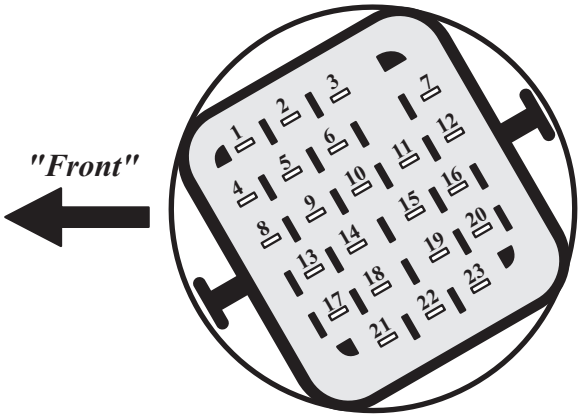

Typical 62TE Wiring
62TE Transaxle
L/R Solenoid
EMCC Sol
UD Solenoid
LP VFS Sol
LC Solenoid
OD Solenoid
DC Solenoid
2-4 Solenoid
OD Pres Swit
2-4 Pres Swit
DC Pres Swit
L/R Pres Swit
LC Pres Swit
Trans. Fluid Temp. Sensor
Line Pressure Sensor
GROUND
5V SUPP
SIGNAL
Trans. Range Sensor
C1
C2
C3
C4
Brown
Blue
Black
Yellow
Red
Gray
Orange
Green
White
10 Yellow/Orange
2 Dk Green/White
3 Dk Green/Tan
7 Yellow/Lt Blue
12 Dk Green
17 Dk Green/Yellow
19 Yellow/Gray
20 Dk Green/Orange
21 Yellow/Dk Blue
11 Dk Green/Tan
14 Yellow/Dk Green
15 Dk Green/Gray
16 Yellow/Tan
18 Dk Green/Lt Blue
22 Dk Green/Orange
23 Dk Blue/Dk Green
1 Dk Blue/Dk Green
4 Yellow/Pink
6
Yellow/Brown
5 Yellow/Dk Blue
8 Dk Green/Yellow
9 Dk Green/Dk Blue
13 Dk Green/Lt Blue
Splice 152*
C4
10 L/R SOL CTRL
3 EMCC VFS SOL CTRL
2 UD SOL CTRL
11 LP VFS SOL CTRL
8 LC SOL CTRL
1 OD SOL CTRL
4 DC SOL CTRL
6 2-4 SOL CTRL
22 OD PS SENSE
30 2-4 PS SENSE
5 DC PS SENSE
29 L/R PS SENSE
21 LC PS SENSE
35 TFT SIGNAL
C2
27 SENSOR GRND
C1
27 5V SUPPLY
C4
31 LP SENSE SIGNAL
27 TRS T41 SIGNAL
37 TRS T42 SIGNAL
16 TRS T3 SIGNAL
15 TRS T1 SIGNAL
POWERTRAIN CONTROL MODULE/NEW GENERATION CONTROLLER
C4
RELAY OUT 38
RELAY OUT 28
RELAY OUT 19
RELAY CTRL 18
GROUND 12
GROUND 13
GROUND 14
TOTALLY INTEGRATED POWER MODULE
FUSE M33 (30A)
TRANSMISSION CONTROL RELAY
Dk Green/Tan
Battery
GROUND 9
GROUND 18
FUSED B + 29
Orange/Red
FUSE (20A)
RUN/START 11 Pink/Gray IGN (RUN/START)
RUN/START 12 Pink/White IGN (RUN/START)
START 30 Yellow IGN (START)
CAN C BUS (+) 34 White/Lt Green
CAN C BUS (-) 36 White/Lt Blue
CAN C BUS DATA LINES
EMCC SOL (Pacifica Only) 22 Dk Green/Tan
C1
See Figure 15, 16, 17, 18, For Connector ID
C4
TSS SIGNAL 24 Dk Green/Lt Green
Dk Green/Violet
Dk Green/Violet
TSS
OSS SIGNAL 32 Dk Green/Brown
Dk Green/Violet
Dk Green/Violet
OSS
ISS SIGNAL 33 Dk Green/Orange
SENSOR GRND 34 Dk Green/Violet
Dk Green/Violet
ISS
Wire Colors May Vary
* Splice 152 located on Powertrain Harness
Transaxle Case Connector
Copyright © 2012 ATSG

Figure 14

23-WAY CASE CONNECTOR PIN CAVITY IDENTIFICATION AND FUNCTION



Vehicle Harness Connector (Face View)



Transmission Case Connector (Face View)

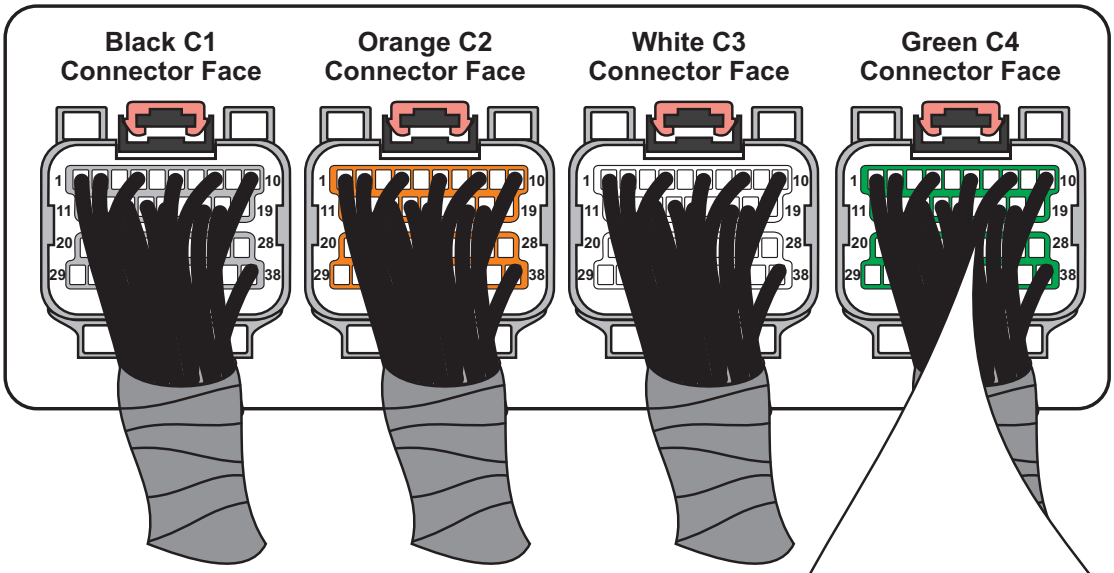
PIN CAVITY	EXTERNAL WIRE COLOR	FUNCTION
1	Dk Blue/Dk Green	Line Pressure Sensor Ground
2	Dk Green/White	Low/Reverse Clutch Solenoid Control
3	Dk Green/Tan	EMCC Solenoid Control
4	Yellow/Pink	Line Pressure Sensor 5V Supply Voltage
5	Yellow/Dk Blue	Transmission Range Sensor T41 (C1) Signal (P/N)
6	Yellow/Brown	Line Pressure Sensor Signal to PCM
7	Yellow/Lt Blue	Underdrive Clutch Solenoid Control
8	Dk Green/Yellow	Transmission Range Sensor T42 (C2) Signal
9	Dk Green/Dk Blue	Transmission Range Sensor T3 (C3) Signal
10	Yellow/Orange	Transmission Control Relay Output Voltage
11	Dk Green/Tan	Overdrive Clutch Pressure Switch Signal
12	Dk Green	Line Pressure VFS Solenoid Control
13	Dk Green/Lt Blue	Transmission Range Sensor T1 (C4) Signal
14	Yellow/Dk Green	2/4 Clutch Pressure Switch Signal
15	Dk Green/Gray	Direct Clutch Pressure Switch Signal
16	Yellow/Tan	Low/Reverse Clutch Pressure Switch Signal
17	Dk Green/Yellow	Low Clutch Solenoid Control
18	Dk Green/Lt Blue	Low Clutch Pressure Switch Signal
19	Yellow/Gray	Overdrive Clutch Solenoid Control
20	Dk Green/Orange	Direct Clutch Solenoid Control
21	Dk Blue/Yellow	2/4 Clutch Solenoid Control
22	Dk Green/Orange	Transmission Oil Temperature Sensor Signal
23	Dk Blue/Dk Green	Transmission Oil Temperature Sensor Ground

Wire Colors May Vary

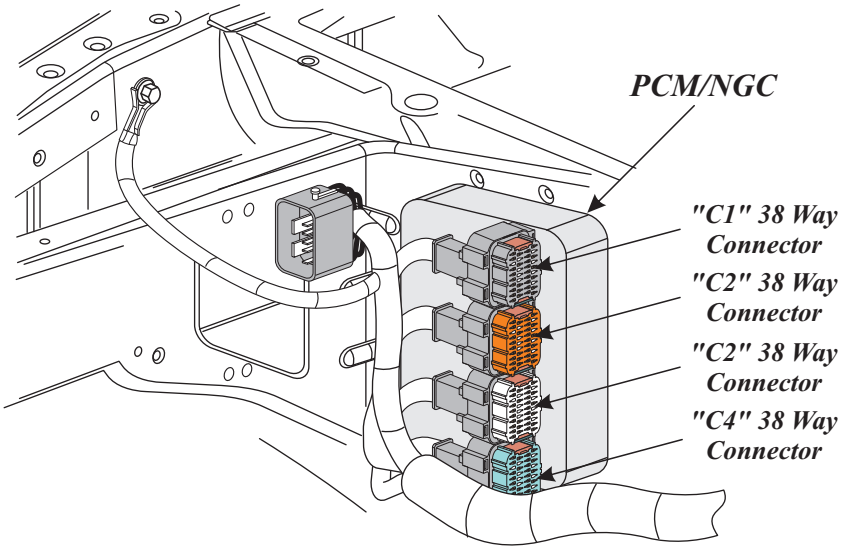
Copyright © 2012 ATSG

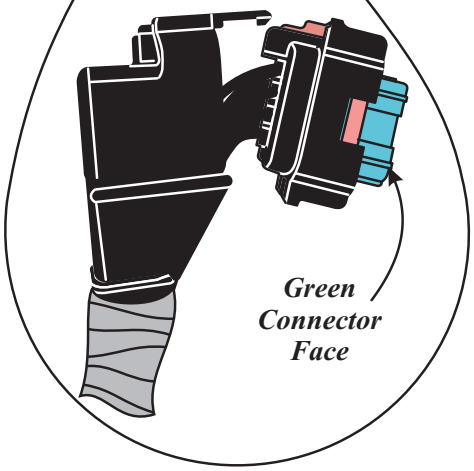
Figure 15

62TE PCM/NGC CONNECTOR IDENTIFICATION



C1 and C4 Connectors are used for most Trans Circuits





POWERTRAIN CONTROL MODULE (NGC) LOCATIONS	
VEHICLE	**LOCATION**
CHRYSLER, SEBRING	Mounted on Firewall, Left Rear of Engine Compartment
SEBRING CONVERTIBLE	Mounted on Firewall, Left Rear of Engine Compartment
CHRYSLER, VOYAGER	Behind Left Front Fender Splash Shield
TOWN & COUNTRY	Behind Left Front Fender Splash Shield
CHRYSLER, PACIFICA	Behind Left Front Fender Splash Shield
DODGE, AVENGER	Mounted on Firewall, Left Rear of Engine Compartment
DODGE, CARAVAN	Behind Left Front Fender Splash Shield
DODGE, GRAND CARAVAN	Behind Left Front Fender Splash Shield
DODGE, JOURNEY	Behind Left Front Fender Splash Shield

(Locations known at time of this printing)

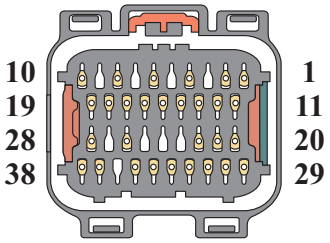
Copyright © 2012 ATSG

Figure 16

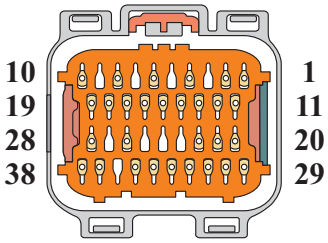
62TE CONNECTOR AND TERMINAL IDENTIFICATION

62TE PCM/NGC CONNECTOR IDENTIFICATION

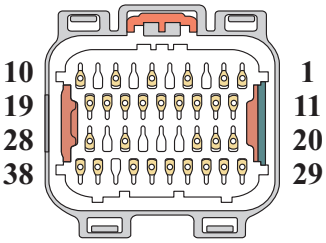
C1 Connector Face View (Black)



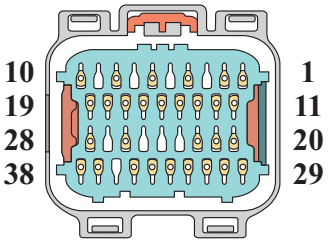
C2 Connector Face View (Orange)



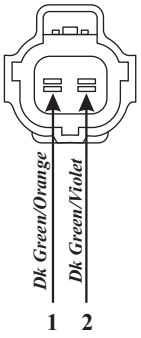
C3 Connector Face View (White)



C4 Connector Face View (Green)

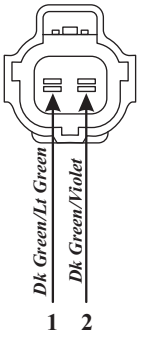


Input Shaft Speed Sensor Connector (Face View)



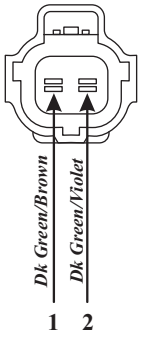
(Wire Colors May Vary)

Transfer Shaft Speed Sensor Connector (Face View)

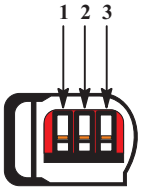


(Wire Colors May Vary)

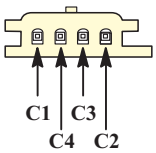
Output Shaft Speed Sensor Connector (Face View)



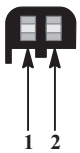
Line Pressure Sensor Internal Harness Connector (Face View)



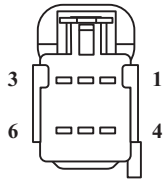
TRS Internal Harness Connector (Face View)



EMCC Solenoid Internal Harness Connector (Face View)



Shift Lever Assembly Connector (Face View)

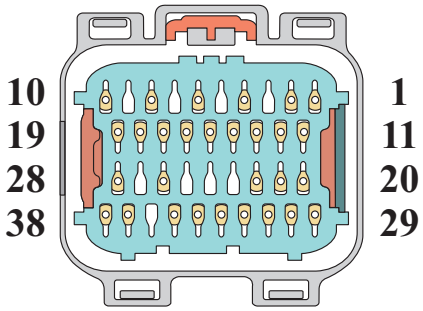


Copyright © 2012 ATSG

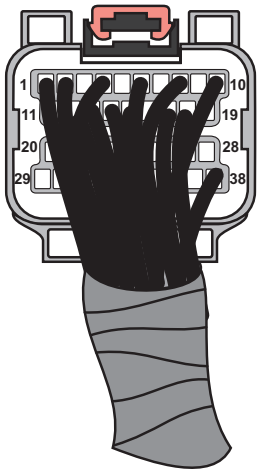
Figure 17

62TE PCM/NGC "C4" CONNECTOR TERMINAL I.D.

C4 Connector
Face View (Green)



C4 Connector
Wire Side View



Wire Colors
May Vary

PIN CAVITY	WIRE COLOR	FUNCTION
1	Yellow/Gray	Overdrive Clutch Solenoid Control
2	Yellow/Lt Blue	Underdrive Clutch Solenoid Control
3	Dk Green/Tan	EMCC (TCC) VFS Solenoid Control
4	Dk Green/Orange	Direct Clutch Solenoid Control
5	Dk Green/Gray	Direct Clutch Pressure Switch Signal
6	Yellow/Dk Blue	2-4 Clutch Solenoid Control
7		
8	Dk Green/Yellow	Low Clutch Solenoid Control
9		
10	Dk Green/White	Low/Reverse Clutch Solenoid Control
11	Dk Green	Line Pressure VFS Solenoid Control
12	Black	Ground
13	Black	Ground
14	Black	Ground
15	Dk Green/Lt Blue	Transmission Range Sensor T1 (C4) Signal
16	Dk Green/Dk Blue	Transmission Range Sensor T3 (C3) Signal
17		
18	Yellow/Brown	Transmission Control Relay Control
19	Yellow/Orange	Transmission Control Relay Output
20		
21	Dk Green/Lt Blue	Low Clutch Pressure Switch Signal
22	Dk Green/Tan	Overdrive Clutch Pressure Switch Signal
23		
24	Dk Green/Lt Green	Transfer Speed Sensor Signal
25		
26		
27	Yellow/Dk Blue	Transmission Range Sensor T41 (C1) Signal
28	Yellow/Orange	Transmission Control Relay Output
29	Yellow/Tan	Low/Reverse Clutch Pressure Switch Signal
30	Yellow/Dk Green	2/4 Clutch Pressure Switch Signal
31	Yellow/Brown	Line Pressure Sensor Signal
32	Dk Green/Brown	Output Speed Sensor Signal
33	Dk Green/Orange	Input Speed Sensor Signal
34	Dk Green/Violet	Speed Sensor Ground
35	Dk Green/Orange	Transmission Oil Temperature Sensor Signal
36		
37	Dk Green/Yellow	Transmission Range Sensor T42 (C2) Signal
38	Yellow/Orange	Transmission Control Relay Output

Copyright © 2012 ATSG

Figure 18

EXTERNAL ELECTRONIC COMPONENTS (CONT'D)

Auto-Stick

The appearance of the selector lever, as shown in Figure 19, will vary between the different vehicle applications. However, the operation and function remains the same with the use of the 62TE.

These vehicles are equipped with an LED display on the instrument panel that will display the gear selected with the selector lever "P", "R", "N", "D".

If the selector lever is moved to the Auto-Stick position the gear that the transaxle is currently in will be displayed on the instrument panel. If you were sitting still when Auto-Stick is selected, "1" will be displayed. Second gear starts can be achieved by tapping the shift lever towards the (+) symbol for starting on snow or ice conditions. Upshifts and downshifts occur by tapping the shift lever in the appropriate direction. The shift signals are an input to the PCM/NGC, which in turn carries out the request. When the shift lever is returned to the "D" position, normal operation resumes.

Refer to Figure 20 for the Auto-Stick switch wire schematic.

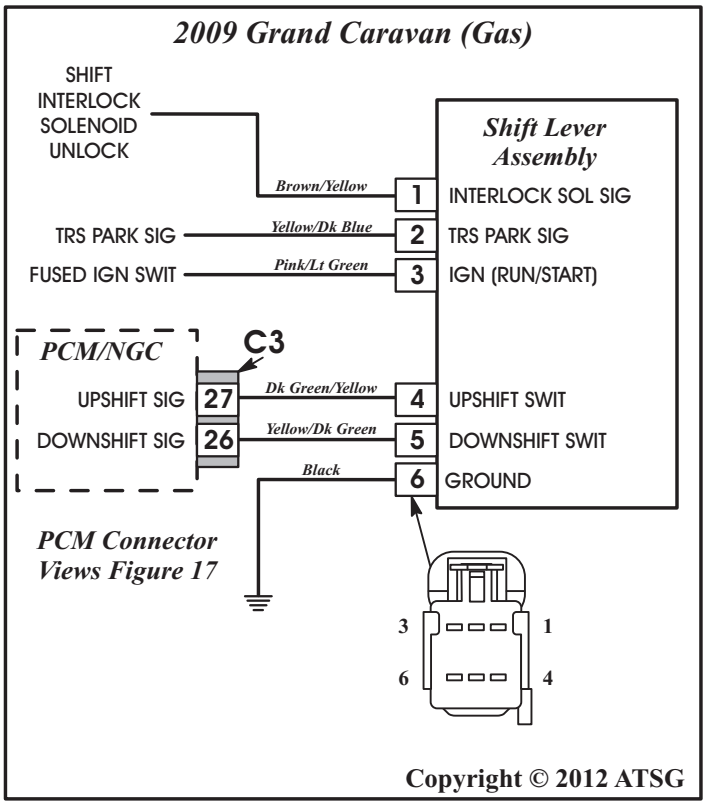


Figure 20

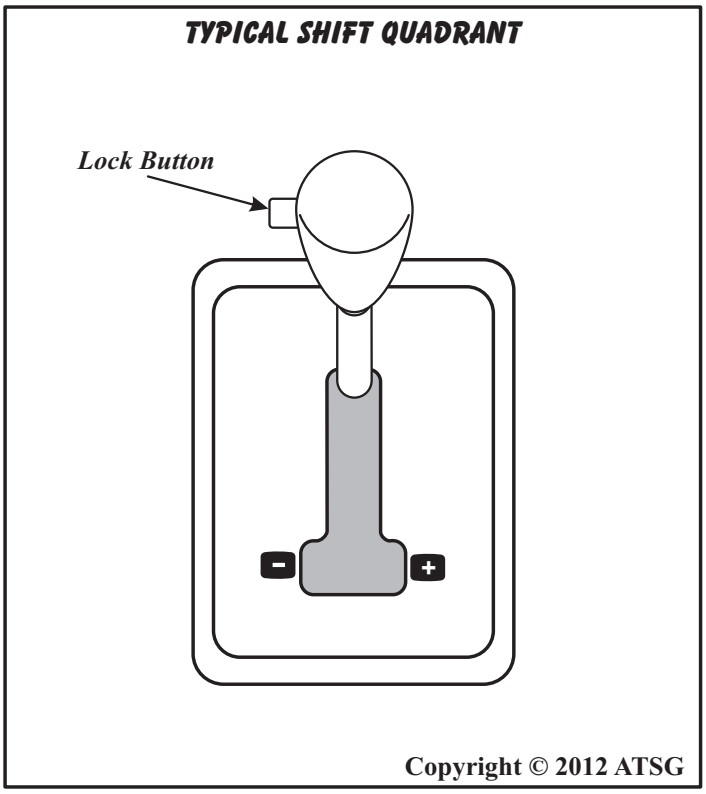


Figure 19

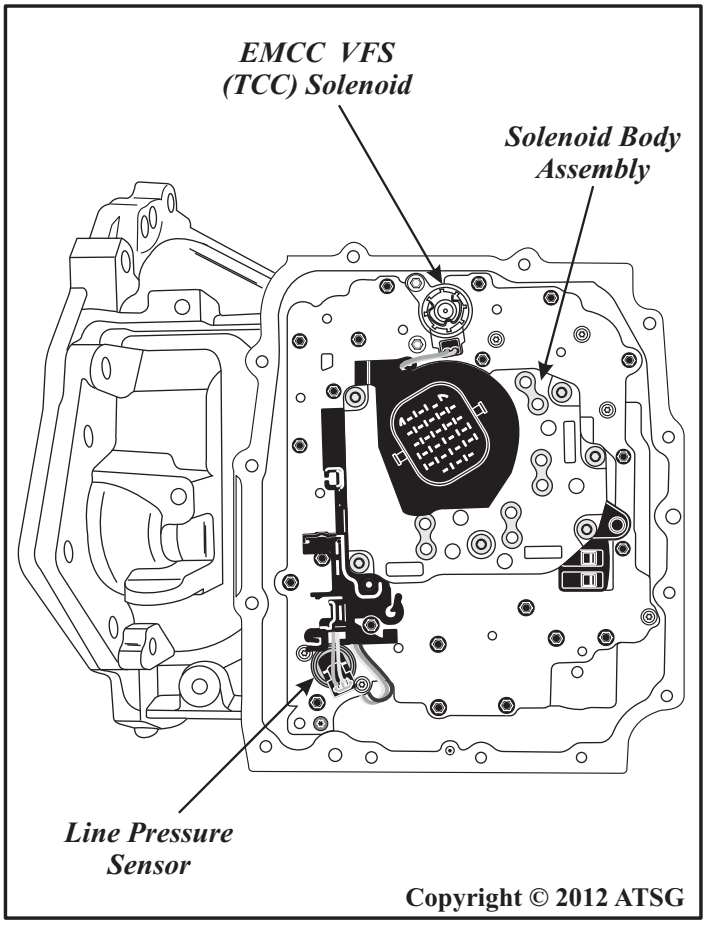


Figure 21

INTERNAL ELECTRONIC COMPONENTS

Solenoids

The 41TE transmission was operated using only four clutch control solenoids; the UD, L/R, 2/4 and OD. The 62TE uses the same 4 solenoids, as well as four additional solenoids. Direct Clutch Solenoid (DC), Low Clutch Solenoid (LC), a Pressure Control (PC) VFS Solenoid and an Electronically Modulated Converter Clutch (EMCC) VFS Solenoid were added. Solenoid description and function has been provided here, and notice that the 2/4 solenoid is a "Double Duty" solenoid. The EMCC solenoid, bolted directly to the valve body, is the only one that is serviced seperately. The remainder are serviced only with a complete solenoid body, as shown in Figure 21.

The Underdrive and 2/4 Solenoids are "Normally Applied" solenoids while the remaining clutch control solenoids are "Normally Vented" (See Figure 22).

A solenoid, pressure switch and clutch application chart has been provided for you in Figure 23.

Solenoid resistance checks and terminal information are found on Page 20.

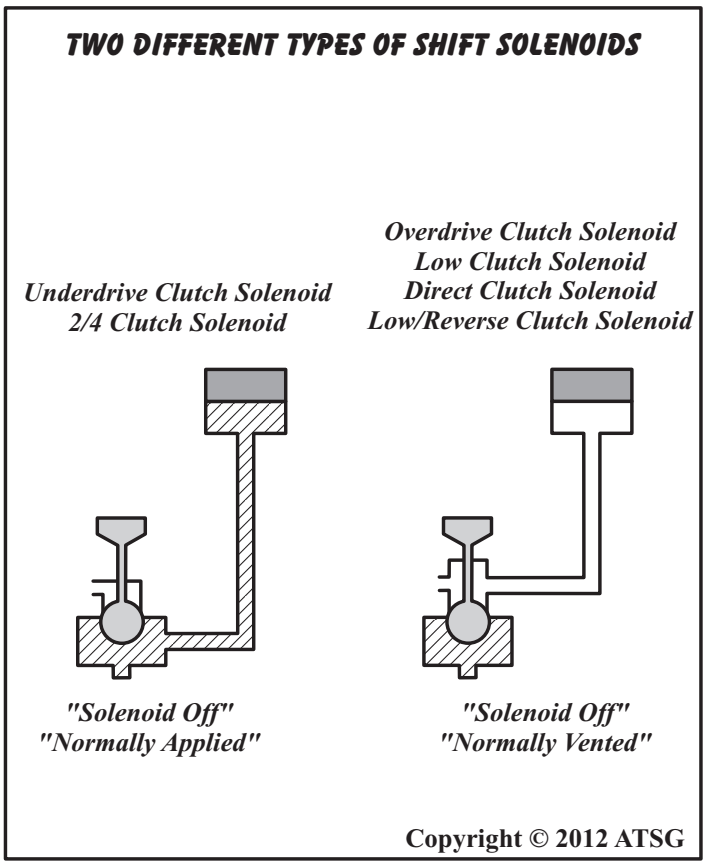


Figure 22

Solenoid Description and Function

Underdrive Clutch Solenoid - is ***normally applied*** and controls oil to the Underdrive Clutch in 1st, 2nd, 3rd, 4th and 5th gears of the transaxle.

2-4 Clutch Solenoid - is ***normally applied*** and when in the Drive position, controls oil to the 2/4 clutch in 3rd, 4th prime and 6th gears of the transaxle.

Note: The 2-4 Clutch Solenoid is also used for reverse inhibit.

When the selector lever is placed into Reverse, line pressure from this solenoid is directed through the manual valve and L/R switch valve one, in the valve body, to apply the Low/Reverse clutch.

Overdrive Clutch Solenoid - is ***normally vented*** and controls oil to the Overdrive Clutch in 4th, 5th, and 6th gears in the transaxle.

Direct Clutch Solenoid - is ***normally vented*** and controls oil to the Direct Clutch in 2nd, 4th, 5th, and 6th gears in the transaxle.

Low Clutch Solenoid - is ***normally vented*** and controls oil to the Low Clutch in 1st, 3rd, and 4th gears in the transaxle.

Low/Reverse Clutch Solenoid - is ***normally vented*** and is used to apply the Low/Reverse clutch in 1st and 2nd gear from Park or Neutral, or a coast down to 1st and 2nd gear.

Line Pressure VFS Solenoid - is ***normally vented*** and is used to control line pressure in the transaxle. It provides a pressure output to the regulator valve that brings regulated pressure to a specified value. Refer to the chart in Figure 23 for specified values.

EMCC VFS Solenoid - is ***normally vented*** and is a variable force solenoid used to control the torque converter clutch application, release and the force with which it is applied or released. This new converter allows the use of precise Electronically Modulated Converter Clutch (EMCC) lockup strategy, that allows the clutch to slip continuously under certain driving combinations. Converter clutch is available in 3rd, 4th, 5th, and 6th gear.

Refer to Page 31 for additional EMCC operation.

SOLENOID, PRESSURE SWITCH AND CLUTCH APPLICATION CHART

GEAR	RATIO	LP (PSI)	Solenoid Status								Pressure Switch Status					Clutch Status						
			VFS	PWM	PWM	PWM	PWM	PWM	PWM	VFS	OD	L/R	2-4	LC	DR	UD	OD	L/R	2-4	LC	DR	REV
			LP	UD	OD	L/R	2-4*	LC	DR	EMCC												
			%DC	NA	NV	NV	NA	NV	NV	%DC												
P/N		135	dcc			X						X						X				
Rev	3.215	235	dcc															X		X		X
OD-1	4.127	135	dcc			X	X	X(a)				X		X(a)		X		X		X(a)		
OD-2	2.842	135	dcc			X	X		X			X			X	X		X			X	
OD-3	2.284	135	dcc					X		(dcc)			X	X		X			X	X		
Default	2.284	135	dcc													X			X			
OD-4'	1.573	135	dcc						X	(dcc)			X		X	X			X		X	
OD-4	1.452	95	dcc		X		X	X		dcc	X			X		X	X			X		
OD-5	1.000	95	dcc		X		X		X	dcc	X				X	X	X				X	
OD-6	0.689	95	dcc	X	X				X	dcc	X		X		X		X		X		X	

(a) = Released after output shaft speed exceeds 150 RPM. Not released in Manual 1.
dcc = Duty Cycle Control.
(dcc) = Overheat strategy only.
4' = Fourth Prime.
⟵ = 2-3, 3-2, 4-2 Double Swap Shifts.
⟵····= 6-4' Kickdown to Fourth Prime.
** = 2/4 Solenoid is also used for Reverse Inhibit.*

Copyright © 2012 ATSG

Figure 23

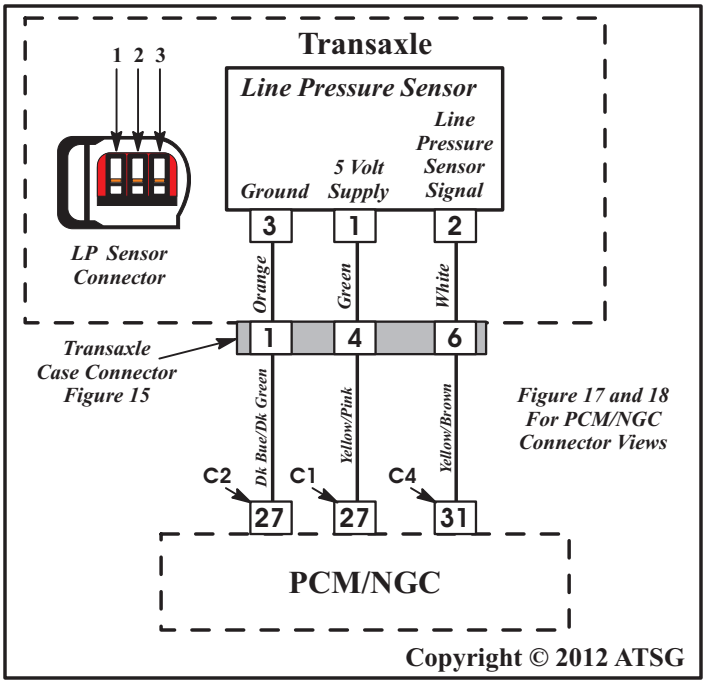
INTERNAL TRANSAXLE COMPONENTS (CONT'D)

Line Pressure Sensor

Line pressure is electronically controlled by the PCM/NGC and is measured by the Line Pressure Sensor (transducer). LP sensor is bolted on the valve body assembly, as shown in Figure 21.

The desired line pressure is continuously being compared to the actual line pressure and is regulated by changing the duty cycle of the Pressure Control Solenoid located ***inside*** the solenoid body, as shown in Figure 21.

The monitored Line Pressure Sensor voltage should always be between 0.35 and 4.75 volts and operates much like a TPS/APPS. (See Figure 24). Outside of these parameters will cause either DTC P0934 or DTC P0935 to be stored in PCM/NGC.



Copyright © 2012 ATSG

Figure 24

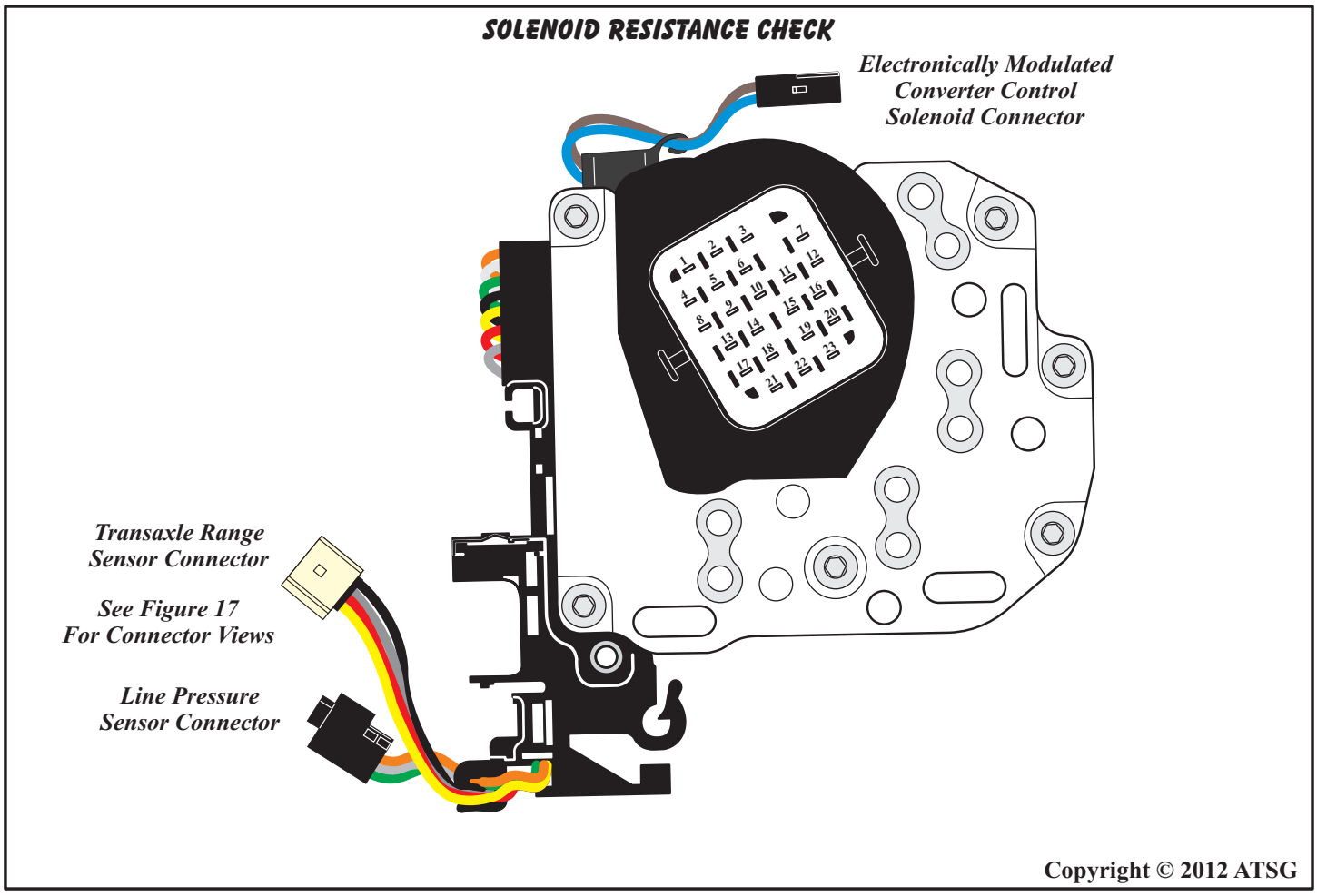


Figure 25

Pos (+) Lead	Neg (-) Lead	Component	Approx. Resistance Ω @ 72°F
10	2	Low/Reverse Clutch Solenoid	2 Ohms
	3	EMCC VFS (TCC) Solenoid	5 Ohms
	7	Underdrive Clutch Solenoid	2 Ohms
	11	OD Pressure Switch Resistor	300 Ohms
	12	Line Pressure VFS Solenoid	5 Ohms
	14	2-4 Pressure Switch Resistor	300 Ohms
	15	DC Pressure Switch Resistor	300 Ohms
	16	L/R Pressure Switch Resistor	300 Ohms
	17	Low Clutch Solenoid	2 Ohms
	18	LC Pressure Switch Resistor	300 Ohms
	19	Overdrive Clutch Solenoid	2 Ohms
	20	Direct Clutch Solenoid	2 Ohms
	21	2-4 Clutch Solenoid	2 Ohms
22	23	Fluid Temperature Sensor	11k Ohms

Copyright © 2012 ATSG

Figure 26

INTERNAL TRANSAXLE COMPONENTS (CONT'D)

Solenoid & Pressure Switch Resistance Check

Solenoid resistance ***must*** be checked through the 38-Way transaxle case connector, shown in Figure 25, and using the resistance chart shown in Figure 26.

The EMCC VFS (TCC) Solenoid is bolted on the valve body, external from the solenoid body, as shown in Figure 27. This solenoid ***must*** be connected if you are going to check it through the 38-Way transaxle case connector, which is the best way as it also checks the wire harness to the solenoid. You may also disconnect it and check it across the two terminals directly at the solenoid.

Pressure switches ***must*** also be checked through the 38-Way transaxle case connector, using the resistance chart in Figure 26.

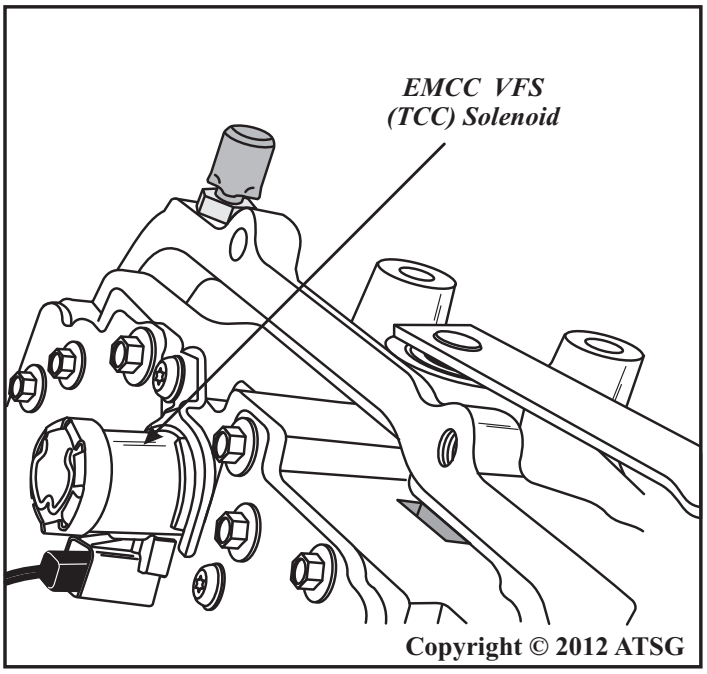


Figure 27

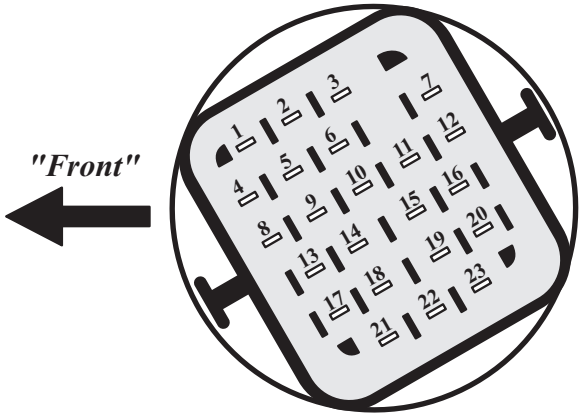
INTERNAL TRANSAXLE COMPONENTS (CONT'D)

Transaxle Range Sensor

The Transaxle Range Sensor (TRS) is a series of four switches that open or close depending on selector lever position, and informs the PCM of the selector lever position chosen by the operator. The TRS is held in position to the inside detent lever by the detent roller and spring assembly, as shown in Figure 28.

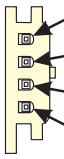
The Transmission Range Sensor can be bench tested using a DVOM set to ohms. Place the negative lead anywhere on the valve body as close to the detent plate as possible. With the positive lead, check each circuit one at a time through all of its ranges, either through the main transaxle 38-Way case connector if unit is still in the vehicle, or at the sensor itself. Refer to the chart in Figure 28.

C = Closed or "Continuity"
O = Open or "No Continuity"



38-Way Transaxle Case Connector Face View and ID

TRS Internal Harness Connector View and ID



C1 to #5 Terminal in Solenoid Body (Black Wire)
C4 to #13 Terminal in Solenoid Body (Grey Wire)
C3 to #9 Terminal in Solenoid Body (Red Wire)
C2 to #8 Terminal in Solenoid Body (Yellow Wire)

Transmission Range Sensor Open/Closed Signal Chart						
	P	**R**	**N**	**OD**	**3**	**L**
C1	**C**	**O**	**C**	**O**	**O**	**O**
C2	**C**	**C**	**C**	**O**	**O**	**C**
C3	**C**	**O**	**O**	**O**	**C**	**C**
C4	**O**	**O**	**C**	**C**	**O**	**C**

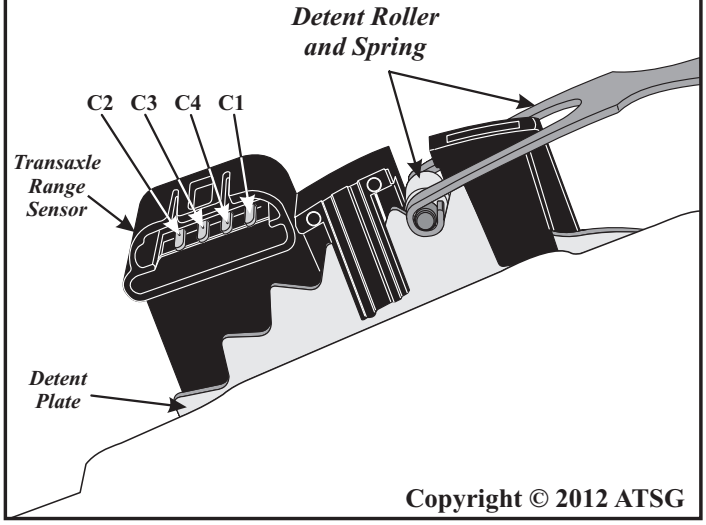


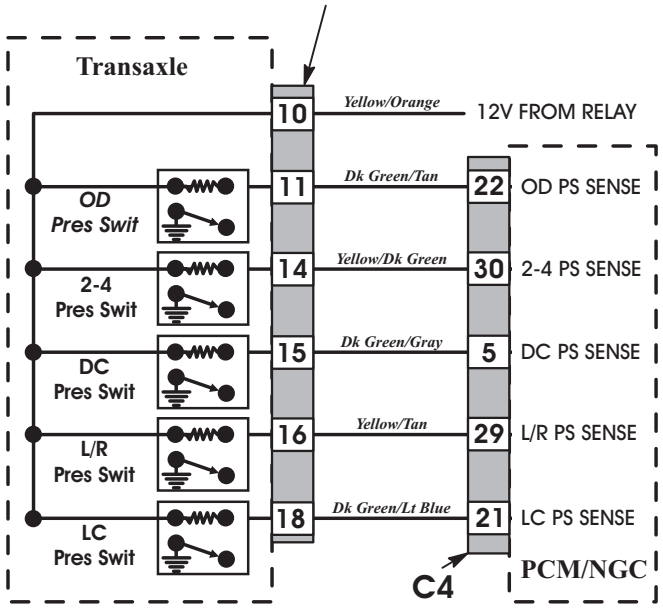
Figure 28

PRESSURE SWITCH STATUS CHART

GEAR	L/R	2/4	OD	LC	DC
P/N	C	O	O	O	O
R	O	O	O	O	O
1st	C	O	O	O*	O
2nd	C	O	O	O	C
3rd	O	C	O	C	O
4th (P)	O	C	O	O	C
4th	O	O	C	C	O
5th	O	O	C	O	C
6th	O	C	C	O	C

(P) = 4th Prime
O = Switch Open
O* = Closed in M1 and when output shaft speed is less than 150 RPM in Drive ranges
C = Switch Closed

Transaxle Case Connector View Figure 15



PCM C4 Connector View Figure 18

(Wire Colors May Vary)

Copyright © 2012 ATSG

Figure 29

INTERNAL ELECTRONIC COMPONENTS (CONT'D)

Pressure Switches

The transaxle system uses five pressure switches to monitor the fluid pressure in five elements, as shown in Figure 29. The pressure switches are part of the complete solenoid body assembly and are not serviced seperately. The pressure switches are continuously monitored for correct states in each gear.

The pressure switches are normally off or open (no pressure applied) and read "high" (+12 volts). When an element is applied, the corresponding pressure switch closes to ground and reads "low" (0 volts).

Refer to the Open/Closed switch chart and wiring schematic in Figure 29.

The PCM tests the OD and 2/4 pressure switches when they are off, or when the corresponding friction element is not applied, by briefly applying the OD and 2/4 elements which will cause the corresponding pressure switch to close. This test verifies that these switches are operational and that the switch will close when the corresponding element is applied. If a switch fails to respond, it is retested. If the repeat test also fails, the MIL is illuminated and the system will default to Limp-in mode and store DTC P0992 in the PCM/NGC.

CHECKING LINE PRESSURE

The 62TE transaxle has an "upgraded" oil pump assembly with pump gears that are 2mm (.080") thicker and reduction of the inner and outer pump gear tooth clearance to the cresent. The pump pressure regulation system also includes a Variable Force (Line Pressure) Solenoid located inside the solenoid body. Line pressure is monitored by the line pressure sensor (transducer). Refer to Page 19. Use of the line pressure sensor permits a further pressure reduction since the actual value of line pressure is known.

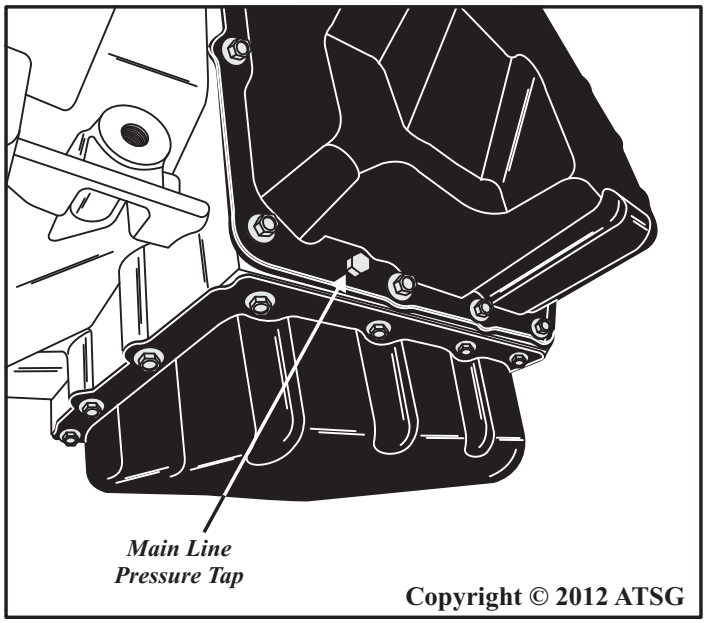
Regulation is achieved by changing the duty cycle of the Line Pressure VFS Solenoid and is controlled by the PCM. 5% duty cycle = solenoid OFF which equals maximum line pressure. 62% duty cycle = solenoid ON which equals minimum line pressure. The PCM calculates the desired line pressure based on inputs from both engine and transaxle load.

With conventional pump systems under most driving conditions, pump output pressure used to engage the clutches greatly exceeds the need and is wasting considerable power. This pump pressure control system monitors clutch torque requirements and adjusts the pump pressure accordingly, using only what is necessary to prevent clutch slip.

The Transmission Control System calculates torque input to the transaxle and uses it as the primary input to the desired pressure calculation. This is called Torque Based Line Pressure. In addition, the line pressure is set to a preset level 827 or 931 kPa (120 or 135 psi) during shifts and in Park and Neutral to ensure consistent shift quality. The desired line pressure is continuously being compared to the actual line pressure. If the actual line pressure is consistently lower than the target while driving, the line pressure low DTC P0868 will set.

The only pressure tap available on the 62TE is for line pressure and is located, as shown in Figure 30.

We have provided you with a line pressure chart in Figure 31, that provides "Base Line Pressure" and "Observed Line Pressure" in actual road test in the vehicle. Keep in mind that any increase in throttle pressure will increase line pressure.



Copyright © 2012 ATSG

Figure 30

LINE PRESSURE CHART

GEAR	BASE LINE PRESSURE (PSI)	OBSERVED PRESSURES (PSI)
P/N	135	70-135
Rev	235	230-260
OD-1	135	70-180
OD-2	135	70-180
OD-3	135	70-180
*OD-4'	135	70-180
OD-4	95	70-150
OD-5	95	70-150
OD-6	95	70-150

** OD-4' = 4th Prime, Used on 6-4 and 5-4 downshift.*

Copyright © 2012 ATSG

Figure 31

62TE DIAGNOSTIC TROUBLE CODES	
DTC	**DESCRIPTION**
P0116	*Engine Coolant Sensor Circuit Performance*
P0117	*Engine Coolant Sensor Circuit Low*
P0118	*Engine Coolant Sensor Circuit High*
P0122	*TPS/APPS Circuit Low*
P0123	*TPS/APPS Circuit High*
P0124	*TPS/APPS Circuit Intermittent*
P0218	*High Temperature Operation Activated*
P0562	*Battery System Voltage Low*
P0563	*Battery System Voltage High*
P0571	*Brake Switch Performance*
P0572	*Brake Switch Stuck On*
P0573	*Brake Switch Stuck Off*
P0604	*Control Module, Internal RAM Error*
P0605	*Control Module, Internal ROM Error*
P0613	*Internal Transmission Control Module Error*
P0700	*Transmission Control System, MIL Request (Code Set)*
P0703	*Brake Switch 2 Performance*
P0706	*Transmission Range Sensor Rationality*
P0711	*Transmission Temperature Sensor Performance*
P0712	*Transmission Temperature Sensor Circuit Low*
P0713	*Transmission Temperature Sensor Circuit High*
P0714	*Transmission Temperature Sensor Circuit Intermittent*
P0716	*Input Speed Sensor Circuit Performance*
P0721	*Output Speed Sensor Circuit Performance*
P0726	*Engine Speed Sensor Circuit Range/Performance*
P0729	*6th Gear Ratio Error*
P0731	*1st Gear Ratio Error*
P0732	*2nd Gear Ratio Error*
P0733	*3rd Gear Ratio Error*
P0734	*4th Gear Ratio Error*
P0735	*5th Gear Ratio Error*
P0736	*Reverse Gear Ratio Error*
P0740	*Torque Converter Clutch (EMCC) Out Of Range/Slip Fault*
P0750	*Low/Reverse Clutch Solenoid Circuit*

Continued on Page 25

Copyright © 2012 ATSG

Figure 32

62TE DIAGNOSTIC TROUBLE CODES	
DTC	DESCRIPTION
P0755	2/4 Clutch Solenoid Circuit Fault
P075A	Low Clutch Solenoid Circuit Fault
P0760	Overdrive Clutch Solenoid Circuit Fault
P0765	Underdrive Clutch Solenoid Circuit Fault
P076A	Direct Clutch Solenoid Circuit Fault
P0791	Transfer Shaft Speed Sensor Circuit Performance
P0792	Compounder Speed Ratio Error
P083A	Low Clutch Hydraulic Pressure Test
P083B	Low Clutch Pressure Switch Rationality
P0841	Low/Reverse Clutch Pressure Switch Rationality
P0845	2/4 Clutch Pressure Switch, Pressure Test
P0846	2/4 Clutch Pressure Switch Rationality
P084A	Direct Clutch Hydraulic Pressure Test
P084B	Direct Clutch Pressure Switch Rationality
P0850	Park/Neutral Switch Rationality
P0868	Line Pressure Low, Electrical or Mechanical
P0869	Line Pressure High, Electrical or Mechanical
P0870	Overdrive Clutch Pressure Switch, Pressure Test
P0871	Overdrive Clutch Pressure Switch Rationality
P0882	Transmission Control Module Power Input Low
P0883	Transmission Control Module Power Input High
P0884	Power Up At Speed
P0888	Transaxle Relay Always Off
P0890	Switched Battery Fault
P0891	Transaxle Relay Always On
P0897	Transaxle Fluid Deteriorated
P0932	Line Pressure Sensor Circuit Performance
P0933	Line Pressure Sensor Performance
P0934	Line Pressure Sensor Circuit Low
P0935	Line Pressure Sensor Circuit High
P0944	Loss Of Hydraulic Pump Prime
P0952	Auto-stick Input Circuit Low
P0957	Auto-stick Circuit Low
P0958	Auto-stick Circuit High
P0992	2-4/OD Hydraulic Pressure Test

Copyright © 2012 ATSG

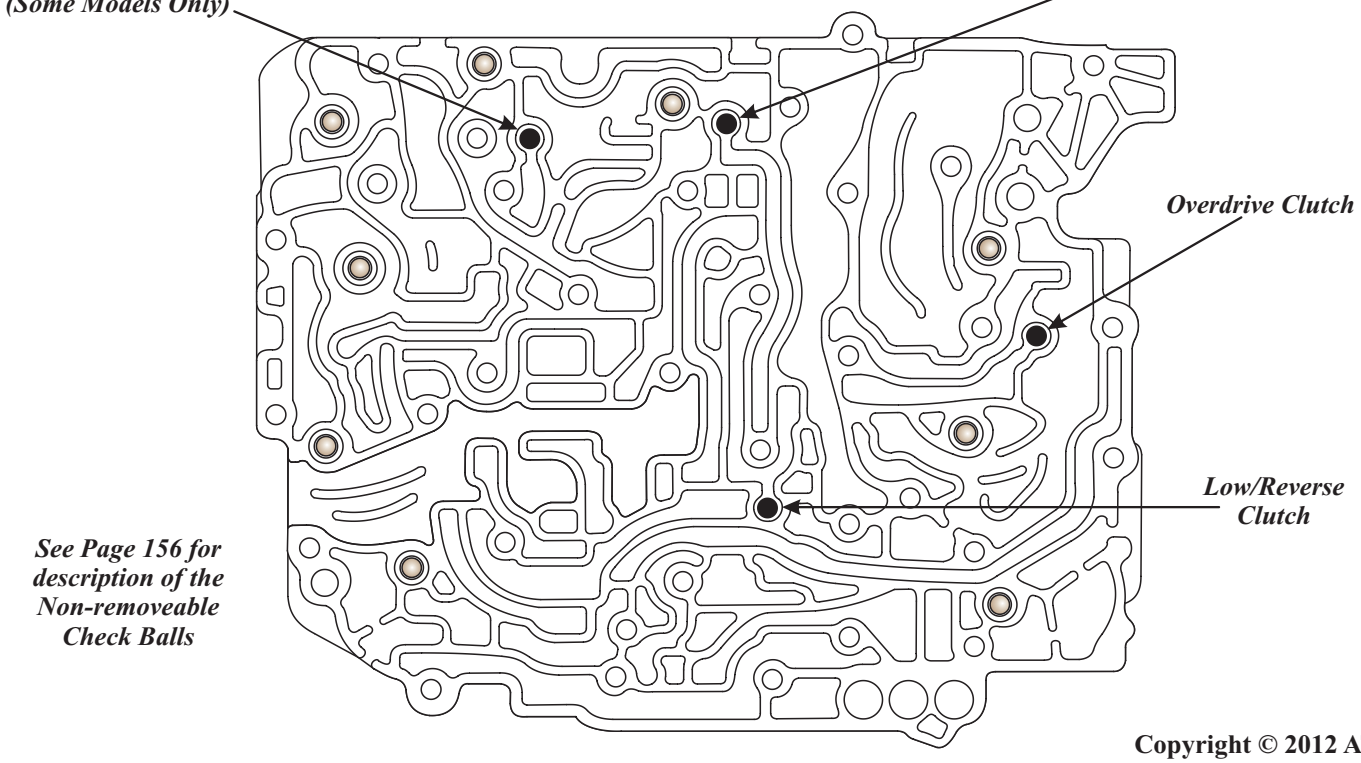
Figure 33

62TE DIAGNOSTIC TROUBLE CODES	
DTC	**DESCRIPTION**
P1684	*Battery Was Disconnected*
P1713	*Restricted Manual Valve In T2 Range*
P1741	*Gear Ratio Error In 4th Prime*
P1745	*Line Pressure Too High For Too Long*
P1770	*Inadequate Element Volume For Low/Reverse Clutch*
P1771	*Inadequate Element Volume For 2-4 Clutch*
P1772	*Inadequate Element Volume For Overdrive Clutch*
P1775	*Solenoid Switch Valve Latched In TCC Position*
P1776	*Solenoid Switch Valve Latched In L/R Position*
P1790	*Fault Immediately After Shift*
P1794	*Speed Sensor Ground Error*
P1797	*Manual Shift Overheat*
P273A	*Inadequate Element Volume For Low Clutch*
P273B	*Inadequate Element Volume For Direct Clutch*
P2763	*TCC Pressure Control Circuit High*
P2764	*TCC Pressure Control Circuit Low*

Copyright © 2012 ATSG

Figure 34

CHECK BALL LOCATION AND FUNCTION

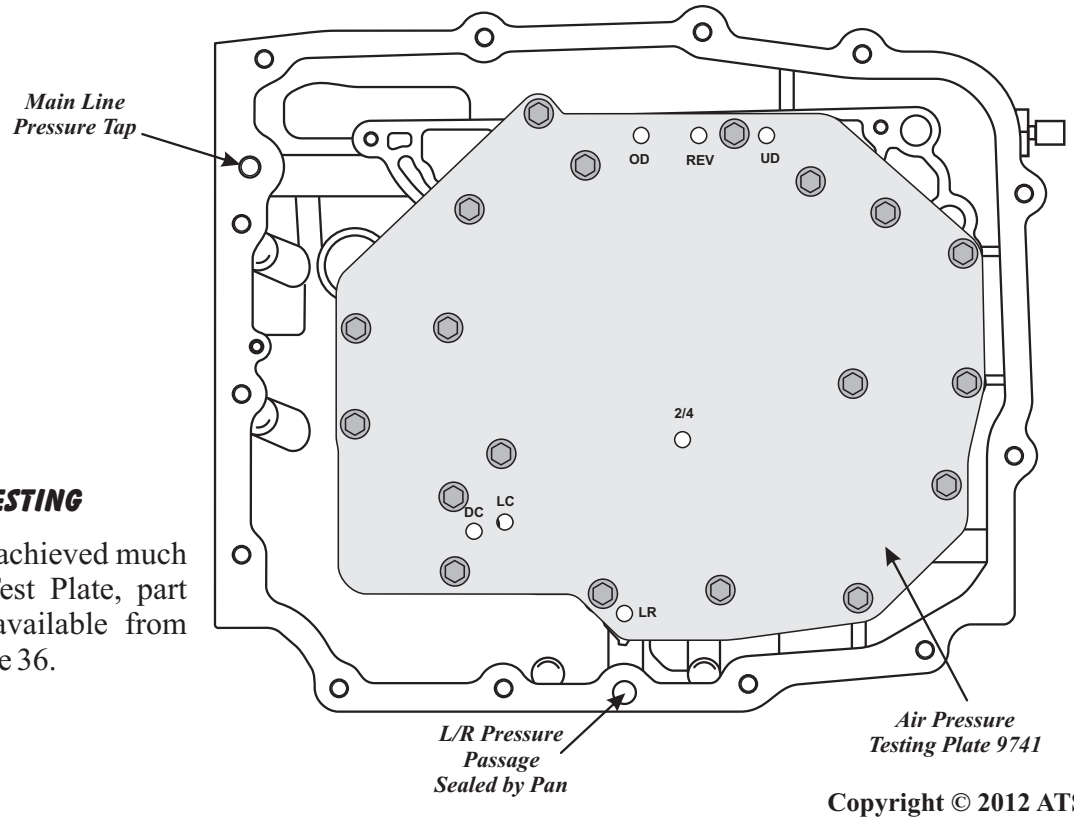


See Page 156 for description of the Non-removeable Check Balls

Copyright © 2012 ATSG

Figure 35

AIR PRESSURE TEST



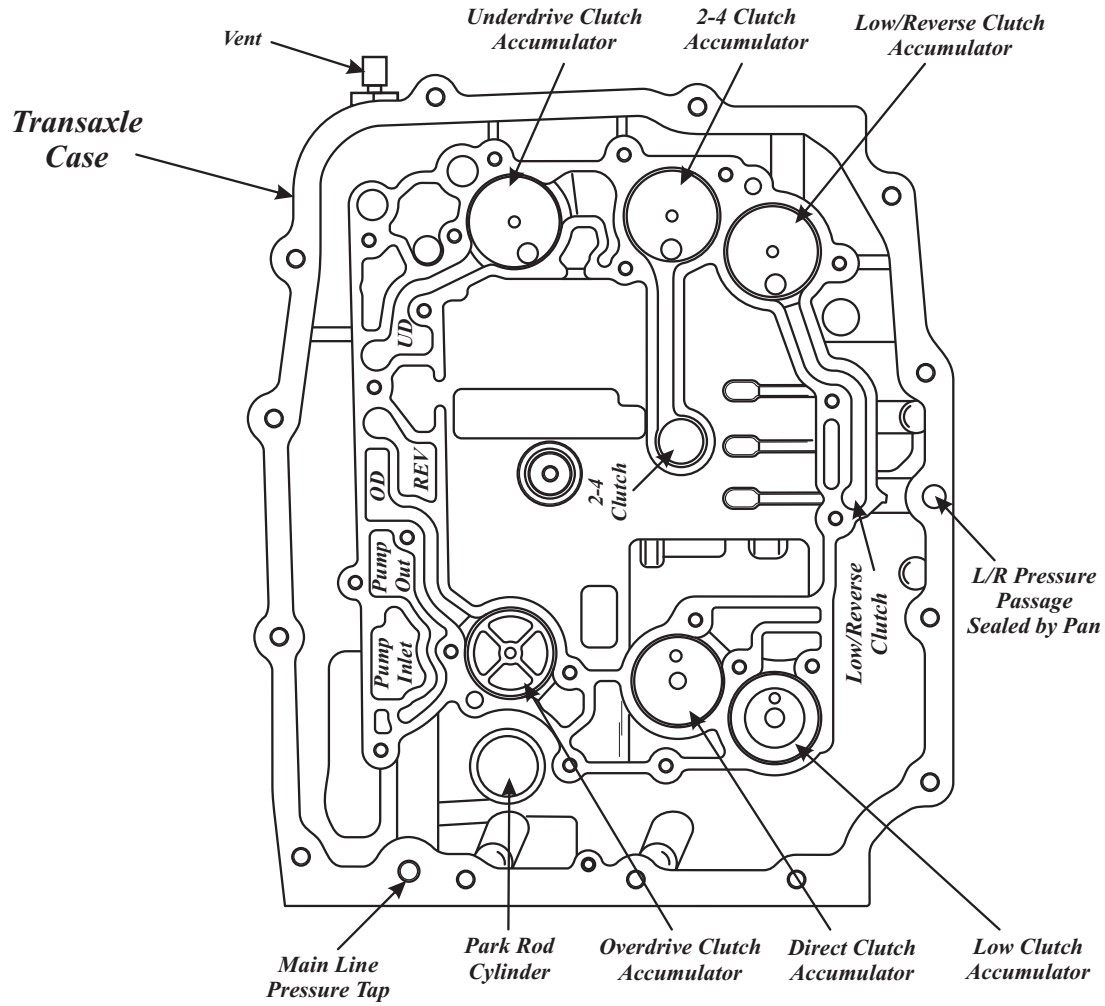
AIR PRESSURE TESTING

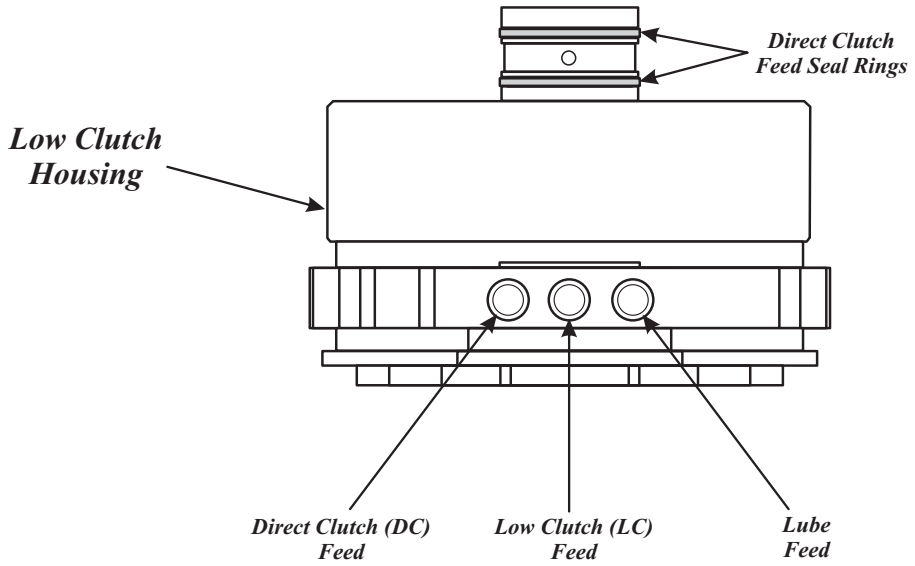
Air pressure testing is achieved much easier using Miller Test Plate, part number 9741 that is available from OEM, as shown in Figure 36.

Copyright © 2012 ATSG

Figure 36

PASSAGE IDENTIFICATION

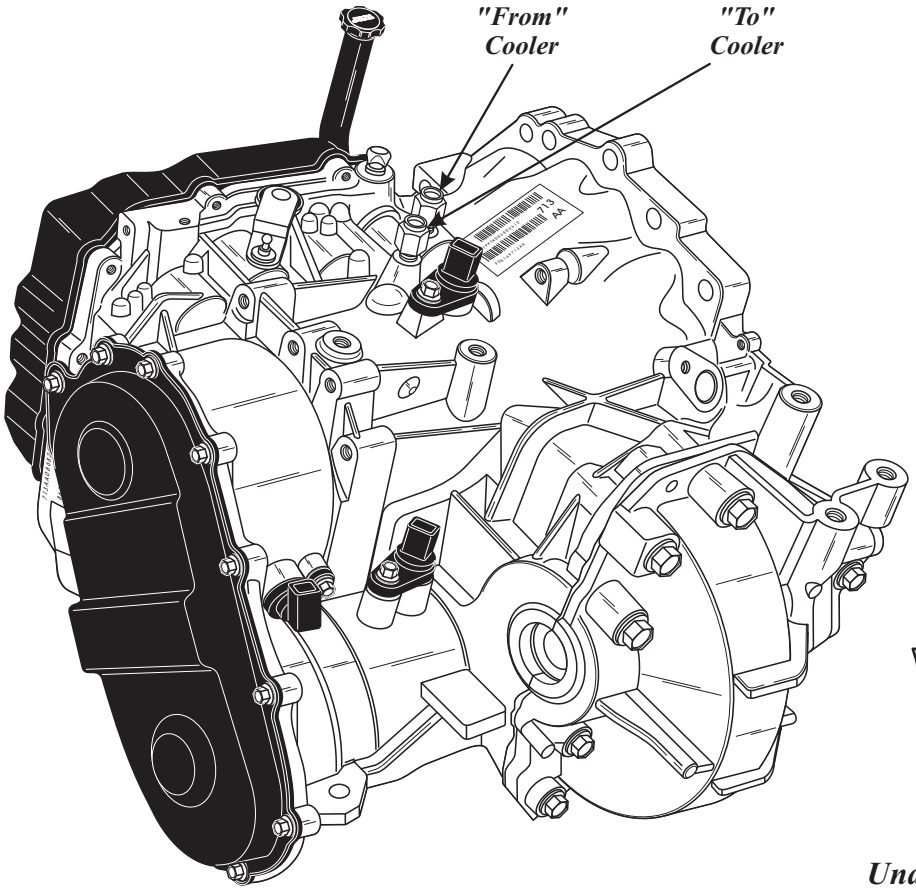


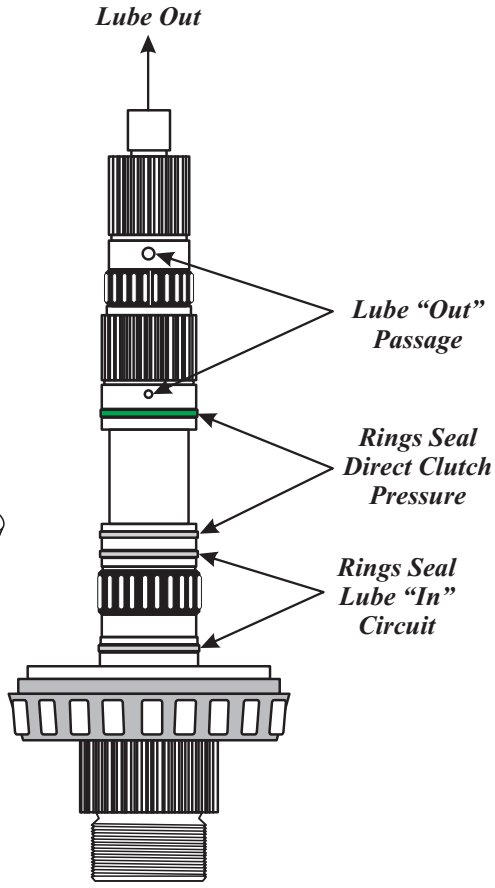


Copyright © 2012 ATSG

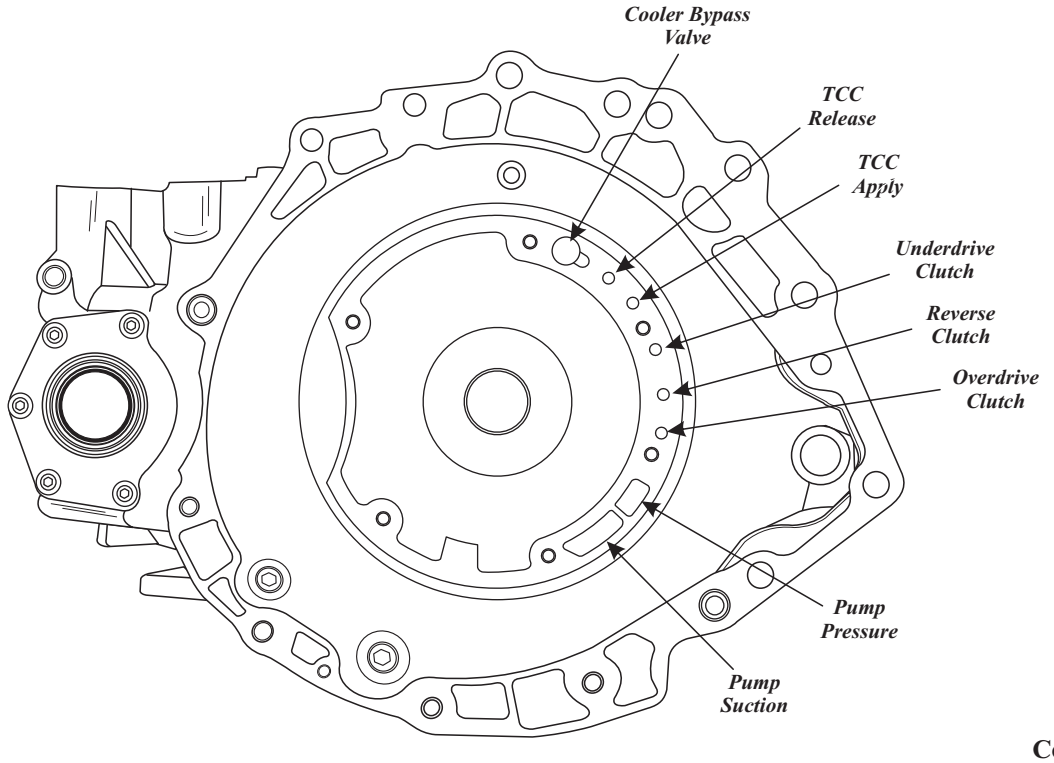
Figure 37

PASSAGE IDENTIFICATION





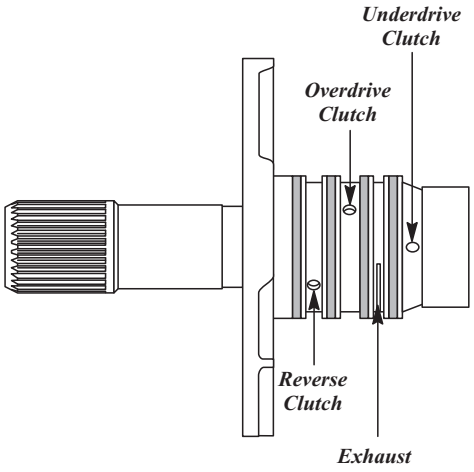
Underdrive Centerline Shaft Ring and Passage Identification

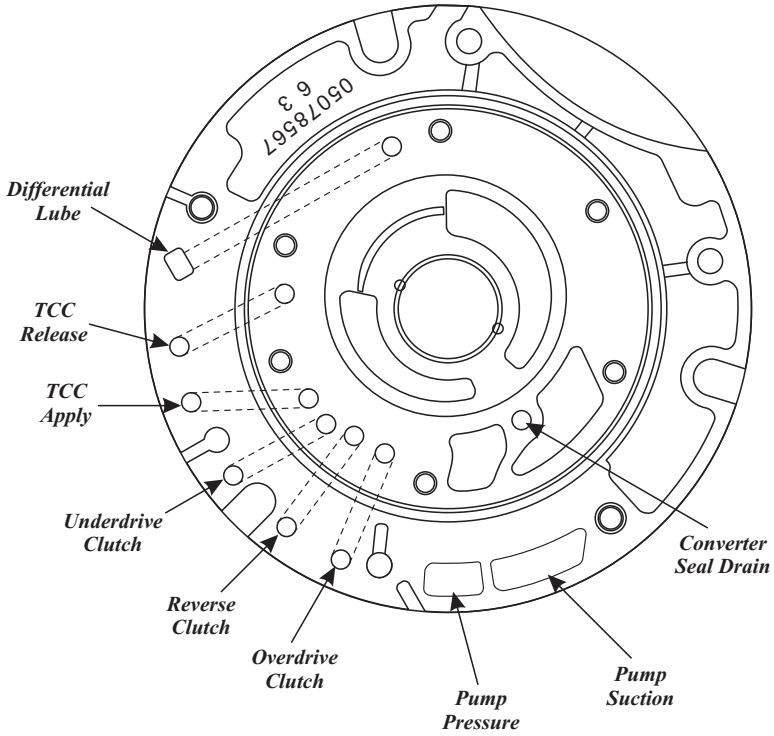


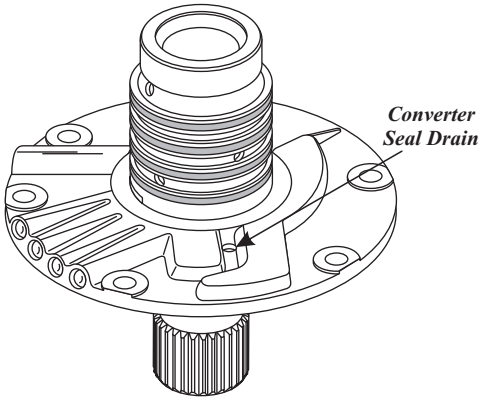
Copyright © 2012 ATSG

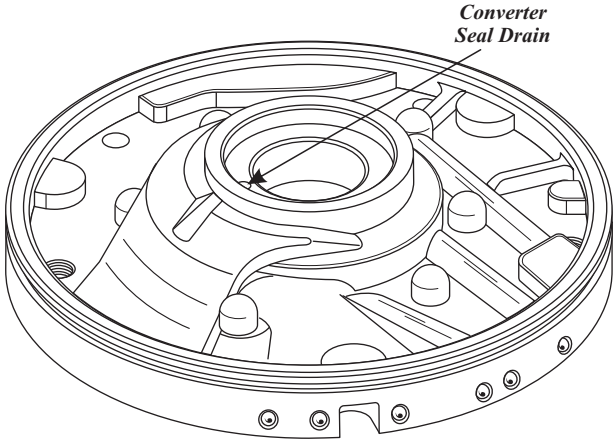
Figure 38

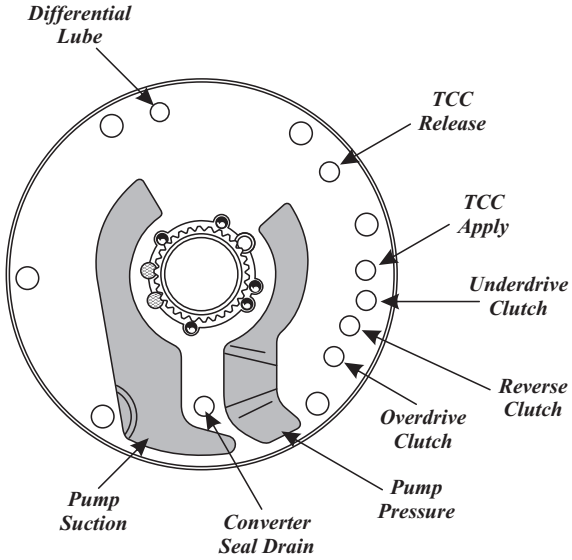
OIL PUMP PASSAGE IDENTIFICATION











Copyright © 2012 ATSG

Figure 39

CONVERTER CLUTCH OPERATION

The Torque Converter has been redesigned from a circular geometry to an elliptical geometry of the torus, making the converter dimensionally shorter longitudinally by 12 mm and weighing less, as shown in Figure 40.

The apply and release of the TCC are automatic and controlled by the PCM which signals the variable force EMCC (VFS) Solenoid that is mounted on the valve body. The TCC will engage at approximately 35 mph at light throttle, after the shift to third gear.

This new converter allows the use of precise Electronically Modulated Converter Clutch (EMCC) lockup strategy that will allow the converter clutch to slip continuously under certain driving combinations.

With the EMCC there are four different converter clutch operational modes.

- ***No EMCC***
- ***Partial EMCC***
- ***Full EMCC***
- ***Gradual EMCC Release***

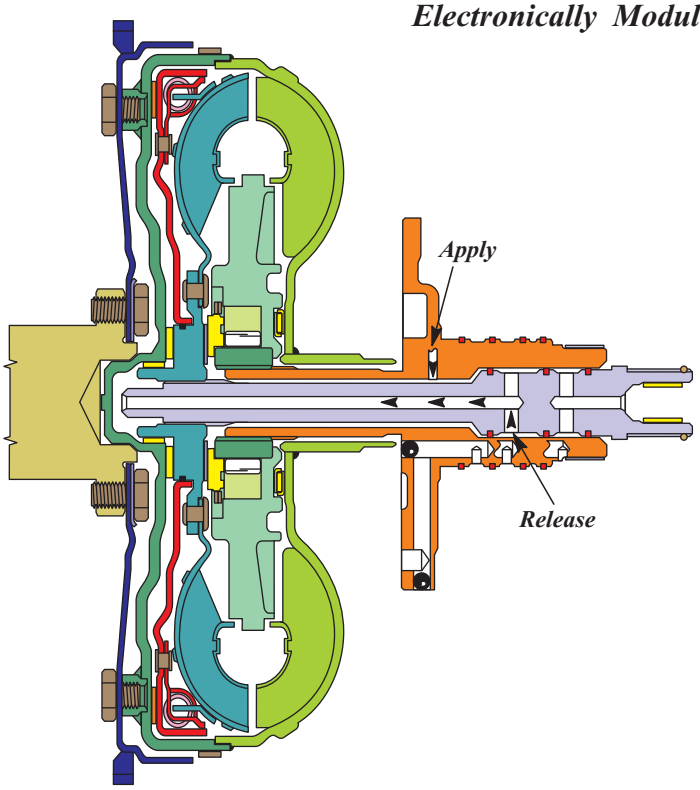
NO EMCC Under No EMCC conditions, the EMCC (VFS) Solenoid is Off. There are several things that can result in No EMCC operations. No EMCC can be initiated due to a fault in the transaxle or because the PCM does not see the need for EMCC under current driving conditions.

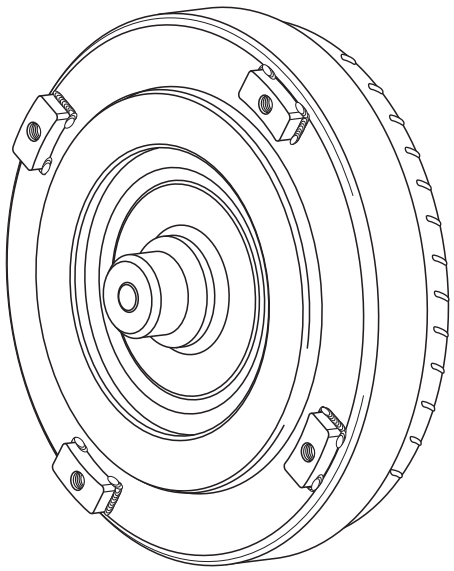
PARTIAL EMCC Partial EMCC operation will modulate the EMCC (VFS) Solenoid duty cycle to obtain partial converter clutch application. Partial EMCC operation is maintained until Full EMCC is called for and actuated. During Partial EMCC some slip does occur. Partial EMCC will usually occur at low speeds, low load and light throttle situations.

FULL EMCC During Full EMCC operation, the PCM increases the EMCC (VFS) Solenoid duty cycle to full On, after Partial EMCC control brings the engine speed within the desired slip range of transaxle input speed relative to engine RPM.

GRADUAL EMCC RELEASE This operation is to soften the change from Full or Partial EMCC down to No EMCC. This is done at mid-throttle by slowly decreasing the Emcc (VFS) Solenoid duty cycle.

Electronically Modulated Converter Clutch





Copyright © 2012 ATSG

Figure 40

SAFETY PRECAUTIONS

Service information provided in this manual by ATSG is intended for use by professional, qualified technicians. Attempting repairs or service without the appropriate training, tools and equipment could cause injury to you or others.

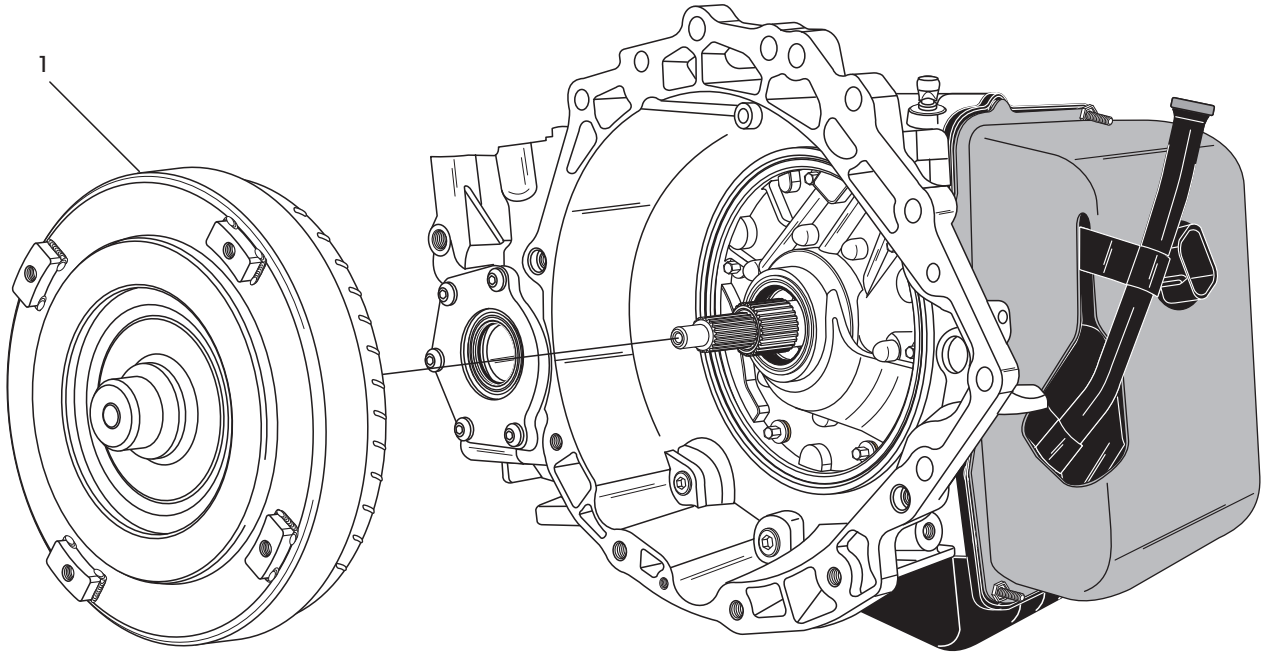
The service procedures we recommend and describe in this manual are effective methods of performing service and repair on this unit. Some of the procedures require the use of special tools that are designed for specific purposes.

This manual contains CAUTIONS that you must observe carefully in order to reduce the risk of injury to yourself or others. This manual also contains NOTES that must be carefully followed in order to avoid improper service that may damage the vehicle, tools and/or equipment.

TRANSAXLE DISASSEMBLY

1. Drain all fluid from the transaxle.
2. Clean exterior of the transaxle thoroughly with a suitable solvent or pressure washer.
3. Remove the torque converter from the transaxle, as shown in Figure 41.
   Caution: Use care removing torque converter to prevent injury or damage, as it is heavy.
4. Remove the 3 sound cover retainers from the stud type retaining bolts, as shown in Figure 42.
5. Remove the front sound cover, as shown in Figure 42.
6. Remove all three of the speed sensors, as shown in Figure 43.
7. Remove and discard the "O" ring seals.

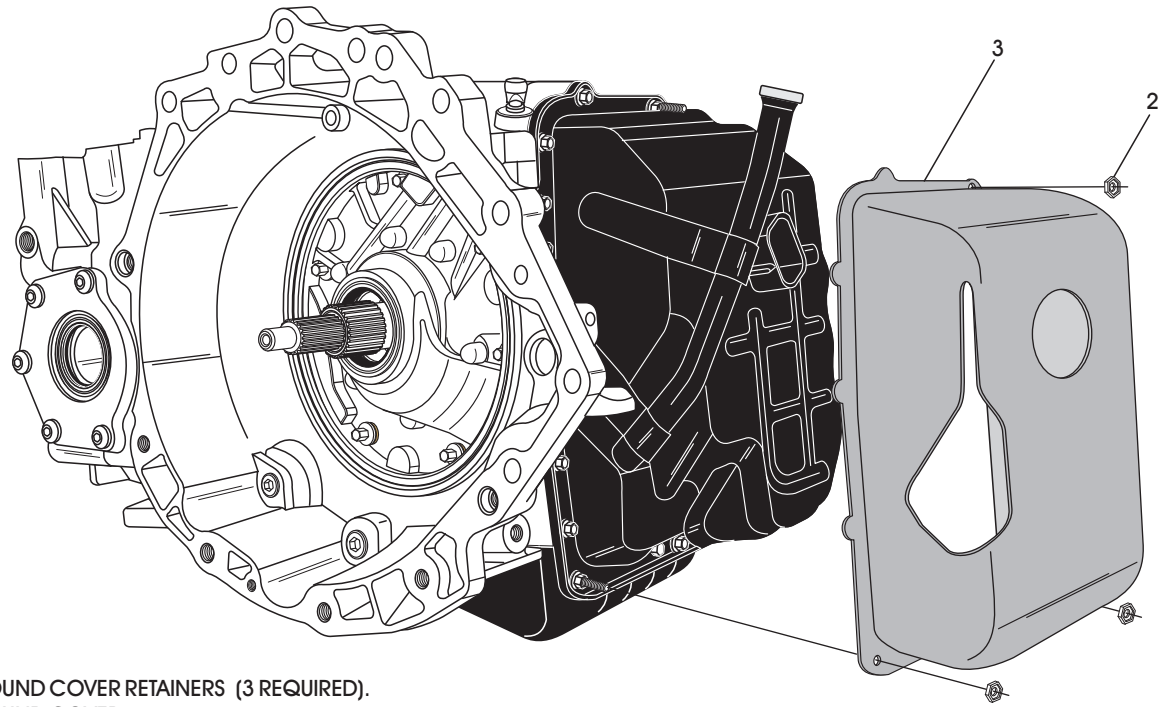
Continued on Page 34



1 EMCC TORQUE CONVERTER ASSEMBLY.

Copyright © 2012 ATSG

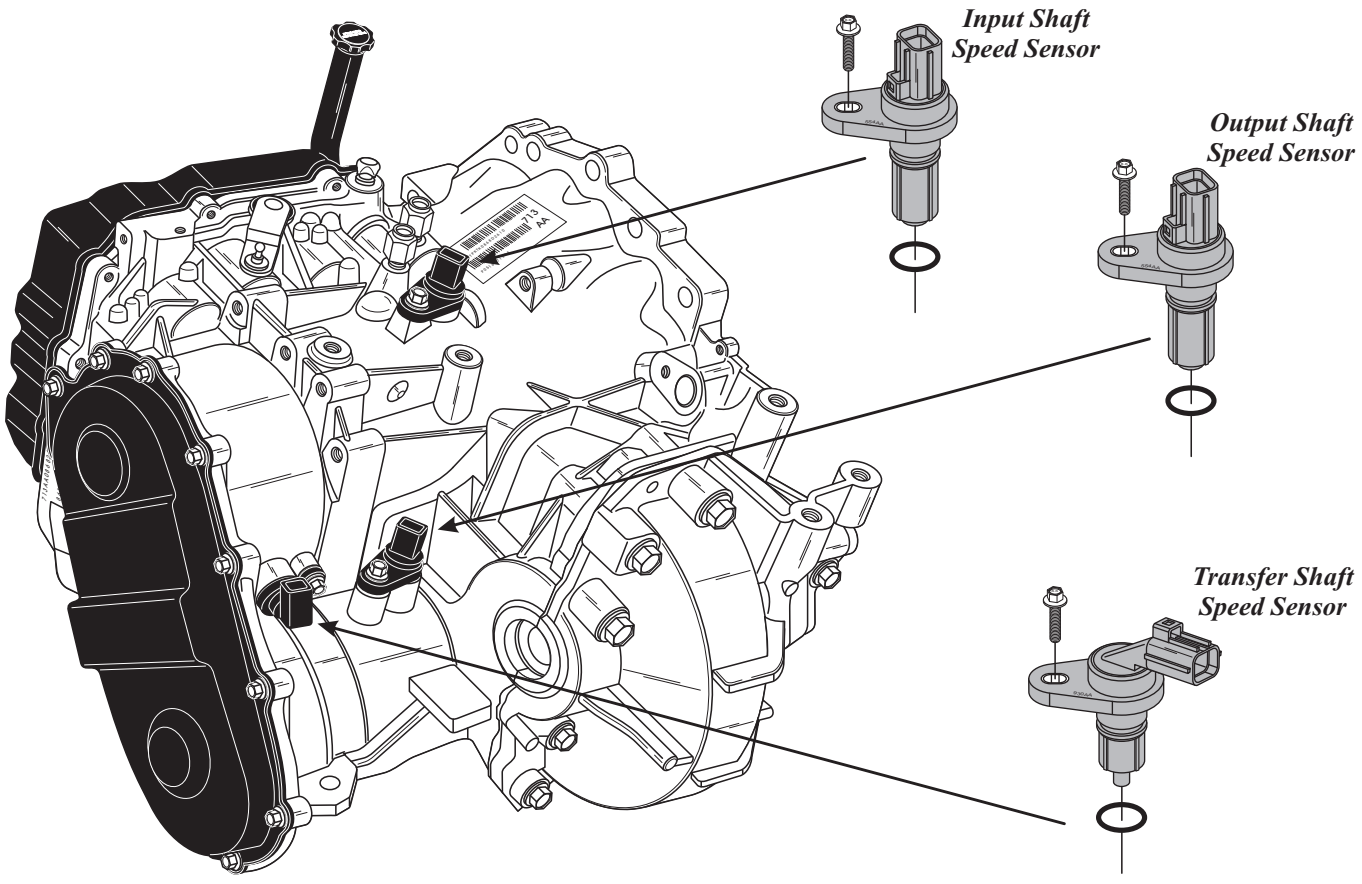
Figure 41



2 FRONT SOUND COVER RETAINERS (3 REQUIRED).
3 FRONT SOUND COVER.

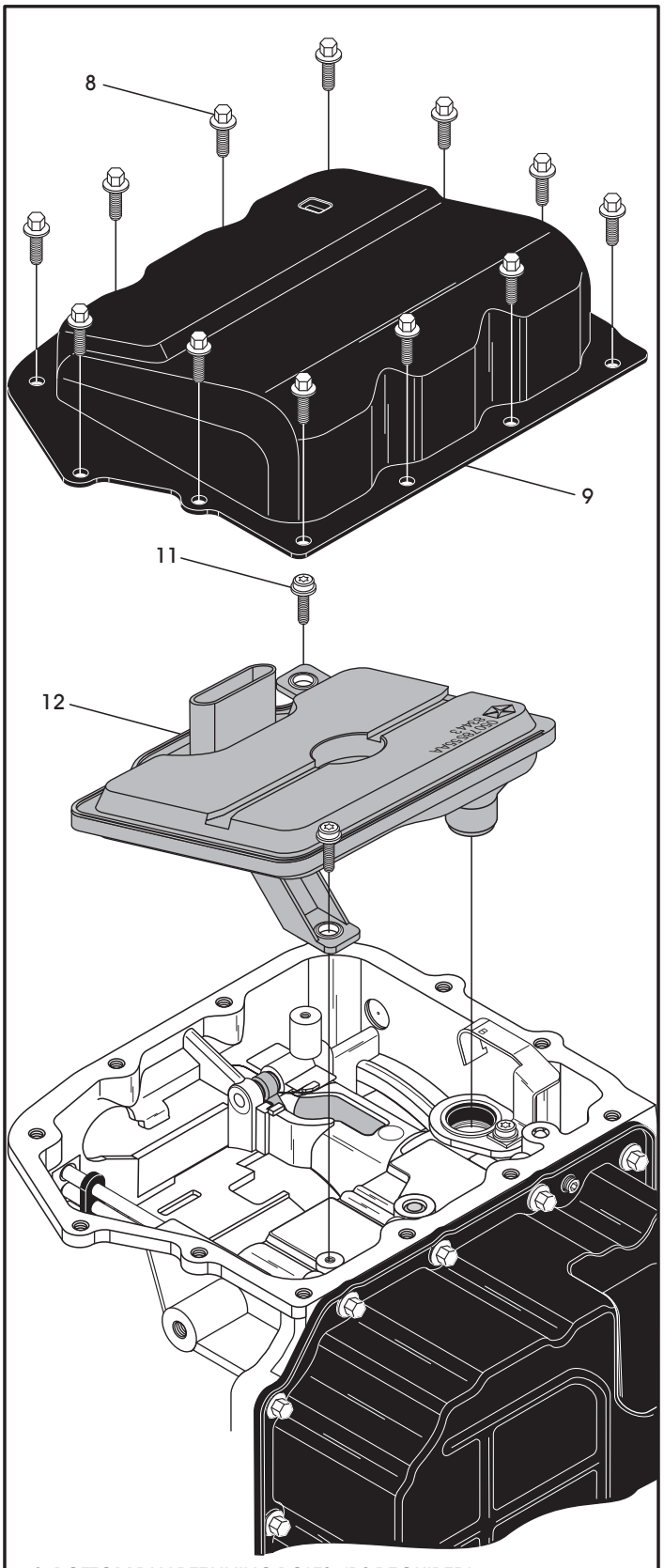
Copyright © 2012 ATSG

Figure 42



Copyright © 2012 ATSG

Figure 43



8 BOTTOM PAN RETAINING BOLTS (12 REQUIRED).
9 BOTTOM PAN ASSEMBLY.
11 MAIN OIL FILTER RETAINING BOLTS (2 REQUIRED).
12 MAIN OIL FILTER ASSEMBLY.

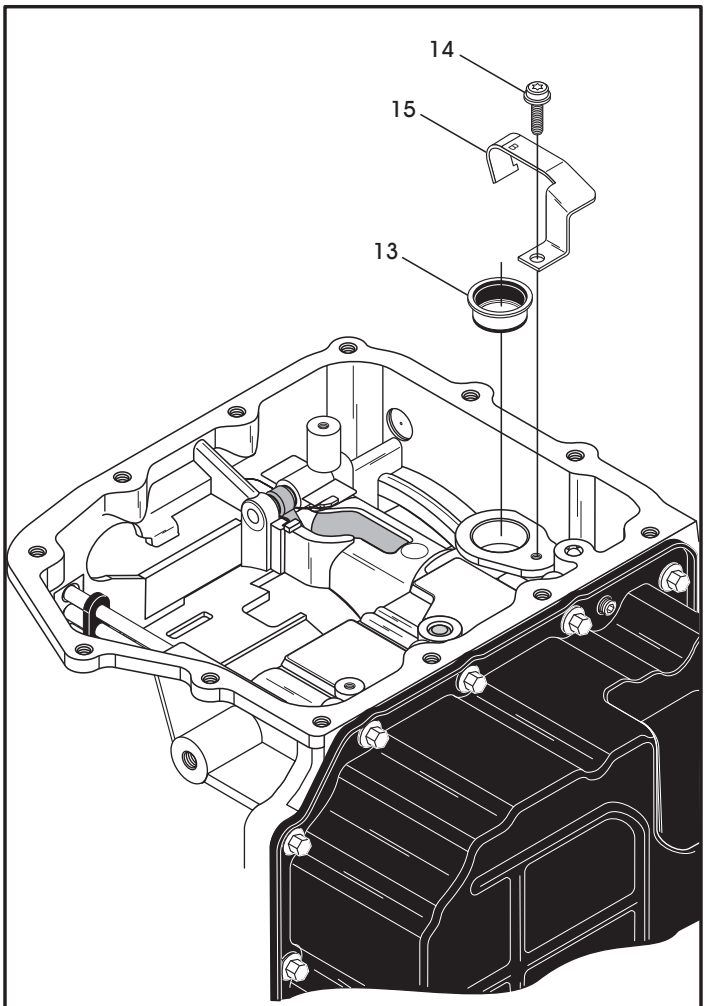
Copyright © 2012 ATSG

Figure 44

TRANSAXLE DISASSEMBLY (CONT'D)

8. Remove the 12 bottom pan bolts, using an 8 mm socket, as shown in Figure 44.
9. Remove the bottom pan, as shown in Figure 44.
10. Remove the two main filter bolts, using a 25 torx bit, as shown in Figure 44.
11. Remove and discard the main oil filter, as shown in Figure 44.
12. Remove and discard the main filter seal from the case bore, as shown in Figure 45.
13. Remove the dipstick stop from the case using a 25 torx bit, as shown in Figure 45.
    Note: This is done to prevent damage while maneuvering the transaxle during disassembly.

Continued on Page 35



13 MAIN OIL FILTER SEAL.
14 DIPSTICK STOP RETAINING BOLT.
15 DIPSTICK STOP.

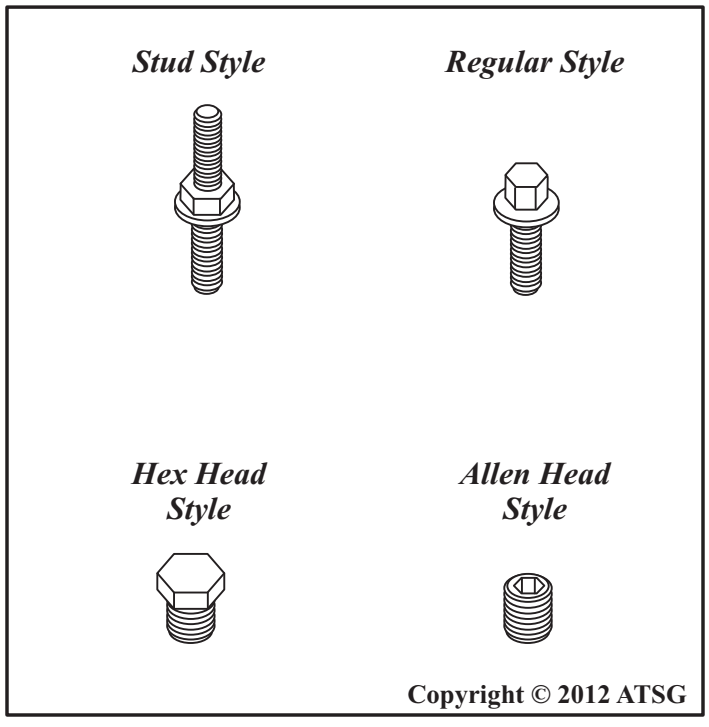
Copyright © 2012 ATSG

Figure 45

TRANSAXLE DISASSEMBLY (CONT'D)

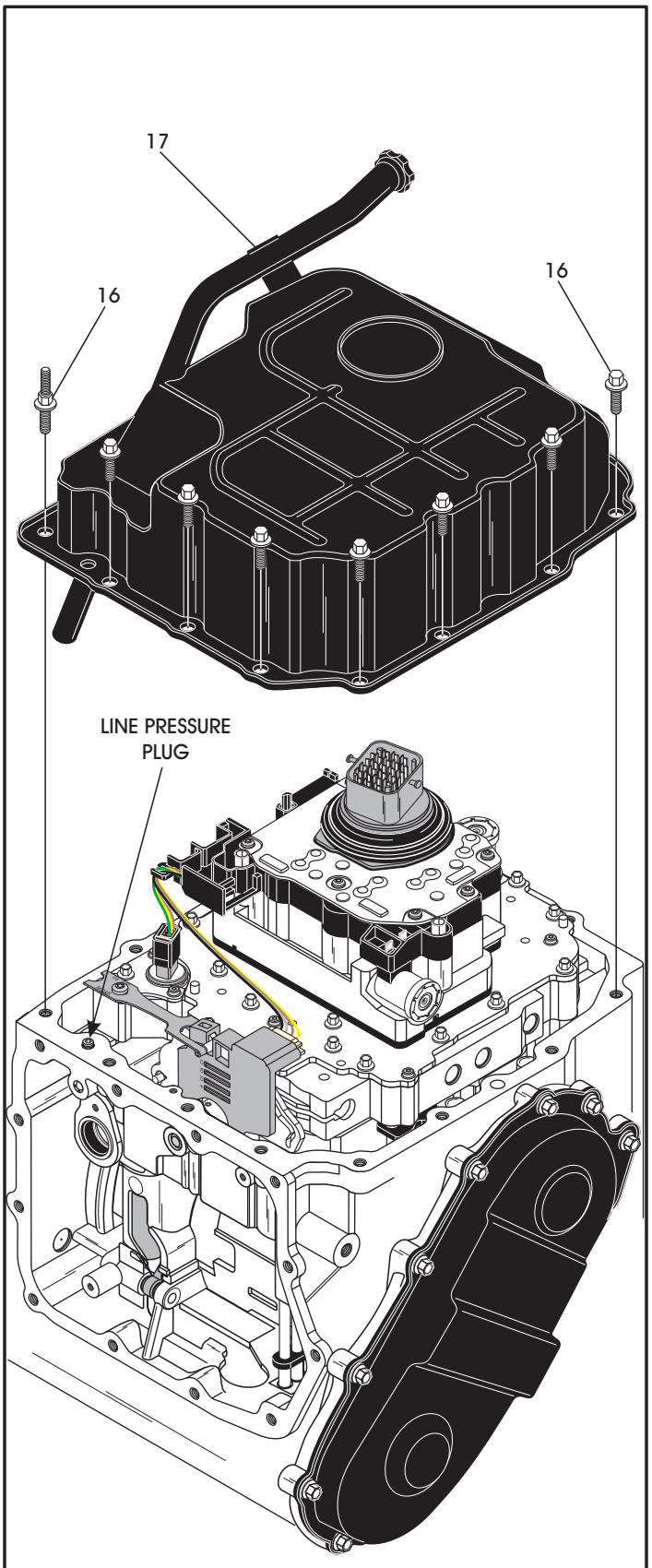
14. Before removing valve body side cover bolts check the style of line pressure plug in the unit you are working on, as shown in Figure 46.
    Note: If your unit has the Hex-Head style line pressure plug it must be removed to remove the side cover. If your unit has Allen-Head style, it can be left in place (See Figure 46).
15. Remove the 13 valve body side cover bolts, as shown in Figure 47, using 8 mm socket on the regular style bolts and 10 mm on the stud style bolts.
    Note: Record the locations of the 3 stud style retaining bolts (See Figure 46).
16. Remove the valve body side cover from the transaxle, as shown in Figure 47.

Continued on Page 36



Copyright © 2012 ATSG

Figure 46



16 VALVE BODY SIDE COVER RETAINING BOLTS (13 REQUIRED).
17 VALVE BODY SIDE COVER & DIPSTICK TUBE ASSEMBLY.

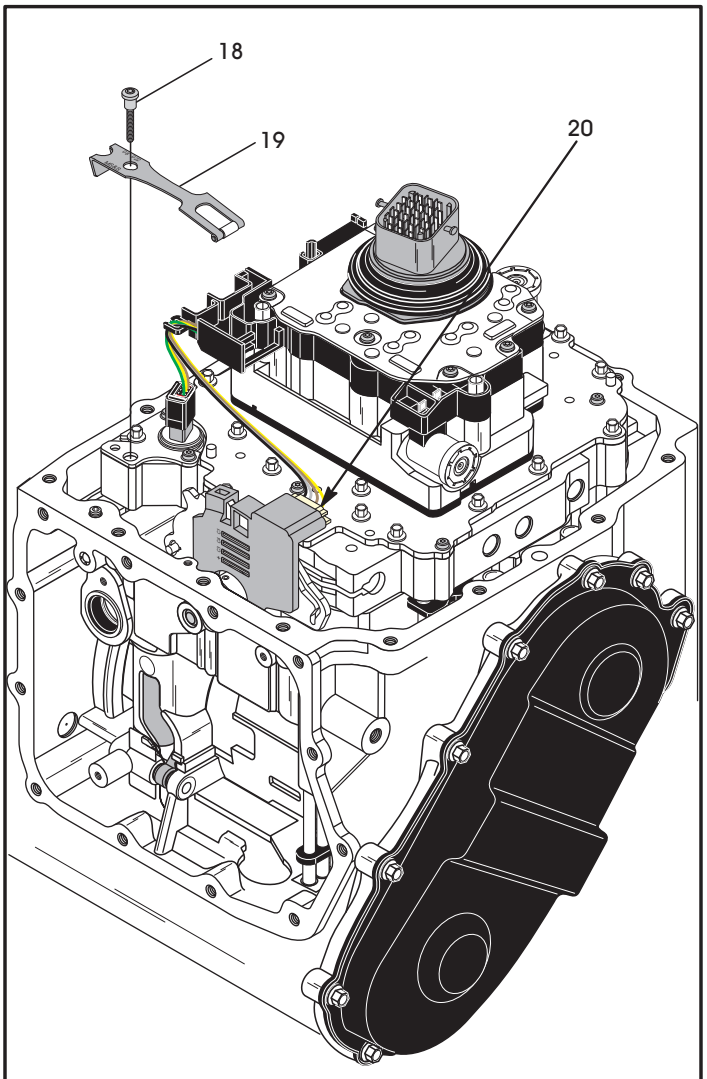
Copyright © 2012 ATSG

Figure 47

TRANSAXLE DISASSEMBLY (CONT'D)

17. Remove the "shouldered" bolt retaining the detent spring and roller assembly, as shown in Figure 48, using a 25 torx bit.
18. Remove the detent spring and roller assembly, as shown in Figure 48.
    Note: The detent spring and roller assembly is used to align the Transaxle Range Switch with the inside detent lever (See Figure 49).
19. Disconnect the electrical connector from the transaxle range switch, as shown in Figure 48.

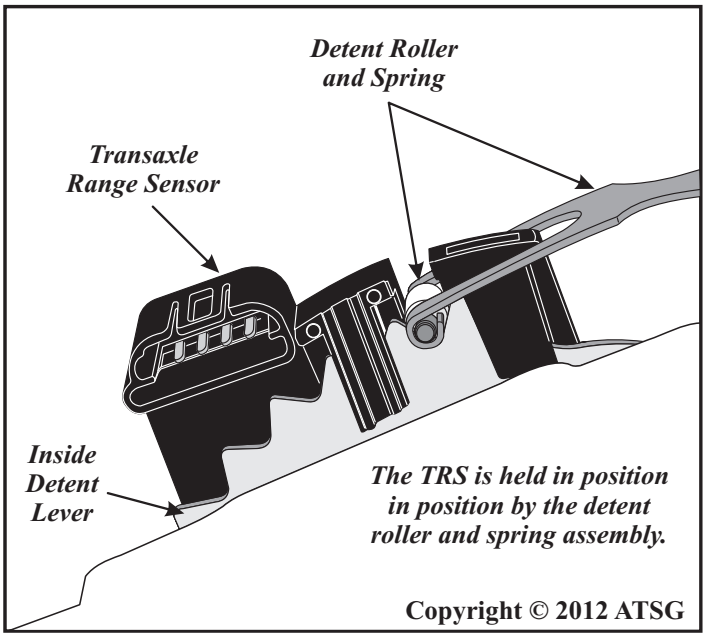
Continued on Page 37



18 DETENT SPRING AND ROLLER "SHOULDERED" RETAINING BOLT.
19 DETENT SPRING AND ROLLER ASSEMBLY.
20 TRANSAXLE RANGE SENSOR ASSEMBLY.

Copyright © 2012 ATSG

Figure 48



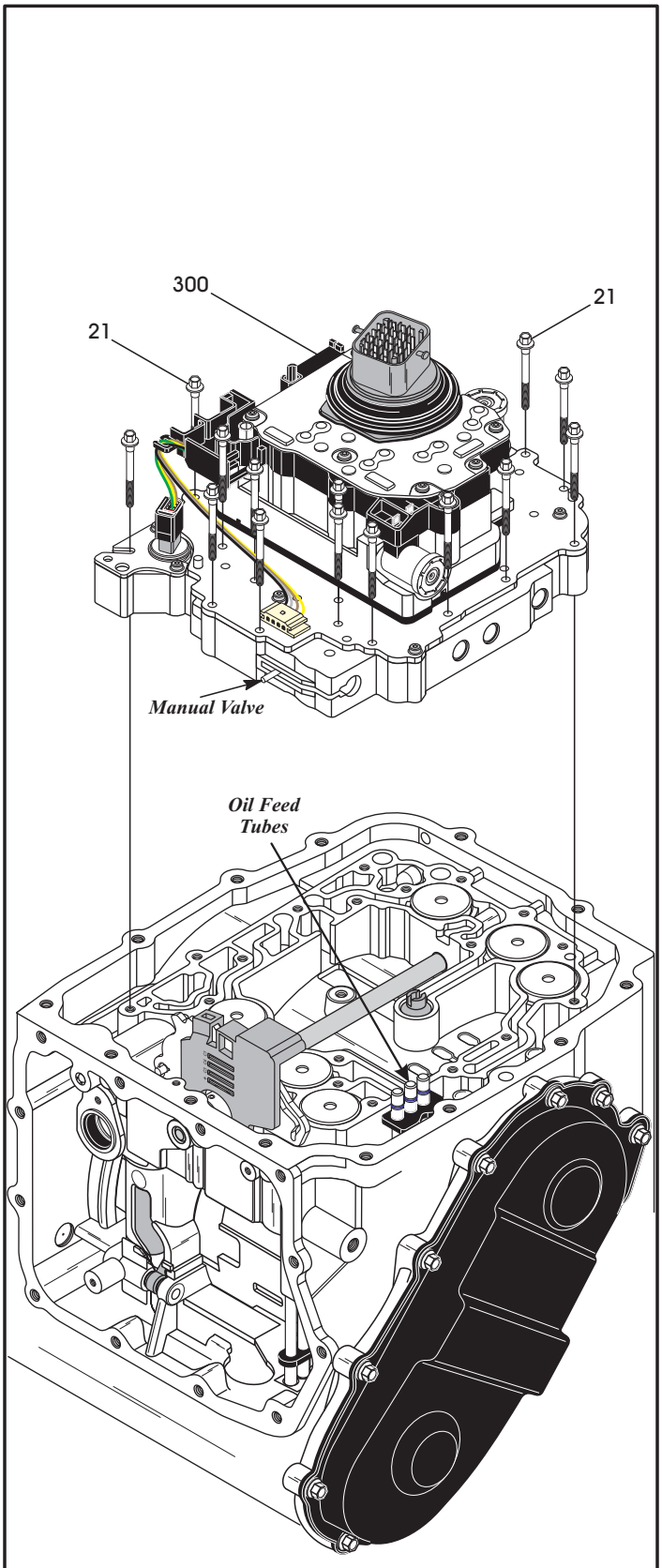
Copyright © 2012 ATSG

Figure 49

TRANSAXLE DISASSEMBLY (CONT'D)

20. Remove 21 valve body to case retaining bolts, as shown in Figure 50, using a 7 mm socket or a 9/32" socket.
    Note: Their locations are shown in Figure 51.
21. Carefully remove the valve body assembly and ensure you are free from the oil feed tubes and release manual valve from the inside detent lever slot, as shown in Figure 50.
22. Set valve body assembly aside for component rebuild section.

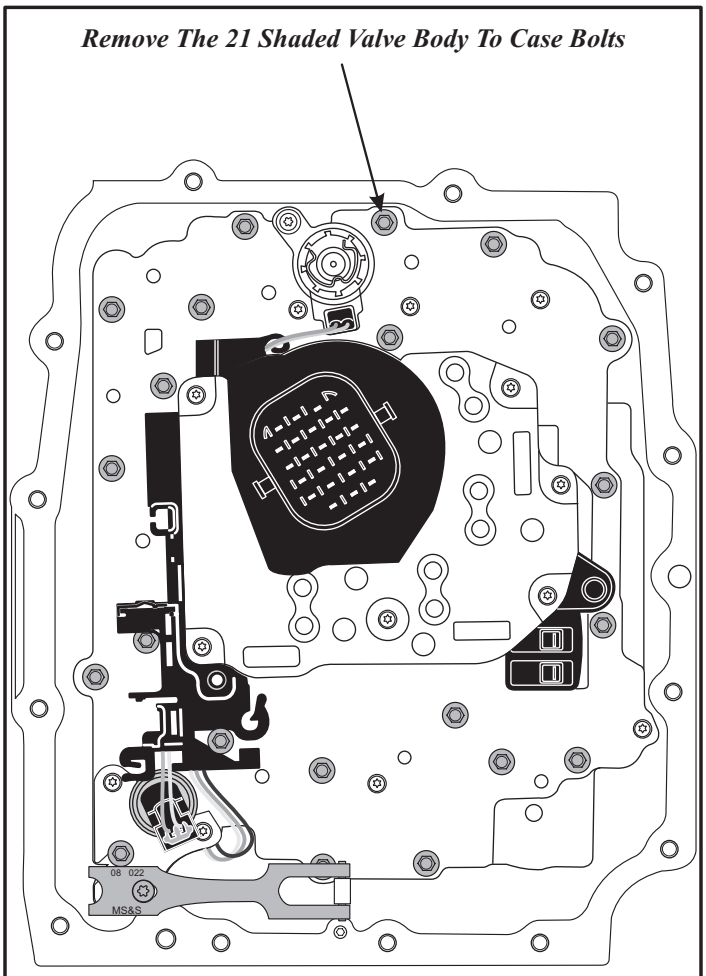
Continued on Page 38



21 VALVE BODY TO CASE RETAINING BOLTS (21 REQUIRED).
300 VALVE BODY ASSEMBLY.

Copyright © 2012 ATSG

Figure 50



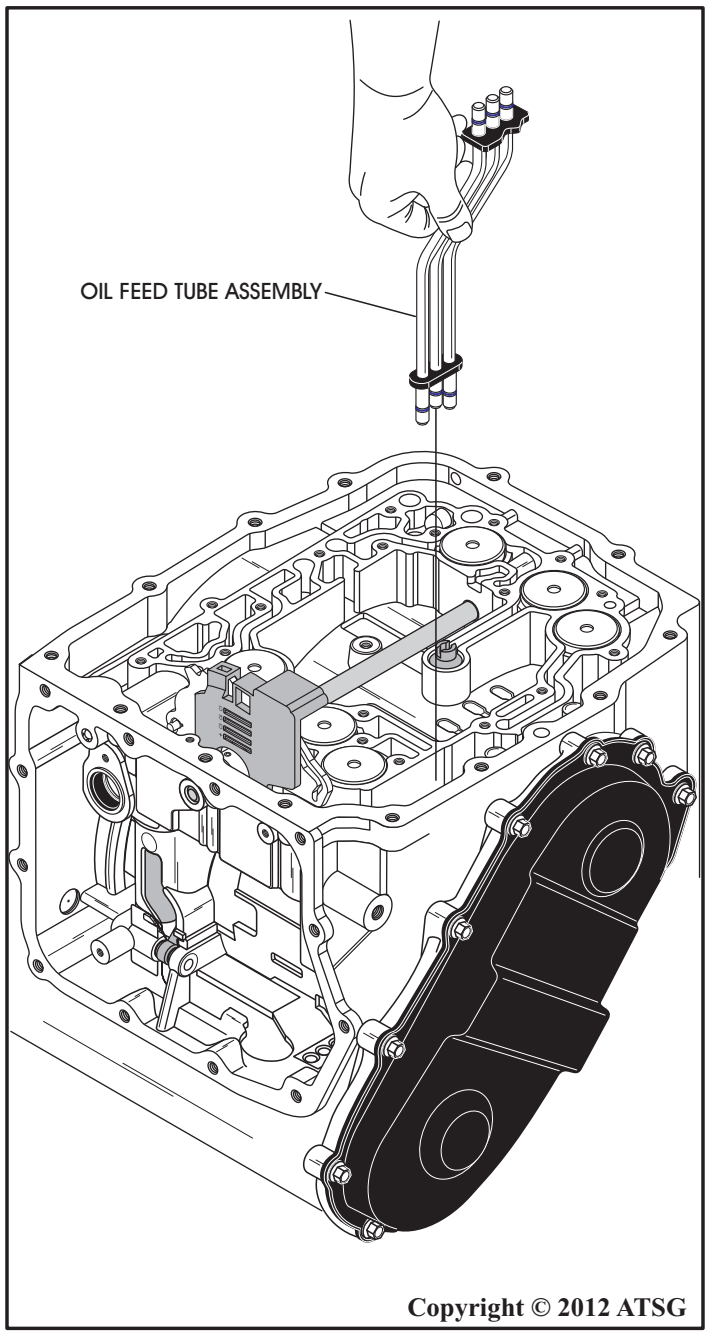
Copyright © 2012 ATSG

Figure 51

TRANSAXLE DISASSEMBLY (CONT'D)

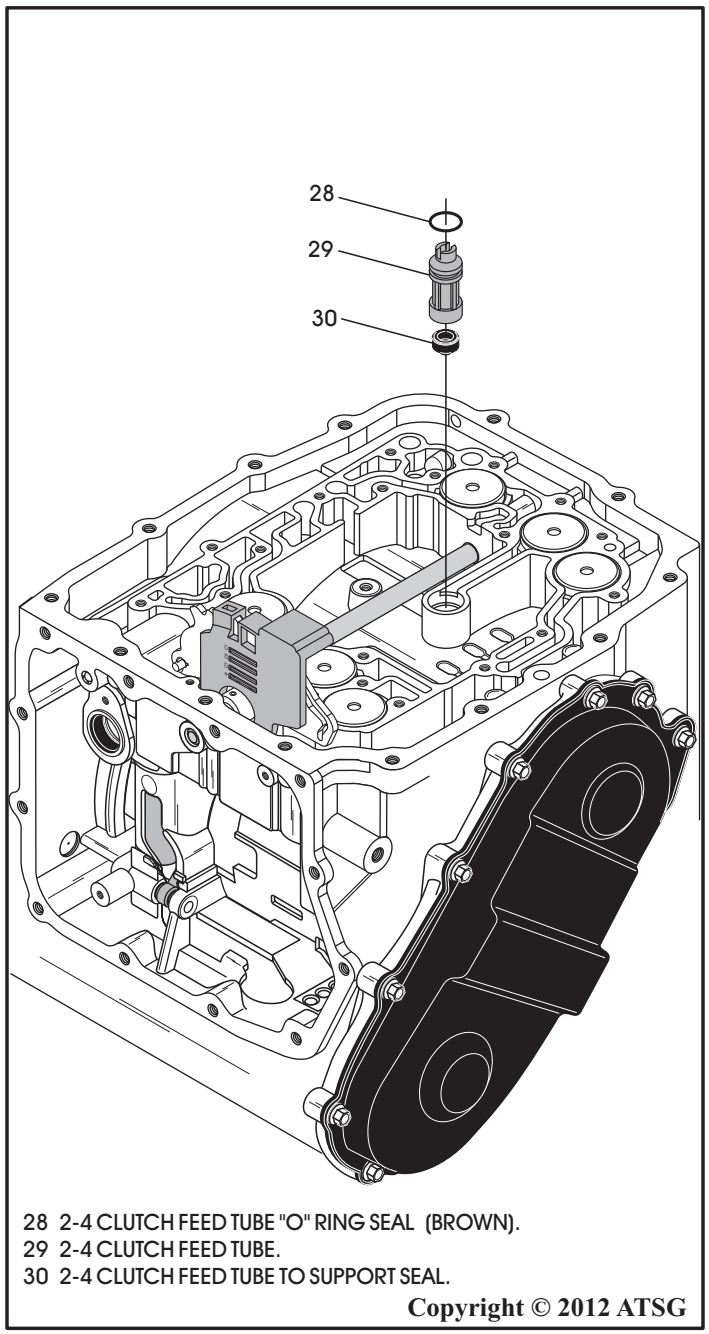
23. Remove the oil feed tube assembly from case, as shown in Figure 52.
24. Set oil feed tube assembly aside for component rebuild section.
25. Remove the 2-4 clutch feed tube from the case bore, as shown in Figure 53.
26. Remove and discard "O" ring seal and tube to support seal, as shown in Figure 53.

Continued on Page 39



Copyright © 2012 ATSG

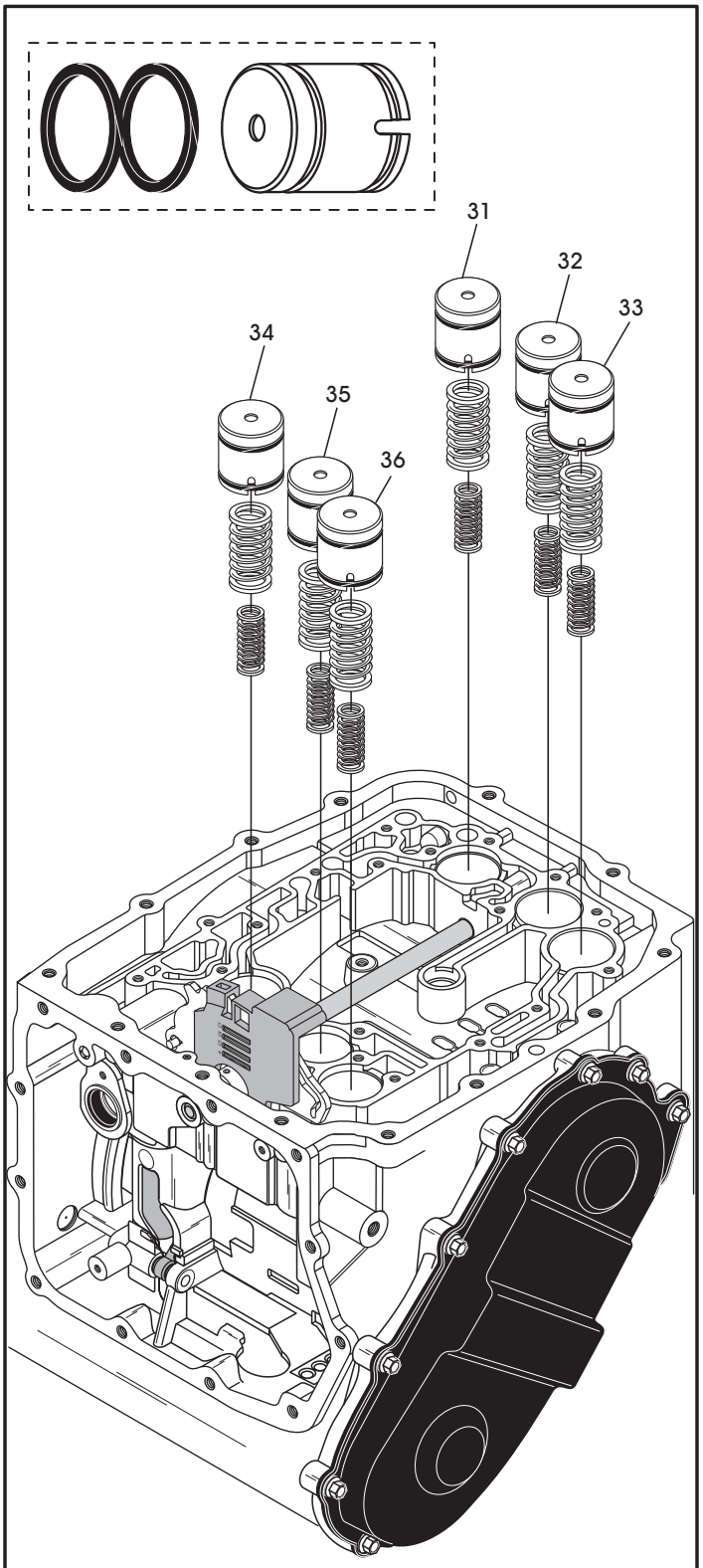
Figure 52



28 2-4 CLUTCH FEED TUBE "O" RING SEAL (BROWN).
29 2-4 CLUTCH FEED TUBE.
30 2-4 CLUTCH FEED TUBE TO SUPPORT SEAL.

Copyright © 2012 ATSG

Figure 53



31 UNDERDRIVE CLUTCH ACCUMULATOR.
32 2-4 CLUTCH ACCUMULATOR.
33 LOW/REVERSE CLUTCH ACCUMULATOR.
34 OVERDRIVE CLUTCH ACCUMULATOR.
35 DIRECT CLUTCH ACCUMULATOR.
36 LOW CLUTCH ACCUMULATOR.

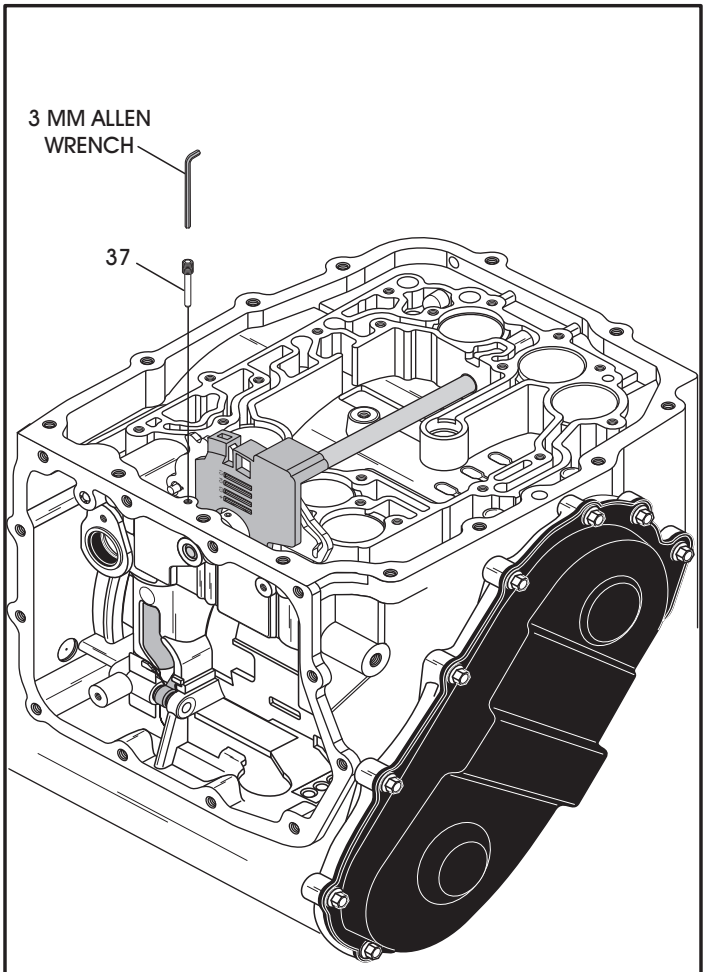
Copyright © 2012 ATSG

Figure 54

TRANSAXLE DISASSEMBLY (CONT'D)

27. Remove each of the 6 accumulator pistons and their springs, as shown in Figure 54.
Note: All of the accumulator pistons and their springs are the same and will interchange, at the time of this printing.
If your configuration is different, then tag each of the springs for identification.
28. Remove and discard the accumulator piston seals, as shown in Figure 54.
29. Remove manual shaft anchor pin from case, as shown in Figure 55, with a 3 mm allen wrench.
Note: Manual shaft must be removed to replace the manual shaft seal and will also allow the removal of TRS, to prevent any damage while maneuvering the transaxle during disassembly.

Continued on Page 40



37 MANUAL SHAFT ANCHOR PIN.

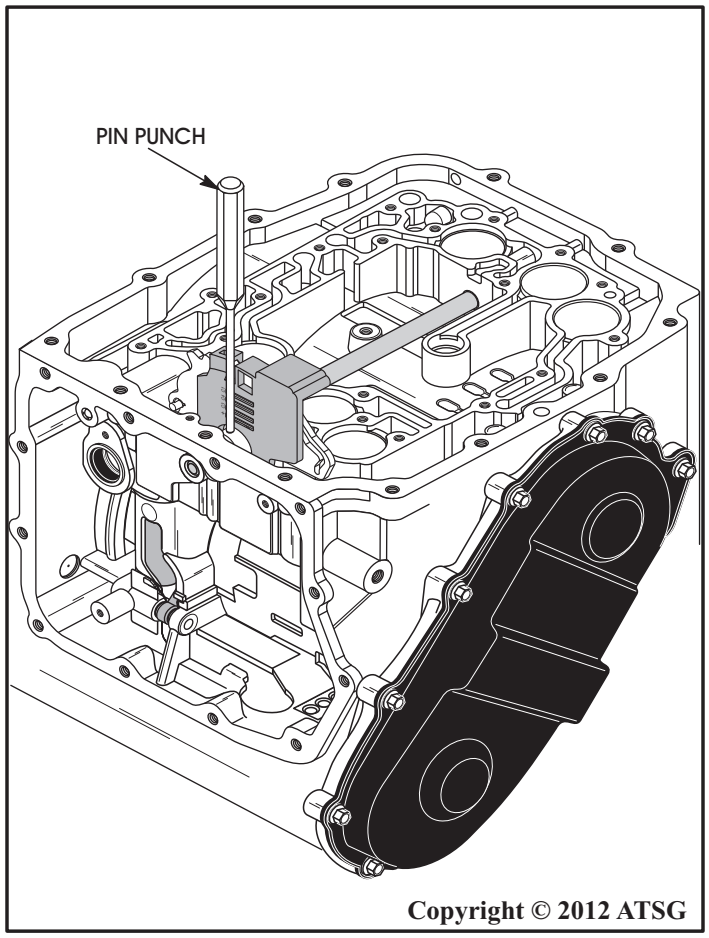
Copyright © 2012 ATSG

Figure 55

TRANSAXLE DISASSEMBLY (CONT'D)

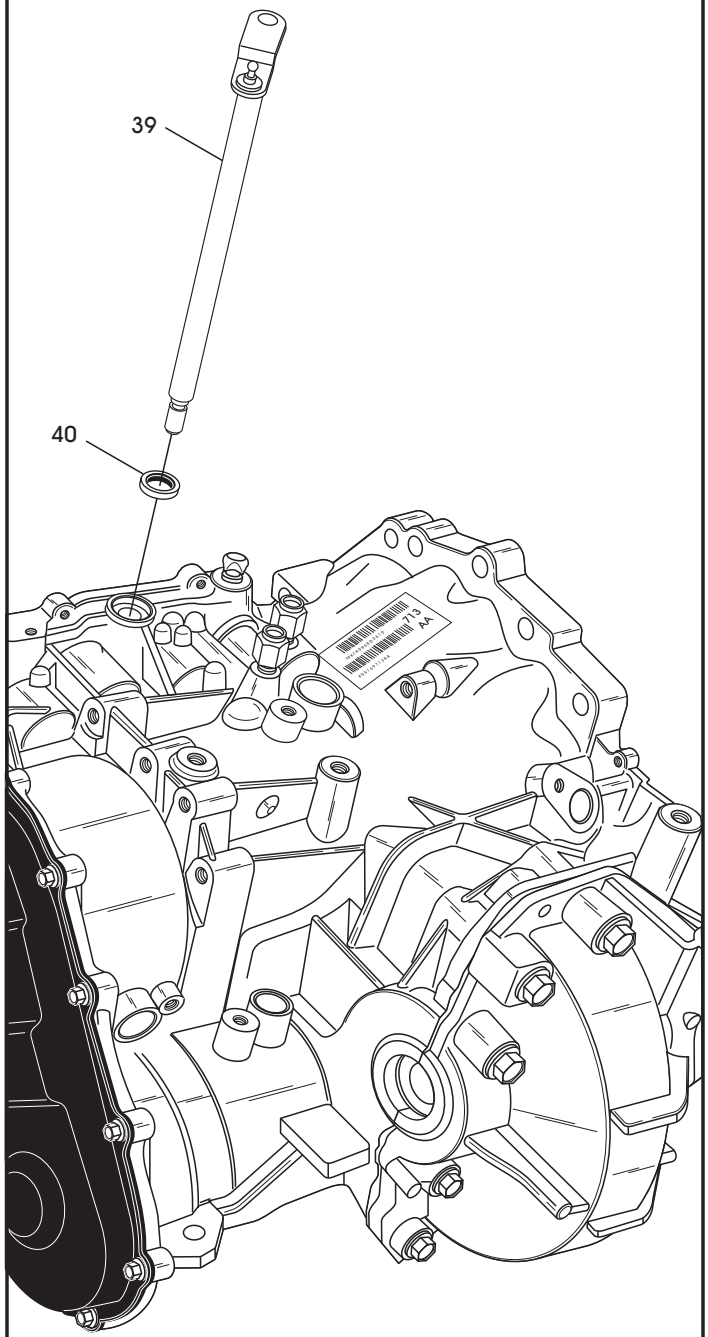
30. Remove the manual shaft roll pin from the inside detent lever, using a pin punch, as shown in Figure 56.
31. Remove the manual shaft and lever assembly, as shown in Figure 57.
32. Remove and discard the manual shaft seal, as shown in Figure 57.

Continued on Page 41



Copyright © 2012 ATSG

Figure 56



39 MANUAL SHAFT AND LEVER ASSEMBLY.
40 MANUAL SHAFT SEAL.

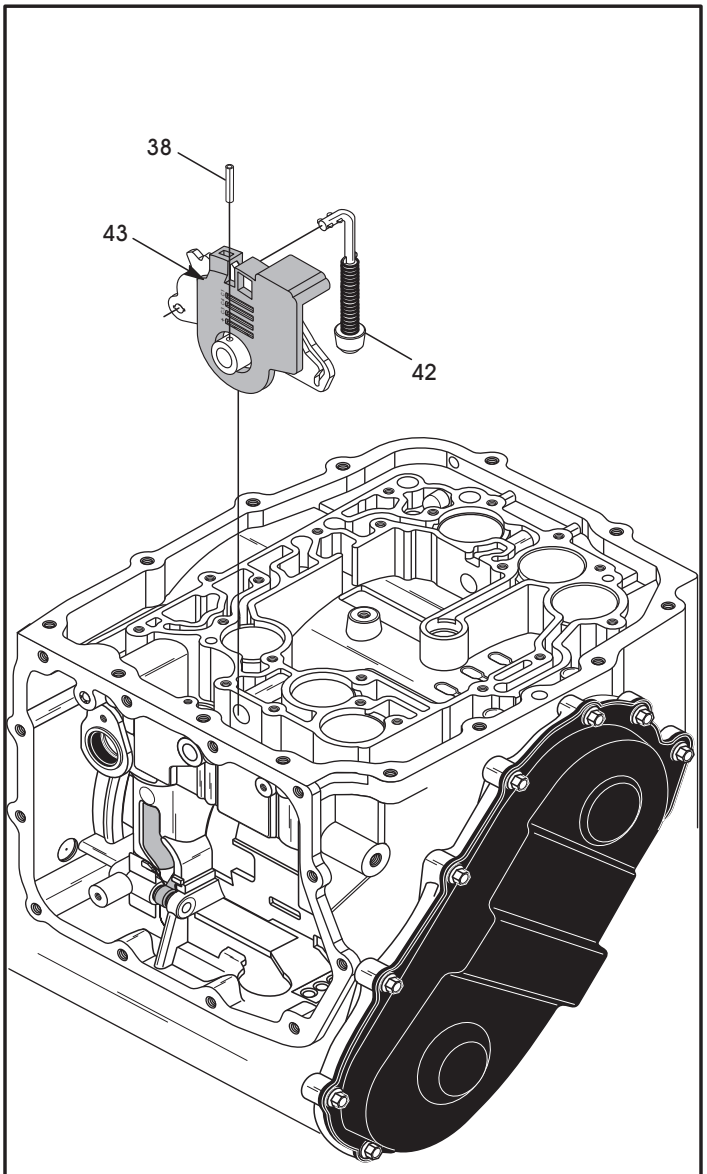
Copyright © 2012 ATSG

Figure 57

TRANSAXLE DISASSEMBLY (CONT'D)

33. Remove the Transaxle Range Sensor/Switch and inside detent lever, as shown in Figure 58.
34. Separate the parking rod from the inside detent lever, as shown in Figure 58.
35. Maneuver transaxle so the input shaft is vertical, as shown in Figure 59, and install dial indicator.
36. Measure input shaft end-play and record the dial indicator reading for reassembly reference.
    Note: End-play reading should be within 0.13-0.64mm (.005" - .025").
37. Remove the six front pump retaining bolts, as shown in Figure 60, using an 8 mm (5/16") six point socket.

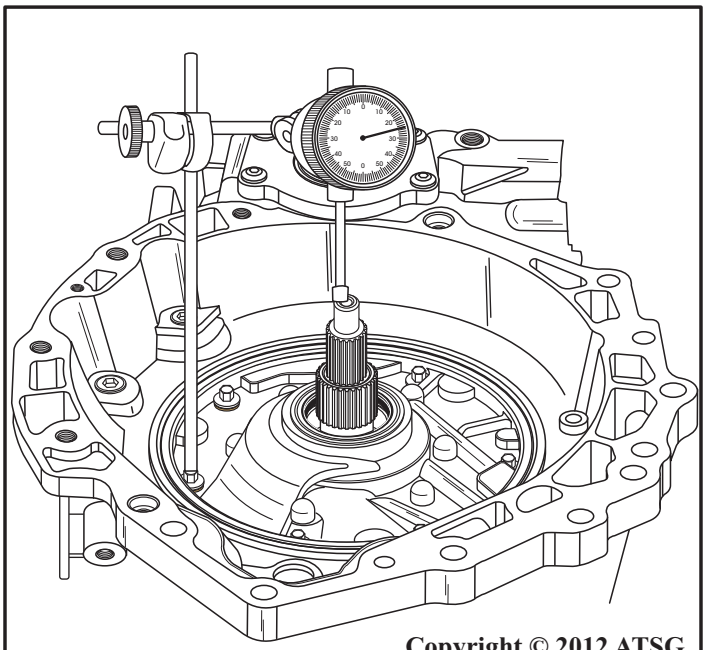
Continued on Page 42



38 INSIDE DETENT LEVER ROLL PIN.
42 PARKING ROD ASSEMBLY.
43 TRANSAXLE RANGE SENSOR/SWITCH.

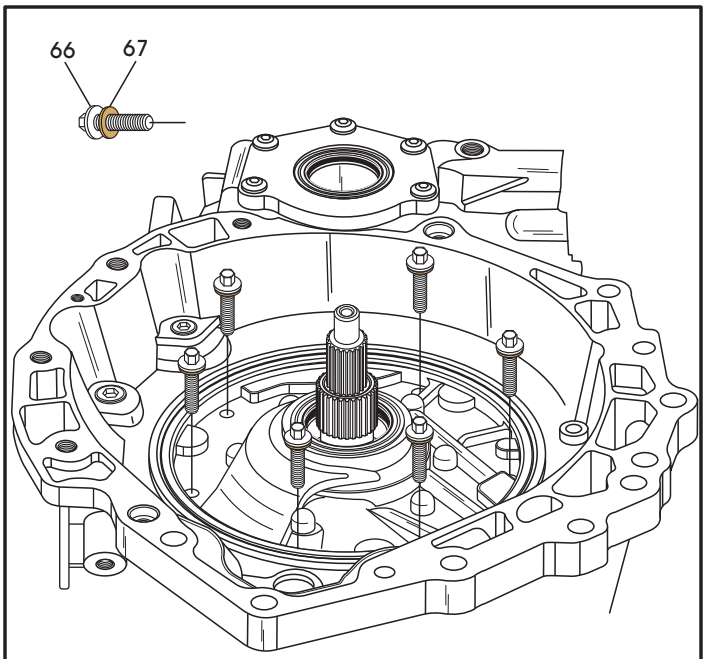
Copyright © 2012 ATSG

Figure 58



Copyright © 2012 ATSG

Figure 59



66 PUMP BODY TO CASE BOLT (6 REQUIRED).
67 PUMP BODY TO CASE "BRASS" WASHER (6 REQUIRED).

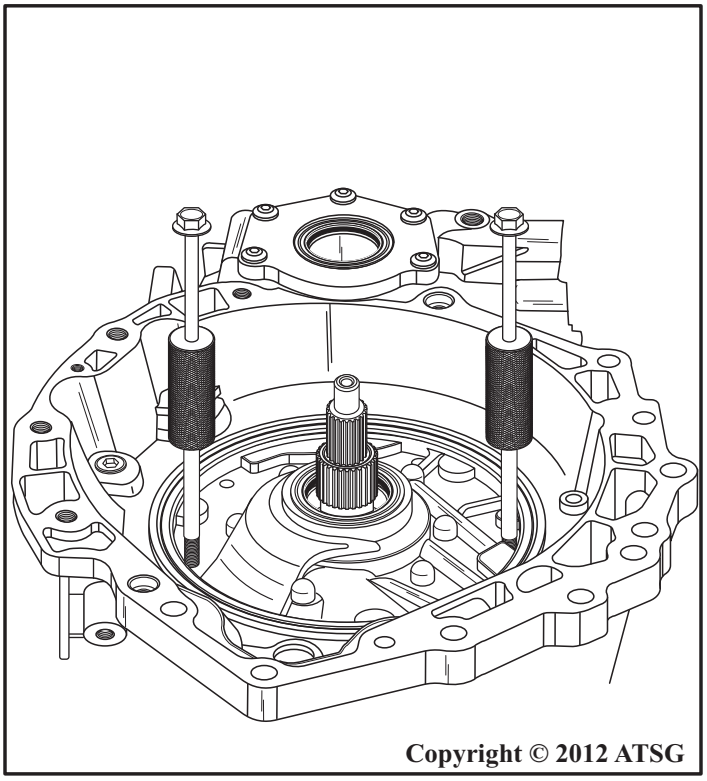
Copyright © 2012 ATSG

Figure 60

TRANSAXLE DISASSEMBLY (CONT'D)

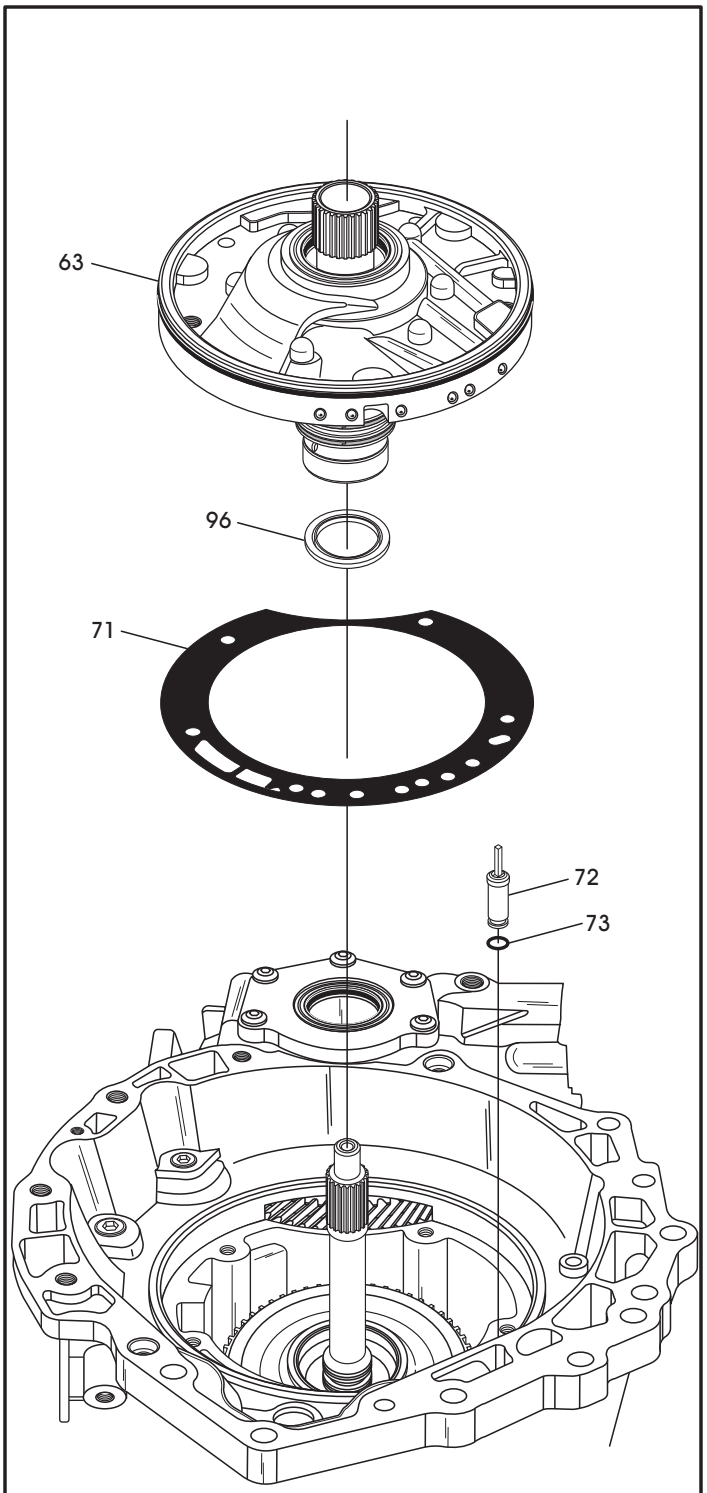
38. Install slide hammers into oil pump, as shown in Figure 61, and loosen oil pump.
39. Remove complete oil pump assembly, as shown in Figure 62.
    Note: Number 1 thrust bearing may be stuck to back side of oil pump (See Figure 62).
40. Set oil pump assembly aside for the component rebuild section.
41. Remove and discard the oil pump to case gasket, as shown in Figure 62.
42. Remove the cooler by-pass valve assembly from case, as shown in Figure 62 and 63.
    Note: If transaxle failure has occured, cooler by-pass valve "must" be replaced. Do not re-use or attempt to clean valve.

Continued on Page 43



Copyright © 2012 ATSG

Figure 61



63 COMPLETE OIL PUMP ASSEMBLY.
71 OIL PUMP TO CASE GASKET.
72 COOLER BY-PASS VALVE.
73 COOLER BY-PASS VALVE "O" RING SEAL.
96 NUMBER 1 THRUST BEARING.

Copyright © 2012 ATSG

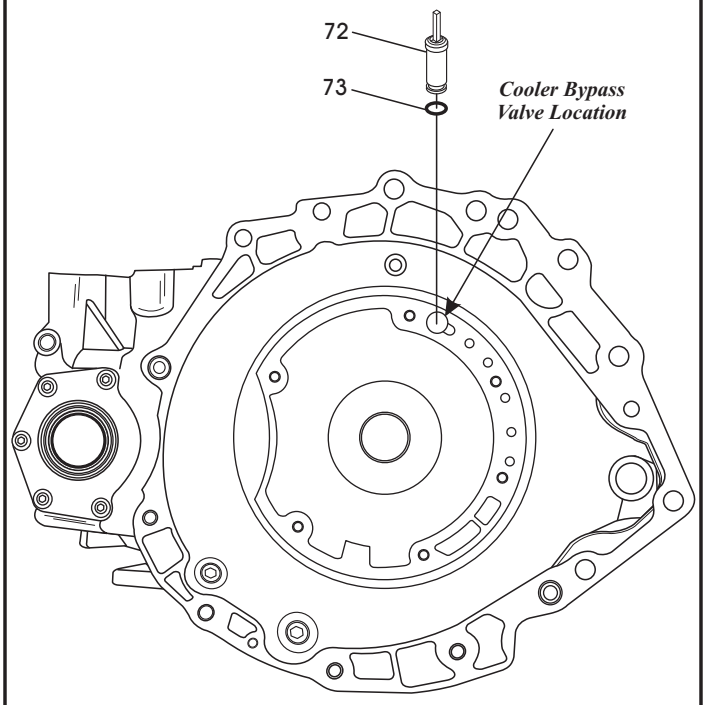
Figure 62

TRANSAXLE DISASSEMBLY (CONT'D)

43. Remove the complete input housing assembly, as shown in Figure 64.
44. Remove the number 4 thrust plate, as shown in Figure 64, which may be stuck to back side of the input housing.
    Note: The number 4 thrust plate is selective and used to set front end-play.
45. Set the complete input housing aside for the component rebuild section.

Continued on Page 44

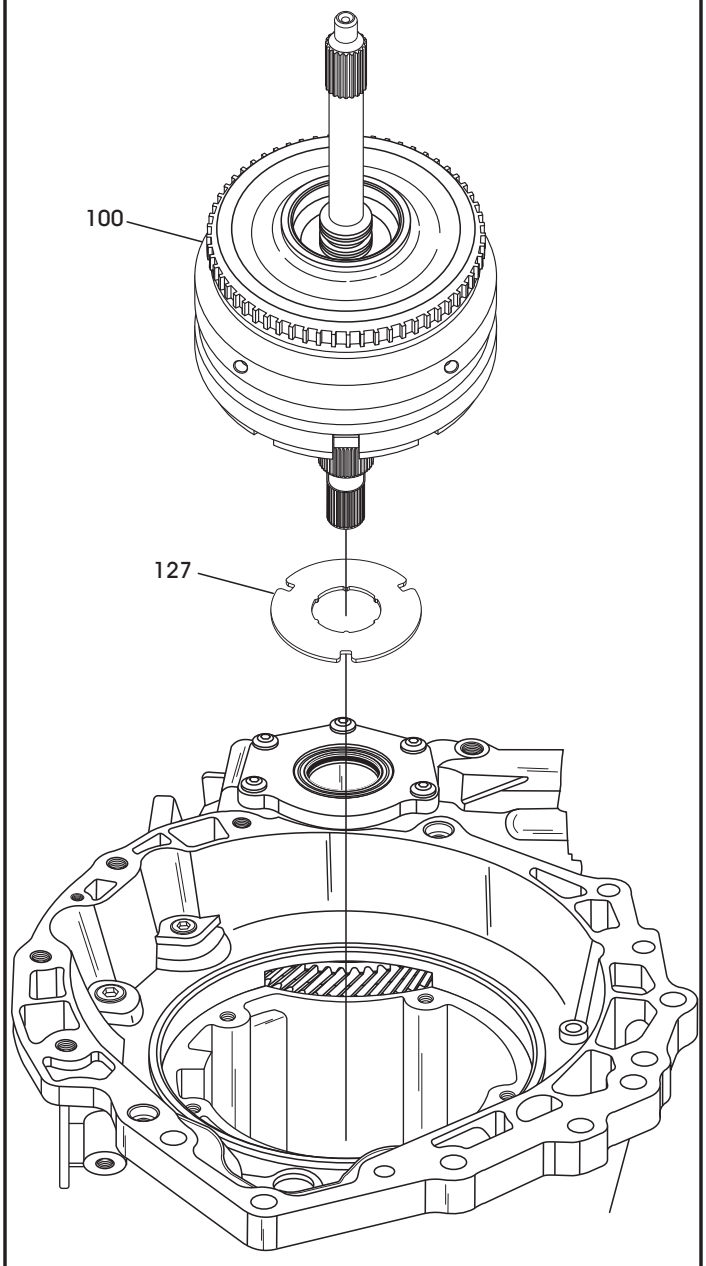
If transaxle failure has occured, the cooler by-pass valve "must" be replaced. Do not re-use or attempt to clean valve.



72 COOLER BY-PASS VALVE.
73 COOLER BY-PASS VALVE "O" RING SEAL.

Copyright © 2012 ATSG

Figure 63



100 INPUT CLUTCH HOUSING ASSEMBLY.
127 NUMBER 4 "SELECTIVE" THRUST PLATE.

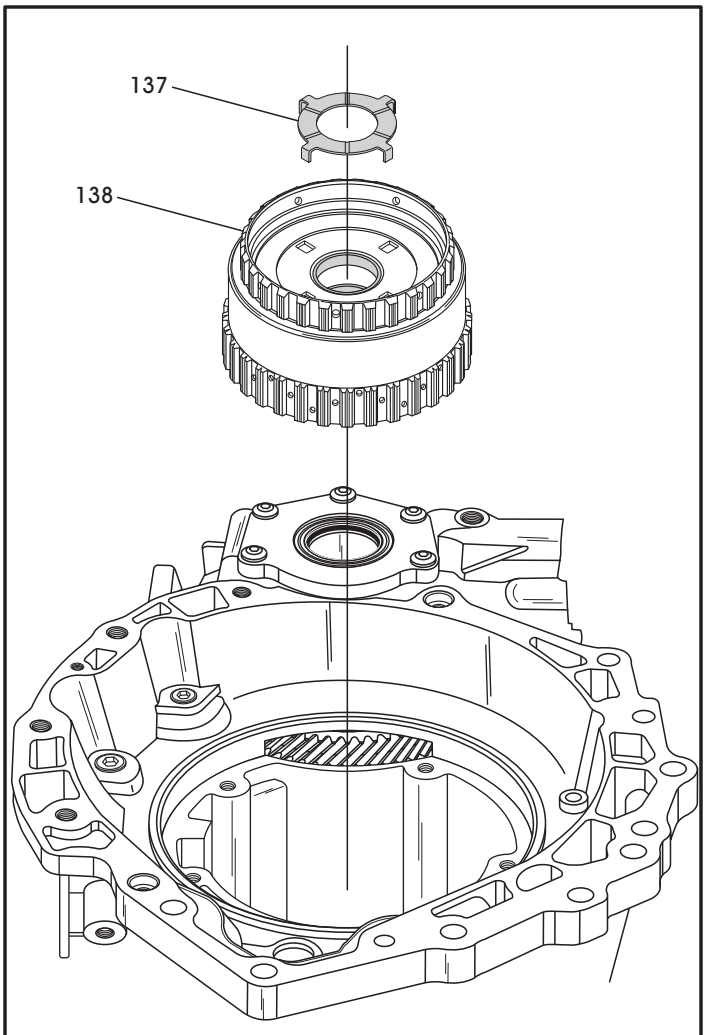
Copyright © 2012 ATSG

Figure 64

TRANSAXLE DISASSEMBLY (CONT'D)

46. Remove the number 4 thrust washer and reverse clutch hub & front sun gear assembly, as shown in Figure 65.
47. Remove the flat snap ring from the case that is retaining the 2-4 clutch retainer, as shown in Figure 66.
48. Remove the 2-4 retainer and piston assembly, as shown in Figure 66.
49. Remove the 2-4 clutch "bellville" return spring, as shown in Figure 66.
50. Remove the 2-4 clutch steel and friction plates, as shown in Figure 66.

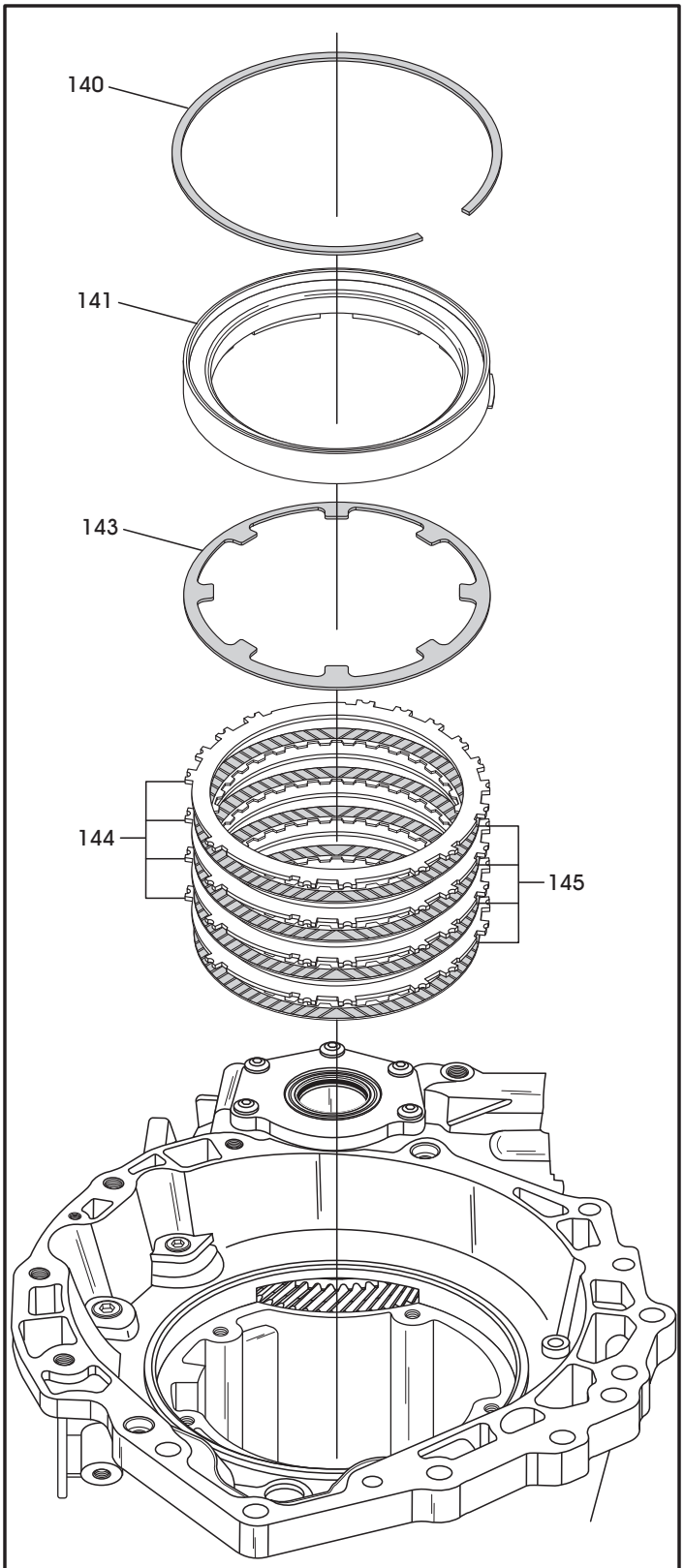
Continued on Page 45



137 NUMBER 4 THRUST WASHER.
138 REVERSE CLUTCH HUB & FRONT SUN GEAR ASSEMBLY.

Copyright © 2012 ATSG

Figure 65



140 2-4 CLUTCH PISTON RETAINER "FLAT" SNAP RING.
141 2-4 CLUTCH PISTON RETAINER AND PISTON ASSEMBLY.
143 2-4 CLUTCH "BELLVILLE" RETURN SPRING.
144 2-4 CLUTCH STEEL PLATES, .100" THICK (4 REQUIRED).
145 2-4 CLUTCH FRICTION PLATES, .084" THICK (4 REQUIRED).

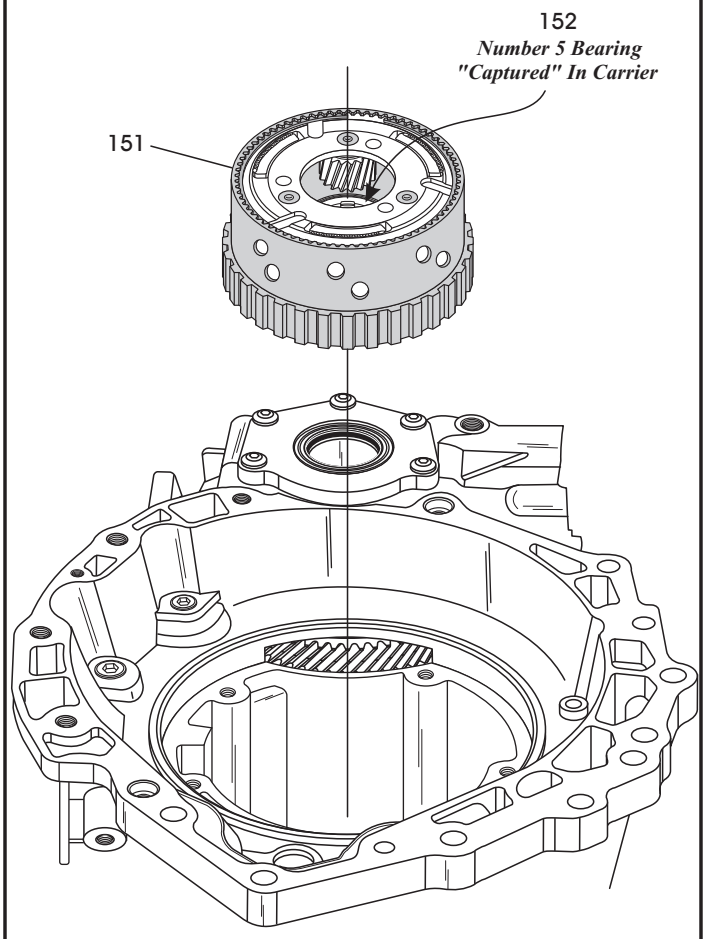
Copyright © 2012 ATSG

Figure 66

TRANSAXLE DISASSEMBLY (CONT'D)

51. Remove the front planetary carrier and rear ring gear assembly, as shown in Figure 67.
    Note: Number 5 thrust bearing is "captured" in the front planetary carrier.
52. Remove the number 6 thrust bearing, as shown in Figure 68.
    Note: Number 6 thrust bearing may be stuck to back side of front planetary.
53. Remove the rear planetary sun gear, as shown in Figure 68.
54. Remove the number 7 thrust bearing, as shown in Figure 68.
    Note: Number 7 thrust bearing may be stuck to back side of rear sun gear.

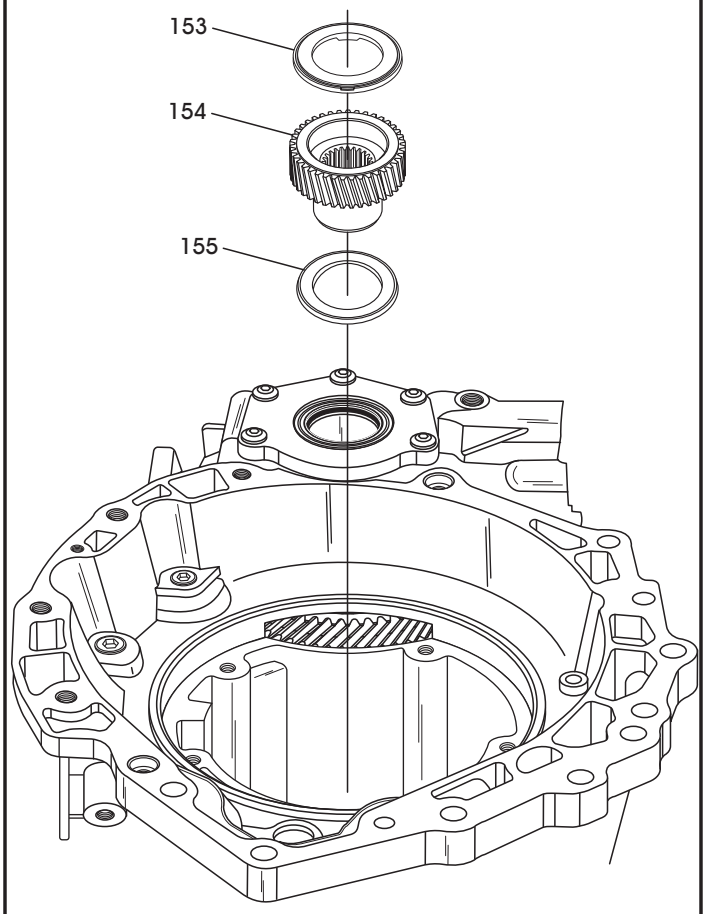
Continued on Page 46



151 FRONT PLANETARY CARRIER & REAR RING GEAR ASSEMBLY.
152 NUMBER 5 THRUST BEARING (CAPTURED).

Copyright © 2012 ATSG

Figure 67



153 NUMBER 6 THRUST BEARING.
154 REAR SUN GEAR.
155 NUMBER 7 THRUST BEARING.

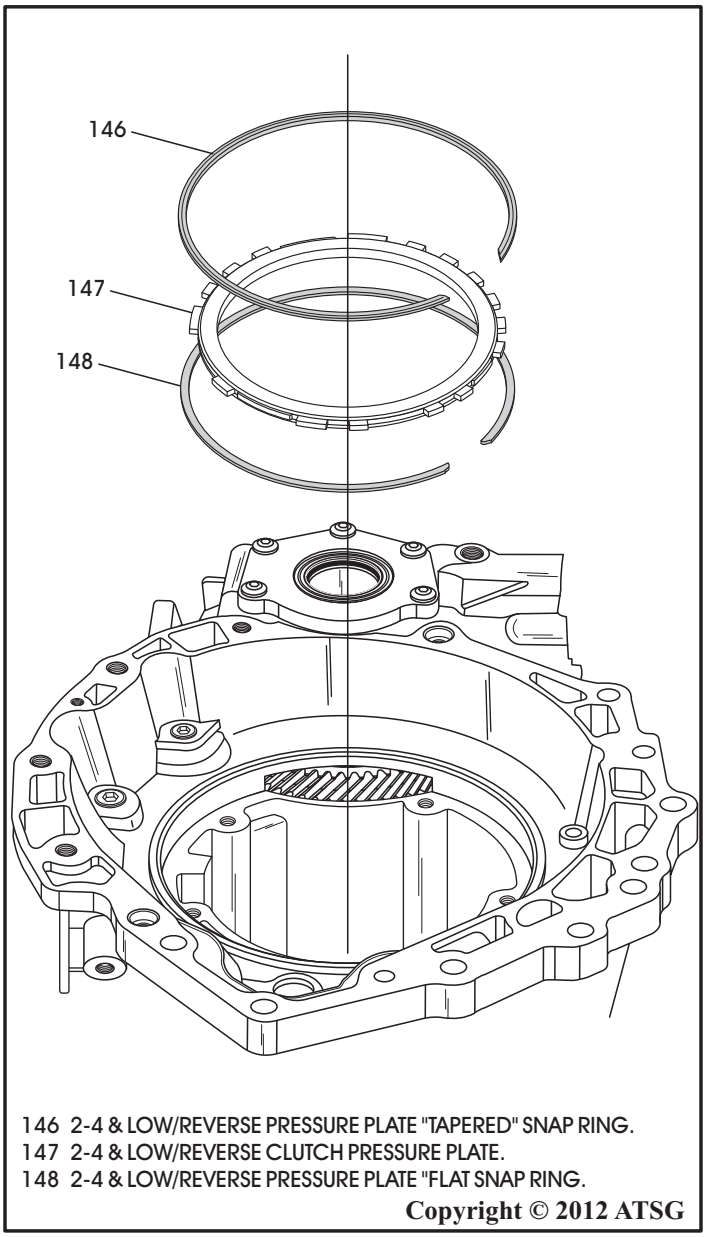
Copyright © 2012 ATSG

Figure 68

TRANSAXLE DISASSEMBLY (CONT'D)

55. Remove the 2-4 & low/reverse clutch pressure plate "tapered" snap ring from case, as shown in Figure 69.
56. Remove the 2-4 & low/reverse clutch pressure plate, as shown in Figure 69.
57. Remove the 2-4 & low/reverse clutch pressure plate "flat" snap ring from the case, as shown in Figure 69.
58. Remove the low/reverse clutch plates from the case, as shown in Figure 70.

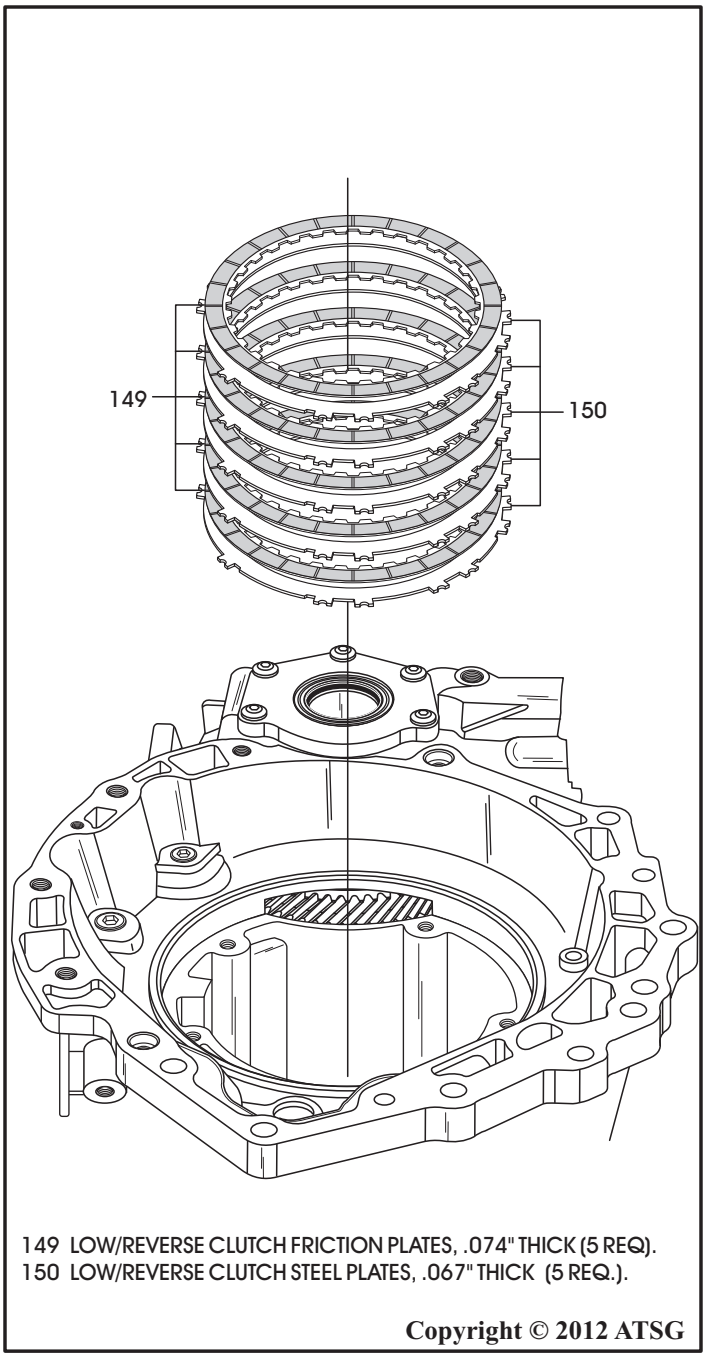
Continued on Page 47



146 2-4 & LOW/REVERSE PRESSURE PLATE "TAPERED" SNAP RING.
147 2-4 & LOW/REVERSE CLUTCH PRESSURE PLATE.
148 2-4 & LOW/REVERSE PRESSURE PLATE "FLAT SNAP RING.

Copyright © 2012 ATSG

Figure 69



149 LOW/REVERSE CLUTCH FRICTION PLATES, .074" THICK (5 REQ).
150 LOW/REVERSE CLUTCH STEEL PLATES, .067" THICK (5 REQ.).

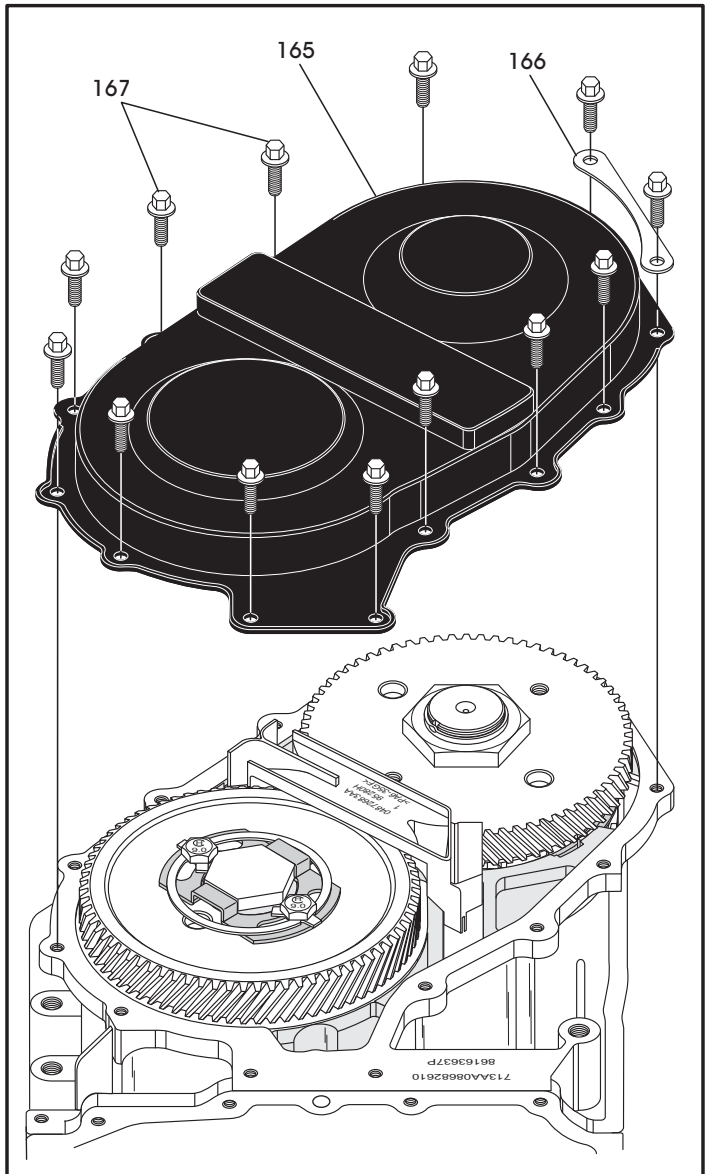
Copyright © 2012 ATSG

Figure 70

TRANSAXLE DISASSEMBLY (CONT'D)

59. Remove the 13 transfer gear cover retaining bolts, as shown in Figure 71.
60. Remove the transfer gear cover and the support strap, as shown in Figure 71.
61. Remove transfer gear oil scavenger, as shown in Figure 72.
62. Bend back the staked tabs on the nut retaining the driven transfer gear using a center punch, as shown in Figure 73.

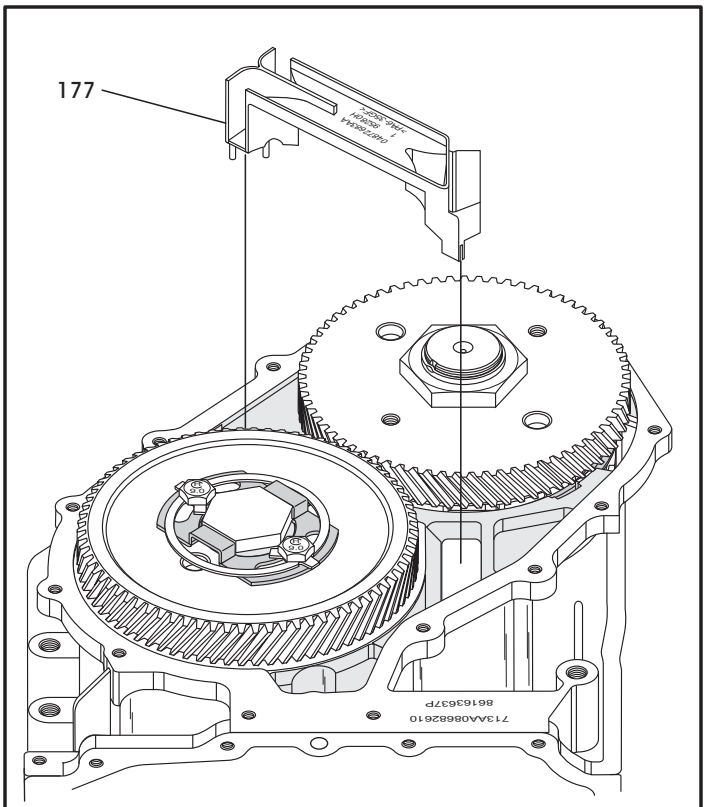
Continued on Page 48



165 TRANSFER GEAR COVER.
166 TRANSFER GEAR COVER SUPPORT STRAP.
167 TRANSFER GEAR COVER RETAINING BOLTS (13 REQUIRED).

Copyright © 2012 ATSG

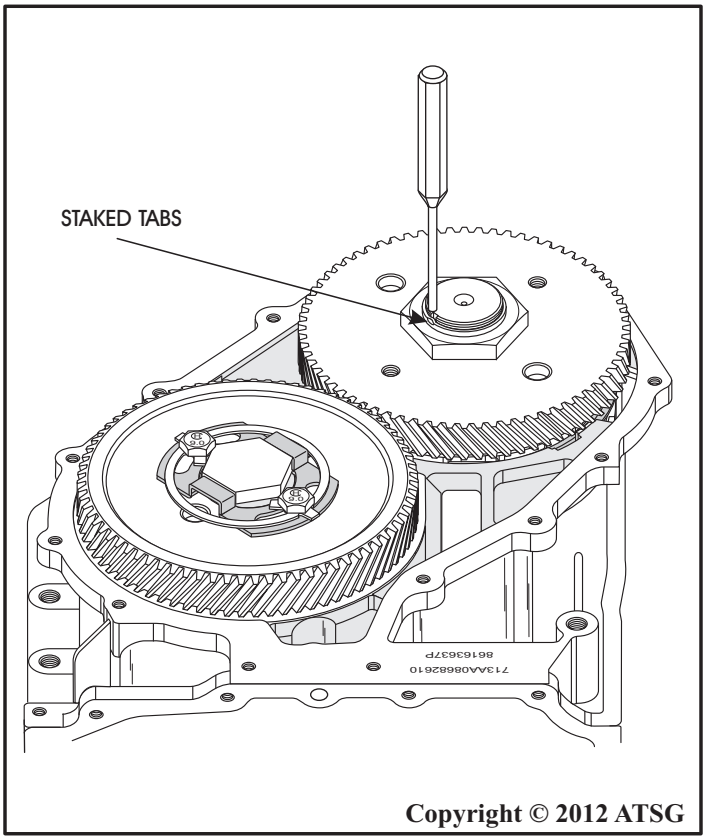
Figure 71



177 TRANSFER GEAR OIL SCAVENGER.

Copyright © 2012 ATSG

Figure 72



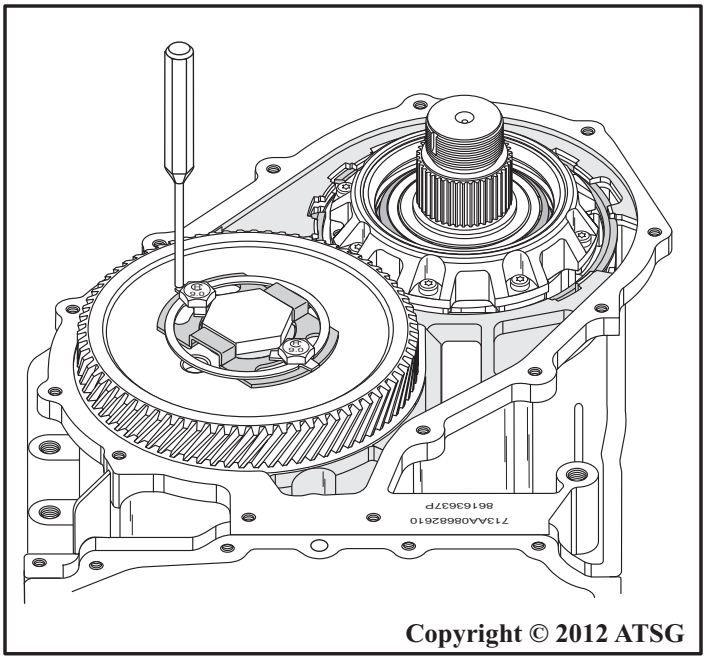
Copyright © 2012 ATSG

Figure 73

TRANSAXLE DISASSEMBLY (CONT'D)

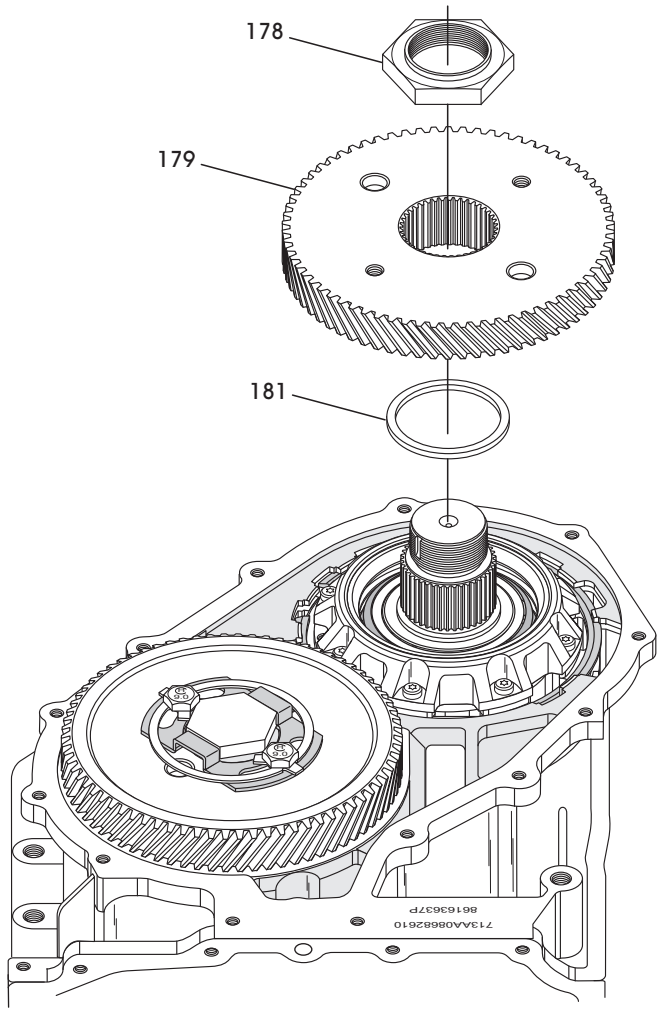
63. Remove the transfer driven gear retaining nut using a 2 inch socket, as shown in Figure 74.
64. Remove the transfer driven gear and selective shim, as shown in Figure 74.
65. Bend locking tabs down on transfer gear locking tab retainer using a pin punch (See Figure 75).
66. Remove the two transfer drive gear locking tab bolts, as shown in Figure 76.
67. Remove the transfer drive gear locking tab and drive gear retaining bolt locking strap, as shown in Figure 76.

Continued on Page 49



Copyright © 2012 ATSG

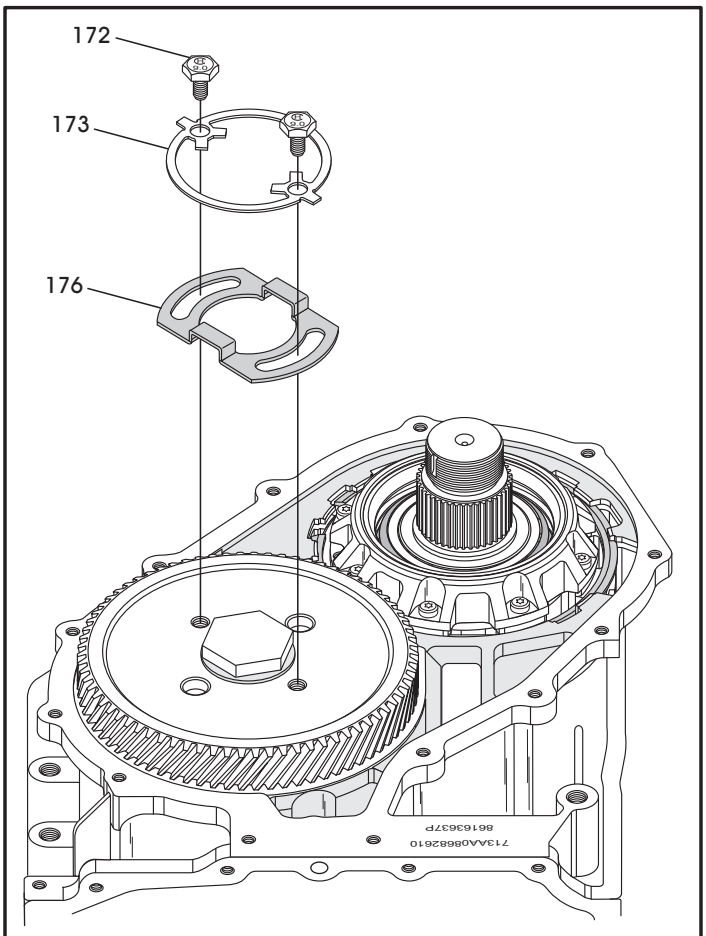
Figure 75



178 DRIVEN TRANSFER GEAR LOCKING NUT.
179 DRIVEN TRANSFER GEAR ASSEMBLY.
181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.

Copyright © 2012 ATSG

Figure 74



172 DRIVE TRANSFER GEAR LOCKING TAB BOLTS (2 REQ.).
173 DRIVE TRANSFER GEAR LOCKING TAB.
176 DRIVE TRANSFER GEAR RETAINING BOLT LOCKING STRAP.

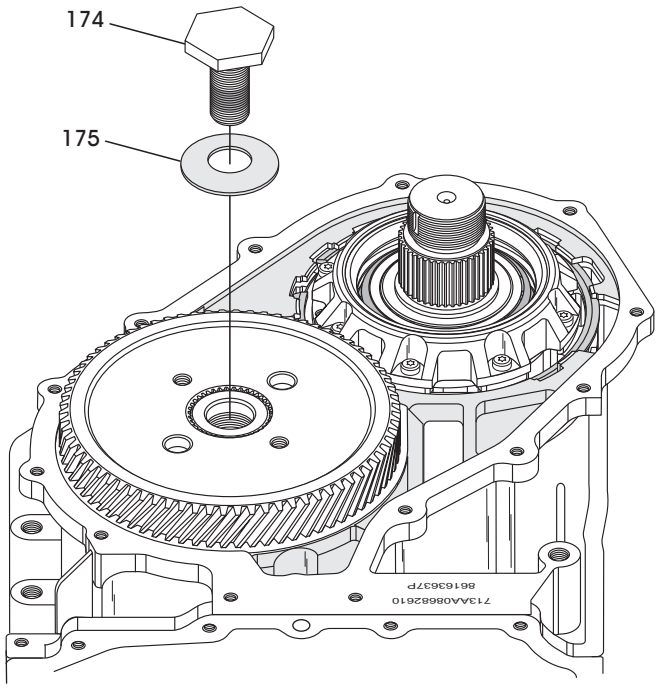
Copyright © 2012 ATSG

Figure 76

TRANSAXLE DISASSEMBLY (CONT'D)

68. Remove the transfer drive gear retaining bolt and convex washer, as shown in Figure 77.
69. Install universal gear puller onto transfer drive gear, as shown in Figure 78, and remove the transfer drive gear.
    Note: This step must be done with the transaxle centerline in a horizontal position, as shown in Figure 78 to prevent any damage to the rear planetary carrier.
70. Remove the transfer drive gear selective shim from the rear planetary carrier (See Figure 78).

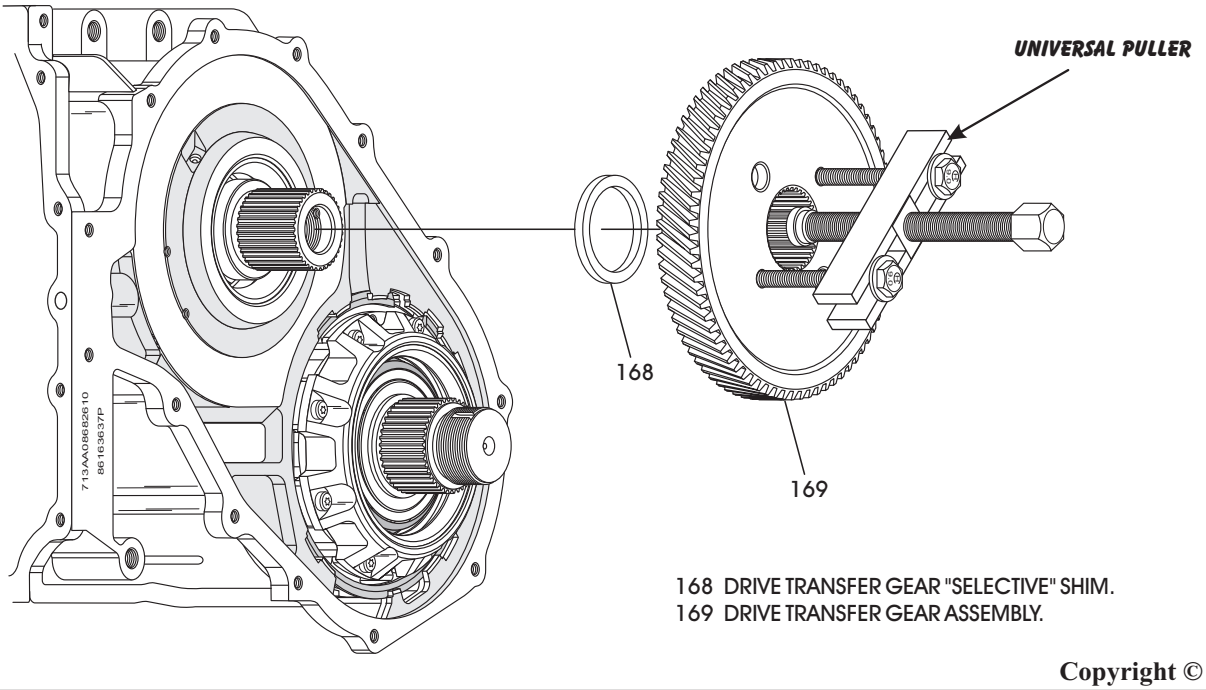
Continued on Page 50



174 DRIVE TRANSFER GEAR RETAINING BOLT.
175 DRIVE TRANSFER GEAR RETAINING BOLT CONVEX WASHER.

Copyright © 2012 ATSG

Figure 77



168 DRIVE TRANSFER GEAR "SELECTIVE" SHIM.
169 DRIVE TRANSFER GEAR ASSEMBLY.

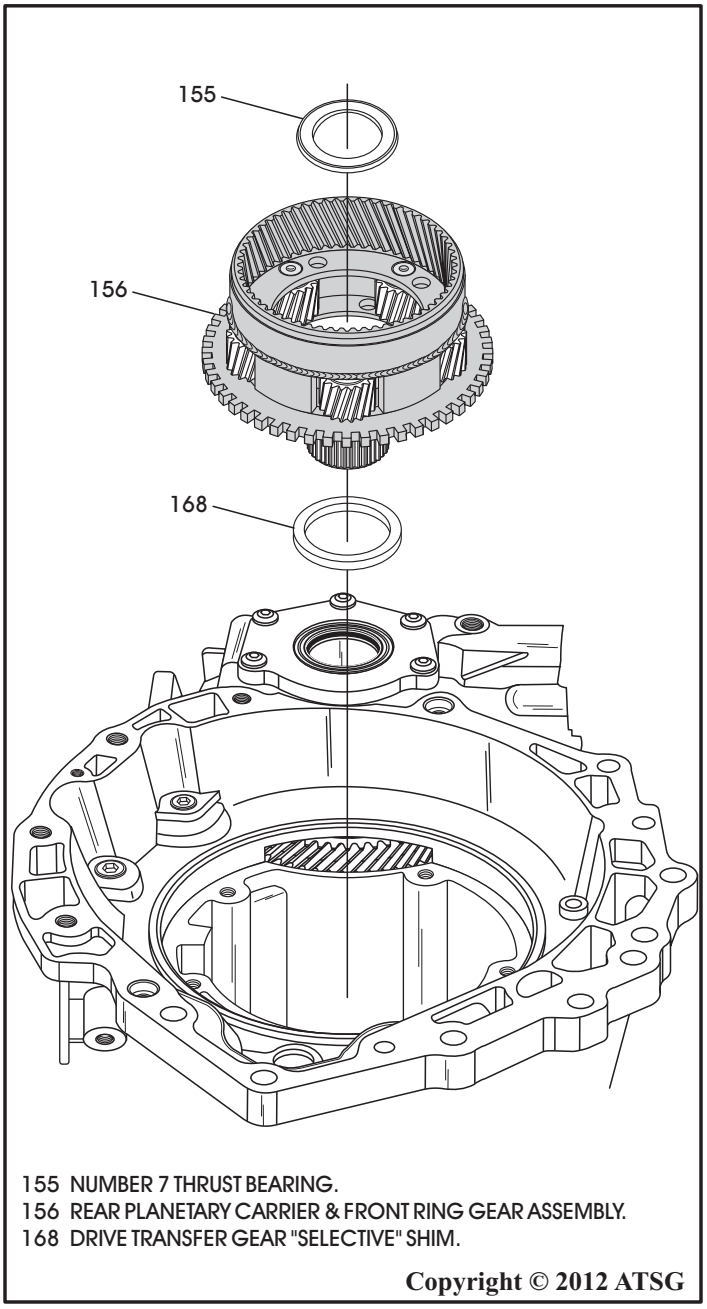
Copyright © 2012 ATSG

Figure 78

TRANSAXLE DISASSEMBLY (CONT'D)

71. Remove the rear planetary carrier assembly and the number 7 thrust bearing from the case, as shown in Figure 79.
    Note: Number 7 thrust bearing may be stuck to back side of rear sun gear (See Page 45).
72. Set the rear planetary carrier and both transfer gears aside for component rebuild.
73. Using a universal spring compressor, compress the low/reverse clutch bellville return spring and remove the snap ring, as shown in Figure 80.
74. Remove the low/reverse clutch bellville return spring as shown in Figure 80.
75. Remove low/reverse clutch bonded apply piston, as shown in Figure 80.

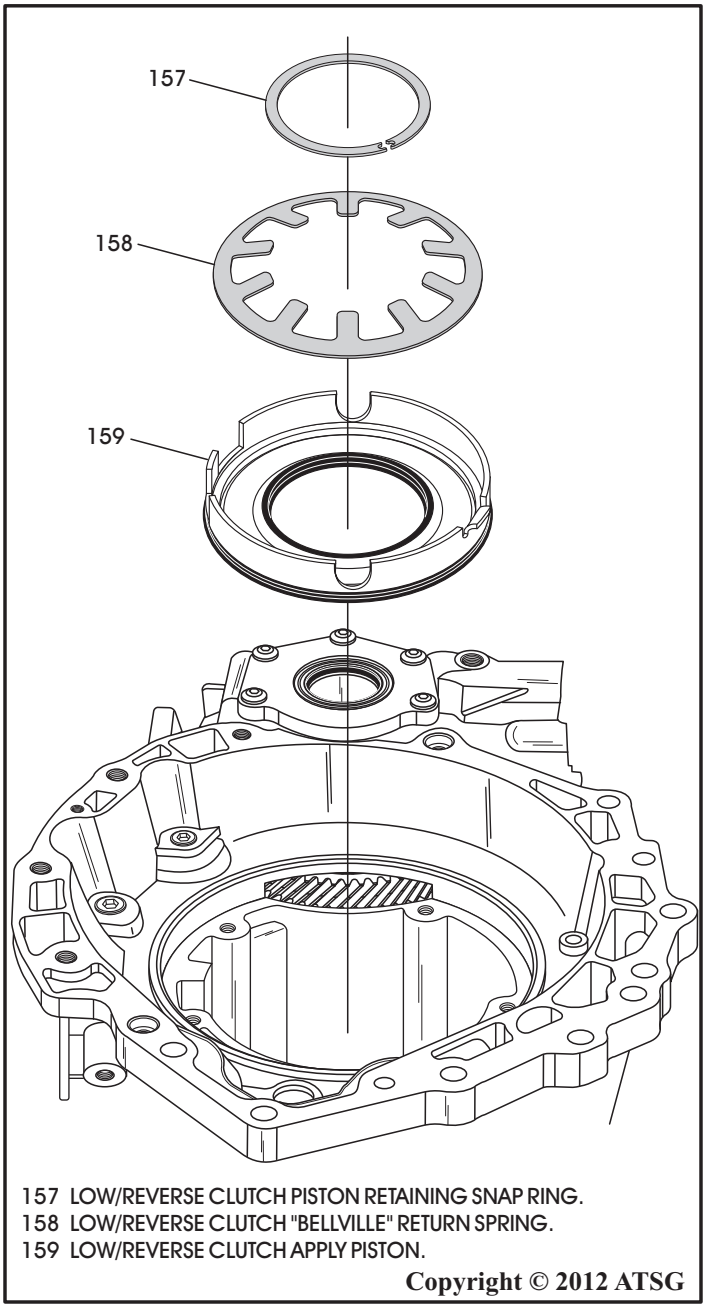
Continued on Page 51



155 NUMBER 7 THRUST BEARING.
156 REAR PLANETARY CARRIER & FRONT RING GEAR ASSEMBLY.
168 DRIVE TRANSFER GEAR "SELECTIVE" SHIM.

Copyright © 2012 ATSG

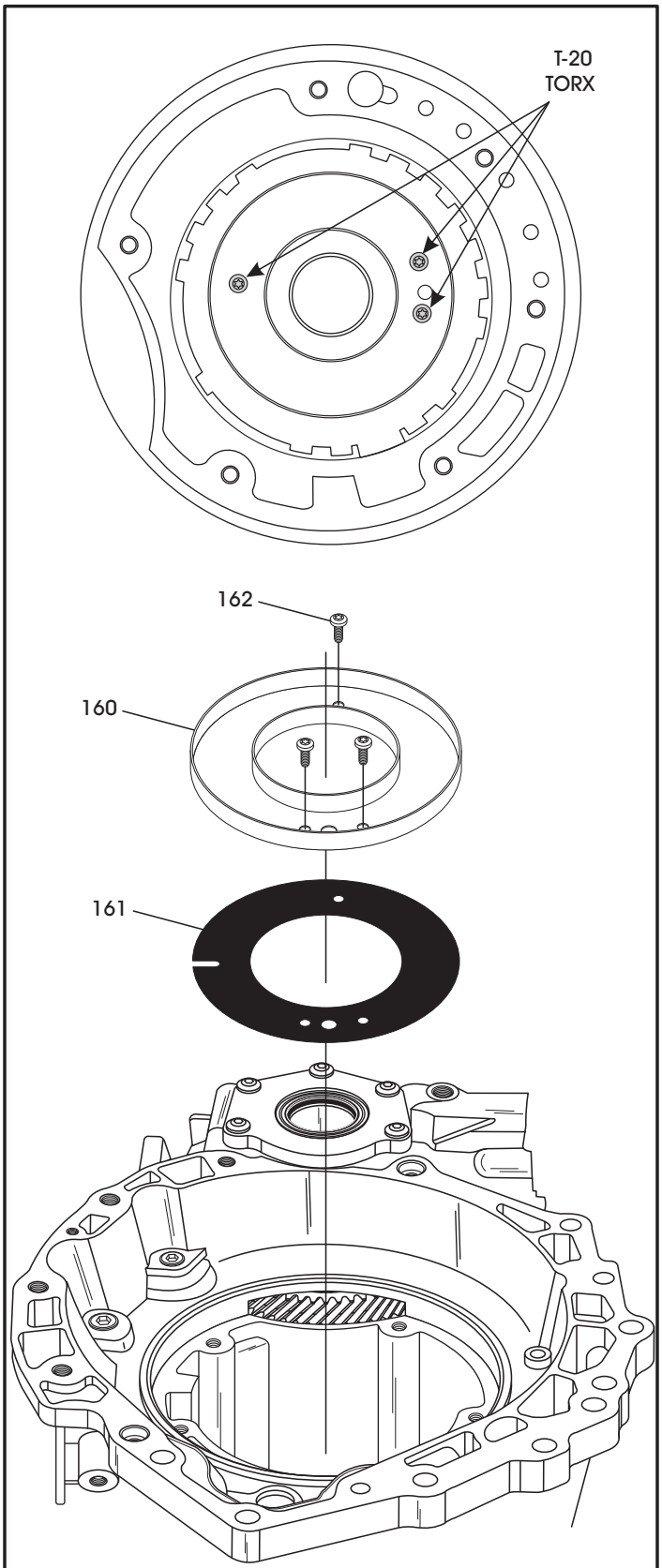
Figure 79



157 LOW/REVERSE CLUTCH PISTON RETAINING SNAP RING.
158 LOW/REVERSE CLUTCH "BELLVILLE" RETURN SPRING.
159 LOW/REVERSE CLUTCH APPLY PISTON.

Copyright © 2012 ATSG

Figure 80



160 LOW/REVERSE CLUTCH PISTON RETAINER.
161 LOW/REVERSE CLUTCH PISTON RETAINER GASKET.
162 LOW/REVERSE CLUTCH PISTON RETAINER BOLTS (3 REQUIRED).

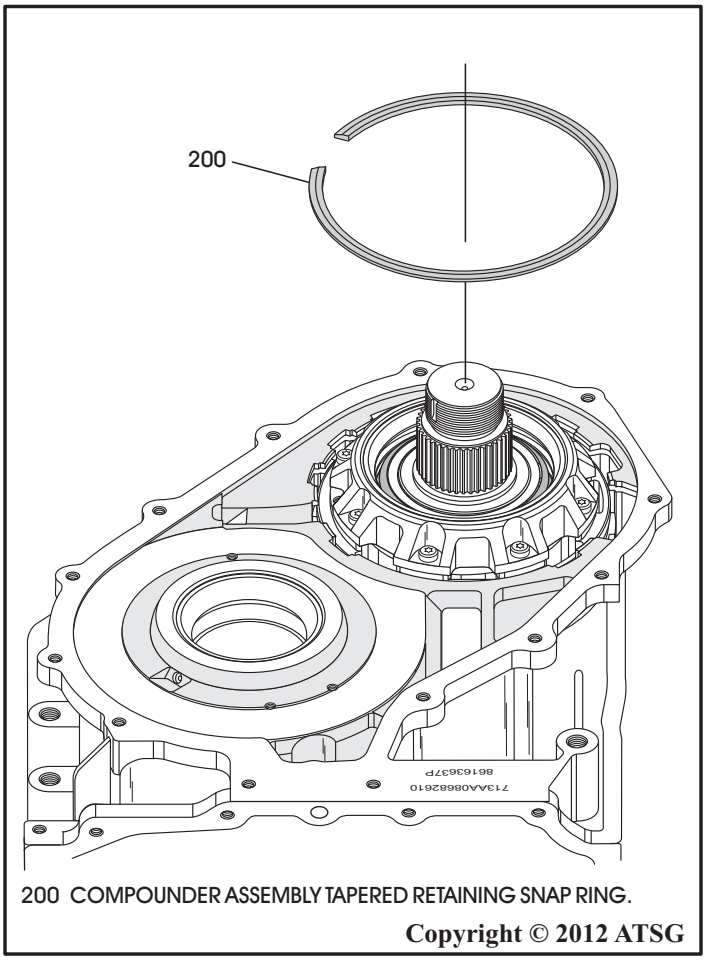
Copyright © 2012 ATSG

Figure 81

TRANSAXLE DISASSEMBLY (CONT'D)

76. Remove 3 Torx screws retaining the low/reverse piston retainer using a T-20 Torx bit, as shown in Figure 81.
77. Remove and discard the low/reverse clutch piston retainer, as shown in Figure 81.
Note: The L/R piston retainer is included in most gasket kits.
78. Remove and discard low/reverse clutch piston retainer gasket, as shown in Figure 81.
79. Remove tapered snap ring retaining underdrive compounder assembly in the transaxle case, as shown in Figure 82.

Continued on Page 52



200 COMPOUNDER ASSEMBLY TAPERED RETAINING SNAP RING.

Copyright © 2012 ATSG

Figure 82

TRANSAXLE DISASSEMBLY (CONT'D)

80. Remove the four bolts from the compounder bearing retainer that are shown in Figure 83.
81. Install the adapter/puller tool number 9908 to the compounder assembly (See Figure 83).
82. Attach a slide hammer to adapter/puller 9908, as shown in Figure 84.
Note: Slide Hammer is required to loosen the compounder assembly from transaxle case.

Continued on Page 53

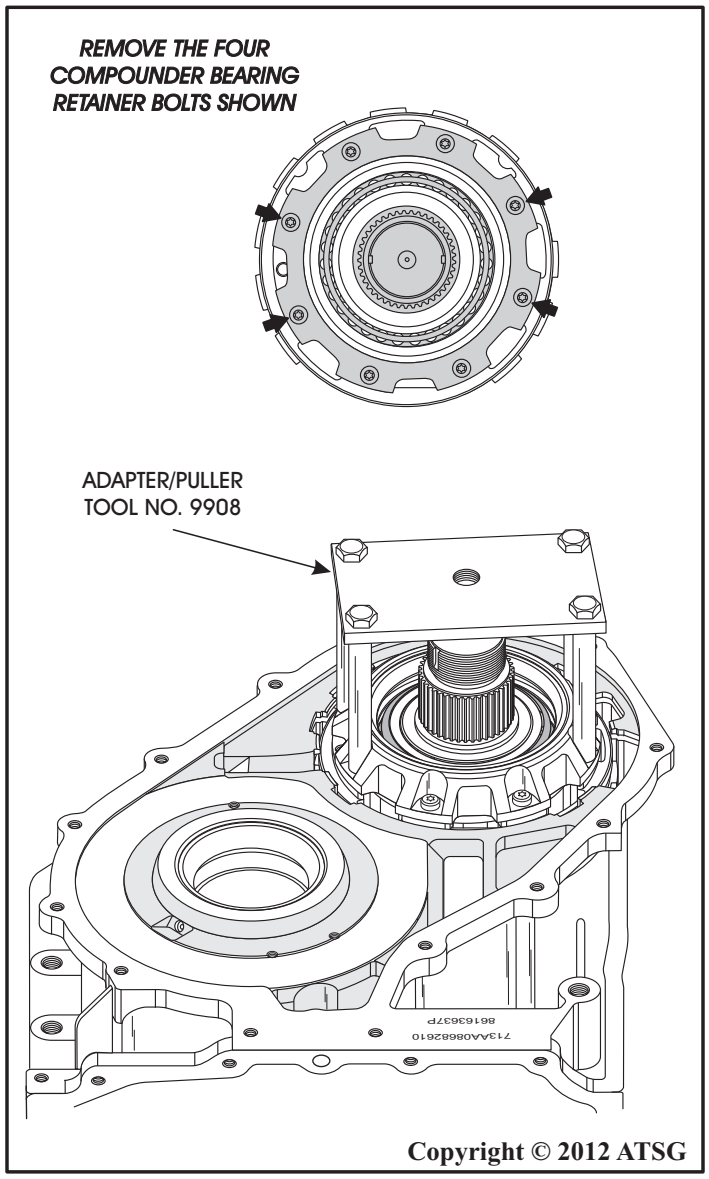


Figure 83

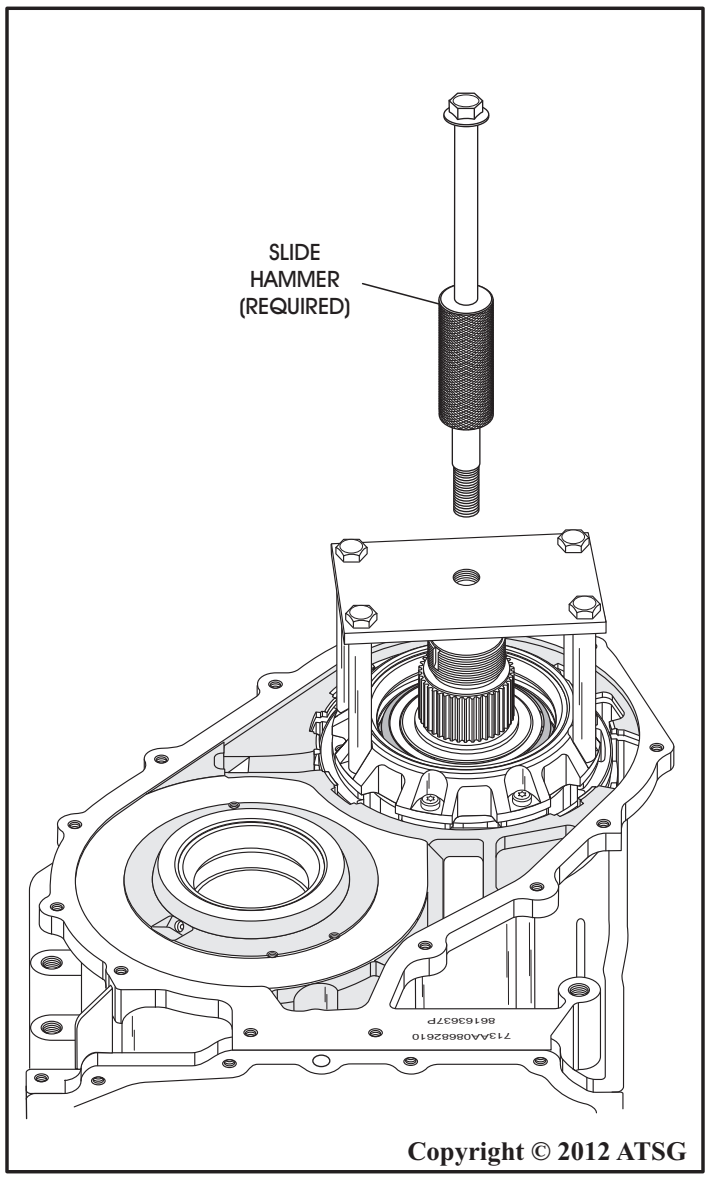
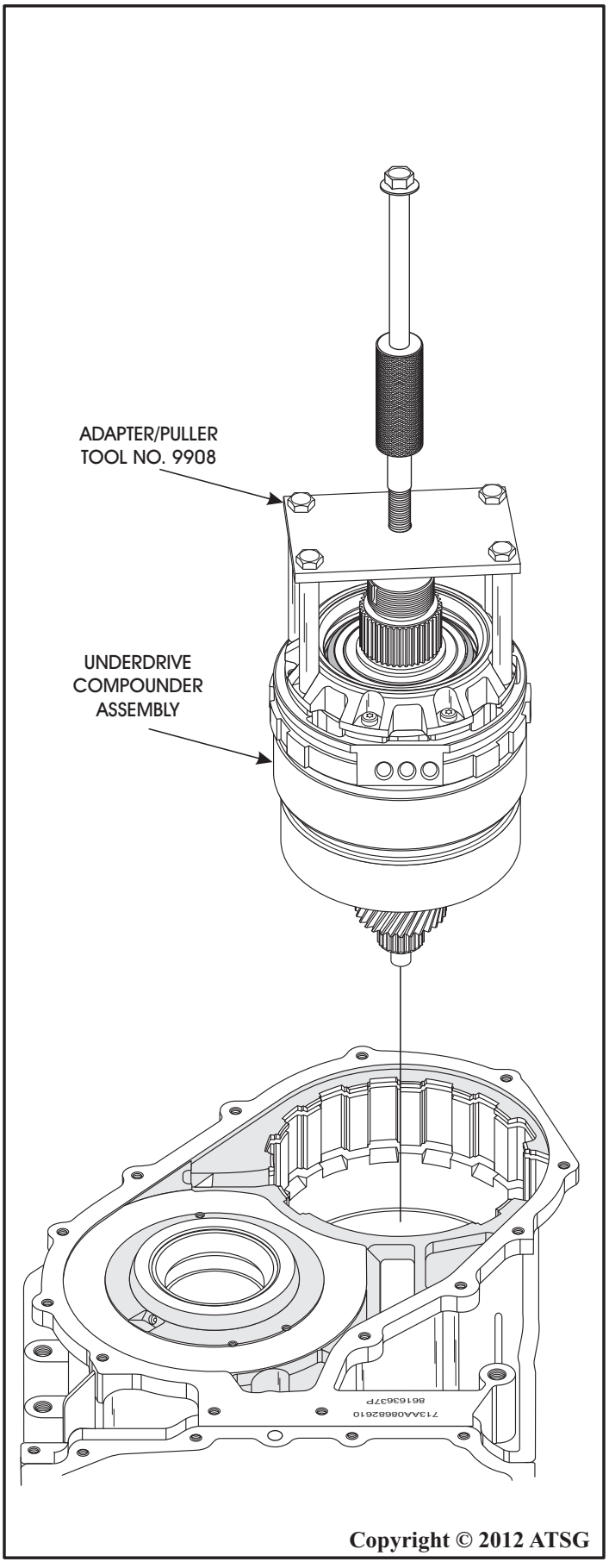


Figure 84



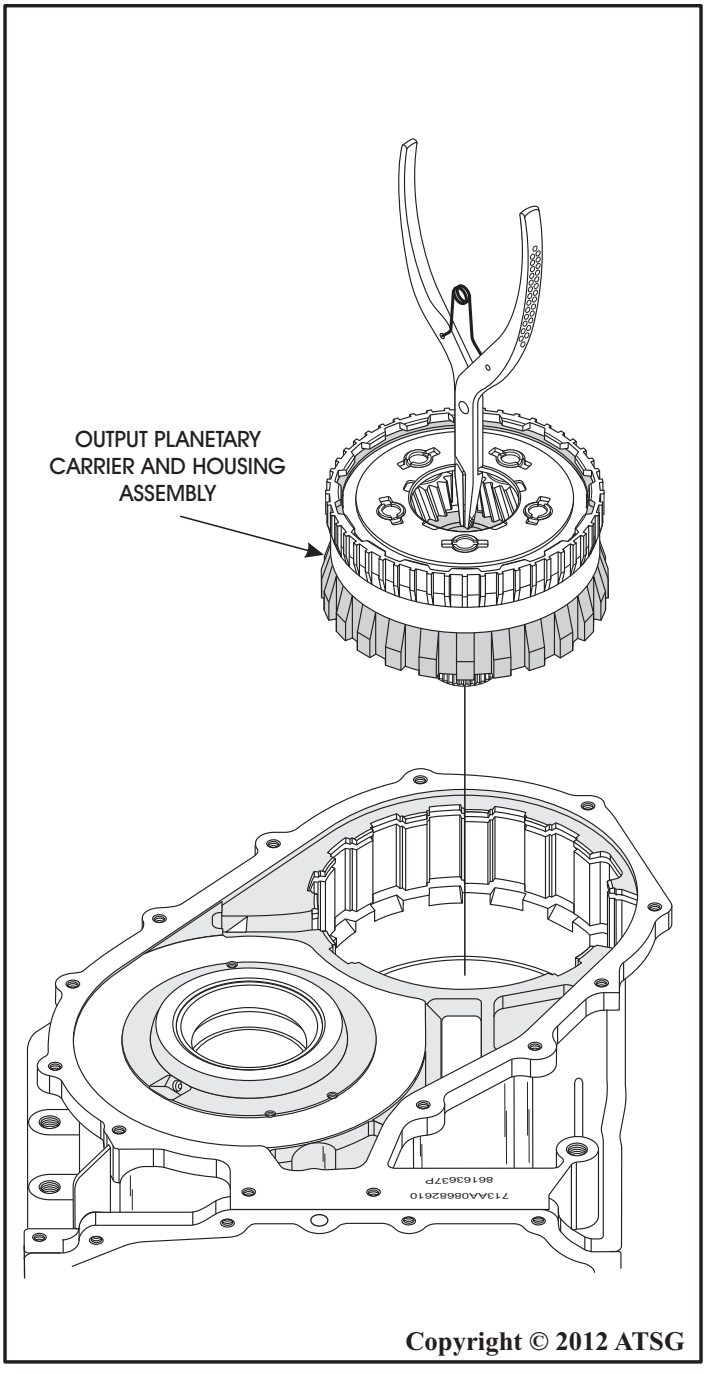
Copyright © 2012 ATSG

Figure 85

TRANSAXLE DISASSEMBLY (CONT'D)

83. Remove the compounder assembly from the transaxle case by lifting straight up, as shown in Figure 85, and set aside for component rebuild.
84. Lift the output planetary carrier and housing out of case using a pair of snap ring pliers, as shown in Figure 86, and set aside for the component rebuild section.

Continued on Page 54



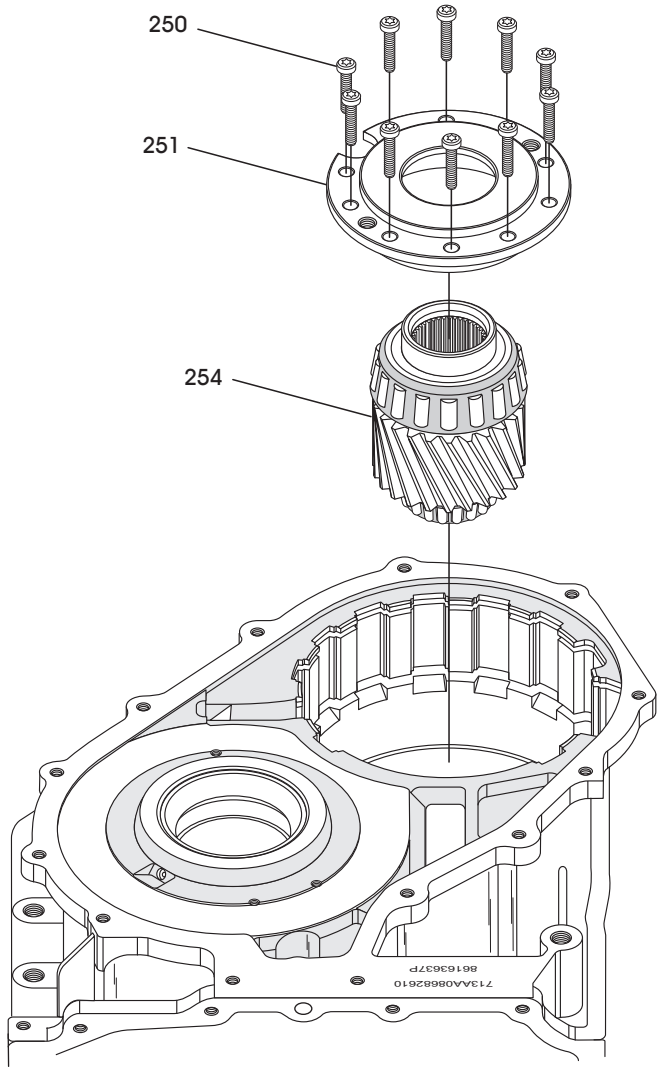
Copyright © 2012 ATSG

Figure 86

TRANSAXLE DISASSEMBLY (CONT'D)

85. Remove the 10 bolts retaining the pinion gear cover in the case using a T30 Torx bit, as shown in Figure 87.
Note: These 10 bolts are same size thread and length as driven transfer gear roller bearing support bolts, but "will not" interchange. The driven transfer gear bearing support have T25 Torx head and pinion gear cover use T30 Torx.
86. After removing retaining bolts, the cover and pinion gear can be removed as an assembly with snap ring pliers.
87. Remove the 5 differential output bearing cover bolts, as shown in Figure 88, using a T45 Torx bit.
88. Remove the differential output bearing cover, as shown in Figure 88.
89. Remove the differential output bearing selective shim, as shown in Figure 88.
Note: This shim is used to set the differential bearing pre-load.

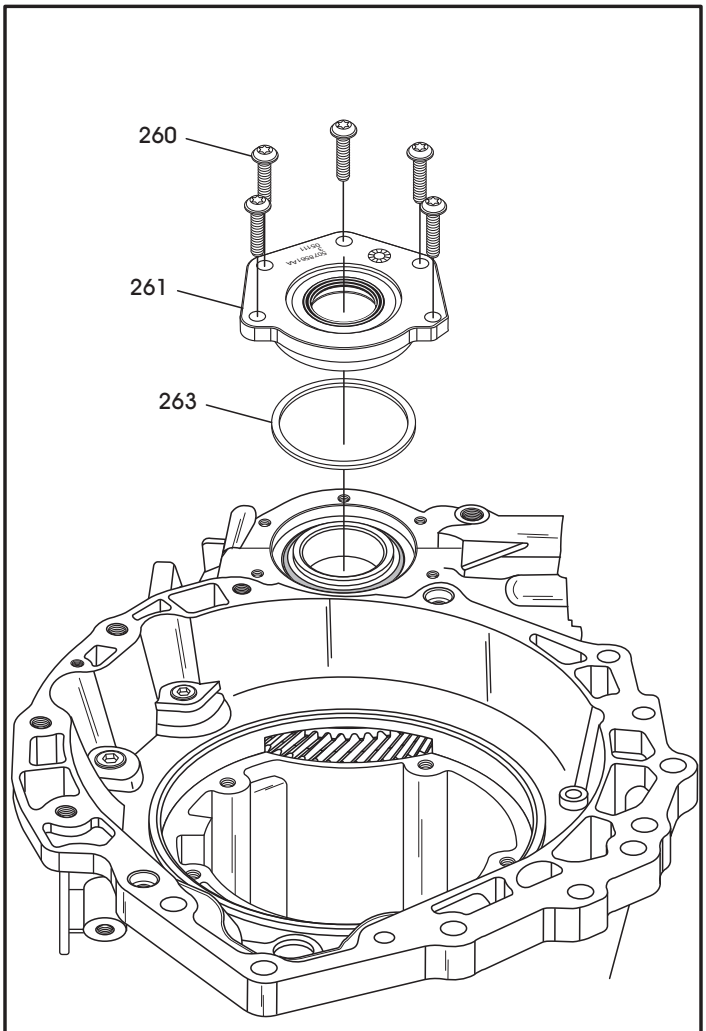
Continued on Page 55



250 PINION GEAR COVER RETAINING BOLTS (10 REQUIRED).
251 PINION GEAR COVER ASSEMBLY.
254 PINION GEAR ASSEMBLY WITH BEARINGS.

Copyright © 2012 ATSG

Figure 87



260 DIFFERENTIAL OUTPUT BEARING COVER BOLTS (5 REQ).
261 DIFFERENTIAL OUTPUT BEARING COVER.
263 DIFFERENTIAL OUTPUT BEARING "*SELECTIVE*" SHIM.

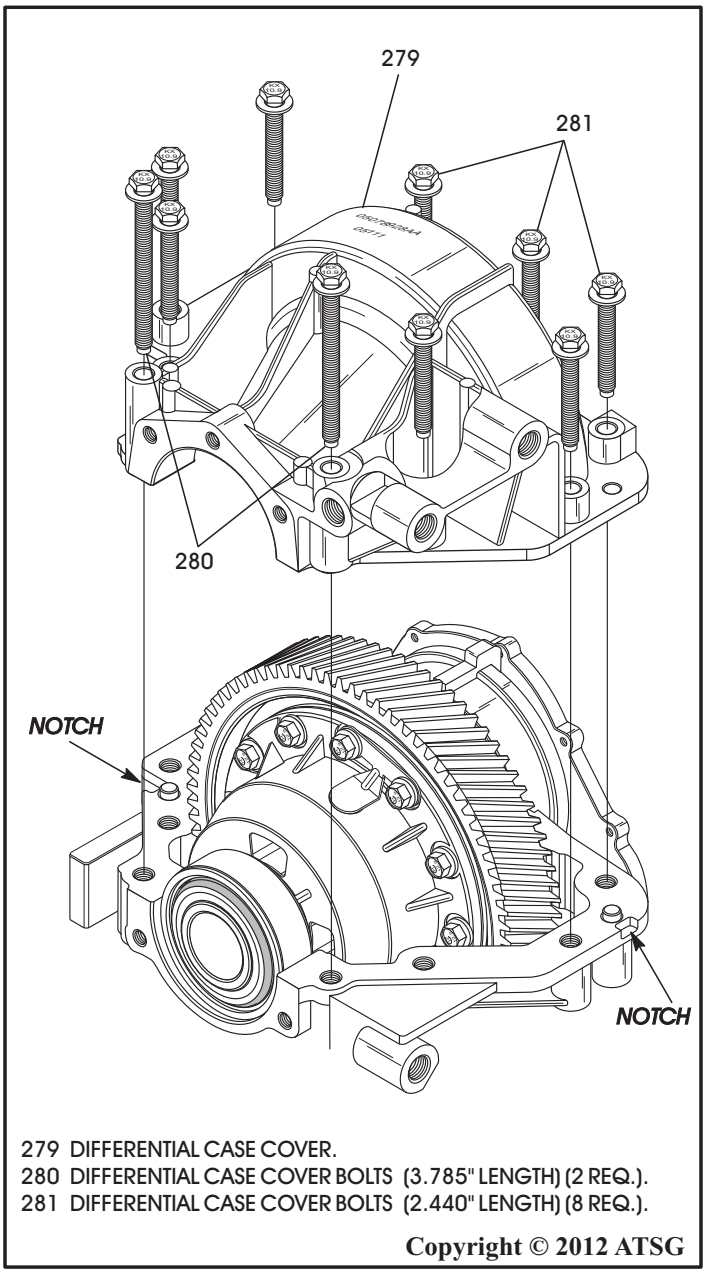
Copyright © 2012 ATSG

Figure 88

TRANSAXLE DISASSEMBLY (CONT'D)

90. Remove the 10 differential case cover retaining bolts, as shown in Figure 89.
91. Remove the differential case cover, as shown in Figure 89.
    Note: There are two "Notches" provided in the case for two large screwdrivers that will allow you to dis-lodge the differential case cover from the case, as shown in Figure 89.
92. Remove the complete differential assembly, both bearing races and the oil weir as an assembly, as shown in Figure 90.
93. Set differential assembly aside for component rebuild section.

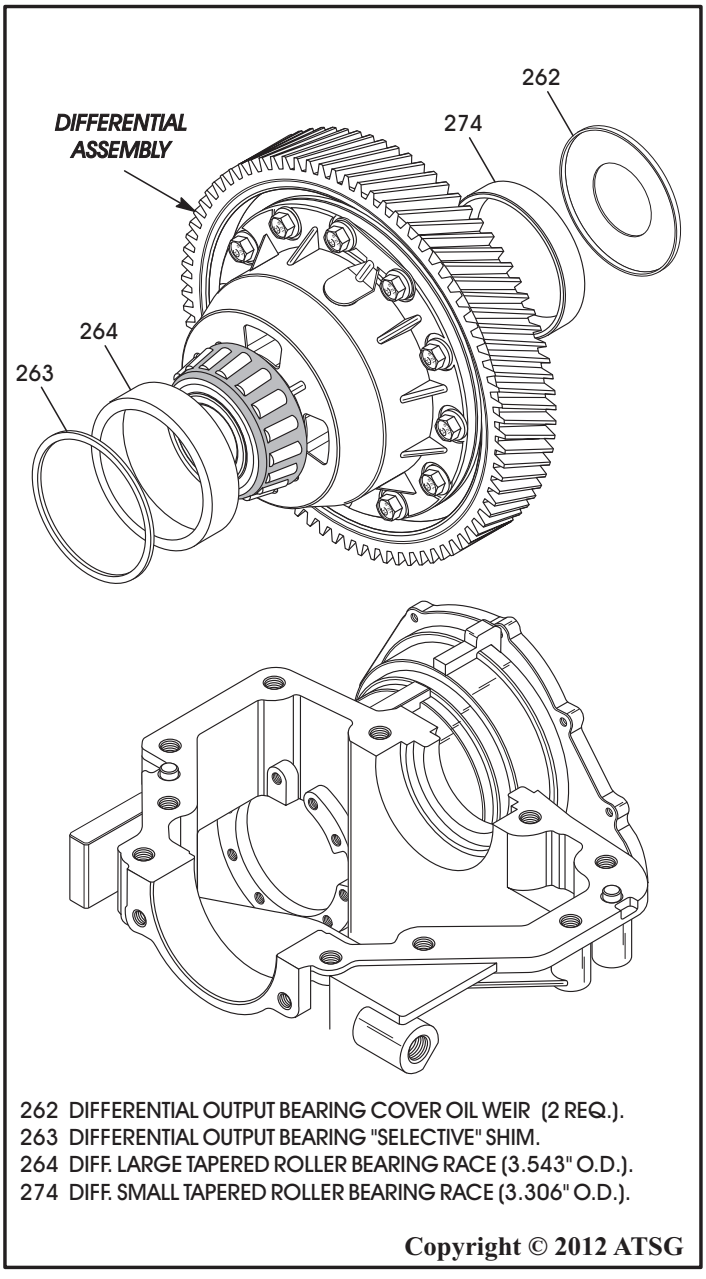
Component Rebuild begins on Page 56



279 DIFFERENTIAL CASE COVER.
280 DIFFERENTIAL CASE COVER BOLTS (3.785" LENGTH) (2 REQ.).
281 DIFFERENTIAL CASE COVER BOLTS (2.440" LENGTH) (8 REQ.).

Copyright © 2012 ATSG

Figure 89



262 DIFFERENTIAL OUTPUT BEARING COVER OIL WEIR (2 REQ.).
263 DIFFERENTIAL OUTPUT BEARING "SELECTIVE" SHIM.
264 DIFF. LARGE TAPERED ROLLER BEARING RACE (3.543" O.D.).
274 DIFF. SMALL TAPERED ROLLER BEARING RACE (3.306" O.D.).

Copyright © 2012 ATSG

Figure 90

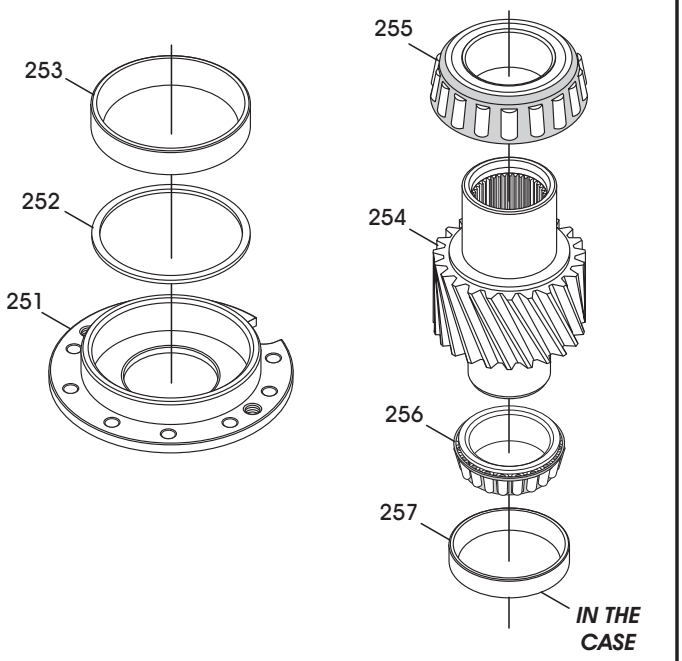
COMPONENT REBUILD

Transaxle Case And Differential

CAUTION: The rotational torque on the pinion and differential must be checked individually. We will install and check the pinion gear first, to verify we have the proper selective shim, and then remove it, so that the differential can be checked.

1. Install new large & small tapered roller bearings on the pinion gear, as shown in Figure 91, using proper adapters and hydraulic shop press.
2. Install new large tapered roller bearing cup into pinion gear cover along with selective shim, as shown in Figure 91, using proper adapters and hydraulic shop press.
3. Use the two special tools shown in Figure 92 to remove the small tapered roller bearing cup from the case.
   Note: Very difficult to remove without special tools that are shown.
4. Install new small tapered roller bearing cup into case using the proper drivers until fully seated.

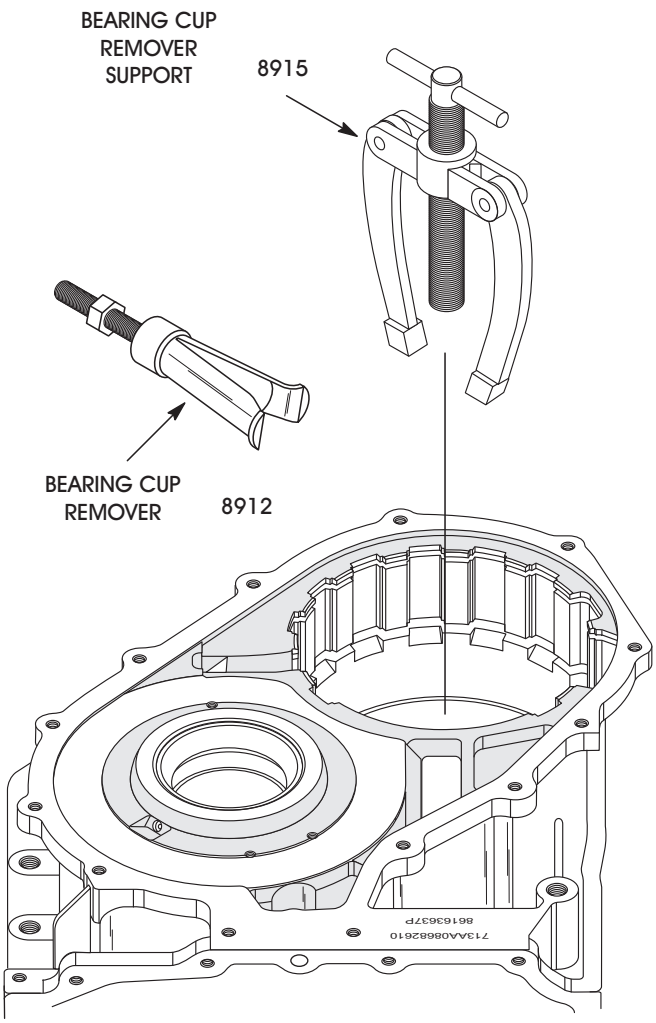
Continued on Page 57



251 PINION GEAR COVER ASSEMBLY.
252 PINION GEAR "*SELECTIVE*" SHIM.
253 PINION GEAR *LARGE* TAPERED ROLLER BEARING CUP.
254 PINION GEAR.
255 PINION GEAR *LARGE* TAPERED ROLLER BEARING.
256 PINION GEAR *SMALL* TAPERED ROLLER BEARING.
257 PINION GEAR *SMALL* TAPERED ROLLER BEARING CUP.

Copyright © 2012 ATSG

Figure 91



Copyright © 2012 ATSG

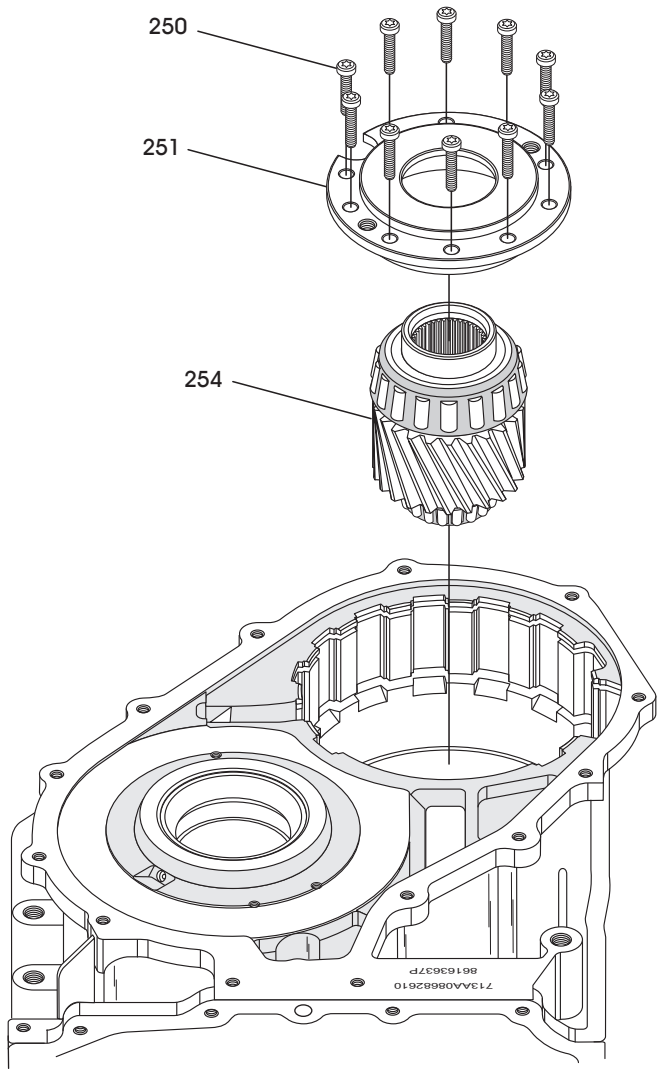
Figure 92

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

5. Install the completed pinion gear and bearings into case, as shown in Figure 93.
6. Install the completed pinion gear cover and race assembly into the case, as shown in Figure 93.
7. Install the 10 retaining bolts for the pinion gear cover, as shown in Figure 93.
   Note: Remember, these bolts are 30 Torx head.
8. Torque the pinion gear cover retaining bolts to 12 N·m (105 in.lb.).
9. Check rotating torque using pinion gear torque tool C-4995A and an inch pound, dial type torque wrench, as shown in Figure 94.
   Note: The differential assembly must not be installed when checking pinion pre-load torque.
10. Rotating torque for the pinion gear should be 2 to 8 in.lb. If more than 8 in.lb., decrease shim thickness under pinion gear cover race. If less than 2 in.lb., increase shim thickness.
    Note: Shims available from local OEM dealer.
11. Once you have verified proper shim thickness remove the pinion gear cover and gear assembly.

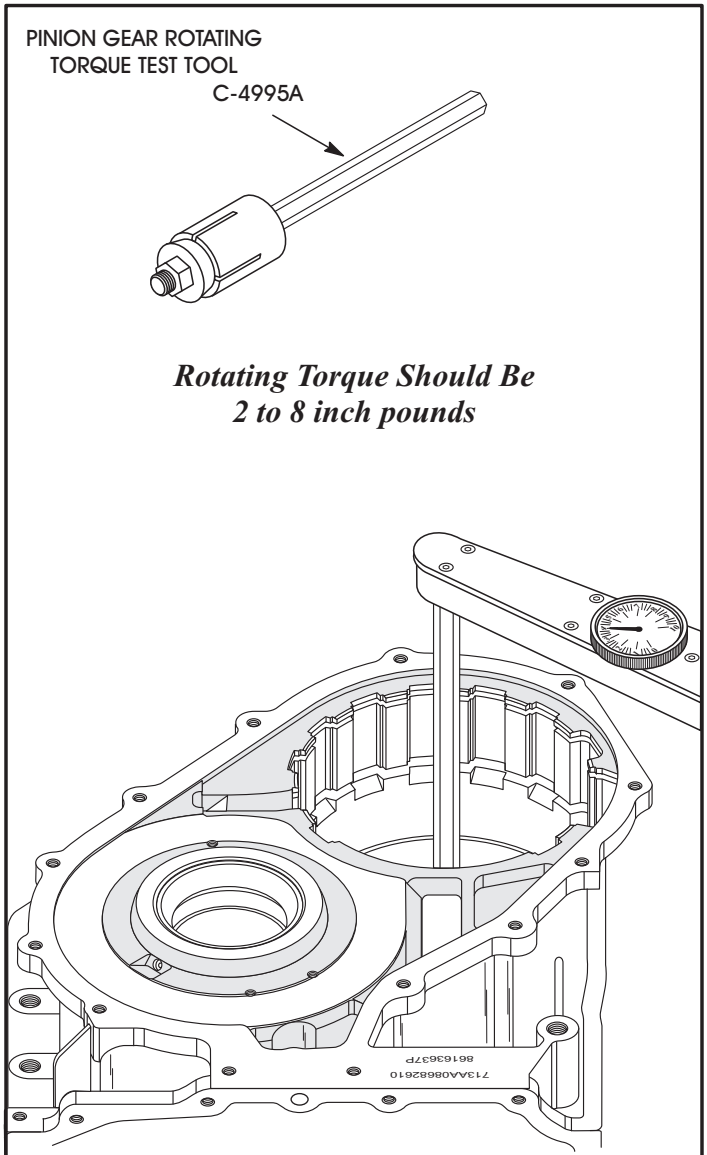
Continued on Page 58



250 PINION GEAR COVER RETAINING BOLTS (10 REQUIRED).
251 PINION GEAR COVER ASSEMBLY.
254 PINION GEAR ASSEMBLY WITH BEARINGS.

Copyright © 2012 ATSG

Figure 93



Copyright © 2012 ATSG

Figure 94

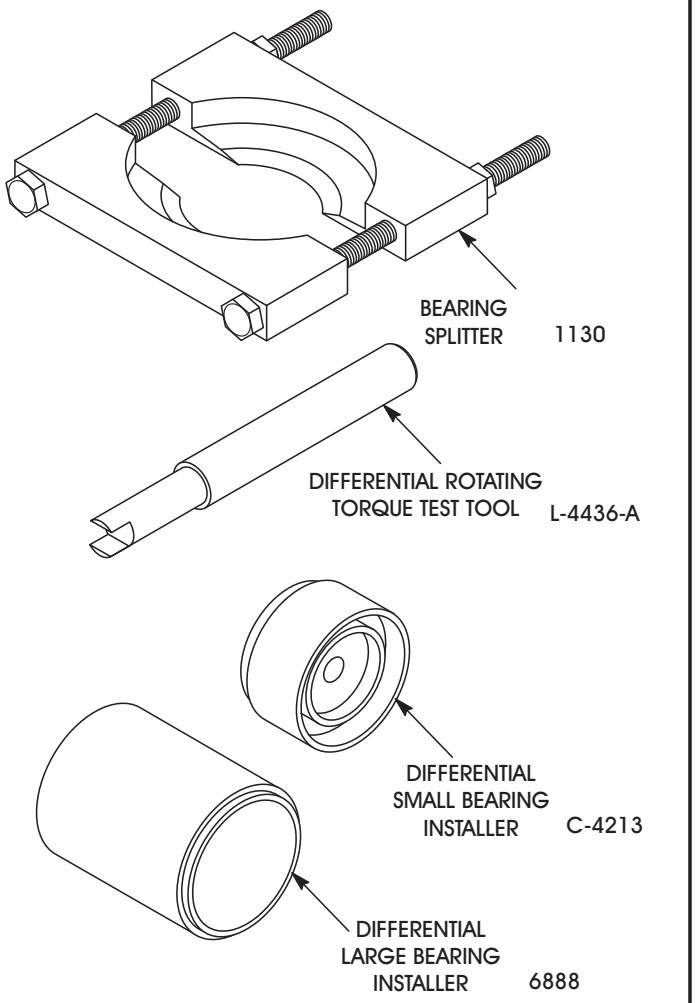
COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

12. Disassemble the differential assembly using Figure 97 as a guide.
13. Clean and inspect all of the differential parts thoroughly. Replace as necessary.
14. If bearing service is required, the tools shown in Figure 95, or their equivalent, and suitable hydraulic shop press will be necessary.
    Note: Always replace tapered roller bearings and cups in sets.
15. Install one oil weir into back side of the output bearing cover with lip facing up, as shown in Figure 96.
    Note: Not necessary to remove oil weir unless it is damaged.
16. Install new axle seal into front side of the output bearing cover, as shown in Figure 96.
17. Install one side gear and washer into differential case housing, using Figure 97 as a guide.
18. Install both pinion gears and washers into the differential case housing, while orientating the washer tabs to notch in housing (See Figure 97).
19. Install the differential pinion gear cross shaft using Figure 97 as a guide.
20. Install remaining side gear and then side gear washer using Figure 97 as a guide.
21. Install differential case cover on top of housing while aligning through the holes (See Figure 97).
22. Install the differential ring gear to the differential case housing, as shown in Figure 97.
23. Install the 12 retaining bolts along with pinion cross shaft retainers, as shown in Figure 97.
    Note: Use red Loc-tite® on all ring gear bolts.
24. Torque the 12 ring gear retaining bolts to 95 N·m (70 ft.lb.).
25. Install new tapered roller bearings as necessary using the proper adapters and hydraulic shop press.

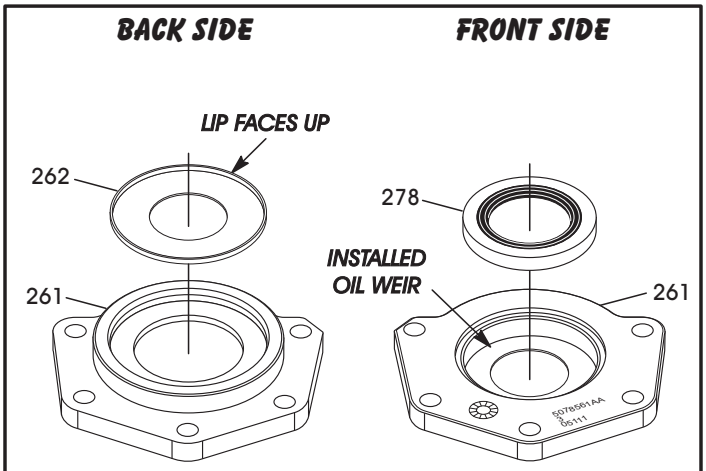
Continued on Page 60

DIFFERENTIAL REQUIRED SPECIAL TOOLS FOR BEARING SERVICE



Copyright © 2012 ATSG

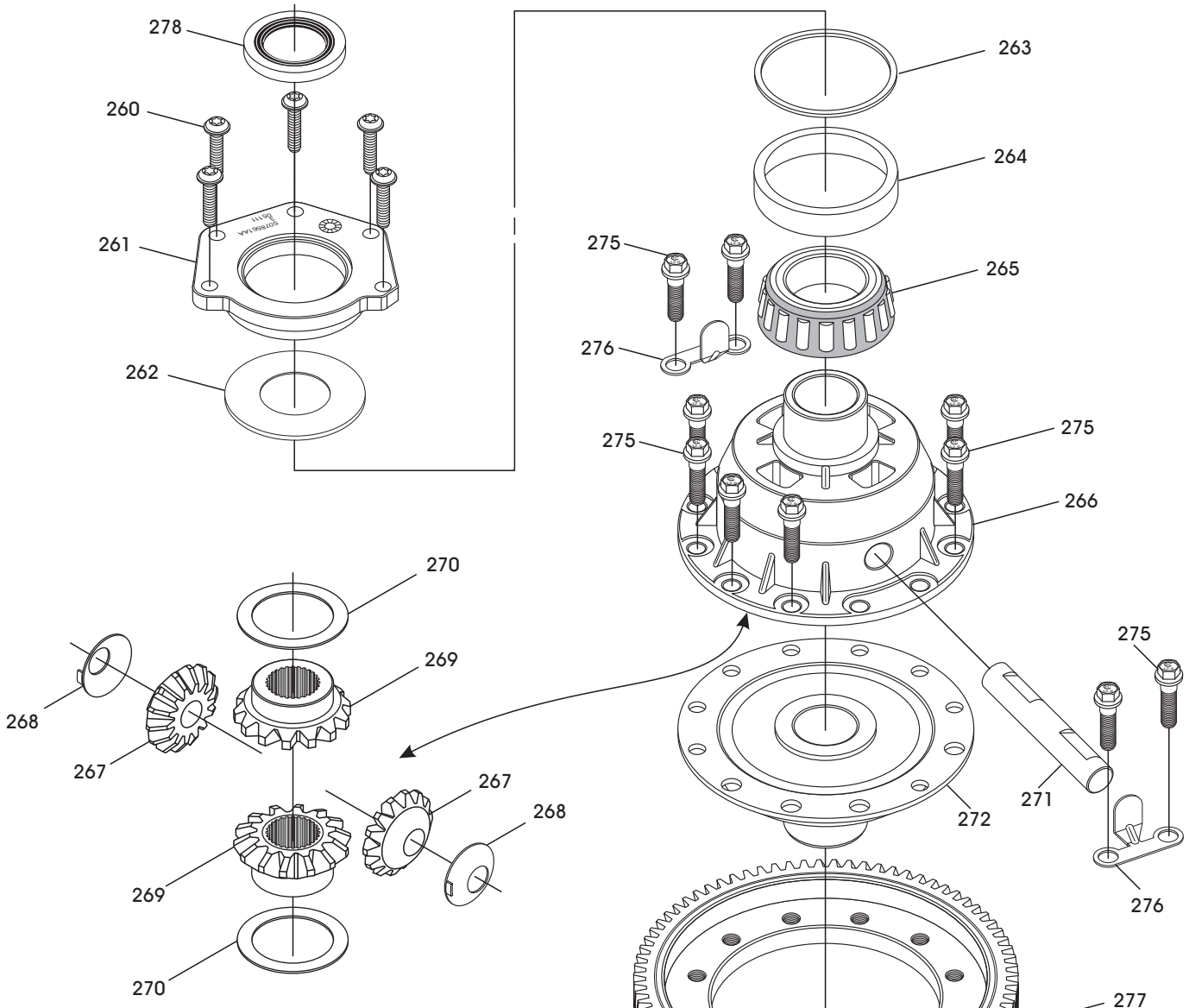
Figure 95



Copyright © 2012 ATSG

Figure 96

DIFFERENTIAL EXPLODED VIEW



260 DIFFERENTIAL OUTPUT BEARING COVER BOLTS (5 REQ).
261 DIFFERENTIAL OUTPUT BEARING COVER.
262 DIFFERENTIAL OUTPUT BEARING COVER OIL WEIR (2 REQ.).
263 DIFFERENTIAL OUTPUT BEARING "*SELECTIVE*" SHIM.
264 DIFF. *LARGE* TAPERED ROLLER BEARING CUP (3.543" O.D.).
265 DIFFERENTIAL *LARGE* TAPERED ROLLER BEARING.
266 DIFFERENTIAL CASE HOUSING.
267 DIFFERENTIAL CASE PINION GEARS (2 REQUIRED).
268 DIFFERENTIAL CASE PINION GEAR THRUST WASHERS (2 REQ.).
269 DIFFERENTIAL CASE SIDE GEARS (2 REQUIRED).
270 DIFFERENTIAL CASE SIDE GEAR THRUST WASHERS (2 REQ.).
271 DIFFERENTIAL CASE PINION GEAR CROSS SHAFT.
272 DIFFERENTIAL CASE COVER.
273 DIFFERENTIAL *SMALL* TAPERED ROLLER BEARING.
274 DIFF. *SMALL* TAPERED ROLLER BEARING CUP (3.306" O.D.).
275 DIFFERENTIAL RING GEAR RETAINING BOLTS (12 REQUIRED).
276 DIFFERENTIAL CROSS SHAFT RETAINERS (2 REQUIRED).
277 DIFFERENTIAL RING GEAR.
278 AXLE SEALS (2 REQUIRED).

Copyright © 2012 ATSG

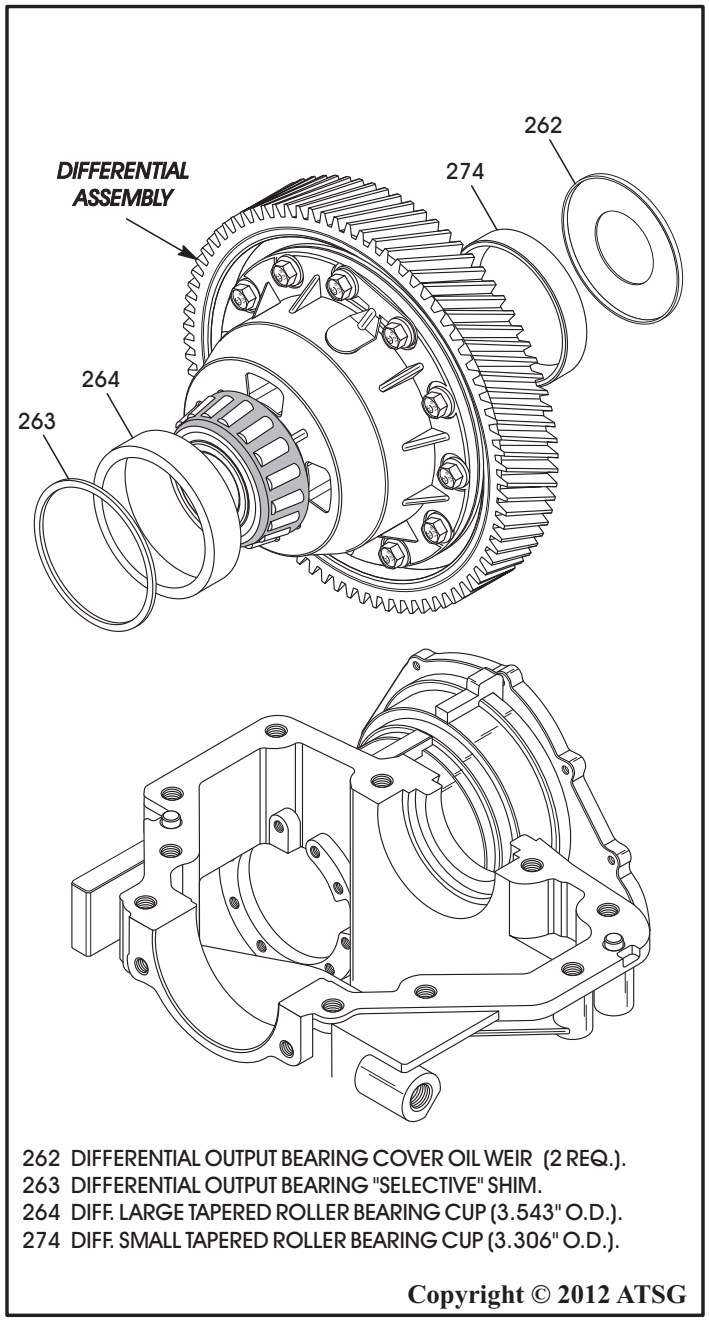
Figure 97

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

26. Install the completed differential assembly, both bearing cups and the oil weir as an assembly, as shown in Figure 98.
    Note: Ensure that oil weir is placed in proper position in the case, as it is smaller diameter than the bearing cup (See Figure 99).
27. Install selective shim against the large tapered roller bearing cup, as shown in Figure 98.
28. Install bead of Mopar® RTV, or equivalent, on the differential cover, as shown in Figure 100.

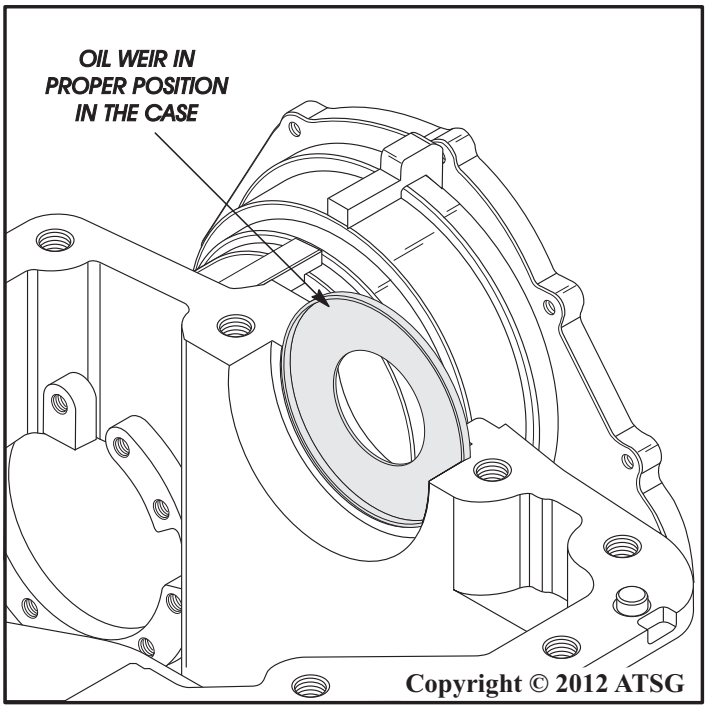
Continued on Page 61



262 DIFFERENTIAL OUTPUT BEARING COVER OIL WEIR (2 REQ.).
263 DIFFERENTIAL OUTPUT BEARING "SELECTIVE" SHIM.
264 DIFF. LARGE TAPERED ROLLER BEARING CUP (3.543" O.D.).
274 DIFF. SMALL TAPERED ROLLER BEARING CUP (3.306" O.D.).

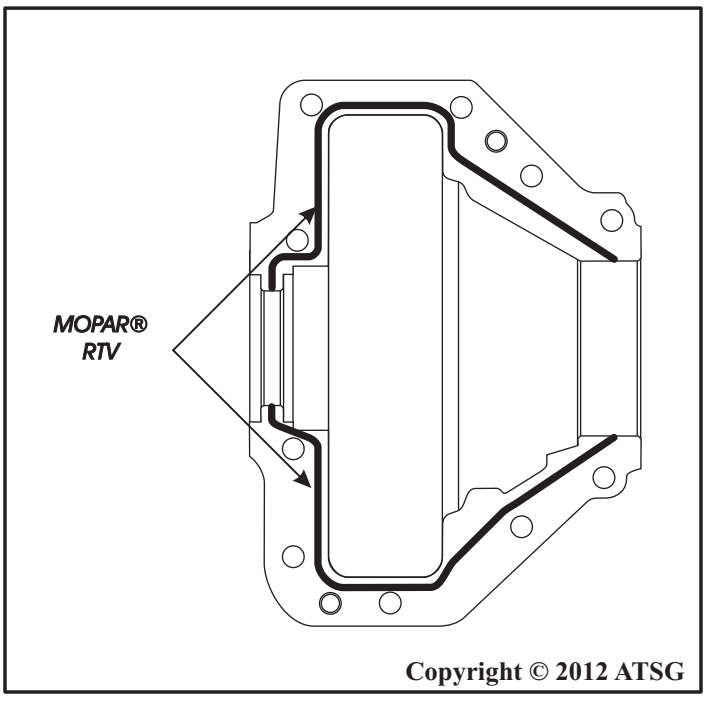
Copyright © 2012 ATSG

Figure 98



Copyright © 2012 ATSG

Figure 99



Copyright © 2012 ATSG

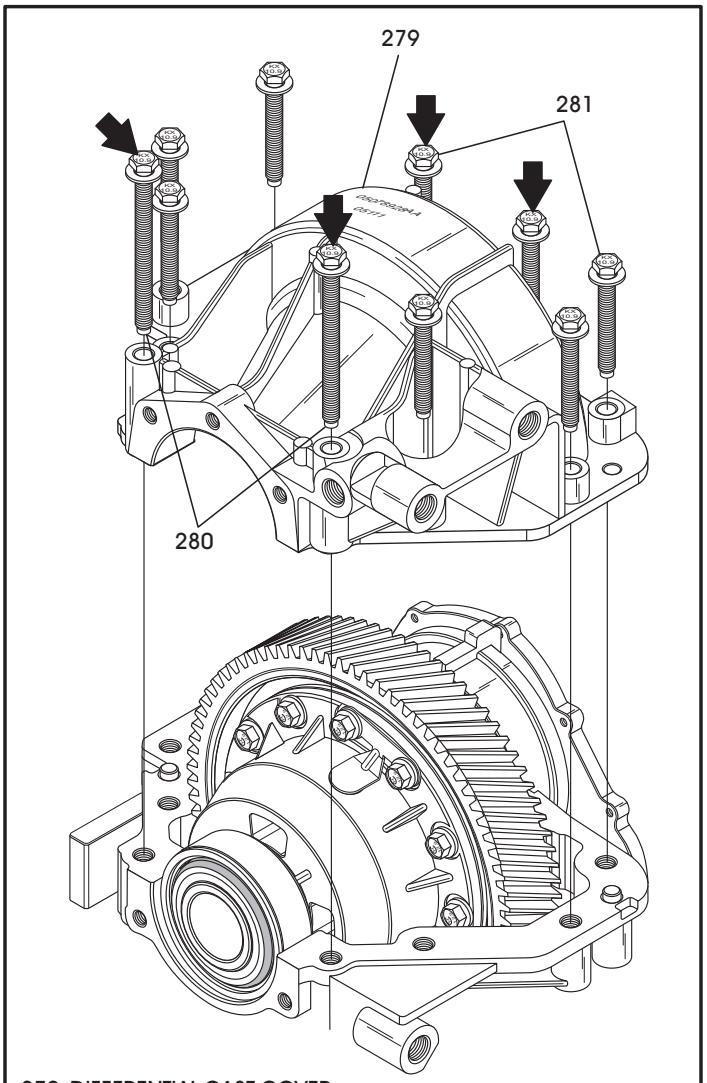
Figure 100

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

29. Install differential case cover and bolts in their proper positions, as shown in Figure 101.
    Note: Four of the ten bolts, marked with the arrows in Figure 101, are installed with green Loc-tite® 290 on the threads.
30. Torque all of the differential case cover bolts to 61 N·m (45 ft.lb.).
31. Install bead of RTV on the output bearing cover.
32. Install the output bearing cover along with the selective shim, as shown in Figure 103
33. Install 5 retaining bolts, as shown in Figure 103 and torque to 12 N·m (105 in.lb.).

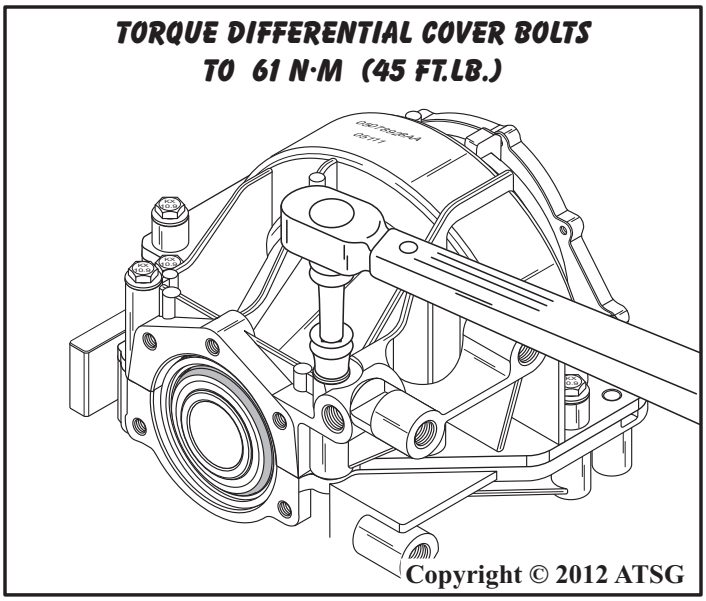
Continued on Page 62



279 DIFFERENTIAL CASE COVER.
280 DIFFERENTIAL CASE COVER BOLTS (3.785" LENGTH) (2 REQ.).
281 DIFFERENTIAL CASE COVER BOLTS (2.440" LENGTH) (8 REQ.).

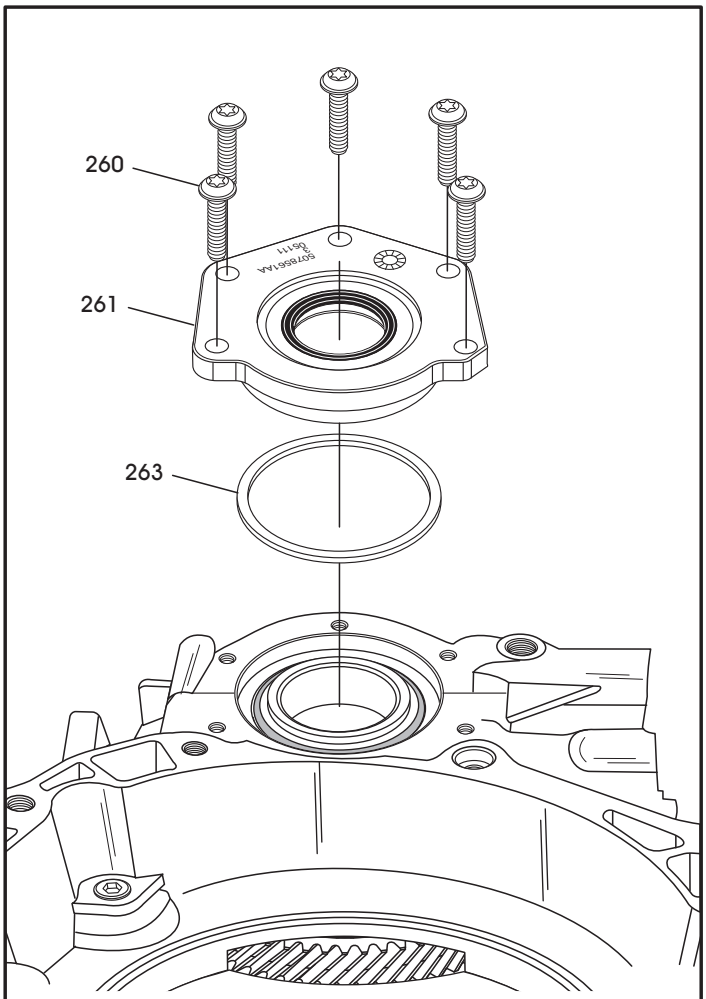
Copyright © 2012 ATSG

Figure 101



Copyright © 2012 ATSG

Figure 102



260 DIFFERENTIAL OUTPUT BEARING COVER BOLTS (5 REQ).
261 DIFFERENTIAL OUTPUT BEARING COVER.
263 DIFFERENTIAL OUTPUT BEARING "*SELECTIVE*" SHIM.

Copyright © 2012 ATSG

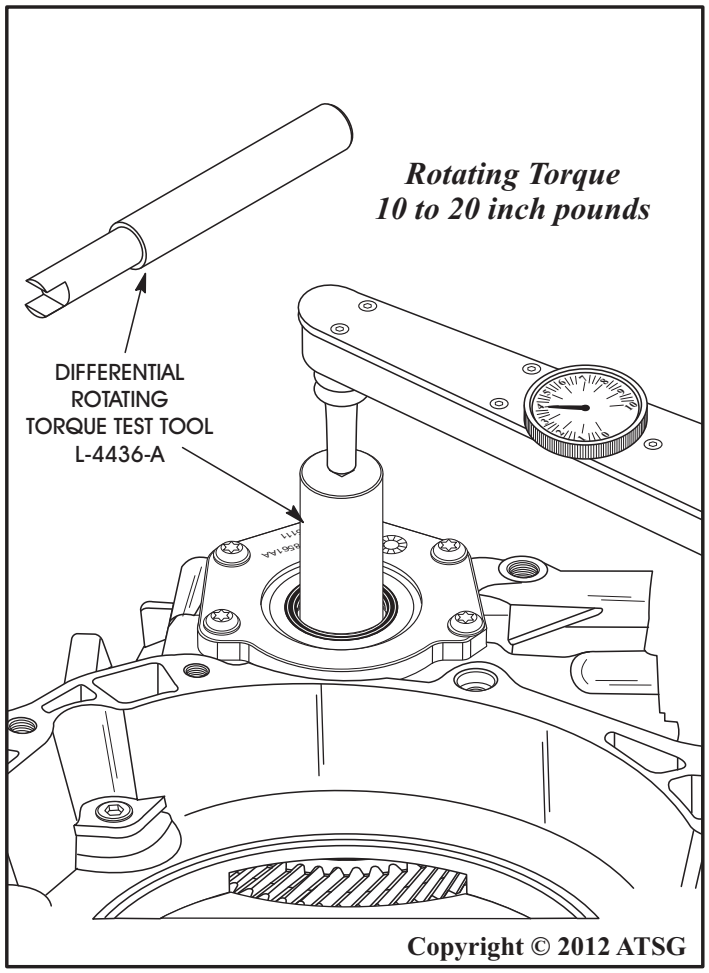
Figure 103

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

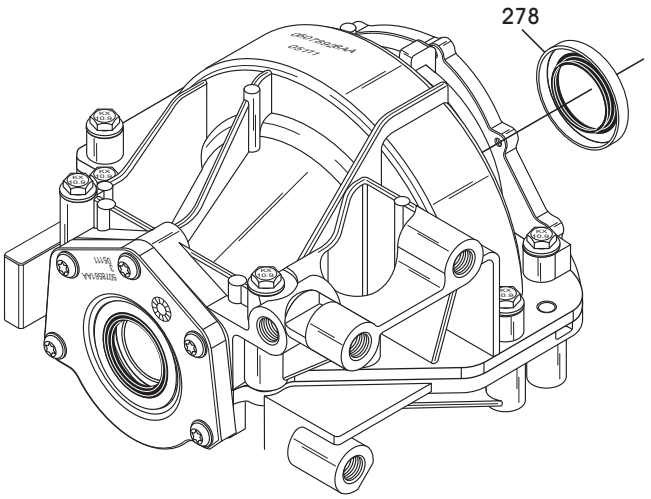
34. Check the rotating torque of differential assembly using tool L4436-A and an inch pound, dial type torque wrench, as shown in Figure 104.
    Note: The pinion gear assembly must not be installed when checking differential pre-load.
35. Rotating torque for differential assembly should be 10 to 20 inch pounds. If more than 20 in.lb., decrease shim thickness under output bearing cover. If less than 10 in.lb., increase the shim thickness under output bearing cover.
    Note: Shims available from local OEM Dealer.
36. Install new left hand axle seal using the proper driver, as shown in Figure 105.
37. Now you can re-install the pinion gear assembly, pinion gear cover and the retaining bolts, as shown in Figure 106.
38. Torque the pinion gear cover retaining bolts to 12 N·m (105 in.lb.).

Continued on Page 63



Copyright © 2012 ATSG

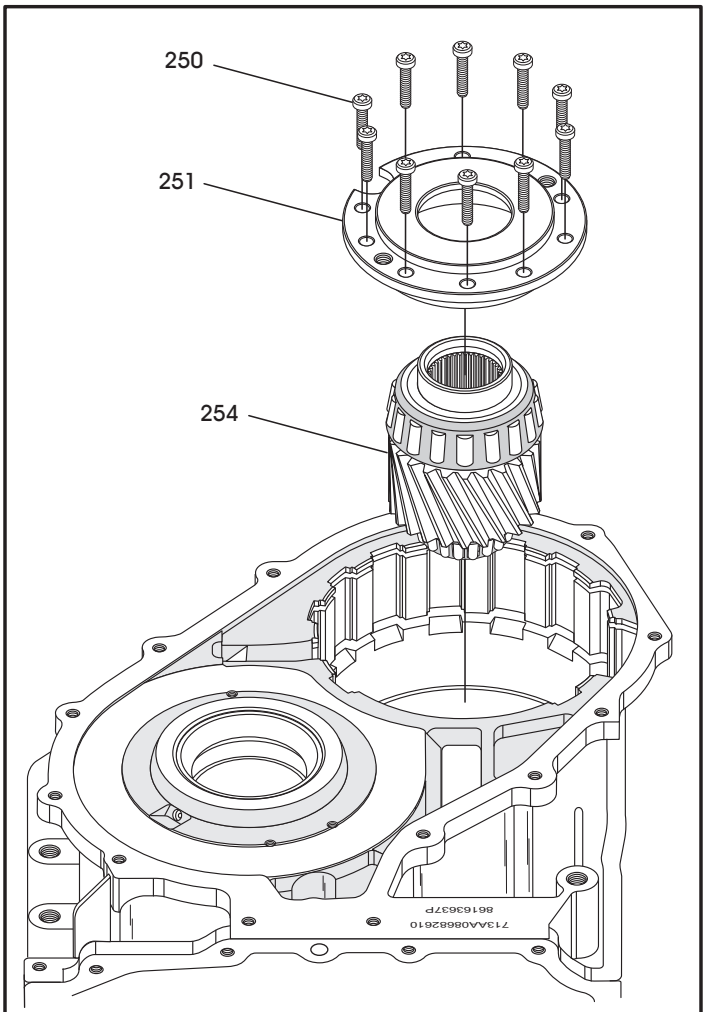
Figure 104



278 AXLE SEALS (2 REQUIRED).

Copyright © 2012 ATSG

Figure 105



250 PINION GEAR COVER RETAINING BOLTS (10 REQUIRED).
251 PINION GEAR COVER ASSEMBLY.
254 PINION GEAR ASSEMBLY WITH BEARINGS.

Copyright © 2012 ATSG

Figure 106

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

39. If bearing service is necessary, replace the two tapered roller bearing cups for rear planetary carrier and drive transfer gear, as shown in Figure 107, using the proper drivers.
Note: If rear planetary carrier replacement is necessary (common concern) because of the number 7 thrust bearing failure, ensure that you have the proper replacement part. Some technicians have mistakenly installed the late 5 pinion "604" carrier and spoiled their day. Even though the gear ratio is the same, the speed sensor reluctor tooth count is different and they "will not" interchange, as shown in Figure 108.
40. Install new tapered roller bearings on the rear planetary carrier and the drive transfer gear, as shown in Figure 109, using the proper adapters and hydraulic shop press.

Continued on Page 64

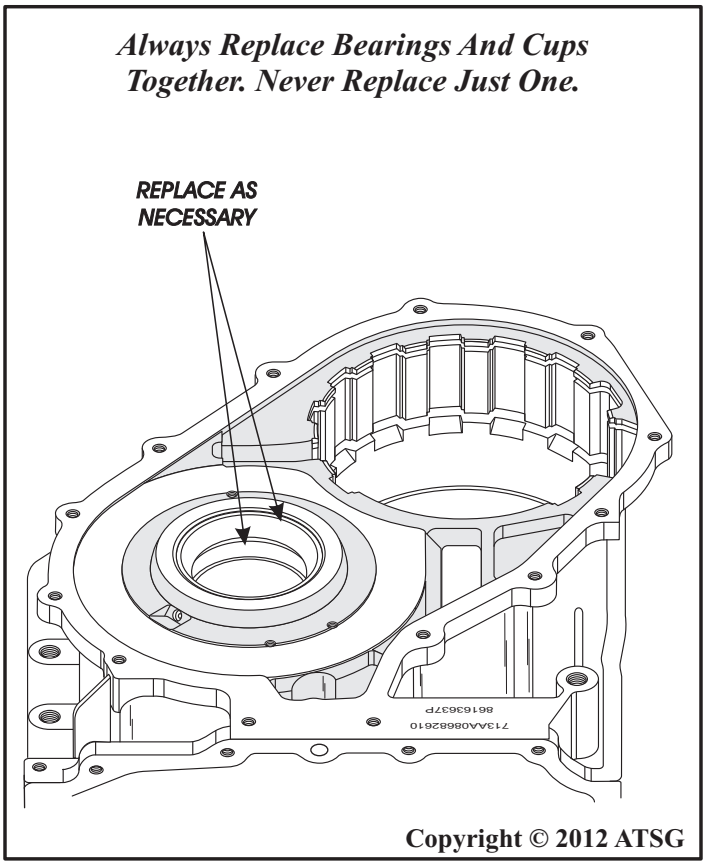


Figure 107

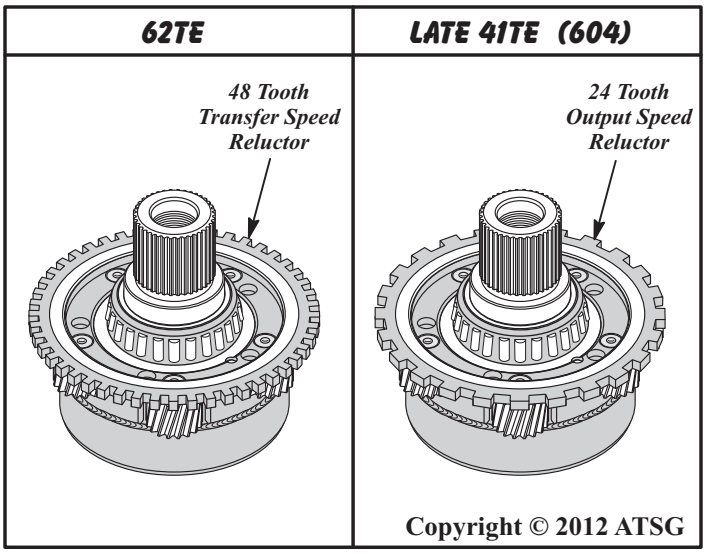


Figure 108

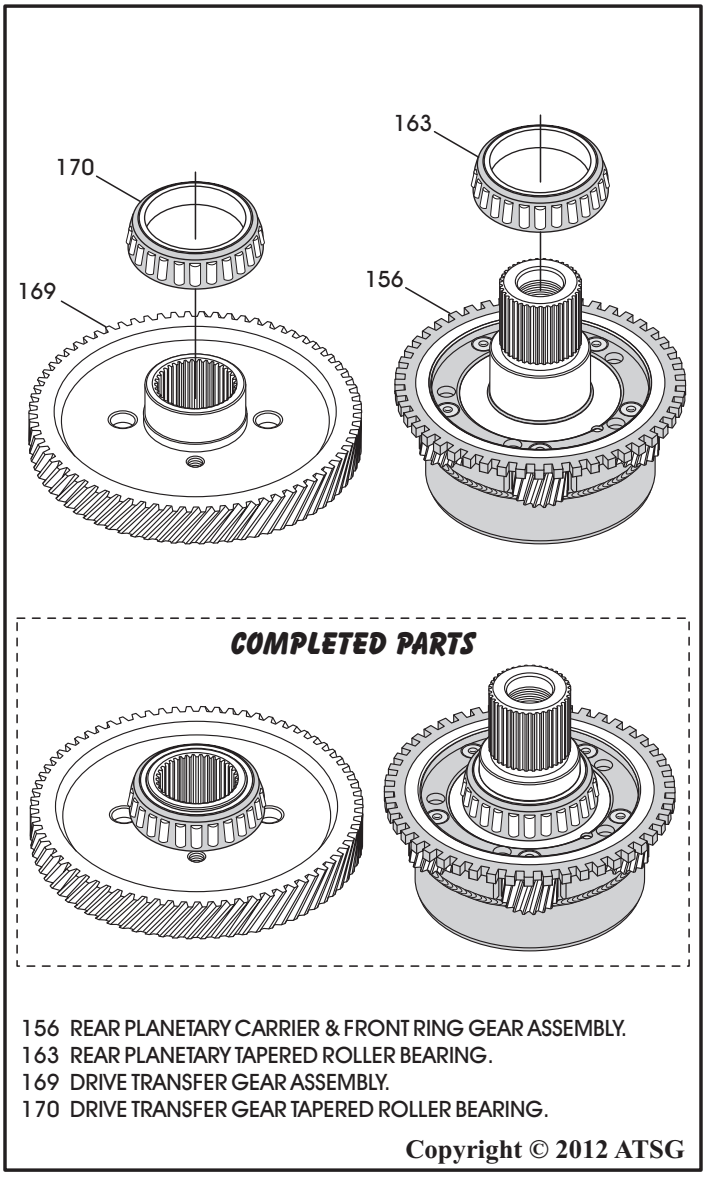


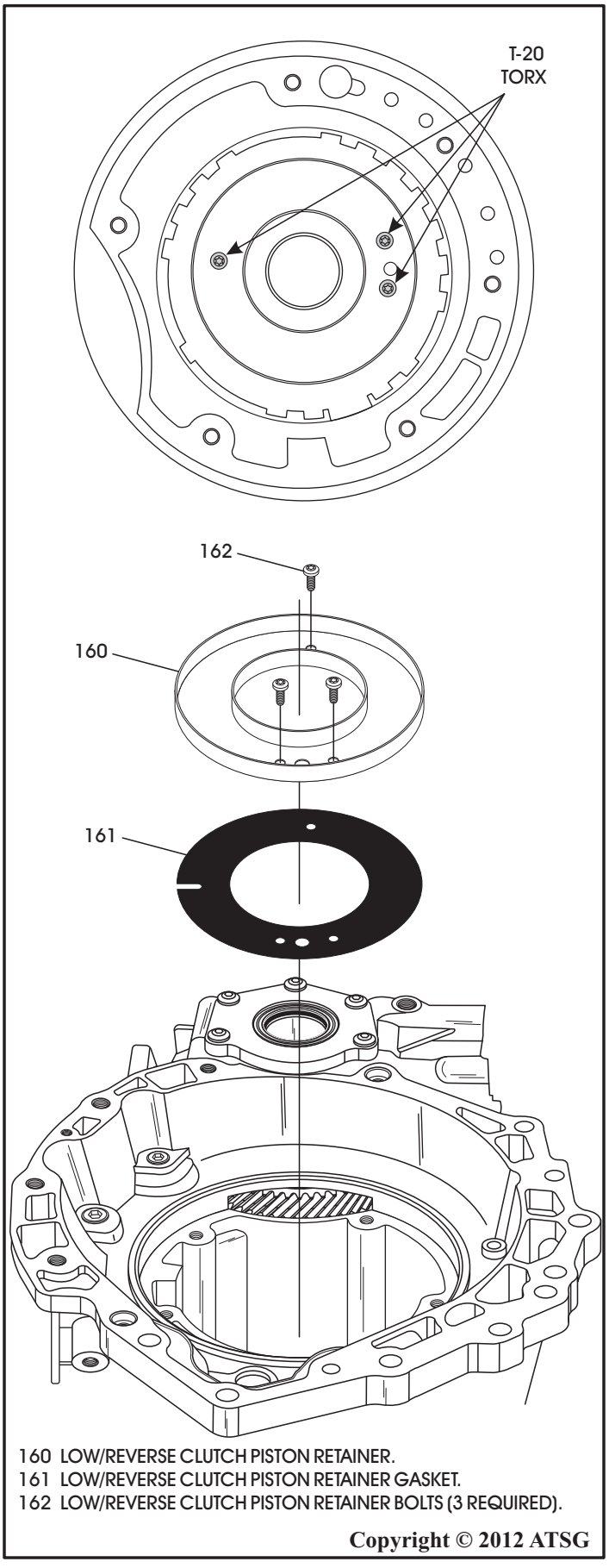
Figure 109

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

41. Install low/reverse clutch piston retainer gasket in case, as shown in Figure 110, and align holes in gasket to holes in case.
42. Install the new low/reverse clutch piston retainer into case, as shown in Figure 110, and align holes. ***Note: The low/reverse clutch piston retainer is included in most gasket sets.***
43. Install the 3 Torx retaining screws, as shown in Figure 110, and torque to 5 N·m (45 in.lb.) using a T-20 Torx bit.
44. Lubricate ***new*** low/reverse clutch bonded piston and the seal surfaces of low/reverse retainer with a small amount of Trans-Jel®.
45. Install the ***new*** low/reverse clutch bonded piston, as shown in Figure 111, and ensure fully seated.

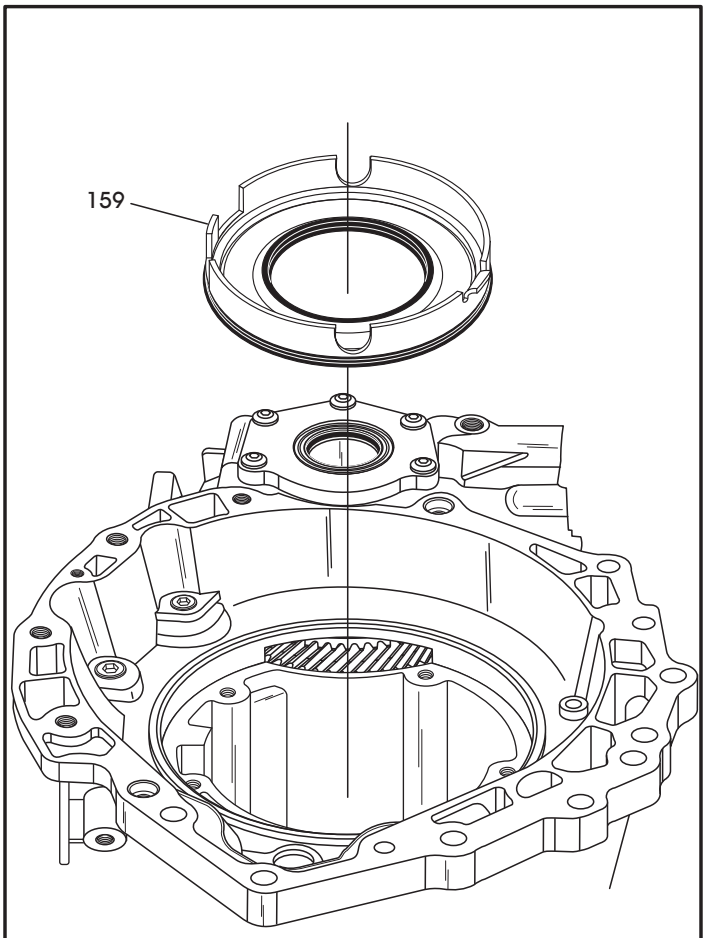
Continued on Page 65



160 LOW/REVERSE CLUTCH PISTON RETAINER.
161 LOW/REVERSE CLUTCH PISTON RETAINER GASKET.
162 LOW/REVERSE CLUTCH PISTON RETAINER BOLTS (3 REQUIRED).

Copyright © 2012 ATSG

Figure 110



159 LOW/REVERSE CLUTCH APPLY PISTON.

Copyright © 2012 ATSG

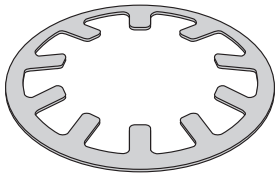
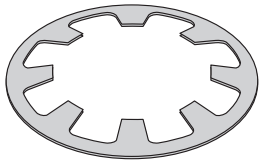
Figure 111

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

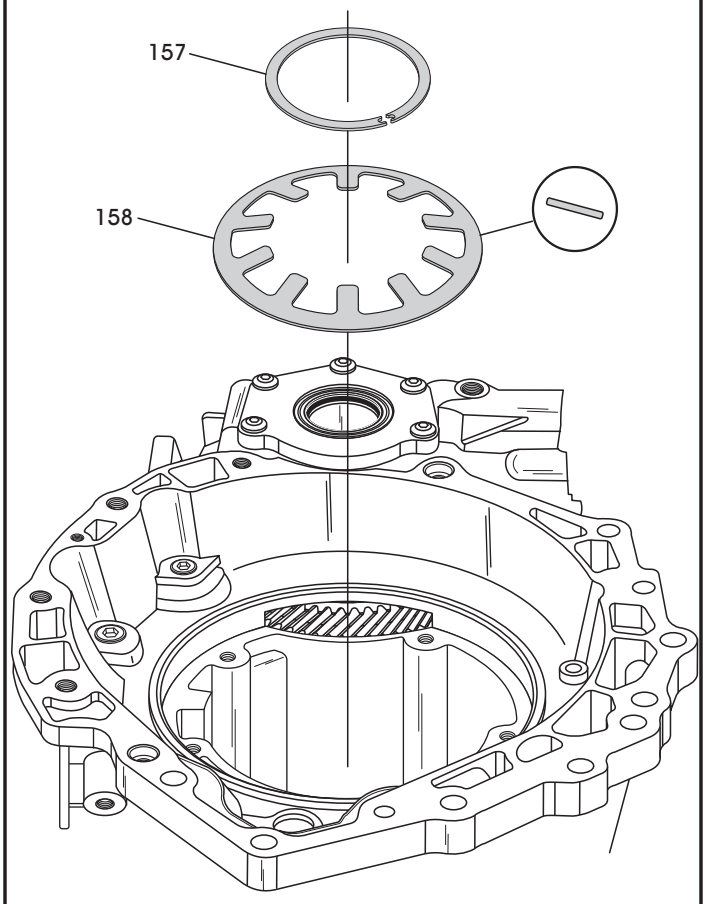
46. Install the low/reverse clutch piston "bellville" return spring in the direction that is shown in Figure 112.
    Note: If replacement is necessary, ensure that you do not inadvertently grab one for the 41TE aluminum piston from the shelf, as they will not interchange, as shown in Figure 113.
47. Compress the return spring using a universal spring compressor and install the retaining snap ring, as shown in Figure 112
    Note: Snap ring opening must be between the return spring levers..
48. Install the completed rear planetary carrier, as shown in Figure 114.

Continued on Page 66

41TE Bonded Piston *62TE Bonded Piston*	*41TE Aluminum Piston*
	
10 Apply Legs *5.725" O.D.*	*8 Apply Legs* *5.409" O.D.*
WILL NOT INTERCHANGE	

Copyright © 2012 ATSG

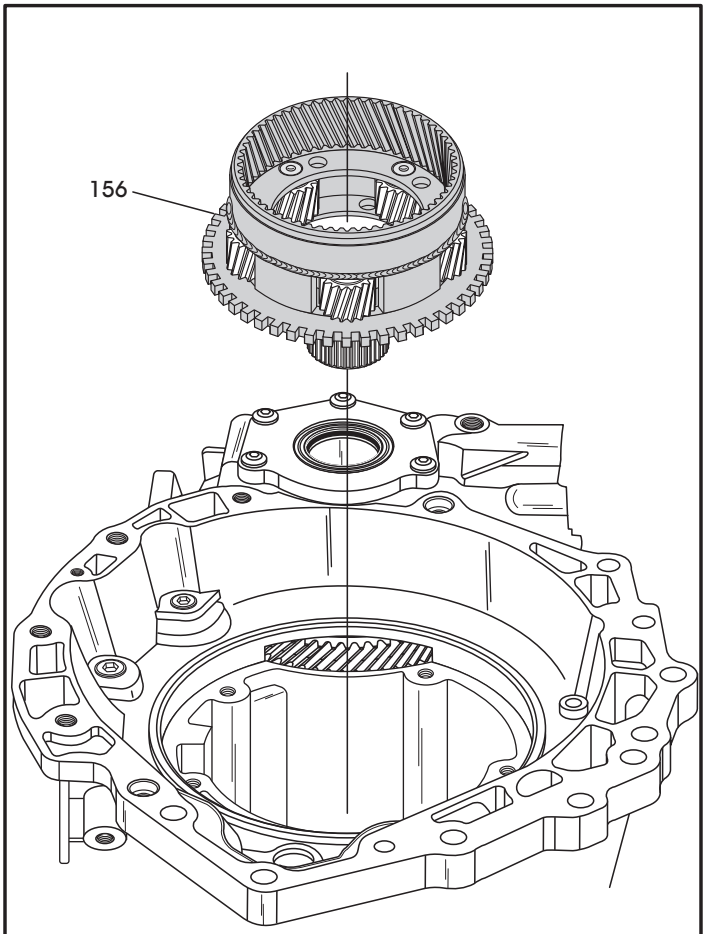
Figure 113



157 LOW/REVERSE CLUTCH PISTON RETAINING SNAP RING.
158 LOW/REVERSE CLUTCH "BELLVILLE" RETURN SPRING.

Copyright © 2012 ATSG

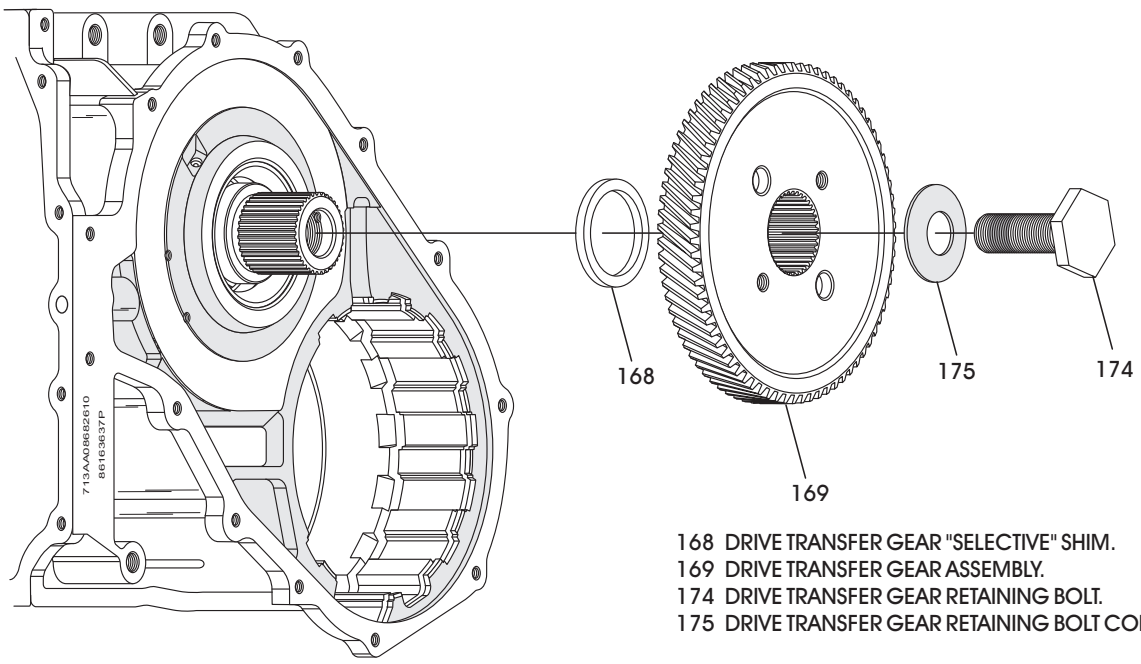
Figure 112



156 REAR PLANETARY CARRIER & FRONT RING GEAR ASSEMBLY.

Copyright © 2012 ATSG

Figure 114



168 DRIVE TRANSFER GEAR "SELECTIVE" SHIM.
169 DRIVE TRANSFER GEAR ASSEMBLY.
174 DRIVE TRANSFER GEAR RETAINING BOLT.
175 DRIVE TRANSFER GEAR RETAINING BOLT CONVEX WASHER.

Copyright © 2012 ATSG

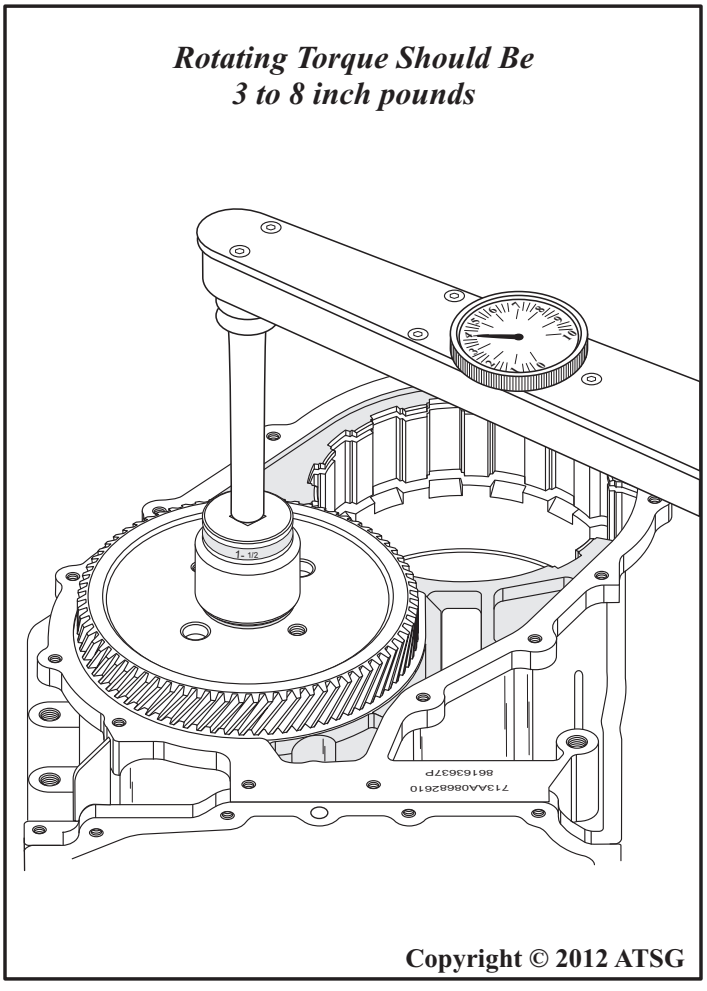
Figure 115

COMPONENT REBUILD

Transaxle Case And Differential (Cont'd)

49. Install the selective shim onto the rear planetary shaft, as shown in Figure 115.
    Note: These steps should be done with the transaxle centerline in a horizontal position, as shown in Figure 115, to prevent any damage to the rear planetary carrier.
50. Install the transfer drive gear onto the planetary shaft, as shown in Figure 115.
51. Use the convex washer and retaining bolt to pull and seat the transfer drive gear, as shown in Figure 115.
    Note: Transfer gear retaining bolt should be installed with Blue Loc-tite® on threads.
52. Torque the transfer gear retaining bolt to 271 N·m (200 ft.lb.).
53. Check the rotating torque of the transfer drive gear using a 1-1/2" socket and inch pound, dial type torque wrench, as shown in Figure 116.
54. Rotating torque should be 3-8 inch pounds. If the rotating torque is too high, install a thicker shim. If the rotating torque is too low, install a thinner shim. Available selective shims and their part numbers are provided in Figure 117.
55. Set completed case aside for final assembly.

Continued on Page 67



Copyright © 2012 ATSG

Figure 116

COMPONENT REBUILD

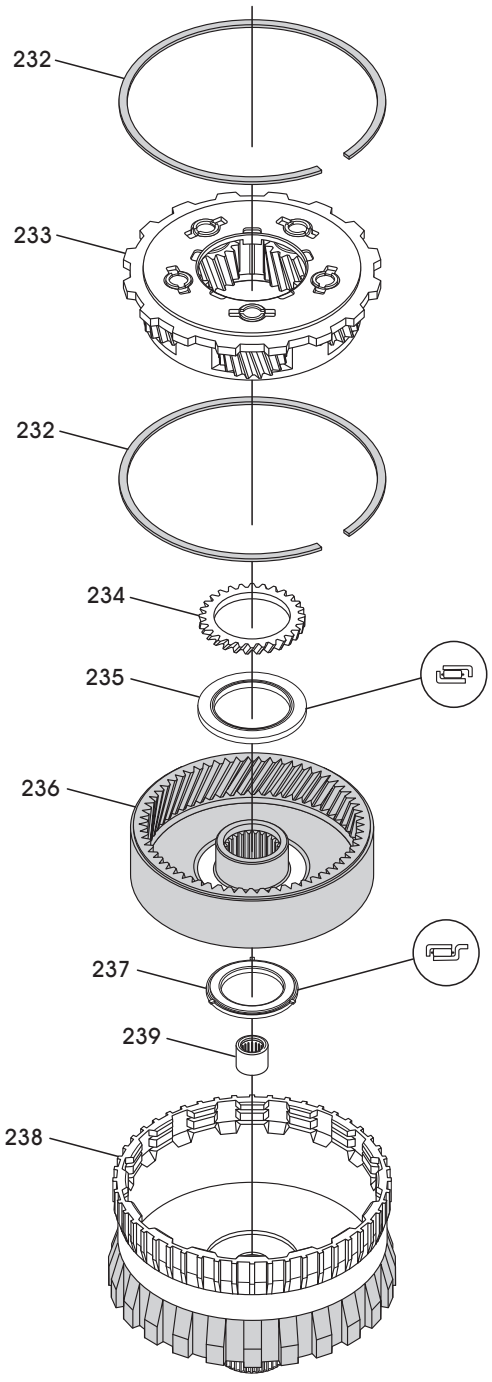
Output Planetary Assembly

1. Disassemble the output planetary assembly using Figure 118 as a guide.
2. Clean all output planetary parts thoroughly and dry with compressed air.
3. Inspect all output planetary parts thoroughly for any wear and/or damage. Replace as necessary.

Continued on Page 68

Rear Planetary Carrier/Transfer Drive Gear Shim Chart	
Shim Thickness	***Part Number****
4.42mm (.174")	*4412830AB*
4.38mm (.172")	*4412829AB*
4.34mm (.171")	*4412828AB*
4.30mm (.169")	*4412827AB*
4.26mm (.168")	*4412826AB*
4.22mm (.166")	*4412825AB*
4.18mm (.165")	*4412824AB*
4.14mm (.163")	*4412823AB*
4.10mm (.161")	*4412822AB*
4.06mm (.160")	*4412821AB*
4.02mm (.158")	*4412820AB*
3.98mm (.157")	*4412819AB*
3.94mm (.155")	*4412818AB*
3.90mm (.154")	*4412817AB*
3.86mm (.152")	*4412816AB*
3.82mm (.150")	*4412815AB*
3.78mm (.149")	*4412814AB*
3.74mm (.147")	*4412813AB*
3.70mm (.146")	*4412812AB*
3.66mm (.144")	*4412811AB*
3.62mm (.143")	*4412810AB*
3.58mm (.141")	*4412809AB*
3.54mm (.139")	*4412808AB*
3.50mm (.138")	*4412807AB*
Copyright © 2012 ATSG	****At Time of Printing***

Figure 117



232 OUTPUT PLANETARY CARRIER RETAINING SNAP RINGS (2 REQ.).
233 OUTPUT PLANETARY CARRIER.
234 OUTPUT PLANETARY SUN GEAR "HELICAL" SELECTIVE SHIM.
235 NUMBER 11 THRUST BEARING.
236 OUTPUT PLANETARY INTERNAL RING GEAR.
237 NUMBER 12 THRUST BEARING.
238 OUTPUT PLANETARY GEAR HOUSING & SHAFT ASSEMBLY.
239 OUTPUT GEAR HOUSING & SHAFT CAGED NEEDLE BEARING.

Copyright © 2012 ATSG

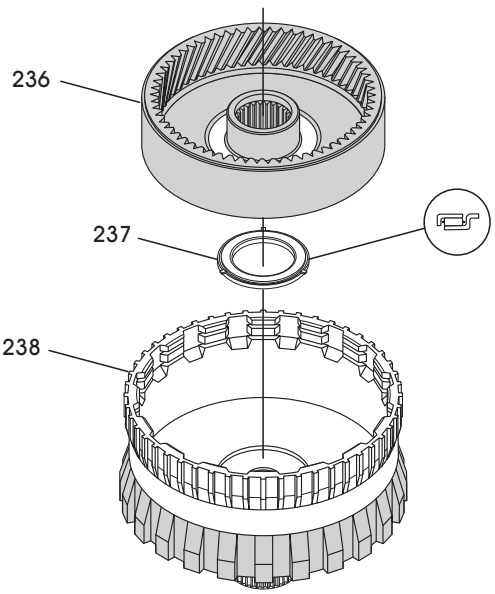
Figure 118

COMPONENT REBUILD

Output Planetary Assembly

4. Install new caged needle bearing as necessary in output planetary gear housing using the proper driver, as shown in Figure 119.
5. Install number 12 thrust bearing in the direction shown in Figure 120.
6. Install the output planetary internal ring gear, as shown in Figure 120.
7. Install number 11 thrust bearing in the direction shown in Figure 121, into the ring gear.
8. Install the helical cut "selective" shim on top of the number 11 thrust bearing, as shown in Figure 121.
   Note: The helical cut "selective" shim is used to set the compounder section end-play, which we will check during final assembly.

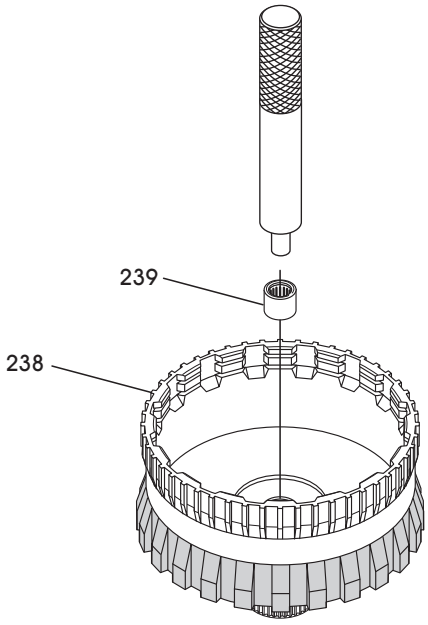
Continued on Page 69



236 OUTPUT PLANETARY INTERNAL RING GEAR.
237 NUMBER 12 THRUST BEARING.
238 OUTPUT PLANETARY GEAR HOUSING & SHAFT ASSEMBLY.

Copyright © 2012 ATSG

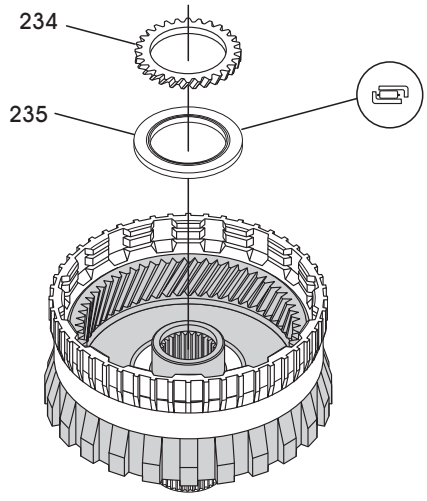
Figure 120



238 OUTPUT PLANETARY GEAR HOUSING & SHAFT ASSEMBLY.
239 OUTPUT GEAR HOUSING & SHAFT CAGED NEEDLE BEARING.

Copyright © 2012 ATSG

Figure 119



234 OUTPUT PLANETARY SUN GEAR "HELICAL" SELECTIVE SHIM.
235 NUMBER 11 THRUST BEARING.

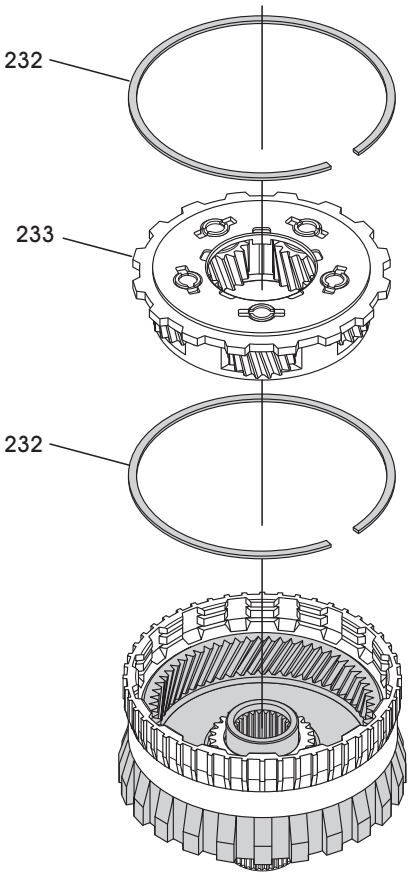
Copyright © 2012 ATSG

Figure 121

COMPONENT REBUILD

Output Planetary Assembly (Cont'd)

9. Install the first snap ring into the lower groove of the output planetary gear housing, as shown in Figure 122.
10. Install the output planetary carrier into housing until fully seated on first snap ring, as shown in Figure 122.
11. Install the second snap ring into upper groove of the output planetary gear housing, as shown in Figure 122, and ensure it is fully seated.
12. Set the completed output planetary assembly aside for final assembly (See Figure 123).

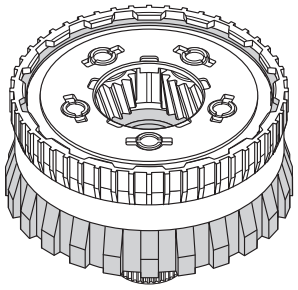


232 OUTPUT PLANETARY CARRIER RETAINING SNAP RINGS (2 REQ.).
233 OUTPUT PLANETARY CARRIER.

Copyright © 2012 ATSG

Figure 122

COMPLETED OUTPUT PLANETARY ASSEMBLY



Copyright © 2012 ATSG

Figure 123

COMPONENT REBUILD

Underdrive Compounder Assembly

CAUTION:

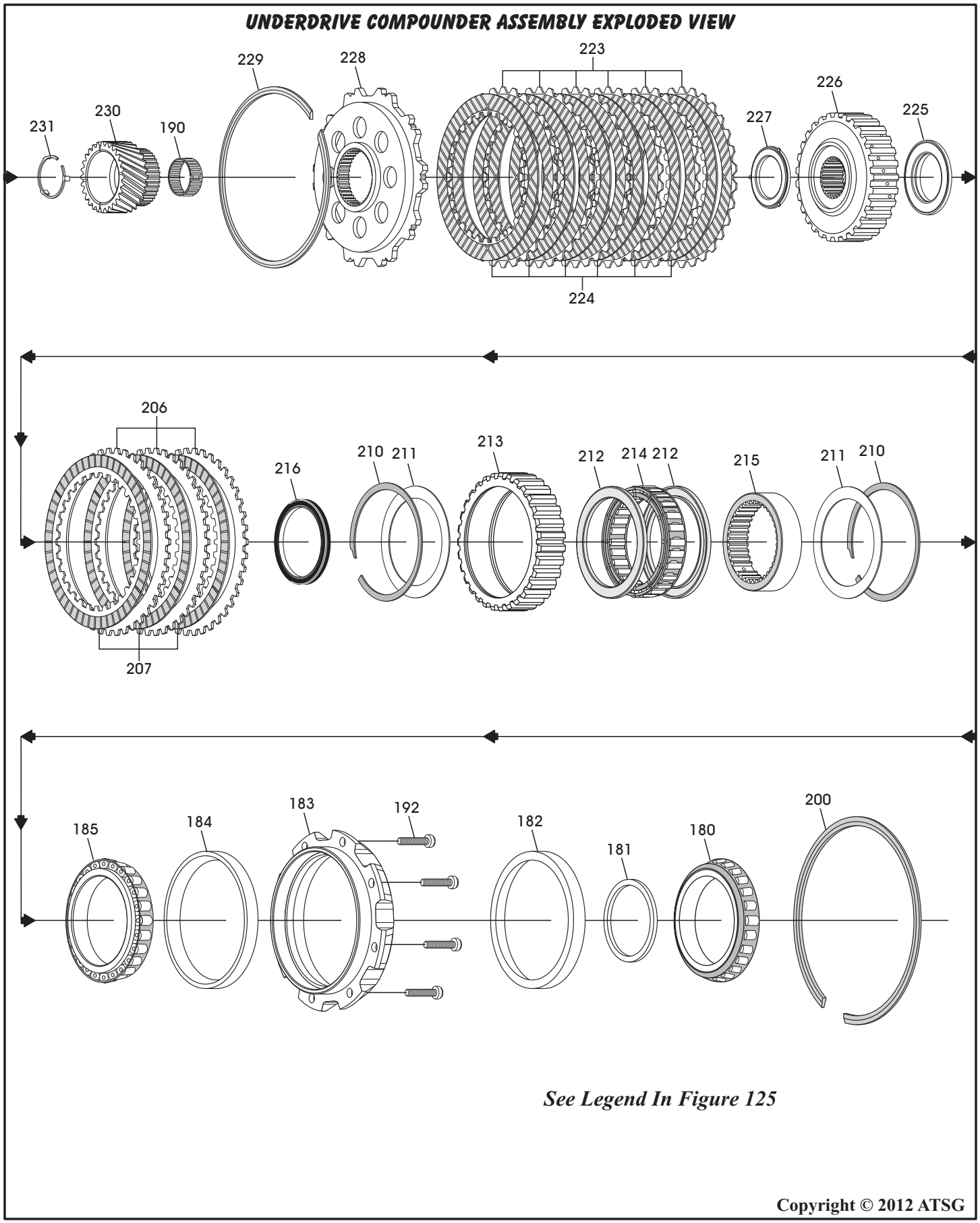
The addition of the underdrive centerline, which replaces the previous pinion shaft, consists of the output planetary gear set, two new clutch packs (Direct & Low) and a freewheel (Sprag), tied together via the transfer gears. This creates the ability to achieve the seven forward ratios of the 62TE.

The underdrive section is sometimes difficult and confusing to disassemble and reassemble. We are going to provide a detailed description of the disassembly and the reassembly procedure to make it easier to understand.

We have provided you with detailed exploded views of the underdrive compounder assembly in Figure 124 and 125, for reference.

Underdrive Section Disassembly

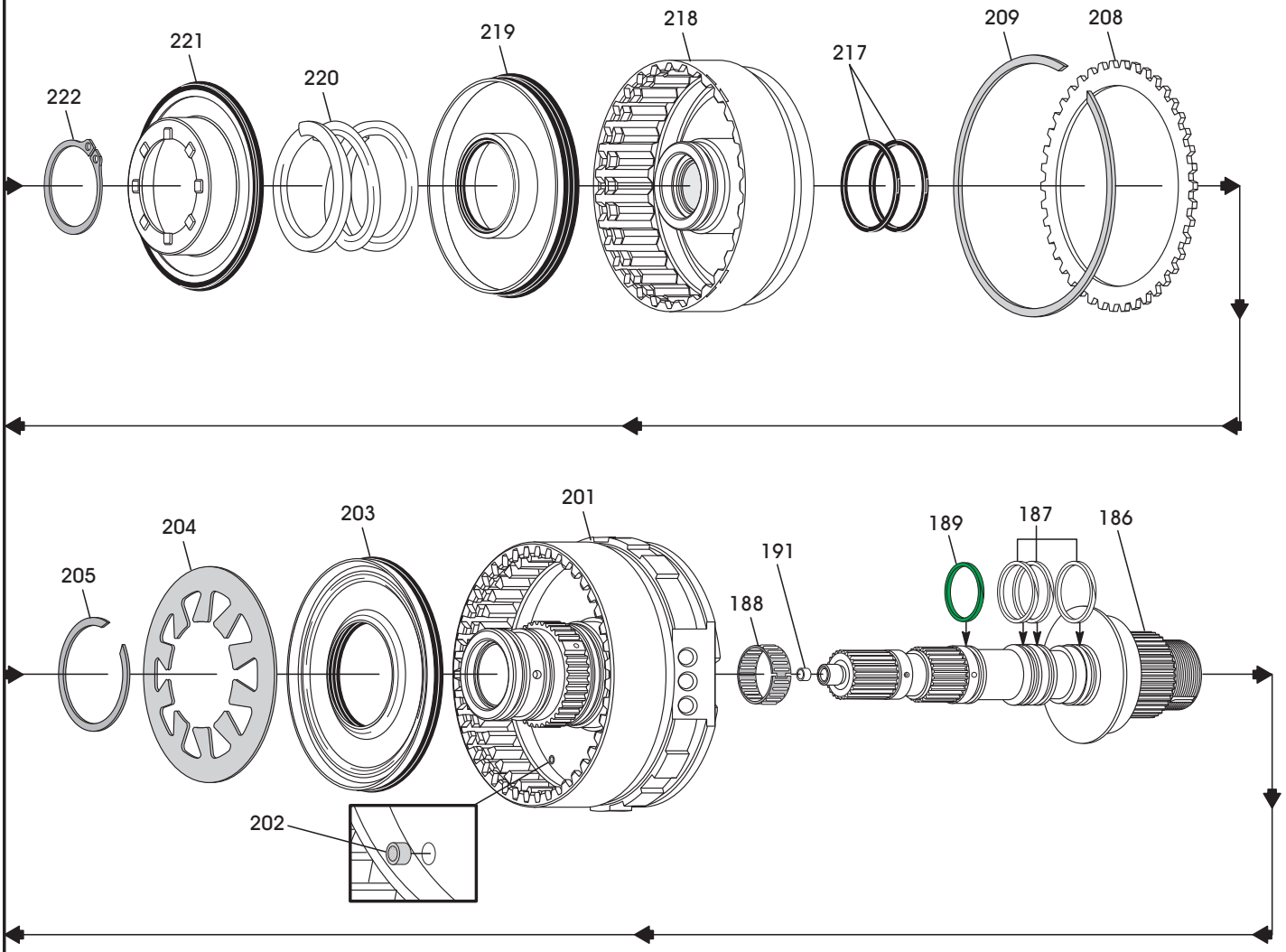
Continued on Page 72



Copyright © 2012 ATSG

Figure 124

UNDERDRIVE COMPOUNDER ASSEMBLY EXPLODED VIEW



180 DRIVEN TRANSFER GEAR TAPERED ROLLER BEARING.
181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.
182 DRIVEN TRANSFER GEAR TAPERED ROLLER BEARING CUP.
183 DRIVEN TRANSFER GEAR ROLLER BEARING RACE SUPPORT.
184 UNDERDRIVE CENTER SHAFT TAPERED ROLLER BEARING CUP.
185 UNDERDRIVE CENTER SHAFT TAPERED ROLLER BEARING.
186 UNDERDRIVE CENTER SHAFT.
187 CENTER SHAFT, WHITE, SCARF-CUT SEALING RINGS (3 REQ).
188 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (LARGE).
189 CENTER SHAFT, GREEN, SCARF-CUT SEALING RING.
190 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (SMALL).
191 UNDERDRIVE CENTER SHAFT ORIFICED CUP PLUG.
192 ROLLER BEARING RACE SUPPORT RETAINING BOLTS (8 REQ.).
200 COMPOUNDER ASSEMBLY TAPERED RETAINING SNAP RING.
201 LOW CLUTCH HOUSING ASSEMBLY.
202 LOW CLUTCH HOUSING SCREEN/ORIFICE.
203 LOW CLUTCH BONDED APPLY PISTON.
204 LOW CLUTCH PISTON "BELLVILLE" RETURN SPRING.
205 LOW CLUTCH "BELLVILLE" RETURN SPRING SNAP RING.
206 LOW CLUTCH STEEL PLATES (3 REQUIRED).
207 LOW CLUTCH FRICTION PLATES (3 REQUIRED).
208 LOW CLUTCH BACKING PLATE.
209 LOW CLUTCH BACKING PLATE "SELECTIVE" SNAP RING.
210 LOW SPRAG OUTER RACE SNAP RING (2 REQUIRED).
211 LOW SPRAG END BEARING THRUST WASHER (2 REQUIRED).
212 LOW SPRAG END BEARING (2 REQUIRED).
213 LOW SPRAG OUTER RACE.
214 LOW SPRAG CAGE & ELEMENT ASSEMBLY.
215 LOW SPRAG INNER RACE.
216 NUMBER 8 THRUST BEARING.
217 DIRECT CLUTCH HOOK-JOINT SEALING RINGS (2 REQUIRED).
218 DIRECT CLUTCH HOUSING.
219 DIRECT CLUTCH BONDED APPLY PISTON.
220 DIRECT CLUTCH PISTON RETURN SPRING.
221 DIRECT RETURN SPRING RETAINER AND BALANCE PISTON.
222 DIRECT CLUTCH RETURN SPRING RETAINER SNAP RING.
223 DIRECT CLUT. SINGLE-SIDED, OUTSIDE SPLINE PLATES (6 REQ.).
224 DIRECT CLUT. SINGLE-SIDED, INSIDE SPLINE PLATES (6 REQ.).
225 NUMBER 9 THRUST BEARING.
226 DIRECT CLUTCH HUB.
227 NUMBER 10 THRUST BEARING.
228 DIRECT CLUTCH "SELECTIVE" BACKING PLATE.
229 DIRECT CLUTCH BACKING PLATE TAPERED SNAP RING.
230 OUTPUT PLANETARY SUN GEAR.
231 OUTPUT PLANETARY SUN GEAR "TABBED" SNAP RING.

Copyright © 2012 ATSG

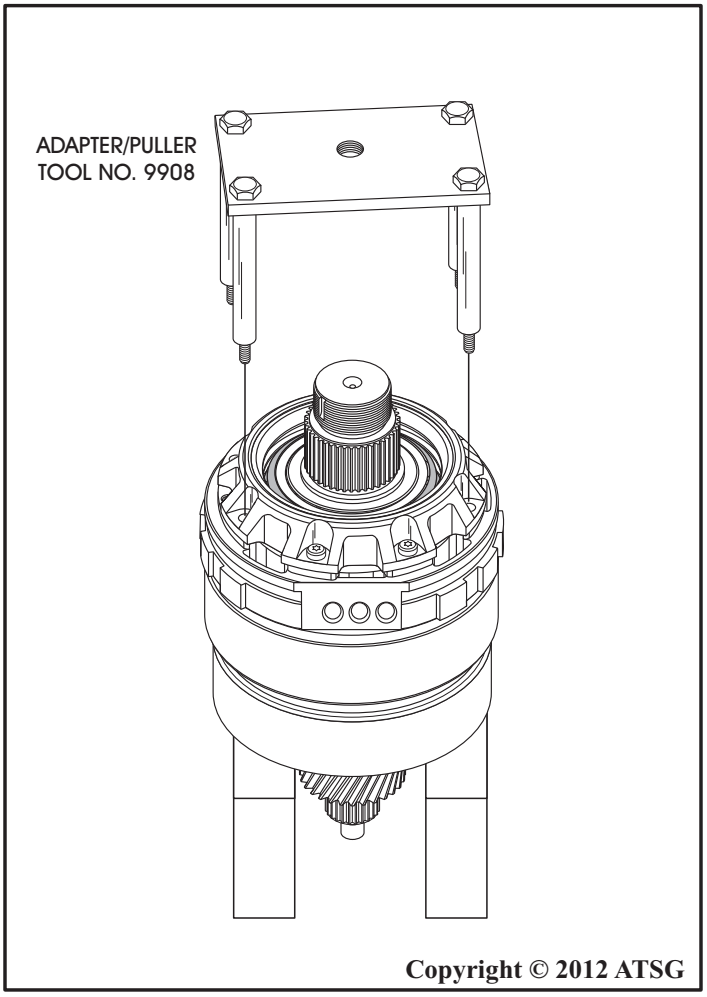
Figure 125

COMPONENT REBUILD

Underdrive Section Disassembly

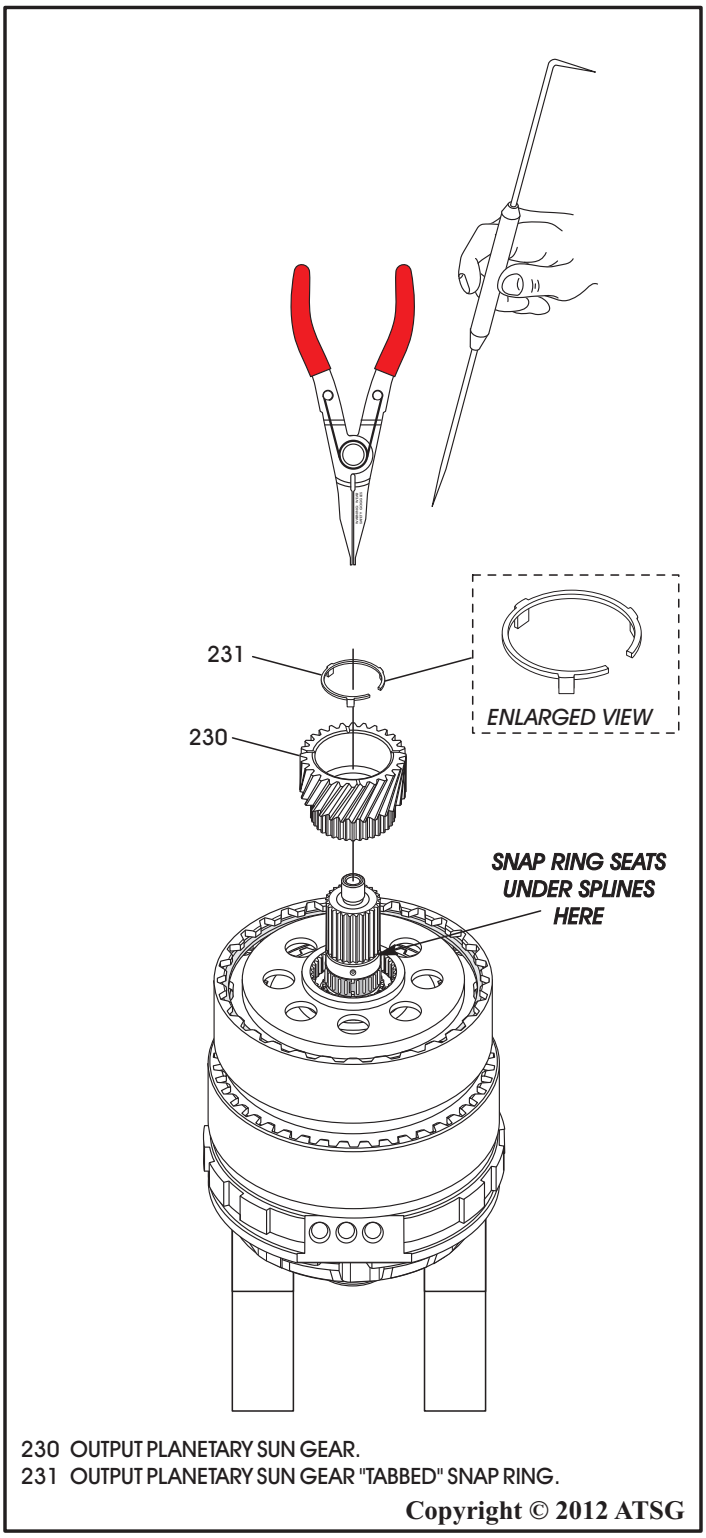
1. Place underdrive gear train on a set of blocks, as shown in Figure 126, and remove adapter 9908.
2. Turn the underdrive geartrain over and place on the blocks, as shown in Figure 127.
   Note: You must turn the assembly over several times during this process.
3. Remove the small "tabbed" snap ring from the underdrive center shaft that retains the output sun gear, as shown in Figure 127.
   Note: You must go down inside the output sun gear to reach the small "tabbed" snap ring and is difficult to remove. It requires a small set of snap ring pliers and sometimes the assistance of a pick.
4. After you have the snap ring released and up on the splines, you can use the sun gear to remove snap ring by pulling straight up.

Continued on Page 73



Copyright © 2012 ATSG

Figure 126



230 OUTPUT PLANETARY SUN GEAR.
231 OUTPUT PLANETARY SUN GEAR "TABBED" SNAP RING.

Copyright © 2012 ATSG

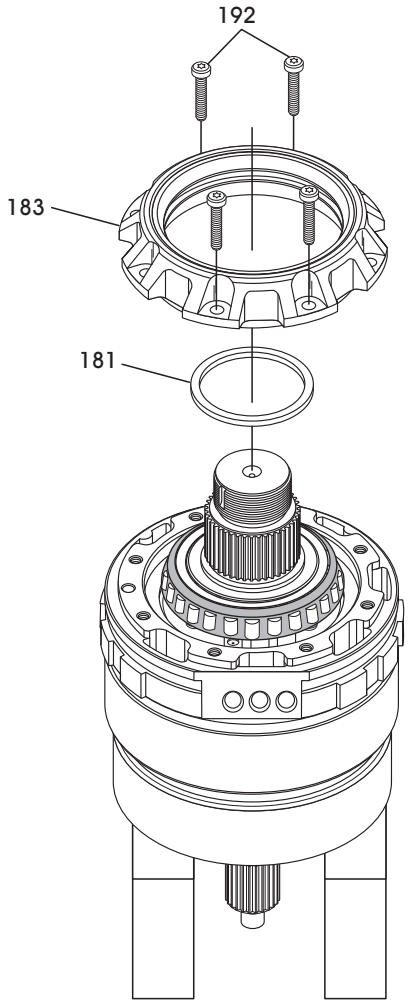
Figure 127

COMPONENT REBUILD

Underdrive Section Disassembly (Cont'd)

5. Turn the assembly over again and remove the 4 remaining roller bearing race support retaining bolts, as shown in Figure 128.
6. Remove the roller bearing race support and the transfer gear selective shim, as shown in Figure 128.
   Note: This is the selective shim that sets the pre-load for transfer gear bearings.
7. Turn the assembly over again and remove the direct clutch backing plate tapered snap ring, as shown in Figure 129.
8. Remove direct clutch backing plate, as shown in Figure 129.
9. Remove the small "split" caged needle bearing from the underdrive center shaft, as shown in Figure 129.
   Note: Direct clutch housing cannot be removed until the "split" needle bearing is removed.
10. Remove the number 10 thrust bearing, as shown in Figure 129.

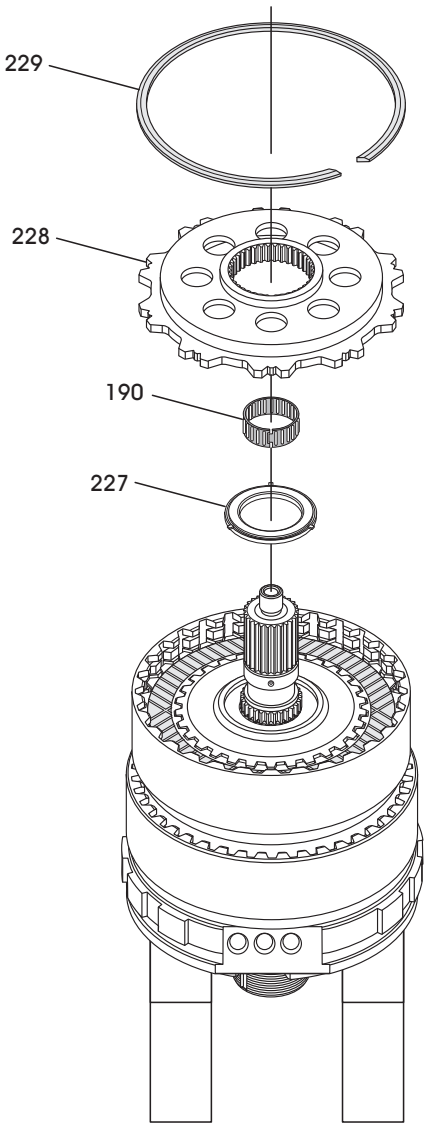
Continued on Page 74



181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.
183 DRIVEN TRANSFER GEAR ROLLER BEARING RACE SUPPORT.
192 ROLLER BEARING RACE SUPPORT RETAINING BOLTS (8 REQ.).

Copyright © 2012 ATSG

Figure 128



190 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (SMALL).
227 NUMBER 10 THRUST BEARING.
228 DIRECT CLUTCH "SELECTIVE" BACKING PLATE.
229 DIRECT CLUTCH BACKING PLATE TAPERED SNAP RING.

Copyright © 2012 ATSG

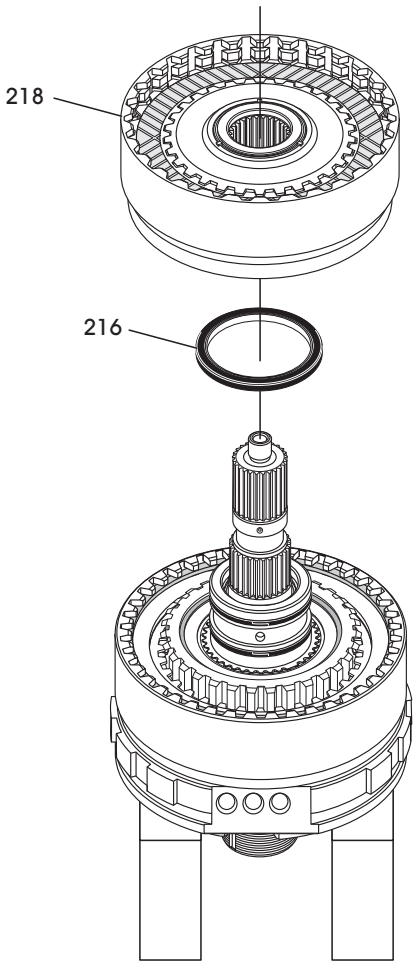
Figure 129

COMPONENT REBUILD

Underdrive Section Disassembly (Cont'd)

11. Remove the direct clutch housing assembly off of the underdrive center shaft, as shown in Figure 130, and set aside for direct clutch sub assembly.
12. Remove the number 8 thrust bearing, as shown in Figure 130.
    Note: Number 8 thrust bearing may be stuck to back of direct clutch housing.
13. Remove the low clutch housing and low sprag from the underdrive center shaft as an assembly, as shown in Figure 131, and set aside for the low clutch sub assembly.

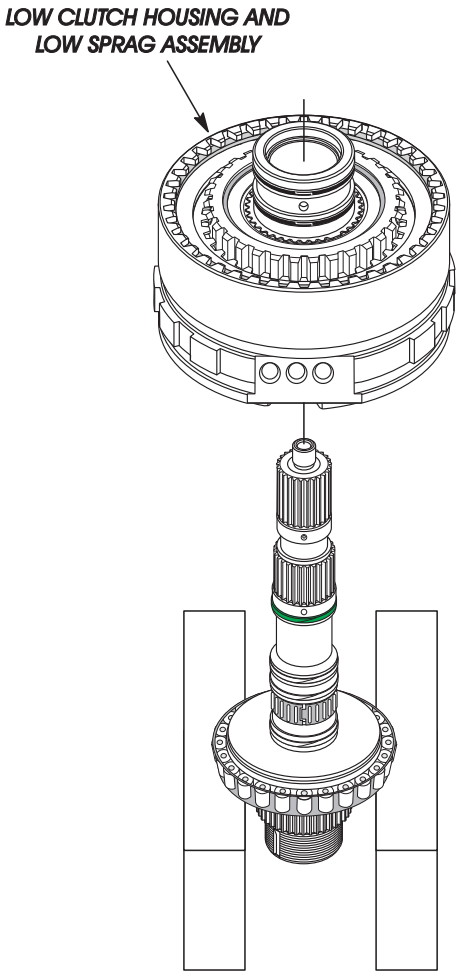
Continued on Page 75



216 NUMBER 8 THRUST BEARING.
218 DIRECT CLUTCH HOUSING ASSEMBLY.

Copyright © 2012 ATSG

Figure 130



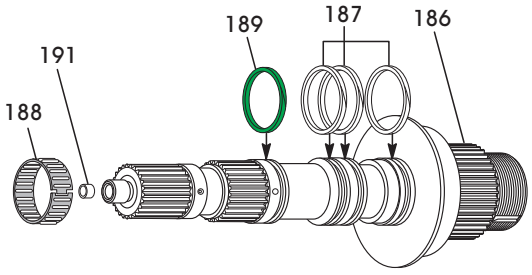
Copyright © 2012 ATSG

Figure 131

COMPONENT REBUILD

Underdrive Section Disassembly (Cont'd)

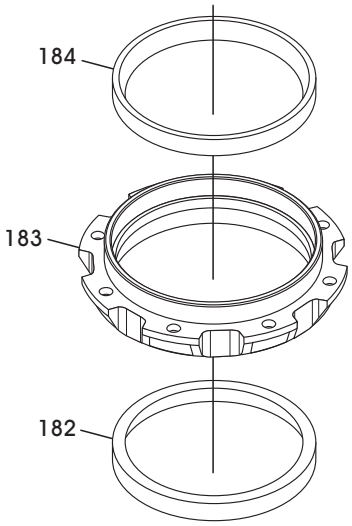
14. Remove the 4 scarf-cut sealing rings and large "split" caged needle bearing from the underdrive center shaft, as shown in Figure 132.
15. If bearing service is needed, replace the tapered roller bearing cups in the driven transfer gear roller bearing support, as shown in Figure 133, using proper adapters and hydraulic shop press. ***Note: Due to a coordinated vendor change of cup & bearing, replacement of either must be done as a set. Mixing old and new parts would result in a bearing failure.***



186 UNDERDRIVE CENTER SHAFT.
187 WHITE, SCARF-CUT SEALING RINGS (3 REQ).
188 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (LARGE).
189 GREEN, SCARF-CUT SEALING RING.
191 UNDERDRIVE CENTER SHAFT ORIFICED CUP PLUG.

Copyright © 2012 ATSG

Figure 132



182 DRIVEN TRANSFER GEAR TAPERED ROLLER BEARING CUP.
183 DRIVEN TRANSFER GEAR ROLLER BEARING RACE SUPPORT.
184 UNDERDRIVE CENTER SHAFT TAPERED ROLLER BEARING CUP.

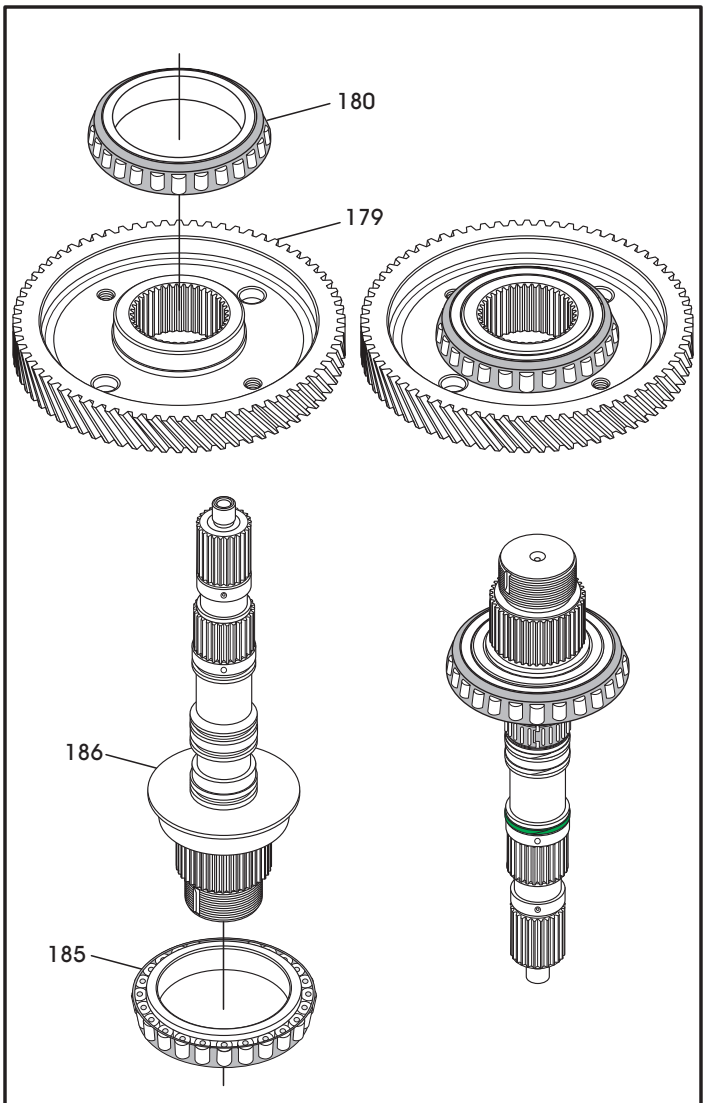
Copyright © 2012 ATSG

Figure 133

Note (Cont'd): There are known concerns with this set of roller bearings and cups. Always replace bearing and cup as a set, using OEM part number 68051332AA, which was a valid number at time of printing.

16. Replace the tapered roller bearings on the driven transfer gear and the underdrive center shaft, as shown in Figure 134, using proper adapters and hydraulic shop press.

Component Rebuild
Continued on Page 76

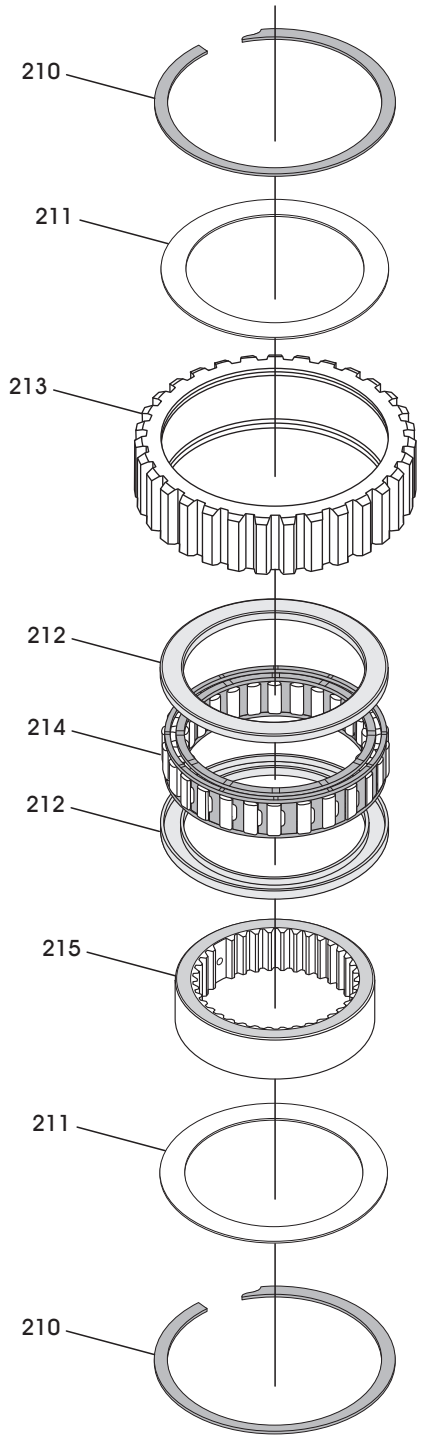


179 DRIVEN TRANSFER GEAR ASSEMBLY.
180 DRIVEN TRANSFER GEAR TAPERED ROLLER BEARING.
185 UNDERDRIVE CENTER SHAFT TAPERED ROLLER BEARING.
186 UNDERDRIVE CENTER SHAFT.

Copyright © 2012 ATSG

Figure 134

LOW SPRAG, EXPLODED VIEW



210 LOW SPRAG OUTER RACE SNAP RING (2 REQUIRED).
211 LOW SPRAG END BEARING THRUST PLATE (2 REQUIRED).
212 LOW SPRAG END BEARING (2 REQUIRED).
213 LOW SPRAG OUTER RACE.
214 LOW SPRAG CAGE & ELEMENT ASSEMBLY.
215 LOW SPRAG INNER RACE.

Copyright © 2012 ATSG

Figure 135

COMPONENT REBUILD

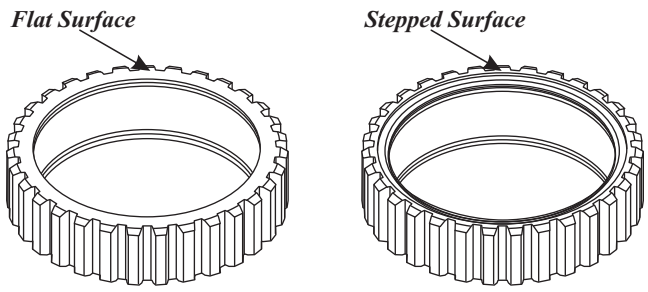
Low Sprag Assembly

1. Disassemble the low sprag by removing the snap ring and using Figure 135 as a guide.
   Caution: The low sprag can be mis-assembled very easily. Figure 135 shows sprag assembly the correct way that it goes into Low Clutch Housing. There are however, three pieces that are directional
   Notice in Figure 136 that the outer race has a step and is chamfered on the bottom side and the top side is flat.
   Notice in Figure 137 that the inner sprag race is blackened (heat treating) on top side and has two blind splines, one male and one female. Since the blind splines are also off-set, it makes the inner race directional and will not install on the low clutch housing if upside down.
   Notice in Figure 138 that the sprag cage and element assembly has "channels" cut on the top side and none on the bottom side.
   We will assemble the low sprag assembly from the bottom side, that has the step and chamfer, as it is easier to assemble from this side.

Continued on Page 77

LOW SPRAG OUTER RACE

Top Side *Bottom Side*



Copyright © 2012 ATSG

Figure 136

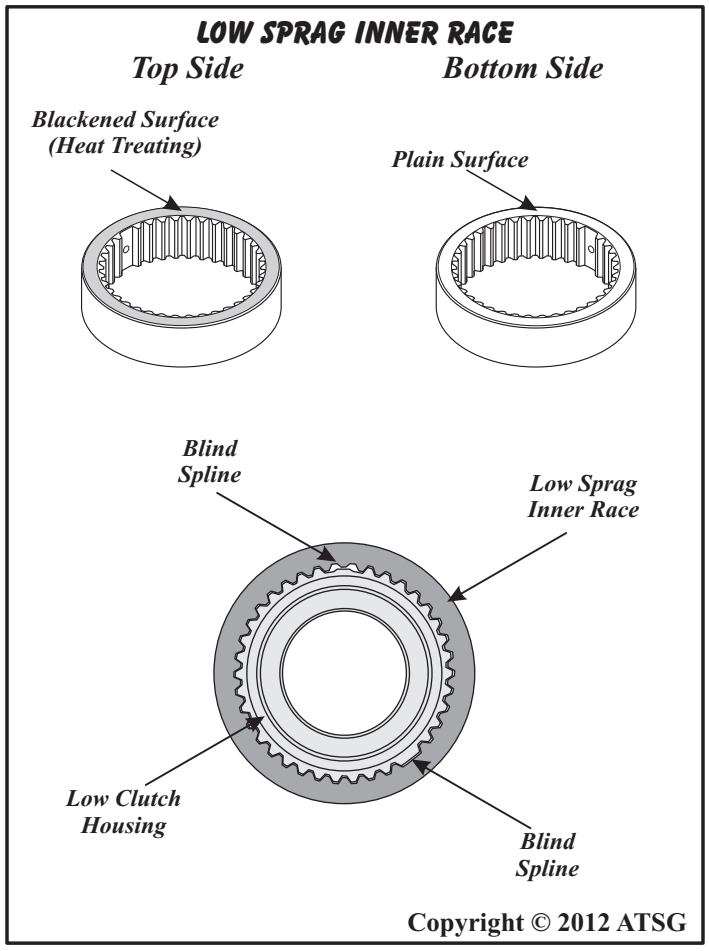


Figure 137

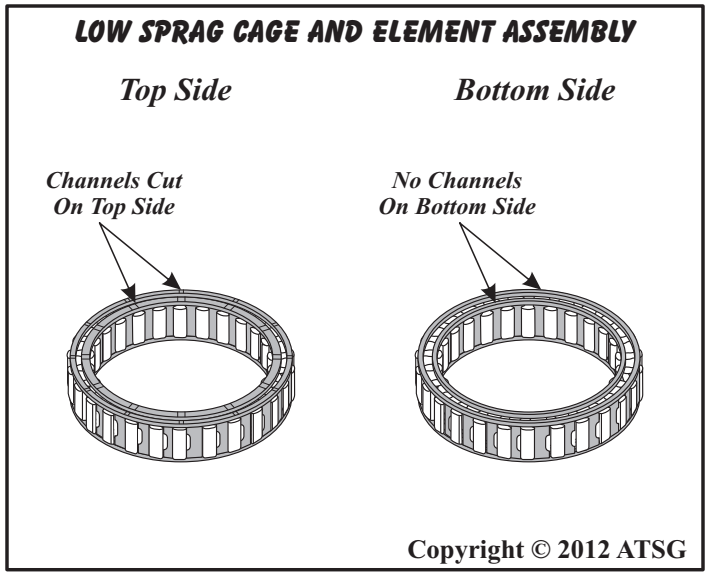


Figure 138

COMPONENT REBUILD

Low Sprag Assembly (Cont'd)

2. Place the outer race on flat work surface with one snap ring installed and ***stepped side facing up,*** as shown in Figure 139.
   Note: Stepped side must be facing up.
3. Install the first end bearing thrust plate and the first sprag end bearing in the direction shown in Figure 140.
4. Push them all the way down against snap ring.

Continued on Page 78

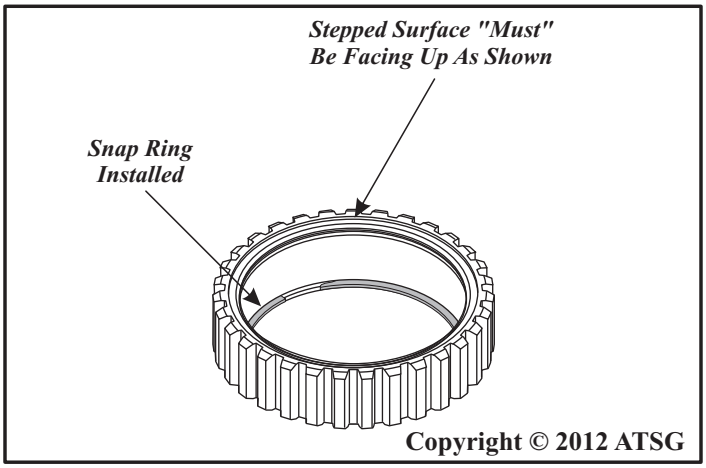


Figure 139

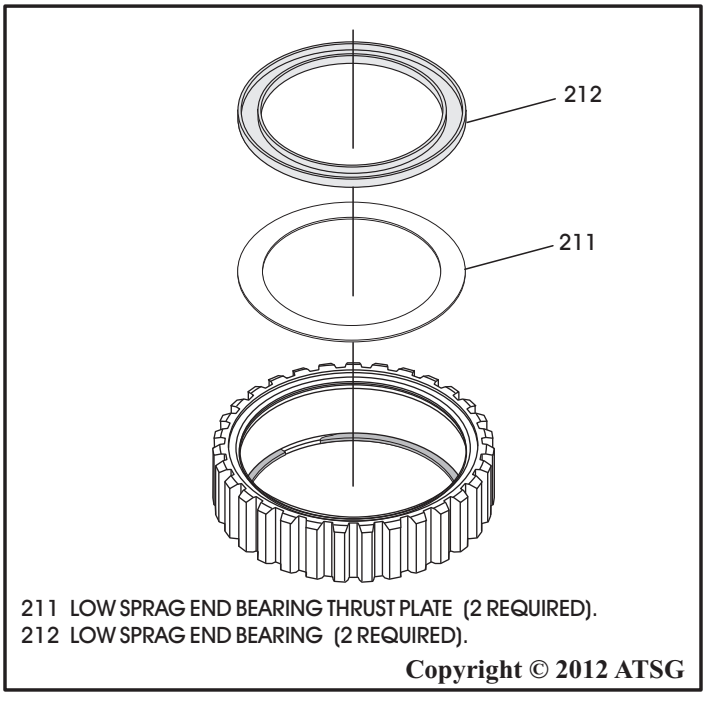


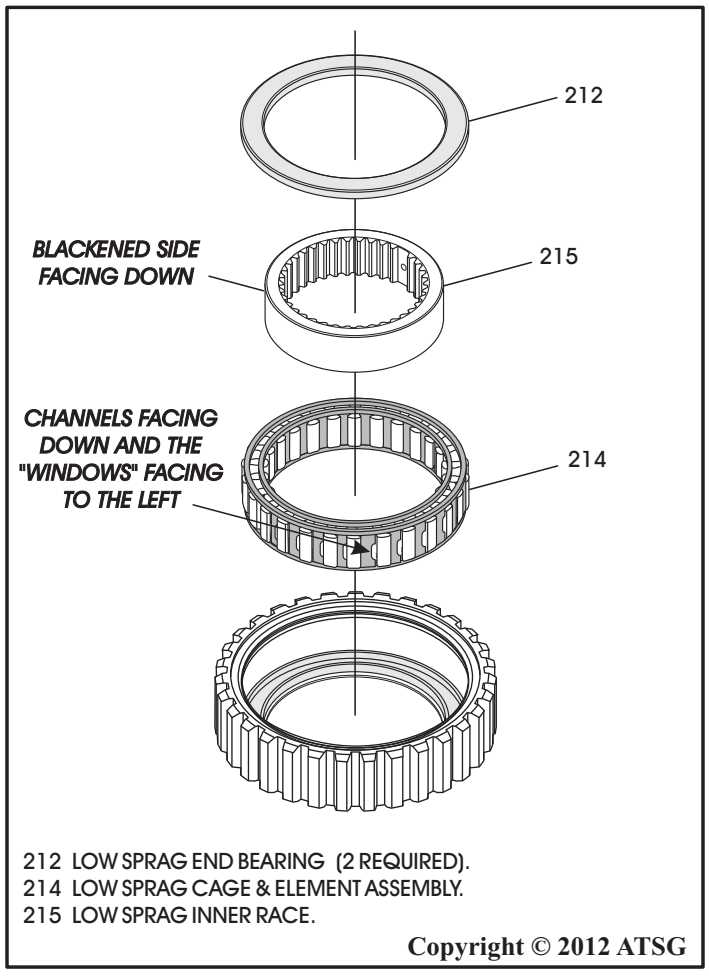
Figure 140

COMPONENT REBUILD

Low Sprag Assembly (Cont'd)

5. Install the sprag cage and element assembly into outer race, as shown in Figure 141.
   Note: The "channels" in plastic sprag cage (See Figure 138) must be facing down and the "windows" facing left, as shown in Figure 141.
6. Lubricate and install the sprag inner race into the cage and elements, as shown in Figure 141, using a counter-clockwise motion.
   Note: Inner race must be installed with the blackened side facing down so the blind splines will be aligned for assembly (See Figure 137).
7. Install second sprag end bearing in the direction shown in Figure 141 and push it down against the sprag cage and element assembly.
8. Install the second end bearing thrust plate and snap ring, as shown in Figure 142.
   Note: If there is an etched number on thrust plate, install with number facing up, as shown in Figure 142.
9. Install completed low sprag assembly into the empty low clutch housing (See Figure 143).
   Note: The sprag outer race should freewheel in a counter-clockwise direction and lock in a clockwise direction (See Figure 143).

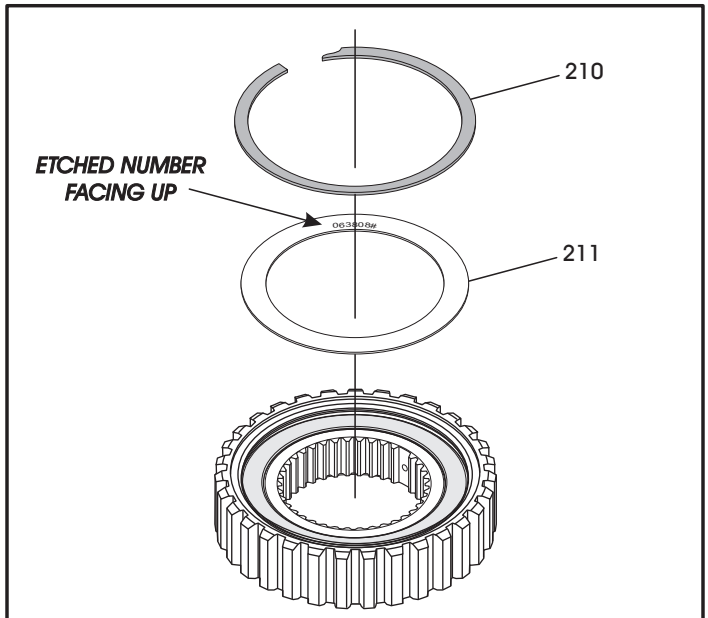
Component Rebuild
Continued on Page 79



212 LOW SPRAG END BEARING (2 REQUIRED).
214 LOW SPRAG CAGE & ELEMENT ASSEMBLY.
215 LOW SPRAG INNER RACE.

Copyright © 2012 ATSG

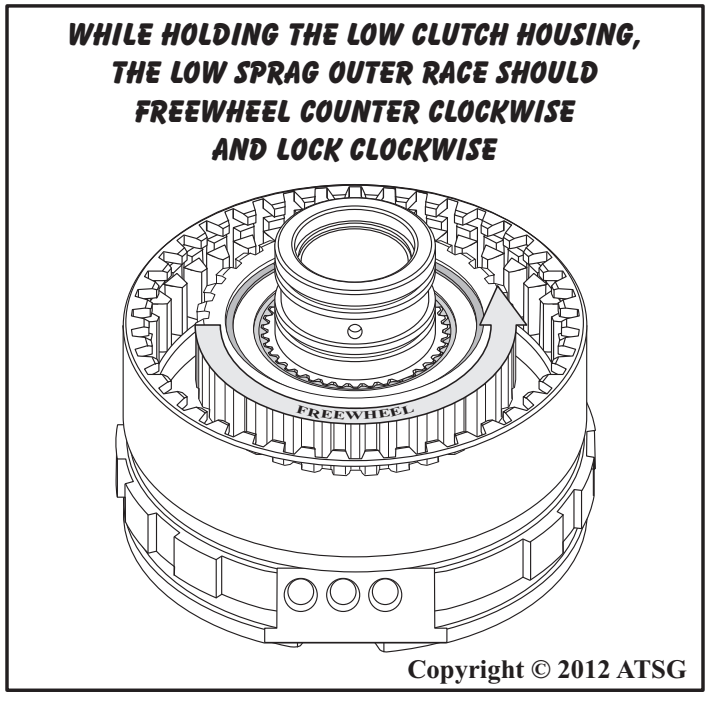
Figure 141



210 LOW SPRAG OUTER RACE SNAP RING (2 REQUIRED).
211 LOW SPRAG END BEARING THRUST PLATE (2 REQUIRED).

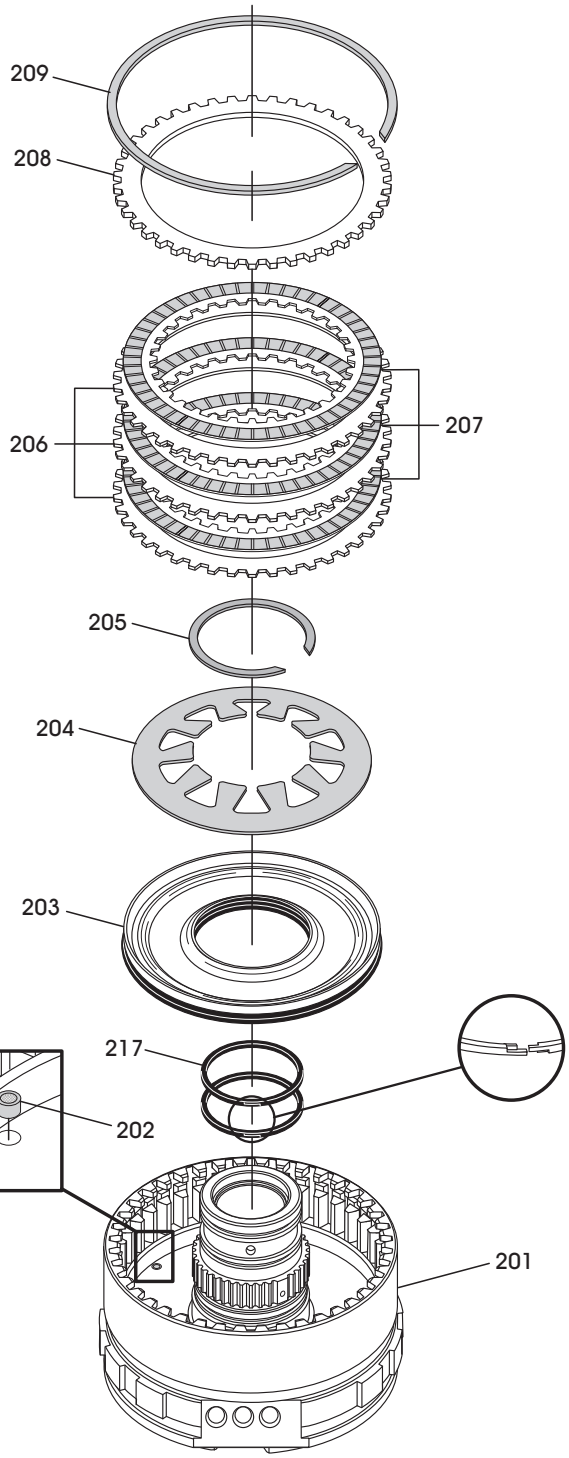
Copyright © 2012 ATSG

Figure 142



Copyright © 2012 ATSG

Figure 143



201 LOW CLUTCH HOUSING ASSEMBLY.
202 LOW CLUTCH HOUSING SCREEN/ORIFICE.
203 LOW CLUTCH BONDED APPLY PISTON.
204 LOW CLUTCH PISTON "BELLVILLE" RETURN SPRING.
205 LOW CLUTCH "BELLVILLE" RETURN SPRING SNAP RING.
206 LOW CLUTCH STEEL PLATES (3 REQUIRED).
207 LOW CLUTCH FRICTION PLATES (3 REQUIRED).
208 LOW CLUTCH BACKING PLATE.
209 LOW CLUTCH BACKING PLATE "SELECTIVE" SNAP RING.
217 DIRECT CLUTCH HOOK-JOINT SEALING RINGS (2 REQUIRED).

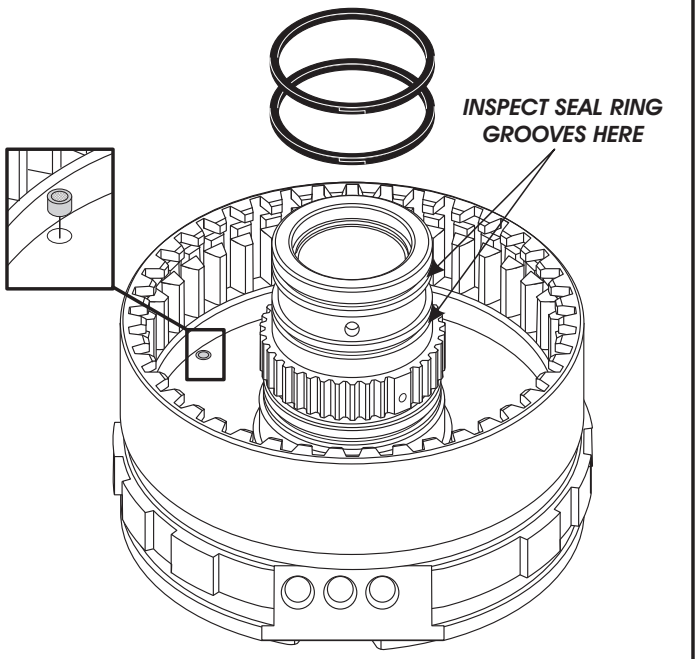
Figure 144

COMPONENT REBUILD

Low Clutch Housing Assembly

1. Dissassemble the low clutch housing assembly using Figure 144 as a guide.
2. Clean all low clutch housing parts thoroughly and dry with compressed air.
3. Inspect all low clutch housng parts thoroughly for any wear and/or damage.
   Note: This unit is known for extreme sealing ring groove wear on the low clutch housing, as shown in Figure 145. These rings actually seal direct clutch oil.
   Measure with new seal rings in place in their grooves, maximum clearance is .010" and most will require replacement low clutch housing. Also check to ensure screen/orifice is still in place after cleaning, as shown in Figure 145.

Continued on Page 80



Copyright © 2012 ATSG

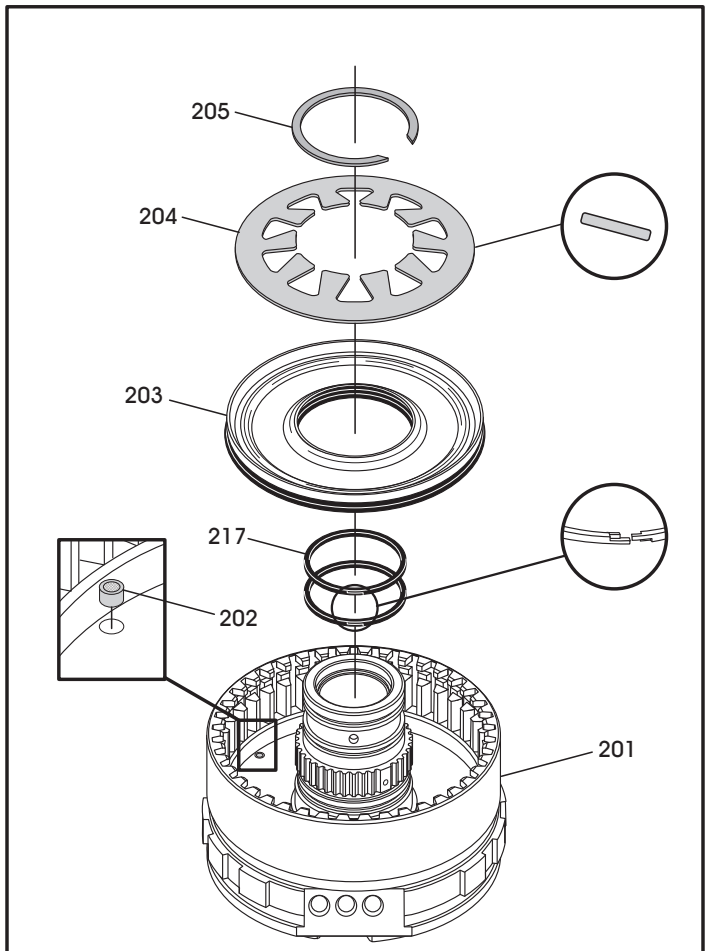
Figure 145

COMPONENT REBUILD

Low Clutch Housing Assembly (Cont'd)

4. Install new direct clutch sealing rings into their grooves in the low clutch housing, as shown in Figure 146.
5. Ensure screen/orifice is in place and lube seal surfaces of low clutch housing and the bonded low clutch apply piston (See Figure 146).
6. Install the bonded low clutch apply piston, as shown in Figure 146.
7. Install the low clutch piston return spring in the direction shown in Figure 146.
8. Compress the return spring and install the snap ring, as shown in Figure 146, and ensure it is fully seated.
9. Install the completed low sprag assembly into low clutch housing, as shown in Figure 147.
10. Once again, check for proper sprag operation, as shown in Figure 148.

Continued on Page 81



201 LOW CLUTCH HOUSING ASSEMBLY.
202 LOW CLUTCH HOUSING SCREEN/ORIFICE.
203 LOW CLUTCH BONDED APPLY PISTON.
204 LOW CLUTCH PISTON "BELLVILLE" RETURN SPRING.
205 LOW CLUTCH "BELLVILLE" RETURN SPRING SNAP RING.
217 DIRECT CLUTCH HOOK-JOINT SEALING RINGS (2 REQUIRED).

Figure 146

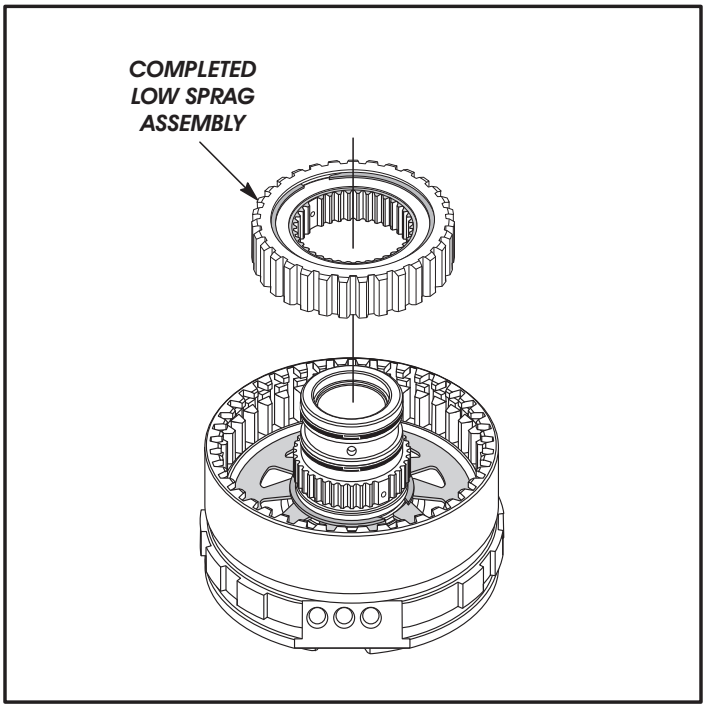
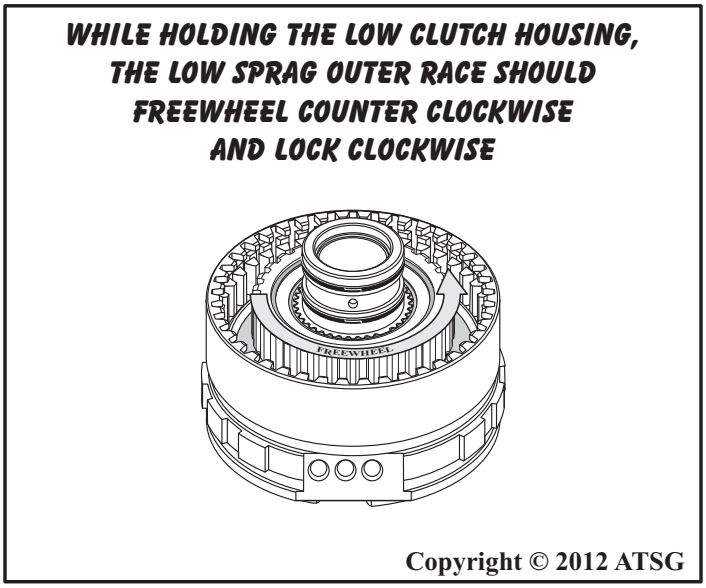


Figure 147



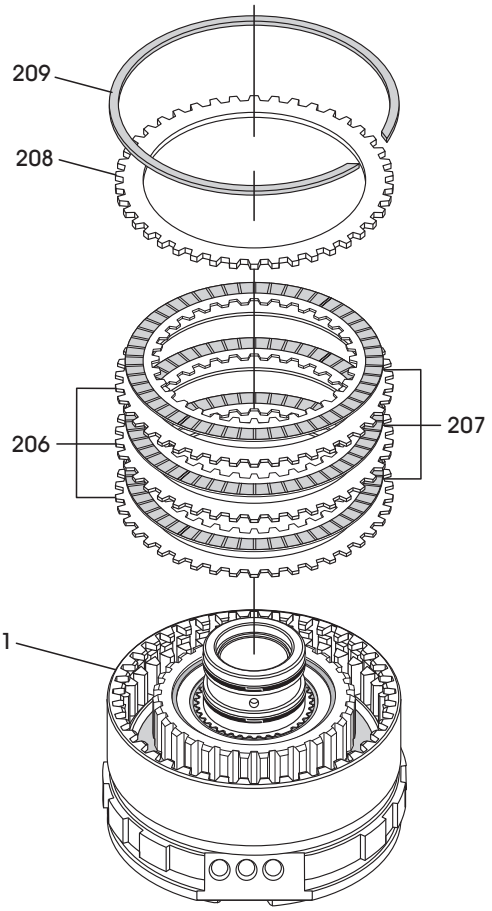
Copyright © 2012 ATSG

Figure 148

COMPONENT REBUILD

Low Clutch Housing Assembly (Cont'd)

11. Install the low clutch plates beginning with a steel plate and alternating with frictions until you have installed three of each, as shown in Figure 149.
    Note: All clutch plates should be soaked for 1 hour in proper fluid prior to assembly.
12. Install the low clutch backing plate on top of the last friction, as shown in Figure 149.
    Note: Backing plate installs with the rounded edge toward the friction (See Figure 150).
13. Install the low clutch backing plate "selective" snap ring, as shown in Figure 149.
14. Mount dial indicator with probe against backing plate, as shown in Figure 151, and zero indicator.



201 LOW CLUTCH HOUSING ASSEMBLY.
206 LOW CLUTCH STEEL PLATES (3 REQUIRED).
207 LOW CLUTCH FRICTION PLATES (3 REQUIRED).
208 LOW CLUTCH BACKING PLATE.
209 LOW CLUTCH BACKING PLATE "SELECTIVE" SNAP RING.

Figure 149

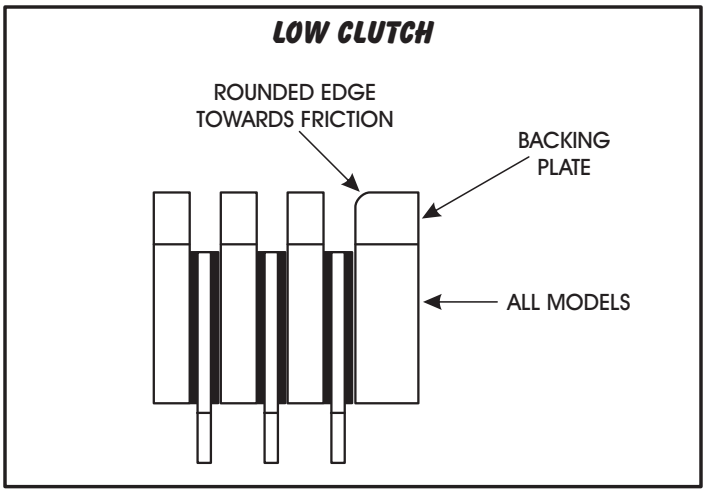
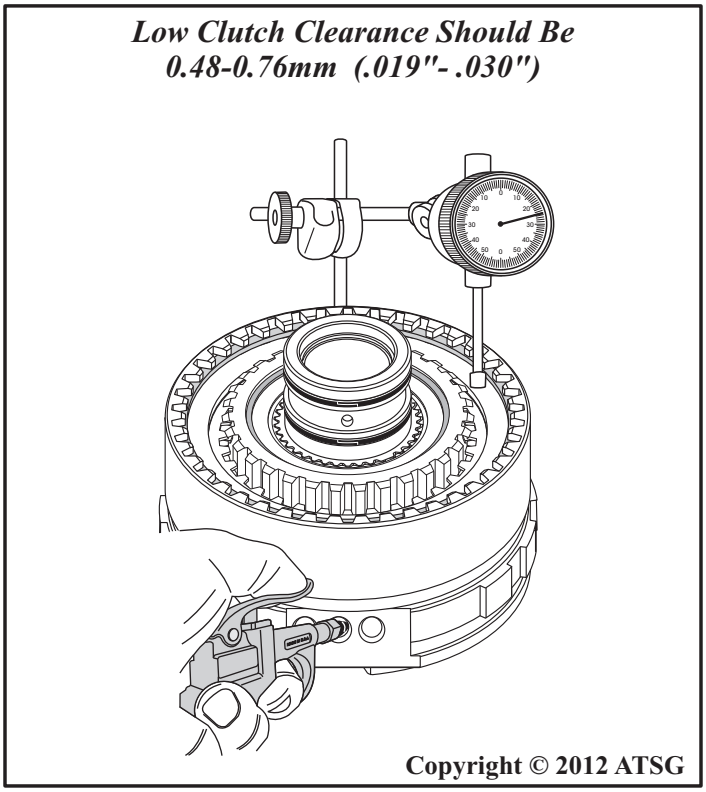


Figure 150

15. Apply air pressure, as shown in Figure 151, and measure low clutch clearance.
16. Low clutch clearance should measure between 0.48-0.76mm (.019"- .030").
17. Change the selective snap ring as necessary to obtain proper low clutch clearance.
18. Set completed low clutch housing aside for the underdrive section assembly process.

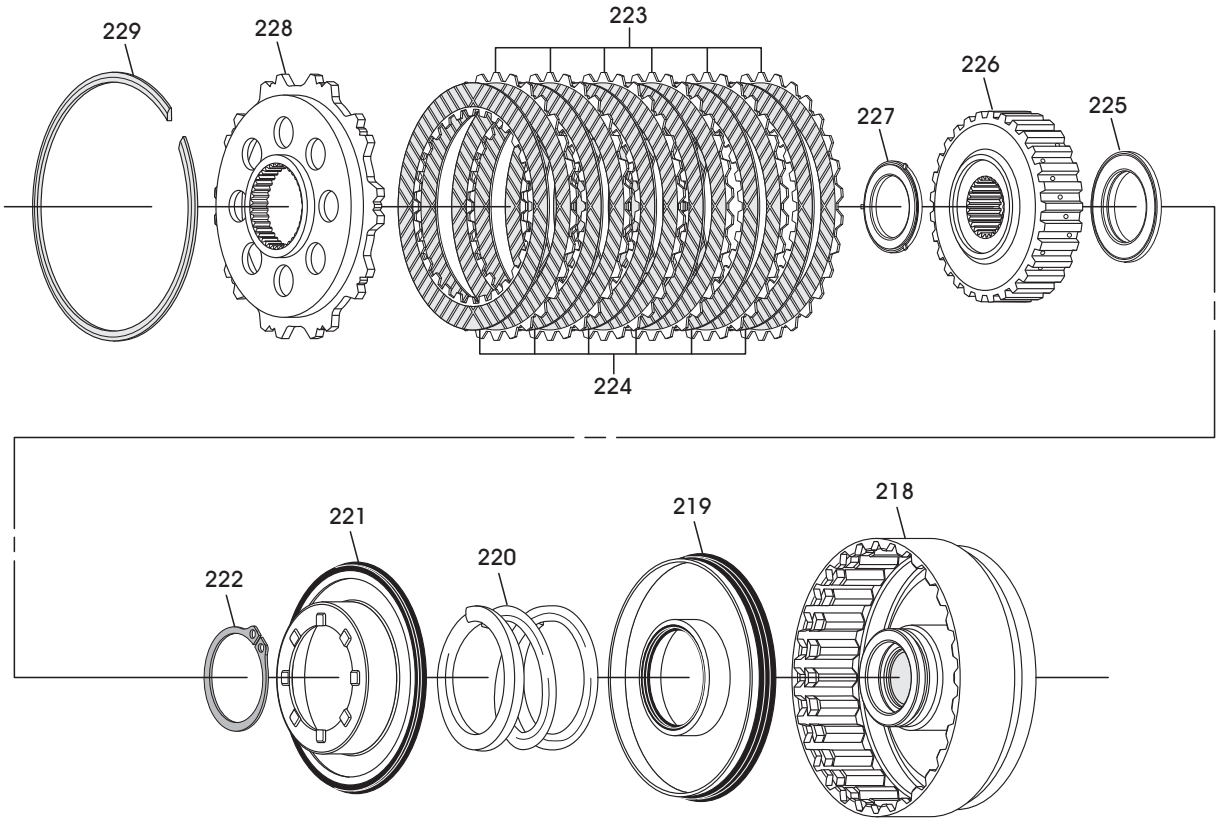
Component Rebuild Continued on Page 82



Copyright © 2012 ATSG

Figure 151

DIRECT CLUTCH EXPLODED VIEW



218 DIRECT CLUTCH HOUSING.
219 DIRECT CLUTCH BONDED APPLY PISTON.
220 DIRECT CLUTCH PISTON RETURN SPRING.
221 DIRECT RETURN SPRING RETAINER AND BALANCE PISTON.
222 DIRECT CLUTCH RETURN SPRING RETAINER SNAP RING.
223 DIRECT CLUT. SINGLE-SIDED, OUTSIDE SPLINE PLATES (6 REQ.).
224 DIRECT CLUT. SINGLE-SIDED, INSIDE SPLINE PLATES (6 REQ.).
225 NUMBER 9 THRUST BEARING.
226 DIRECT CLUTCH HUB.
227 NUMBER 10 THRUST BEARING.
228 DIRECT CLUTCH "SELECTIVE" BACKING PLATE.
229 DIRECT CLUTCH BACKING PLATE TAPERED SNAP RING.

Copyright © 2012 ATSG

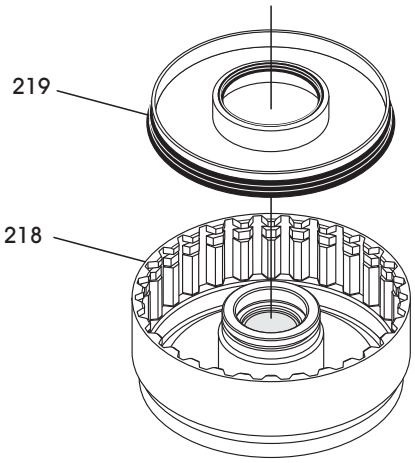
Figure 152

COMPONENT REBUILD

Direct Clutch Assembly

1. Disassemble the remainder of the direct clutch assembly using Figure 152 as a guide.
2. Clean all direct clutch assembly parts thoroughly and dry with compressed air.
3. Inspect all direct clutch parts thoroughly for any wear and/or damage, replace as necessary.
   Note: The direct clutch will only be partially assembled in the component rebuild section and will be finished during the final assembly of the complete underdrive section.
4. Lube seal surfaces of the bonded direct clutch piston and direct clutch housing and install the piston, as shown in Figure 153.

Continued on Page 83



218 DIRECT CLUTCH HOUSING.
219 DIRECT CLUTCH BONDED APPLY PISTON.

Copyright © 2012 ATSG

Figure 153

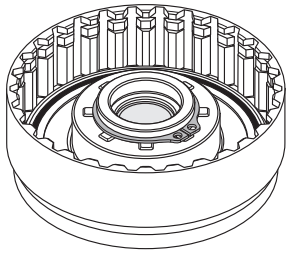
COMPONENT REBUILD

Direct Clutch Assembly (Cont'd)

5. Install the direct clutch piston return spring, as shown in Figure 154.
6. Lube seal surfaces of the direct clutch balance piston and direct clutch apply piston that is already installed.
7. Install direct clutch return spring retainer and balance piston, as shown in Figure 154.
8. Compress the direct clutch return spring retainer and install the snap ring, as shown in Figure 154.
9. Set the partially completed direct clutch housing aside for underdrive section final assembly.

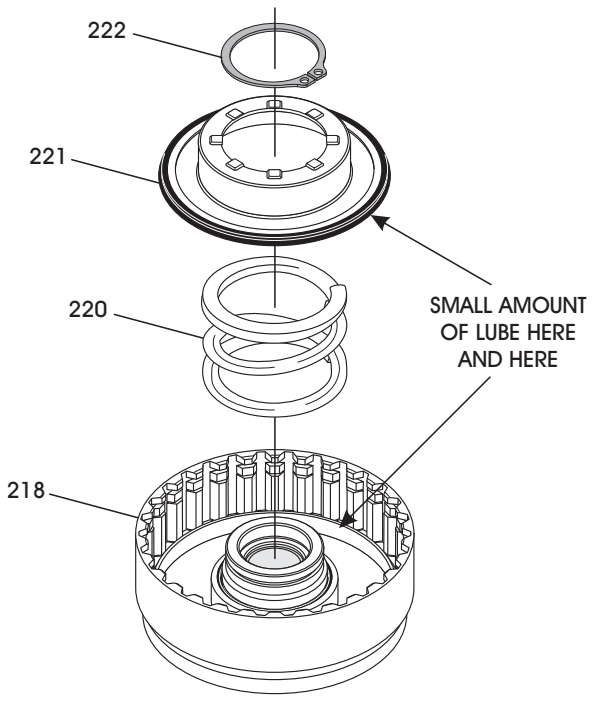
Component Rebuild
Continued on Page 84

PARTIALLY ASSEMBLED DIRECT CLUTCH HOUSING



Copyright © 2012 ATSG

Figure 155



218 DIRECT CLUTCH HOUSING WITH PISTON.
220 DIRECT CLUTCH PISTON RETURN SPRING.
221 DIRECT RETURN SPRING RETAINER AND BALANCE PISTON.
222 DIRECT CLUTCH RETURN SPRING RETAINER SNAP RING.

Copyright © 2012 ATSG

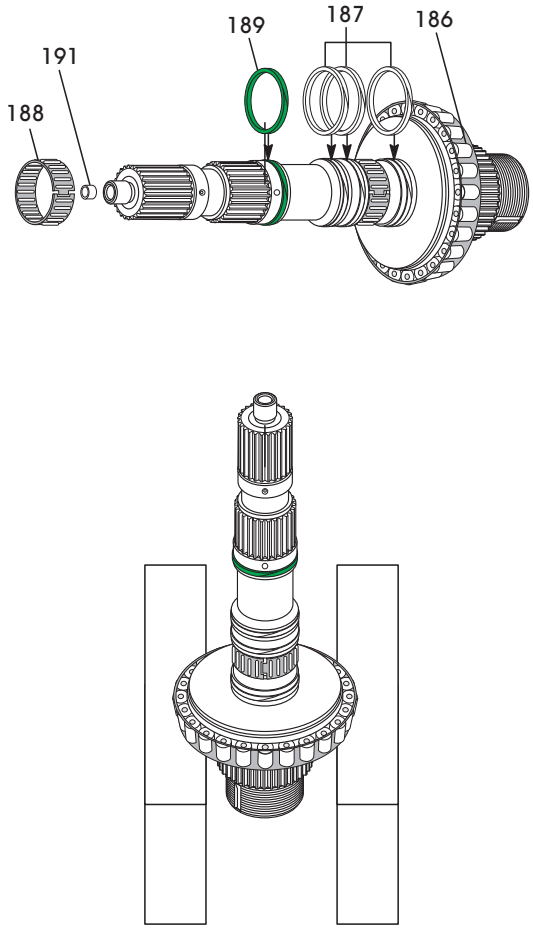
Figure 154

COMPONENT REBUILD

Underdrive Section Final Assembly

1. Install the 3 white scarf-cut sealing rings into their proper positions on the underdrive center shaft, as shown in Figure 156.
2. Install the large, "split", caged needle bearing in the proper position on underdrive center shaft, as shown in Figure 156.
3. Install the green scarf-cut sealing ring into the proper groove on the underdrive center shaft, as shown in Figure 156.
4. Ensure that orificed cup plug is in position in the underdrive center shaft (See Figure 156).
5. Place the underdrive center shaft into low clutch housing and place on the blocks, as shown in Figure 157.
6. Install the driven transfer gear selective shim, as shown in Figure 157.
7. Install the completed roller bearing race support and retaining bolts, as shown in Figure 157.
8. Torque the 8 bolts to 12 N·m (105 in.lb.).

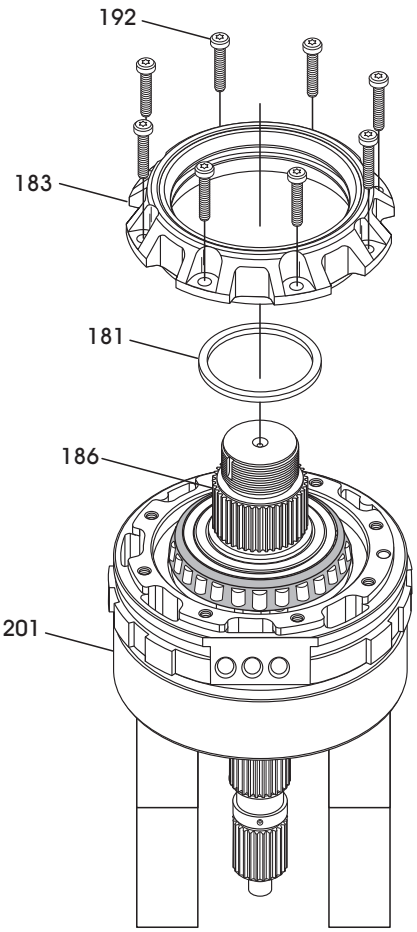
Continued on Page 85



186 UNDERDRIVE CENTER SHAFT.
187 CENTER SHAFT, WHITE, SCARF-CUT SEALING RINGS (3 REQ).
188 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (LARGE).
189 CENTER SHAFT, GREEN, SCARF-CUT SEALING RING.
191 UNDERDRIVE CENTER SHAFT ORIFICED CUP PLUG.

Copyright © 2012 ATSG

Figure 156



181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.
183 DRIVEN TRANSFER GEAR ROLLER BEARING RACE SUPPORT.
186 UNDERDRIVE CENTER SHAFT.
192 ROLLER BEARING RACE SUPPORT RETAINING BOLTS (8 REQ.).
201 LOW CLUTCH HOUSING ASSEMBLY.

Copyright © 2012 ATSG

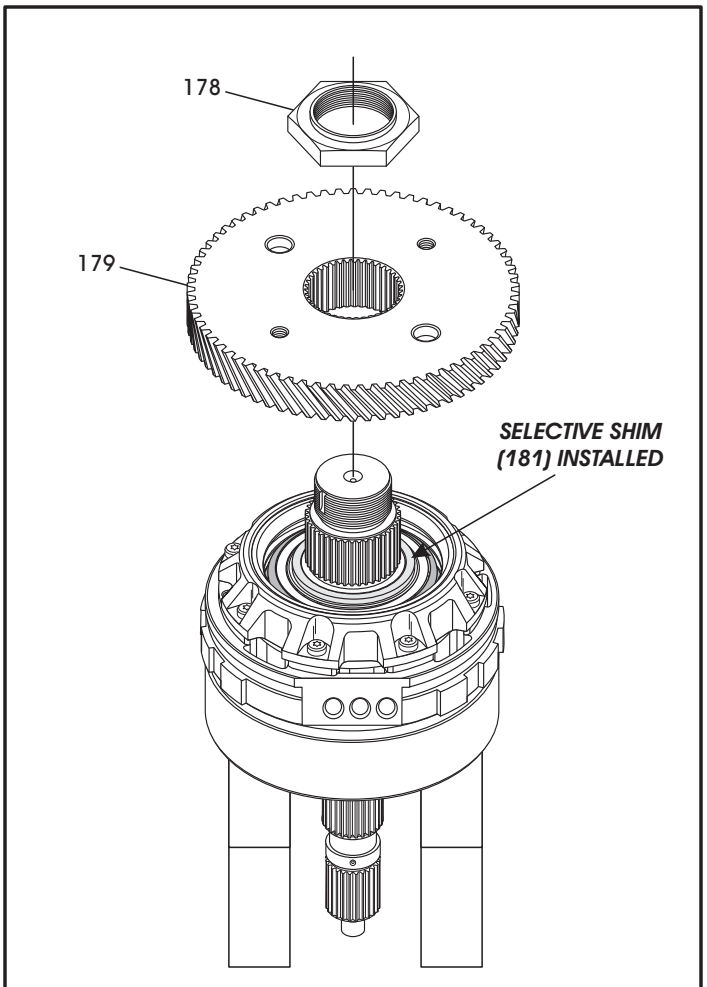
Figure 157

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

9. Install the completed driven transfer gear assembly onto the underdrive center shaft on top of the selective shim, as shown in Figure 158.
10. Install the driven transfer gear locking nut onto the underdrive center shaft, as shown in Figure 158.
11. Torque the nut to 271 N·m (200 ft.lb.) using the gear holder 9739, as shown in Figure 159.
12. You can mount the assembly into a bench vice, as shown in Figure 160, to make this process less difficult.
    Note: Use extra care so as not to damage the low clutch housing in the vice.

Continued on Page 86



178 DRIVEN TRANSFER GEAR LOCKING NUT.
179 DRIVEN TRANSFER GEAR ASSEMBLY.
181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.

Copyright © 2012 ATSG

Figure 158

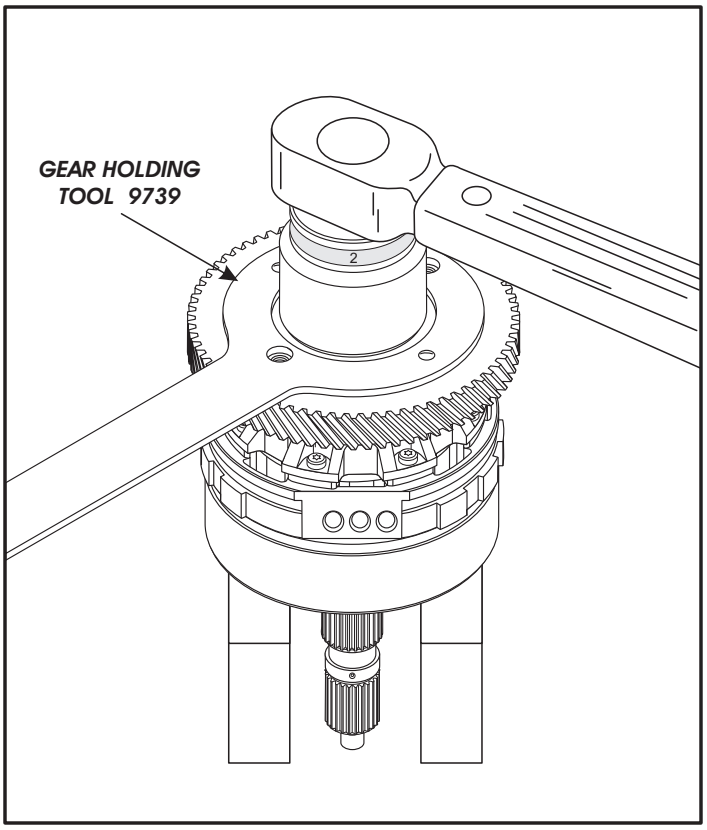
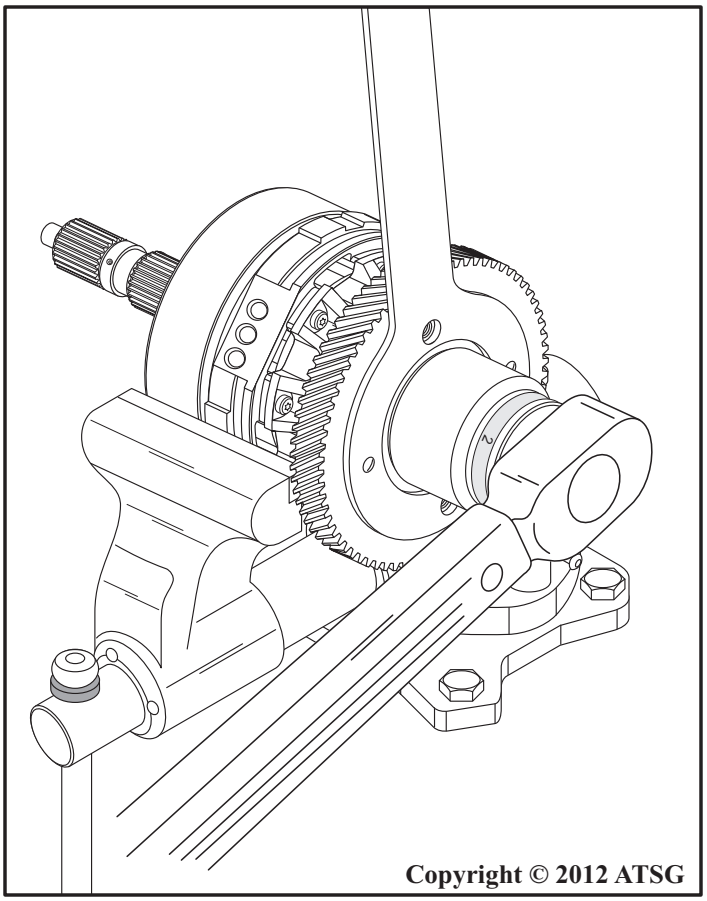


Figure 159



Copyright © 2012 ATSG

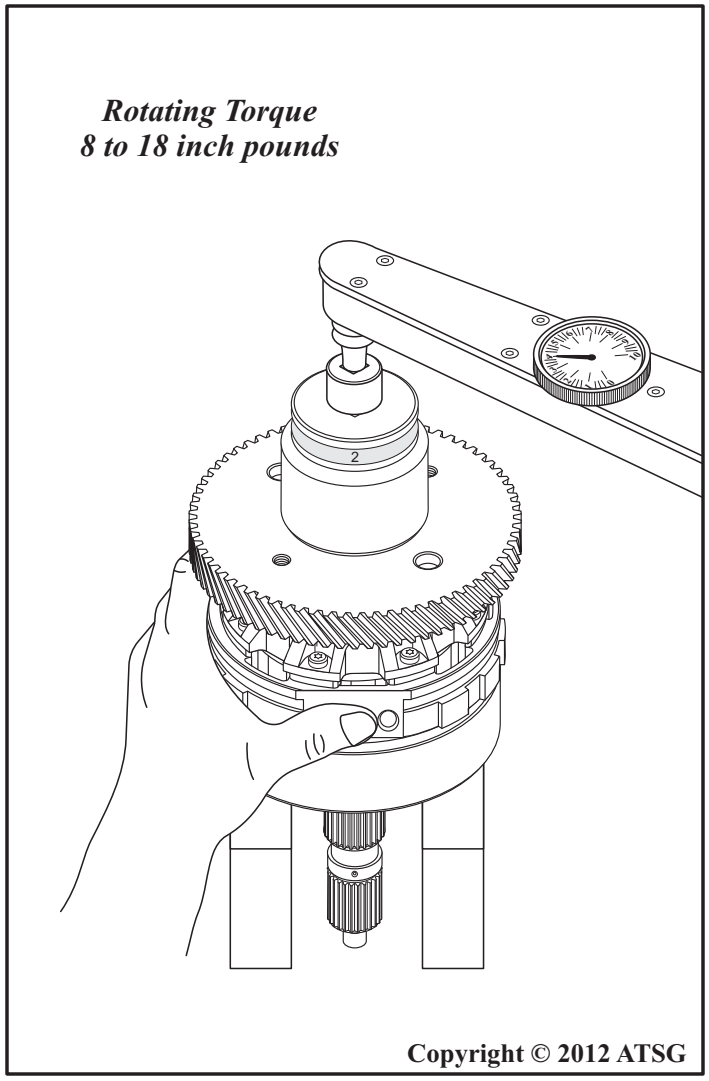
Figure 160

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

13. Check the rotating torque using an inch pound, dial type torque wrench, while holding low clutch housing, as shown in Figure 161 and 162.
14. Rotating torque should be 8.0 to 18.0 in.lb. If more than 18.0 in.lb. select a thicker shim. If less than 8.0 in.lb. select a thinner shim. Change selective shim as necessary to obtain the proper rotating torque (Pre-load). ***Note: Shims available from local OEM dealer.***
15. After proper rotating torque (Pre-load) is obtained, remove the retaining nut, driven transfer gear, roller bearing race support and selective shim.

Continued on Page 87



Copyright © 2012 ATSG

Figure 161

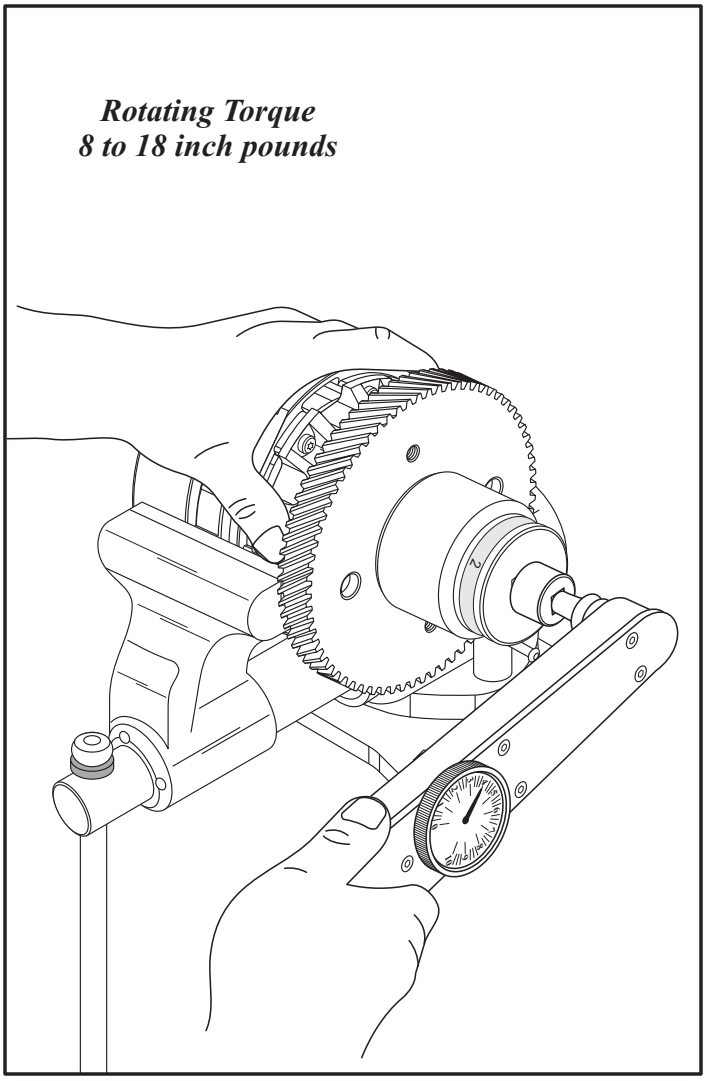


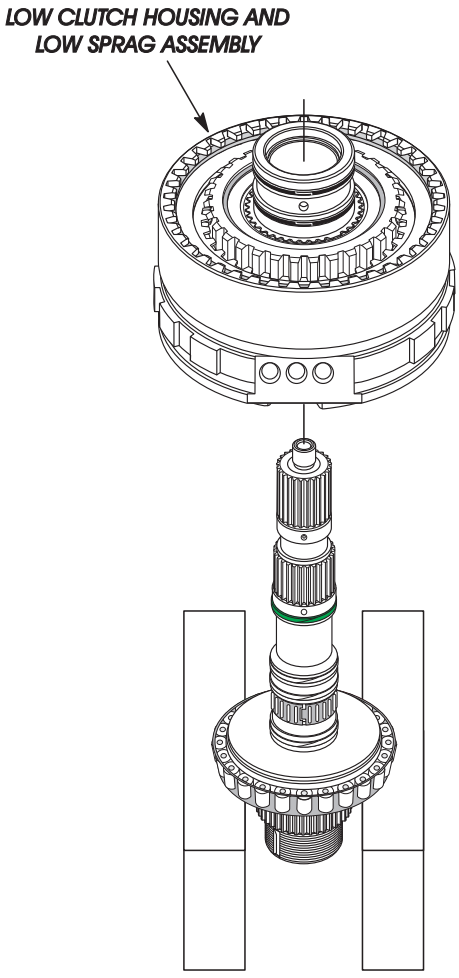
Figure 162

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

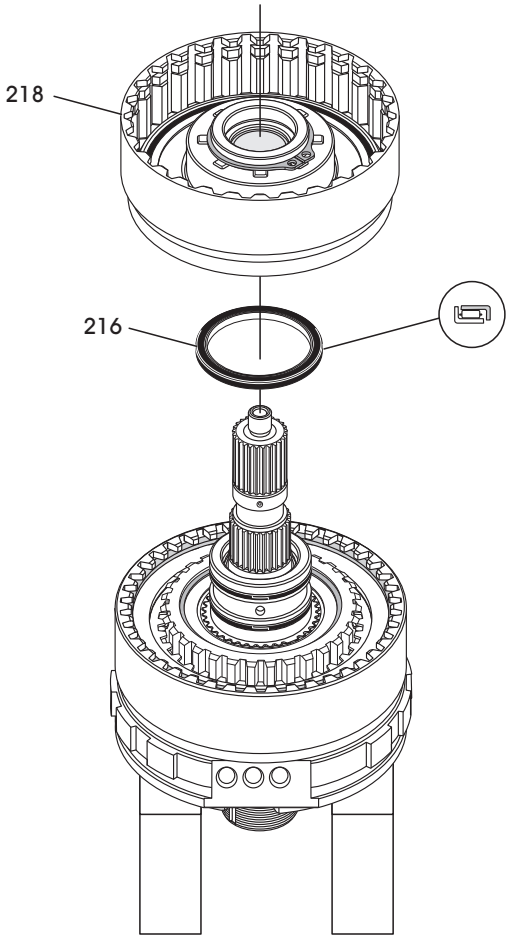
16. After removing the driven transfer gear, place the underdrive center shaft on the blocks, as shown in Figure 163.
17. Install the completed low clutch housing onto the underdrive center shaft, as shown in Figure 163 and ensure sprag is still fully seated.
18. Install the number 8 thrust bearing in the direction shown in Figure 164.
19. Install partially assembled direct clutch housing, as shown in Figure 164, and ensure that it is engaged onto the outer sprag race.
    Note: Once again, check low sprag for proper freewheel. The direct clutch housing should freewheel counter-clockwise & lock clockwise.

Continued on Page 88



Copyright © 2012 ATSG

Figure 163



216 NUMBER 8 THRUST BEARING.
218 PARTIALLY ASSEMBLED DIRECT CLUTCH HOUSING ASSEMBLY.

Copyright © 2012 ATSG

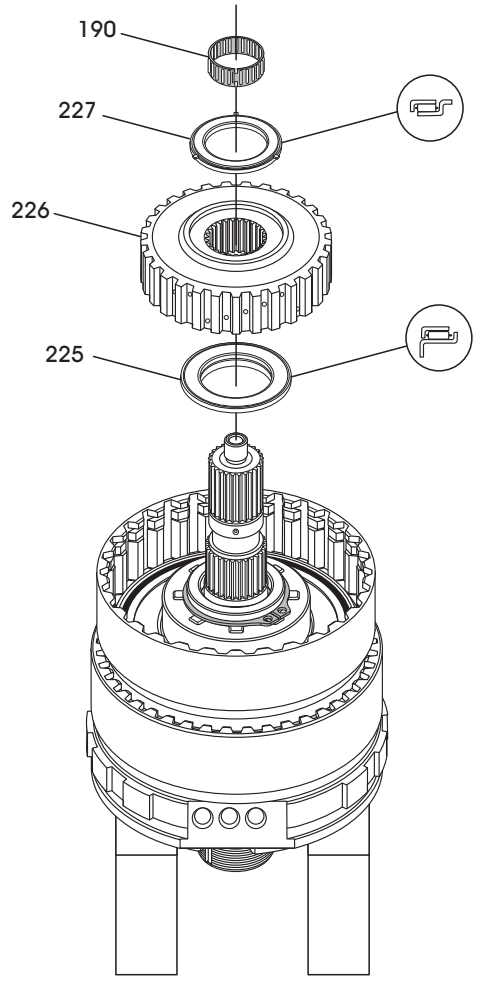
Figure 164

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

20. Install the number 9 thrust bearing in the direction shown in Figure 165.
21. Install the direct clutch hub in the direction shown in Figure 165.
22. Install the number 10 thrust bearing in the direction shown in Figure 165 and retain with a small amount of Trans-Jel®.
23. Install the small "split" caged needle bearing in proper position on the underdrive center shaft, as shown in Figure 165.
    Note: Direct clutch housing will not install with this caged needle bearing in place, which is why we have to assemble this way.
24. Install the "single-sided" direct clutch plates beginning with an outside-spline plate and then alternating with inside-spline plates until you have installed 6 of each, as shown in Figure 166.
    Note: All clutch plates should be soaked in the proper fluid for 1 hour prior to assembly.

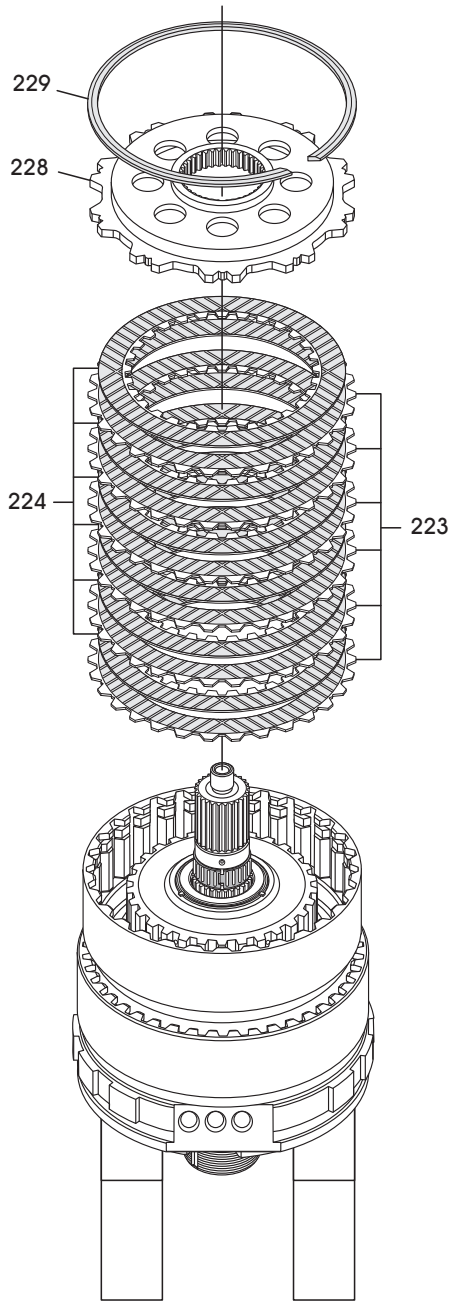
Continued on Page 89



190 "SPLIT" CAGED NEEDLE BEARING ASSEMBLY (SMALL).
225 NUMBER 9 THRUST BEARING.
226 DIRECT CLUTCH HUB.
227 NUMBER 10 THRUST BEARING.

Copyright © 2012 ATSG

Figure 165



223 DIRECT CLUT. SINGLE-SIDED, OUTSIDE SPLINE PLATES (6 REQ.).
224 DIRECT CLUT. SINGLE-SIDED, INSIDE SPLINE PLATES (6 REQ.).
228 DIRECT CLUTCH "SELECTIVE" BACKING PLATE.
229 DIRECT CLUTCH BACKING PLATE TAPERED SNAP RING.

Copyright © 2012 ATSG

Figure 166

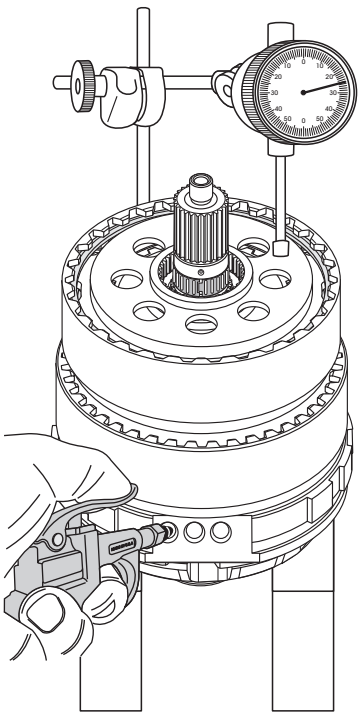
COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

25. Install the "selective" direct clutch backing plate as shown in Figure 166.
26. Install the direct clutch backing plate ***tapered*** snap ring, with tapered side facing up, as shown in Figure 166.
27. Mount dial indicator with probe against backing plate, as shown in Figure 167, and zero indicator.
28. Apply air pressure, as shown in Figure 167, and measure direct clutch clearance.
29. Direct clutch clearance should measure between 0.95-1.41mm (.037"- .056").
30. Change "selective" direct clutch backing plate as necessary to obtain the proper direct clutch clearance.
    Note: Selective backing plates available from local OEM dealer.
31. Install the output planetary sun gear, as shown in Figure 168.
32. Install a new "tabbed" snap ring with the tabs facing down and just start over the splines, as shown in Figure 168.
33. Push the "tabbed" snap ring down using a piece of one inch conduit or 2 small screwdrivers until it snaps into place below the splines.

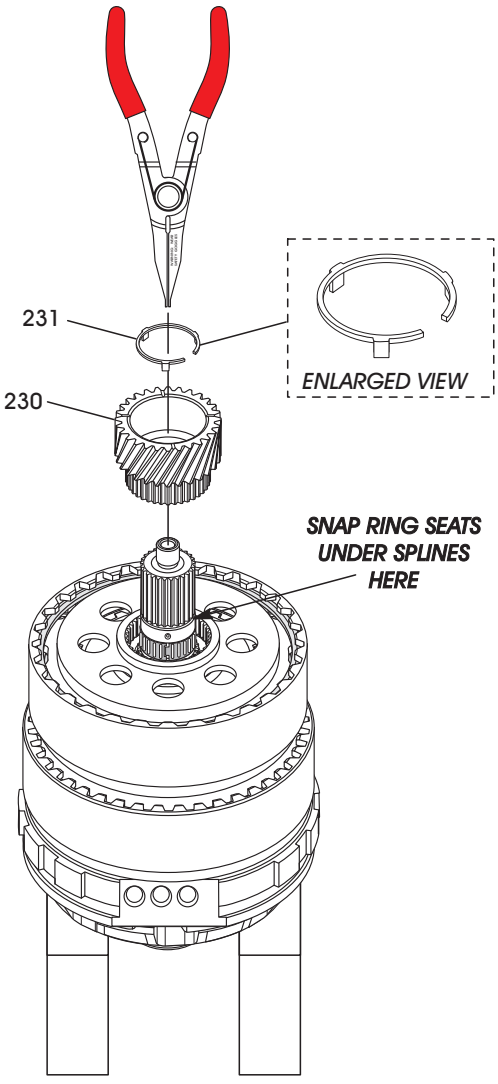
Continued on Page 90

Direct Clutch Clearance Should Be 0.95-1.41mm (.037"- .056")



Copyright © 2012 ATSG

Figure 167



230 OUTPUT PLANETARY SUN GEAR.
231 OUTPUT PLANETARY SUN GEAR "TABBED" SNAP RING.

Copyright © 2012 ATSG

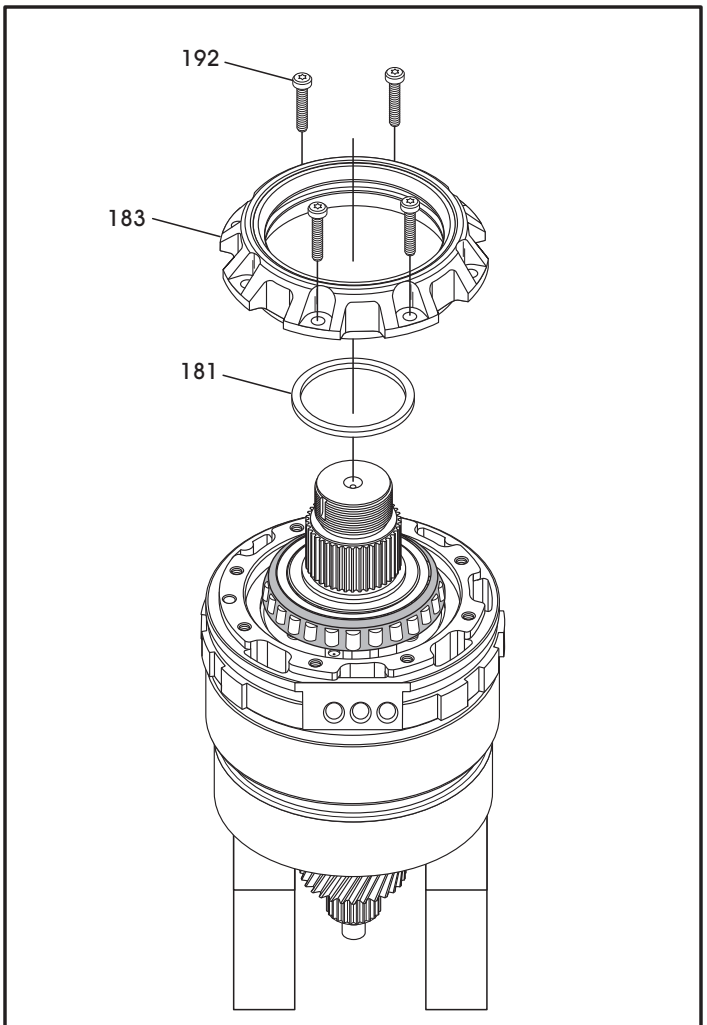
Figure 168

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

34. Turn the complete assembly over and place on blocks, as shown in Figure 169.
35. Install the driven transfer gear "selective" shim that was previously determined for pre-load, onto underdrive center shaft, as shown in Figure 169.
36. Install the driven transfer gear roller bearing race support, as shown in Figure 169.
37. Install only 4 transfer gear bearing support bolts in the positions shown in Figure 169 and torque bolts to 12 N·m (105 in.lb.), as shown in Figure 170.

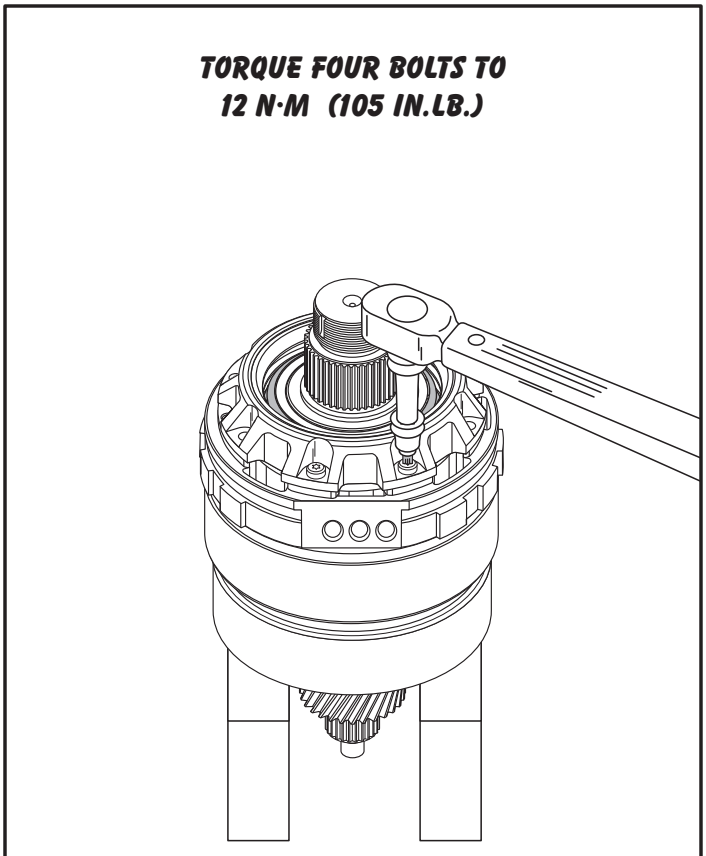
Continued on Page 91



181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.
183 DRIVEN TRANSFER GEAR ROLLER BEARING RACE SUPPORT.
192 ROLLER BEARING RACE SUPPORT RETAINING BOLTS (8 REQ.).

Copyright © 2012 ATSG

Figure 169



Copyright © 2012 ATSG

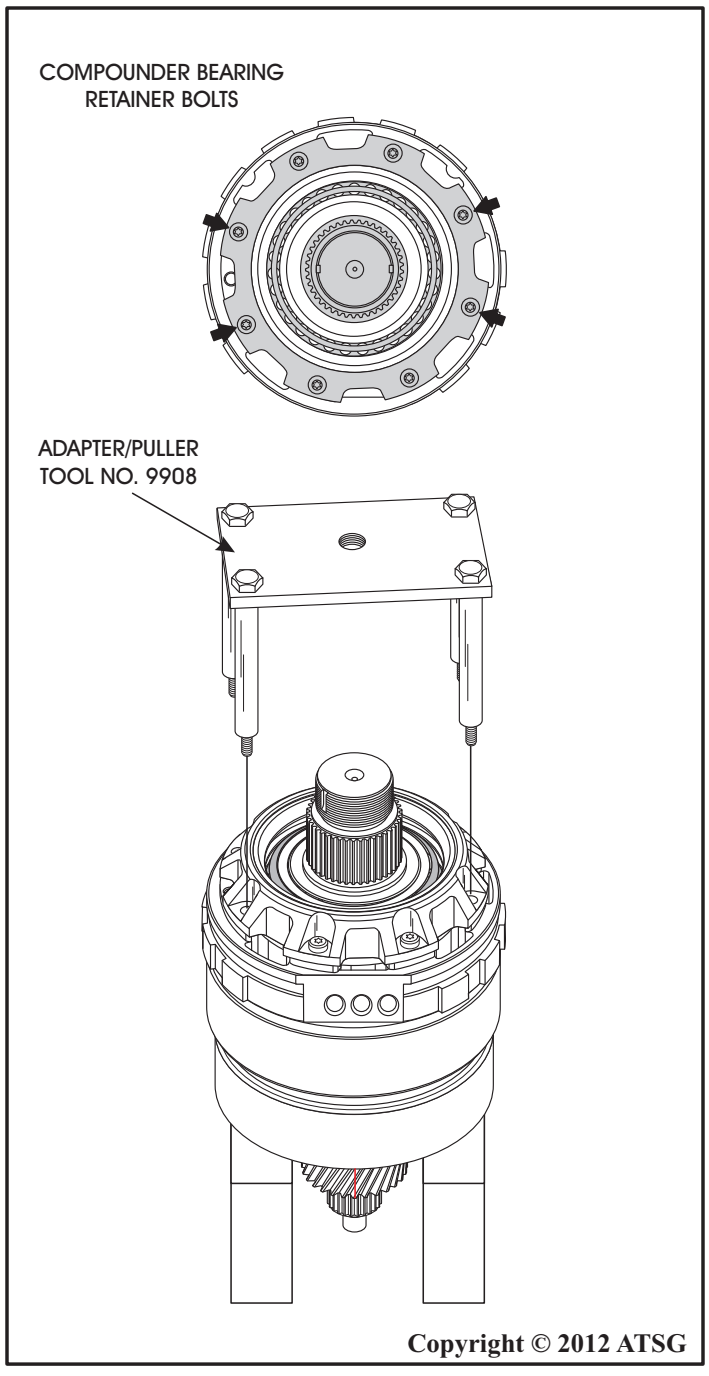
Figure 170

COMPONENT REBUILD

Underdrive Section Final Assembly (Cont'd)

38. Install Adapter/Puller 9908 onto the underdrive assembly, as shown in Figure 167, as an aid for the final assembly process.
39. Set the completed assembly aside for the final assembly process.

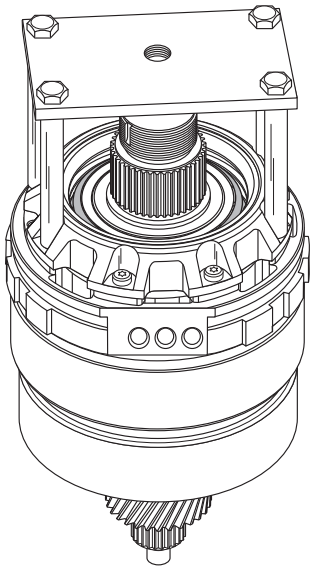
Component Rebuild
Continued on Page 92



Copyright © 2012 ATSG

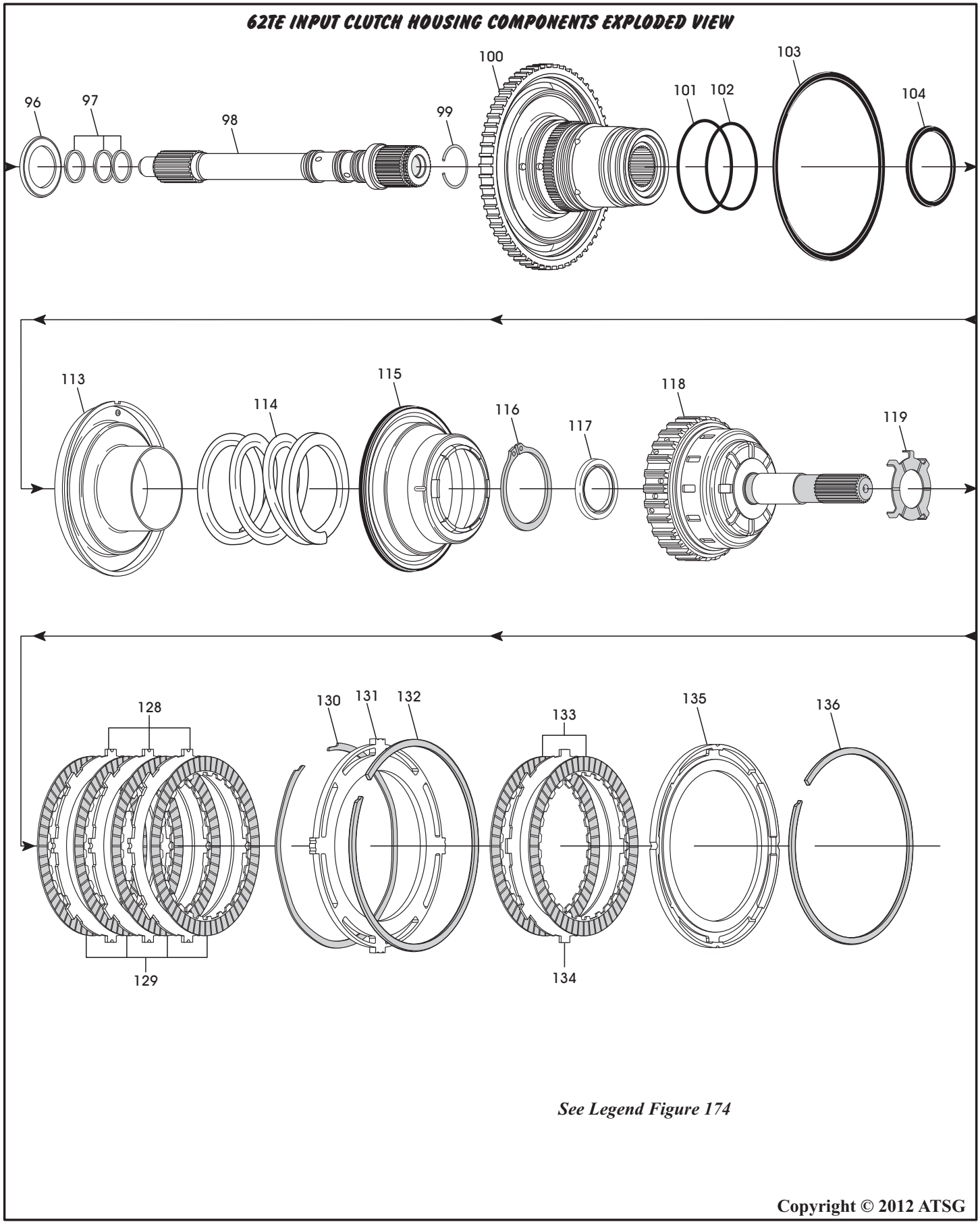
Figure 171

COMPLETED UNDERDRIVE COMPOUNDER SECTION ASSEMBLY



Copyright © 2012 ATSG

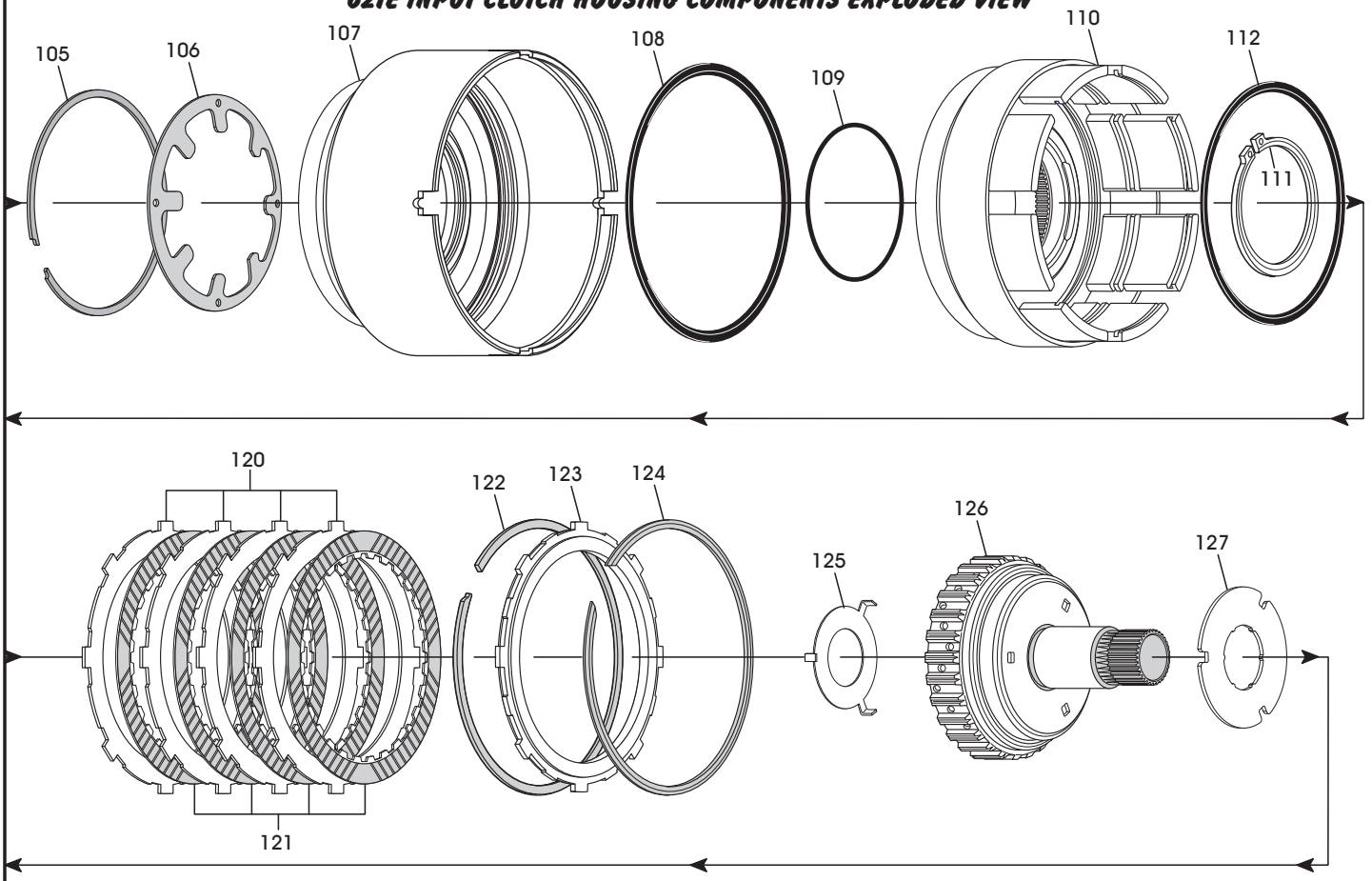
Figure 172



Copyright © 2012 ATSG

Figure 173

62TE INPUT CLUTCH HOUSING COMPONENTS EXPLODED VIEW



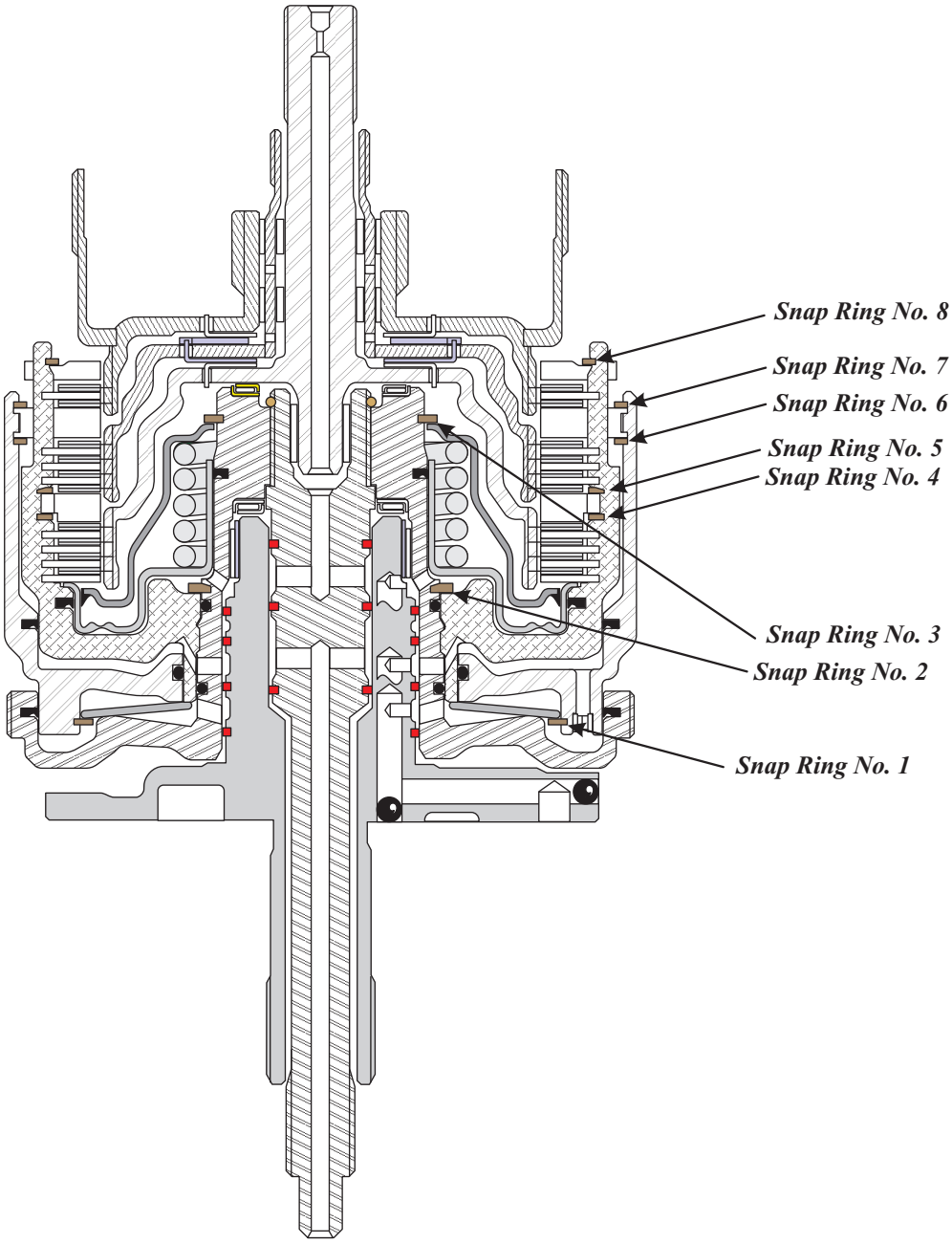
96 NUMBER 1 THRUST BEARING.
97 INPUT SHAFT SEAL RINGS (3 REQUIRED).
98 INPUT SHAFT.
99 INPUT SHAFT RETAINING CIR-CLIP.
100 INPUT CLUTCH HUB.
101 BLUE COLORED "O" RING SEAL.
102 RED COLORED "O" RING SEAL.
103 REVERSE OUTER LIP SEAL (INSIDE LIP).
104 UNDERDRIVE INNER LIP SEAL (OUTSIDE LIP).
105 OVERDRIVE/REVERSE PISTON BELLVILLE PLATE SNAP RING.
106 OVERDRIVE/REVERSE PISTON BELLVILLE PLATE.
107 OVERDRIVE/REVERSE PISTON ASSEMBLY.
108 OVERDRIVE OUTER LIP SEAL (INSIDE LIP).
109 OVERDRIVE/REVERSE INNER "O" RING SEAL.
110 INPUT CLUTCH RETAINER.
111 "TAPERED" SNAP RING (INSIDE BEVEL).
112 UNDERDRIVE OUTER LIP SEAL (INSIDE LIP).
113 UNDERDRIVE CLUTCH PISTON ASSEMBLY.
114 UNDERDRIVE CLUTCH RETURN SPRING ASSEMBLY.
115 RETURN SPRING RETAINER AND BALANCE PISTON ASSEMBLY.
116 RETURN SPRING RETAINER "FLAT" SNAP RING.
117 NUMBER 2 THRUST BEARING.
118 UNDERDRIVE CLUTCH HUB AND SHAFT ASSEMBLY.
119 NUMBER 3 THRUST WASHER.
120 UNDERDRIVE CLUTCH STEEL PLATES, .068" (4 REQUIRED).
121 UNDERDRIVE CLUTCH FRICTION PLATES, .073" (4 REQUIRED).
122 UNDERDRIVE/OVERDRIVE BACKING PLATE "FLAT" SNAP RING.
123 UNDERDRIVE/OVERDRIVE "SELECTIVE" BACKING PLATE.
124 UNDERDRIVE/OD BACKING PLATE "TAPERED" SNAP RING.
125 NUMBER 3 THRUST PLATE.
126 OVERDRIVE CLUTCH HUB AND SHAFT ASSEMBLY.
127 NUMBER 4 "SELECTIVE" THRUST PLATE.
128 OVERDRIVE CLUTCH STEEL PLATES, .079" THICK (3 REQ.).
129 OVERDRIVE CLUTCH FRICTION PLATES, .070" THICK (4 REQ.).
130 OVERDRIVE/REVERSE BACKING PLATE "WAVE" SNAP RING.
131 OVERDRIVE/REVERSE BACKING PLATE.
132 OVERDRIVE/REVERSE BACKING PLATE "FLAT" SNAP RING.
133 REVERSE CLUTCH FRICTION PLATES, .070" THICK (2 REQ.).
134 REVERSE CLUTCH STEEL PLATE, .068" THICK (1 REQ.).
135 REVERSE CLUTCH BACKING PLATE.
136 REVERSE CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.

Copyright © 2012 ATSG

Figure 174

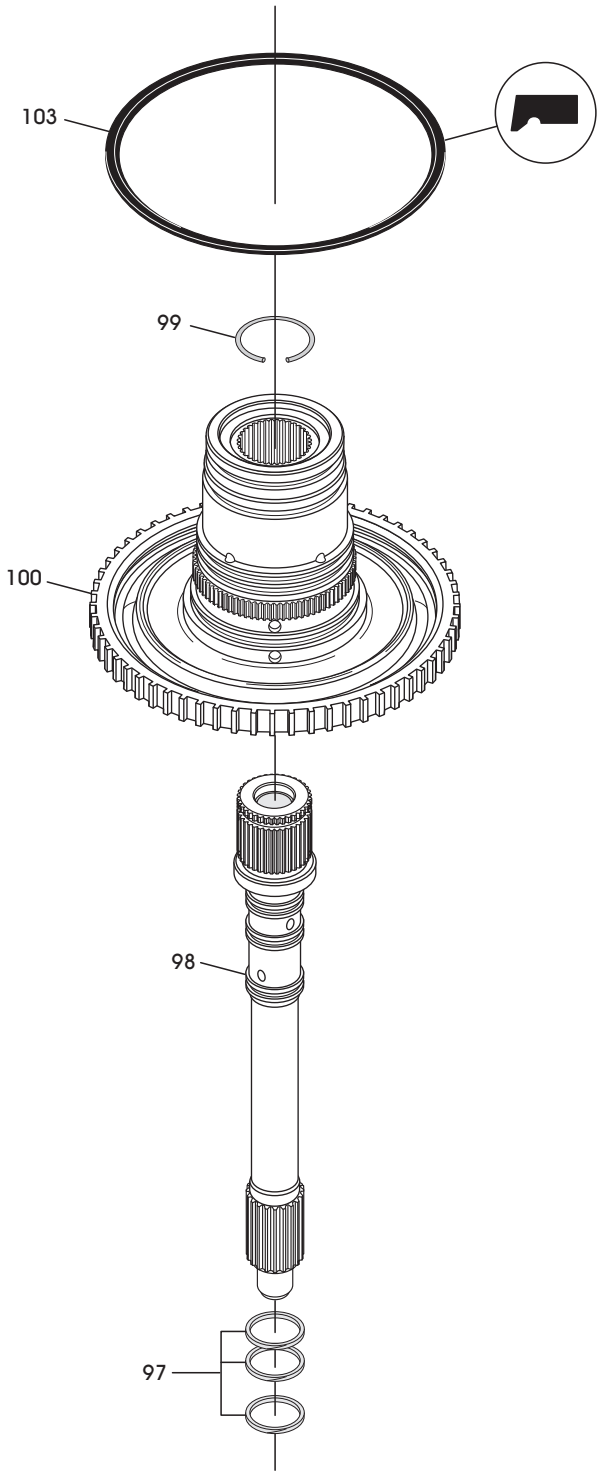
62TE INPUT CLUTCH HOUSING
SNAP RING IDENTIFICATION CHART

	Thickness	I.D. to O.D.
Snap Ring No. 1	Flat .062"	.220"
Snap Ring No. 2	Tapered .092"	Varies
Snap Ring No. 3	Flat .075"	Varies
Snap Ring No. 4	Flat .075"	.175"
Snap Ring No. 5	Tapered .090"	.140"
Snap Ring No. 6	Waved .061"	.110"
Snap Ring No. 7	Flat .069"	.110"
Snap Ring No. 8	Flat .070" (Selective)	.157"



Copyright © 2012 ATSG

Figure 175



97 INPUT SHAFT SEAL RINGS (3 REQUIRED).
98 INPUT SHAFT.
99 INPUT SHAFT RETAINING CIR-CLIP.
100 INPUT CLUTCH HUB.
103 REVERSE OUTER LIP SEAL (INSIDE LIP).

Copyright © 2012 ATSG

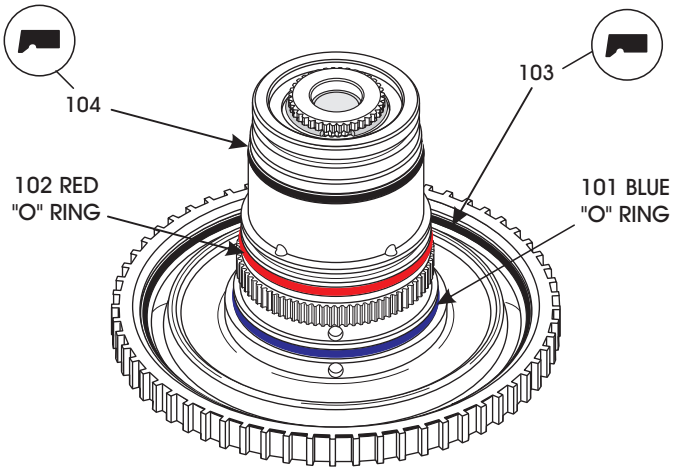
Figure 176

COMPONENT REBUILD

Input Housing Assembly

1. Disassemble the input clutch housing using the illustrations in Figures 173 and 174 as a guide.
2. Clean all input housing parts thoroughly and dry with compressed air.
3. Inspect all input housing parts thoroughly for any wear and/or damage, replace as necessary.
4. Install 3 new sealing rings in their grooves in the input shaft, as shown in Figure 176.
5. Install the input shaft into the input clutch hub, as shown in Figure 176, and install cir-clip.
6. Install new "inside" lip seal (103) into input clutch hub in position shown in Figure 176, with lip facing down and lube with a small amount of Trans-Jel®.
7. Install new "outside" lip seal (104) into input clutch hub in position shown in Figure 177, with lip facing down and lube with a small amount of Trans-Jel®.
8. The "O" rings on the input clutch hub are color coded. Install Blue and Red colored "O" rings in the positions shown in Figure 177, and lube with a small amount of TransJel®.

Continued on Page 96



101 BLUE COLORED "O" RING SEAL.
102 RED COLORED "O" RING SEAL.
103 REVERSE OUTER LIP SEAL (INSIDE LIP).
104 UNDERDRIVE INNER LIP SEAL (OUTSIDE LIP).

Copyright © 2012 ATSG

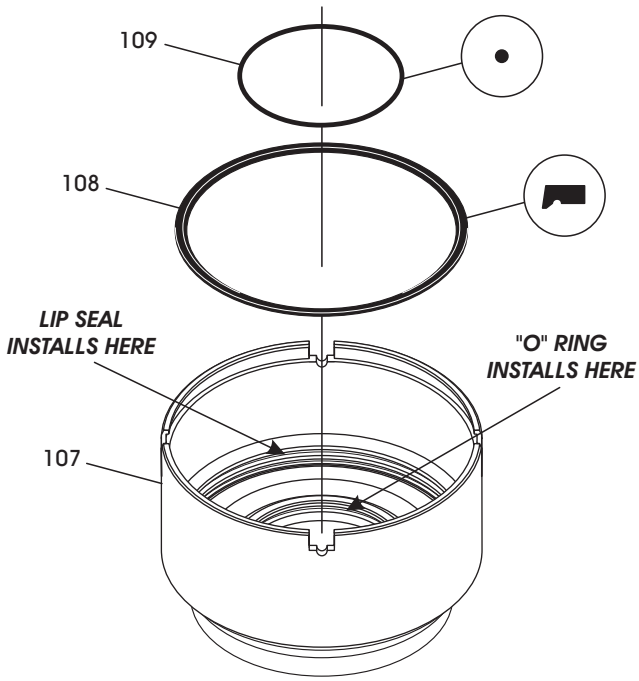
Figure 177

COMPONENT REBUILD

Input Housing Assembly (Cont'd)

9. Install the overdrive/reverse piston "bellville" plate and the snap ring in the direction shown in Figure 178.
10. Install overdrive outer lip seal (inside lip) into groove on the inside of the overdrive/reverse piston, with the lip facing down, as shown in Figure 179.
11. Install the overdrive/reverse inner "O" ring seal into the groove in the overdrive/reverse piston, as shown in Figure 179.
12. Ensure the orifice/screen in the overdrive/reverse piston is still in place, as shown in Figure 180.

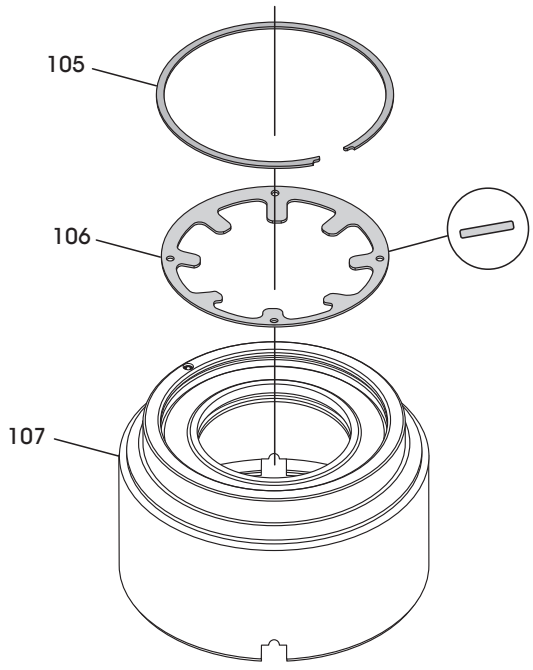
Continued on Page 97



107 OVERDRIVE/REVERSE PISTON ASSEMBLY.
108 OVERDRIVE OUTER LIP SEAL (INSIDE LIP).
109 OVERDRIVE/REVERSE INNER "O" RING SEAL.

Copyright © 2012 ATSG

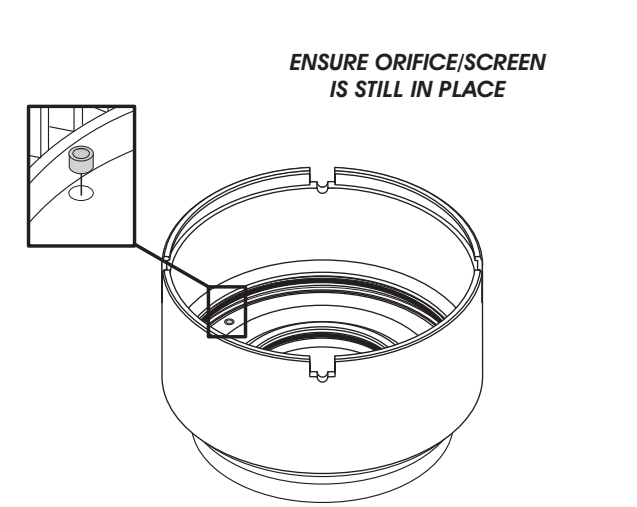
Figure 179



105 OVERDRIVE/REVERSE PISTON BELLVILLE PLATE SNAP RING.
106 OVERDRIVE/REVERSE PISTON BELLVILLE PLATE.
107 OVERDRIVE/REVERSE PISTON ASSEMBLY.

Copyright © 2012 ATSG

Figure 178



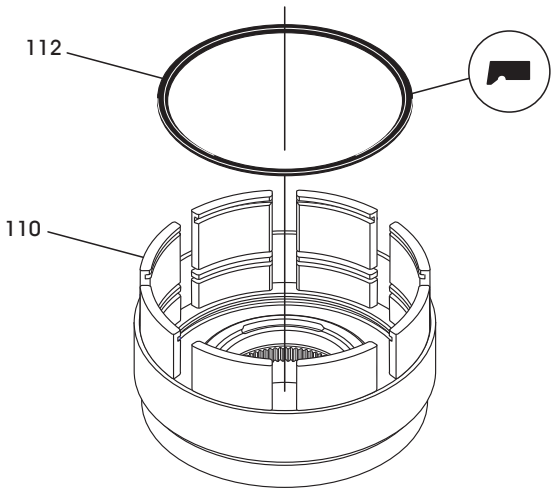
Copyright © 2012 ATSG

Figure 180

COMPONENT REBUILD

Input Housing Assembly (Cont'd)

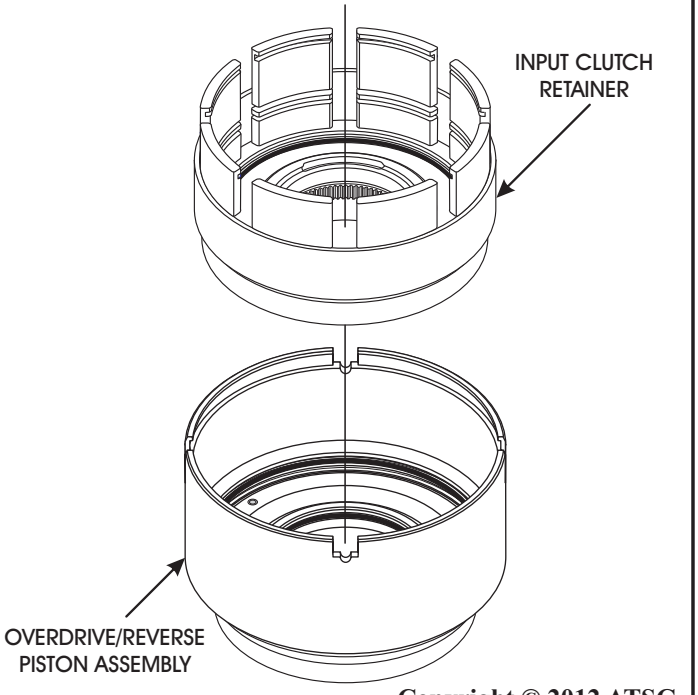
13. Install the underdrive outer lip seal (inside lip) into the groove inside the input clutch retainer, as shown in Figure 181.



110 INPUT CLUTCH RETAINER.
112 UNDERDRIVE OUTER LIP SEAL (INSIDE LIP).

Copyright © 2012 ATSG

Figure 181



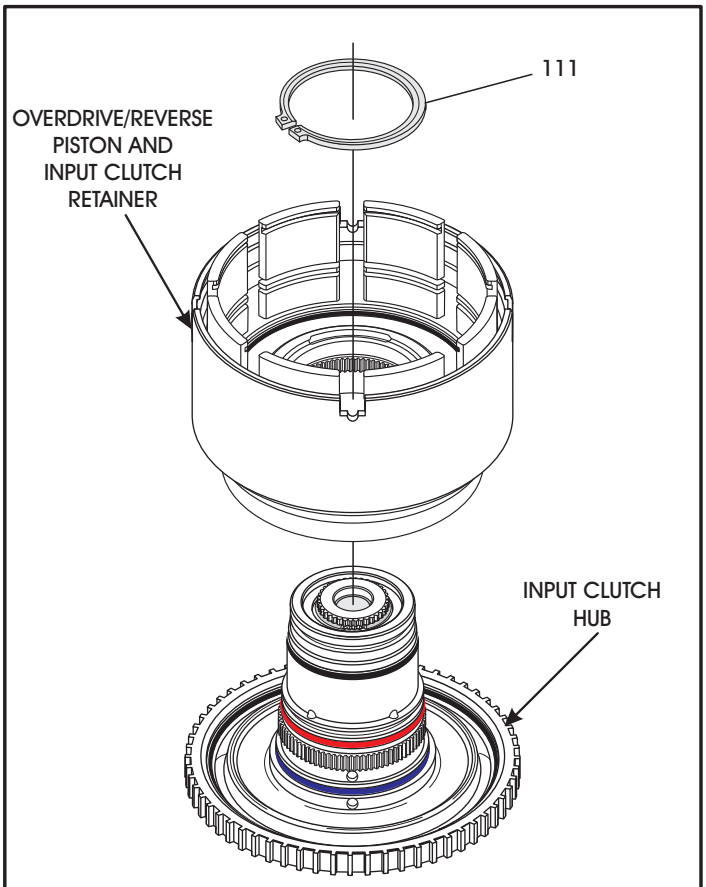
Copyright © 2012 ATSG

Figure 182

14. Lubricate all seals and install the input clutch retainer into the overdrive/reverse piston by rotating into position, as shown in Figure 182, until fully seated.
15. Lubricate the "O" rings and lip seal on the input clutch hub and install overdrive/reverse & input clutch retainer assembly onto the input clutch hub, as shown in Figure 183.
16. Push down to install and rotate to align splines of the input clutch retainer.
17. Install the tapered snap ring with inside bevel facing up, as shown in Figure 183, and eyelets in cavity of the input clutch retainer.

Special Note: We have provided you with a snap ring identification chart to identify the snap rings, and identify their locations, in Figure 175 on Page 94. This chart will identify all snap rings in the input housing.

Continued on Page 98



111 "TAPERED" SNAP RING (INSIDE BEVEL).

Copyright © 2012 ATSG

Figure 183

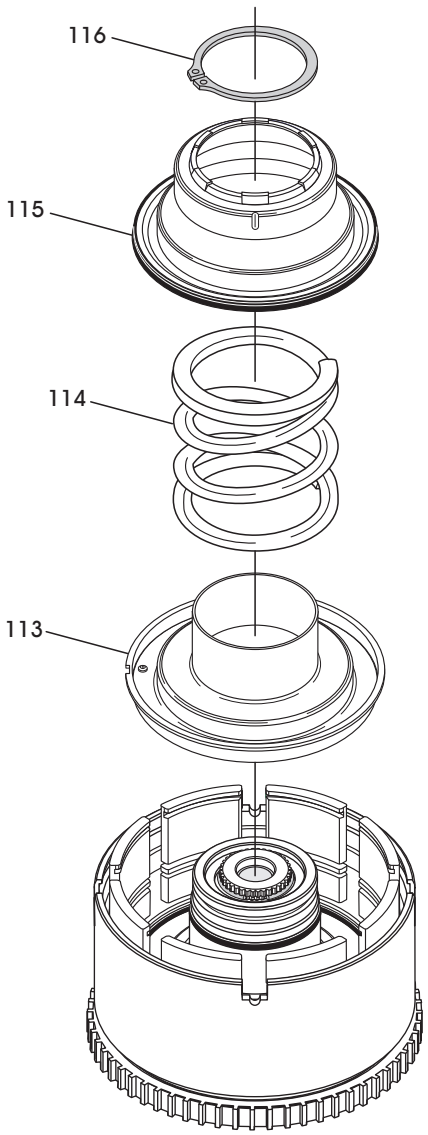
COMPONENT REBUILD

Input Housing Assembly (Cont'd)

18. Lubricate the seal surfaces of underdrive clutch piston and install into the input clutch retainer, as shown in Figure 184.
19. Install the underdrive clutch piston return spring, as shown in Figure 184.
20. Lubricate the bonded seal of the return spring retainer/balance piston and install, as shown in Figure 184.
21. Using a suitable shop press, compress the return spring assembly and install the flat snap ring into the groove, as shown in Figure 184.

Special Note: We have provided you with a snap ring identification chart to identify the snap rings, and identify their locations, in Figure 175 on Page 94. This chart will identify all snap rings in the input housing.

Continued on Page 99

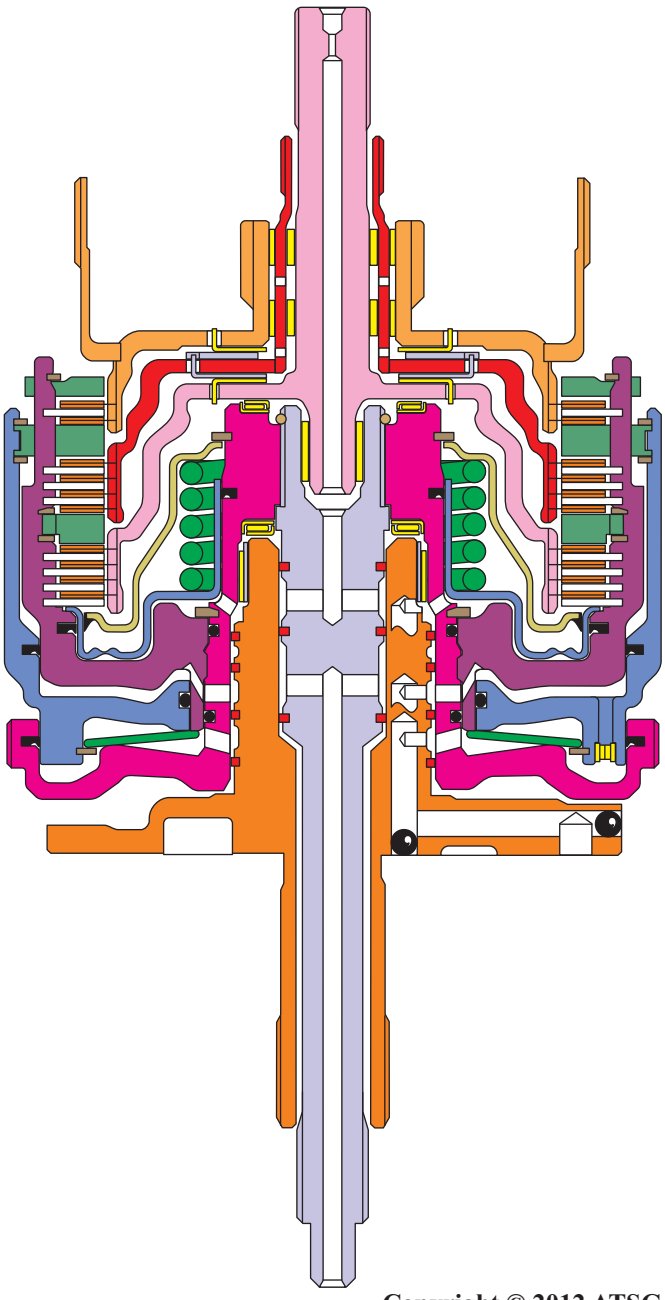


113 UNDERDRIVE CLUTCH PISTON ASSEMBLY.
114 UNDERDRIVE CLUTCH RETURN SPRING ASSEMBLY.
115 RETURN SPRING RETAINER AND BALANCE PISTON ASSEMBLY.
116 RETURN SPRING RETAINER "FLAT" SNAP RING.

Copyright © 2012 ATSG

Figure 184

INPUT CLUTCH HOUSING CUT-AWAY



Copyright © 2012 ATSG

Figure 185

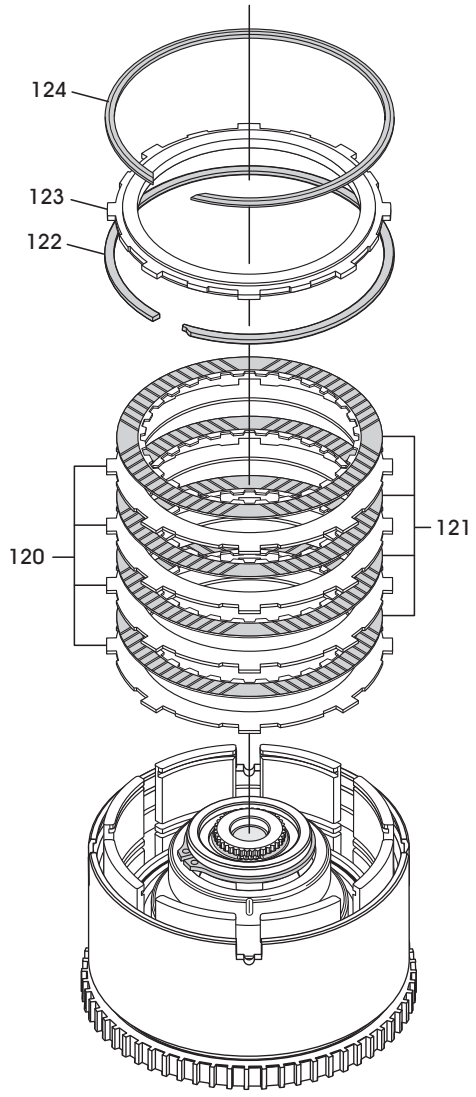
COMPONENT REBUILD

Input Housing Assembly (Cont'd)

22. Install the underdrive clutch pack beginning with a steel plate and alternating with a friction plate, as shown in Figure 186, until you have installed four of each.
    Note: Ensure that you are installing the proper clutches. Refer to Figure 187 for differences between the underdrive and overdrive clutches.
    Note: All clutches should be soaked in proper fluid for 1 hour, prior to assembly.
23. To prevent damage to the clutch plate, remove the last friction plate installed and install the underdrive backing plate ***flat*** snap ring, as shown in Figure 186, into bottom groove.
24. Re-install the last friction plate.
25. Install the underdrive/overdrive selective backing plate on top of the flat snap ring, as shown in Figure 186.
    Note: Widest clutch surface faces down and is selective on the underdrive side only.
26. Install the underdrive/overdrive backing plate ***"tapered"*** snap ring with the taper facing up, as shown in Figure 186, and ensure fully seated.

Special Note: We have provided you with a snap ring identification chart to identify the snap rings, and identify their locations, in Figure 175 on Page 94. This chart will identify all snap rings in the input housing.

Continued on Page 100



120 UNDERDRIVE CLUTCH STEEL PLATES, .068" (4 REQUIRED).
121 UNDERDRIVE CLUTCH FRICTION PLATES, .073" (4 REQUIRED).
122 UNDERDRIVE/OVERDRIVE BACKING PLATE "FLAT" SNAP RING.
123 UNDERDRIVE/OVERDRIVE "SELECTIVE" BACKING PLATE.
124 UNDERDRIVE/OD BACKING PLATE "TAPERED" SNAP RING.

Copyright © 2012 ATSG

Figure 186

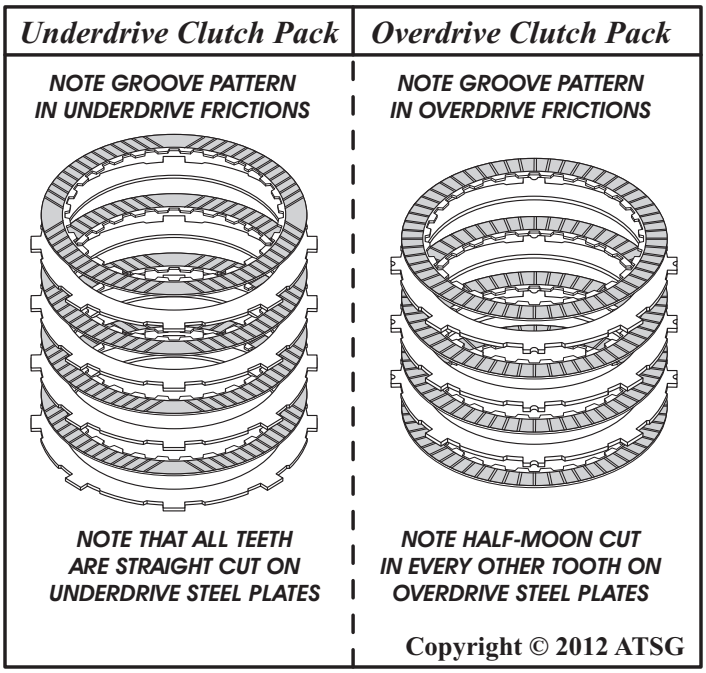


Figure 187

COMPONENT REBUILD

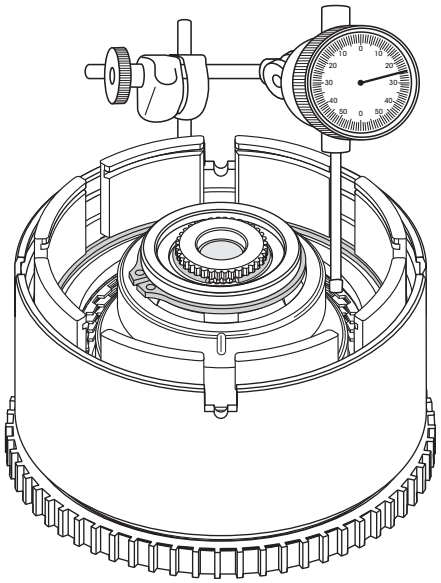
Input Housing Assembly (Cont'd)

27. Mount a dial indicator to the input housing and zero the indicator against tooth of the underdrive friction plate, as shown in Figure 188.
28. Apply 20 psi of air pressure or lift with picks and record the dial indicator reading.
29. The correct underdrive clutch clearance should be 0.91-1.47mm (.036"- .058").
30. Change the selective backing plate as necessary using the chart in Figure 188, to obtain proper underdrive clutch clearance.
31. Install the overdrive clutch pack beginning with a friction plate and alternating with steel plates until you have installed 4 friction and 3 steel plates, as shown in Figure 189.
    Note: Ensure that you are installing the proper clutches. Refer to Figure 187 for differences between the underdrive and overdrive clutches. Note: All clutches should be soaked in proper fluid for 1 hour, prior to assembly.
32. Install the overdrive/reverse backing plate ***wave*** snap ring into the wide groove of the overdrive and reverse piston and push snap ring to bottom of the groove, as shown in Figure 189.
33. Install the overdrive/reverse backing plate into the retainer, as shown in Figure 189, with the stepped side facing down.
34. Install the overdrive/reverse backing plate ***flat*** snap ring on top of the backing plate and into the wide groove in piston, by pushing down on the backing plate to pre-load the wave snap ring.

Special Note: We have provided you with a snap ring identification chart to identify the snap rings, and identify their locations, in Figure 175 on Page 94. This chart will identify all snap rings in the input housing.

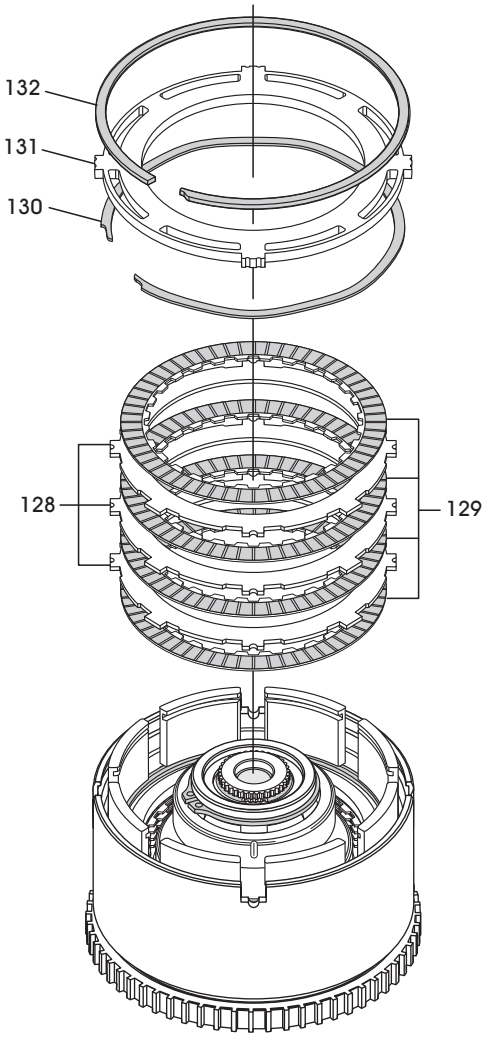
Continued on Page 101

Underdrive Clutch Clearance Should Be 0.91-1.47mm (.036"- .058")



SELECTIVE UNDERDRIVE BACKING PLATES AVAILABLE	
THICKNESS	PART NUMBER*
5.83-5.93MM (.229"-.233")	4659939AB
6.14-6.24MM (.241"-.245")	4659940AB
6.45-6.55MM (.254"-.258")	4659941AB
Copyright © 2012 ATSG	*At time of printing

Figure 188



128 OVERDRIVE CLUTCH STEEL PLATES, .079" THICK (3 REQ.).
129 OVERDRIVE CLUTCH FRICTION PLATES, .070" THICK (4 REQ.).
130 OVERDRIVE/REVERSE BACKING PLATE "WAVE" SNAP RING.
131 OVERDRIVE/REVERSE BACKING PLATE.
132 OVERDRIVE/REVERSE BACKING PLATE "FLAT" SNAP RING.

Copyright © 2012 ATSG

Figure 189

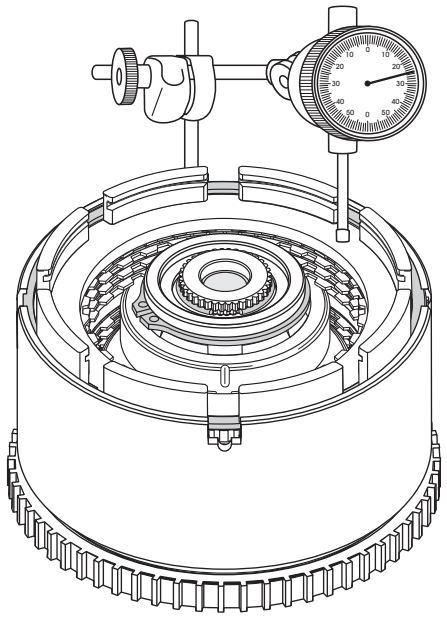
COMPONENT REBUILD

Input Housing Assembly (Cont'd)

35. Mount a dial indicator to the input housing and zero the indicator against the backing plate, as shown in Figure 190.
36. Apply 30 psi of air pressure (wave snap ring) and record the dial indicator reading.
37. The correct overdrive clutch clearance should be 1.10-2.34mm (.043"- .092").
38. There are no selectives for the overdrive clutch. ***Note: If the overdrive clutch clearance is not correct, you have something mis-assembled.***
39. Install the reverse clutch pack beginning with a friction plate and alternating with steel plate until you have installed 2 ***"pre-soaked"*** frictions and 1 steel plate, as shown in Figure 191.
40. Install the reverse clutch backing plate with the flat side facing down, as shown in Figure 191.
41. Install reverse clutch backing plate ***selective*** snap ring, as shown in Figure 191.
42. Tap reverse clutch backing plate down to allow installation of the selective snap ring.
43. Pry the reverse backing plate up to seat the snap ring in the groove and free the reverse clutch, as shown in Figure 192.

Continued on Page 102

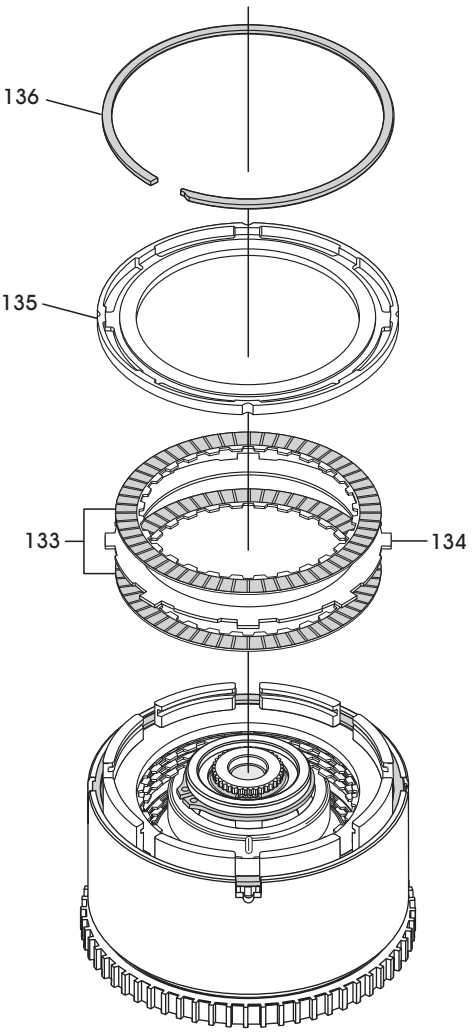
Overdrive Clutch Clearance Should Be 1.1-2.3mm (.043"- .092")



There are no selectives for the Overdrive Clutch.

Copyright © 2012 ATSG

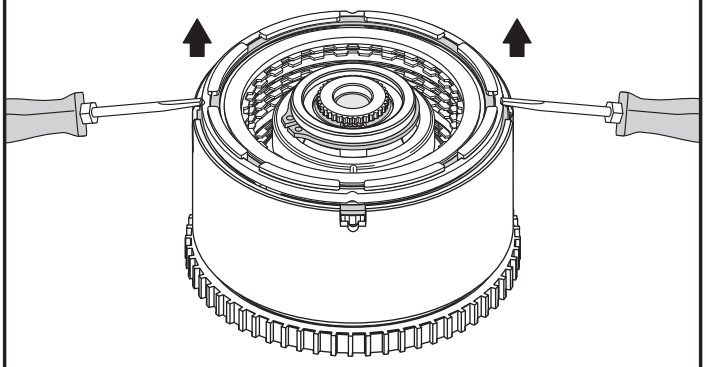
Figure 190



133 REVERSE CLUTCH FRICTION PLATES, .070" THICK (2 REQ.).
134 REVERSE CLUTCH STEEL PLATE, .068" THICK (1 REQ.).
135 REVERSE CLUTCH BACKING PLATE.
136 REVERSE CLUTCH BACKING PLATE "*SELECTIVE*" SNAP RING.

Copyright © 2012 ATSG

Figure 191



Copyright © 2012 ATSG

Figure 192

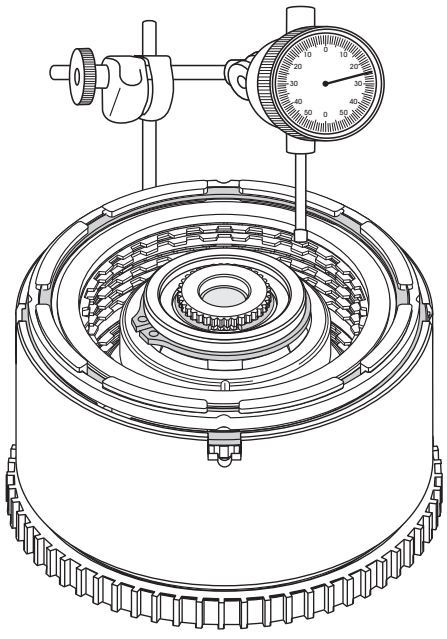
COMPONENT REBUILD

Input Housing Assembly (Cont'd)

44. Mount a dial indicator to the input housing and zero the indicator against a tooth of the reverse friction plate, as shown in Figure 193.
45. Apply 30 psi of air pressure or lift with picks and record the dial indicator reading,
46. The correct reverse clutch clearance should be 0.76-1.24mm (.030"- .049") (See Figure 193).
47. Change selective snap ring as necessary using the chart in Figure 193, to obtain proper reverse clutch clearance.
48. To complete the input housing, reverse clutch and overdrive clutch must now be removed to install the 2 clutch hubs and shafts, as shown in Figure 194 and 195.
49. Install number 2 thrust bearing into the clutch hub and shaft, in direction shown in Figure 194. ***Note: Number 2 thrust bearing is a light press fit into housing assembly. There are 5 dimples that can be pressed in by hand.***
50. Install the underdrive clutch hub and shaft into input housing, as shown in Figure 194, by rotating until all underdrive clutches are engaged and fully seated on number 2 thrust bearing.
51. Install the number 3 thrust washer onto the underdrive clutch hub and shaft, as shown in Figure 194, and retain with Trans-Jel®.

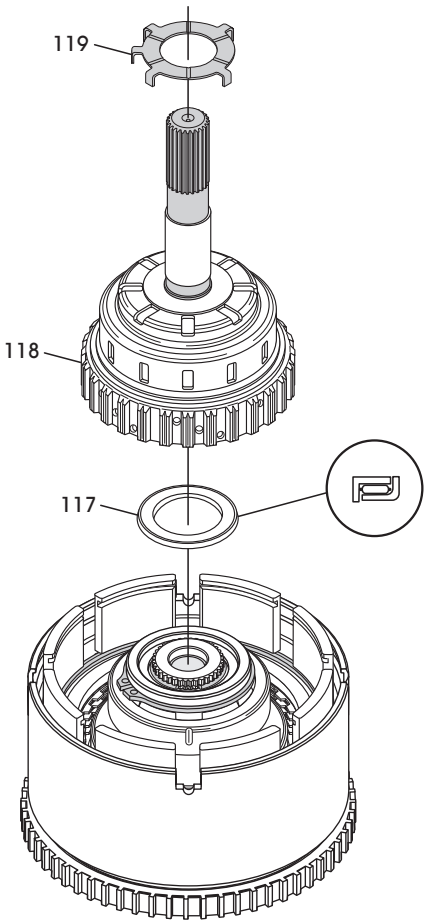
Continued on Page 103

Reverse Clutch Clearance Should Be 0.76-1.2mm (.030"- .049")



SELECTIVE REVERSE SNAP RINGS AVAILABLE	
THICKNESS	*PART NUMBER**
1.53-1.58MM (.060"-.062")	*4377195*
1.77-1.83MM (.071"-.072")	*4412871*
2.02-2.07MM (.080"-.082")	*4412872*
2.27-2.32MM (.090"-.091")	*4412873*
Copyright © 2012 ATSG	**At time of printing*

Figure 193



117 NUMBER 2 THRUST BEARING.
118 UNDERDRIVE CLUTCH HUB AND SHAFT ASSEMBLY.
119 NUMBER 3 THRUST WASHER.

Copyright © 2012 ATSG

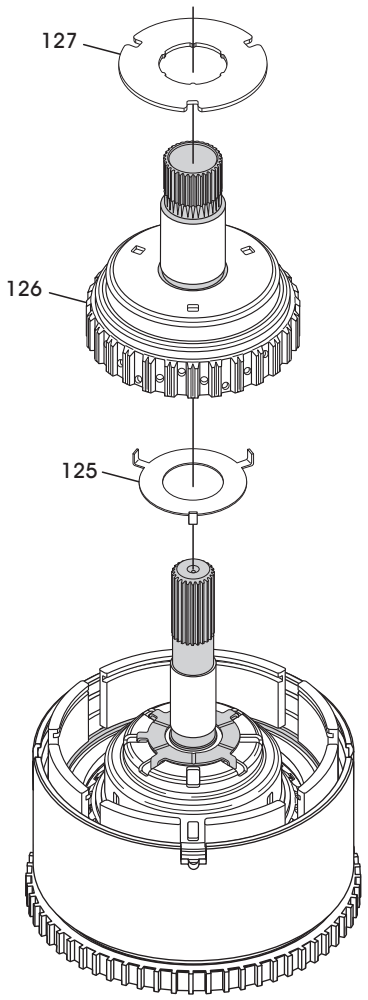
Figure 194

COMPONENT REBUILD

Input Housing Assembly (Cont'd)

52. Install the number 3 thrust plate into back side of the overdrive clutch hub in direction shown in Figure 195, and retain with Trans-Jel®.
53. Install the overdrive clutch hub and thrust plate over underdrive shaft, as shown in Figure 195, until fully seated against No. 3 thrust washer.
54. Re-install overdrive and reverse clutch as shown in Figure 196. Overdrive = Step 31, Page 100. Reverse = Step 39, Page 101.
    Note: Re-checking clearances is not necessary.
55. Set the completed Input Clutch Housing aside, as shown in Figure 197, for final assembly.

Component Rebuild
Continued on Page 102

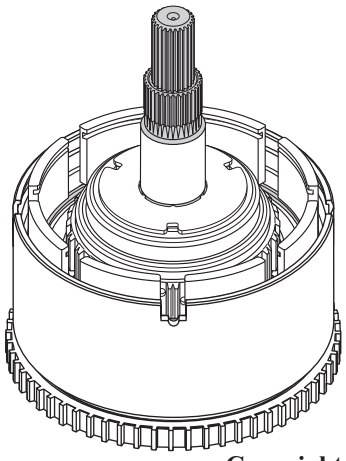


125 NUMBER 3 THRUST PLATE.
126 OVERDRIVE CLUTCH HUB AND SHAFT ASSEMBLY.
127 NUMBER 4 "SELECTIVE" THRUST PLATE.

Copyright © 2012 ATSG

Figure 195

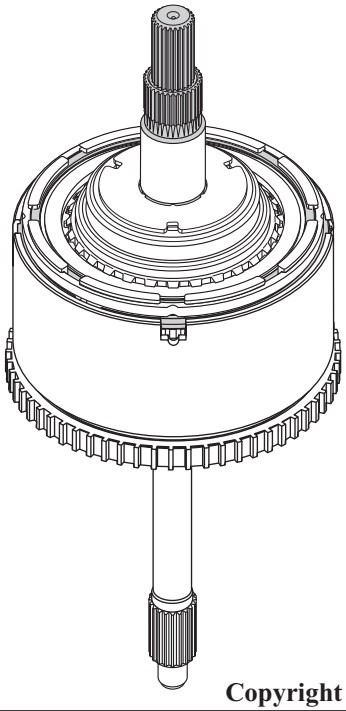
Overdrive Clutch = Step 31, Page 100
Reverse Clutch = Step 39, Page 101



Copyright © 2012 ATSG

Figure 196

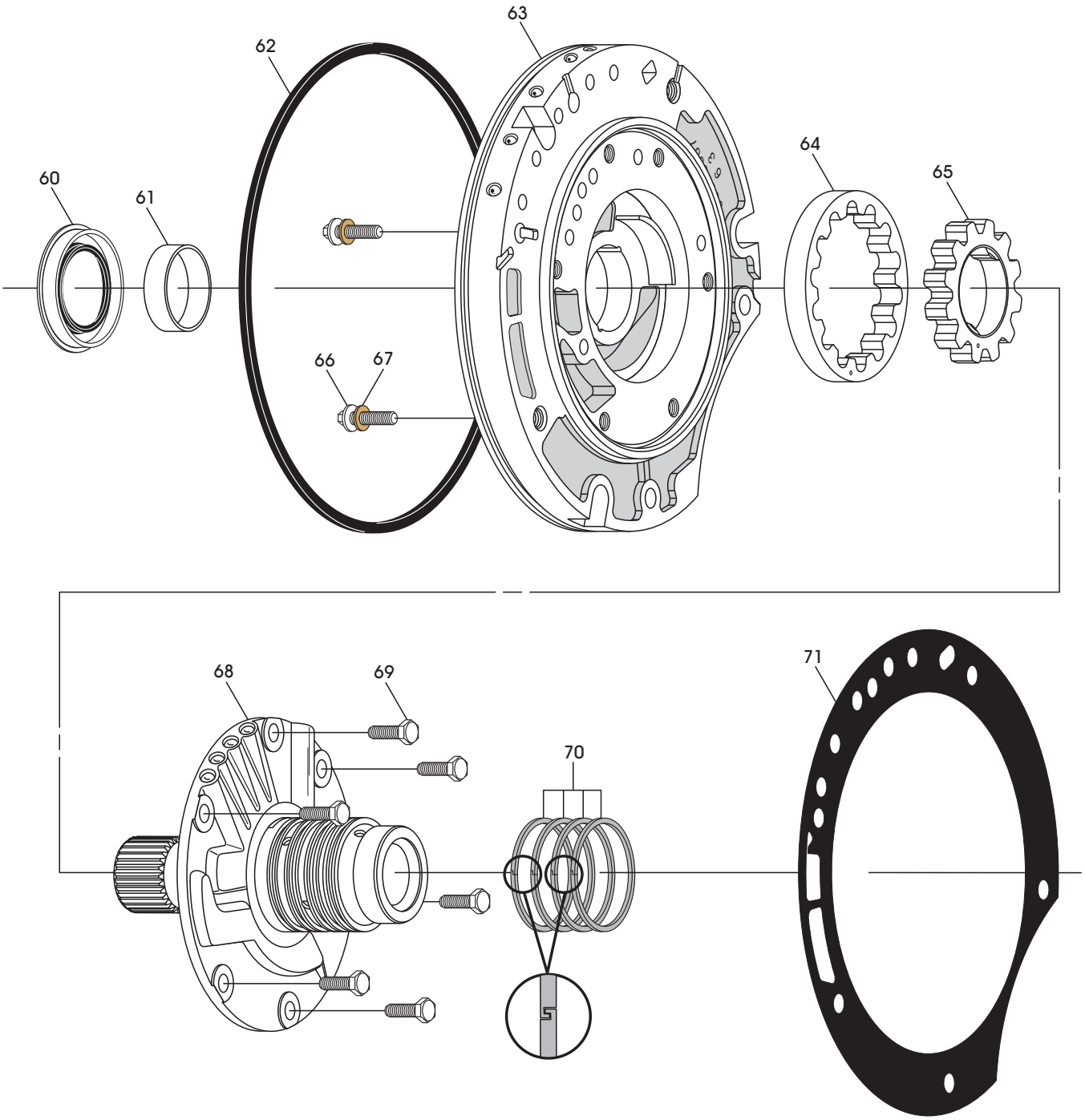
COMPLETED INPUT HOUSING ASSEMBLY



Copyright © 2012 ATSG

Figure 197

OIL PUMP EXPLODED VIEW



60 OIL PUMP CONVERTER SEAL.
61 OIL PUMP CONVERTER BUSHING.
62 OIL PUMP TO CASE "O" RING SEAL.
63 OIL PUMP BODY.
64 OIL PUMP OUTER GEAR.
65 OIL PUMP INNER GEAR.
66 PUMP BODY TO CASE BOLT (6 REQUIRED).
67 PUMP BODY TO CASE "BRASS" WASHER (6 REQUIRED).
68 OIL PUMP COVER/STATOR SHAFT ASSEMBLY.
69 PUMP COVER TO PUMP BODY RETAINING BOLTS (6 REQUIRED).
70 HOOK-JOINT SEAL RINGS (4 REQUIRED).
71 OIL PUMP TO CASE GASKET.

Copyright © 2012 ATSG

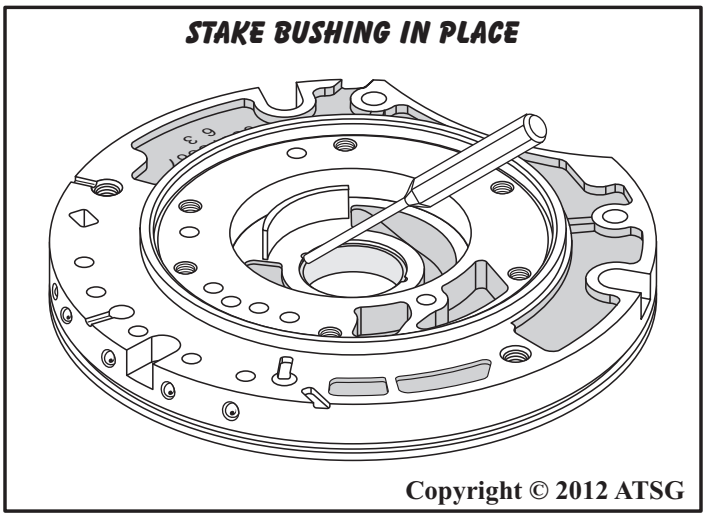
Figure 198

COMPONENT REBUILD

Oil Pump Assembly

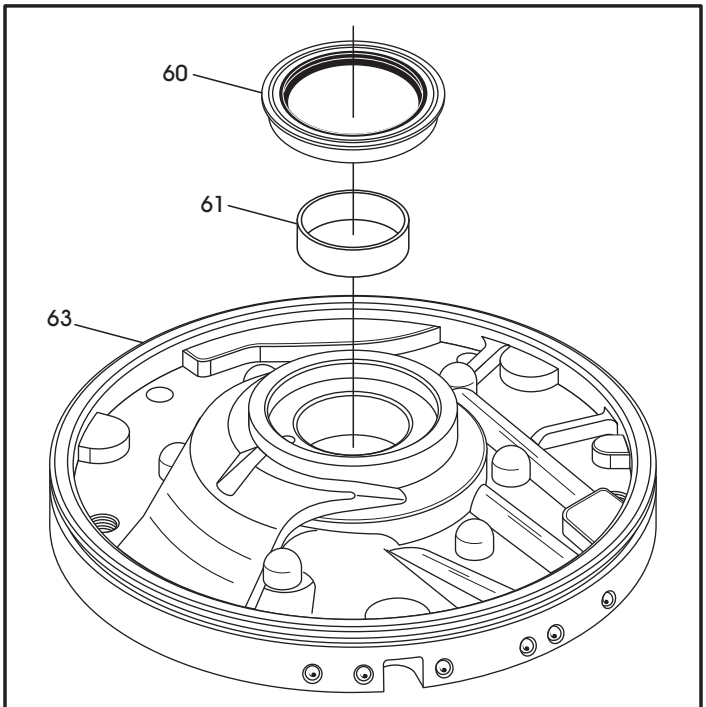
1. Disassemble the complete oil pump assembly using Figure 198 as a guide.
2. Clean all oil pump parts thoroughly and dry with compressed air.
3. Inspect all oil pump parts thoroughly for any wear and/or damage. Replace as necessary.
4. Install new converter bushing as necessary, as shown in Figure 199, and stake the new bushing as shown in Figure 200.
5. Install new converter seal using the proper drivers, as shown in Figure 199.
6. Install the inner and outer oil pump gears into pump pocket, with the dots facing up, as shown in Figure 201.

Continued on Page 106



Copyright © 2012 ATSG

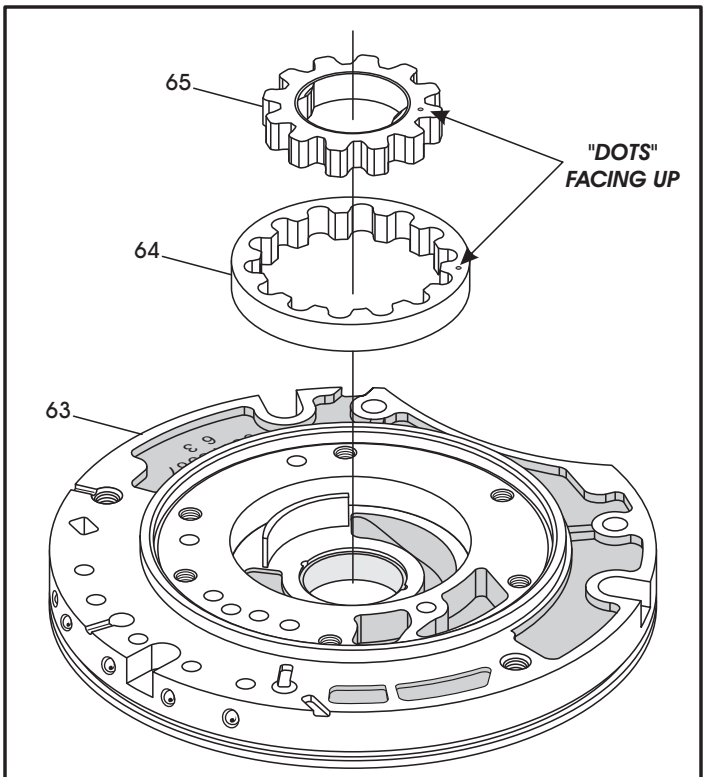
Figure 200



60 OIL PUMP CONVERTER SEAL.
61 OIL PUMP CONVERTER BUSHING.
63 OIL PUMP BODY.

Copyright © 2012 ATSG

Figure 199



63 OIL PUMP BODY.
64 OIL PUMP OUTER GEAR.
65 OIL PUMP INNER GEAR.

Copyright © 2012 ATSG

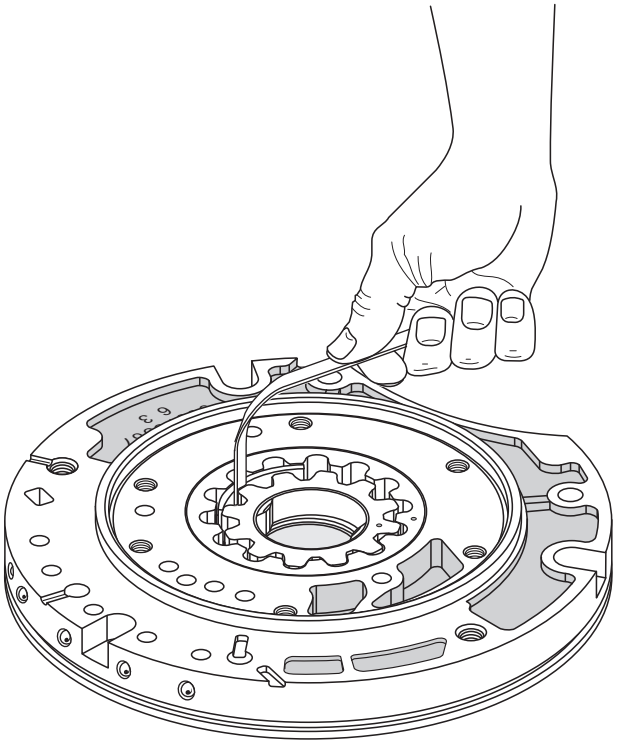
Figure 201

COMPONENT REBUILD

Oil Pump Assembly (Cont'd)

7. Check the gear to face clearances using a feeler gauge with straight edge, or a depth micrometer, as shown in Figure 202.
   Note: Acceptable pump specifications are also shown in Figure 202.
8. Check the pump gear to cresent clearance using a feeler gauge, as shown in Figure 203.
   Note: Oil pump gear to cresent specifications are also shown in Figure 203.
9. Install four new hook-joint sealing rings onto the oil pump cover/stator shaft, as shown in Figure 204.
10. Ensure that the joints are properly hooked and the rings rotate freely in their grooves.

Continued on Page 107

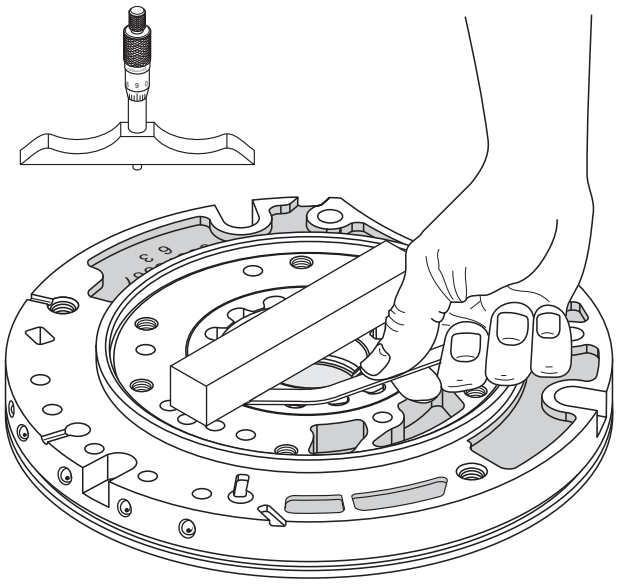


Oil Pump Gear To Cresent Clearance Specifications

INNER GEAR TOOTH TO CRESENT 0.093-0.385 (.0036"-.015")
OUTER GEAR TOOTH TO CRESENT 0.060-0.298 MM (.002"-.012")

Copyright © 2012 ATSG

Figure 203

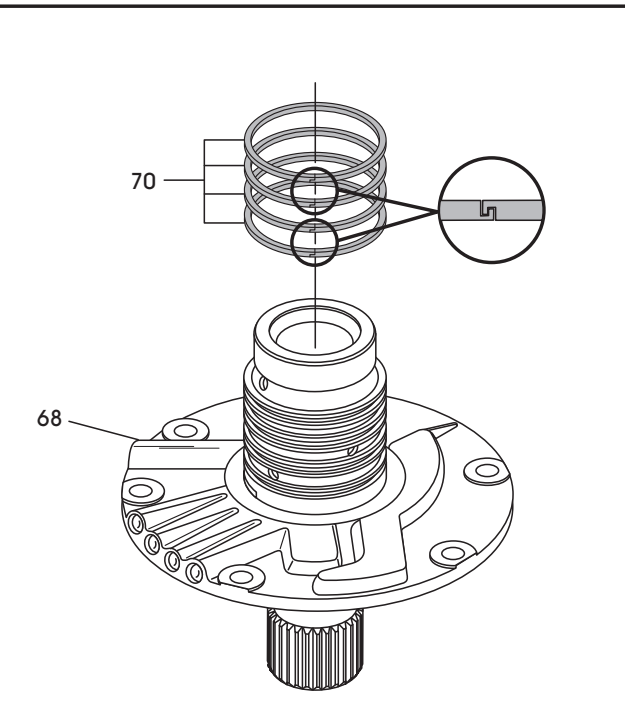


Oil Pump Body Clearance Specifictaions

OUTER GEAR TO BODY FACE 0.020-0.046 MM (.0008"-.0018").
INNER GEAR TO BODY FACE 0.020-0.046 MM (.0008"-.0018").
OUTER GEAR TO PUMP BODY 0.089-0.202 MM (.0035"-.0079").

Copyright © 2012 ATSG

Figure 202



68 OIL PUMP COVER/STATOR SHAFT ASSEMBLY.
70 HOOK-JOINT SEAL RINGS (4 REQUIRED).

Copyright © 2012 ATSG

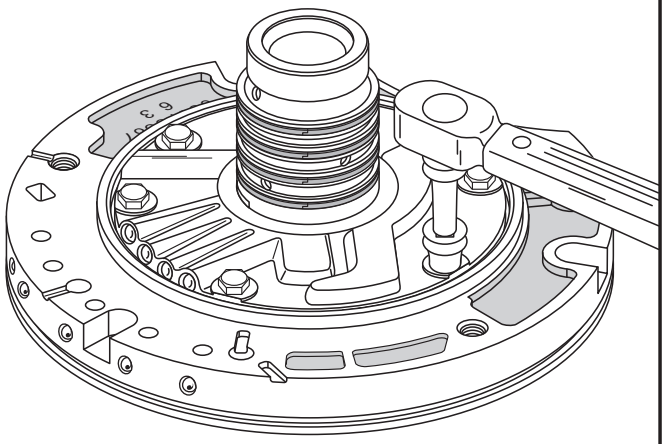
Figure 204

COMPONENT REBUILD

Oil Pump Assembly (Cont'd)

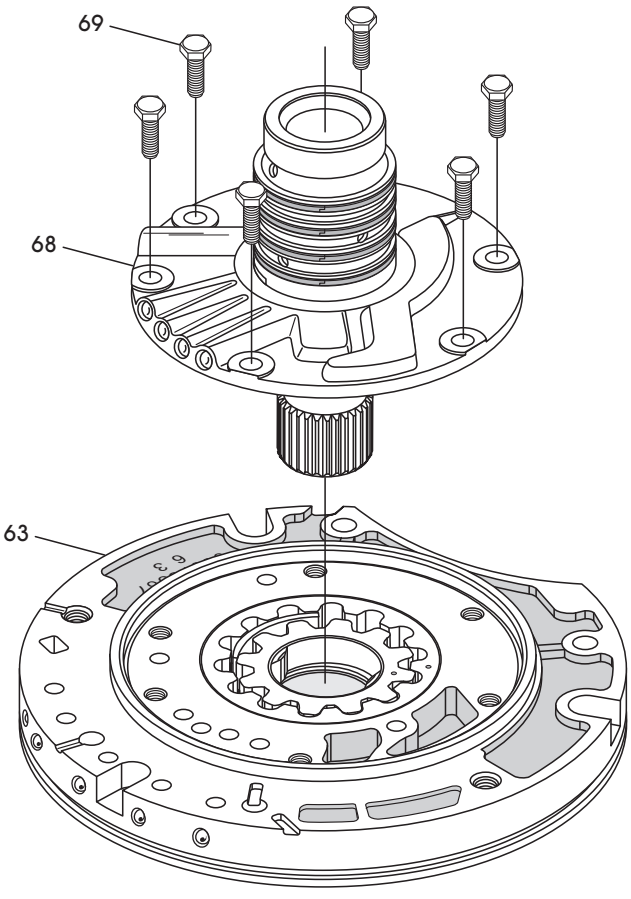
11. Lubricate the oil pump gears with ATF+4 fluid.
12. Install the completed pump cover/stator shaft onto the oil pump body and gears, as shown in Figure 205.
13. Install the 6 oil pump cover retaining bolts, as shown in Figure 205.
14. Torque the 6 oil pump cover retaining bolts to 27 N·m (20 ft.lb.), as shown in Figure 206.
15. Install new oil pump body to case seal into the groove, as shown in Figure 207.
16. Set the completed oil pump assembly aside for final assembly.

Continued on Page 108



Copyright © 2012 ATSG

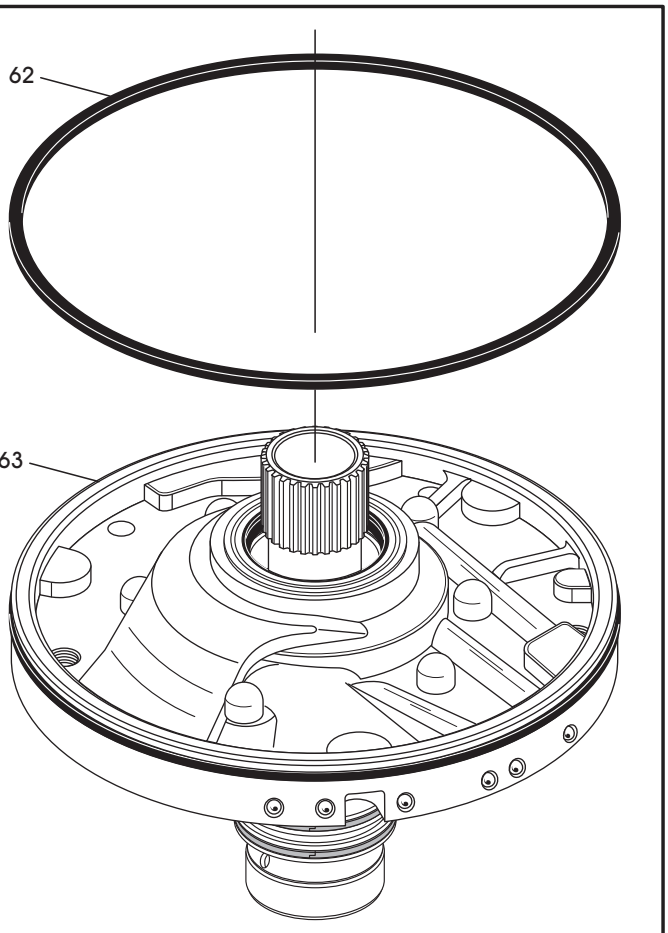
Figure 206



63 COMPLETED OIL PUMP BODY AND GEARS ASSEMBLY.
68 COMPLETED OIL PUMP COVER/STATOR SHAFT ASSEMBLY.
69 PUMP COVER TO PUMP BODY RETAINING BOLTS (6 REQUIRED).

Copyright © 2012 ATSG

Figure 205

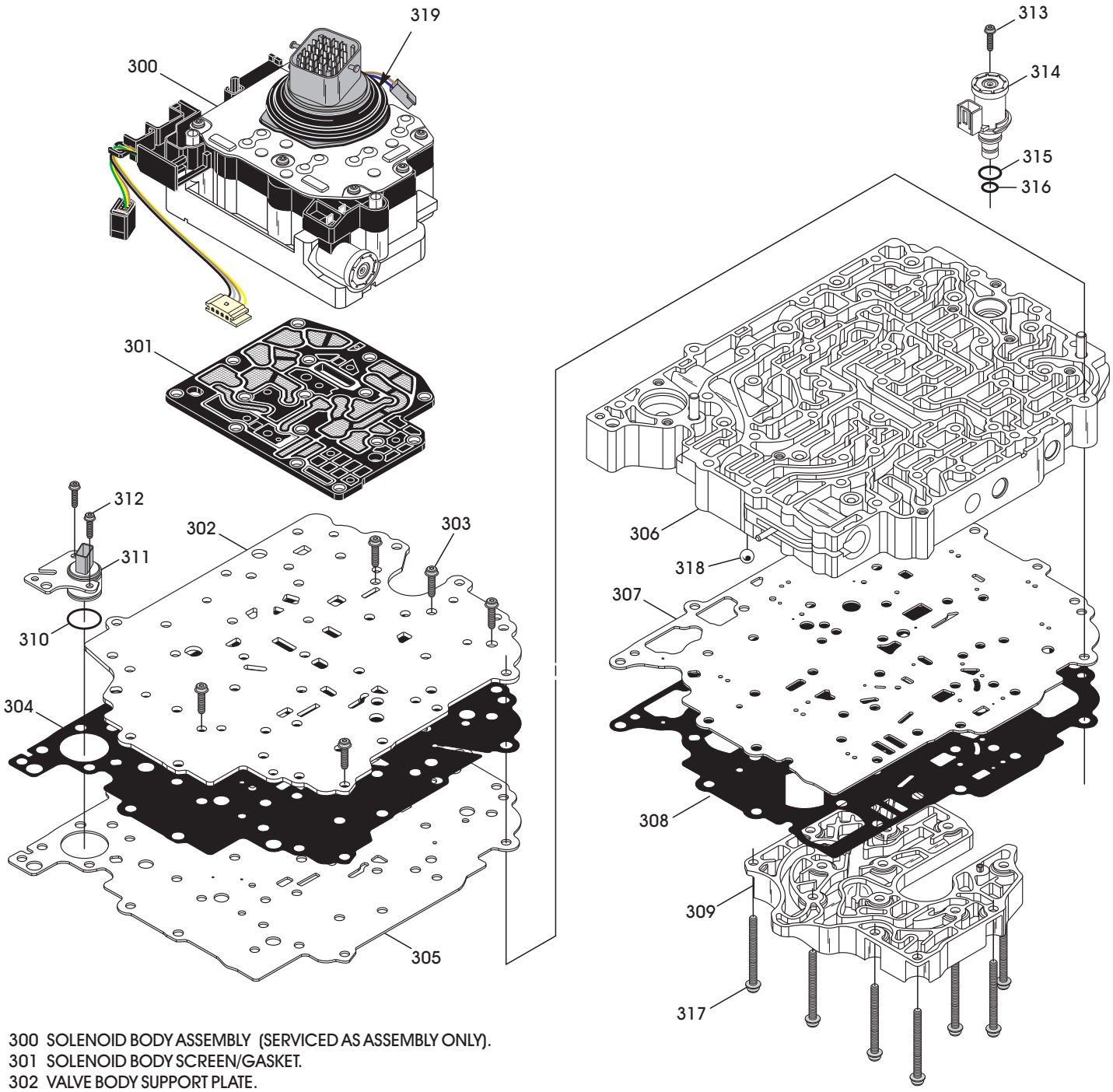


62 OIL PUMP TO CASE "O" RING SEAL.
63 COMPLETED OIL PUMP ASSEMBLY.

Copyright © 2012 ATSG

Figure 207

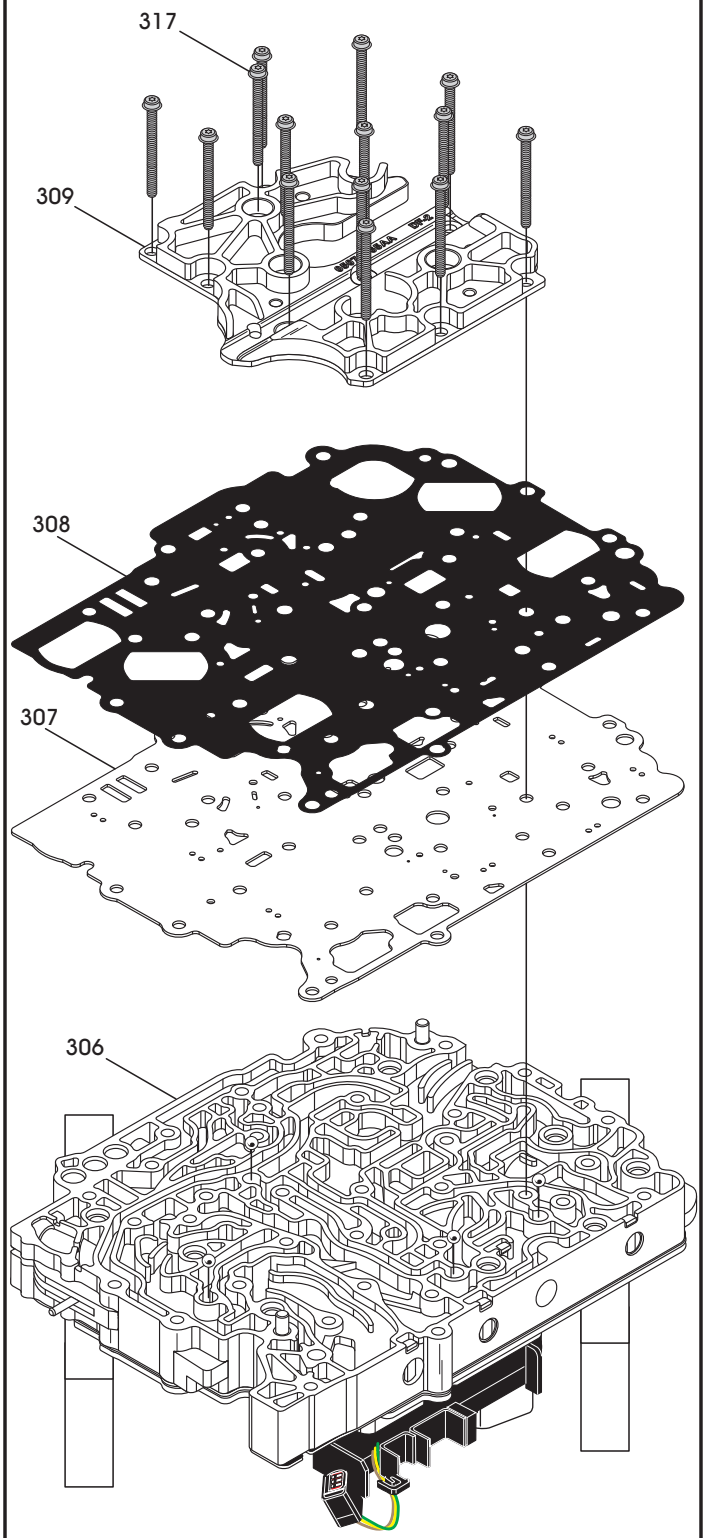
COMPLETE VALVE BODY, EXPLODED VIEW



300 SOLENOID BODY ASSEMBLY (SERVICED AS ASSEMBLY ONLY).
301 SOLENOID BODY SCREEN/GASKET.
302 VALVE BODY SUPPORT PLATE.
303 VALVE BODY SUPPORT PLATE SCREWS (5 REQUIRED).
304 SUPPORT PLATE TO OUTER SPACER PLATE GASKET.
305 VALVE BODY OUTER SPACER PLATE.
306. VALVE BODY ASSEMBLY.
307 VALVE BODY INNER SPACER PLATE.
308 VALVE BODY INNER SPACER PLATE TO CASE GASKET.
309 VALVE BODY TRANSFER PLATE.
310 LINE PRESSURE SENSOR "O" RING.
311 LINE PRESSURE SENSOR ASSEMBLY.
312 LINE PRESSURE SENSOR RETAINING BOLTS (2 REQUIRED).
313 EMCC (TCC) SOLENOID RETAINING BOLT.
314 EMCC (TCC) SOLENOID ASSEMBLY.
315 EMCC (TCC) SOLENOID LARGE "O" RING.
316 EMCC (TCC) SOLENOID SMALL "O" RING.
317 TRANSFER PLATE TO SOLENOID BODY BOLTS (14 REQUIRED).
318 REMOVABLE TORLON (TAN) CHECK BALLS.
(3 OR 4 REQUIRED, MODEL SENSITIVE)
319 SOLENOID BODY TO SIDE COVER SEAL.

Copyright © 2012 ATSG

Figure 208



306. VALVE BODY ASSEMBLY.
307 VALVE BODY INNER SPACER PLATE.
308 VALVE BODY INNER SPACER PLATE TO CASE GASKET.
309 VALVE BODY TRANSFER PLATE.
317 TRANSFER PLATE TO SOLENOID BODY BOLTS (14 REQUIRED).

Copyright © 2012 ATSG

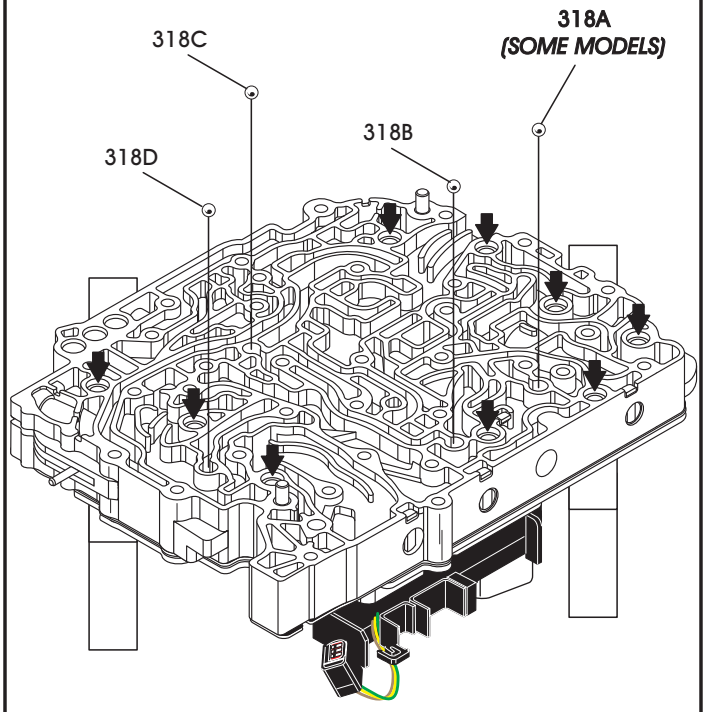
Figure 209

COMPONENT REBUILD

Valve Body Assembly

1. Place the complete valve body assembly on flat work surface with solenoid body facing down, as shown in Figure 209.
   Note: Use blocks as necessary to maintain a level valve body to prevent check ball loss.
2. Remove the 14 transfer plate to solenoid body retaining bolts, as shown in Figure 209, using a T-25 Torx bit.
3. Remove the inner spacer plate gasket and the inner spacer plate, as shown in Figure 209.
4. Remove the 3, or 4, check balls as shown in Figure 210 and 211.
   Note: The large arrows in Figure 210 show the locations of nine "Non-Removeable" check balls (See Page 156).

Continued on Page 110



318A UNDERDRIVE CLUTCH **(SOME MODELS ONLY).**
318B REVERSE CLUTCH.
318C OVERDRIVE CLUTCH.
318D LOW/REVERSE CLUTCH.

⬇ = *LOCATIONS OF "NON-REMOVEABLE" CHECK BALLS.*

Copyright © 2012 ATSG

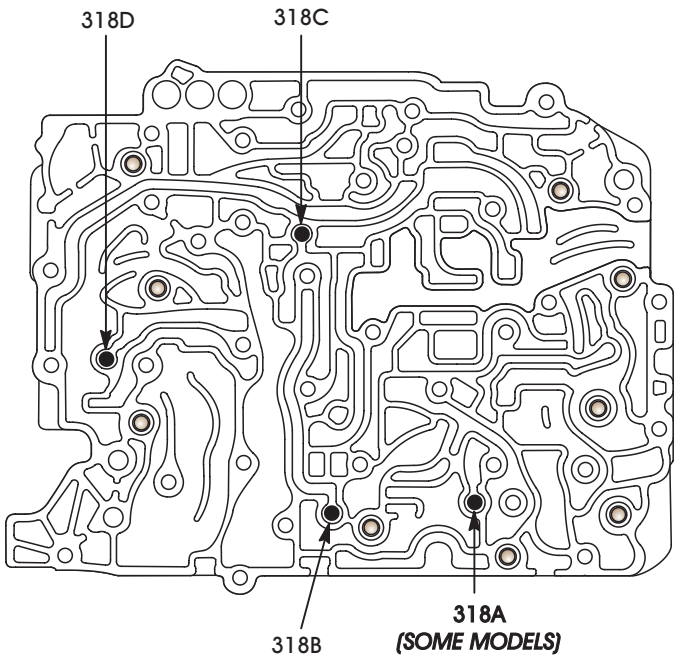
Figure 210

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

5. Carefully turn the valve body assembly over, as shown in Figure 212.
   Note: This must be done carefully as solenoid body is now loose from the valve body.
6. Disconnect the EMCC (TCC) solenoid and the line pressure sensor, as shown in Figure 212.
7. Remove the complete solenoid body and the solenoid body gasket/screen assembly, as shown in Figure 212.
8. Remove the EMCC (TCC) solenoid retaining screw and solenoid, as shown in Figure 212.
9. Remove and discard the two EMCC solenoid "O" rings, as shown in Figure 212.
10. Remove the two line pressure sensor retaining screws and sensor, as shown in Figure 212.
11. Remove and discard the line pressure sensor "O" ring seal, as shown in Figure 212.

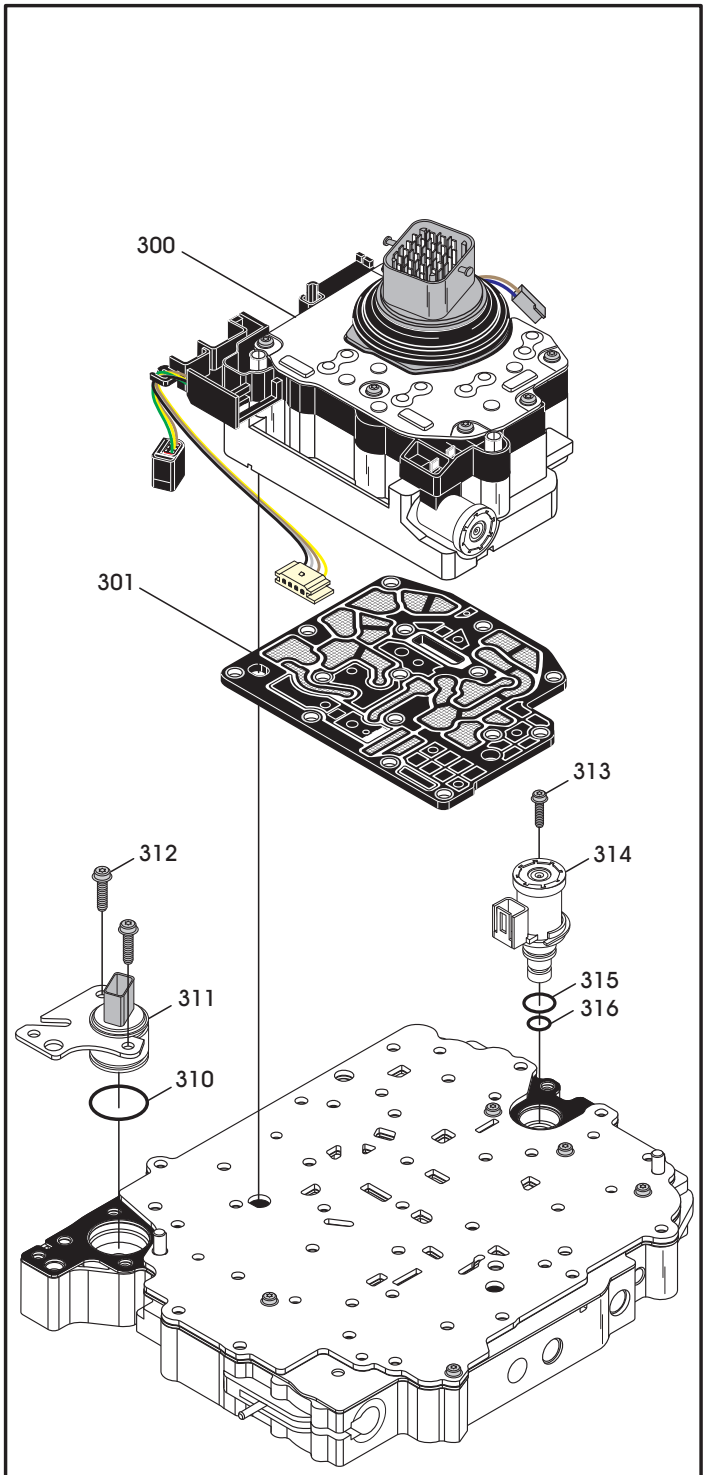
Continued on Page 111



318A UNDERDRIVE CLUTCH **(SOME MODELS ONLY).**
318B REVERSE CLUTCH.
318C OVERDRIVE CLUTCH.
318D LOW/REVERSE CLUTCH.

Copyright © 2012 ATSG

Figure 211



300 SOLENOID BODY ASSEMBLY (SERVICED AS ASSEMBLY ONLY).
301 SOLENOID BODY SCREEN/GASKET.
310 LINE PRESSURE SENSOR "O" RING.
311 LINE PRESSURE SENSOR ASSEMBLY.
312 LINE PRESSURE SENSOR RETAINING BOLTS (2 REQUIRED).
313 EMCC (TCC) SOLENOID RETAINING BOLT.
314 EMCC (TCC) SOLENOID ASSEMBLY.
315 EMCC (TCC) SOLENOID LARGE "O" RING.
316 EMCC (TCC) SOLENOID SMALL "O" RING.

Copyright © 2012 ATSG

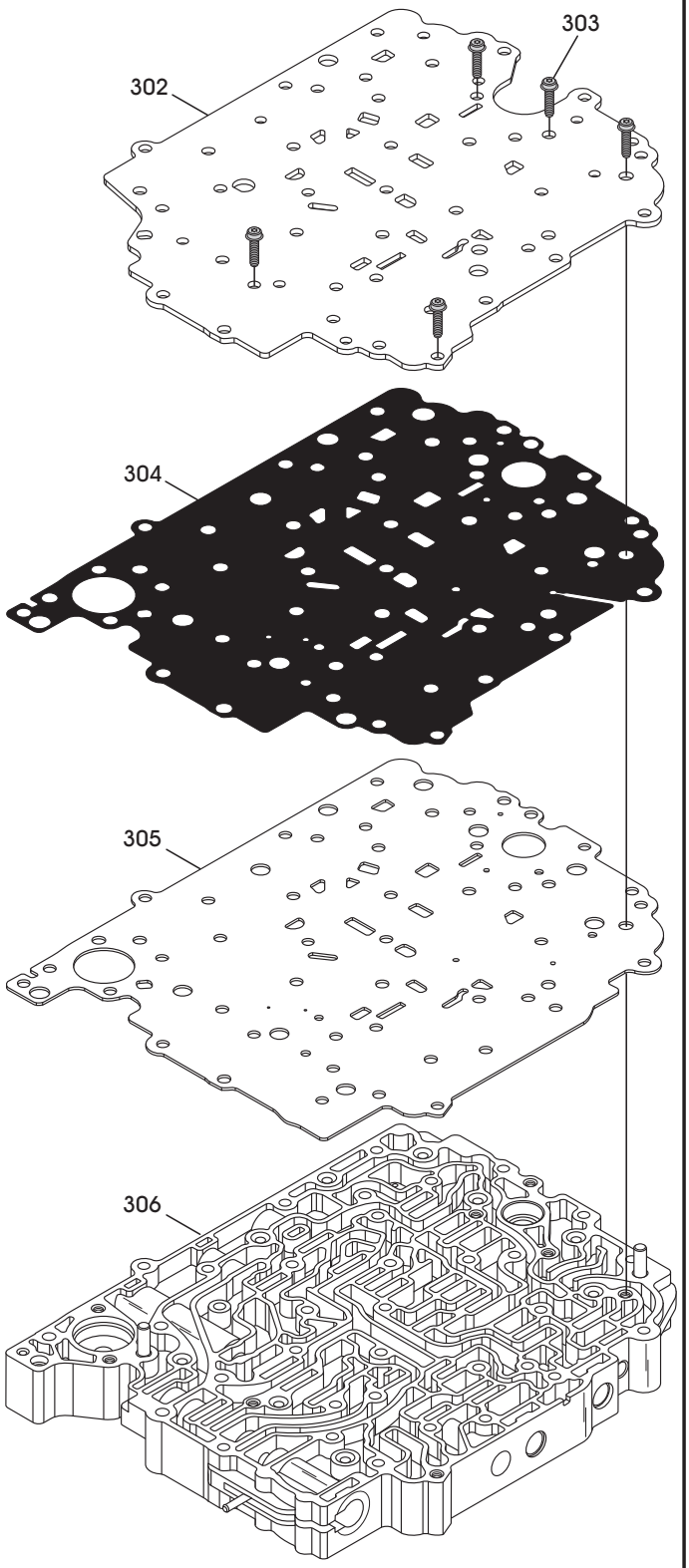
Figure 212

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

12. Remove the 5 retaining screws from the valve body support plate, as shown in Figure 213.
13. Remove the valve body support plate, as shown in Figure 213.
14. Remove and discard the support plate to outer spacer plate gasket, as shown in Figure 213.
15. Remove the outer valve body spacer plate, as shown in Figure 213.

Continued on Page 113

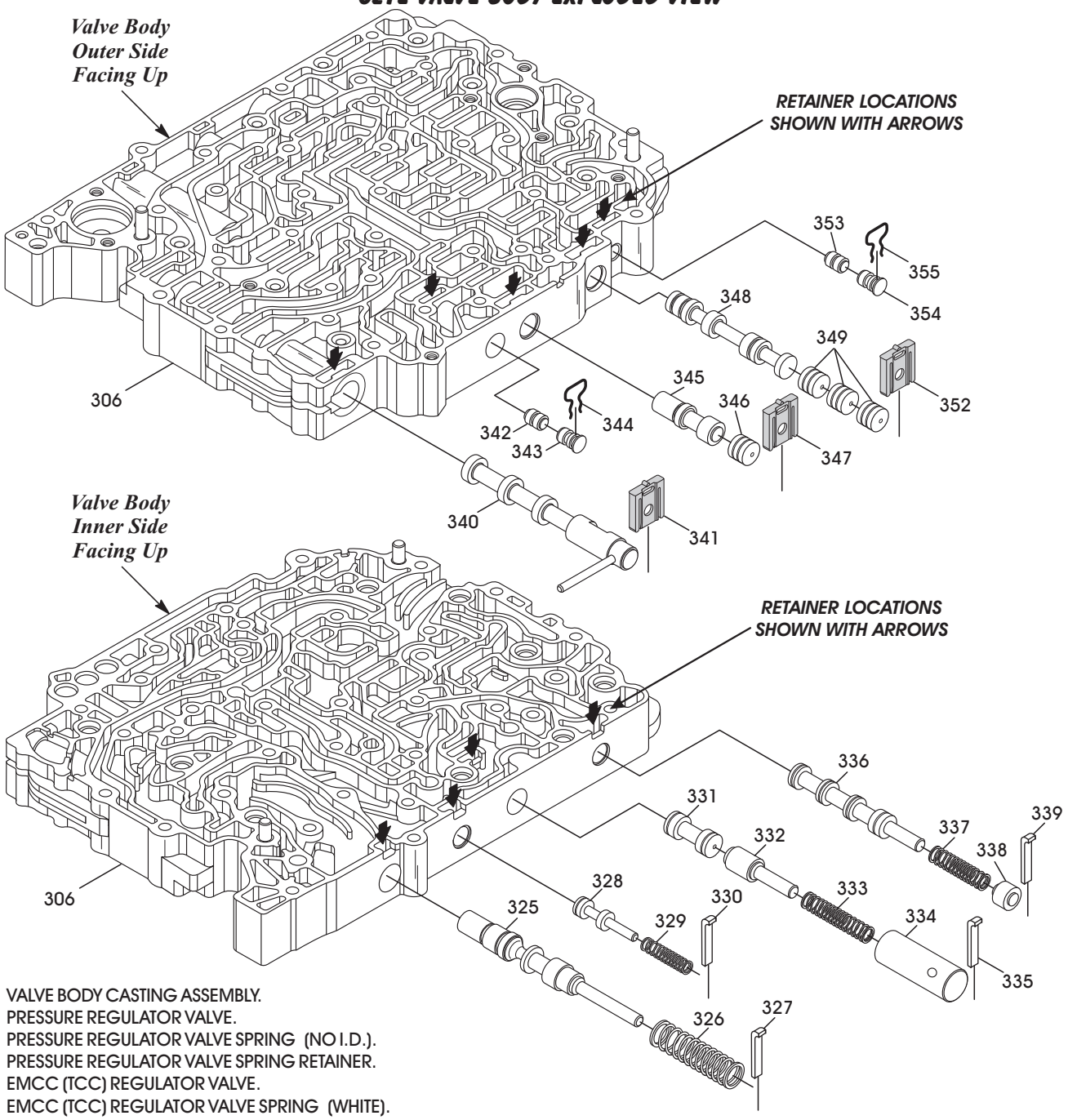


302 VALVE BODY SUPPORT PLATE.
303 VALVE BODY SUPPORT PLATE SCREWS (5 REQUIRED).
304 SUPPORT PLATE TO OUTER SPACER PLATE GASKET.
305 VALVE BODY OUTER SPACER PLATE.
306. VALVE BODY ASSEMBLY.

Copyright © 2012 ATSG

Figure 213

62TE VALVE BODY EXPLODED VIEW



306 VALVE BODY CASTING ASSEMBLY.
325 PRESSURE REGULATOR VALVE.
326 PRESSURE REGULATOR VALVE SPRING (NO I.D.).
327 PRESSURE REGULATOR VALVE SPRING RETAINER.
328 EMCC (TCC) REGULATOR VALVE.
329 EMCC (TCC) REGULATOR VALVE SPRING (WHITE).
330 EMCC (TCC) REGULATOR VALVE SPRING RETAINER.
331 TCC CONTROL VALVE 1.
332 TCC CONTROL VALVE 2.
333 TCC CONTROL VALVE SPRING (VIOLET).
334 TCC CONTROL VALVE SLEEVE.
335 TCC CONTROL VALVE SLEEVE RETAINER.
336 TCC SWITCH VALVE.
337 TCC SWITCH VALVE SPRING (YELLOW).
338 TCC SWITCH VALVE BORE PLUG.
339 TCC SWITCH VALVE BORE PLUG RETAINER.
340 MANUAL VALVE.
341 MANUAL VALVE RETAINER.
342 LOW/REVERSE SWITCH VALVE.
343 LOW/REVERSE SWITCH VALVE BORE PLUG.
344 LOW/REVERSE SWITCH VALVE BORE PLUG RETAINER.
345 DIRECT CLUTCH SWITCH VALVE.
346 DIRECT CLUTCH SWITCH VALVE BORE PLUG.
347 DIRECT CLUTCH SWITCH VALVE BORE PLUG RETAINER.
348 SOLENOID SWITCH VALVE.
349 SOLENOID SWITCH VALVE PLUGS (3 REQUIRED).
352 SOLENOID SWITCH VALVE PLUG RETAINER.
353 LOW CLUTCH SWITCH VALVE.
354 LOW CLUTCH SWITCH VALVE BORE PLUG.
355 LOW CLUTCH SWITCH VALVE BORE PLUG RETAINER.

Copyright © 2012 ATSG

Figure 214

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

16. Disassemble the valves, springs, bore plugs and retainers, using Figure 214 as a guide, and place on trays exactly as they are removed.
17. Clean all valve body parts thoroughly and dry with compressed air.
18. Inspect all valve body parts thoroughly for any wear and/or damage and replace as necessary.
19. Assemble the valves, springs, bore plugs and retainers ***exactly***, as shown in Figure 214, and lube with ATF+4 fluid as they are installed.
    Note: Use small amount of Trans-Jel® to keep the 3 black plastic retainers in place, as their valve line ups are not spring loaded.
20. ***"Do Not"*** remove the six screws on top of the Solenoid Body assembly (See Figure 215).
    Note: There is nothing on the inside of the Solenoid Body that is serviced, including the line pressure solenoid. It must be replaced as a complete assembly.
21. Install new solenoid body to side cover seal over and onto the solenoid connector, as shown in Figure 216.
22. Install new solenoid body screen/gasket onto the bottom of solenoid body (See Figure 216).
23. The solenoid body assembly is serviced ***only*** as a complete unit, which is why we told you not to remove the six screws on top that retain the the cover plate.
24. However, if someone has disassembled it, we have provided you with an exploded view of the solenoid body in Figure 217.
    Caution: The illustrations in Figure 217 are provided for reference only. We recommend that the solenoid body NOT be disassembled as no internal parts are serviced separately.

Continued on Page 115

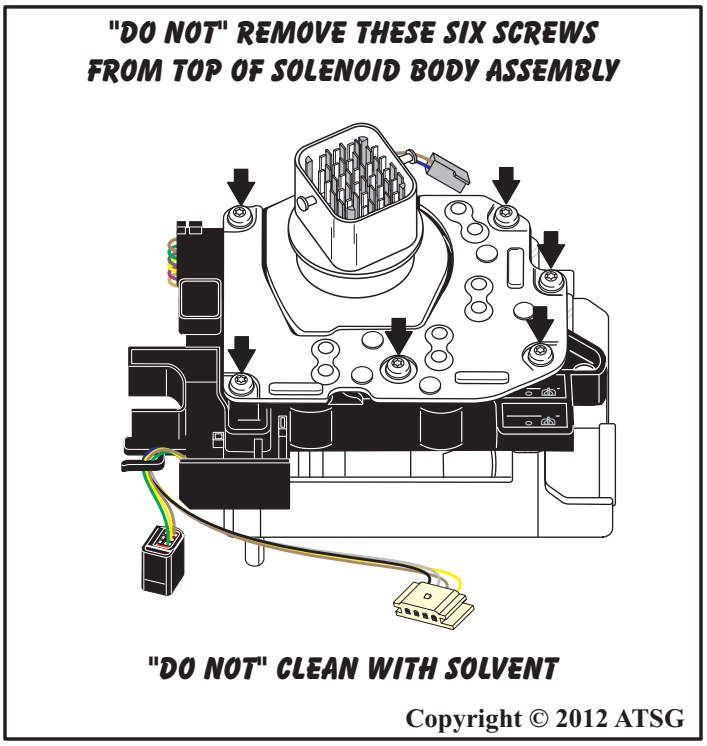


Figure 215

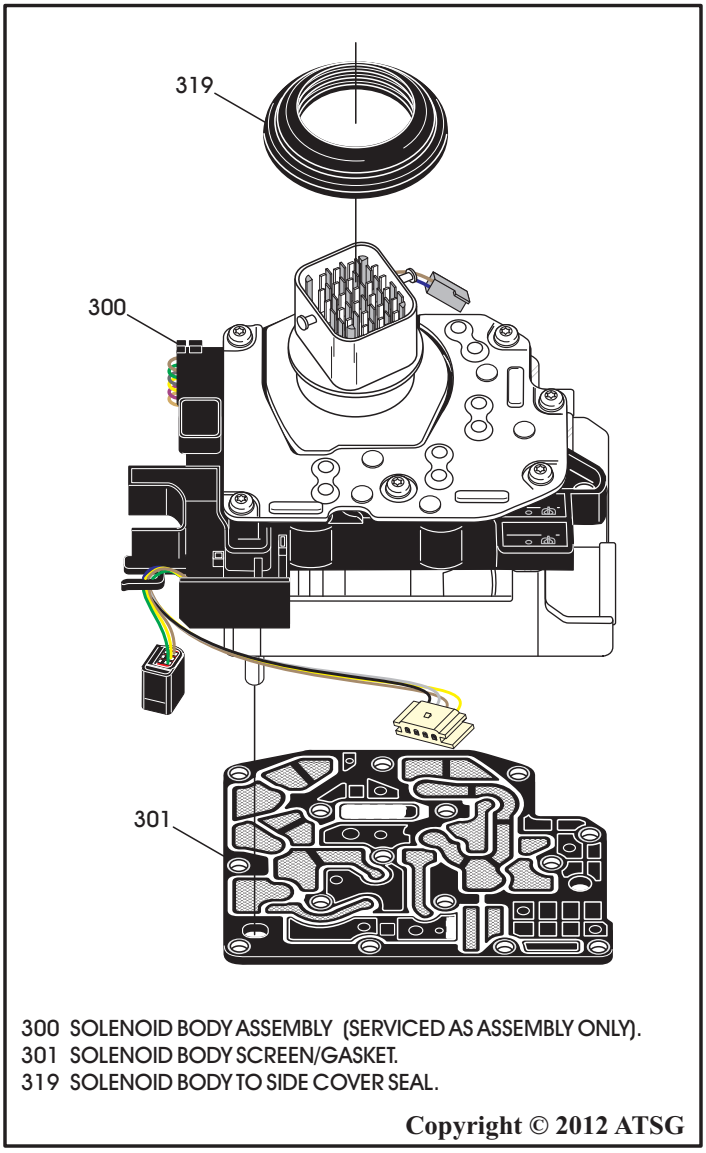
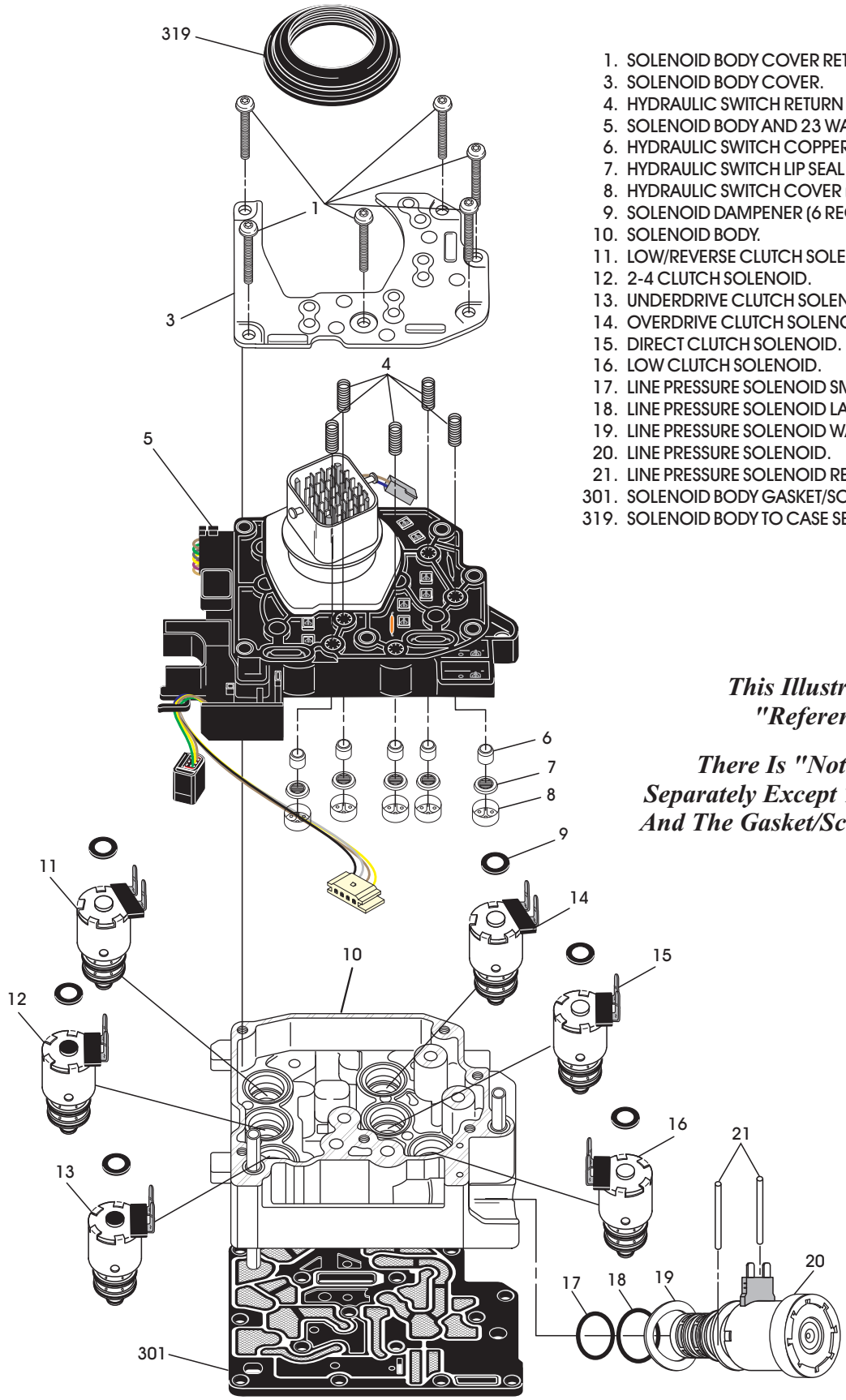


Figure 216

TRANSMISSION RANGE SENSOR/SOLENOID BODY, EXPLODED VIEW



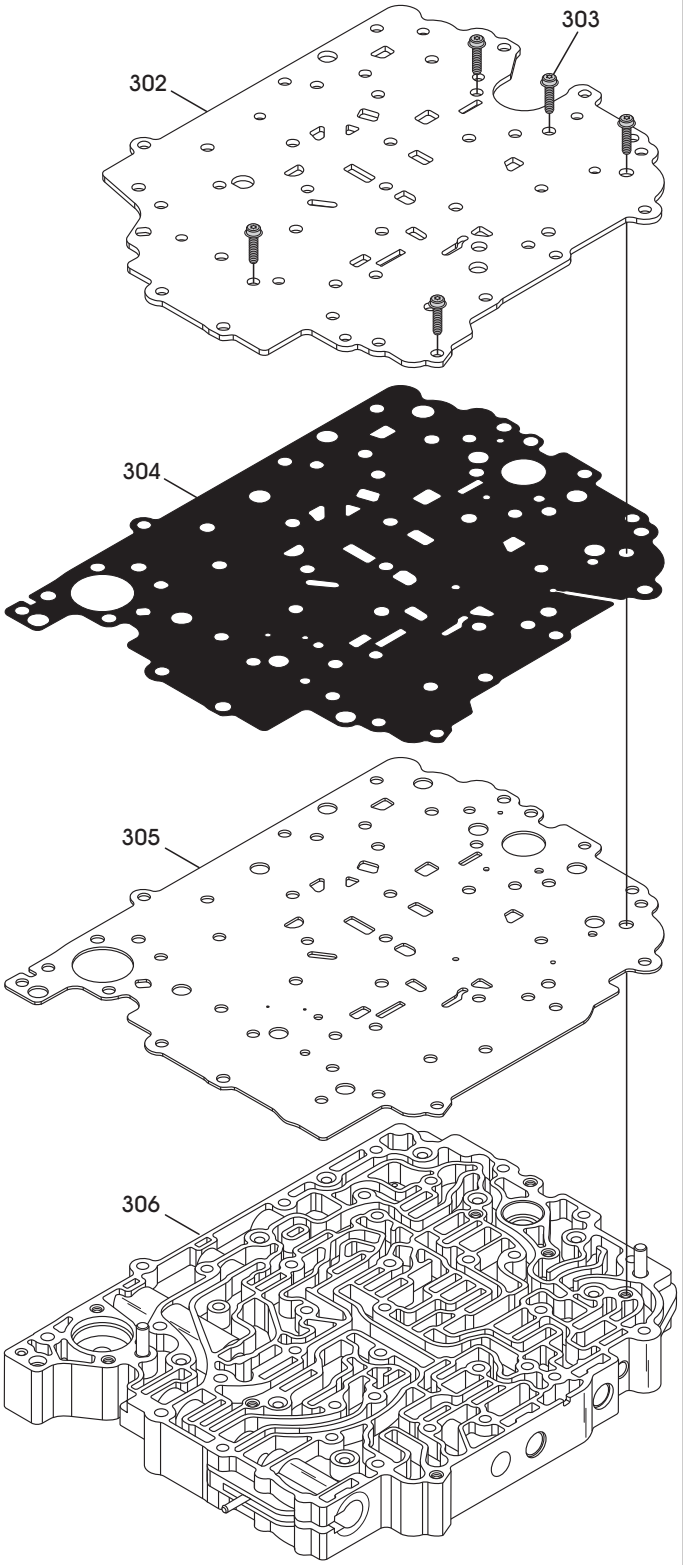
1. SOLENOID BODY COVER RETAINING SCREWS.
3. SOLENOID BODY COVER.
4. HYDRAULIC SWITCH RETURN SPRINGS (5 REQUIRED).
5. SOLENOID BODY AND 23 WAY CONNECTOR.
6. HYDRAULIC SWITCH COPPER CONTACT (5 REQUIRED).
7. HYDRAULIC SWITCH LIP SEAL (5 REQUIRED).
8. HYDRAULIC SWITCH COVER (5 REQUIRED).
9. SOLENOID DAMPENER (6 REQUIRED).
10. SOLENOID BODY.
11. LOW/REVERSE CLUTCH SOLENOID.
12. 2-4 CLUTCH SOLENOID.
13. UNDERDRIVE CLUTCH SOLENOID.
14. OVERDRIVE CLUTCH SOLENOID.
15. DIRECT CLUTCH SOLENOID.
16. LOW CLUTCH SOLENOID.
17. LINE PRESSURE SOLENOID SMALL "O" RING.
18. LINE PRESSURE SOLENOID LARGE "O" RING.
19. LINE PRESSURE SOLENOID WAVE WASHER.
20. LINE PRESSURE SOLENOID.
21. LINE PRESSURE SOLENOID RETAINING PINS (2 REQUIRED).
301. SOLENOID BODY GASKET/SCREEN ASSEMBLY.
319. SOLENOID BODY TO CASE SEAL.

This Illustration Is For "Reference Only"

There Is "Nothing" Serviced Separately Except The Case Seal (319) And The Gasket/Screen Assembly (301)

Copyright © 2012 ATSG

Figure 217



302 VALVE BODY SUPPORT PLATE.
303 VALVE BODY SUPPORT PLATE SCREWS (5 REQUIRED).
304 SUPPORT PLATE TO OUTER SPACER PLATE GASKET.
305 VALVE BODY OUTER SPACER PLATE.
306. VALVE BODY ASSEMBLY.

Copyright © 2012 ATSG

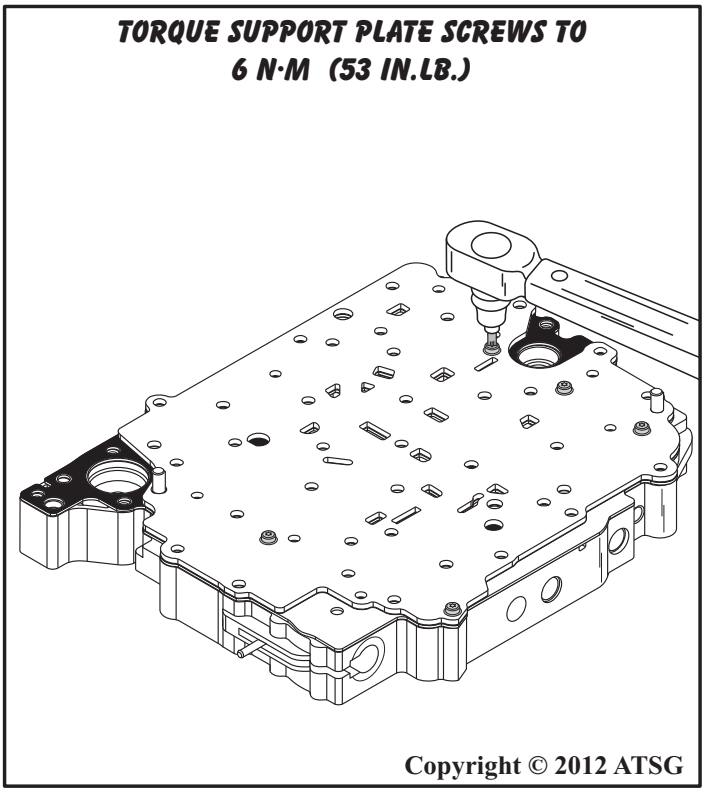
Figure 218

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

25. Place the completed valve body on a flat work surface, as shown in Figure 218.
26. Install the outer valve body spacer plate over the alignment dowels and onto the valve body, as shown in Figure 218.
27. Install new support plate to outer spacer plate gasket over the alignment dowels and onto the spacer plate, as shown in Figure 218.
28. Install the valve body support plate over the alignment dowels and onto the outer spacer plate gasket, as shown in Figure 218.
29. Install the 5 support plate retaining screws in the positions shown in Figure 218.
30. Torque the 5 support plate retaining screws to 6 N·m (53 in.lb.), as shown in Figure 219.

Continued on Page 116



Copyright © 2012 ATSG

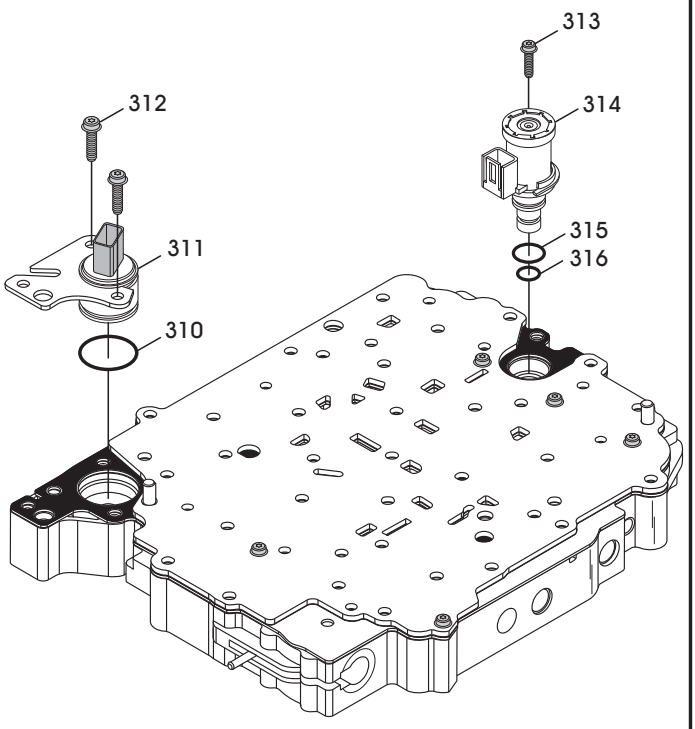
Figure 219

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

31. Install new "O" rings on EMCC (TCC) solenoid, as shown in Figure 220, and lube with a small amount of Trans-Jel®.
32. Install EMCC (TCC) solenoid into valve body, as shown in Figure 220.
33. Install the retaining screw and torque screw to 6 N·m (53 in.lb.) (See Figure 220).
34. Install new "O" ring on the line pressure sensor, as shown in Figure 220, and lube with a small amount of Trans-Jel®.
35. Install the line pressure sensor into valve body, as shown in Figure 220.
36. Install the 2 retaining screws and torque both to 6 N·m (53 in.lb.) (See Figure 220).
37. Install the completed solenoid body along with the screen/gasket onto the valve body, as shown in Figure 221, and ensure alignment dowels are engaged into support plate.
38. Connect the line pressure sensor harness and the EMCC (TCC) solenoid harness to the respective components.

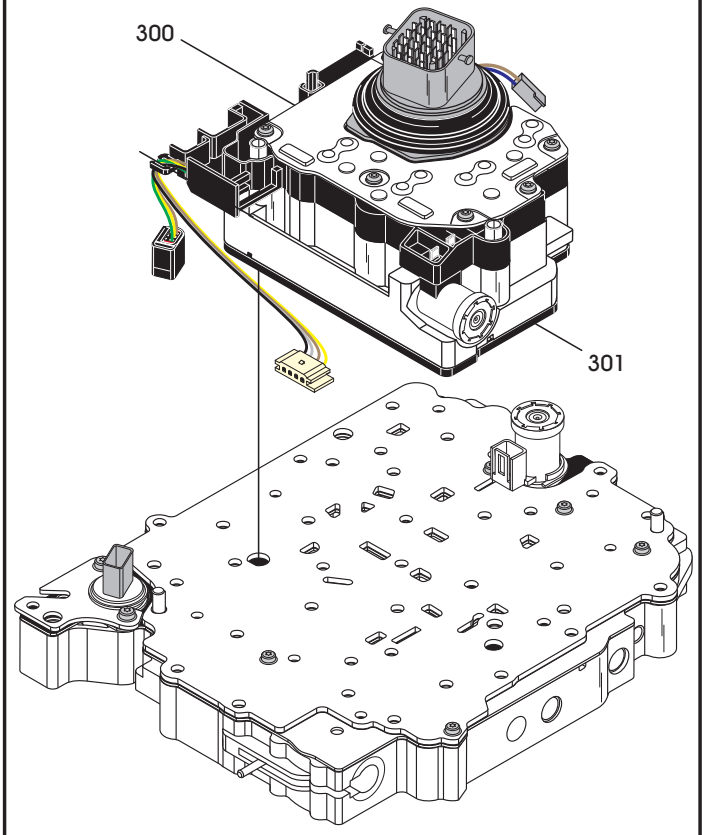
Continued on Page 117



310 LINE PRESSURE SENSOR "O" RING.
311 LINE PRESSURE SENSOR ASSEMBLY.
312 LINE PRESSURE SENSOR RETAINING BOLTS (2 REQUIRED).
313 EMCC (TCC) SOLENOID RETAINING BOLT.
314 EMCC (TCC) SOLENOID ASSEMBLY.
315 EMCC (TCC) SOLENOID LARGE "O" RING.
316 EMCC (TCC) SOLENOID SMALL "O" RING.

Copyright © 2012 ATSG

Figure 220



300 SOLENOID BODY ASSEMBLY (SERVICED AS ASSEMBLY ONLY).
301 SOLENOID BODY SCREEN/GASKET.

Copyright © 2012 ATSG

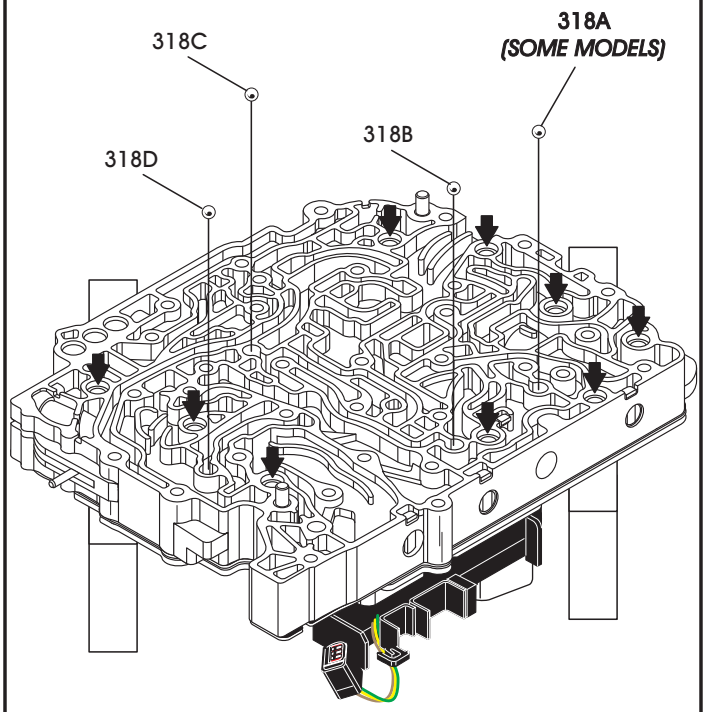
Figure 221

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

39. Very carefully turn the assembly over and place on flat work surface, as shown in Figure 222.
Note: Use blocks as necessary to maintain a level valve body and also maintain pressure to hold solenoid body in place.
40. Install the 3, or 4, check balls in their positions, as shown in Figure 222 and 223.
Note: The large arrows in Figure 222 show the locations of nine "Non-Removeable" check balls (See Page 156).

Continued on Page 118

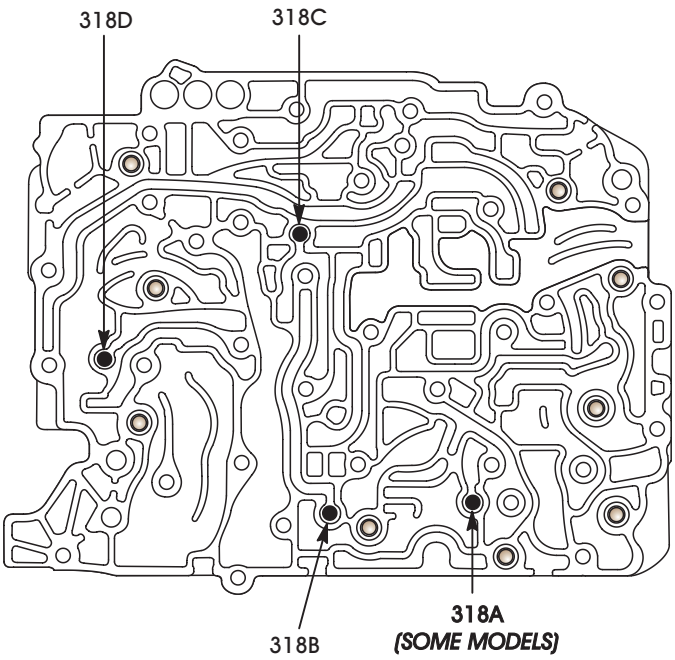


318A UNDERDRIVE CLUTCH **(SOME MODELS ONLY).**
318B REVERSE CLUTCH.
318C OVERDRIVE CLUTCH.
318D LOW/REVERSE CLUTCH.

⬇ = ***LOCATIONS OF "NON-REMOVEABLE" CHECK BALLS.***

Copyright © 2012 ATSG

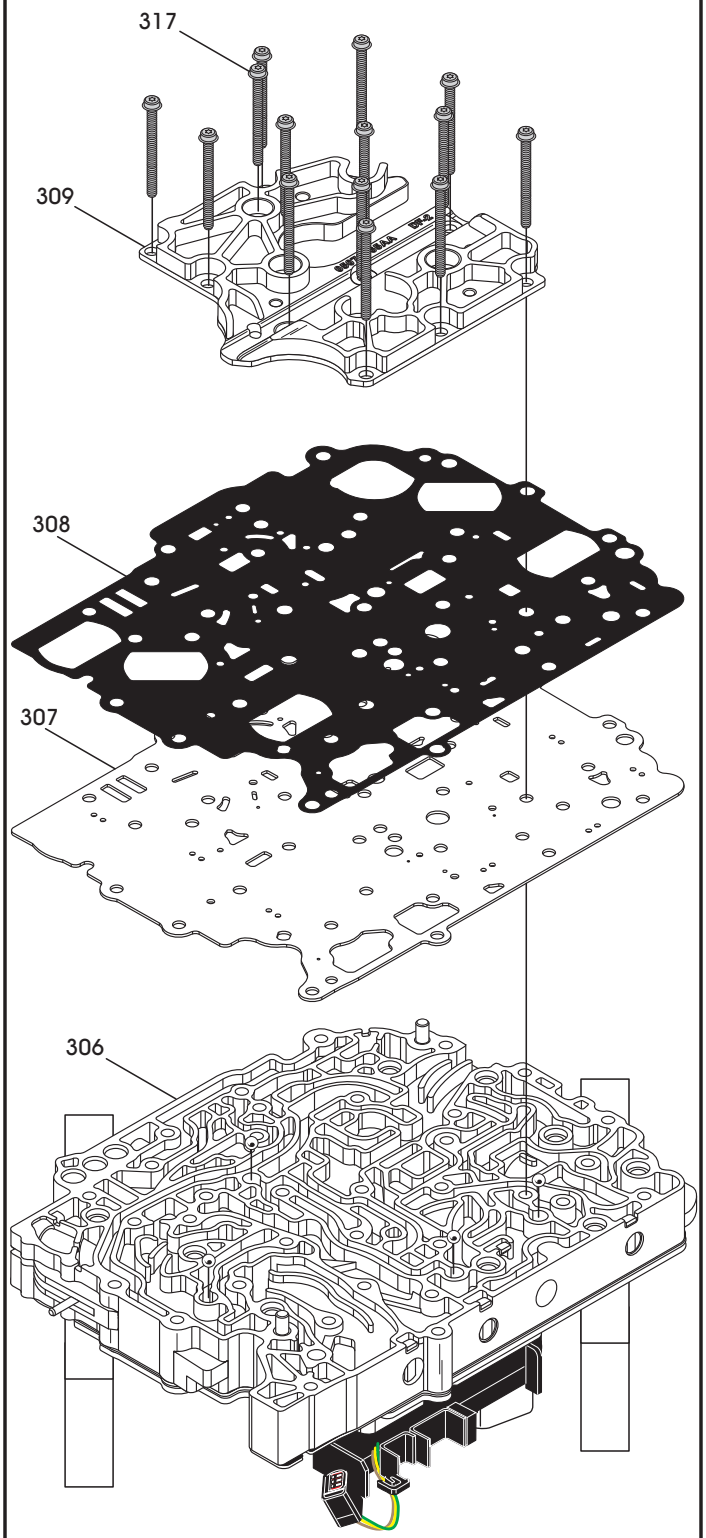
Figure 222



318A UNDERDRIVE CLUTCH **(SOME MODELS ONLY).**
318B REVERSE CLUTCH.
318C OVERDRIVE CLUTCH.
318D LOW/REVERSE CLUTCH.

Copyright © 2012 ATSG

Figure 223



306. VALVE BODY ASSEMBLY.
307 VALVE BODY INNER SPACER PLATE.
308 VALVE BODY INNER SPACER PLATE TO CASE GASKET.
309 VALVE BODY TRANSFER PLATE.
317 TRANSFER PLATE TO SOLENOID BODY BOLTS (14 REQUIRED).

Copyright © 2012 ATSG

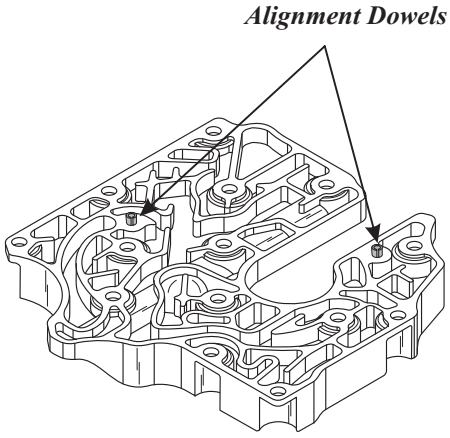
Figure 224

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

41. Install the inner spacer plate over the alignment dowels and onto the valve body, as shown in Figure 224.
42. Install new inner spacer plate gasket over the alignment dowels and onto inner spacer plate, as shown in Figure 224.
43. Install the valve body transfer plate onto the gasket, as shown in Figure 224.
    Note: The transfer plate also is equipped with two split roll pins that serve as alignment dowels, as shown in Figure 225.
44. Ensure that the transfer plate is fully seated and alignment dowels are engaged into the inner spacer plate.
45. Install the 14 transfer plate to solenoid body retaining bolts, as shown in Figure 224, using a T-25 Torx bit.

Continued on Page 119



Copyright © 2012 ATSG

Figure 225

COMPONENT REBUILD

Valve Body Assembly (Cont'd)

46. Torque the 14 transfer plate to solenoid body retaining bolts to 6 N·m (53 in.lb.), as shown in Figure 226.
47. Set the completed valve body assembly aside for final assembly, as shown in Figure 227.

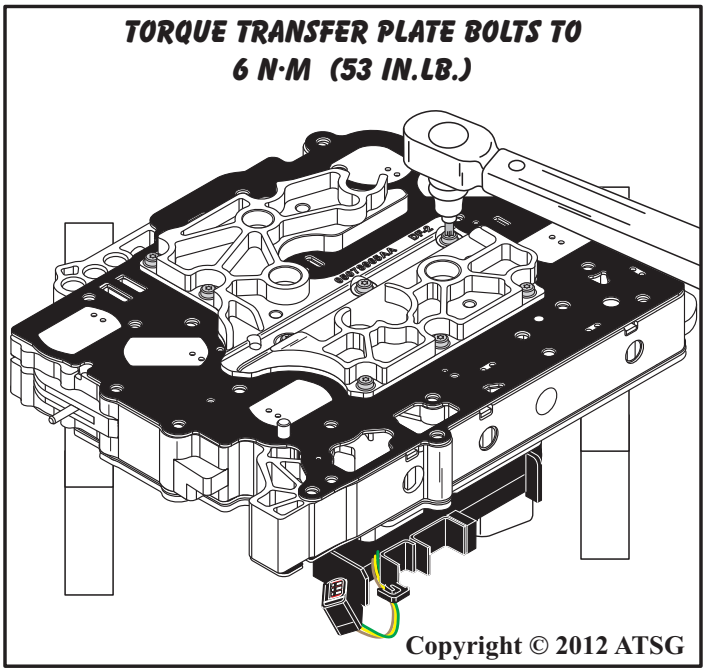


Figure 226

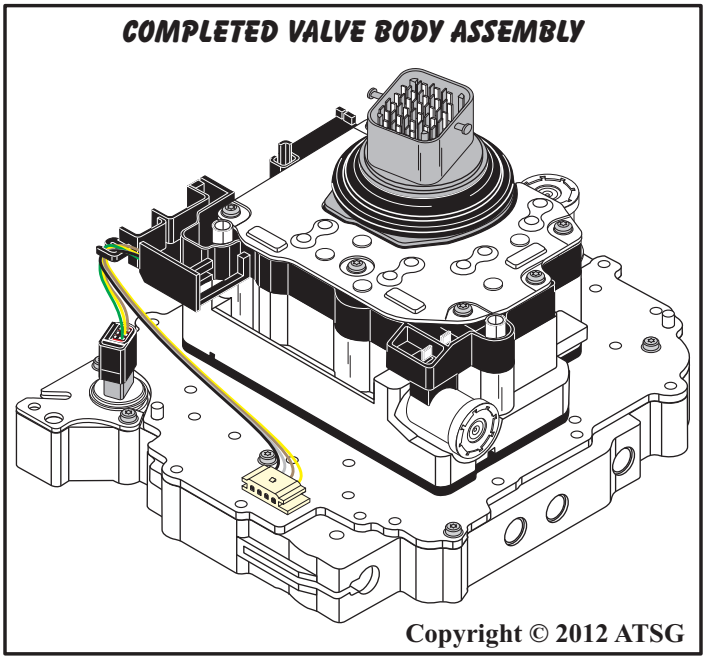


Figure 227

FINAL TRANSAXLE ASSEMBLY

1. Set the pre-assembled transaxle case assembly up on the bell housing, as shown in Figure 228.
   Note: Rear planetary carrier, final drive and the pinion gear pre-loads were all set during the case sub-assembly process.
2. Install the output planetary carrier assembly, as shown in Figure 228, using a pair of snap ring pliers and ensure it is fully seated.
   Note: Now is when we must check for proper compounder section end-play.

Final Assembly
Continued on Page 120

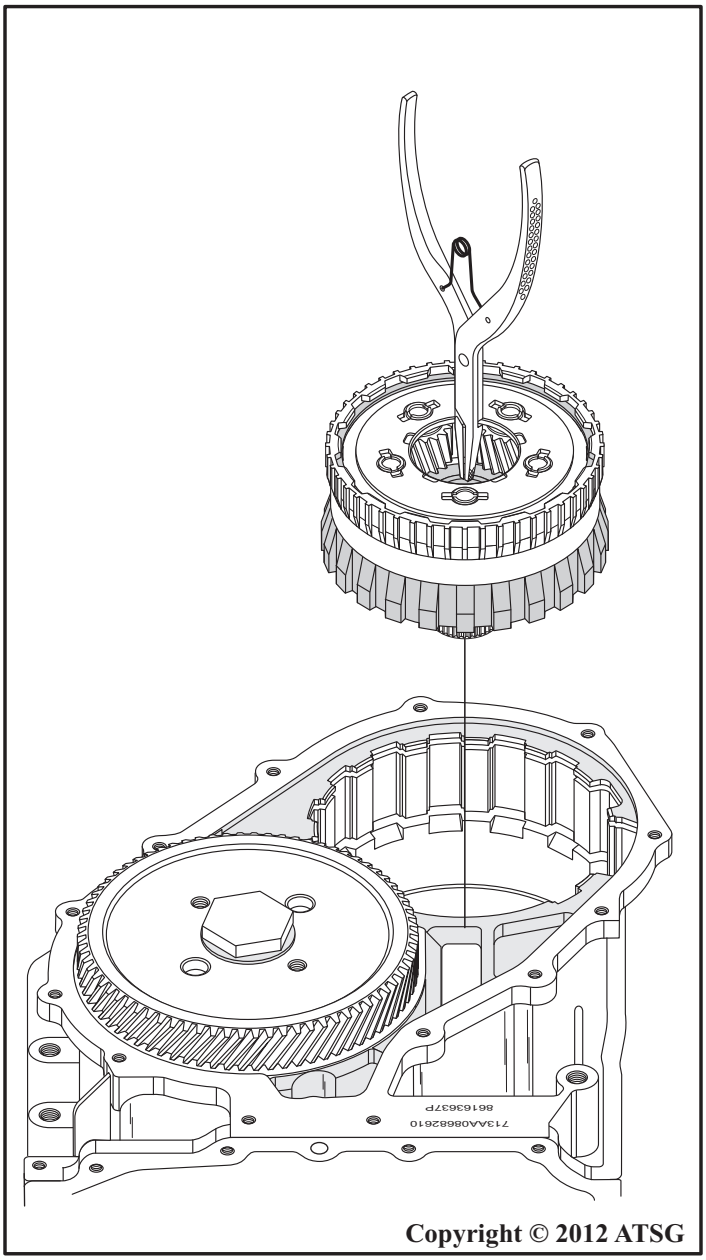


Figure 228

FINAL TRANSAXLE ASSEMBLY (CONT'D)

3. Install "H" gage into transaxle case against the surface where the low clutch housing rests, as shown in Figure 229 and 230.
4. Lower the adjustment rod to the surface of the helical cut shim in the output planetary carrier, as shown in Figure 230, and tighten adjustment rod locking knob.
5. Remove the "H" gage from case, turn it over and place on pre-assembled compounder assembly as shown in Figure 231.
6. Measure with feeler gauge between output sun gear and the adjustment rod, as shown in Figure 231.
7. The compounder end-play should measure 0.25-0.50mm (.010"- .020").
8. Change helical cut shim in the output planetary carrier as necessary to obtain proper clearance, as shown on Page 68.

Continued on Page 121

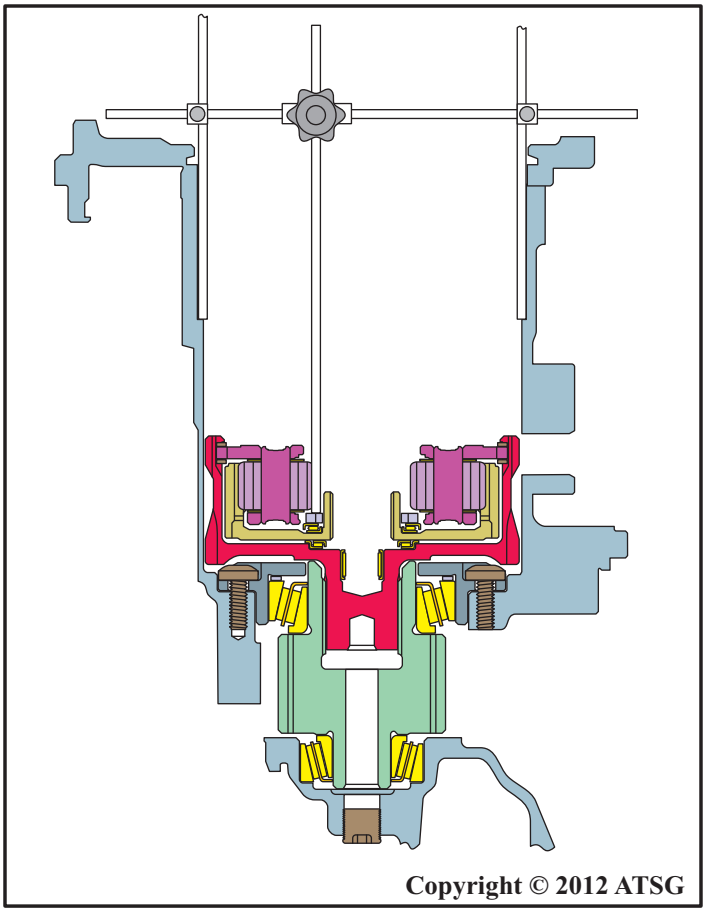

Copyright © 2012 ATSG

Figure 230

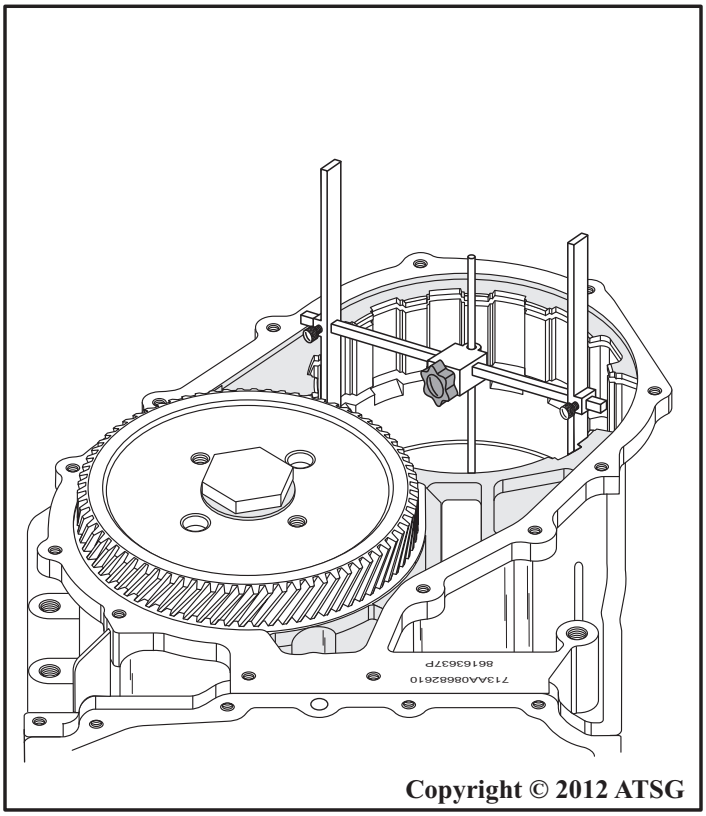

Copyright © 2012 ATSG

Figure 229

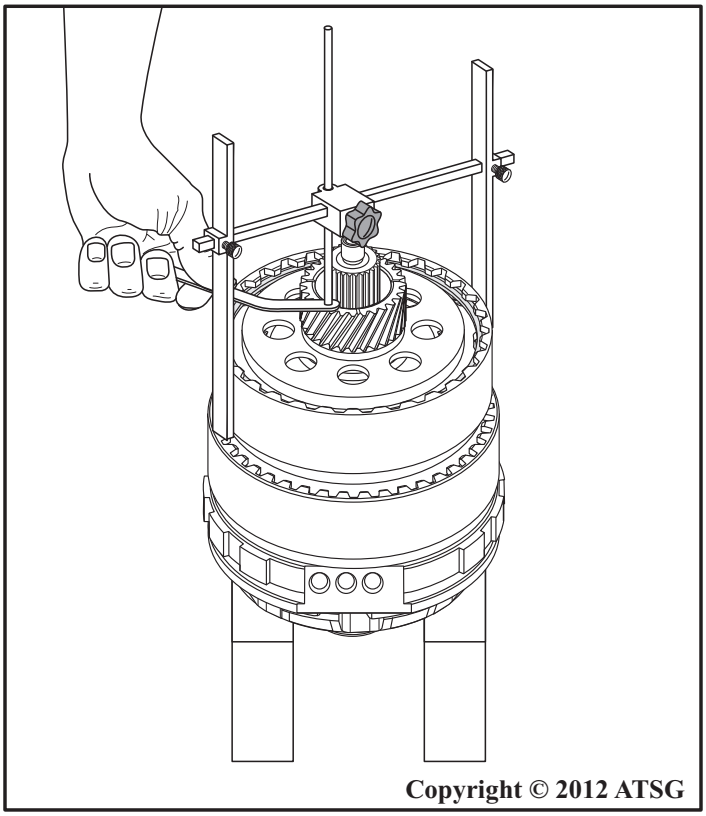
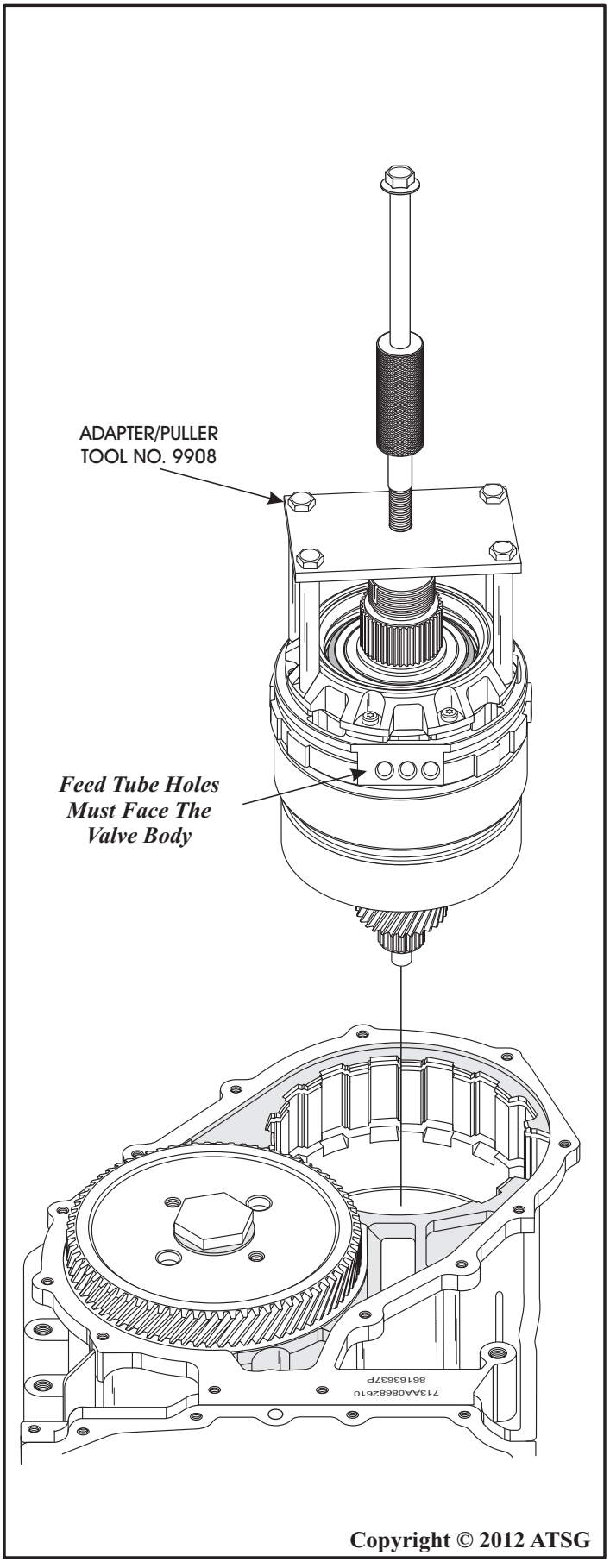

Copyright © 2012 ATSG

Figure 231

FINAL TRANSAXLE ASSEMBLY (CONT'D)

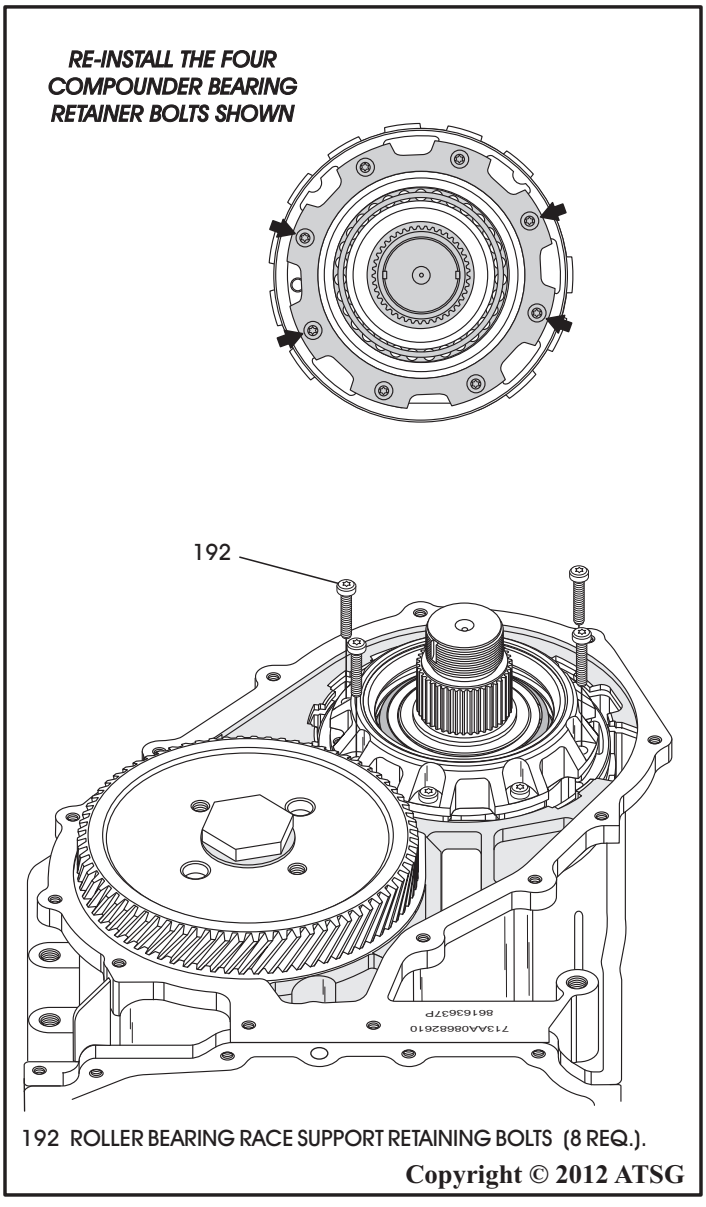
9. Install the pre-assembled compounder assembly using adapter/puller tool 9908, as shown in Figure 232.
   Note: Feed tube holes must face valve body.
   Note: The output sun gear must be rotated to engage the output planetary carrier.
10. Remove the special tool and re-install the four compounder bearing retainer bolts, as shown in Figure 233, and torque to 12 N·m (105 in.lb.).

Continued on Page 122



Copyright © 2012 ATSG

Figure 232



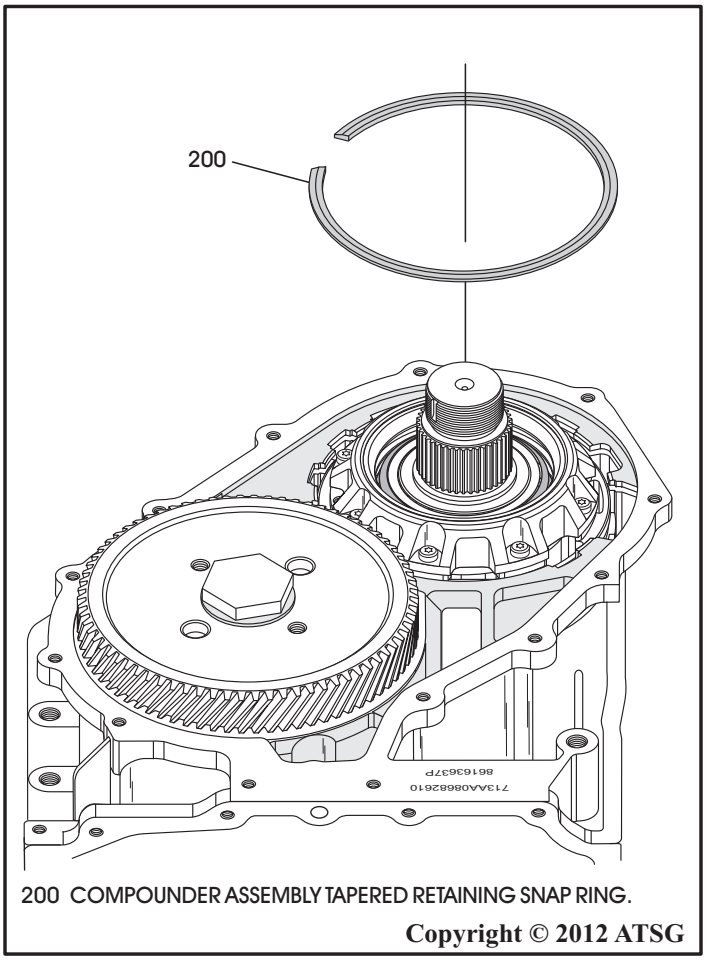
Copyright © 2012 ATSG

Figure 233

FINAL TRANSAXLE ASSEMBLY (CONT'D)

11. Install the tapered snap ring that retains the compounder assembly in the case, as shown in Figure 234, with the taper facing up.
12. Install drive transfer gear retaining bolt locking strap, as shown in Figure 235.
13. Install drive transfer gear locking tab, as shown in Figure 235.
14. Install the two retaining bolts and torque bolts to 23 N·m (17 ft.lb.).
15. Bend the locking tabs up against the head on each bolt, as shown in Figure 236.

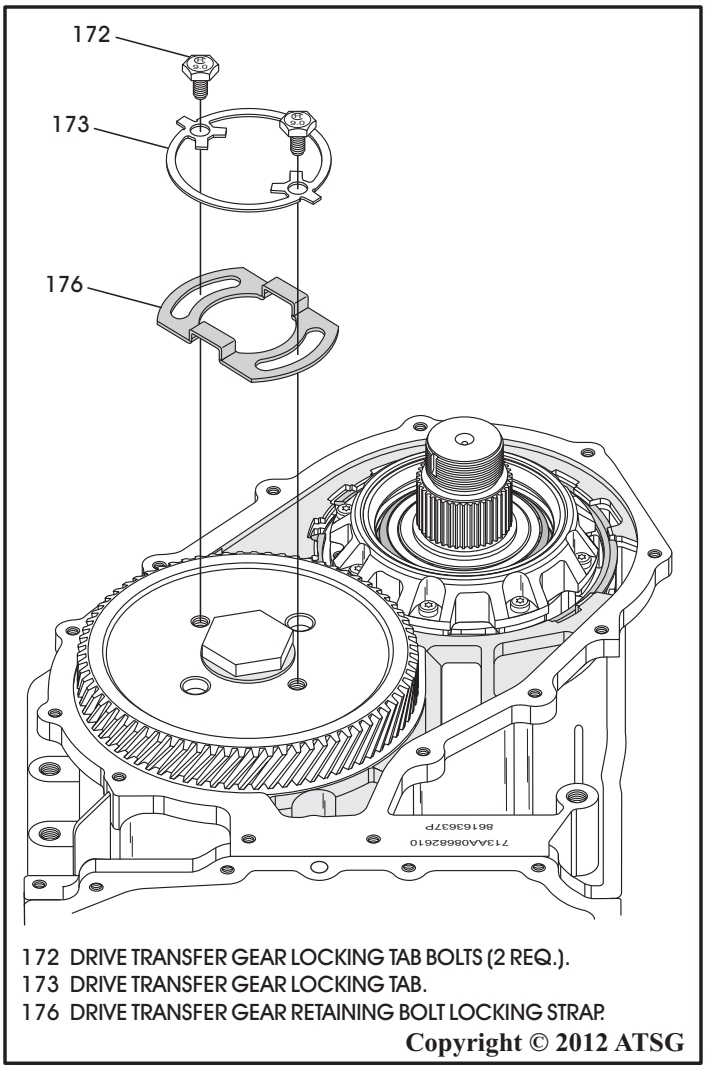
Continued on Page 123



200 COMPOUNDER ASSEMBLY TAPERED RETAINING SNAP RING.

Copyright © 2012 ATSG

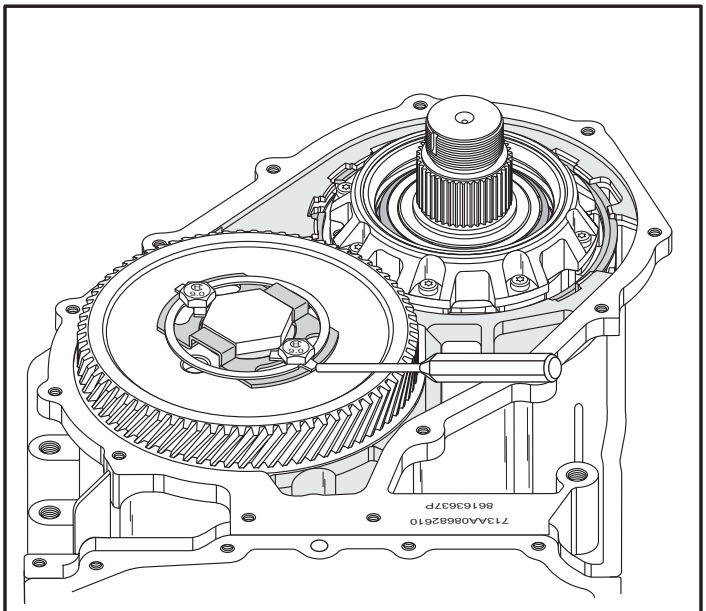
Figure 234



172 DRIVE TRANSFER GEAR LOCKING TAB BOLTS (2 REQ.).
173 DRIVE TRANSFER GEAR LOCKING TAB.
176 DRIVE TRANSFER GEAR RETAINING BOLT LOCKING STRAP.

Copyright © 2012 ATSG

Figure 235



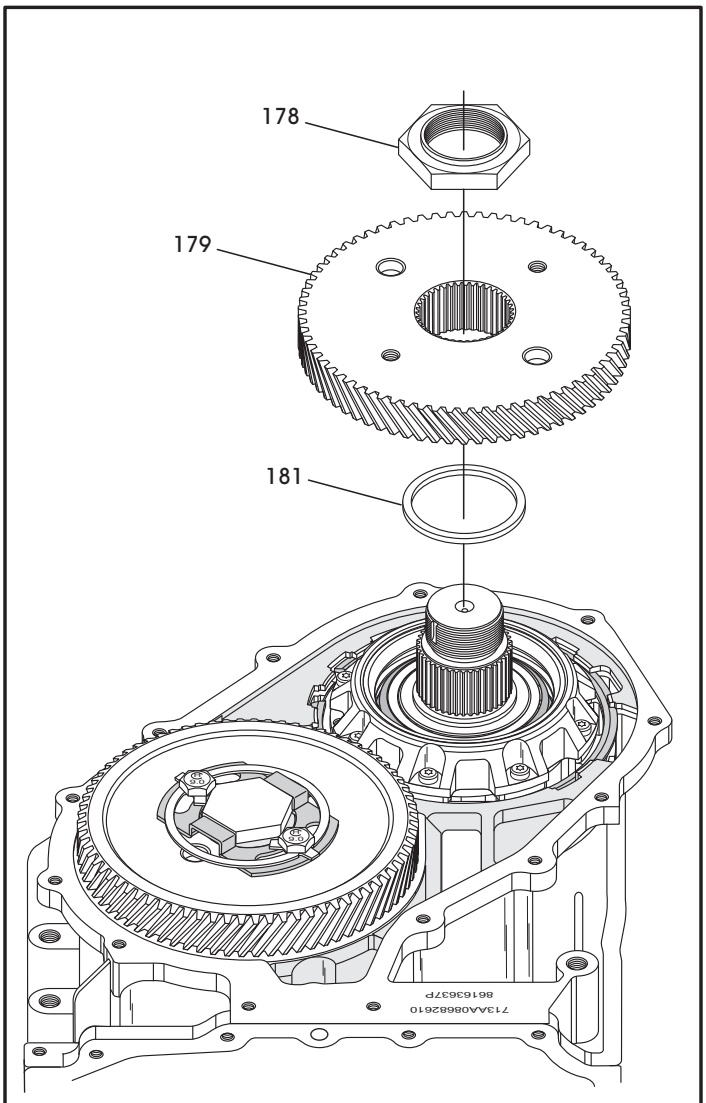
Copyright © 2012 ATSG

Figure 236

FINAL TRANSAXLE ASSEMBLY (CONT'D)

16. Install the pre-selected (Page 86) shim onto the underdrive center shaft, as shown in Figure 237.
17. Install the driven transfer gear and nut, as shown in Figure 237.
18. Torque the nut to 271 N·m (200 ft.lb.) using the gear holder tool 9739, as shown in Figure 238.
    Note: It is not necessary to re-check the rotating torque, or pre-load.
19. Stake nut in place on both sides, using a center punch, as shown in Figure 239.

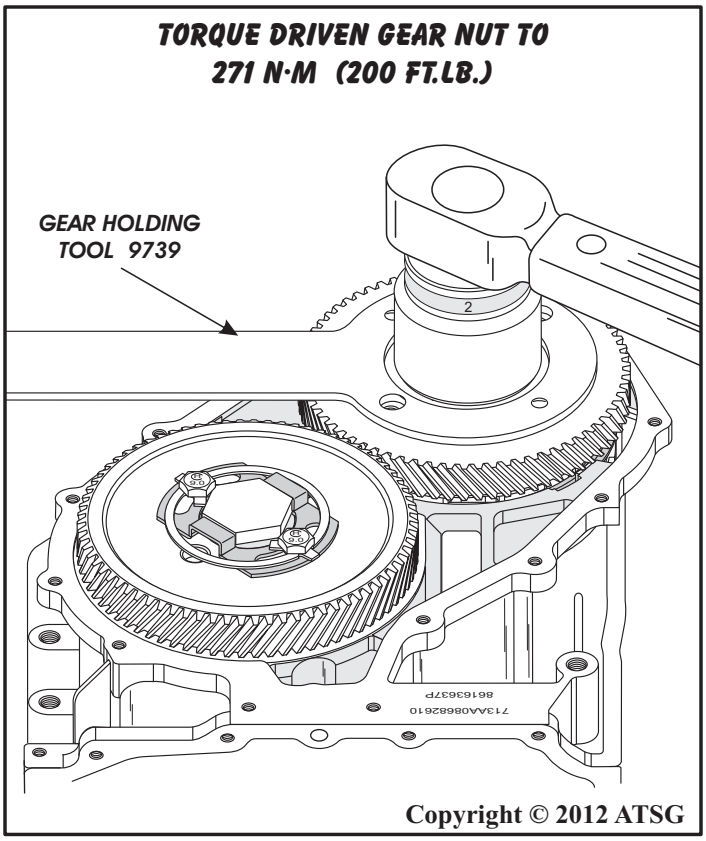
Continued on Page 124



178 DRIVEN TRANSFER GEAR LOCKING NUT.
179 DRIVEN TRANSFER GEAR ASSEMBLY.
181 DRIVEN TRANSFER GEAR "SELECTIVE" SHIM.

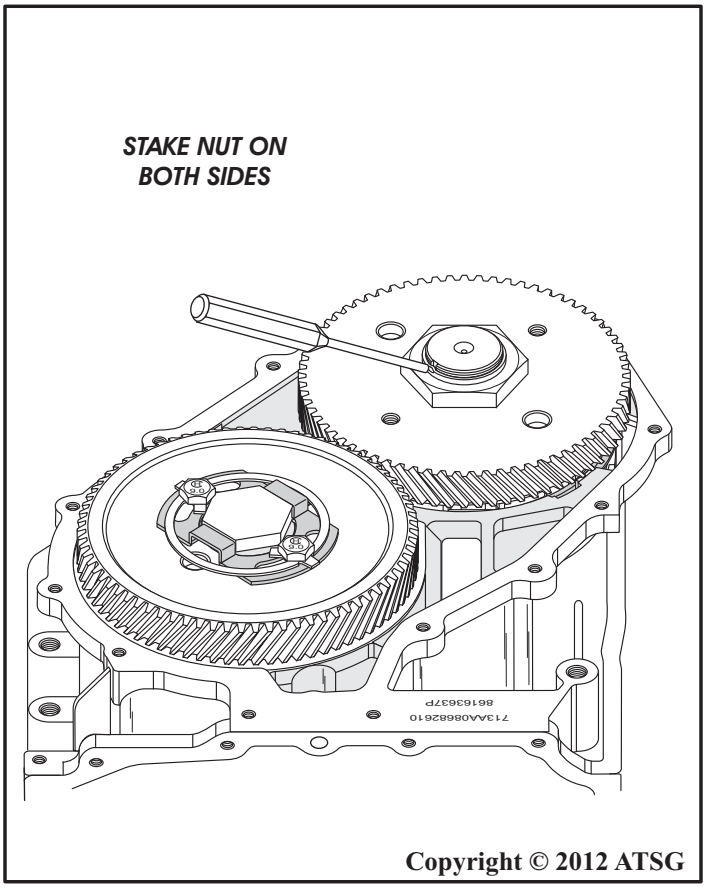
Copyright © 2012 ATSG

Figure 237



Copyright © 2012 ATSG

Figure 238



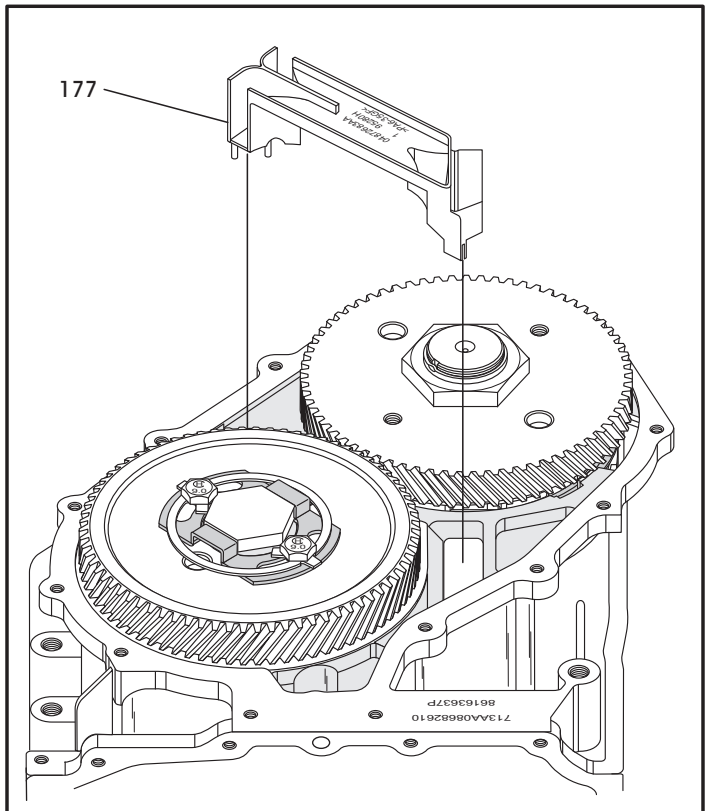
Copyright © 2012 ATSG

Figure 239

FINAL TRANSAXLE ASSEMBLY (CONT'D)

20. Install the transfer gear oil scavenger, as shown in Figure 240, by snapping into place.
21. Install a bead of Mopar® RTV, or equivalent, on transfer gear cover, as shown in Figure 241.
22. Install the transfer gear cover to the case, as shown in Figure 241.
23. Install the 13 transfer gear cover retaining bolts and the gear cover support strap (166), as shown in Figure 241.

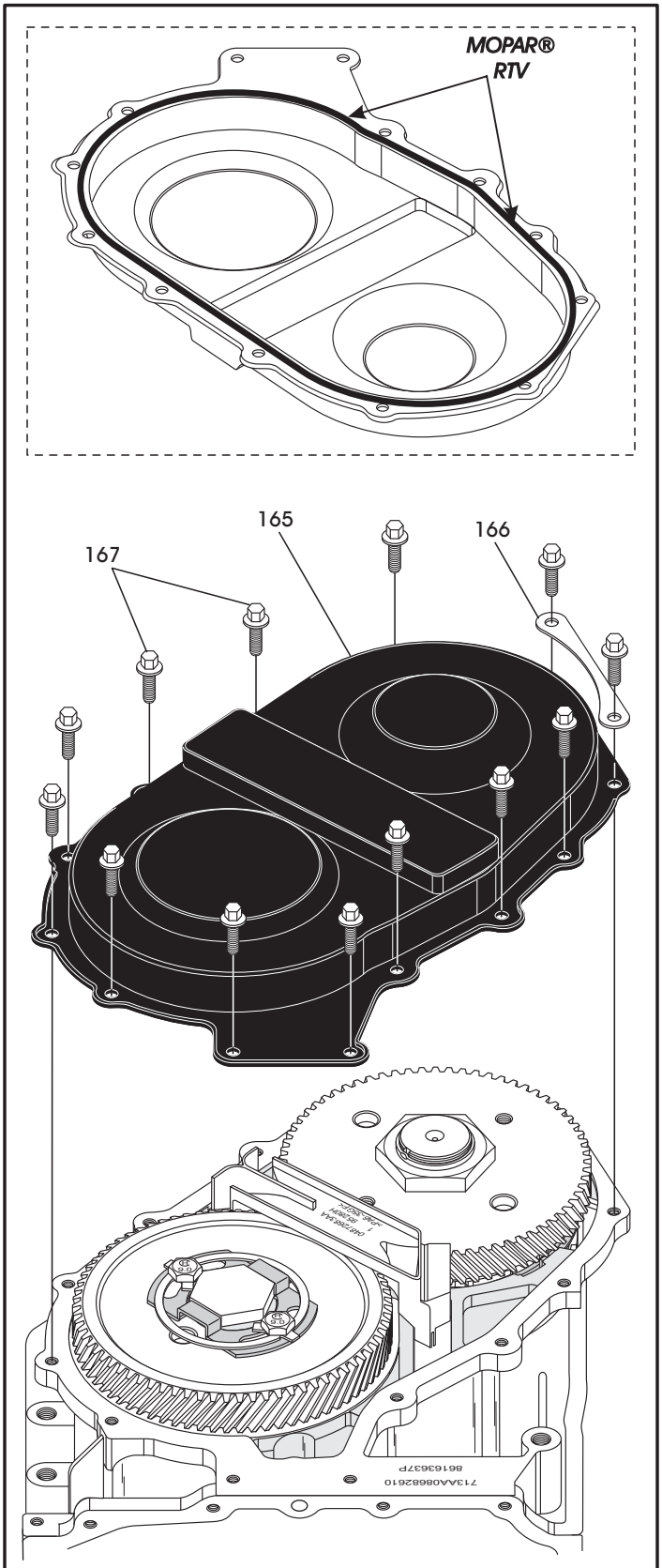
Continued on Page 125



177 TRANSFER GEAR OIL SCAVENGER.

Copyright © 2012 ATSG

Figure 240



165 TRANSFER GEAR COVER.
166 TRANSFER GEAR COVER SUPPORT STRAP.
167 TRANSFER GEAR COVER RETAINING BOLTS (13 REQUIRED).

Copyright © 2012 ATSG

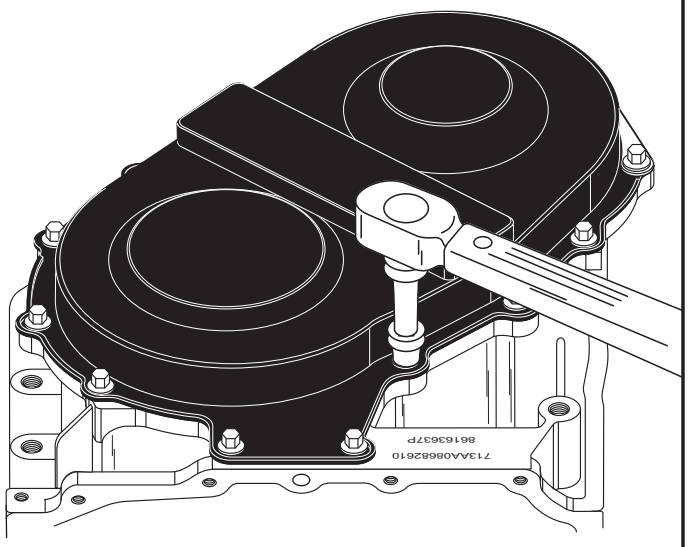
Figure 241

FINAL TRANSAXLE ASSEMBLY (CONT'D)

24. Torque the thirteen transfer gear cover bolts to 12 N·m (105 in.lb.) as shown in Figure 242.
25. Installing the low/reverse clutch pack and the 2-4 clutch pack is the next step and you must ensure that you are installing the proper clutches in the proper place, as they ***will not*** interchange.
26. The Low/Reverse friction plates are a different thickness and have different groove pattern than 2-4 friction plates, as shown in Figure 243.
27. The Low/Reverse steel plates are a different thickness than the 2-4 steel plates, as shown in Figure 243.

Continued on Page 126

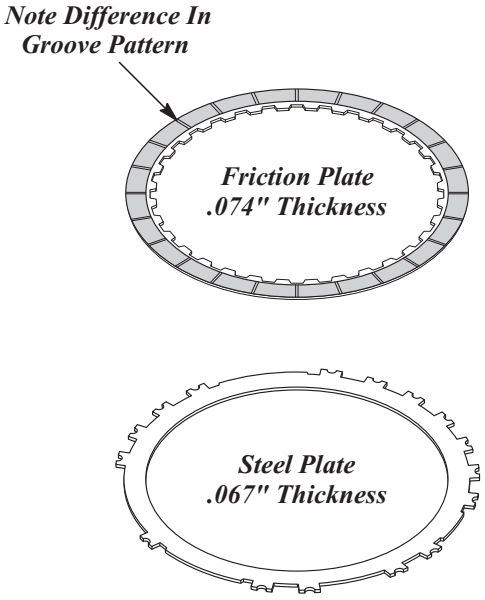
TORQUE TRANSFER GEAR COVER TO CASE BOLTS TO 12 N·M (105 IN.LB.)



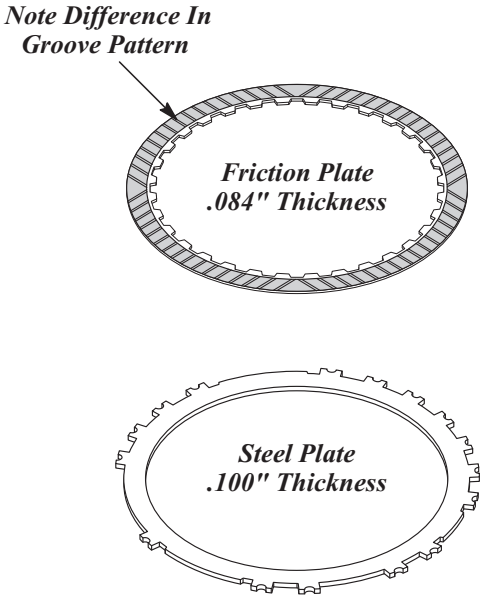
Copyright © 2012 ATSG

Figure 242

LOW/REVERSE CLUTCH PLATES

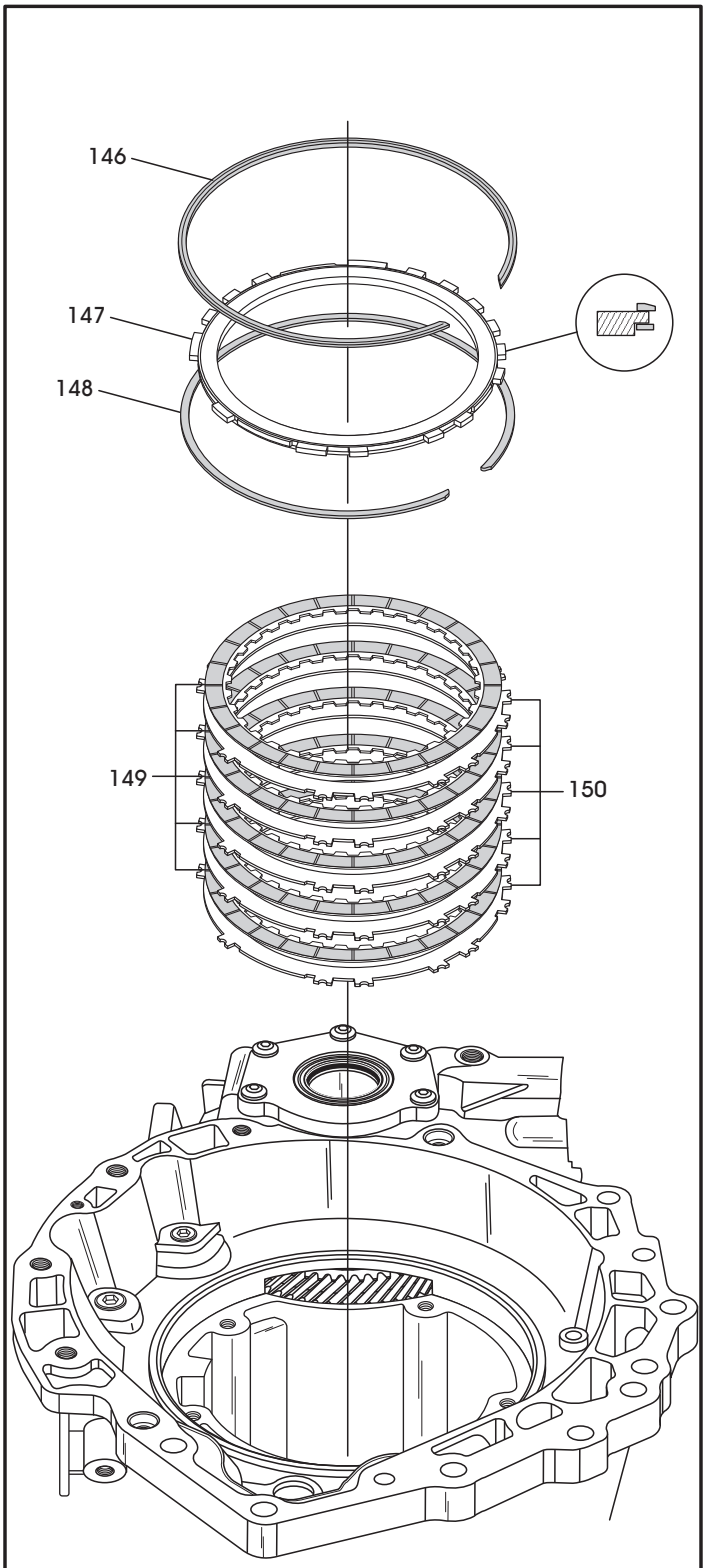


2-4 CLUTCH PLATES



Copyright © 2012 ATSG

Figure 243



146 2-4 & LOW/REVERSE PRESSURE PLATE "TAPERED" SNAP RING.
147 2-4 & LOW/REVERSE CLUTCH PRESSURE PLATE.
148 2-4 & LOW/REVERSE PRESSURE PLATE "FLAT SNAP RING.
149 LOW/REVERSE CLUTCH FRICTION PLATES, .074" THICK (5 REQ).
150 LOW/REVERSE CLUTCH STEEL PLATES, .067" THICK (5 REQ.).

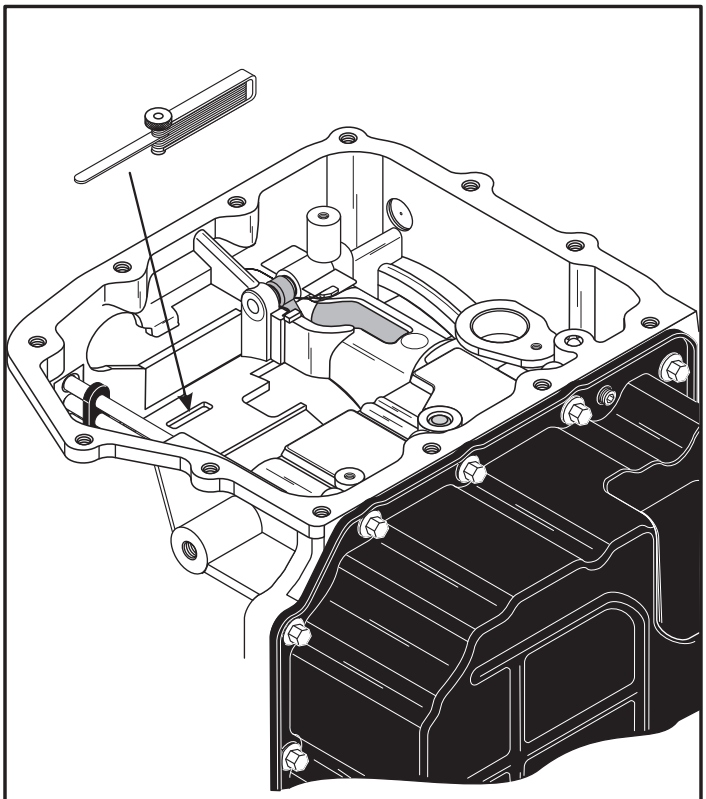
Copyright © 2012 ATSG

Figure 244

FINAL TRANSAXLE ASSEMBLY (CONT'D)

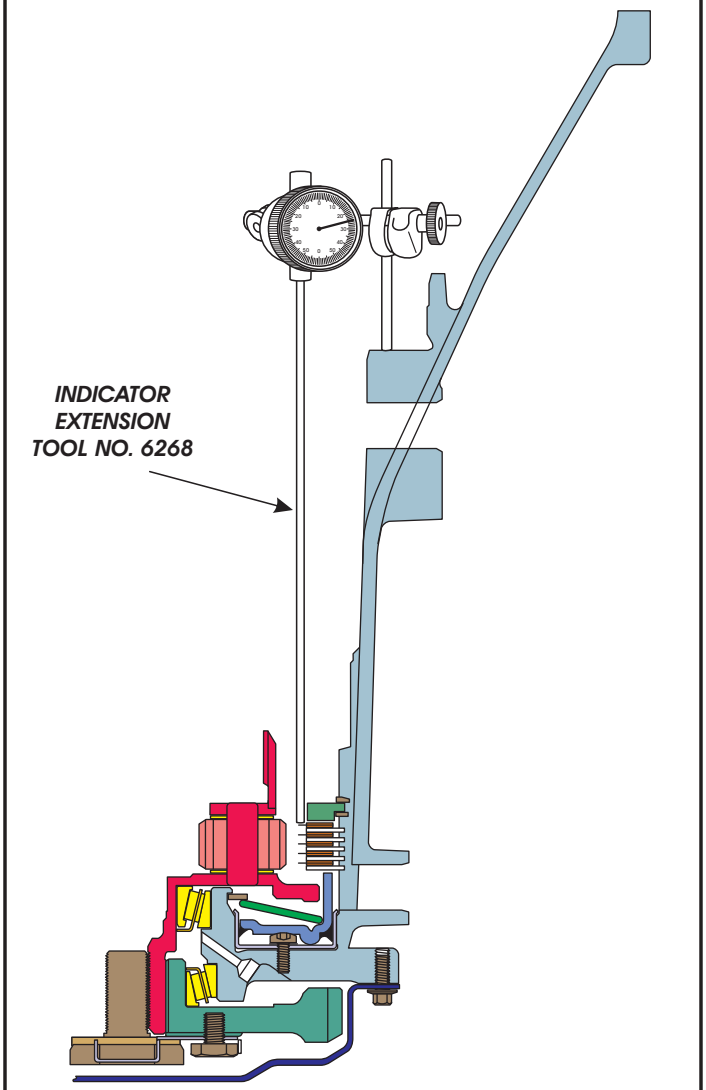
28. Install the low/reverse clutch plates beginning with a steel plate and alternating with a friction plate, as shown in Figure 244, until you have installed 5 of each, leaving out the last friction until the flat snap ring is installed.
Note: All clutch plates should be soaked in the proper fluid for 1 hour, prior to assembly.
29. Install the low/reverse clutch pressure plate flat snap ring (148) into the case groove, as shown in Figure 244.
Note: Flat snap ring with opening between the 2:00 and 3:00 O'clock position.
30. Now, you can install the last friction plate.
31. Install the low/reverse clutch pressure plate with the flat side facing up, as shown in Figure 244.
32. Install the low/reverse clutch pressure plate "tapered" snap ring with the tapered side facing up, as shown in Figure 244.
Note: Tapered snap ring with opening between the 9:00 and 10:00 O'clock position.
33. Tap the tapered snap ring into the groove with large screwdriver around the perimeter until it is fully seated.

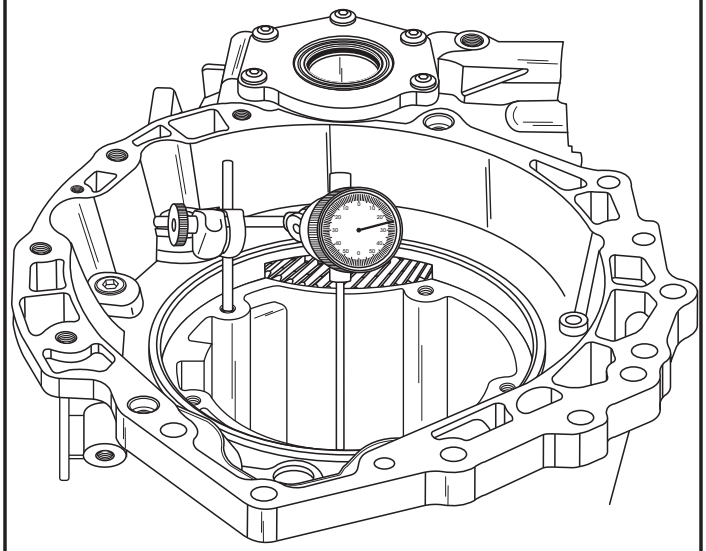
Continued on Page 127



Copyright © 2012 ATSG

Figure 245





Copyright © 2012 ATSG

Figure 246

FINAL TRANSAXLE ASSEMBLY (CONT'D)

34. Mount a dial indicator to the case and zero the indicator against tooth of the low/reverse friction plate, as shown in Figure 246.
Note: Requires longer dial indicator actuating rod, Tool No. 6268.
35. Apply 30 psi of air pressure or lift with picks and record the dial indicator reading.
36. The correct low/reverse clutch clearance should be 0.89-1.47mm (.035"- .058").
37. Change the selective pressure plate as necessary using the chart in Figure 247, to obtain proper low/reverse clutch clearance.

Alternatives To Dial Indicator With Long Actuating Rod

A. Feeler gauge bent at 90 degrees to access the clutches past the front planetary ring gear.
B. Using small distributor point feeler gauge thru small access slot in bottom of case, as shown in Figure 245.
C. Loading case with the L/R clutches and the 2-4 clutch assembly, after L/R piston is installed and "before" rear planetary carrier is installed, checking clutch clearance and then removing them for final assembly. This way clearance can be checked easily with feeler gauge.

Continued on Page 128

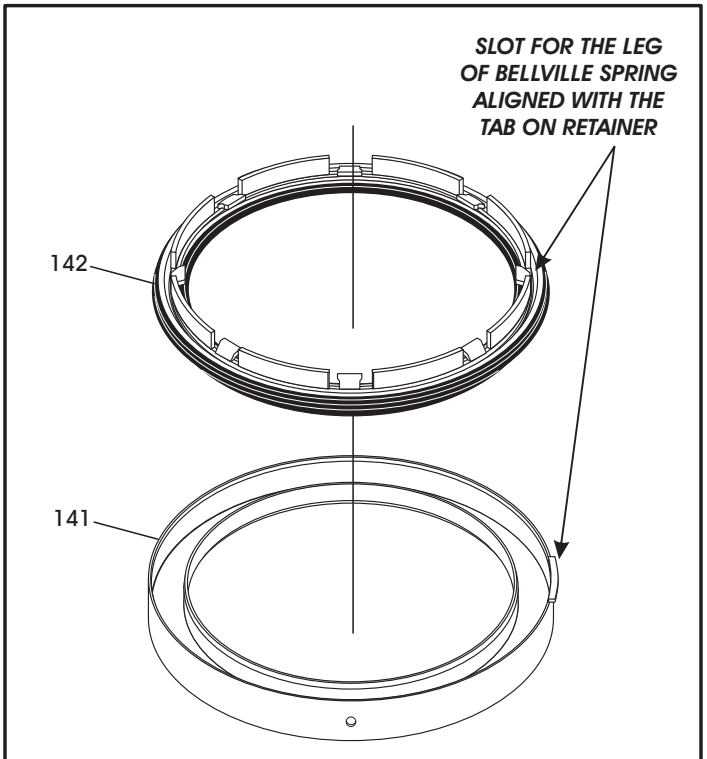
Low/Reverse Clutch Clearance Should Be 0.89-1.47mm (.035"- .058")	
Low/Reverse Pressure Plate Chart	
Plate Thickness	*Part Number**
5.88mm (.232")	*4799846AA*
6.14mm (.242")	*4799847AA*
6.40mm (.252")	*4799848AA*
6.66mm (.262")	*4799849AA*
6.92mm (.273")	*4799855AA*
Copyright © 2012 ATSG	** At time of printing*

Figure 247

FINAL TRANSAXLE ASSEMBLY (CONT'D)

38. Lubricate new 2-4 clutch piston with a small amount of Trans-Jel® and install it into the 2-4 clutch retainer, as shown in Figure 248.
Note: Rotate the piston in the retainer until the slot for one of the legs of the bellville return spring is "perfectly" aligned with the locating tab on the retainer, as shown in Figure 248.
39. Install the 2-4 clutches into the case beginning with a friction plate and alternating with steel plates, as shown in Figure 249, until you have installed 4 of each.
Note: All clutch plates should be soaked in the proper fluid for 1 hour, prior to assembly.
40. Install the 2-4 clutch bellville return spring on top of the last steel plate in the direction shown in Figure 249.
Note: Rotate the bellville spring so that center of one leg is on same centerline as the slot in case for the 2-4 retainer locating tab, as shown in Figure 249.

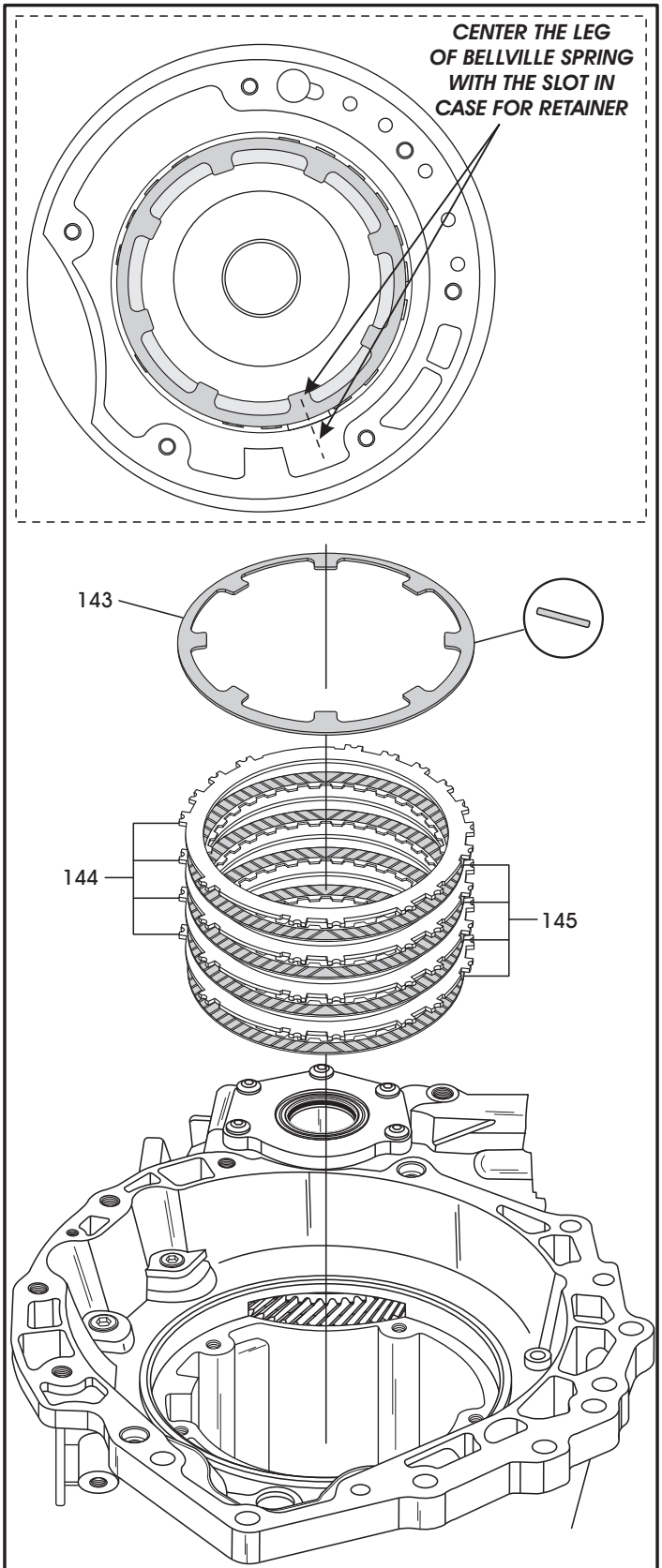
Continued on Page 129



141 2-4 CLUTCH PISTON RETAINER.
142 2-4 CLUTCH APPLY PISTON.

Copyright © 2012 ATSG

Figure 248



143 2-4 CLUTCH "BELLVILLE" RETURN SPRING.
144 2-4 CLUTCH STEEL PLATES, .100" THICK (4 REQUIRED).
145 2-4 CLUTCH FRICTION PLATES, .084" THICK (4 REQUIRED).

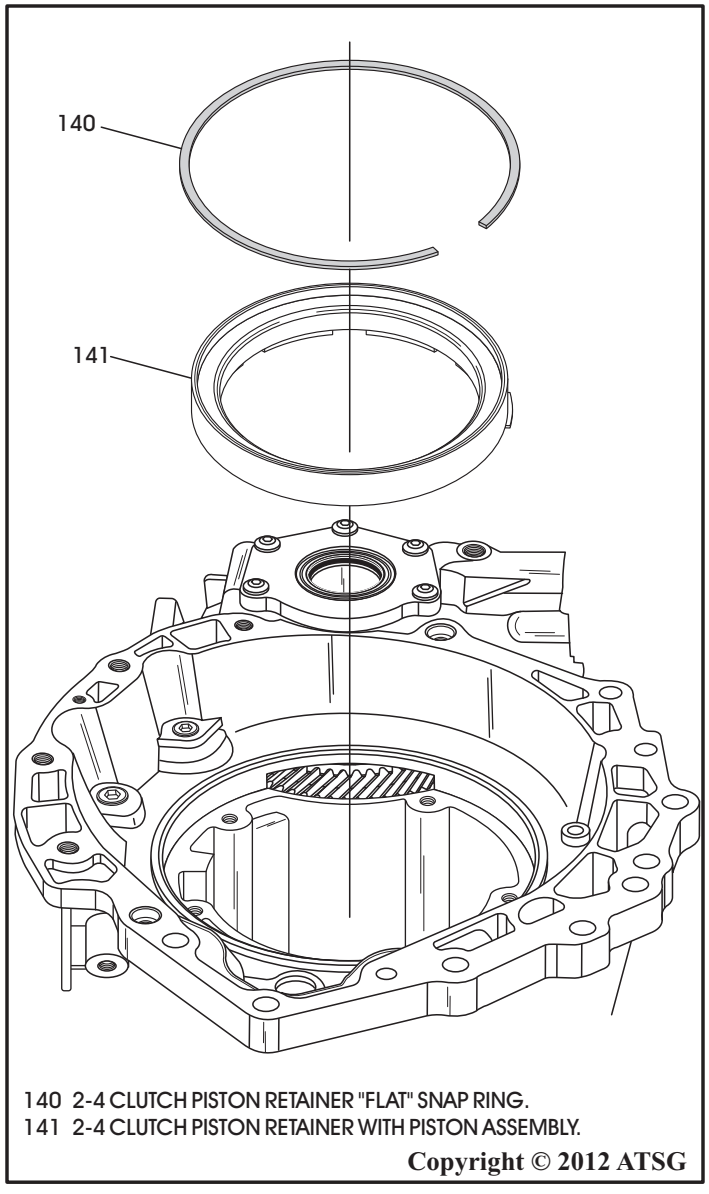
Copyright © 2012 ATSG

Figure 249

FINAL TRANSAXLE ASSEMBLY (CONT'D)

41. Install 2-4 clutch retainer with piston assembly, as shown in Figure 250.
    Note: It should fall right into place, if you have followed the alignment instructions on the previous page.
42. Compress the retainer and install the 2-4 clutch retainer snap ring, as shown in Figure 250.
43. Mount a dial indicator to the case and zero the indicator against tooth of the 2-4 friction plate, as shown in Figure 251.
    Note: Requires longer dial indicator actuating rod, Tool No. 6268.
    Note: Refer to Page 127 for alternatives.
44. Apply 30 psi of air pressure or lift with picks and record the dial indicator reading.
45. The correct 2-4 clutch clearance should be 0.76-2.64mm (.030"- .104").
46. If clearance is outside this range, the 2-4 clutch is assembled improperly.
    Note: There are no selectives for 2-4 clutch.

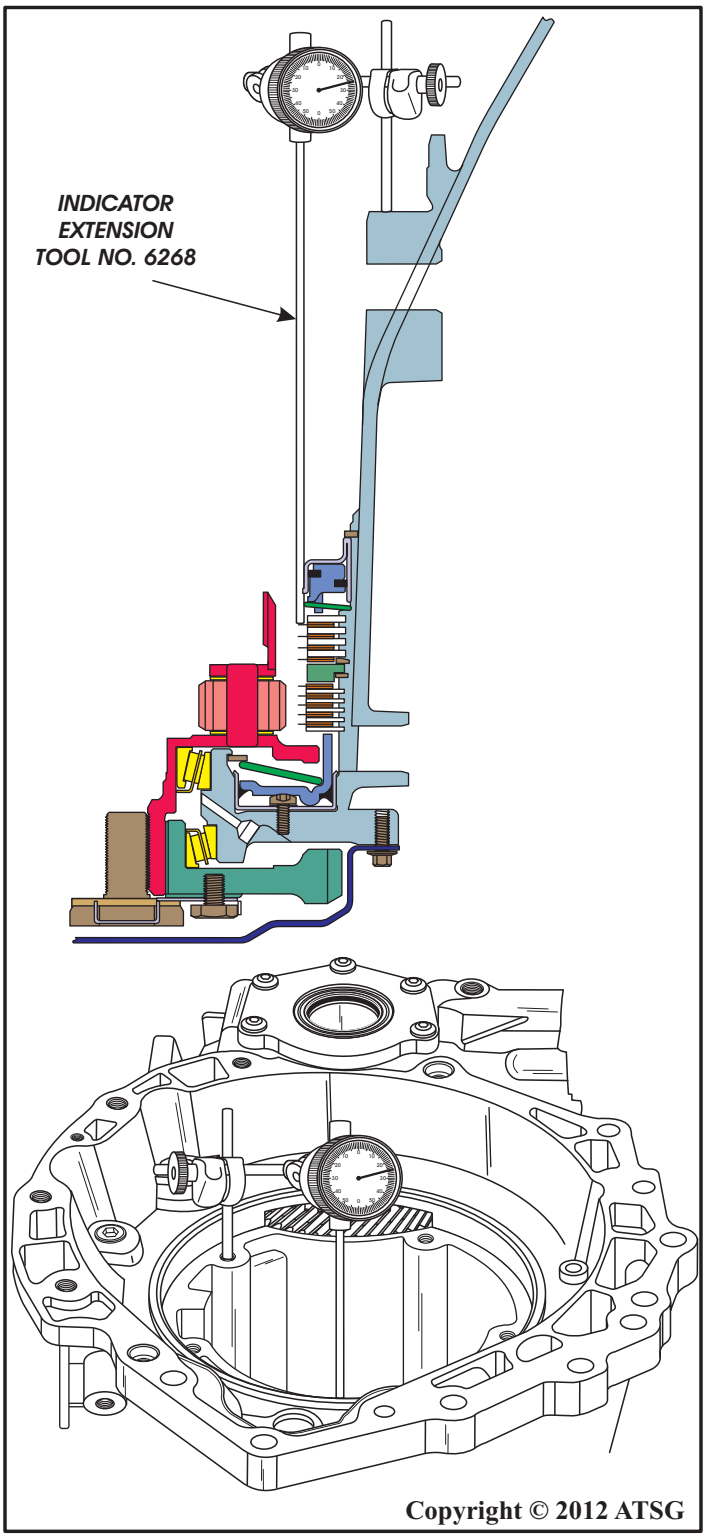
Continued on Page 130



140 2-4 CLUTCH PISTON RETAINER "FLAT" SNAP RING.
141 2-4 CLUTCH PISTON RETAINER WITH PISTON ASSEMBLY.

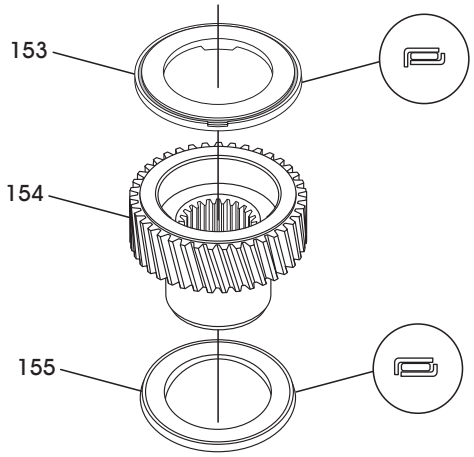
Copyright © 2012 ATSG

Figure 250



Copyright © 2012 ATSG

Figure 251



153 NUMBER 6 THRUST BEARING.
154 REAR SUN GEAR.
155 NUMBER 7 THRUST BEARING.

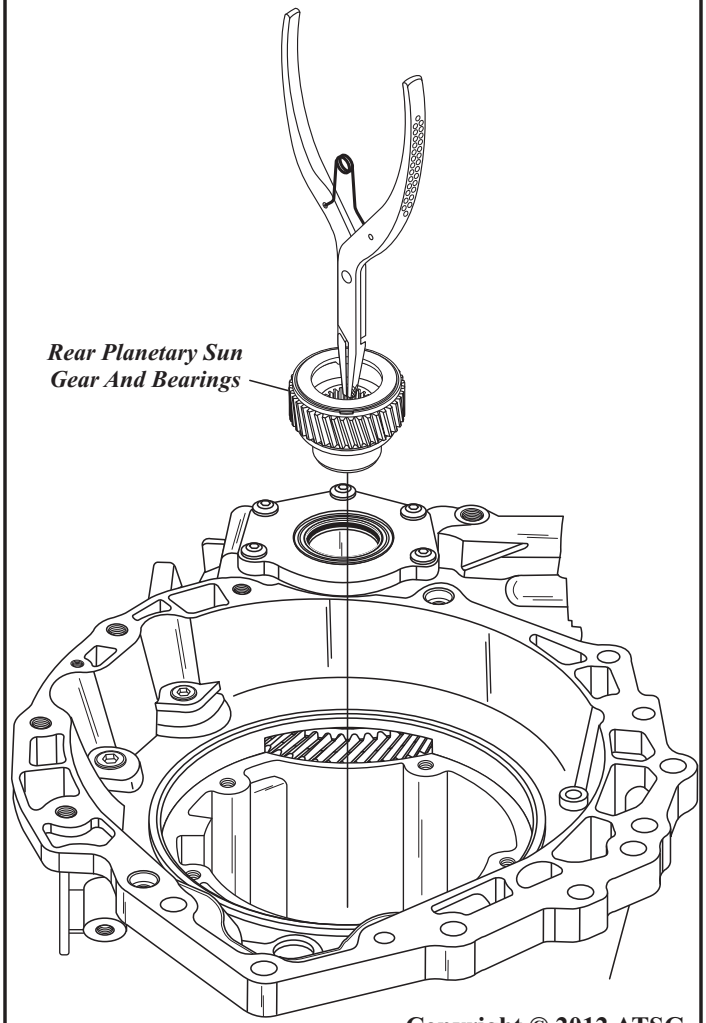
Copyright © 2012 ATSG

Figure 252

FINAL TRANSAXLE ASSEMBLY (CONT'D)

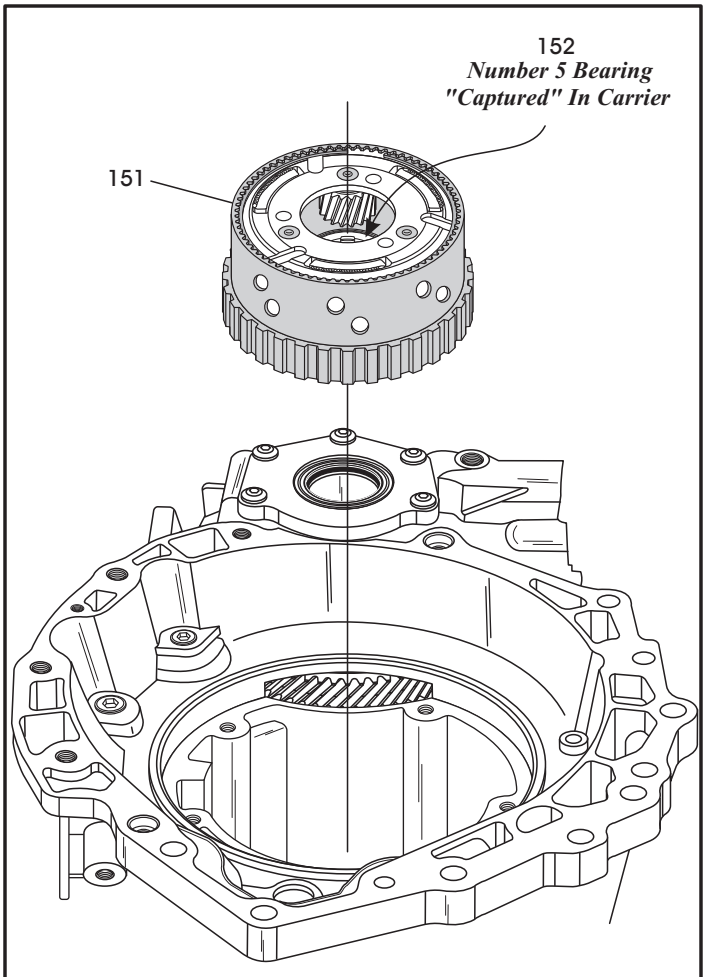
47. Install number 7 thrust bearing on bottom of the rear planetary sun gear in the direction shown in Figure 252 and retain with Trans-Jel®.
48. Install number 6 thrust bearing on top of the rear planetary sun gear in the direction shown in Figure 252 and retain with Trans-Jel®.
49. Install the rear planetary sun gear and bearings as an assembly using a pair of snap ring pliers, as shown in Figure 253, by rotating to engage planetary gears until fully seated.
50. Install the front planetary carrier and ring gear, as shown in Figure 254, by rotating back and forth to fully engage the low/reverse clutches. ***Note: Number 5 thrust bearing is captured in front planetary carrier.***

Continued on Page 131



Copyright © 2012 ATSG

Figure 253



151 FRONT PLANETARY CARRIER & REAR RING GEAR ASSEMBLY.
152 NUMBER 5 THRUST BEARING (CAPTURED).

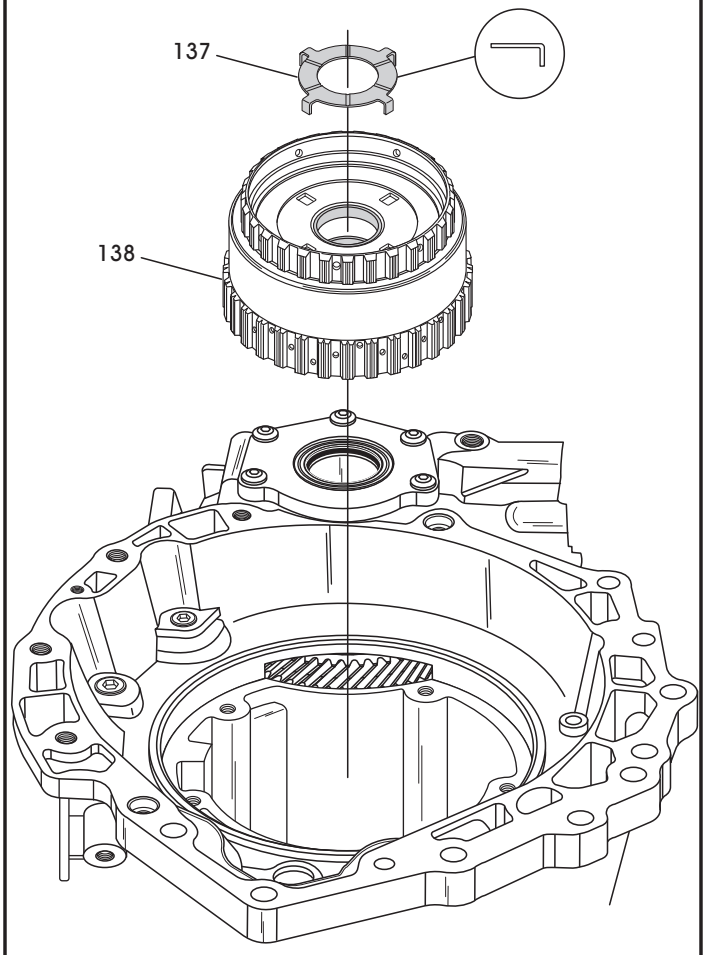
Copyright © 2012 ATSG

Figure 254

FINAL TRANSAXLE ASSEMBLY (CONT'D)

51. Install reverse clutch hub and sun gear assembly, as shown in Figure 255, by rotating back and forth to engage the 2-4 clutches until it is fully seated.
52. Install the number 4 thrust washer, as shown in Figure 255, and retain with Trans-Jel®.
53. Ensure that number 4 "selective" thrust plate is still stuck to pre-assembled input housing with a liberal amount of Trans-Jel®, as shown in Figure 256.
    Note: Number 4 selective thrust plate is used to set transaxle end-play.

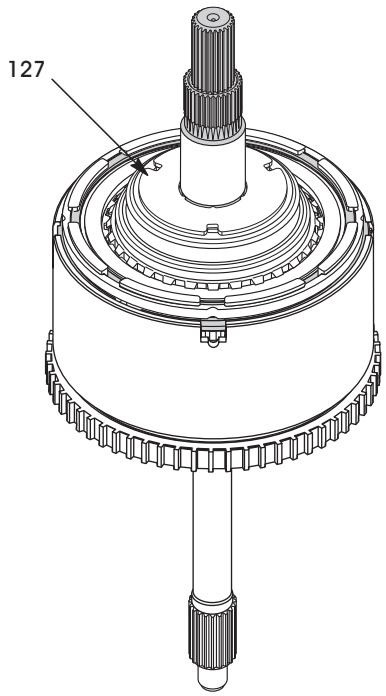
Continued on Page 132



137 NUMBER 4 THRUST WASHER.
138 REVERSE CLUTCH HUB & FRONT SUN GEAR ASSEMBLY.

Copyright © 2012 ATSG

Figure 255



127 NUMBER 4 "SELECTIVE" THRUST PLATE.

Copyright © 2012 ATSG

Figure 256

FINAL TRANSAXLE ASSEMBLY (CONT'D)

54. Install pre-assembled input housing assembly, as shown in Figure 257, by rotating back and forth until it is fully seated.
    Note: The input housing is fully seated when the teeth on input clutch hub are centered in the input speed sensor bore (See Figure 258).
55. Install the number 1 thrust bearing over input shaft and into housing in the direction shown in Figure 257.
56. Install "H" gage on transaxle case pump surface, as shown in Figure 259, and lower adjustment rod down inside the housing to the surface of the number 1 thrust bearing and tighten adjustment rod locking knob.
    Note: Adjustment rod "must" be resting on the number 1 thrust bearing.

Continued on Page 131

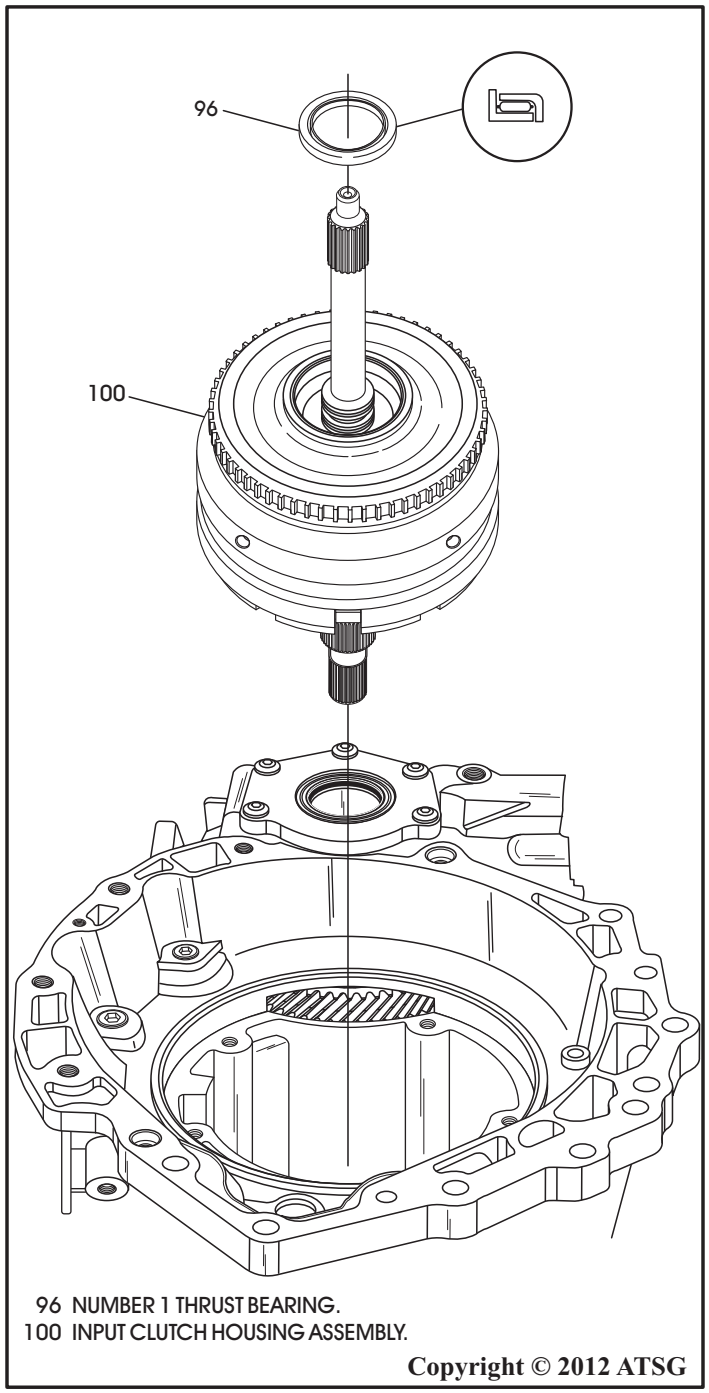


Figure 257

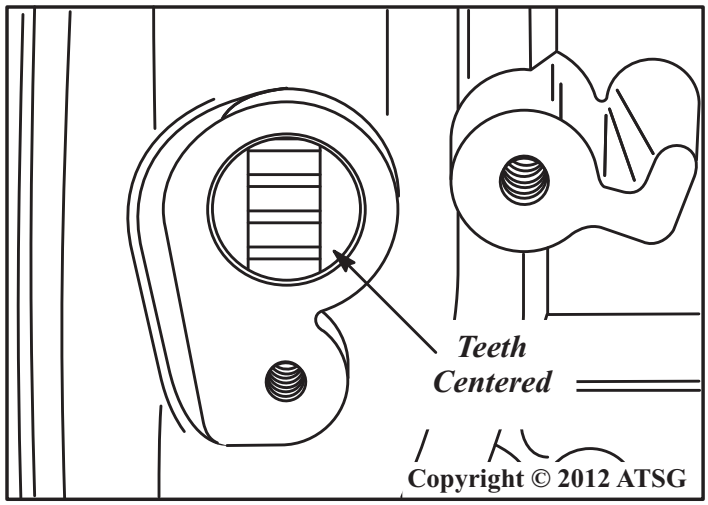


Figure 258

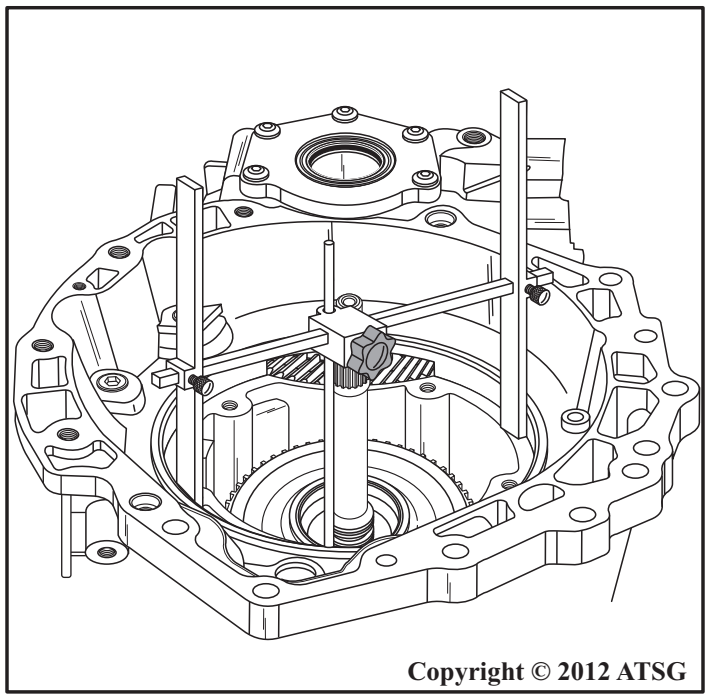


Figure 259

FINAL TRANSAXLE ASSEMBLY (CONT'D)

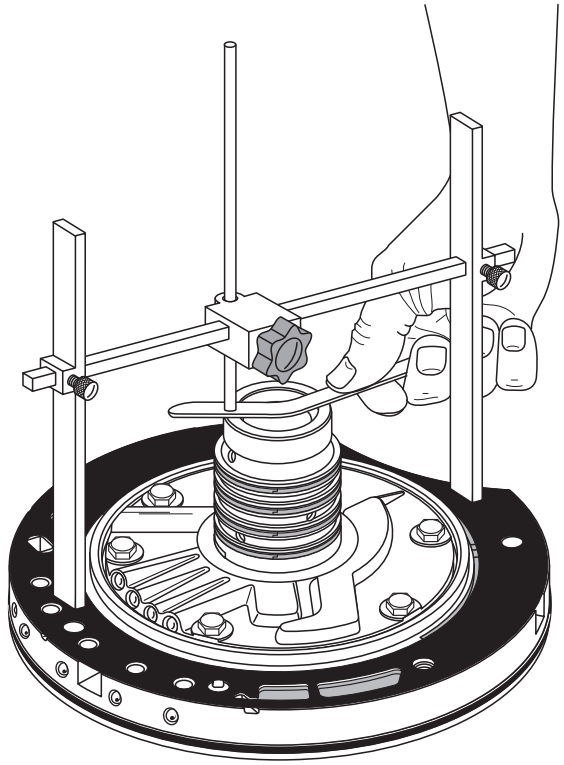
57. Now turn "H" gage over and set it on completed oil pump assembly, as shown in Figure 260, with adjustment rod over the pump tower and pump gasket in place.
    Note: Oil pump to case gasket "must" be in place for this measurement.
58. Measure between adjustment rod and oil pump tower to determine transaxle end-play, as shown in Figure 260.
59. Transaxle end-play for this unit should be 0.13-0.64mm (.005"- .025").
60. Change the number 4 thrust plate as necessary using the chart in Figure 261.
61. Install ***new*** cooler by-pass valve, as shown in Figure 262, with "O" ring end towards the rear of case.
    Note: If transaxle failure has occurred, it is mandatory that the cooler by-pass valve be replaced. Do not re-use or attempt to clean the cooler by-pass valve.

Continued on Page 134

Number 4 Thrust Plate Transaxle End-play Chart	
Shim Thickness	***Part Number****
1.60mm (.063")	*4431665AB*
1.73mm (.068")	*3836237AB*
1.80mm (.071")	*4431666AB*
1.96mm (.077")	*3836238AB*
2.03mm (.080")	*4431667AB*
2.16mm (.085")	*3836239AB*
2.24mm (.088")	*4431668AB*
2.39mm (.094")	*3836240AB*
2.46mm (.097")	*4431669AB*
2.62mm (.103")	*3836241AB*
2.67mm (.105")	*4446670AB*
2.90mm (.114")	*4446671AB*
Copyright © 2012 ATSG	****At time of printing***

Figure 261

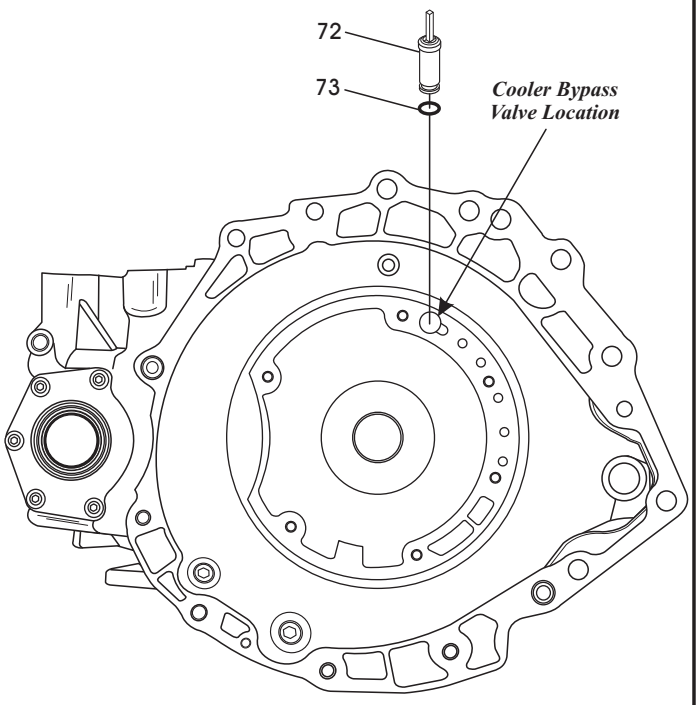
Transaxle End-play Should Be 0.13-0.64mm (.005"- .025")



Copyright © 2012 ATSG

Figure 260

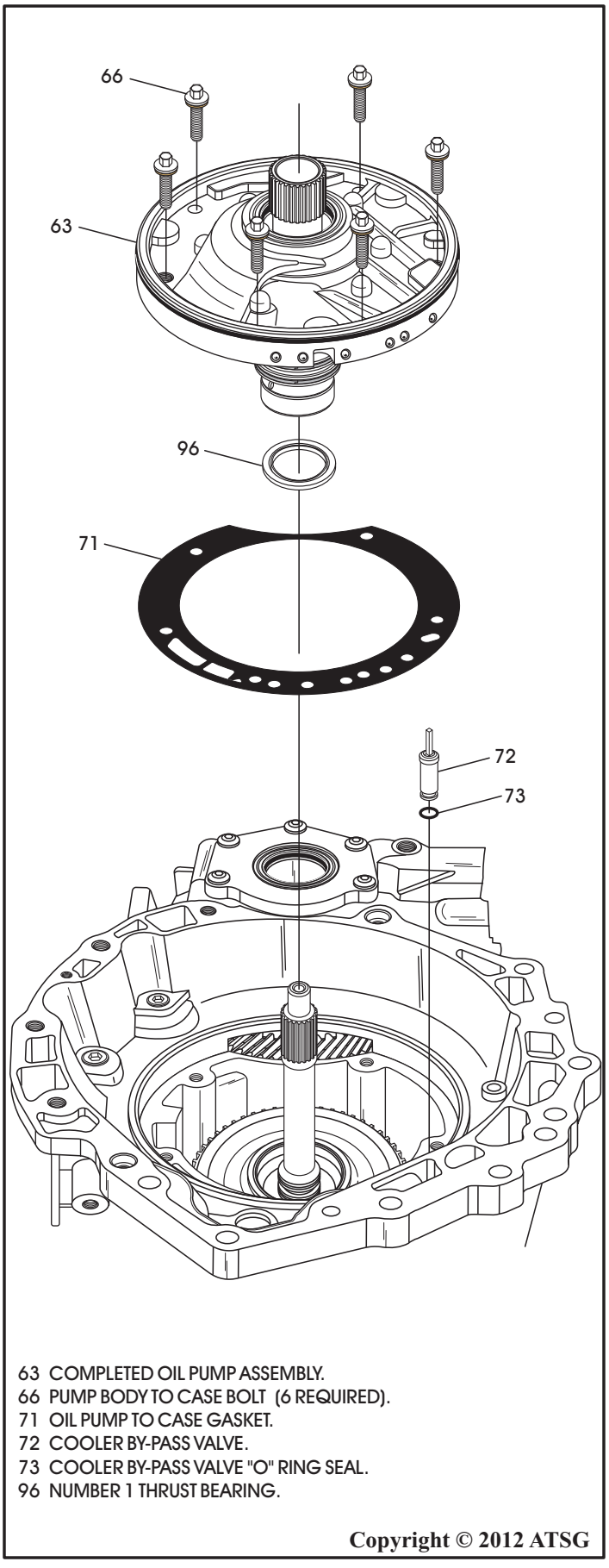
If transaxle failure has occurred, the cooler by-pass valve "must" be replaced. Do not re-use or attempt to clean valve.



72 COOLER BY-PASS VALVE.
73 COOLER BY-PASS VALVE "O" RING SEAL.

Copyright © 2012 ATSG

Figure 262



63 COMPLETED OIL PUMP ASSEMBLY.
66 PUMP BODY TO CASE BOLT (6 REQUIRED).
71 OIL PUMP TO CASE GASKET.
72 COOLER BY-PASS VALVE.
73 COOLER BY-PASS VALVE "O" RING SEAL.
96 NUMBER 1 THRUST BEARING.

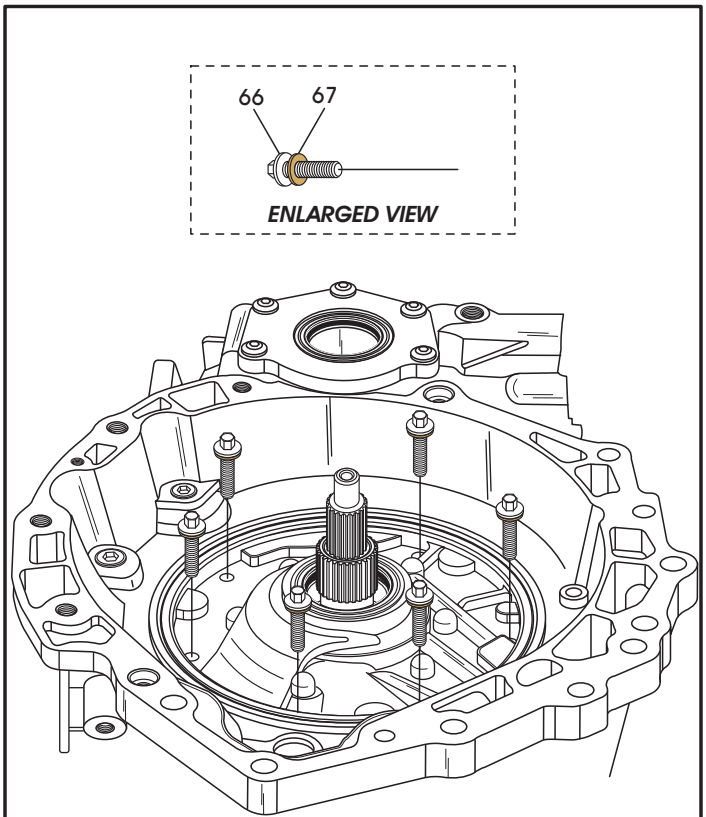
Copyright © 2012 ATSG

Figure 263

FINAL TRANSAXLE ASSEMBLY (CONT'D)

62. Ensure that number 1 thrust bearing is in place in the input housing (See Figure 263).
63. Install new oil pump to case gasket into the case, as shown in Figure 263.
64. Install the completed oil pump assembly into the case, as shown in Figure 263.
65. Install new brass sealing washers on each of the six oil pump to case bolts (See Figure 264).
66. Install the six oil pump to case bolts, as shown in Figure 264.

Continued on Page 135



66 PUMP BODY TO CASE BOLT (6 REQUIRED).
67 PUMP BODY TO CASE "BRASS" WASHER (6 REQUIRED).

Copyright © 2012 ATSG

Figure 264

FINAL TRANSAXLE ASSEMBLY (CONT'D)

67. Torque all six of the oil pump to case bolts to 30 N·m (22 ft.lb.), as shown in Figure 265.
68. Install dial indicator on transaxle, as shown in Figure 266, to verify transaxle end-play which should be 0.13-0.64mm (.005"- .025").
69. Install a new manual shaft seal into case bore, as shown in Figure 267.

Continued on Page 136

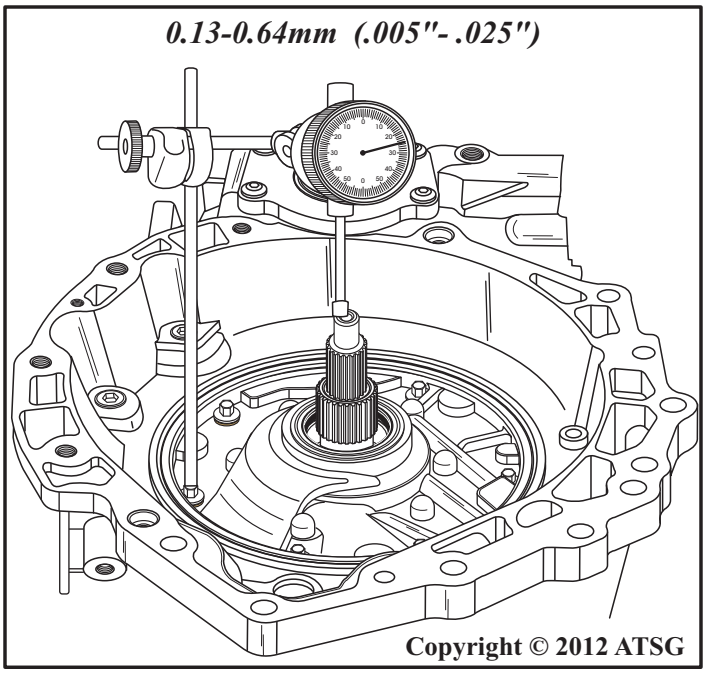


Figure 266

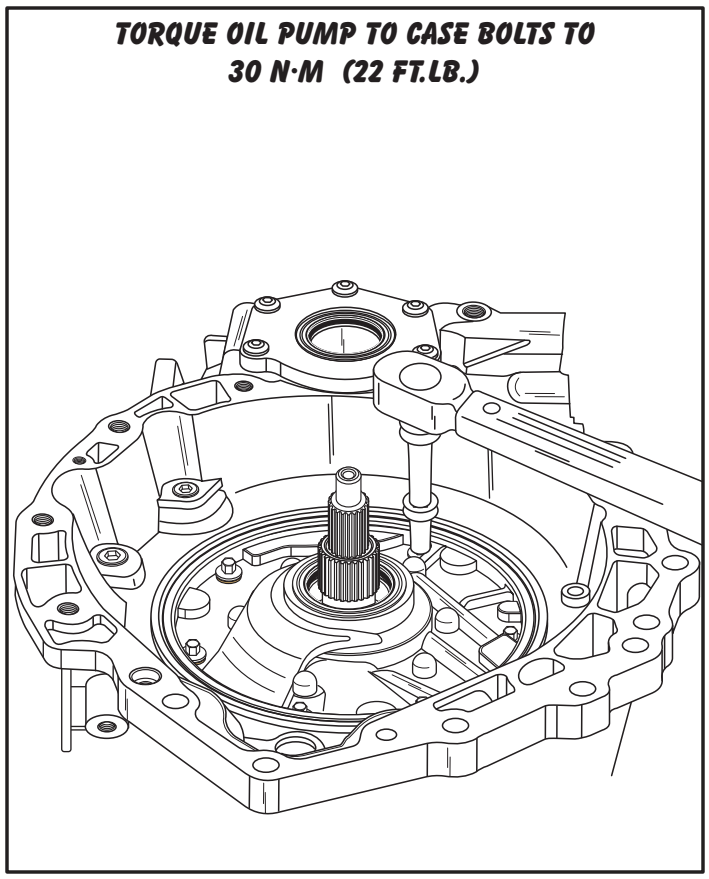


Figure 265

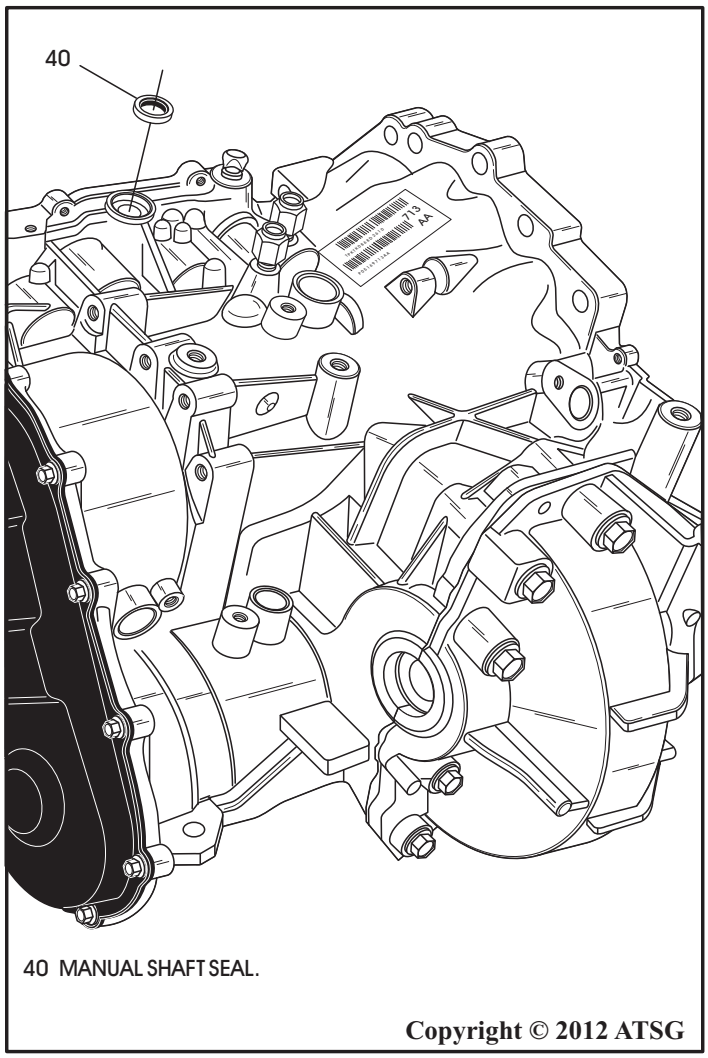
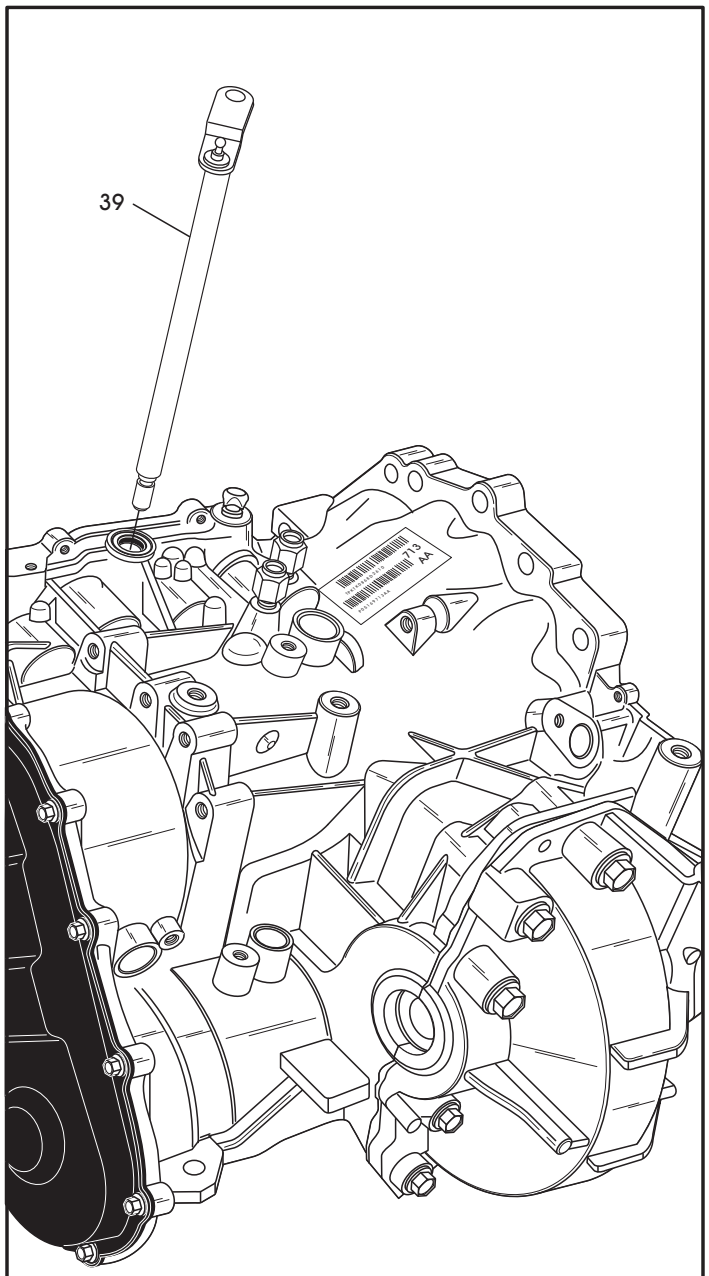


Figure 267

FINAL TRANSAXLE ASSEMBLY (CONT'D)

70. Lube manual shaft seal and install the manual shaft and lever assembly into the case bore, as shown in Figure 268, about half way.
71. Install the parking rod into inside detent lever, as shown in Figure 269.
72. Install the Transaxle Range Sensor/Switch into case, as shown in Figure 269, and then feed the manual shaft through the inside detent lever and into case bore behind it.

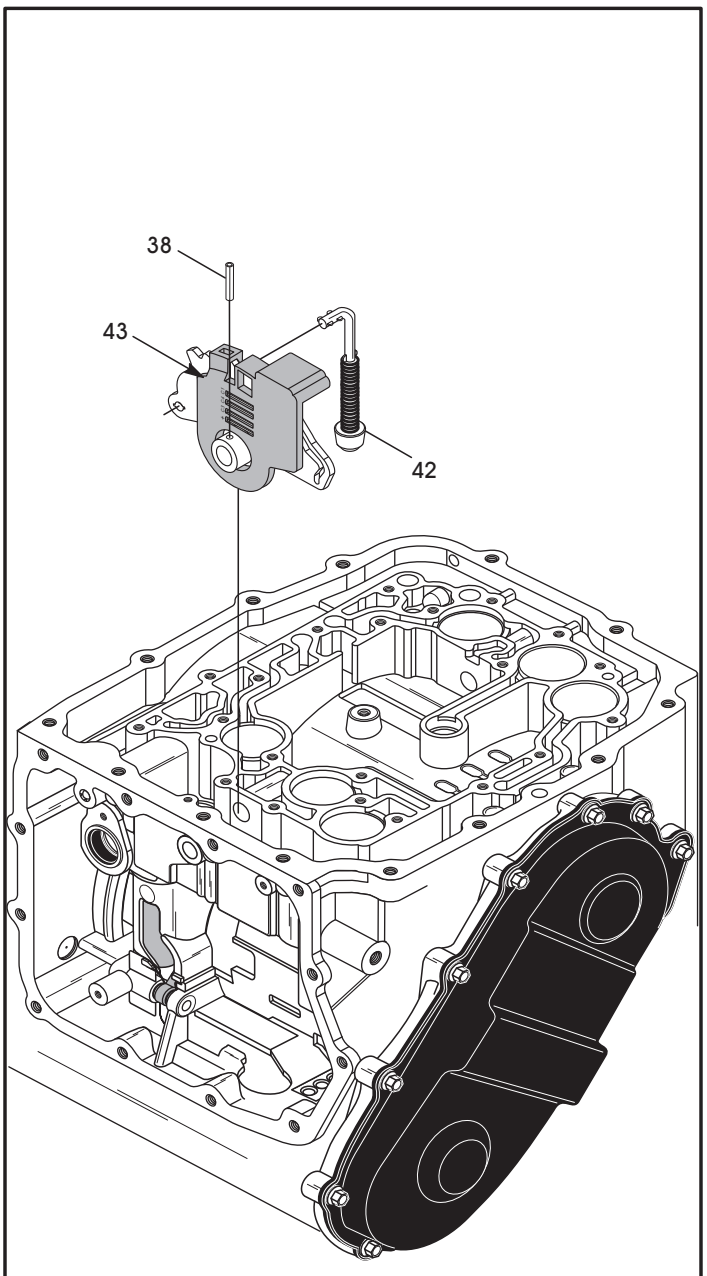
Continued on Page 137



39 MANUAL SHAFT AND LEVER ASSEMBLY.

Copyright © 2012 ATSG

Figure 268



38 INSIDE DETENT LEVER ROLL PIN.
42 PARKING ROD ASSEMBLY.
43 TRANSAXLE RANGE SENSOR/SWITCH.

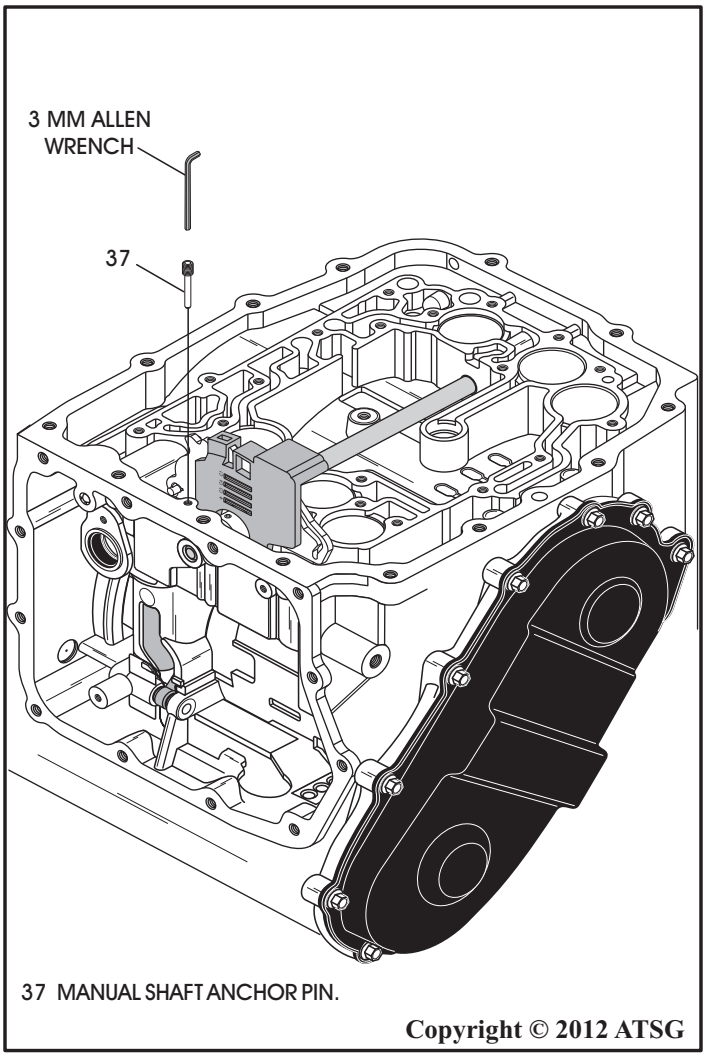
Copyright © 2012 ATSG

Figure 269

FINAL TRANSAXLE ASSEMBLY (CONT'D)

73. Align the hole on the inside detent lever with the hole on the manual shaft and lever assembly.
74. Install the manual shaft roll pin through inside detent lever and manual shaft using a pin punch, as shown in Figure 270.
75. Install the manual shaft anchor pin into the case, as shown in Figure 271, using a 3mm allen wrench, and tighten carefully.
    Note: Torque spec is 1 N·m (10 in.lb.).
76. Install new accumulator piston seals on all six accumulator pistons, as shown in Figure 272.

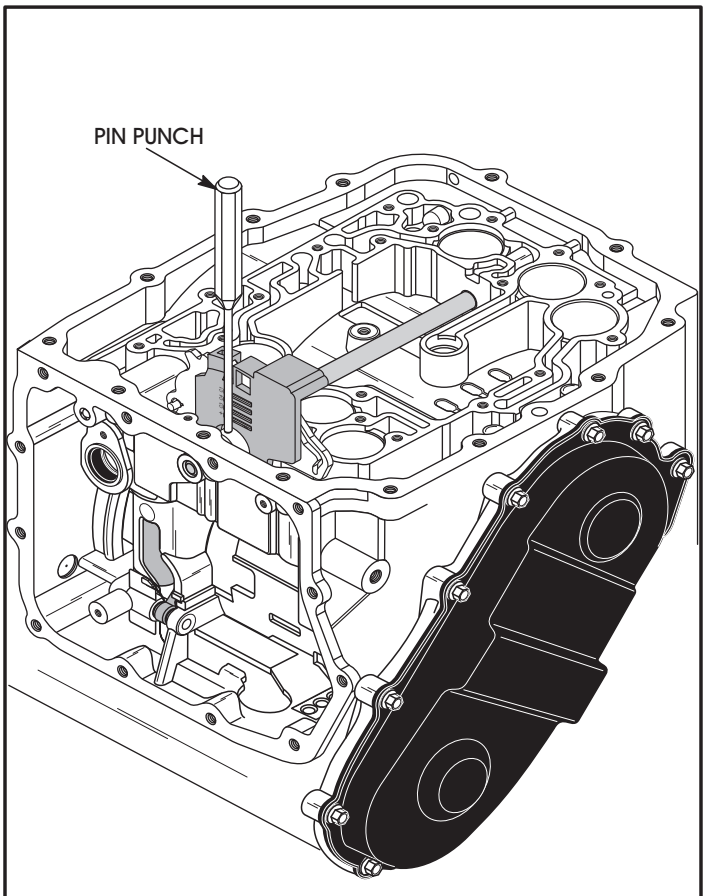
Continued on Page 138



37 MANUAL SHAFT ANCHOR PIN.

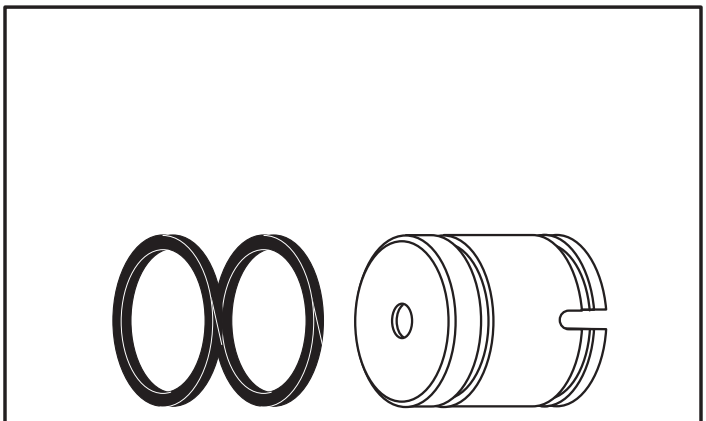
Copyright © 2012 ATSG

Figure 271



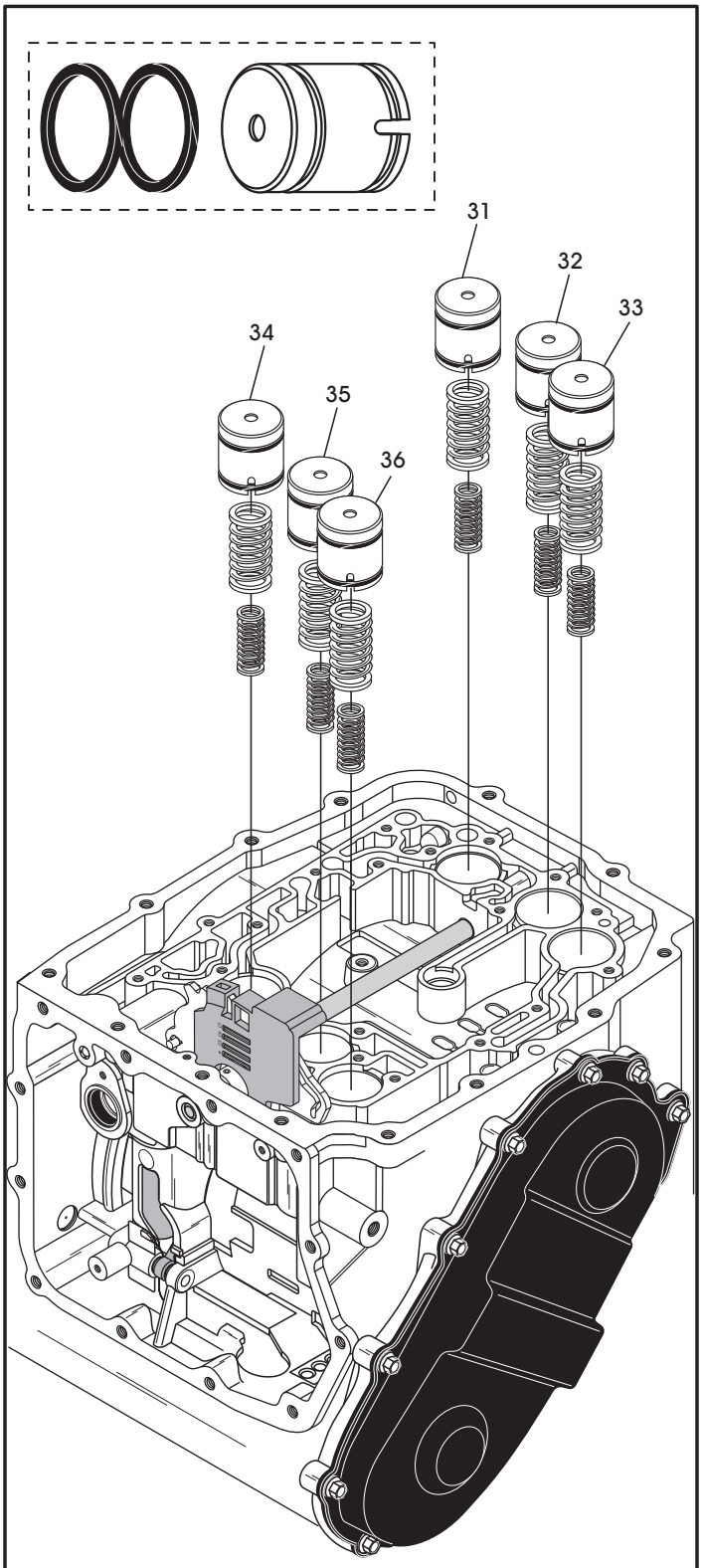
Copyright © 2012 ATSG

Figure 270



Copyright © 2012 ATSG

Figure 272



31 UNDERDRIVE CLUTCH ACCUMULATOR.
32 2-4 CLUTCH ACCUMULATOR.
33 LOW/REVERSE CLUTCH ACCUMULATOR.
34 OVERDRIVE CLUTCH ACCUMULATOR.
35 DIRECT CLUTCH ACCUMULATOR.
36 LOW CLUTCH ACCUMULATOR.

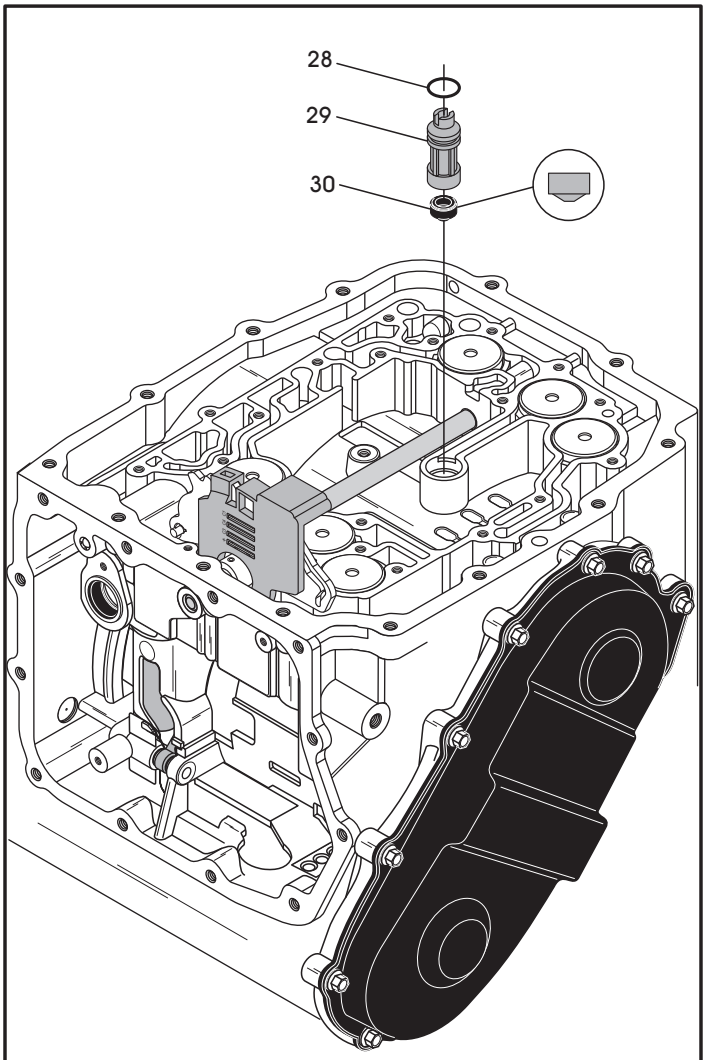
Copyright © 2012 ATSG

Figure 273

FINAL TRANSAXLE ASSEMBLY (CONT'D)

77. Install all 6 of the accumulator piston and spring assemblies in their respective bores, as shown in Figure 273.
Note: At time of this printing all accumulator pistons and springs are the same and will interchange. Notice also that all have inner and outer springs.
78. Install new 2-4 clutch feed tube to support seal, ***exactly*** as shown in Figure 274.
79. Lube and install new "O" ring seal on 2-4 clutch feed tube, as shown in Figure 274.
80. Install the 2-4 clutch feed tube assembly into the case bore, ***exactly*** as shown in Figure 274.

Continued on Page 139



28 2-4 CLUTCH FEED TUBE "O" RING SEAL (BROWN).
29 2-4 CLUTCH FEED TUBE.
30 2-4 CLUTCH FEED TUBE TO SUPPORT SEAL.

Copyright © 2012 ATSG

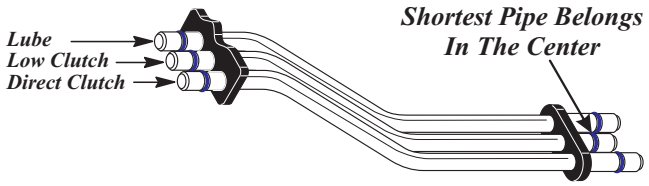
Figure 274

FINAL TRANSAXLE ASSEMBLY (CONT'D)

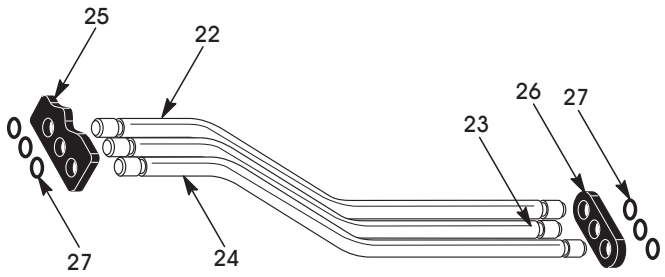
81. If the feed tube assembly has come apart during the cleaning process, which they sometimes do, refer to Figure 275 for proper assembly.
Note: Notice that one tube is shorter than the others and goes in the center position.
82. Install new "O" ring seals on the ends of all 3 feed tubes, as shown in Figure 275 and lube with small amount of Trans-Jel®.
83. Install the assembled oil feed tubes through the case passage and into the low clutch housing, as shown in Figure 276.

Continued on Page 140

FEED TUBE ASSEMBLY



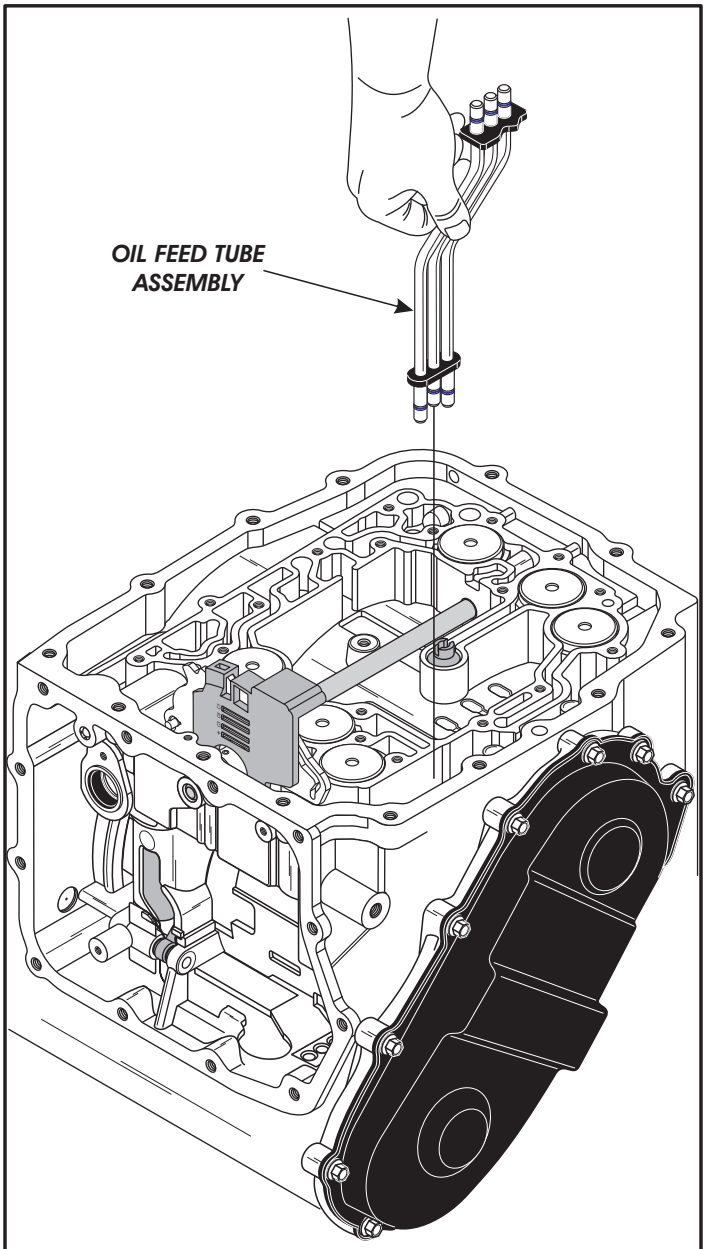
If the feed pipes come apart, for any reason, they must be assembled with the shortest pipe in the center location and the upper and lower retainers assembled, as shown here.



22 LUBE FEED PIPE.
23 LOW CLUTCH FEED PIPE (SHORTEST PIPE).
24 DIRECT CLUTCH FEED PIPE.
25 UPPER FEED PIPE RETAINER.
26 LOWER FEED PIPE RETAINER.
27 FEED PIPE "O" RING SEALS (BLUE & 6 REQUIRED).

Copyright © 2012 ATSG

Figure 275



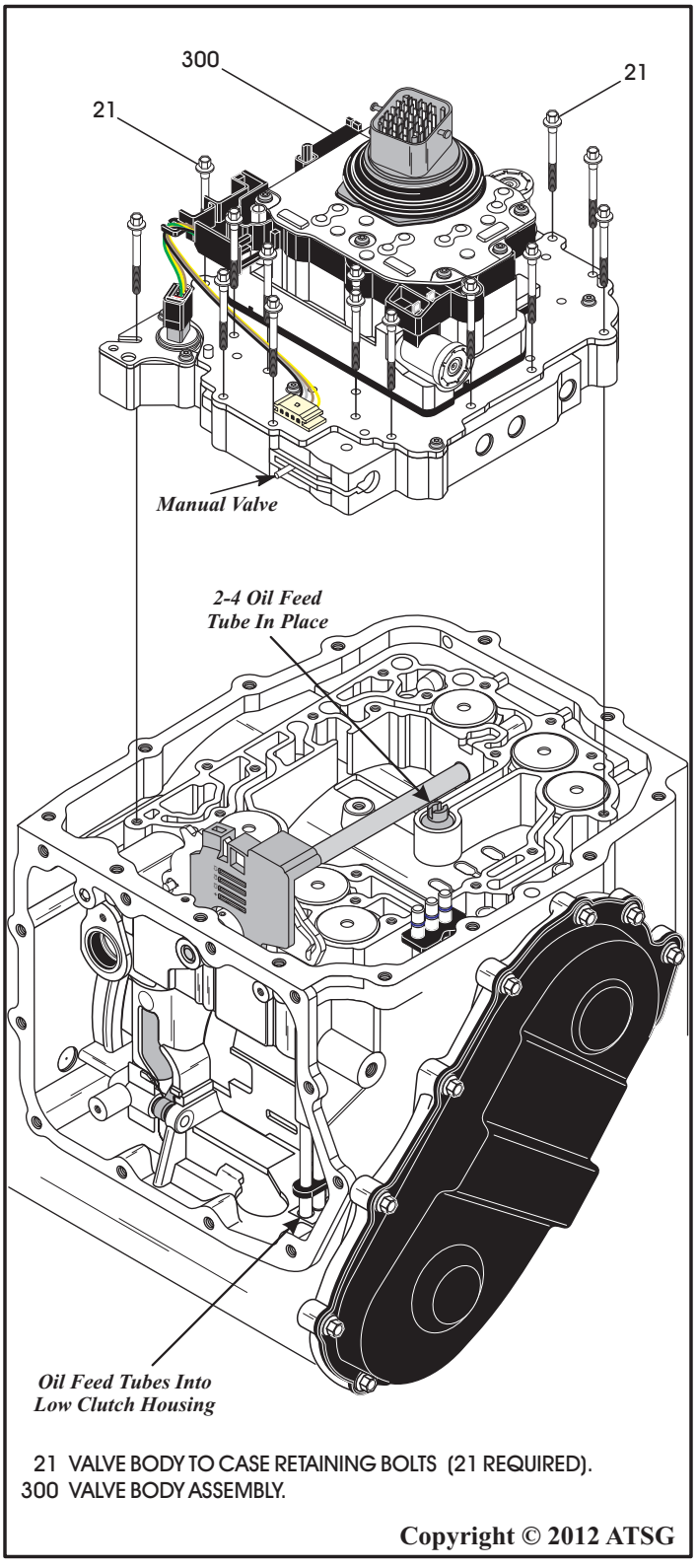
Copyright © 2012 ATSG

Figure 276

FINAL TRANSAXLE ASSEMBLY (CONT'D)

84. Ensure that oil feed tubes are fully seated into the low clutch housing, as shown in Figure 277.
85. Ensure that 2-4 oil feed tube is fully seated, as shown in Figure 277.
86. Install the completed valve body assembly, as shown in Figure 277, engaging the oil feed tubes into valve body and manual valve into the inside detent lever slot.
87. Install the 21 valve body to case retaining bolts, as shown in Figure 277, using a 7mm socket or a 9/32" socket.
    Note: Valve body retaining bolt locations are shown in Figure 278.
88. Torque all valve body to case retaining bolts to 7 N·m (62 in.lb.), as shown in Figure 279.
89. Connect the wire harness to the transaxle range switch and ensure that line pressure sensor and EMCC (TCC) solenoid connectors are in place.

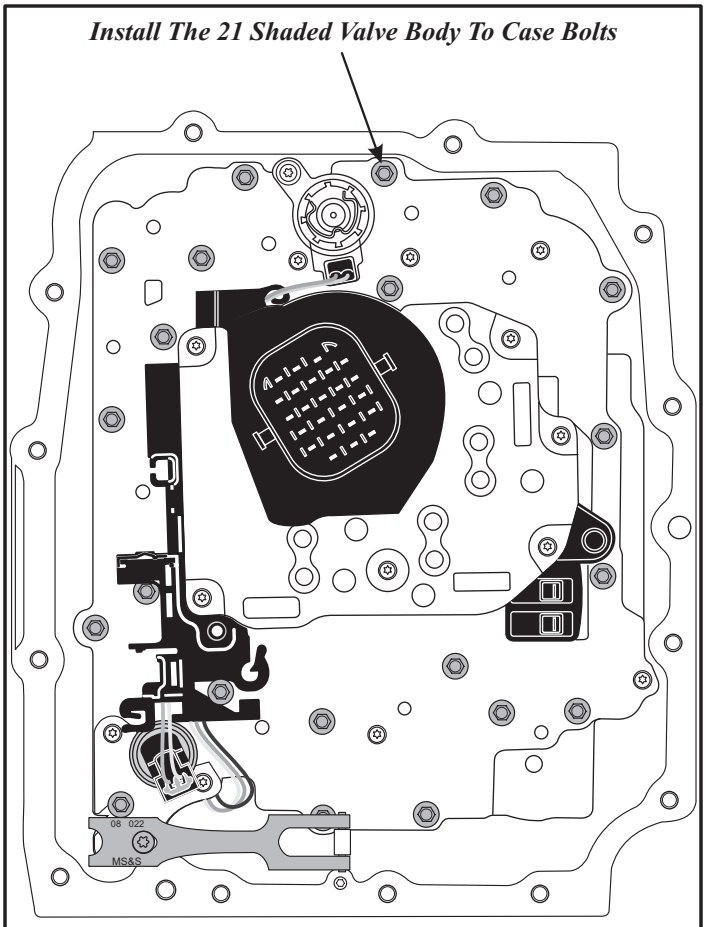
Continued on Page 141



21 VALVE BODY TO CASE RETAINING BOLTS (21 REQUIRED).
300 VALVE BODY ASSEMBLY.

Copyright © 2012 ATSG

Figure 277



Copyright © 2012 ATSG

Figure 278

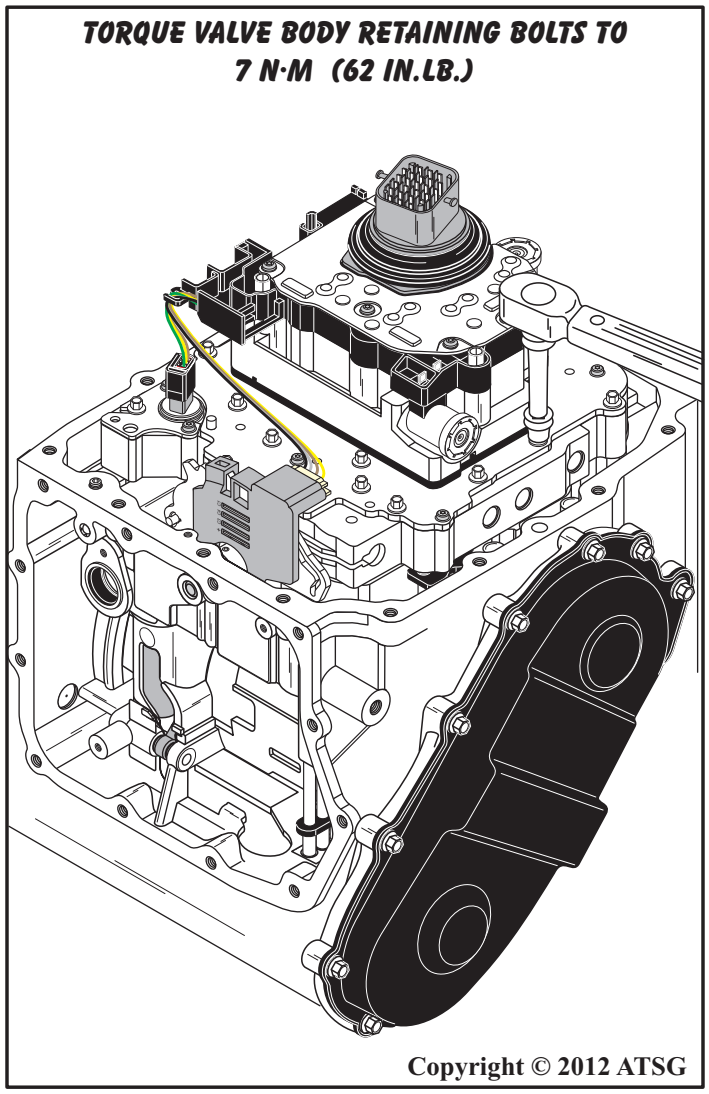


Figure 279

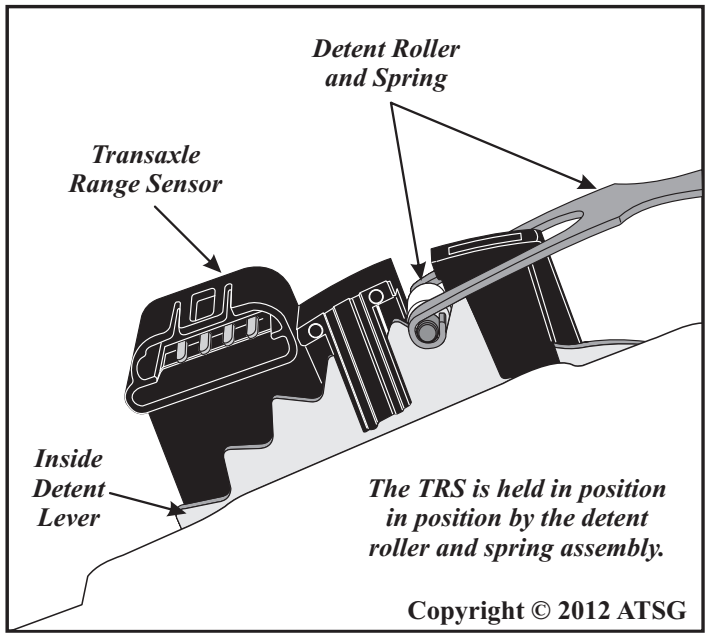


Figure 280

FINAL TRANSAXLE ASSEMBLY (CONT'D)

90. Install the detent spring and roller assembly, as shown in Figure 281, and ensure it is in proper position over transaxle range switch and on the inside detent lever.
Note: The detent spring and roller assembly is used to align Transaxle Range Switch with the inside detent lever (See Figure 280).
91. Install the "shouldered" bolt retaining the detent spring and roller assembly, as shown in Figure 281, using a T-25 Torx bit and torque to 7 N·m (62 in.lb.).

Continued on Page 142

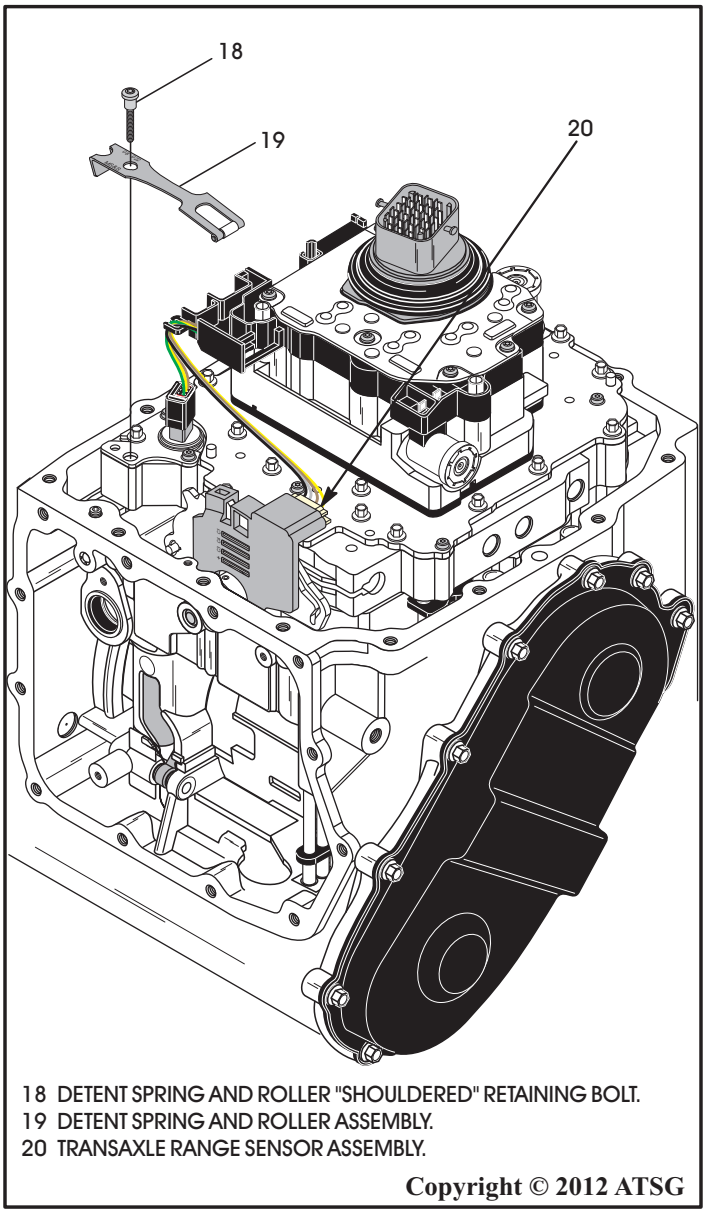
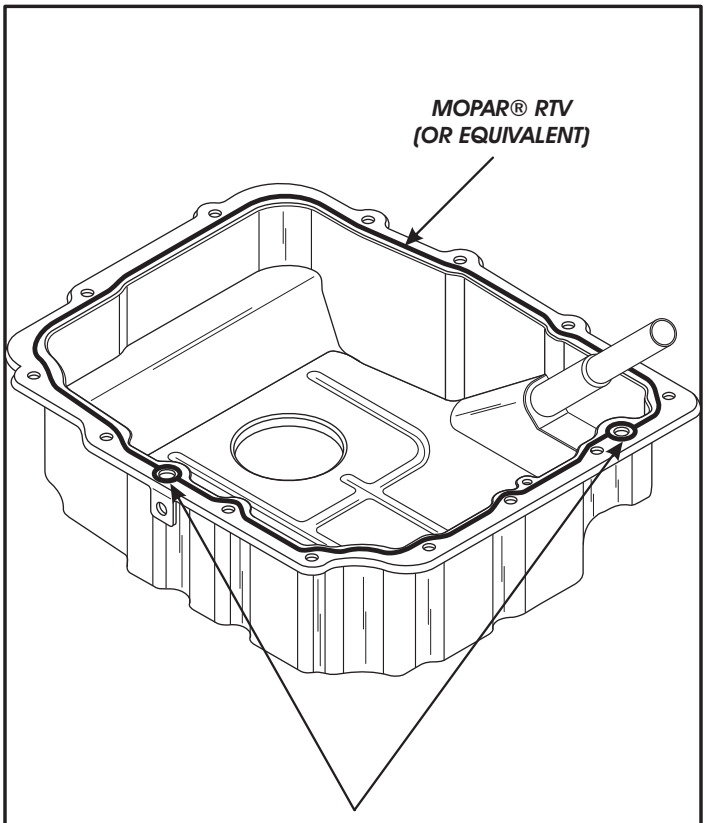


Figure 281

FINAL TRANSAXLE ASSEMBLY (CONT'D)

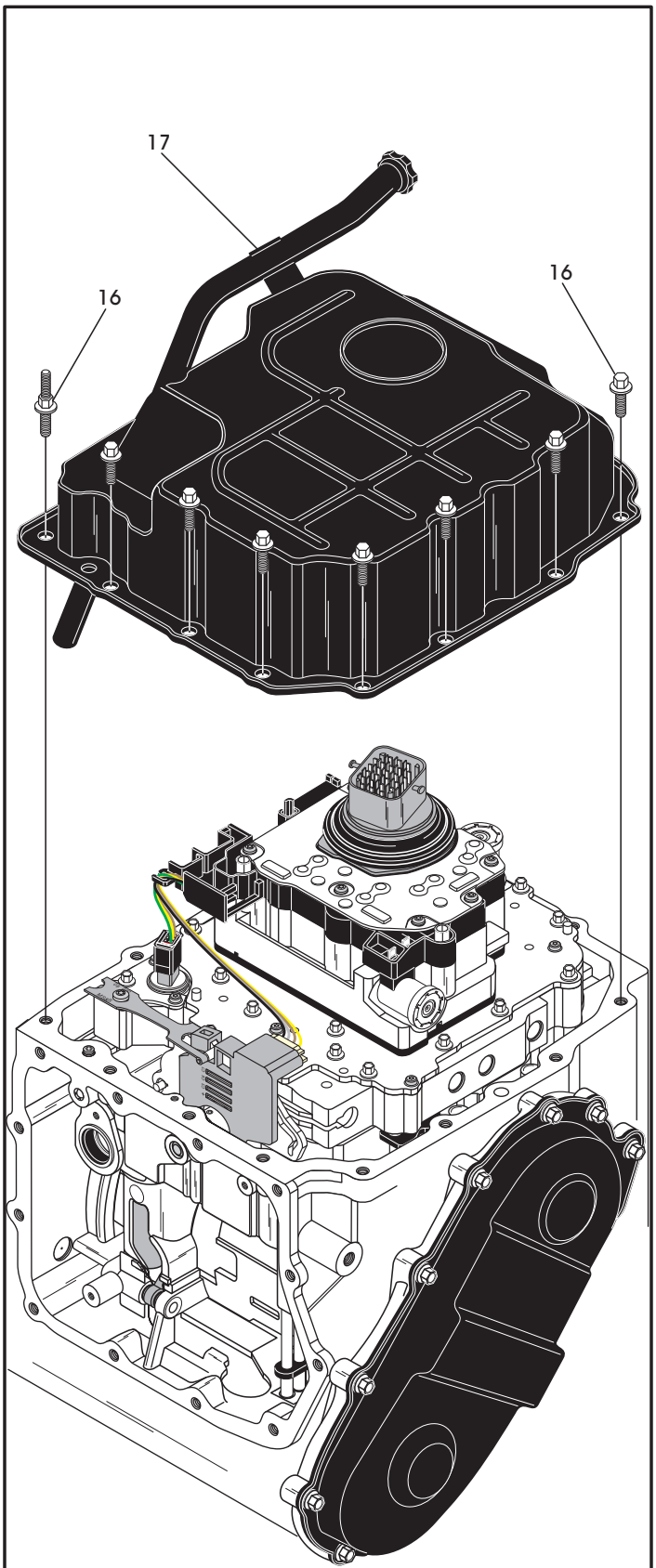
92. Install a bead of Mopar® RTV, or equivalent, on valve body side cover, as shown in Figure 282.
Note: Install RTV 360 degrees around the L/R passage and line pressure tap to ensure good seal in these areas.
93. Install the valve body side cover to the case, as shown in Figure 283.
Note: This would be a good time to ensure all electrical connectors have been fastened and the manual valve is in place in the inside detent lever.
94. Install the 13 valve body side cover retaining bolts, as shown in Figure 283, using an 8mm socket on the regular style bolts and 10mm on the stud style bolts.
Note: Ensure the stud style bolts are back in the proper locations as these are what retain the sound cover (See Figure 284).

Continued on Page 143



Copyright © 2012 ATSG

Figure 282



16 VALVE BODY SIDE COVER RETAINING BOLTS (13 REQUIRED).
17 VALVE BODY SIDE COVER & DIPSTICK TUBE ASSEMBLY.

Copyright © 2012 ATSG

Figure 283

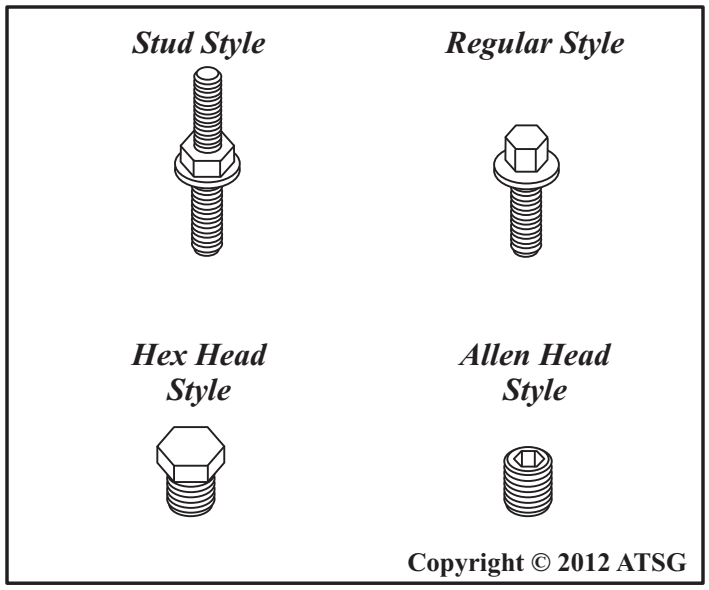


Figure 284

FINAL TRANSAXLE ASSEMBLY (CONT'D)

95. Torque the valve body side cover bolts to 12 N·m (105 in.lb.) (See Figure 285).
96. Install a new main filter seal into the case bore, as shown in Figure 286, using the proper driver.
97. Install the dipstick stop into the case, as shown Figure 286.
98. Install the dipstick stop retaining bolt and torque to 6 N·m (53 in.lb.).

Continued on Page 144

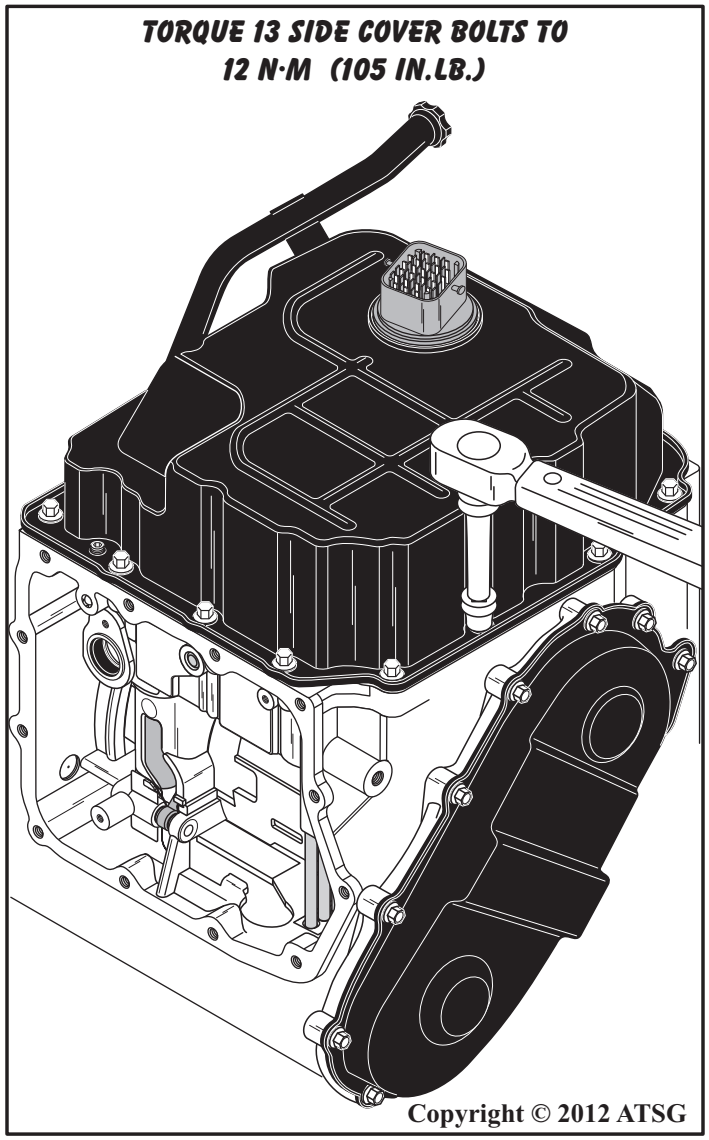


Figure 285

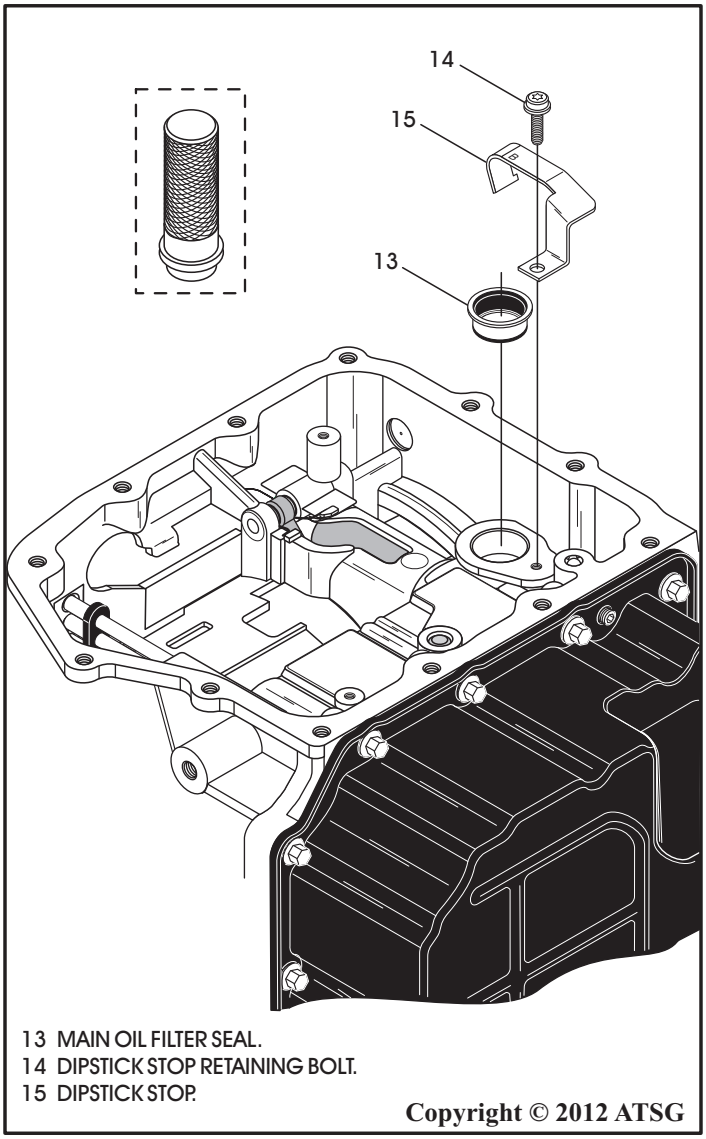
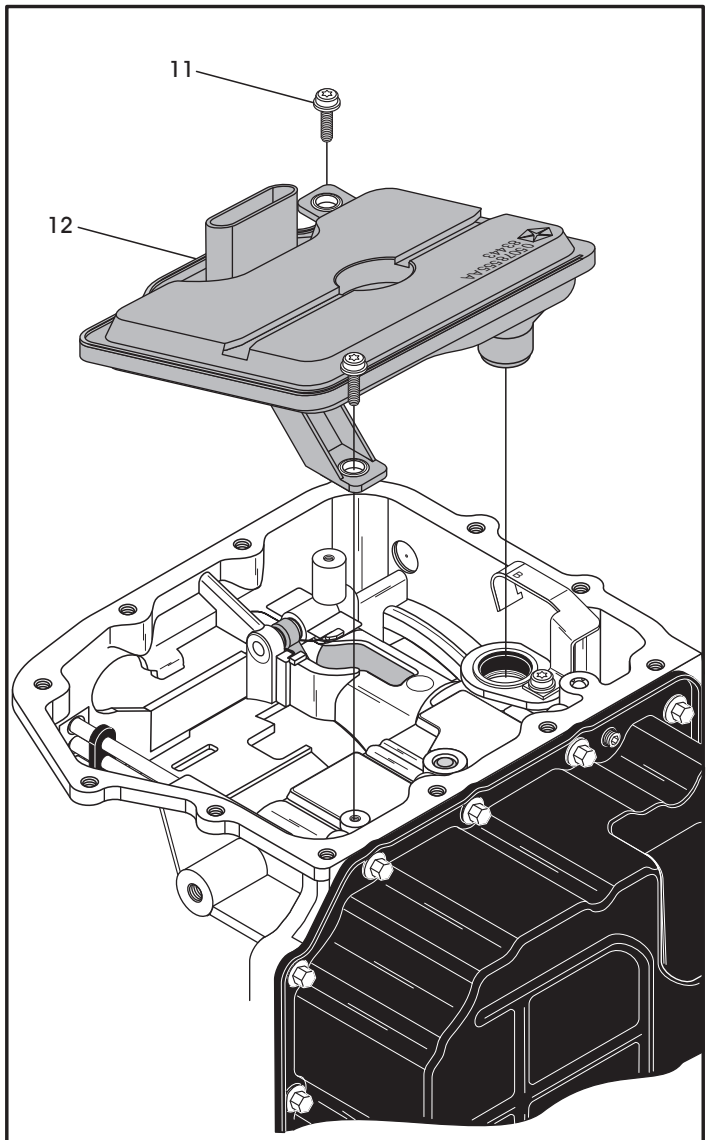


Figure 286

FINAL TRANSAXLE ASSEMBLY (CONT'D)

99. Lubricate new filter neck with a small amount of Trans-Jel® and install the main oil filter into case, as shown in Figure 287.
100. Install both main oil filter retaining bolts, as shown in Figure 287, and torque filter bolts to 5 N·m (45 in.lb.), using a T-25 Torx bit as shown in Figure 288.
101. Ensure bottom pan magnet is in proper position in the pan and install bead of Mopar® RTV, or equivalent, as shown in Figure 289.

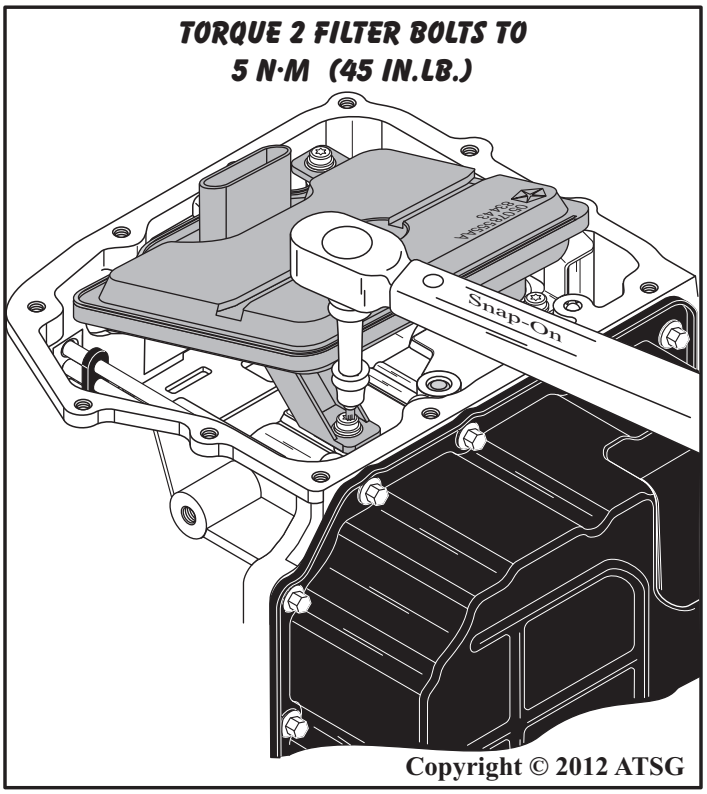
Continued on Page 145



11 MAIN OIL FILTER RETAINING BOLTS (2 REQUIRED).
12 MAIN OIL FILTER ASSEMBLY.

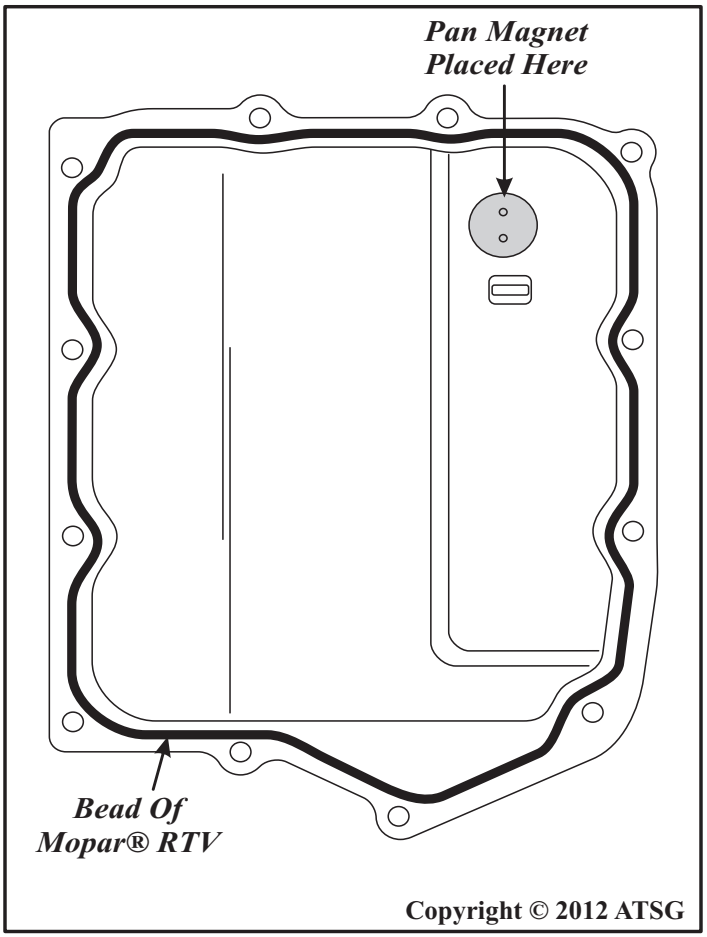
Copyright © 2012 ATSG

Figure 287



Copyright © 2012 ATSG

Figure 288



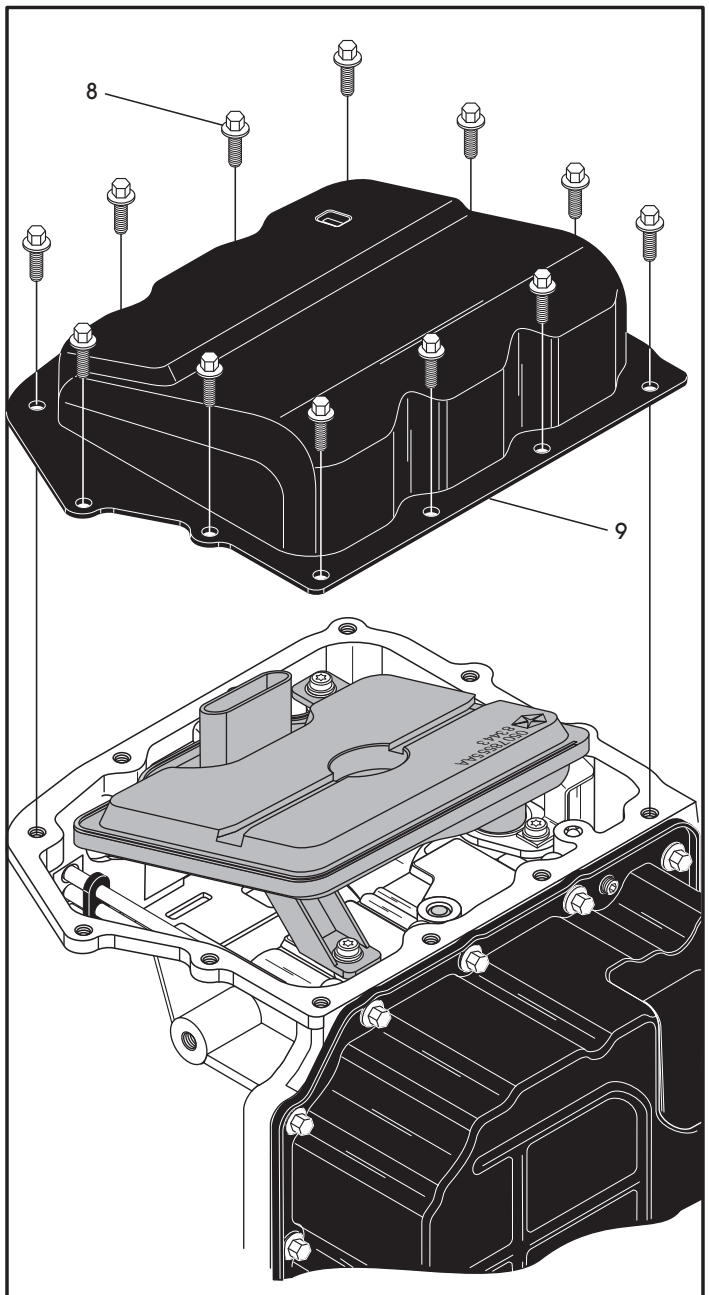
Copyright © 2012 ATSG

Figure 289

FINAL TRANSAXLE ASSEMBLY (CONT'D)

102. Install the bottom oil pan onto the transaxle, as shown in Figure 290, and install the 12 bottom oil pan retaining bolts.
103. Torque the 12 bottom oil pan retaining bolts to 12 N·m (105 in.lb.) (See Figure 291).

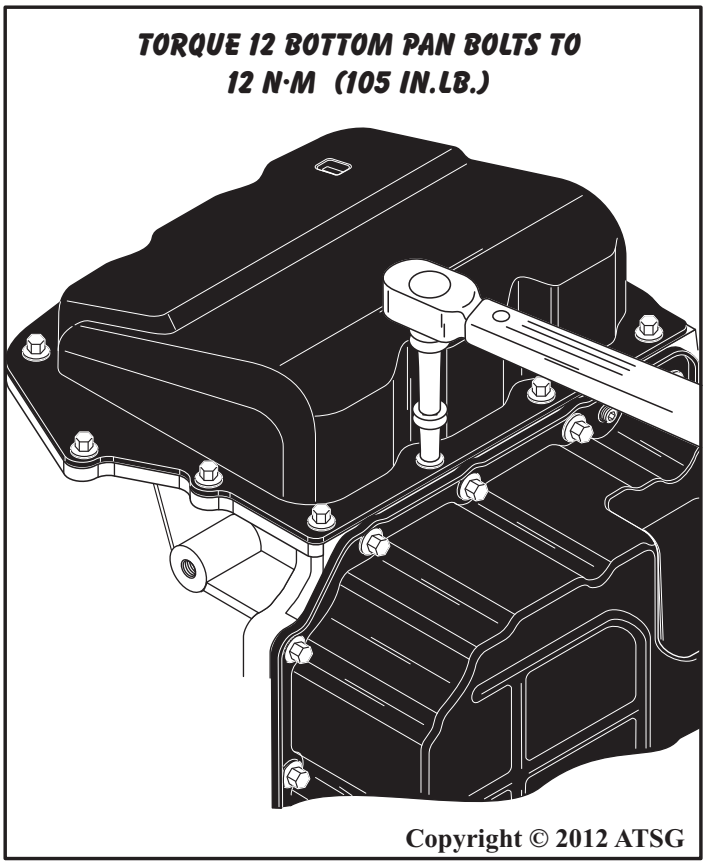
Continued on Page 146



8 BOTTOM OIL PAN RETAINING BOLTS (12 REQUIRED).
9 BOTTOM OIL PAN ASSEMBLY.

Copyright © 2012 ATSG

Figure 290



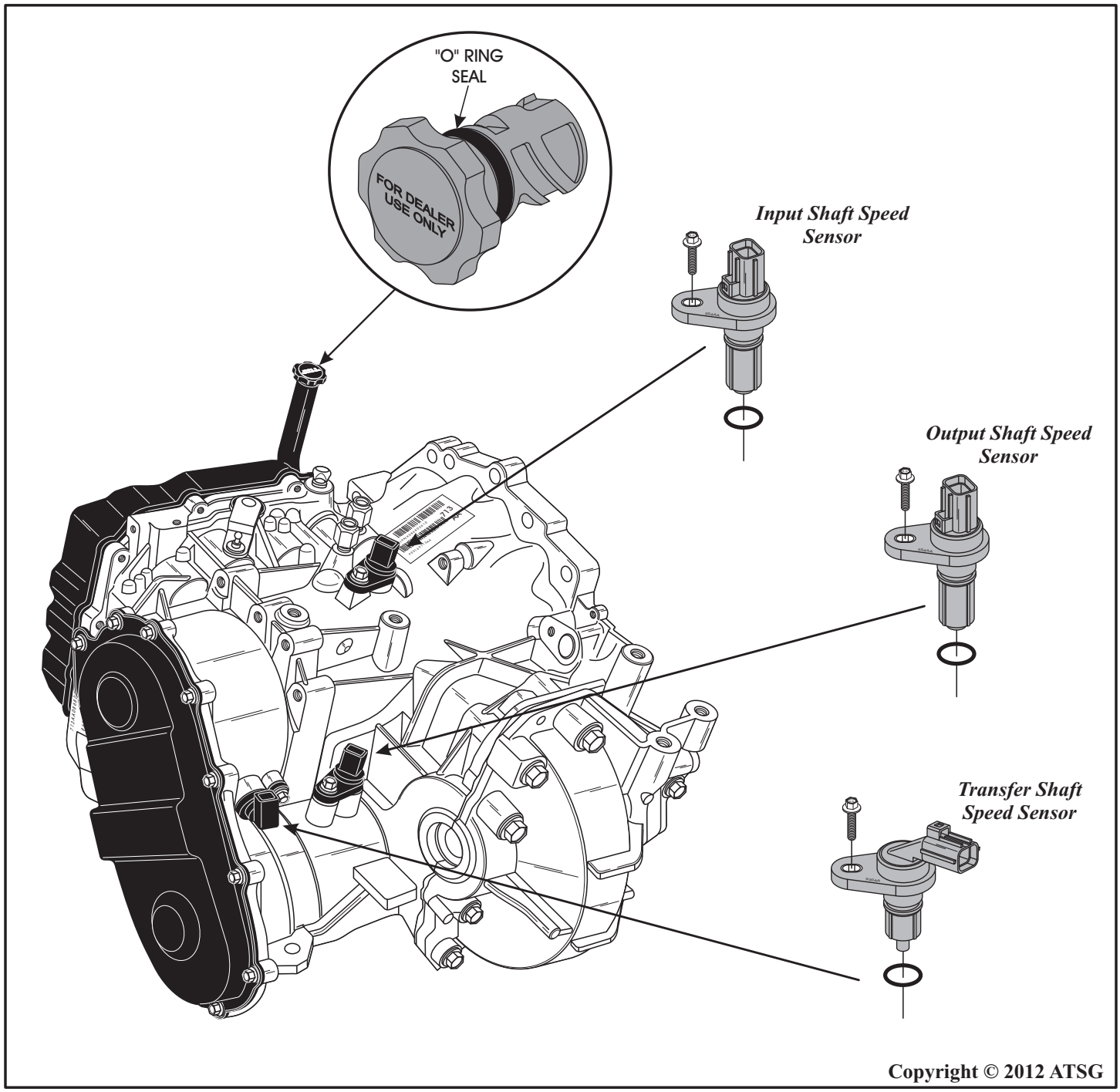
Copyright © 2012 ATSG

Figure 291

FINAL TRANSAXLE ASSEMBLY (CONT'D)

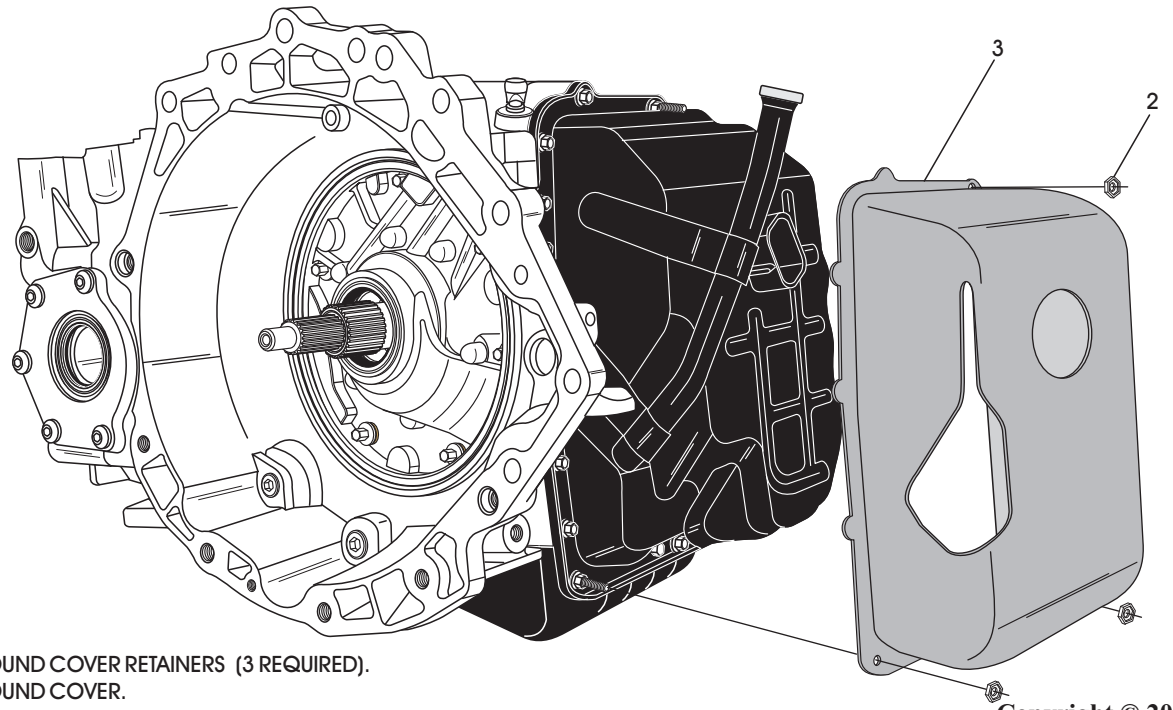
104. Install new "O" ring seal on each of the speed sensors, as shown in Figure 292.
105. Install each of the speed sensors into their respective bores, as shown in Figure 292.
106. Install each of the speed sensor retaining bolts and torque all to 12 N·m (105 in.lb.).
107. Install new "O" ring on the dipstick tube cap as shown in Figure 292 and install cap into the dipstick tube.

Continued on Page 147



Copyright © 2012 ATSG

Figure 292



2 FRONT SOUND COVER RETAINERS (3 REQUIRED).
3 FRONT SOUND COVER.

Copyright © 2012 ATSG

Figure 293

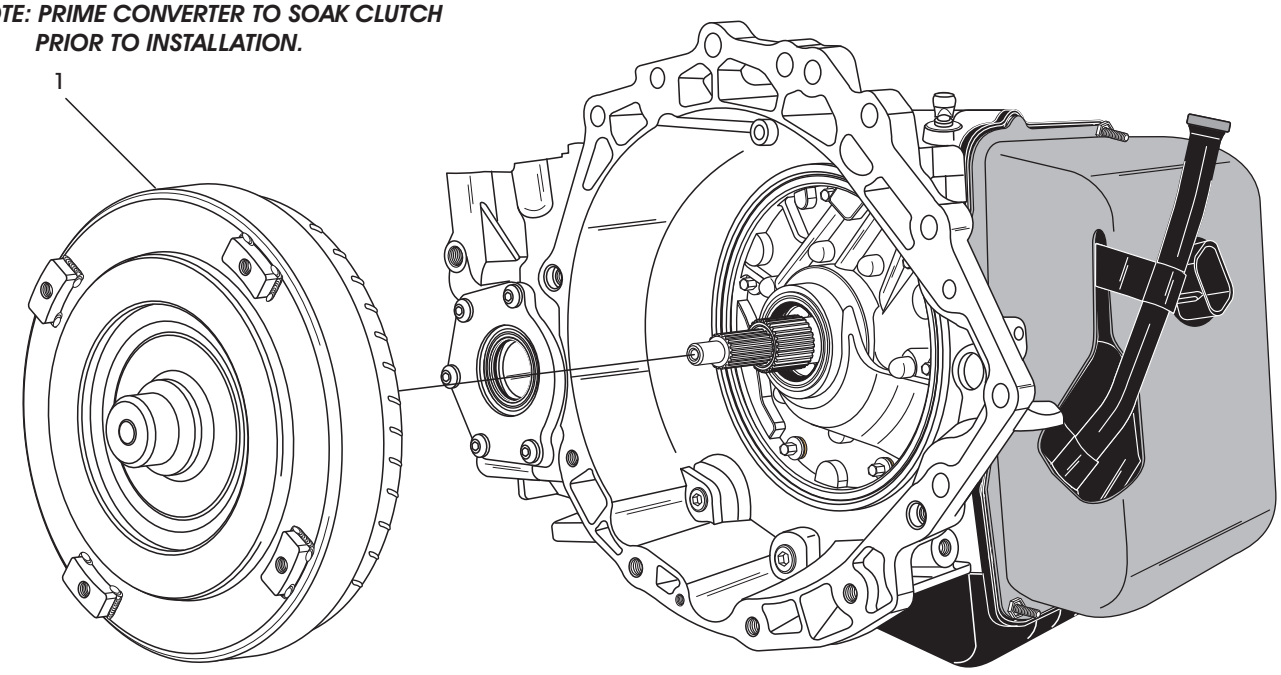
FINAL TRANSAXLE ASSEMBLY (CONT'D)

108. Install the front sound cover over the dipstick tube and onto the 3 stud type retaining bolts, as shown in Figure 293.

109. Install the front sound cover retainers over the stud type bolts.

CONGRATULATIONS
YOU ARE FINISHED!

NOTE: PRIME CONVERTER TO SOAK CLUTCH PRIOR TO INSTALLATION.

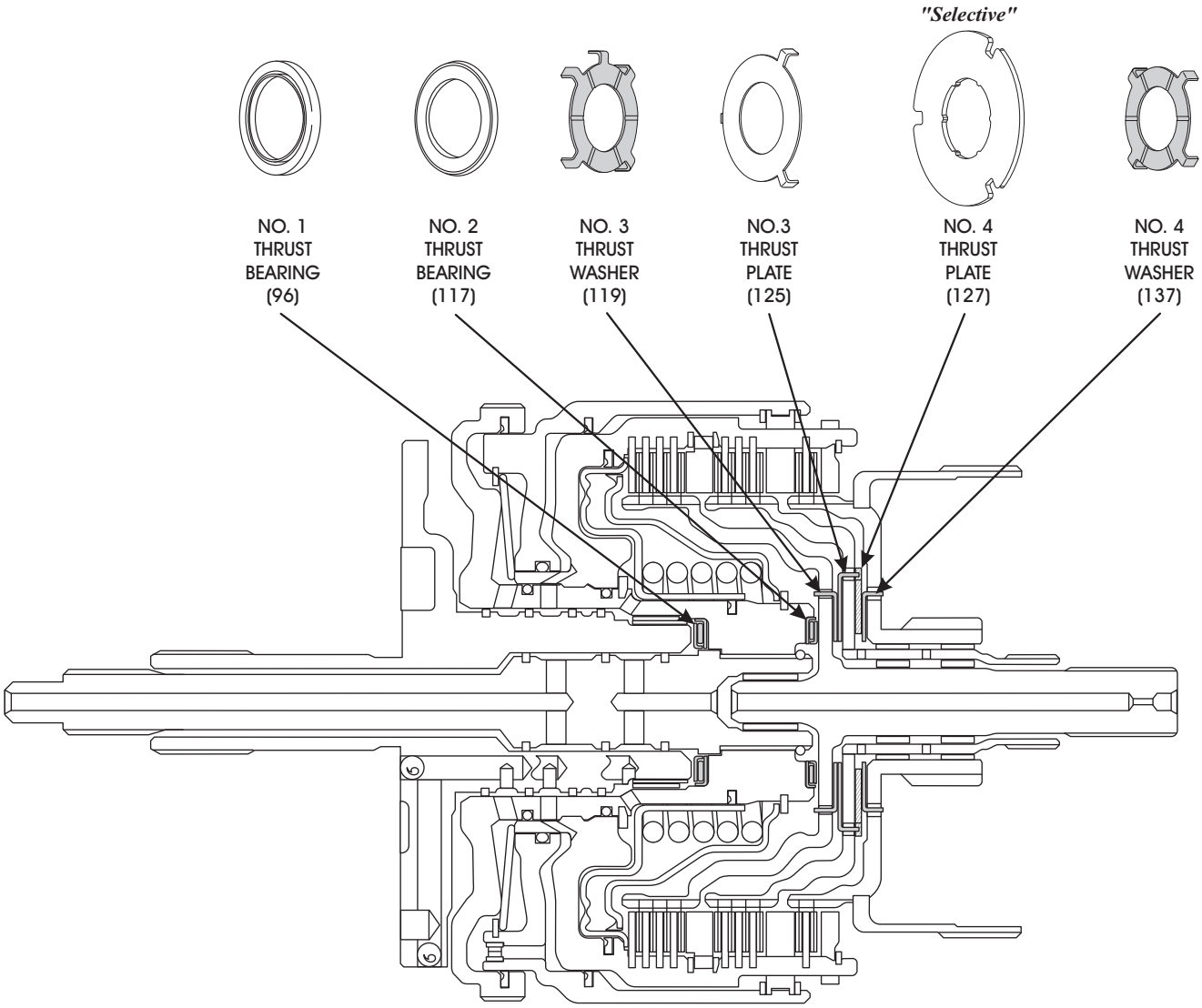


1 EMCC TORQUE CONVERTER ASSEMBLY.

Copyright © 2012 ATSG

Figure 294

62TE TRANSAXLE THRUST BEARING, THRUST PLATE AND THRUST WASHER IDENTIFICATION AND LOCATION

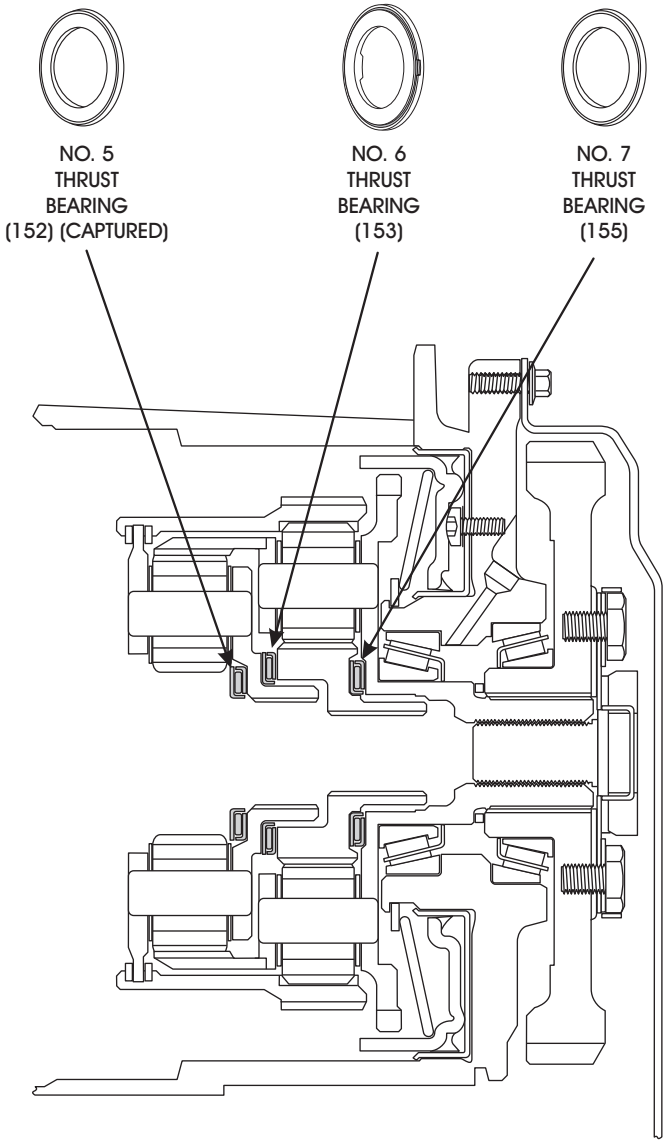


NO. 1 THRUST BEARING, STATOR SUPPORT TO INPUT CLUTCH HUB.
NO. 2 THRUST BEARING, INPUT CLUTCH HUB TO UNDERDRIVE CLUTCH HUB AND SHAFT.
NO. 3 THRUST WASHER, UNDERDRIVE CLUTCH HUB AND SHAFT TO NO. 3 THRUST PLATE
NO. 3 THRUST PLATE, NO. 3 THRUST WASHER TO OVERDRIVE CLUTCH HUB AND SHAFT.
NO, 4 THRUST PLATE, OVERDRIVE CLUTCH HUB AND SHAFT TO NO. 4 THRUST WASHER (SELECTIVE FOR TRANSAXLE END-PLAY).
NO. 4 THRUST WASHER, NO. 4 THRUST PLATE TO REVERSE CLUTCH HUB.

Copyright © 2012 ATSG

Figure 295

62TE TRANSAXLE THRUST BEARING, THRUST PLATE AND THRUST WASHER IDENTIFICATION AND LOCATION

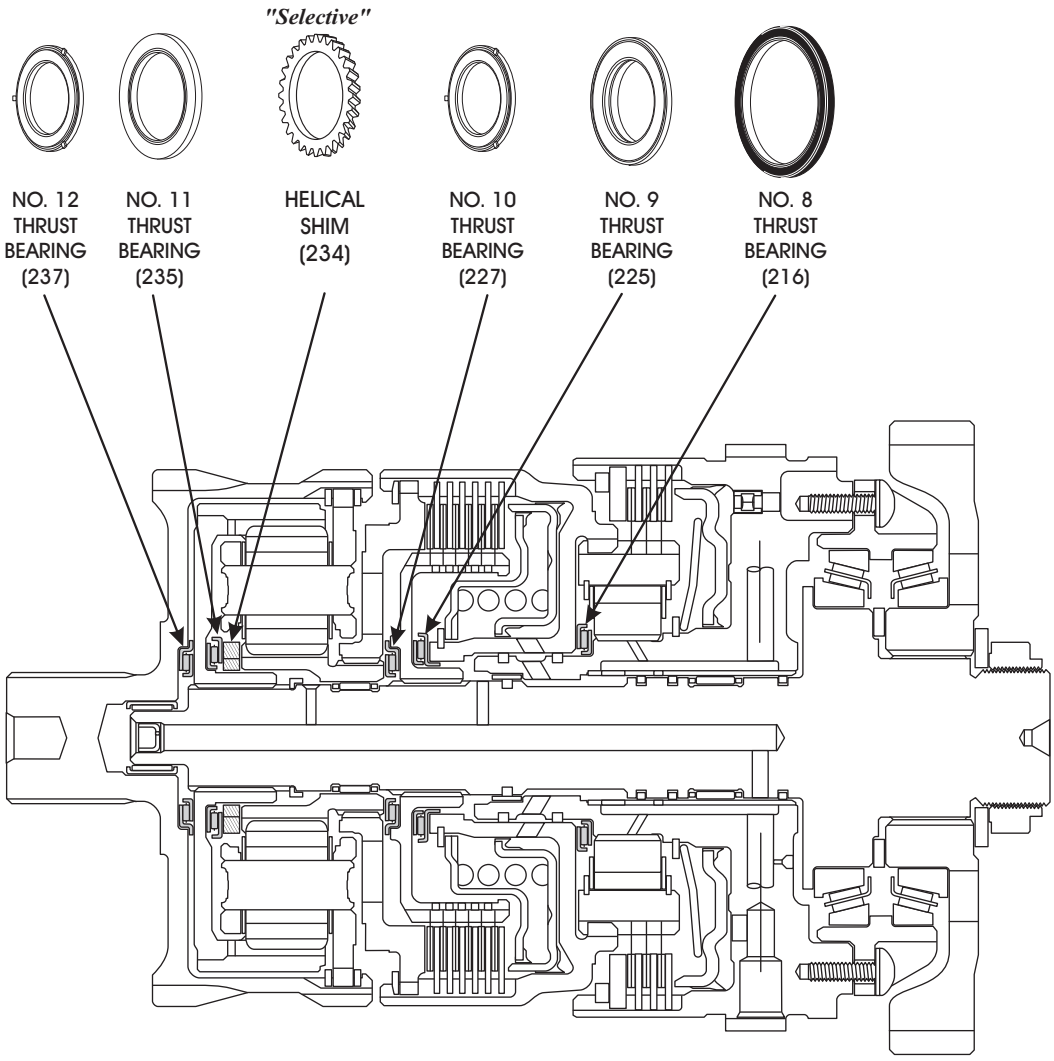


NO. 5 THRUST BEARING, CAPTURED BEARING IN FRONT PLANETARY CARRIER.
NO. 6 THRUST BEARING, FRONT PLANETARY CARRIER TO REAR SUN GEAR.
NO. 7 THRUST BEARING, REAR SUN GEAR TO REAR PLANETARY CARRIER.

Copyright © 2012 ATSG

Figure 296

62TE COMPOUNDER SECTION THRUST BEARING IDENTIFICATION AND LOCATION



NO. 8 THRUST BEARING, LOW SPRAG INNER RACE TO DIRECT CLUTCH HOUSING.
NO. 9 THRUST BEARING, DIRECT CLUTCH HOUSING TO DIRECT CLUTCH HUB.
NO. 10 THRUST BEARING, DIRECT CLUTCH HUB TO DIRECT CLUTCH BACKING PLATE.
SELECTIVE HELICAL-CUT SHIM, OUTPUT SUN GEAR TO NUMBER 11 THRUST BEARING.
NO. 11 THRUST BEARING, HELICAL-CUT SHIM TO OUTPUT PLANETARY CARRIER RING GEAR.
NO. 12 THRUST BEARING, OUTPUT PLANETARY CARRIER RING GEAR TO OUTPUT PLANETARY CARRIER HOUSING.

Copyright © 2012 ATSG

Figure 297

TORQUE SPECIFICATIONS			
Component	N•m	Ft.Lb.	In.Lb.
Differential Pinion Gear Cover (30 Torx)	12		105
Differential Ring Gear	95	70	
Differential Case Cover	61	45	
Differential Output Bearing Cover	12		105
Underdrive Compounder Bearing Retainer To Low Clutch Housing	12		105
Drive Transfer Gear Locking Tab Bolts	23	17	
Drive Transfer Gear Retaining Bolt (1-1/2" Socket)	271	200	
Driven Transfer Gear Nut (2" Socket)	271	200	
Low/Reverse Clutch Piston Retainer To Case	5		45
Oil Pump Cover/Stator To Oil Pump Body	27	20	
Oil Pump Assembly To Case	30	22	
Valve Body Support Plate To Valve Body	6		53
Line Pressure Sensor To Valve Body	6		53
EMCC (TCC) Solenoid To Valve Body	6		53
Transfer Plate To Solenoid Body	6		53
Valve Body Side Cover To Case	12		105
Transfer Gear Cover To Case	12		105
Dipstick Stop Bolt	6		53
Main Oil Filter Bolts	5		45
Bottom Oil Pan To Case	12		105
All Speed Sensor Retaining Bolts	12		105
Manual Shaft Anchor Pin	1		10
Valve Body To Case	7		62
Detent Spring And Roller Shoulder Bolt	7		62

Copyright © 2012 ATSG

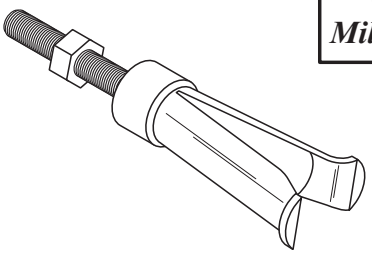
Figure 298

END-PLAY, CLUTCH CLEARANCE, AND ROTATING TORQUE SPECIFICATIONS	
COMPONENT	*SPECIFICATION*
Transaxle End-Play (Number 4 Thrust Plate)	*0.13 - 0.64 mm (.005" - .025")*
Compounder End-Play (Helical-Cut Shim In Output Planetary Carrier)	*0.25 - 0.50 mm (.010" - .020")*
Underdrive Clutch Clearance	*0.91 - 1.47 mm (.036" - .058")*
Overdrive Clutch Clearance	*1.1 - 2.3 mm (.043" - .092")*
Reverse Clutch Clearance	*0.76 - 1.2 mm (.030" - .049")*
2-4 Clutch Clearance	*0.76 - 2.64 mm (.030" - .104")*
Low/Reverse Clutch Clearance	*0.89 - 1.47 mm (.035" - .058")*
Direct Clutch Clearance	*0.95 - 1.41 mm (.037" - .056")*
Low Clutch Clearance	*0.48 - 0.76 mm (.019" - .030")*
Rear Planetary Carrier, Rotating Torque	*3 to 8 in.lb. (Pre-load)*
Differential Pinion Gear, Rotating Torque	*2 to 8 in.lb. (Pre-load)*
Differential Carrier Assembly, Rotating Torque	*10 to 20 in.lb. (Pre-load)*
Underdrive Center Shaft In Compounder, Rotating Torque	*8 to 18 in.lb. (Pre-load)*

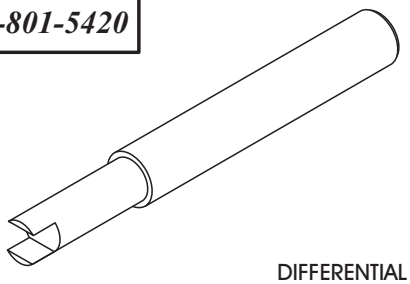
Copyright © 2012 ATSG

Figure 299

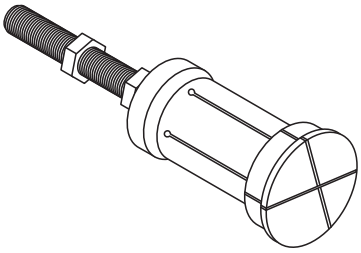
During the time of printing, these are the O.E. recommended tools available at Miller Special Tools SPX - 1-800-801-5420



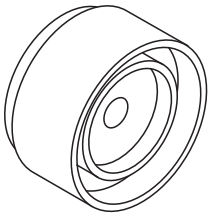
BEARING CUP REMOVER 8912



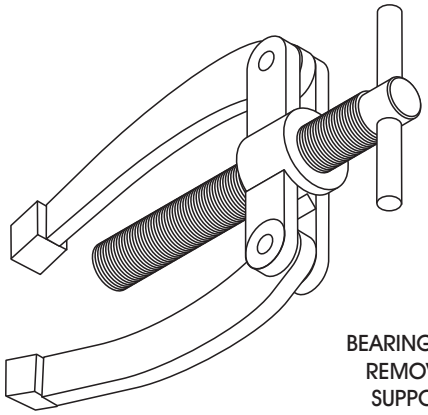
DIFFERENTIAL ROTATING TORQUE TEST L-4436-A



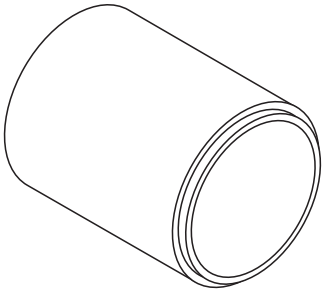
BEARING CUP REMOVER 8913



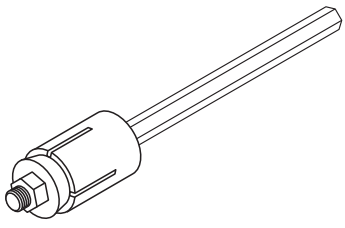
DIFFERENTIAL SMALL BEARING INSTALLER C-4213



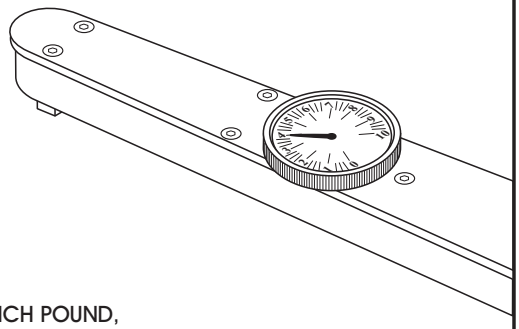
BEARING CUP REMOVER SUPPORT 8915



DIFFERENTIAL LARGE BEARING INSTALLER 6888



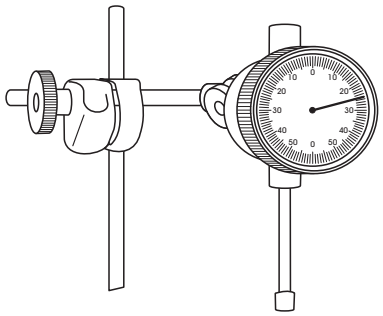
PINION GEAR ROTATING TORQUE TEST C-4995A



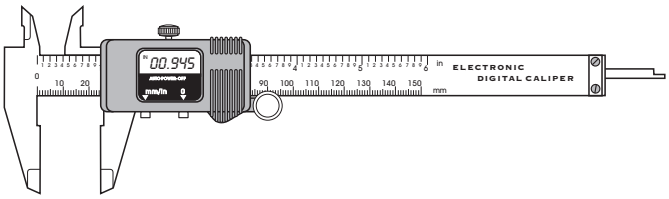
UNIVERSAL INCH POUND, DIAL TYPE TORQUE WRENCH

Copyright © 2012 ATSG

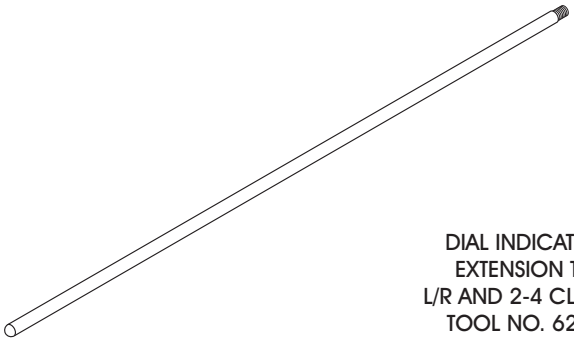
Figure 300



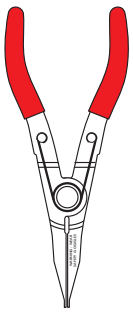
UNIVERSAL
DIAL INDICATOR



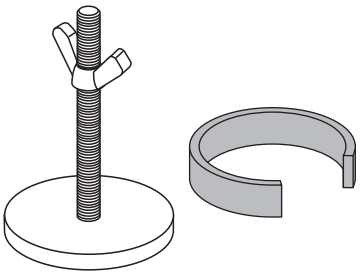
UNIVERSAL
DIGITAL CALIPER



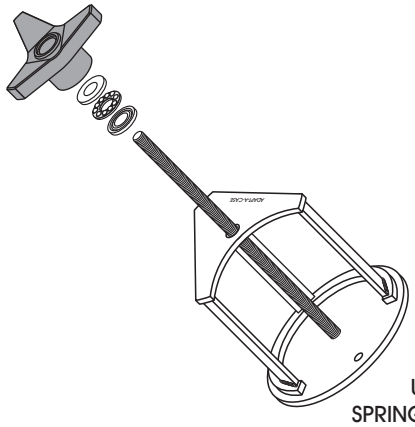
DIAL INDICATOR
EXTENSION TIP
L/R AND 2-4 CLUTCH
TOOL NO. 6268



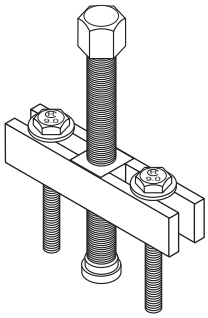
SNAP RING PLIERS
MAC TOOL TP 15P



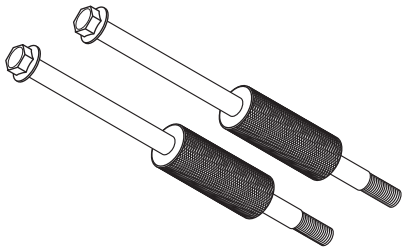
UNIVERSAL
SPRING COMPRESSOR



UNIVERSAL
SPRING COMPRESSOR



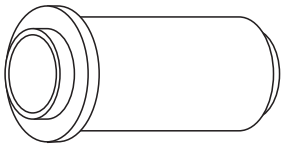
UNIVERSAL
PULLER



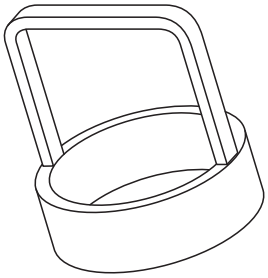
UNIVERSAL
SLIDE HAMMERS

Copyright © 2012 ATSG

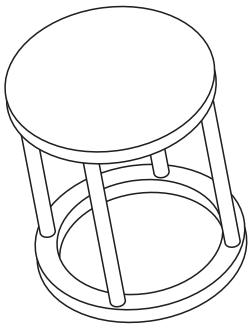
Figure 301



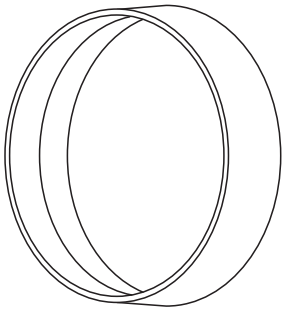
SEAL INSTALLER
TOOL NO. MD998334



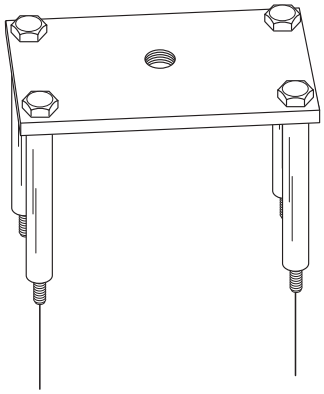
SPRING COMPRESSOR
TOOL NO. 8250



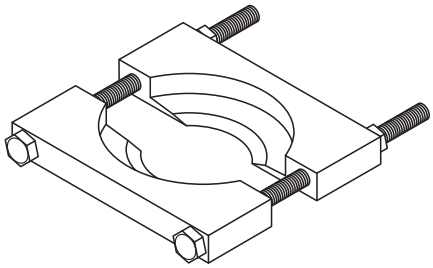
SPRING COMPRESSOR
TOOL NO. 9725



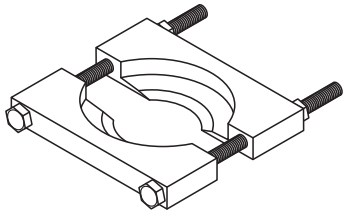
PISTON INSTALLER
TOOL NO. 9727



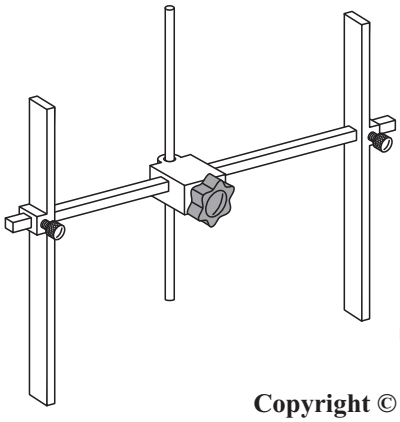
ADAPTER/PULLER
TOOL NO. 9908



BEARING SPLITTER
TOOL NO. 1130



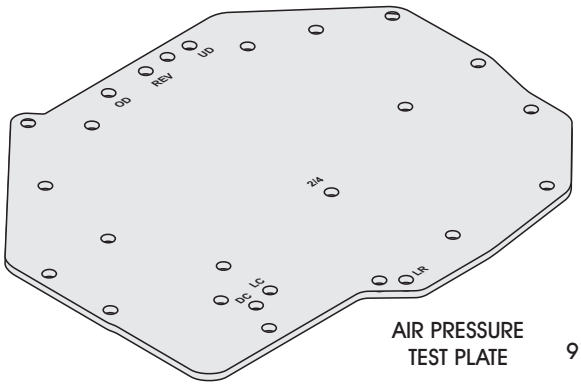
BEARING SPLITTER
TOOL NO. P-334



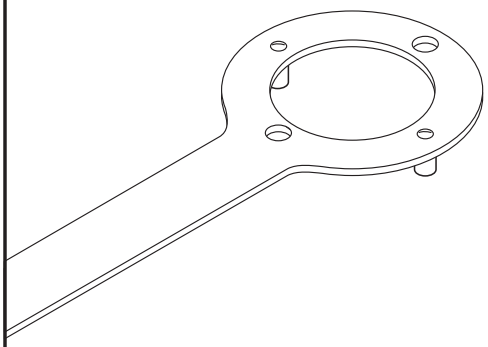
UNIVERSAL
"H" GAGE

Copyright © 2012 ATSG

Figure 302



AIR PRESSURE
TEST PLATE 9741



GEAR HOLDER
TOOL NO. 9739

Copyright © 2012 ATSG

Figure 303

CLUTCH PRESSURE TAPS ELIMINATED

The expense of machined pressure taps and the cost of inserting the plug, combined with potential areas for leaks, gave way to the decision of eliminating all Clutch Pressure Taps in the valve body.

However, the ability to perform clutch circuit pressure testing on the assembly line was necessary to ensure correct assembly and consistent quality. The engineers decided to use a series of nine check ball capsules positioned in specific tapered ports in the valve body, as shown in Figure 304.

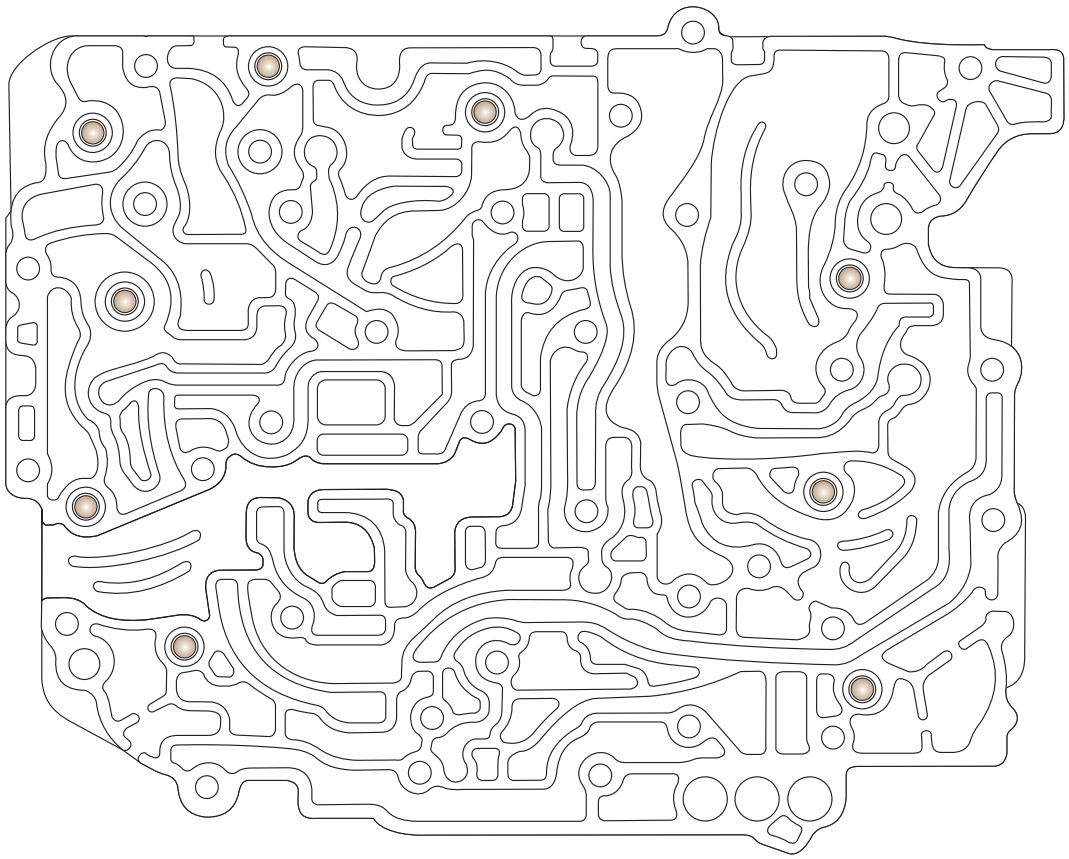
This allowed a test machine to come in with a probe and unseat the check balls in the capsules so that measurement of clutch pressures could be verified. Once the test has been completed and the test machine retracts, the check balls are then used to seal their respective clutch circuit. The nine check balls, shown in Figure 304, are the check balls used during the assembly line clutch testing procedure.

Note: Do not attempt to remove these balls or capsules, but ensure that they seal pressure.

There are 4 hydraulic shift control balls that are not used for assembly line testing and they do fall out of the valve body. Refer to Page 27, Figure 35 for their locations and function.

Although there are no Clutch Pressure Taps, there is a Main Line Pressure Tap, located at the bottom left side of the valve body cover pan rail, as shown on Page 23 in Figure 30.

PRESSURE SEALING CHECK BALL CAPSULES - PRESSURE TAPS ELIMINATED



Copyright © 2012 ATSG

Figure 304

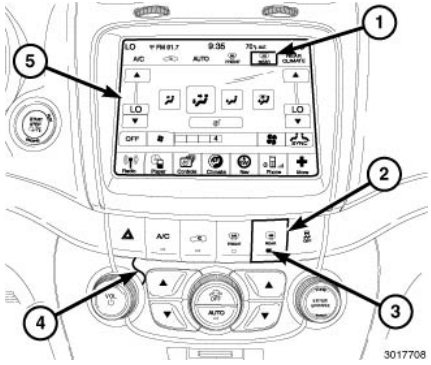
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

NOTE: Automatic Temperature Control (ATC) shown. Manual Temperture Control (MTC) similar.

The controls (1 and 2) for the rear window defogger (Electric Back Light) (EBL) system are located in the switchbank (4) and in the U-Connect Touch ™ screen module (5), at the center of the instrument panel. An amber indicator lamp (3) in the switchbank illuminates when the EBL system is on.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The rear window defogger (Electric Back Light) (EBL) system is actuated by a momentary switch located in the switchbank, or by using the control located in the U-Connect Touch ™ screen module. When a rear window defogger switch is pressed to on, the A/C heater module energizes the EBL relay in the Power Distribution Center (PDC) and fused battery current is directed to the rear window defogger grid lines and the heated outside rear view mirrors, when equipped. The grid lines heat the glass to help clear the rear window and outside mirror surfaces of fog or frost.

An amber indicator lamp in the switchbank illuminates when the EBL system is on. The A/C heater module contains the EBL system control circuitry, including the timer logic.

NOTE: The EBL system turns off automatically after ten minutes of initial operation. Each following activation cycle of the EBL system will last five minutes.

The EBL system automatically turns off after an initial programmed time interval of about ten minutes, as long as the ignition is left in the Run position. If a rear window defogger switch is pressed to on again after the initial time interval has expired, the EBL system will automatically turn off after about five minutes. The EBL system will also turn off if the ignition is turned to any position other than run, or by manually pressing the rear window defogger switch a second time.

The individual rear window defogger switch located in the switchbank cannot be adjusted or repaired. If a rear window defogger switch or indicator lamp is inoperative or damaged, the entire switchbank pod must be replaced (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Removal) .

The individual rear window defogger switch located in the U-Connect Touch ™ screen module cannot be adjusted or repaired. If a rear window defogger switch is inoperative or damaged, the entire U-Connect Touch ™ screen module must be replaced (Refer to 08 - Electrical/8E - Electronic Control Modules/Electronic Control Modules/MODULE, U-Connect Touch ™ screen - Removal).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

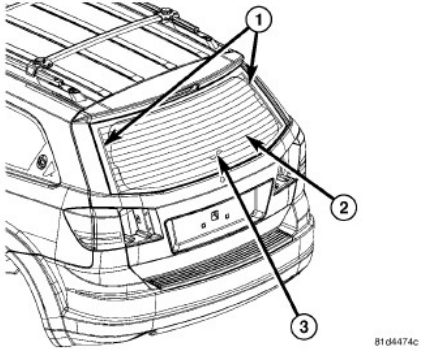
DESCRIPTION

CAUTION: **Grid lines can be damaged or scraped off with sharp instruments. Care should be taken when cleaning or removing foreign materials, decals or stickers from the rear glass. Normal glass cleaning solvents or hot water used with soft toweling is recommended.**

The rear window defogger system, also known as the Electric Back Light (EBL), consists of two vertical bus bars (1) linked by a series of grid lines (2) fired onto the inside surface of the rear window (3).

The EBL system is turned on or off by a momentary switch located in the switchbank, or by using the control located in the U-Connect Touch ™ screen module (Refer to 08 - Electrical/8G - Heated/Cooled Systems/Heated Seats/SWITCH, Heated Seat - Description) .

Circuit protection is provided by a fuse in the Power Distribution Center (PDC).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The rear window defogger (Electric Back Light) (EBL) system is actuated by a momentary switch located in the switchbank, or by using the control located in the U-Connect Touch ™ screen module. When a rear window defogger switch is pressed to on, the A/C heater module energizes the EBL relay in the Power Distribution Center (PDC), and fused battery current is directed to the rear window defogger grid lines, and to the heated outside rear view mirrors, when equipped. The grid lines heat the glass to help clear the rear window and outside mirror surfaces of fog or frost.

An amber indicator lamp in the switchbank illuminates when the EBL system is on. The A/C heater module contains the EBL system control circuitry, including the timer logic.

NOTE: The EBL system turns off automatically after ten minutes of initial operation. Each following activation cycle of the EBL system will last five minutes.

The EBL system automatically turns off after an initial programmed time interval of about ten minutes, as long as the ignition is left in the Run position. If a rear window defogger switch is pressed to on again after the initial time interval has expired, the EBL system will automatically turn off after about five minutes. The EBL system will also turn off if the ignition is set to any position other than Run, or by manually pressing the rear window defogger switch a second time.

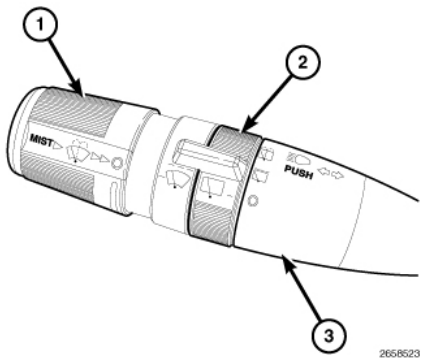
Repair of the rear window defogger grid lines, bus bars, terminals or pigtail wires can be accomplished using the Mopar® Rear Window Defogger Repair Kit (Part Number 04549275) or equivalent (Refer to 08 - Electrical/8G - Heated/Cooled Systems/Heated Glass/GRID, Defogger - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

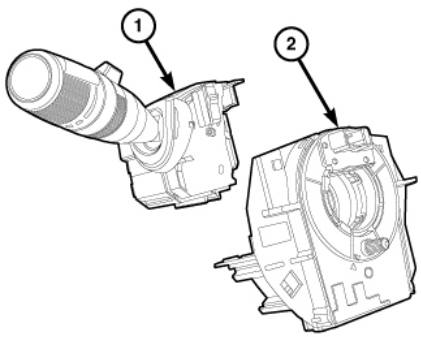
DESCRIPTION

The multi-function switch is located on the left side of the steering column, just below the steering wheel. This switch provides the primary controls for the front and rear wiper and washer systems, the turn signals and for headlamp beam selection. The only visible components of the switch are the control stalk (3), the control sleeve or ring (2) and the control knob (1) that extend through the shrouds on the left side of the steering column. The remainder of the switch including its mounting provisions, its electrical connection and the turn signal cancel actuator are concealed beneath the shrouds.



The switch housing (2) and controls (1) are constructed of molded black plastic. Each of the switch controls has white International Control and Display Symbol graphics applied to it, which clearly identify its many functions. A single integral latch feature (3) and slide tabs on the switch housing engage channels and a striker that are integral to the left side of the mounting bracket that is integral to the clockspring housing (5) that is secured to the top of the steering column.

The multi-function switch housing also contains an electronic circuit board and microprocessor that serve as a Local Interface Network (LIN) data bus slave node. The switch outputs are internally connected directly to the LIN slave node. An integral connector receptacle on the back of the switch housing connects the switch to the vehicle electrical system and to the LIN master node and Controller Area Network (CAN) data bus gateway integral to the Steering Angle Sensor (SAS) on the back of the clockspring housing through dedicated take outs and connectors of the instrument panel wire harness.



The multi-function switch provides the vehicle operator with a control interface for the following functions:

- **Front Washer Control** - The multi-function switch control knob provides a momentary WASH position for front washer system operation.
- **Front Wiper Control** - The multi-function switch control knob provides detent switching for two front continuous wipe switch positions, LOW speed or HIGH speed and an intermittent wipe mode with five DELAY interval positions. The control knob also has a front momentary MIST or pulse wipe feature switch position.
- **Headlamp Beam Selection** - The multi-function switch control stalk provides detent switching for selection of the headlamp HIGH or LOW beams.
- **Headlamp Optical Horn** - The multi-function switch control stalk includes momentary switching of the headlamp high beam circuits to provide an optical horn feature (sometimes referred to as flash-to-pass), which allows the vehicle operator to momentarily flash the headlamp high beams as an optical signalling device.
- **Rear Washer Control** - The multi-function switch control sleeve provides a momentary WASH position for rear washer system operation.
- **Rear Wiper Control** - The multi-function switch control sleeve provides detent switching for a single rear intermittent wipe mode.
- **Turn Signal Control** - The multi-function switch control stalk provides both momentary non-detent (lane change) switching or detent switching with automatic cancellation for both the left and right turn signals.

The multi-function switch cannot be adjusted or repaired. If any function of the switch is ineffective, or if the switch is damaged, the entire switch unit must be replaced. The clockspring (with the integral mounting bracket and the Steering Angle Sensor/SAS with the integral LIN master node and CAN gateway) as well as the multi-function switch (with the integral LIN slave node) are each available for separate service replacement.

2014 Dodge JC - DODGE JOURNEY

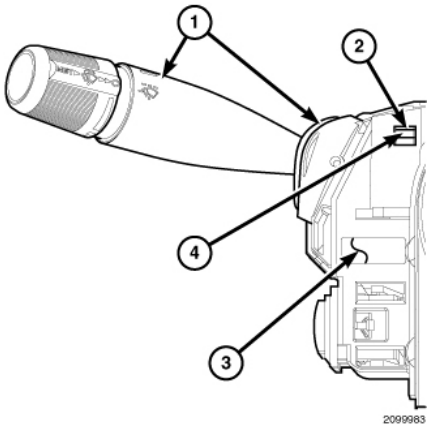
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

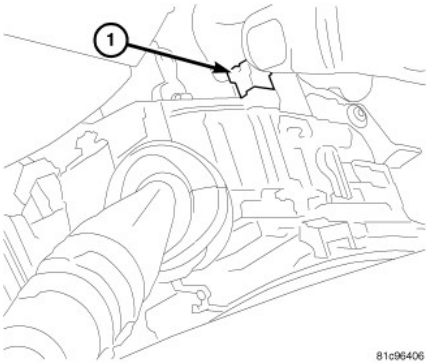
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Position the multi-function switch (1) housing over the receptacle in the mounting bracket (3) integral to the left side of the clockspring.
2. Slide the switch downward into the mounting bracket receptacle until it is fully seated and the tab (4) of the latch feature integral to the switch housing engages the access window (2) of the bracket.



3. Reconnect the instrument panel wire harness connector (1) to the connector receptacle on the back of the multi-function switch housing.
4. Reinstall the upper and lower shrouds onto the steering column. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Installation) .
5. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multi-function switch is a Local Interface Network (LIN) data bus slave node to the Steering Angle Sensor (SAS) integral to the clockspring. The SAS is both a LIN data bus master node and a gateway to the Controller Area Network (CAN) data bus. The multi-function switch sends electronic **switch status** messages over the LIN data bus to the SAS, then the SAS relays electronic **switch request** messages over the CAN data bus to other electronic modules in the vehicle.

If the SAS detects no inputs from the multi-function switch, it transmits an electronic **Signal Not Available (SNA)** status message over the CAN data bus. The SNA status signals the other electronic modules to implement a fail-safe or default mode of operation. For the exterior lighting system, the multi-function switch fail-safe mode automatically selects LOW beams when the headlamps are turned ON. For the wiper system, the multi-function switch fail-safe mode will maintain the last selected wiper system mode of operation for the remainder of the current ignition cycle, after which the wiper system will default to LOW.

The hard wired circuits for the multi-function switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient and accurate means to diagnose the electronics and messaging of this component requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Following are descriptions of how the multi-function switch is operated to control the functions and features it provides:

- **Front Washer Control** - The control knob on the end of the multi-function switch control stalk is depressed toward the steering column to the momentary second detent position to activate the washer pump/motor in the FRONT WASH mode. The washer pump/motor will continue to operate for as long as the control knob is held in this position. The multi-function switch sends an electronic **front washer switch status** message over the LIN data bus to the SAS, which relays an electronic **front washer switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Front Wiper Control** - The control knob on the end of the multi-function switch control stalk is rotated to one of the two continuous front wiper detents, to one of five front intermittent wiper detents or to the OFF position to select the FRONT WIPER mode. The multi-function switch sends electronic **front wiper switch status** messages over the LIN data bus to the SAS, which relays an electronic **front wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Front Wiper Mist Mode** - The control knob on the end of the multi-function switch control stalk is depressed toward the steering column to the momentary first detent position to activate the front wiper MIST mode. The wiper motor will continue to operate, one complete cycle at a time, for as long as the control knob is held in this position. The multi-function switch sends an electronic **front wiper switch status** message over the LIN data bus to the SAS, which relays an electronic **front wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Headlamp Beam Selection** - The headlamp high beams are selected when the multi-function switch control stalk is pushed forward to the high beam selection detent position. The low beams are selected when the control stalk is pulled rearward to the low beam selection detent position. The multi-function switch sends an electronic **beam select switch status** message over the LIN data bus to the SAS, which relays an electronic **beam select switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Headlamp Optical Horn** - The headlamp optical horn is selected each time the multi-function switch control stalk is pulled fully rearward to a momentary position. The headlamp HIGH beams will remain illuminated for as long as the control stalk is held in this momentary position and the LOW beams will be restored when the control stalk is released. The multi-function switch sends an electronic **headlamp optical horn switch status** message over the LIN data bus to the SAS, which relays an electronic **headlamp optical horn switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Rear Washer Control** - The control sleeve on the multi-function switch control stalk is rotated counterclockwise toward the instrument panel to the momentary WASH position to activate the washer pump/motor in the REAR WASH mode. The washer pump/motor will continue to operate for as long as the control sleeve is held in this position. The multi-function switch sends an electronic **rear washer switch status** message over the LIN data bus to the SAS, which relays an electronic **rear washer switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Rear Wiper Control** - The control sleeve on the multi-function switch control stalk is rotated clockwise away from the instrument panel to the rear intermittent wiper detent to select the REAR WIPER mode. The multi-function switch sends an electronic **rear wiper switch status** message over the LIN data bus to the SAS, which relays an electronic **rear wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Turn Signal Control** - The turn signals are requested when the multi-function switch control stalk is moved downward (LEFT signal) or upward (RIGHT signal). The control stalk has a detent position in each direction that provides turn signals with automatic cancellation, and an intermediate, momentary position in each direction that automatically provides three turn signal blinks as a LANE CHANGE feature when the control stalk is tapped or will energize the turn signals for as long as the control stalk is held in the momentary position. When the control stalk is moved to a detent turn signal switch position, a cancel actuator extends from the multi-function switch housing through an opening in the side of the clockspring case toward the center of the steering column. A turn signal cancel cam that is integral to the clockspring rotor rotates with the steering wheel and the cam lobes contact the cancel actuator when it is extended from the multi-function switch. When the steering wheel is rotated during a turning maneuver, one of the turn signal cancel cam lobes will contact the turn signal cancel actuator. The cancel actuator latches against the cancel cam rotation in the direction opposite that which is signaled. If the LEFT turn signal detent is selected, the lobes of the cancel cam will ratchet past the cancel actuator when the steering wheel is rotated to the left, but will unlatch the cancel actuator as the steering wheel rotates to the right and returns to center, which will cancel the turn signal event and release the control stalk from the detent so it returns to the neutral OFF position. The multi-function switch sends an electronic **turn signal switch status** message over the LIN data bus to the SAS, which relays an electronic **turn signal switch request** message over the CAN data bus to other electronic modules in the vehicle.

2014 Dodge JC - DODGE JOURNEY

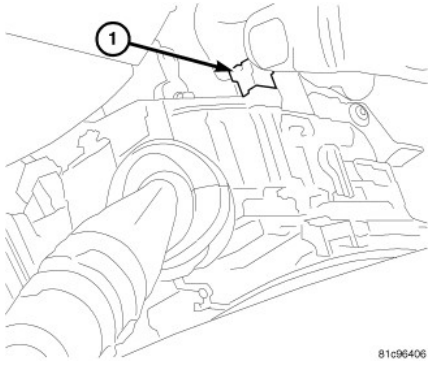
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

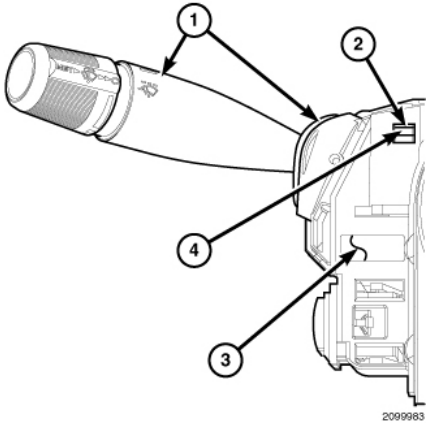
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate battery negative cable.
2. Remove the upper and lower shrouds from the steering column. (Refer to 19 - Steering/Column /SHROUD, Steering Column - Removal)
3. Disconnect the instrument panel wire harness connector (1) from the connector receptacle on the back of the multi-function switch housing.



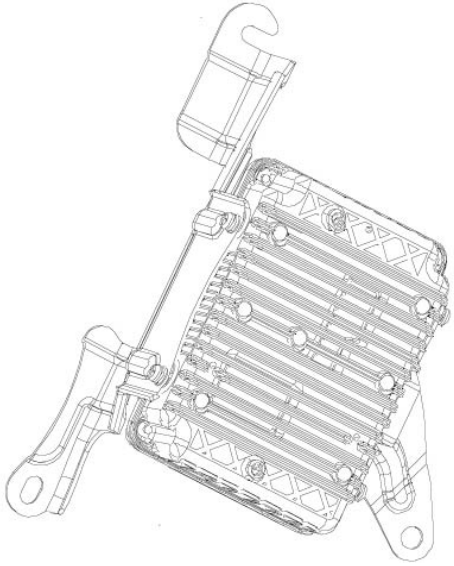
4. Working through the access window (2) of the mounting bracket (3) integral to the left side of the clockspring, depress the tab (4) of the latch feature integral to the multi-function switch (1) housing far enough to disengage the latch.
5. While holding the latch disengaged, slide the switch upward and out of the receptacle in the mounting bracket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The power inverter module is located under the instrument panel above the emergency brake.

The power inverter module when activated will supply 200 watts of 110 volt power to the outlet.

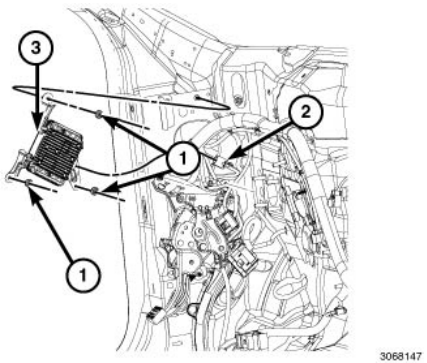
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the power inverter to the mounting bracket (3).
2. Position the inverter into the vehicle and install mounting fasteners (1).
3. Connect the electrical connectors (2).
4. Install the steering column opening cover (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .
5. Connect the battery negative cable.



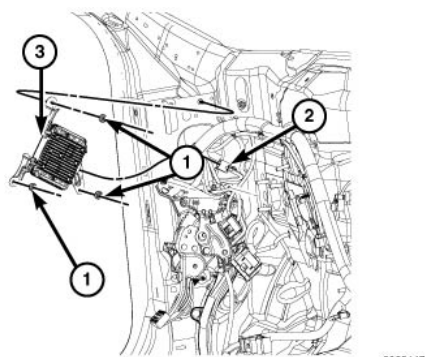
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the steering column opening cover (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal)
3. Disconnect the electrical connectors (2).
4. Remove the mounting bracket retainers (1) and remove the power inverter module (3) from the vehicle.
5. Remove the power inverter from the mounting bracket.



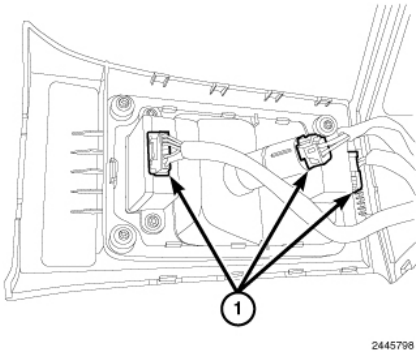
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

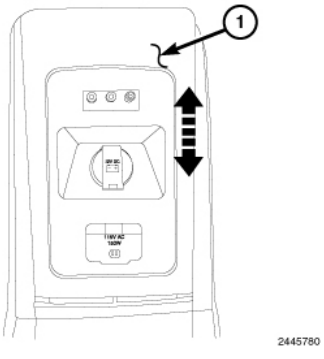
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

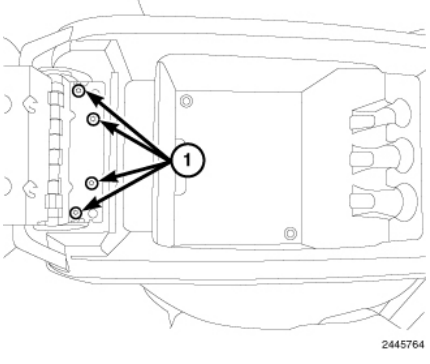
1. Install the outlet into the bezel.
2. Connect the electrical connectors (1).



3. Slide the rear bezel (1) down to install.



4. Install the hinge screws (1) and close the lid.
5. Connect the negative battery cable.



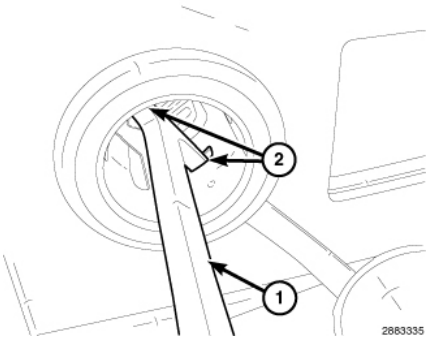
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

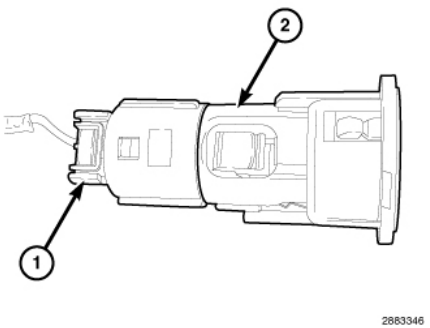
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect and isolate the battery negative cable.
2. Look inside and note position of the retaining bosses (2).
3. Insert Remover, Power Outlet 10246 (1) into the retaining bosses (2) of the power outlet.
4. Pull out the base through the mounting ring by gently rocking the tool.



5. Disconnect the harness (1) from the power outlet (2).
6. Set the base aside and remove the base mount ring.



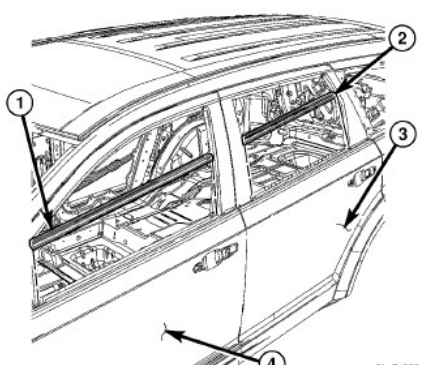
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front door belt molding (1) to the front door (4).
2. Install the rear mounting fastener.
3. Install the front door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
4. Verify proper window operation.



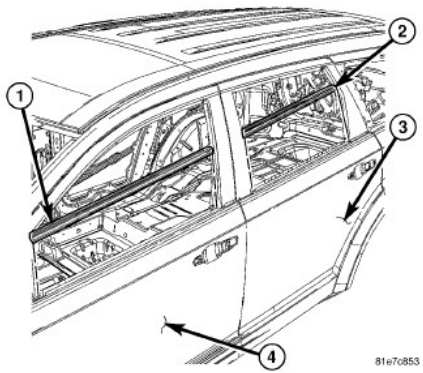
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower the window to the full down position.
2. Remove the front door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Remove the rear mounting fastener.
4. Remove the front door belt molding (1) by carefully pulling up on the molding and remove from the front door (4).



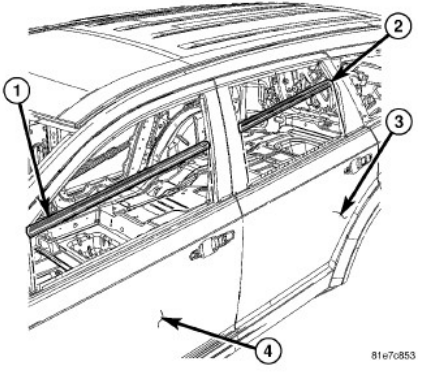
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the rear door belt molding (2) to the rear door (3).
2. Install the front and rear mounting fasteners.
3. Install the rear door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
4. Verify proper window operation.



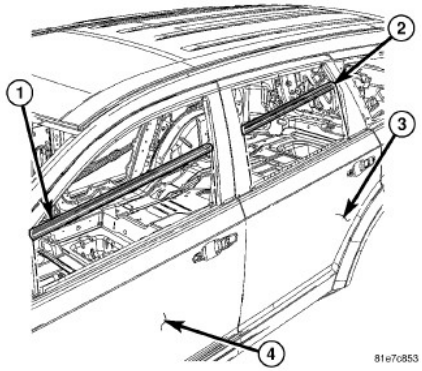
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower the window to the full down position.
2. Remove the rear door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Remove the front and rear mounting fasteners.
4. Remove the rear door belt molding (2) by carefully pulling up on the molding and remove from the rear door (3).



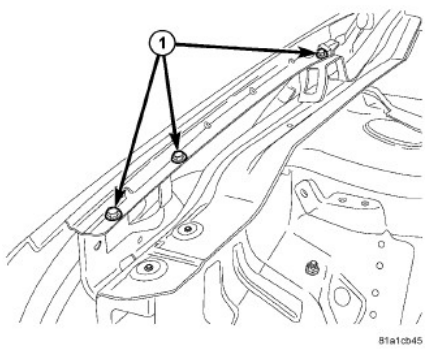
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

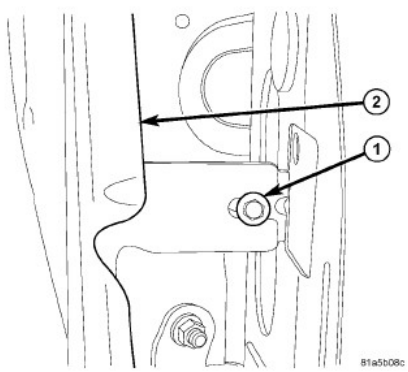
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

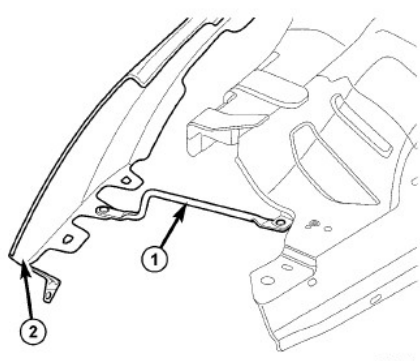
1. Place fender in position on vehicle.
2. From inside engine compartment, start the center upper rail bolt. Install all the fasteners (1) attaching fender to upper rail and tighten.



3. Install fender to lower cowl panel bolt.
4. Install fender to rocker panel bolt.
5. Place fascia into position.



6. Install fender to fascia brace (1) fastener.
7. Install inner splash shields, (Refer to 23 - Body/Exterior/SHIELD, Splash - Installation) .
8. Install headlamp assembly, (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/UNIT, Front Lamp - Installation) .
9. Check fender for flush and gap.
10. Continue to install fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .



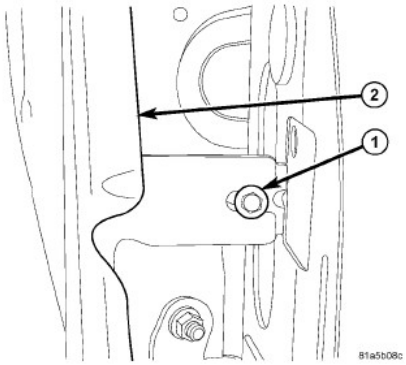
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

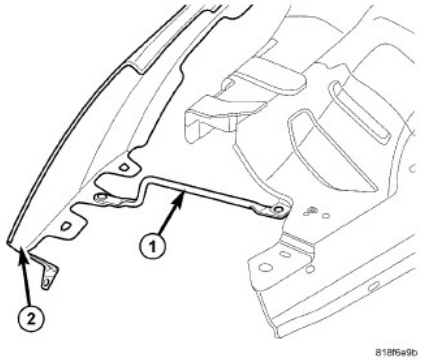
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove fascia. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal)
2. Remove headlamp assembly, (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/UNIT, Front Lamp - Removal) .
3. Remove inner splash shield, (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal) .
4. Remove fender (2) dogleg to body fastener (1) .

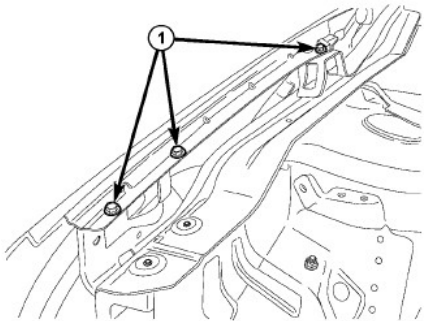


5. Remove fender brace (1).
6. Remove fender fastener to lower rocker panel.



7. Remove fasteners attaching fender to upper rail.

8. Remove fender from vehicle.



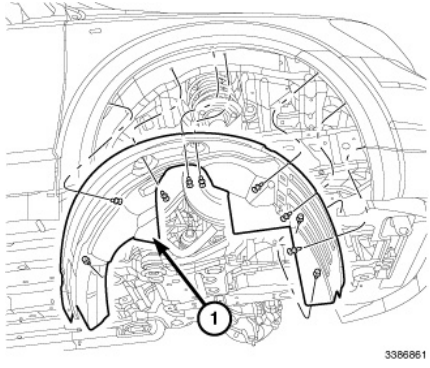
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the splash shield (1) into the wheelhouse opening.
2. Install the fasteners securing the splash shield (1).
3. Install the front wheel.
4. Lower the vehicle.



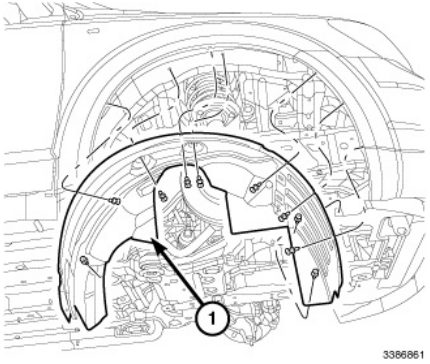
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The front splash shields are a two piece assembly.



1. Raise and support the vehicle.
2. Remove the appropriate front wheel.
3. Remove the fasteners securing the splash shield (1).
4. Remove the splash shield (1) from wheelhouse opening.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The grille is removed as part of the front fascia. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .

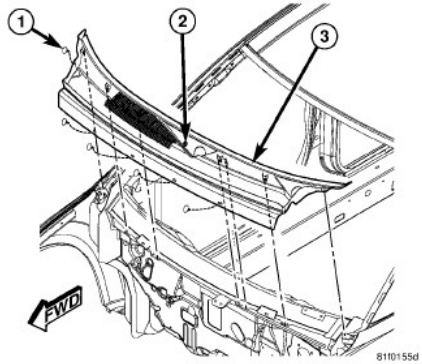
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

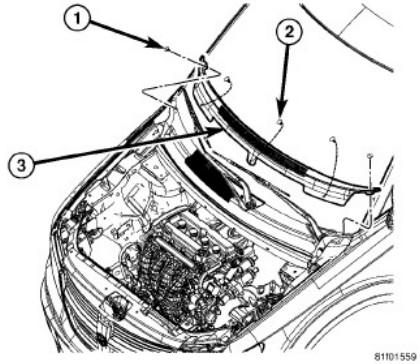
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the cowl screen. Install the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw (2) in the center of the cowl screen 90° counterclockwise to lock the screen in place.



2. Install the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Installation)

3. Install the cowl top screen (3). Install the two push-pins (1) securing the cowl top screen at the ends. Install the remaining push-pins (2).



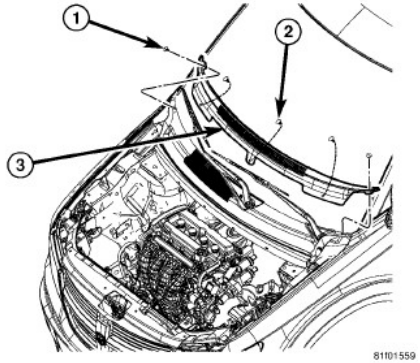
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

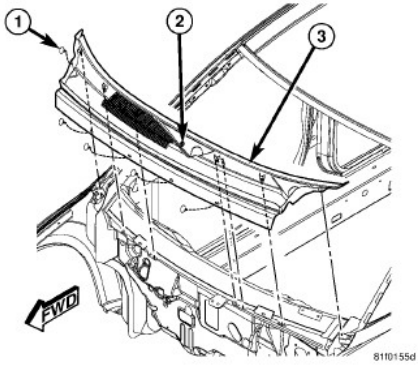
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the hood.
2. Remove the two push-pins (1) securing the cowl top screen at the ends. Remove the remaining push-pins (2). Remove the cowl top screen (3).
3. Remove the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Removal)



4. Remove the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw (2) in the center of the cowl screen 90° clockwise to release the screen.
5. Remove the cowl screen (3).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove carrier from adhesive tape on back of emblem.
2. Position emblem properly on body.
3. Press emblem firmly to body with palm of hand.
4. If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun to assure adhesion. Do not exceed 52°C (120°F) when heating emblem.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Exterior nameplates are attached to body panels with adhesive tape.

1. Apply a length of masking tape on the body, parallel to the top edge of the nameplate to use as a guide, if necessary.
2. If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun. Do not exceed 52°C (120°F) when heating emblem.
3. Insert a plastic trim stick or a hard wood wedge behind the emblem to separate the adhesive backing from the body.
4. Clean adhesive residue from body with MOPAR® Super Kleen solvent or equivalent.

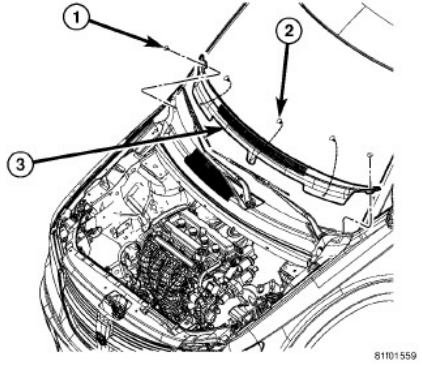
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the cowl top screen (3).
2. Install the two push-pins (1) securing the cowl top screen at the ends. Install the remaining push-pins (2).



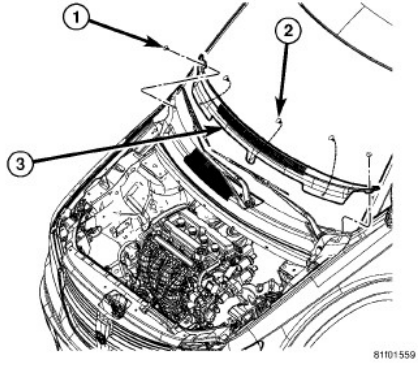
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the hood.
2. Remove the two push-pins (1) securing the cowl top screen at the ends. Remove the remaining push-pins (2).
3. Remove the cowl top screen (3).



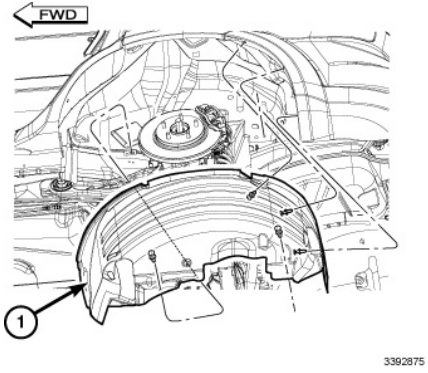
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the splash shield (1) into the wheelhouse opening.
2. Install the fasteners securing the splash shield (1).
3. Install the appropriate rear wheel.
4. Lower the vehicle.



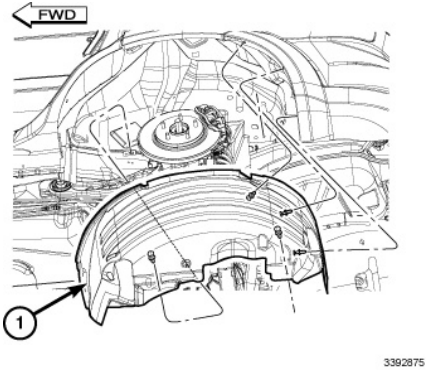
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle.
2. Remove the appropriate rear wheel.
3. Remove the fasteners securing the splash shield (1).
4. Remove the splash shield from wheelhouse.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PLASTIC BODY PANEL REPAIR

There are many different types of plastics used in today's automotive environment. We group plastics in three different categories: Rigid, Semi-Rigid, and Flexible. Any of these plastics may require the use of an adhesion promoter for repair. These types of plastic are used extensively on Chrysler Motors vehicles. Always follow repair material manufacturer's plastic identification and repair procedures.

Rigid Plastics:

Examples of rigid plastic use: Fascias, Hoods, Doors, and other Body Panels, which include SMC, ABS, and Polycarbonates.

Semi-Rigid Plastics:

Examples of semi-rigid plastic use: Interior Panels, Under Hood Panels, and other Body Trim Panels.

Flexible Plastics:

Examples of flexible plastic use: Fascias, Body Moldings, and upper and lower Fascia Covers.

Repair Procedure:

The repair procedure for all three categories of plastics is basically the same. The one difference is the material used for the repair. The materials must be specific for each substrate, rigid repair material for rigid plastic repair, semi-rigid repair material for semi-rigid plastic repair and flexible repair material for flexible plastic repair.

Adhesion Promoter/Surface Modifier:

Adhesion Promoters/Surface Modifiers are required for certain plastics. All three categories may have plastics that require the use of adhesion promoter/surface modifiers. Always follow repair material manufacturer's plastic identification and repair procedures.

SAFETY PRECAUTION AND WARNINGS

WARNING:

- **Eye protection should be used when servicing components. Personal injury can result.**
- **Use an OSHA approved breathing mask when mixing epoxy, grinding, and spraying paint or solvents in a confined area. Personal injury can result.**
- **Avoid prolonged skin contact with resin, petroleum, or alcohol based solvents. Personal injury can result.**
- **Do not venture under a hoisted vehicle that is not properly supported on safety stands. Personal injury can result.**

NOTE:

- When holes must be drilled or cut in body panels, verify locations of internal body components and electrical wiring. Damage to vehicle can result.
- Do not use abrasive chemicals or compounds on undamaged painted surfaces around repair areas. Damage to finish can result.

RIGID, SEMI-RIGID, AND FLEXIBLE PLASTIC PARTS TYPES

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
ASA	Acrylonitrile Styrene	Lurans	Consoles, Grilles

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
	Acrylite		
ABS	Acrylonitrile Butadiene Styrene	Terluran	"A" Pillars, Consoles, Grilles
ABS/PC	ABS/PC Alloy	Pulse, Proloy, Bayblend	Doors, Instrument Panels
ABS/PVC	ABS/PV Alloy	Proloy, Pulse, Lustran, Cyclovin	Door Panels, Grilles, Trim
BMC	Bulk Molding Compound	BMC	Fender Extensions
EMA	Ehtylene Methyl Acrylate/Ionomer	Surlyn, EMA, Ionomer	Bumper Guards, Pads
METTON	Metton	Metton	Grilles, Kick Panels, Running Boards
MPPO	Modified Polyphenylene Oxide	MPPO	Spoiler Assembly
PA	Polyamid	Zytel, Vydyne, PA, Minlon	Fenders, Quarter Panels
PET	Thermoplastic Polyester	Rynite	Trim
PBT/PPO	PBT/PPO Alloy	Germax	Claddings
PBTP	Polybutylene Therepthalate	PBT, PBTP, Pocan, Valox	Wheel Covers, Fenders, Grilles
PBTP/EEBC	Polybutylene Therepthalate/EEBC Alloy	Bexloy, "M", PBTP/EEBC	Fascias, Rocker Panel, Moldings
PC	Polycarbonate	Lexan, Merlon, Calibre, Makrolon PC	Tail Light Lenses, I/P Trim, Valance Panels
PC/ABS	PC/ABS Alloy	Germax, Bay Blends, Pulse	Doors, Instrument Panels
PPO	Polyphenylene Oxide	Azdel, Hostalen, Marlex, Prfax, Noryl, GTX, PPO	Interior Trim, Door Panels, Splash Shields, Steering Column Shroud
PPO/PA	Polyphenylene/Polyamid	PPO/PA, GTX 910	Fenders, Quarter Panels
PR/FV	Fiberglass Reinforced Plastic	Fiberglass, FV, PR/FV	Body Panels
PS	Polystyrene	Lustrex, Styron, PS	Door Panels, Dash Panels
RTM	Resin Transfer Molding Compound	RTM	Body Panels
SMC	Sheet Molded Compound	SMC	Body Panels
TMC	Transfer Molding Compound	TMC	Grilles
UP	Unsaturated Polyester (Thermosetting)	SMC, BMC, TMC, ZMC, IMC, XSMC, UP	Grille Opening Panel, Liftgates, Flareside Fenders, Fender Extensions
EEBC	Ether/Ester Blocked Co-Polymer	EEBC	Bumpers
EEBC/PBTP	EEBC/Polybutylene Terepthalate	EEBC, PBTP, BEXLOY	Bumper, Rocker Panels
EMPP	Ethylene Modified Polypropylene	EMPP	Bumper Covers
EPDM	Ethylene/Propropylene Diene Monomer	EPDM, Nordel, Vistalon	Bumpers
EPM	Ethylene/Propropylene Co-Polymer	EPM	Fenders
MPU	Foam Polyurethane	MPU	Spoilers

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
PE	Polyethylene	Alathon, Dylan, Lupolen, Marlex	-
PP	Polypropylene (Blends)	Noryl, Azdel, Marlox, Dylon, Pravex	Inner Fender, Spoilers, Kick Panels, A-Pillars, Door Panels, B-Pillars, Quarter Panels, Sport Bar Trim, Liftgate Trim, Decklid Trim Scuff Plates, Kick Panels, Consoles
PP/EPDM	PP/EPDM Alloy	PP/EPDM	Spoilers, Grilles
PUR	Polyurethane	Colonels, PUR, PU	Fascias, Bumpers
PUR/PC	PUR/PC Alloy	Texin	Bumpers
PVC	Polyvinyl Chloride	Apex, Geon, Vinylite	Body Moldings, Wire Insulation, Steering Wheels
RIM	Reaction Injected Molded Polyurethane	RIM, Bayflex	Front Fascias, Modular Windows
RRIM	Reinforced Reaction Injected Molded	PUR, RRIM	Fascias, Body Panels, Body Trims
TPE	Thermo Polyethylene	TPE, Hytrel, Bexloy-V	Fascias, Bumpers, Claddings
TPO	Thermopolyolefin	Polytrope, Renflex, Santoprene, Visaflex, ETA, Apex, TPO, Shields, Claddings	Bumpers, End Caps, Telcar, Rubber, Strips, Sight, Interior B-Pillar
TPP	Thermo-Polypropylene	TPP	Bumpers
TPU	Thermopolyurethane, Polyester	TPU, Hytrel, Texin, Estane	Bumpers, Body Side, Moldings, Fenders, Fascias

PANEL SECTIONING

If it is required to section a large panel for a plastic repair, it will be necessary to reinforce the panel. To bond two plastic panels together, a reinforcement must overlap both panels. The panels must be “V'd” at a 20 degree angle. The area to be reinforced should be washed, then sanded. Be sure to wipe off any excess soap and water when finished. Lightly sand or abrade the plastic with an abrasive pad or sandpaper. Blow off any dust with compressed air or wipe with a clean dry rag.

When bonding plastic panels, Follow repair material manufacturers recommendations. Be sure that enough adhesive has been applied to allow squeeze out and to fill the full bond line. Once the pieces have been brought together, do not move them until the adhesive is cured. The assembly can be held together with clamps, rivets, etc. A faster cure can be obtained by heating with a heat lamp or heat gun. After the parts have been bonded and have had time to cure, rough sand the seam and apply the final adhesive filler to the area being repaired. Smooth the filler with a spreader, wooden tongue depressor, or squeegee. For fine texturing, a small amount of water can be applied to the filler surface while smoothing. The cured filler can be sanded as necessary and, as a final step, cleanup can be done with soapy water. Wipe the surface clean with a dry cloth allowing time for the panel to dry before moving on with the repair.

PANEL REINFORCEMENT

Structural repair procedures for rigid panels with large cracks and holes will require a reinforcement backing. Reinforcements can be made with several applications of glass cloth saturated with structural adhesive. Semi-rigid or flexible repair materials should be used for semi-rigid or flexible backing reinforcement. Open meshed fiberglass dry wall tape can be used to form a reinforcement. The dry wall tape allows the resin to penetrate through and make a good bond between the panel and the adhesive. Structurally, the more dry wall tape used, the stronger the repair.

Another kind of repair that can be done to repair large cracks and holes is to use a scrap piece of similar plastic and bond with structural adhesive. The reinforcement should cover the entire break and should have a generous amount of overlap on either side of the cracked or broken area.

When repairing plastic, the damaged area is first “V'd” out, or beveled. Large bonding areas are desirable when repairing plastic because small repairs are less likely to hold permanently. Beveling the area around a crack at a 20 degree angle will increase the bonding surface for a repair. It is recommended that sharp edges be avoided because the joint may show through after the panel is refinished.

- Panel repair for both flexible and rigid panels are basically the same. The primary difference between flexible panel repair and rigid panel repair is in the adhesive materials used.
- The technician should first decide what needs to be done when working on any type of body panel. One should determine if it is possible to return the damage part to its original strength and appearance without exceeding the value of the replacement part.
- When plastic repairs are required, it is recommended that the part be left on the vehicle when ever possible. That will save time, and the panel will remain stationary during the repair. Misalignment can cause stress in the repair areas and can result in future failure.

VISUAL INSPECTION

Composite materials can mask the severity of an accident. Adhesive bond lines, interior structure of the doors, and steel structures need to be inspected carefully to get a

true damage assessment. Close inspection may require partial removal of interior trim or inner panels.

Identify the type of repair: Puncture or Crack - Damage that has penetrated completely through the panel. Damage is confined to one general area; a panel section is not required. However, a backer panel, open fiberglass tape, or matted material must be bonded from behind.

PANEL SURFACE PREPARATION

If a body panel has been punctured, cracked, or crushed, the damaged area must be removed from the panel to achieve a successful repair. All spider web cracks leading away from a damaged area must be stopped or removed. To stop a running crack in a panel, drill a 6 mm (0.250 in.) hole at the end of the crack farthest away from the damage. If spider web cracks can not be stopped, the panel would require replacement. The surfaces around the damaged area should be stripped of paint and freed from wax and oil. Scuff surfaces around repair area with 360 grit wet/dry sandpaper, or equivalent, to assure adhesion of repair materials.

PATCHING PANELS

An panel that has extensive puncture type damage can be repaired by cutting out the damaged material. Use a suitable reciprocating saw or cut off wheel to remove the section of the panel that is damaged. The piece cut out can be used as a template to shape the new patch. It is not necessary to have access to the back of the panel to install a patch. Bevel edges of cutout at 20 degrees to expose a larger bonding area on the outer side. This will allow for an increased reinforcement areas.

PANEL PATCH FABRICATIONS

A patch can be fabricated from any rigid fiberglass panel that has comparable contour with the repair area. Lift gates and fenders can be used to supply patch material. If existing material is not available or compatible, a patch can be constructed with adhesive and reinforcement mesh (dry wall tape). Perform the following operation if required:

1. Cover waxed paper or plastic with adhesive backed nylon mesh (dry wall tape) larger than the patch required.
2. Tape waxed paper or plastic sheet with mesh to a surface that has a compatible contour to the repair area.
3. Apply a liberal coat of adhesive over the reinforcement mesh. If necessary apply a second or third coat of adhesive and mesh after first coat has cured. The thickness of the patch should be the same as the repair area.
4. After patch has cured, peel waxed paper or plastic from the back of the patch.
5. If desired, a thin film coat of adhesive can be applied to the back of the patch to cover mesh for added strength.

PANEL PATCH INSTALLATION

1. Make a paper or cardboard pattern the size and shape of the cutout hole in the panel.
2. Trim 3 mm (0.125 in.) from edges of pattern so patch will have a gap between connecting surfaces.
3. Using the pattern as a guide, cut the patch to size.
4. Cut scrap pieces of patch material into 50 mm (2 in.) squares to use as patch supports to sustain the patch in the cutout.
5. Drill 4 mm (0.160 in.) holes 13 mm (0.5 in.) in from edge of cutout hole.
6. Drill 4 mm (0.160 in.) holes 13 mm (0.5 in.) away from edge of patch across from holes drilled around cutout.
7. Drill 3 mm (0.125 in.) holes in the support squares 13 mm (0.5 in.) from the edge in the center of one side.
8. Scuff the backside of the body panel around the cutout hole with a scuff pad or sandpaper.
9. Mix enough adhesive to cover one side of all support squares.

10. Apply adhesive to cover one side of all support squares.

11. Using number 8 sheet metal screws, secure support squares to back side of body panel with adhesive sandwiched between the panel and squares.

12. Position patch in cutout against support squares and adjust patch until the gap is equal along all sides.

13. Drill 3 mm (0.125 in.) holes in the support squares through the pre-drilled holes in the patch.

14. Apply a coat of adhesive to the exposed ends of the support squares.

15. Install screws to hold the patch to support squares. Tighten screws until patch surface is flush with panel surface.

16. Allow adhesive to cure, and remove all screws.

17. Using a 125 mm (5 in.) 24 grit disc grinder, grind a 50 mm (2 in.) to 75 mm (3 in.) wide and 2 mm (0.080 in.) deep path across the gaps around the patch. With compressed air, blow dust from around patch.

18. Apply adhesive backed nylon mesh (dry wall tape) over gaps around patch.

19. Mix enough adhesive to cover the entire patch area.

20. Apply adhesive over the mesh around patch, and smooth epoxy with a wide spreader to reduce finish grinding. Use two to three layers of mesh and adhesive to create a stronger repair .

PATCHED PANEL SURFACING

After patch panel is installed, the patch area can be finished using the same methods as finishing other types of body panels. If mesh material is exposed in the patched area, grind surface down, and apply a coat of high quality rigid plastic body filler. Prime, block sand, and paint as required.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CAUTION

Some body mounted weatherstips are sealed to the body using a white mastic compound.

CAUTION: **Door and Liftgate weatherstrip seals that use a white mastic sealant must be replaced with a new weatherstrip and any mastic must be cleaned from attachment flanges whenever the weatherstrip is removed.**

CAUTION: **Failure to follow these recommendations could result in damage or failure to the part and the related parts.**

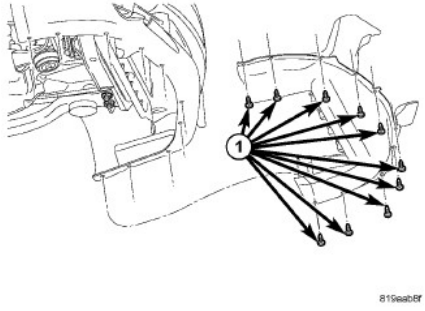
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

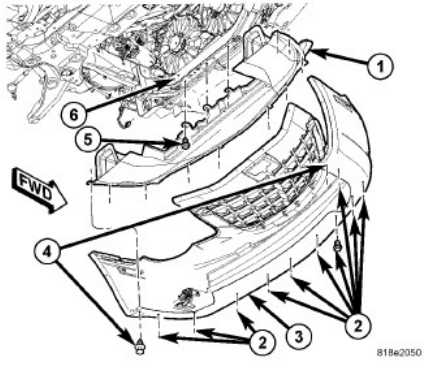
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front lower fascia.
2. Install the push pins (1) to lower closeout.



3. Install the fasteners (5) to lower closeout.



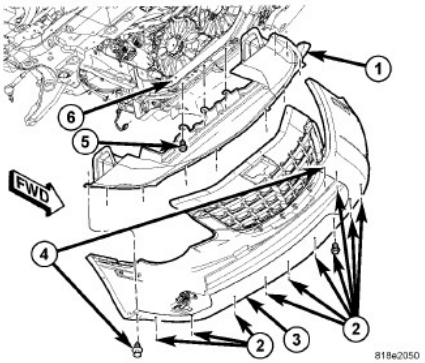
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

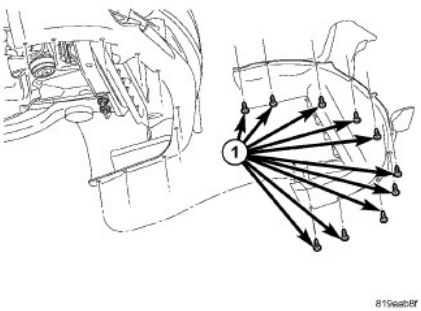
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove fasteners (5) to lower closeout.



2. Remove push pins (1) to lower closeout.
3. Remove the front lower fascia.



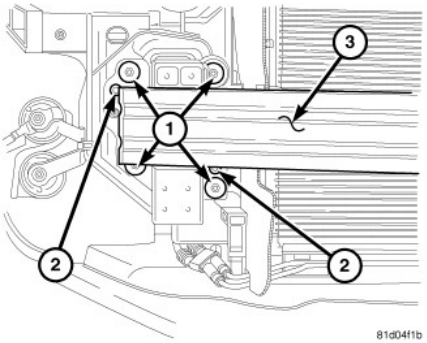
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

BUMPER REINFORCEMENT



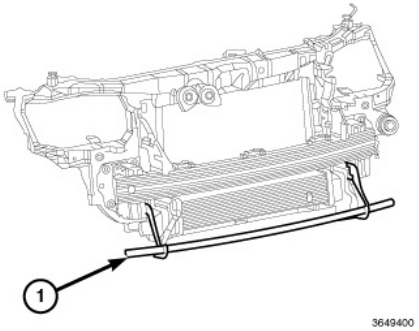
1. Position the bumper reinforcement (3) on vehicle.

NOTE: Use marks made previously to properly position bumper reinforcement

2. Install the larger bolts (1) attaching bumper reinforcement (3) to frame rail. Tighten bolts (1) to 28 Nm (21 ft. lbs.). Repeat on the opposite side.
3. Install the smaller bolts (2) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.
4. Install the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .

PEDESTRIAN PROTECTION REINFORCEMENT

NOTE: BUX vehicles only.

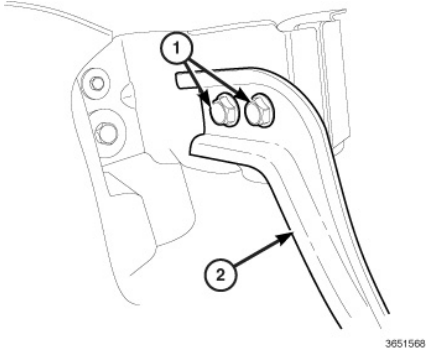


1. Position the pedestrian protection reinforcement (1) from the vehicle.
2. Loosely install the bolts (1) securing the pedestrian protection reinforcement brackets (2) to the inboard side of the bumper reinforcement.

NOTE: Use marks made previously to properly position the reinforcement.

3. Align the bracket using the reference marks and tighten the bolts (1) to 20 Nm (15 ft. lbs.). Repeat on opposite side.

4. Install the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .



2014 Dodge JC - DODGE JOURNEY

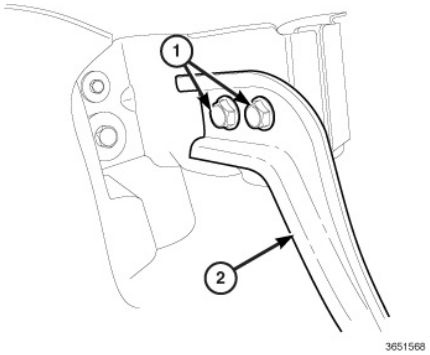
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

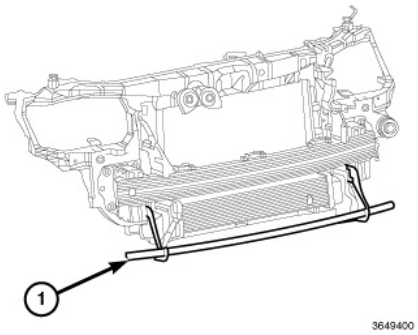
Labor Operations: Click to display a list of Labor Operations associated with this procedure

PEDESTRIAN PROTECTION REINFORCEMENT

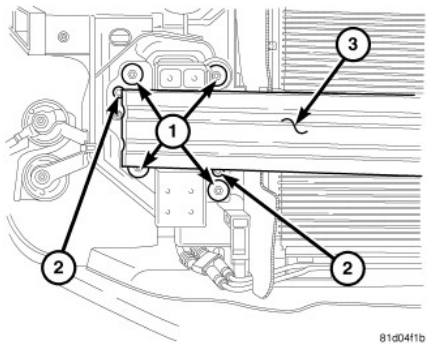
NOTE: BUX vehicles only.



1. Remove the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
2. Using a china marker or equivalent, mark the position of the pedestrian protection reinforcement brackets (2) on the inboard side of the bumper reinforcement to aid in installation. Repeat on the opposite side.
3. Remove the bolts (1) securing the pedestrian protection reinforcement brackets (2) to the bumper reinforcement. Repeat on opposite side.
4. Remove the pedestrian protection reinforcement (1) from the vehicle.



BUMPER REINFORCEMENT



1. Remove the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
2. Support the bumper reinforcement (3) on a suitable lifting device.
3. Using a china marker or equivalent, mark the position of the bolts (1) on the frame rail to aid in installation. Repeat on the opposite side.
4. Remove the smaller bolts (2) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.

5. Remove the larger bolts (1) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.

6. Remove the bumper reinforcement (3) from vehicle.

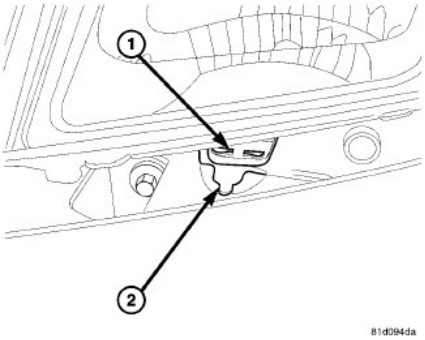
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

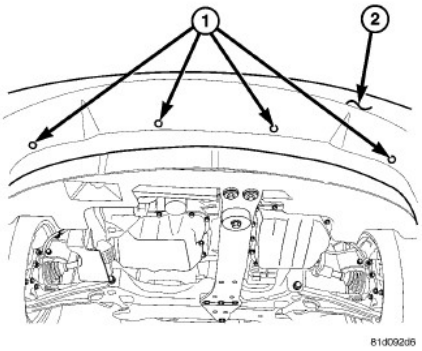
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

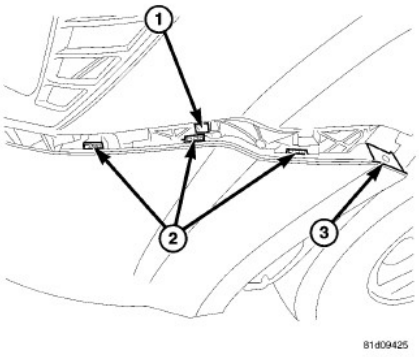
1. Install the fascia to the vehicle.
2. Reconnect the ambient temp sensor wire connector, if equipped.
3. Reconnect the fog lamp wire connector and side marker connector from body harness, if equipped.
4. Slide the fascia (2) into the mounting tab (1) under the headlamp.



5. Install the pushpins (1) for the fascia (2) at the lower closeout panel.

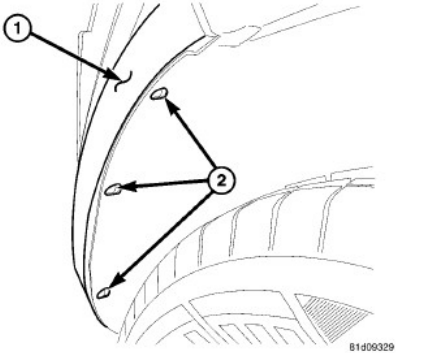


6. Insert and snap into place the fascia tabs (2) at the bracket (1).
7. Install the torx® screw (3) at the wheel well housing.

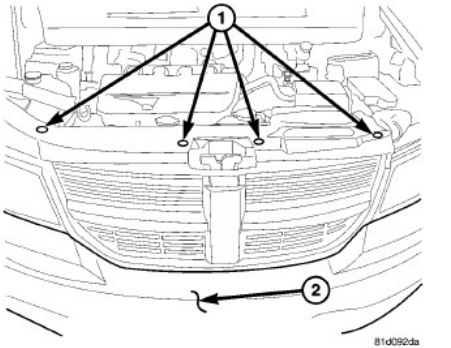


8. Install the pop rivets (2) at the wheel well opening.

9. Lower the vehicle.



10. Install the pushpins for the fascia (2) at the radiator support.



11. close the hood and check for proper fit.

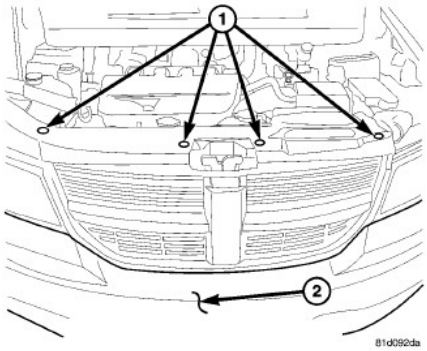
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

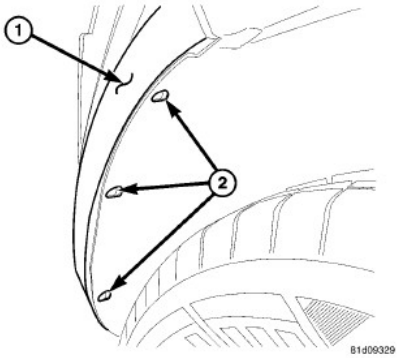
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

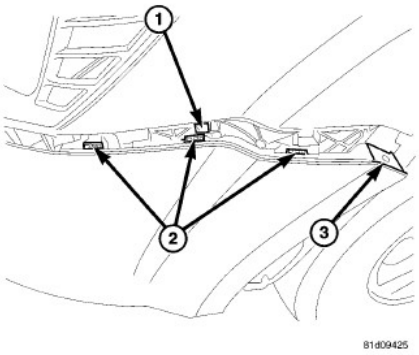
1. Release hood latch and open hood.
2. Remove the pushpins for the fascia (2) at the radiator support.



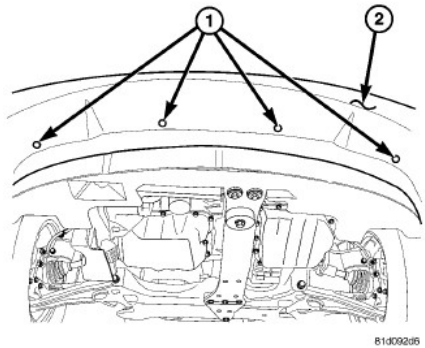
3. Hoist and support vehicle on safety stands. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) , for proper hoisting and jacking procedures.
4. Remove the pop rivets (2) at the wheel well opening.



5. Remove the torx® screw (3) at the wheel well housing.
6. Separate the fascia tabs (2) at the bracket (1).



7. Remove the pushpins (1) for the fascia (2) at the lower closeout panel.

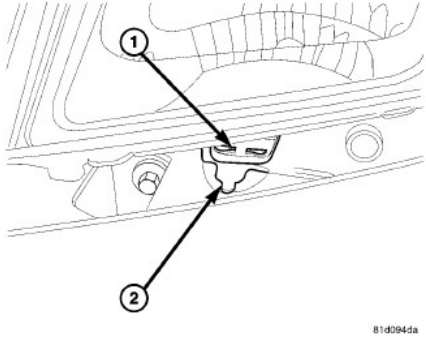


8. Slide the fascia (2) out from the mounting tab (1) under the headlamp.

9. Disengage fog lamp wire connector and side marker connector from body harness, if equipped.

10. Disengage the ambient temp sensor wire connector, if equipped.

11. Remove fascia from vehicle.



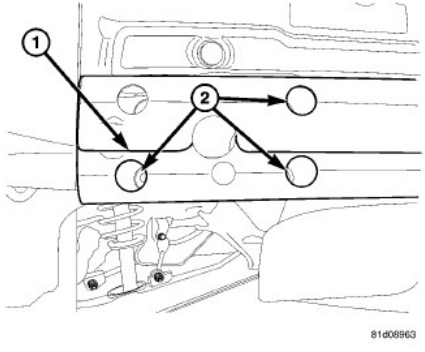
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position rear bumper reinforcement (1) on vehicle.
2. Install bolts (2) attaching bumper reinforcement to frame rail. Use marks made previously to properly position bumper reinforcement.
3. Tighten bolts (2) to 28 N·m (250 in.lbs.).
4. Install rear fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .



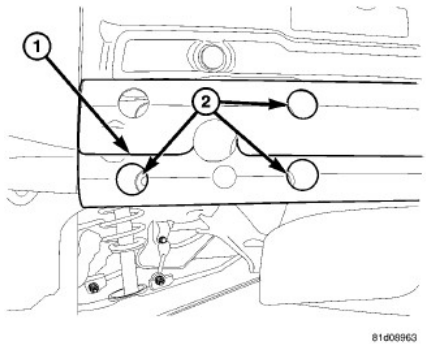
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove rear fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal) .
2. Support bumper reinforcement (1) on a suitable lifting device.
3. Mark position of bolts (2) on frame rail to aid in installation.
4. Remove bolts (2) attaching rear bumper reinforcement (1) to frame rail.
5. Remove bumper reinforcement (1) from vehicle.



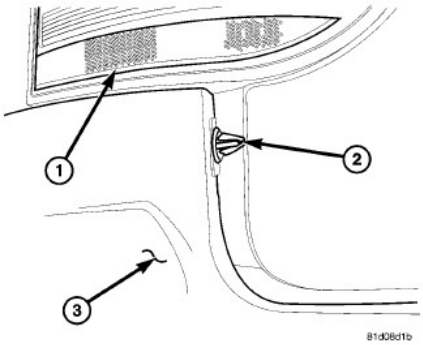
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

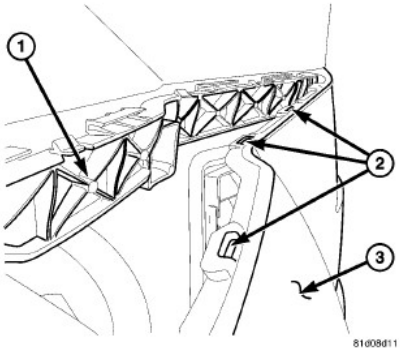
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

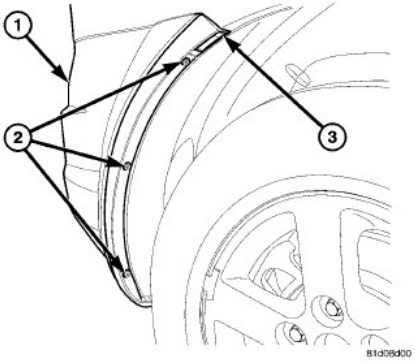
1. Install the fascia (3) to the vehicle and install the pushpin (2) at the tailight (1) to the body.



2. Clip the fascia (3) into the tabs (2) to the bracket (1).

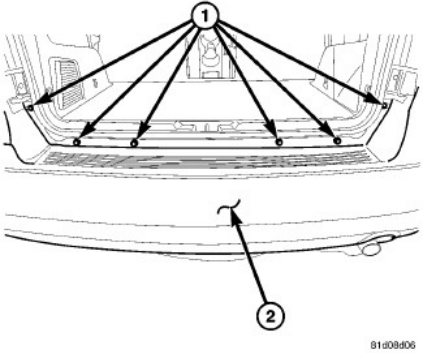


3. Install the torx® screw (3) for the fascia top the wheel opening and then install the pop rivets (2).



4. Install the 6 push pins (1) to secure the fascia (2) to the body.

5. Close the hatch and check for fit.



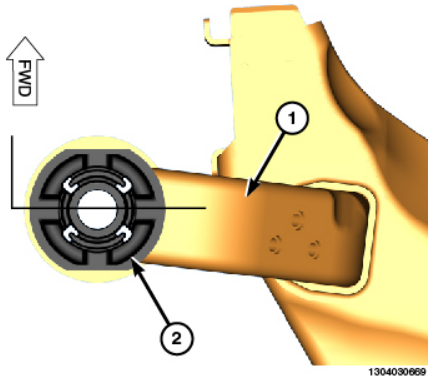
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

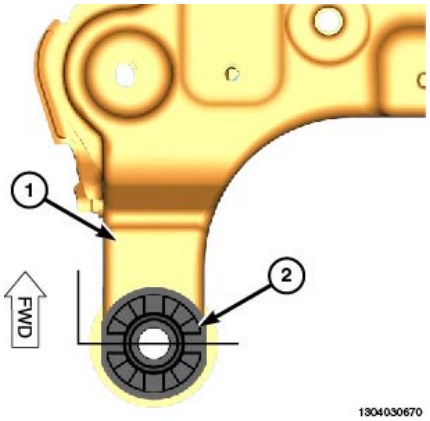
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Place the front isolator (2) onto the crossmember (1) and position as indicated.



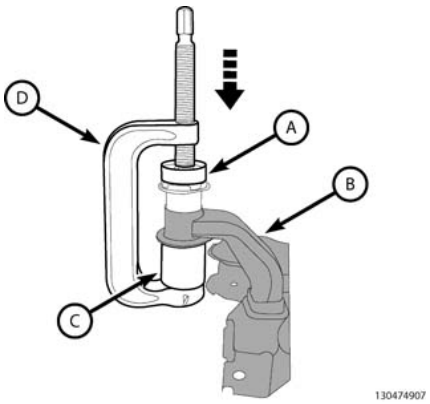
2. Place the rear isolator (2) onto the crossmember (1) and position as indicated.



3.

NOTE: Prior to using special tools, lubricate Press, Ball Joint C-4212F (1) threads to provide ease of use and promote tool longevity.

Assemble tools over isolator crossmember assembly as shown:



A. Press Plug 9678

B. Crossmember

C. Cup, Receiver 9776

D. C-4212F

4. Tighten Press, (D) screw-drive, pressing isolator into crossmember (B). Install isolator until isolator can flange contacts surface of crossmember.

5. Install the crossmember. (Refer to 13 - Frame and Bumpers/Frame/CROSSMEMBER, Front Suspension/Installation)

2014 Dodge JC - DODGE JOURNEY

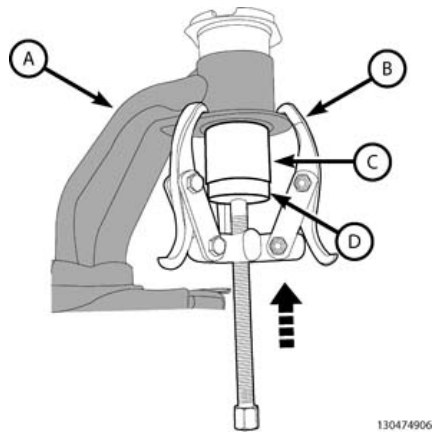
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the engine cradle crossmember. (Refer to 13 - Frame and Bumpers/Frame /CROSSMEMBER, Front Suspension/Removal)
2. As an installation reference, carefully mark location of isolator (3) requiring removal on crossmember (1) (around isolator can flange) using a marker or crayon. **Do not use a scratch awl to mark location.**

NOTE: Prior to using special tools, lubricate OTC® three jaw puller 1026 or equivalent (B) threads to provide ease of use and promote tool longevity.



3. Assemble tools over isolator crossmember assembly as shown:

A. Crossmember
B. OTC® three jaw puller 1026
C. Remover, Bushing 9334-4
D. Press Plug 9678

4. Tighten OTC® three jaw puller 1026 or equivalent (A) screw-drive, pressing isolator out of the crossmember (A).

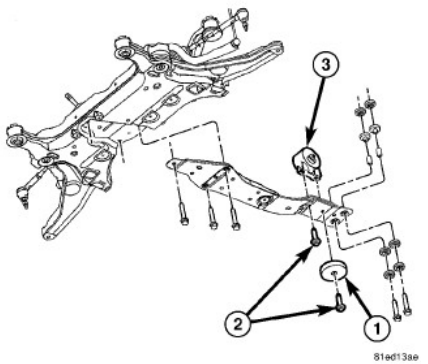
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

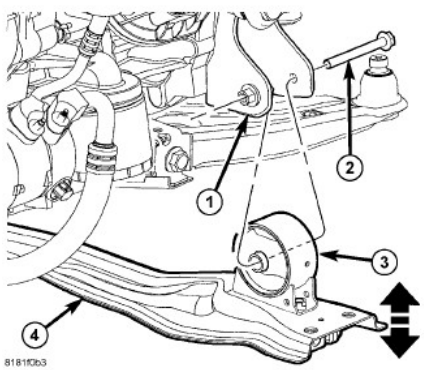
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front engine mount (3) on the crossmember. Install the mounting bolts (2) and damper (1). Tighten the bolts to 50 N·m (37 ft. lbs.).
2. Position the fore-aft crossmember in the engine compartment and install the mounting bolts. Tighten the forward mounting bolts at the radiator support to 55 N·m (41 ft. lbs.). Tighten the rearward mounting bolts at the suspension crossmember to 55 N·m (41 ft. lbs.).



3. Install the front engine mount thru-bolt (4). Tighten the bolt to 60 N·m (44 ft. lbs.).
4. If equipped, install the engine belly pan.
5. Lower the vehicle.



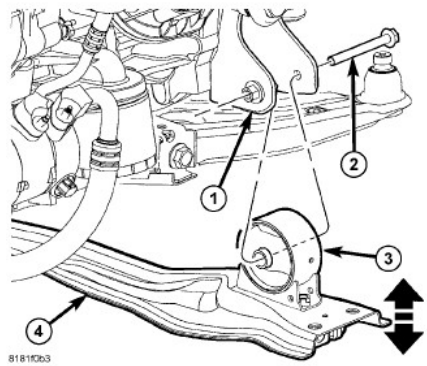
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

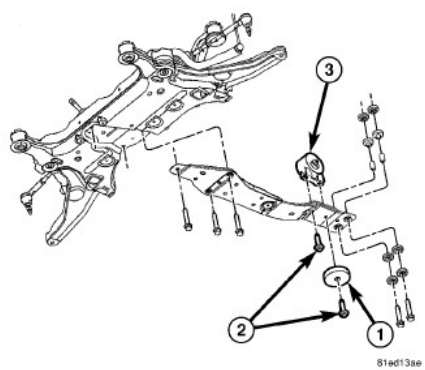
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. If equipped, remove the engine belly pan.
3. Remove the front engine mount thru-bolt (2).



4. Remove the fore-aft crossmember forward mounting bolts at the radiator support.
5. Remove the fore-aft crossmember rearward mounting bolts at the crossmember.
6. Remove the fore-aft crossmember.
7. Remove the front engine mount mounting bolts (2) and damper (1). Remove the mount (3) from the crossmember.



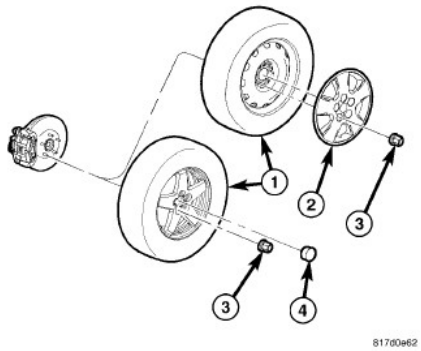
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

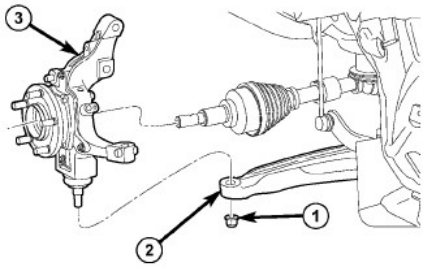
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. On each side of the vehicle, remove the wheel mounting nuts (3), then the front tire and wheel assembly (1).



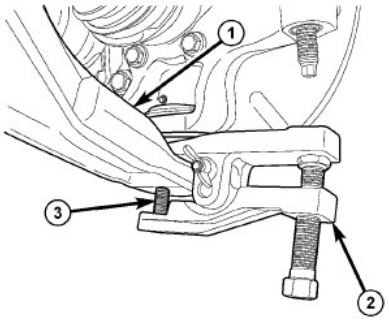
817d0e62

3. On each side of the vehicle, remove the nut (1) attaching the lower ball joint to the lower control arm (2).



819b8498

4. On each side of the vehicle, release the lower ball joint (3) from the lower control arm (1) using Remover (2), Special Tool 9360 . Do not lift the knuckle out of the lower control arm at this time.



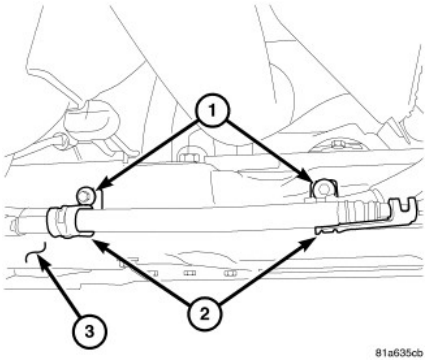
81a30701

5. If equipped, remove the engine belly pan.

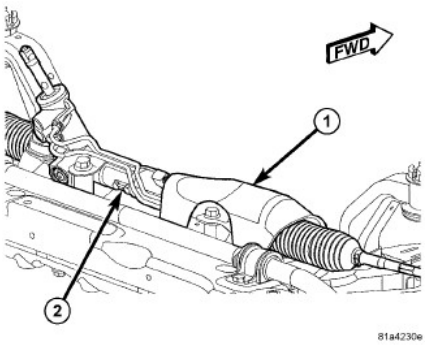
6. Remove the fore/aft crossmember. (Refer to 13 - Frame and Bumpers/Frame/CROSSMEMBER - Removal)

7. Remove the rear engine mount. (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Removal)

8. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

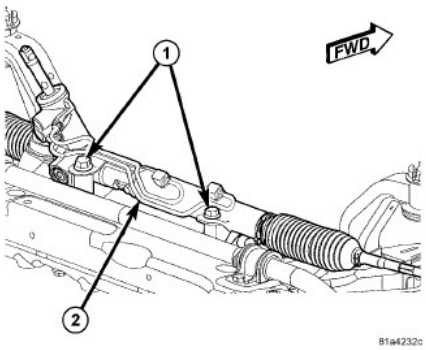


9. Remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2).

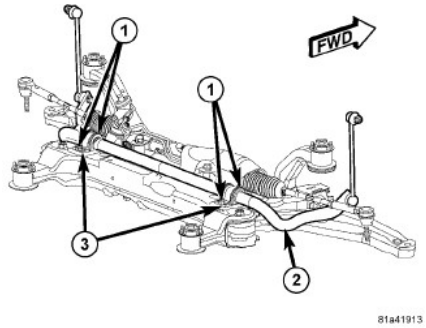


10. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

11. Support the steering gear using a bungee cord or other to keep the steering gear from lowering when the crossmember is lowered.



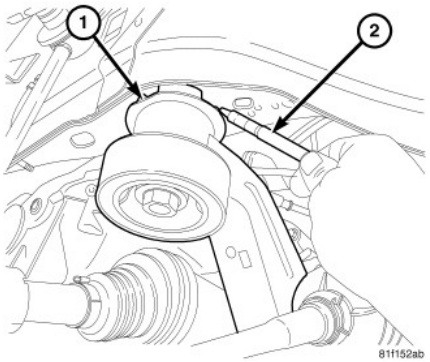
12. Remove the screws (1) securing the stabilizer bushing retainers (3) to the crossmember.



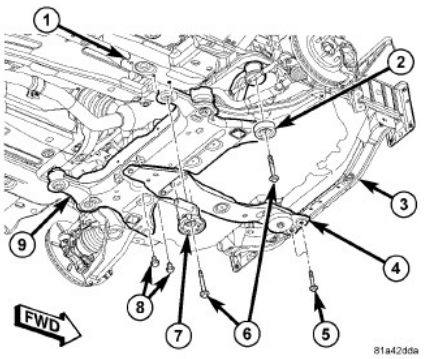
NOTE:

Before lowering the front suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the front suspension crossmember is not reinstalled in exactly the same location as before removal, the preset front wheel alignment settings (caster and camber) may be lost.

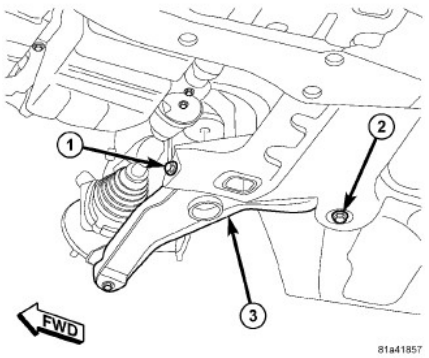
13. Using a crayon or marker (2) that will not break the paint surface, mark the location of the front crossmember (1) on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**



14. Support the crossmember (9) with a transmission jack. Secure the crossmember to the jack.
15. Remove the four mounting bolts (6) securing the front crossmember (9) to the body.
16. Remove the mounting screws (8) securing the front crossmember reinforcement brackets (7) (one each side of vehicle) to the body (1). Remove the brackets.
17. Slowly lower the crossmember and control arms to a comfortable working height using the jack.



18. To remove each lower control arm:
    a. Remove the front bolt (1) attaching the lower control arm (3) to the front suspension crossmember.
    b. Remove the nut on the rear bolt (2) attaching the lower control arm (3) to the front suspension crossmember. Remove the bolt.
    c. Remove the lower control arm (3) from the crossmember.



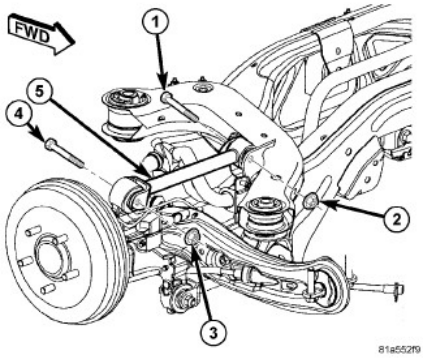
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

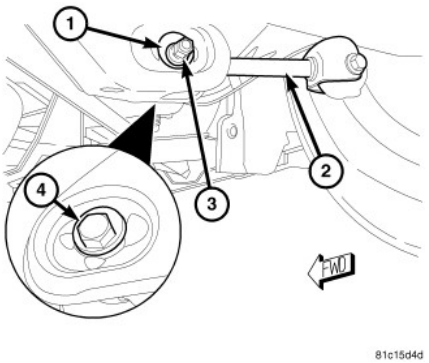
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Support the rear suspension crossmember with a transmission jack. Secure the crossmember to the jack.
2. Slowly raise the crossmember into mounted position using the transmission jack matching the crossmember to the marked locations on the body made during removal. As the crossmember is raised, guide the rear suspension components into place.
3. Install the four mounting bolts (rear bolts have stud heads) securing the crossmember to the body. Tighten the crossmember mounting bolts to 95 N·m (70 ft. lbs.).
4. Position the crossmember reinforcement brackets (one each side of vehicle) over the crossmember rear mounting bolt head-studs and install the mounting nuts, but do not tighten at this time.
5. Install the mounting screws securing the crossmember reinforcement brackets to the body. Tighten the screws to 55 N·m (41 ft. lbs.).
6. Tighten the mounting nuts securing the reinforcement brackets to the rear crossmember mounting bolts to 50 N·m (37 ft. lbs.).
7. Remove the transmission jack.
8. On each side of the vehicle, position the upper control arm (5) and install the bolt (1) and nut (2) securing the arm to the crossmember. Do not tighten either upper control arm mounting bolts at this time.

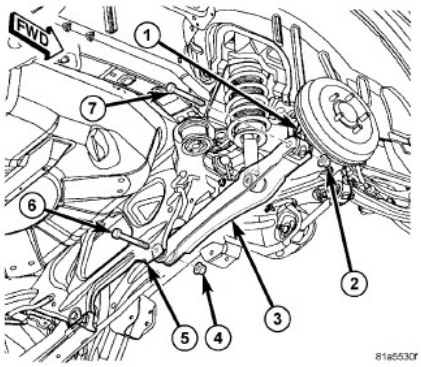


CAUTION: **When installing the cam bolt (4) and washer make sure the cams stay inside the abutments built into the crossmember. Failure to do so can damage the abutments and make toe adjustment difficult.**

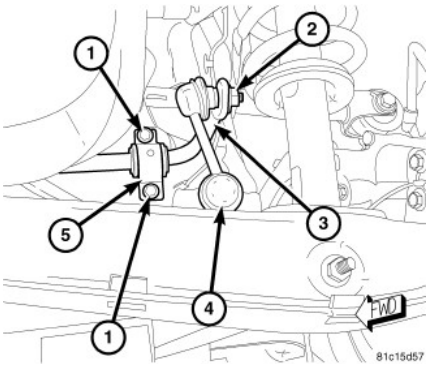


9. On each side of the vehicle:
   a. Position the toe link (2) and install the cam bolt (4) from the front through the crossmember and link. Match the cam on the bolt to the marks made during removal or position the top of the cam to the 12 O'clock position if not available.
   b. Install the cam washer (1) and nut (3) securing the toe link (2) to the crossmember. Do not tighten at this time.

10. On each side of the vehicle, position the lower control arm (3) and install the bolt (6) and nut (4) securing the lower control arm to the crossmember (5). Do not tighten nut and bolt at crossmember or knuckle at this time.



NOTE: When installing the stabilizer bar on a vehicle with all-wheel-drive, position the bar so that the bar loops over the axle half shafts once installed, not under the axle half shafts.



11. Position the stabilizer bar (3) on the rear crossmember.

CAUTION: **Before installing the screws in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

12. Install the two retainers (5 - right side shown) over the cushions at the mounting holes and install the retainer screws (1). Do not tighten the screws at this time.

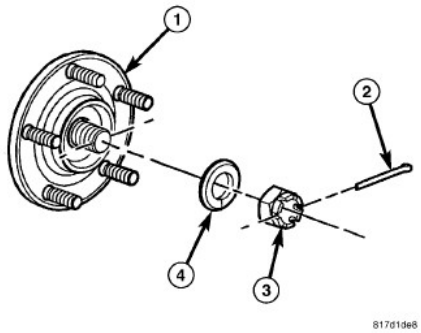
CAUTION: **Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

13. On each side of the vehicle, install the stabilizer link (4) upper stud in the end of the stabilizer bar (3). Install the nut (2) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 48 N·m (35 ft. lbs.).

14. On each side of the vehicle, tighten the stabilizer bar retainer screws (1) to 25 N·m (18 ft. lbs.).

NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

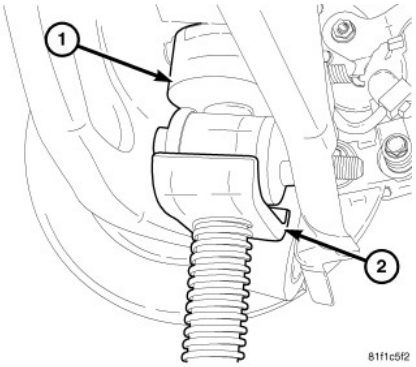
15. If equipped with all-wheel-drive, slide the half shaft into the hub and bearing on each side of the vehicle and hand-start the washer and hub nut (3) Support the shafts to keep them from overextending the joints.



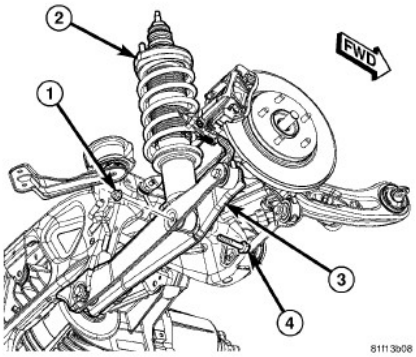
16. If equipped with all-wheel-drive, install the rear driveline module. In place of using a drive-on hoist, place jacks under the outboard ends of the lower control arms and adjust the rear suspension height at the hub and bearings to simulate curb riding height. (Refer to 03 - Differential and Driveline/Rear Driveline Module - Removal) Once the rear driveline module is installed, remove the jacks.

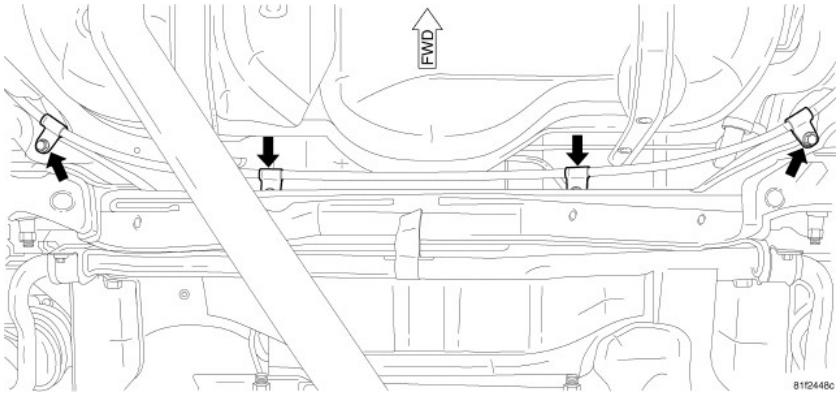
17. On each side of the vehicle, if equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock

assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.



18. On each side of the vehicle, install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

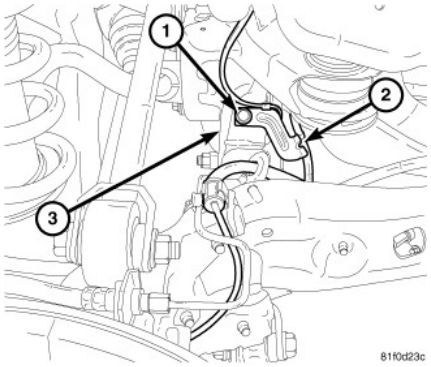




19. Position the four parking brake cable routing clamps along the front of the rear crossmember and install the screws. Tighten the screws to 6 N·m (55 in. lbs.)..

20. Install the exhaust system. (Refer to 11 - Exhaust System/PIPE, Exhaust - Installation) .

21. On each side of the vehicle, attach the wheel speed sensor routing clamp (2) to the rear suspension crossmember (3) using the mounting screw (1). Tighten the mounting screw to 20 N·m (15 ft. lbs.).

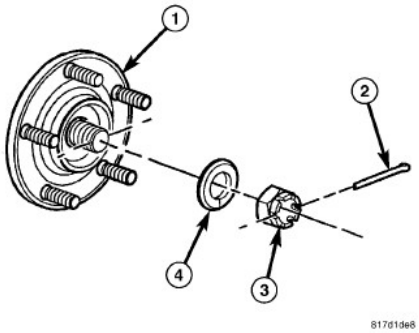


22. While a helper applies the brakes to keep the hub (1) from rotating, on each side of the vehicle:

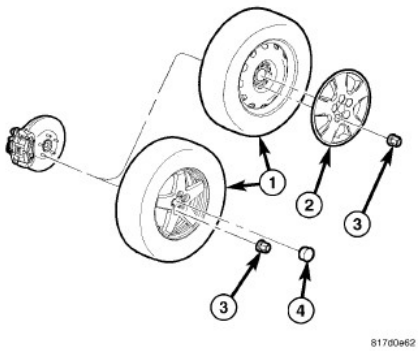
    a. Tighten the hub nut (3) to 245 N·m (181 ft. lbs.).

    b. Insert the cotter pin (2) through the notches in the nut and the hole in half shaft. If the notches in the nut do not line up with the hole in the half shaft, continue to tighten the nut until they do. **Do not loosen the nut.**

    c. Wrap the cotter pin (2) ends tightly around the lock nut.



23. On each side of the vehicle, install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).



24. Lower the vehicle.

25. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.

26. Tighten the lower control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).

27. Tighten the lower control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

28. Tighten the shock assembly lower mounting bolt nut to 99 N·m (73 ft. lbs.).

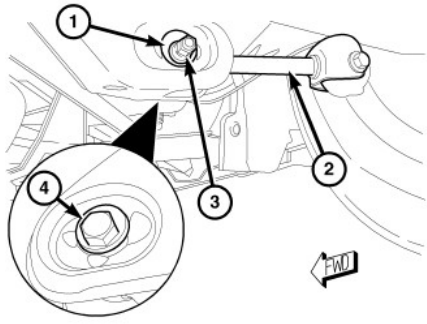
29. Tighten the upper control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).

30. Tighten the upper control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

31. Tighten the toe link mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

32. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

33. Once rear toe is set, while holding the cam bolt (4) head stationary, tighten the toe link mounting cam bolt nut (3) to 100 N·m (74 ft. lbs.).



81c15d4d

2014 Dodge JC - DODGE JOURNEY

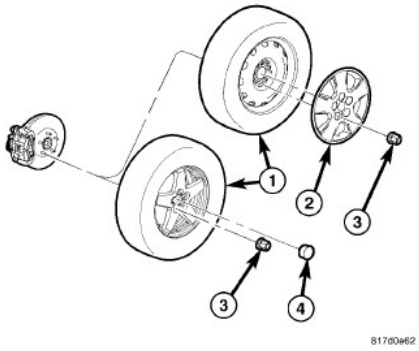
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

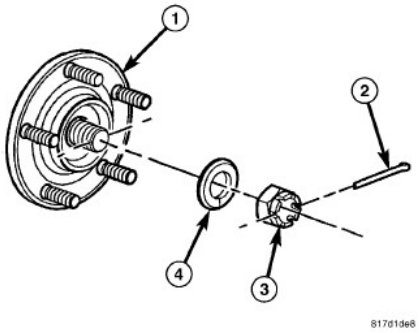
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

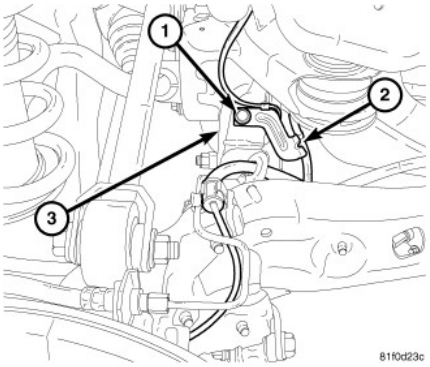
2. On each side of the vehicle, remove the wheel mounting nuts (3), then the front tire and wheel assembly (1).



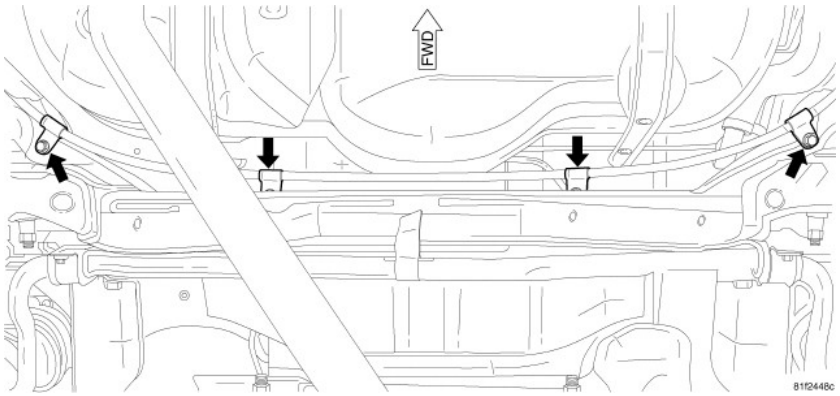
3. If equipped with all-wheel-drive, remove the cotter pin (2) from the hub nut (3) on the end of the axle half shaft. While a helper applies the brakes to keep the hub (1) from rotating, remove the hub nut (3) and washer (4) from the axle half shaft.



4. On each side of the vehicle, remove the screw (1) fastening the wheel speed sensor routing clamp (2) to the rear suspension crossmember (3).

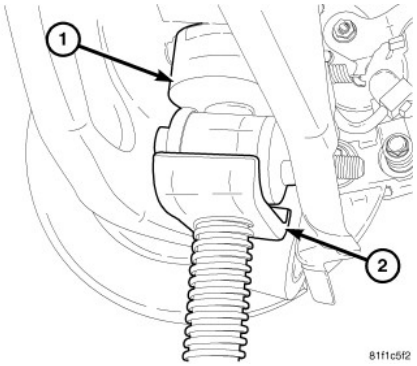


5. Remove the exhaust system from the vehicle. (Refer to 11 - Exhaust System/PIPE, Exhaust - Removal)

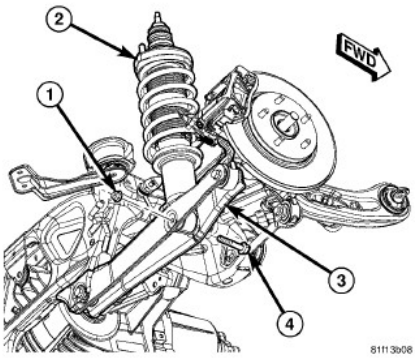


6. Remove the screws securing the four right rear parking brake cable routing clamps to the rear crossmember .

7. On each side of the vehicle, if equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



8. On each side of the vehicle, remove the lower shock mounting nut (1) and bolt (4).



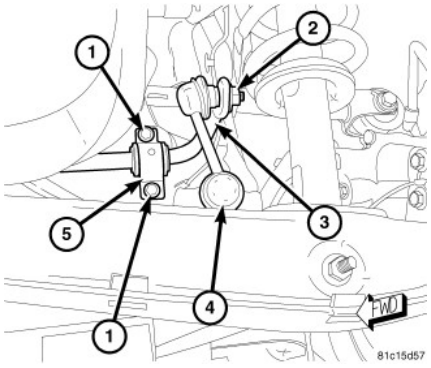
9. If equipped with all-wheel-drive, remove the rear driveline module, but instead of using a drive-on hoist, place jacks under the outboard ends of the lower control arms and adjust the rear suspension height at the hub and bearings to simulate curb riding height. (Refer to 03 - Differential and Driveline/Rear Driveline Module - Removal) Once the rear driveline module is removed, remove the jacks.

10. If equipped with all-wheel-drive, slide the half shaft out of the hub and bearing on each side of the vehicle and remove it.

11. On each side of the vehicle, while holding the stabilizer bar link upper stud stationary, remove the nut (2) securing the link (4) to the stabilizer bar (3).

12. On each side of the vehicle, remove the screws (1) securing the stabilizer bar retainer (5) to the crossmember.

13. Remove the stabilizer bar (3) from the vehicle.

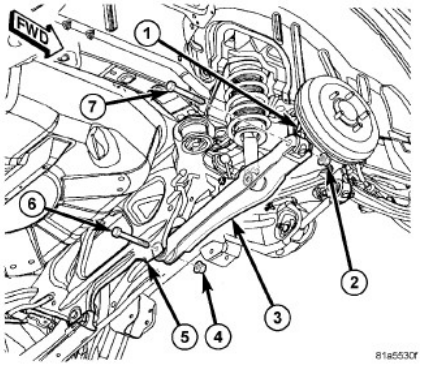


14. On each side of the vehicle:

    a. Loosen (do not remove) the nut (2) and bolt (7) securing the lower control arm (3) to the knuckle (1).

    b. Remove the nut (4) and bolt (6) securing the lower control arm (3) to the rear crossmember (5).

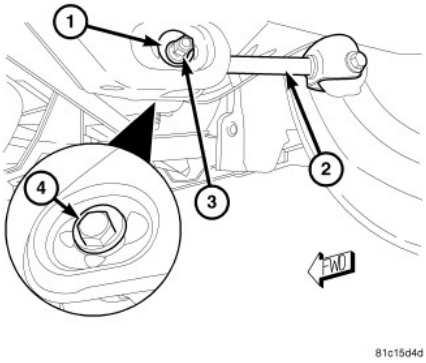
    c. Swing the lower control arm down away from the rear crossmember.



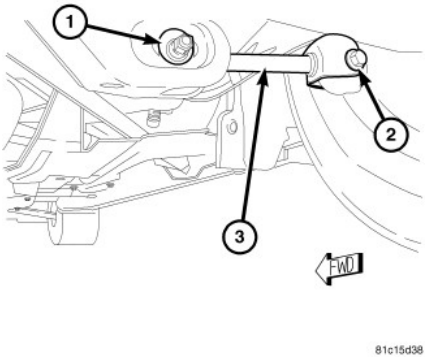
15. On each side of the vehicle:

    a. Mark the position of the cam bolt (4) cams on the crossmember using a paint marker or crayon. Do not use any type marker that will scratch or damage the surface of the crossmember.

    b. While holding the cam bolt (4) head stationary, loosen and remove the toe link mounting cam bolt nut (3) and washer (1). Remove the cam bolt.



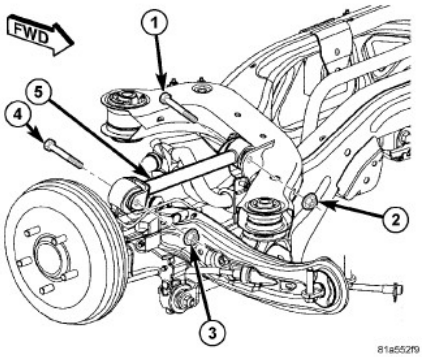
16. On each side of the vehicle, loosen (do not remove) the mounting bolt (2) and nut securing the toe link (3) to the knuckle.



17. On each side of the vehicle:

    a. Loosen (do not remove) the nut (3) and bolt (4) securing the upper control arm (5) to the knuckle.

    b. Remove the nut (2) and bolt (1) securing the upper control arm (5) to the crossmember.



18. On each side of the vehicle, using wire or a bungee cord, support the knuckle to keep it from sagging.

NOTE:

Before lowering the rear suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the crossmember is not reinstalled in exactly the same location as before removal, the rear wheel alignment settings may be lost.

19. Using a crayon or marker that will not break the paint surface, mark the location of the rear suspension crossmember on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**

20. Support the crossmember with a transmission jack. Secure the crossmember to the jack.

21. Remove the two mounting screws securing each crossmember reinforcement bracket (one each side of vehicle) to the body.

22. Remove the mounting nuts securing the crossmember reinforcement brackets to the crossmember rear mounting bolts. Remove the brackets.

23. Remove the four mounting bolts securing the crossmember to the body.

24. Slowly lower the crossmember using the jack.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

USE OF HEAT DURING REPAIR

WARNING:

Chrysler Group LLC engineering's position on the use of heat during collision repair is as follows:

- **Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.**
- **During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.**

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler Group LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

This statement supersedes any previously released information by the Chrysler Group LLC.

Failure to follow these instructions may result in serious or fatal injury.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNINGS

WARNING:

Use an Occupational Safety and Health Administration (OSHA) approved breathing filter, when spraying paint or solvents in a confined area. Failure to follow these instructions may result in possible serious or fatal injury.

- **avoid prolonged skin contact with petroleum or alcohol based cleaning solvents.**
- **do not stand under a hoisted vehicle that is not properly supported on safety stands. Failure to follow these instructions may result in possible serious or fatal injury.**

CAUTION:

When holes are drilled or punched in an inner body panel, verify the depth of space to the outer body panel, electrical wiring or other components. Damage to the vehicle can result.

- **do not weld exterior panels unless combustible material on the interior of vehicle is removed from the repair area. Fire or hazardous conditions, can result.**
- **always have a fire extinguisher ready for use when welding.**
- **disconnect the negative (-) cable clamp from the battery when servicing electrical components that are live when the ignition is off. Damage to electrical system can result.**
- **do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.**
- **do not use harsh alkaline based cleaning solvents on painted or upholstered surfaces. Damage to finish or color can result.**
- **do not hammer or pound on plastic trim panel when servicing interior trim. Plastic panels can break.**

Restraint Warnings

WARNING:

To avoid potential physical injury, or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the ORC capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 30 cm (12 in) of an electronic module/harness, then that module/harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens. Failure to follow these instructions may result in serious or fatal injury.

WARNING:

To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, Occupant Classification System (OCS), seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to follow these instructions may result in accidental airbag deployment.

WARNING: **To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens.**

WARNING: **To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **To avoid serious or fatal injury when handling a seat belt tensioner retractor. Exercise proper care to keep fingers out from under the retractor cover and away from the seat belt webbing where it exits from the retractor cover. Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.**

WARNING: **To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Anytime a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the Chrysler Mopar® Parts Catalog.**

WARNING: **To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

Primary Tool Number/Name - 9360 - Remover, Ball Joint
Alternate Tool Number/Name - 1871000700 - Extractor

Originally Shipped In Kit Number(s) *9329, 9515, 9516, 9516-CAN, 9517, 9517-CAN, 9518, 9519, 9540, 9541*.

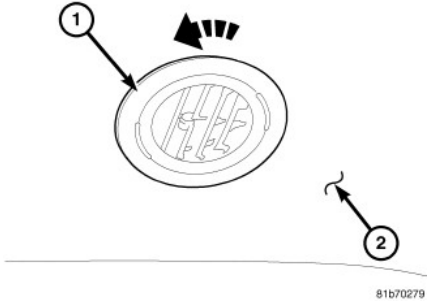
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the air outlet (1) being serviced to the opening in the headliner (2).
2. Rotate the air outlet counterclockwise until the retaining tabs on the back of the outlet are fully engaged to the headliner.



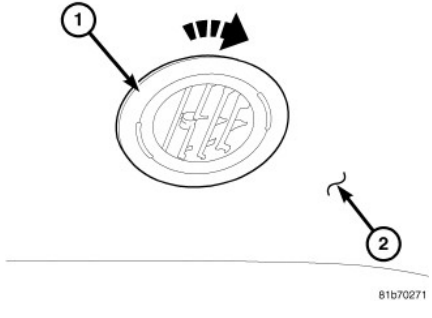
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Rotate the air outlet (1) being serviced clockwise until the retaining tabs on the back of the outlet disengage from the headliner (2).
2. Remove the air outlet from the headliner.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

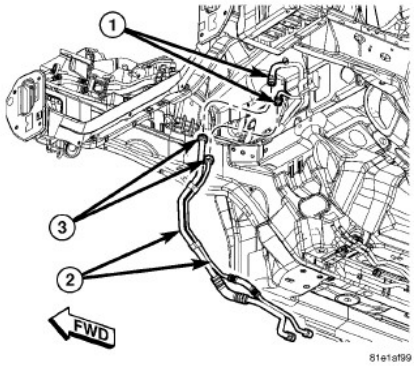
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

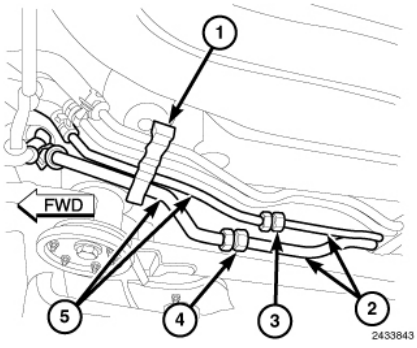
CAUTION: **Be certain to adjust the refrigerant oil level when servicing the A/C refrigerant system . Failure to properly adjust the refrigerant oil level will prevent the A/C system from operating as designed and can cause serious A/C compressor damage.**

NOTE: When replacing multiple A/C system components, see the Refrigerant Oil Capacities chart to determine how much oil should be added to the refrigerant system (Refer to 24 - Heating and Air Conditioning/Plumbing/OIL, Refrigerant - Standard Procedure) .

NOTE: Replacement of the refrigerant line O-ring seals is required anytime an underbody refrigerant line is disconnected. Failure to replace the rubber O-ring seals may result in a refrigerant system leak.



1. Remove the tape or plugs from the opened refrigerant line fittings.
2. Lubricate new rubber O-ring seals with clean refrigerant oil and install them onto the refrigerant line fittings. Use only the specified O-rings as they are made of a special material for the R-134a refrigerant system. Use only refrigerant oil of the type recommended for the A/C compressor in the vehicle.
3. Position the A/C underbody extension lines (2) into the engine compartment. Rotate and tilt the A/C underbody extension lines as necessary.
4. Connect the A/C underbody extension lines to the front A/C liquid and suction lines (1).
5. Tighten the liquid line fitting nut (3) to 23 N·m (17 ft. lbs.).
6. Tighten the suction fitting nut to 37 N·m (27 ft. lbs.).
7. Raise and support the vehicle.



8. Remove the tape or plugs from the opened refrigerant line fittings.
9. Lubricate new rubber O-ring seals with clean refrigerant oil and install them onto the refrigerant line fittings. Use only the specified O-rings as they are made of a special material for the R-134a refrigerant system. Use only refrigerant oil of the type recommended for the A/C compressor in the vehicle.
10. Connect the A/C underbody extension lines (5) to the underbody refrigerant lines (2).
11. Tighten the liquid line fitting nut (3) to 23 N·m (17 ft. lbs.).
12. Tighten the suction fitting nut (4) to 37 N·m (27 ft. lbs.).

13. Position the A/C underbody extension lines into the underbody line bracket (1) and engage the bracket retainer.

14. Lower the vehicle.

15. Reconnect the negative battery cable.

CAUTION: **Do NOT run the engine with a vacuum pump in operation or with a vacuum present within the A/C system when equipped with a variable displacement compressor. Failure to follow these instructions will result in serious A/C compressor damage.**

16. Evacuate the refrigerant system (Refer to 24 - Heating and Air Conditioning/Plumbing - Standard Procedure) .

17. Adjust the refrigerant oil level (Refer to 24 - Heating and Air Conditioning/Plumbing/OIL, Refrigerant - Standard Procedure) .

18. Charge the refrigerant system (Refer to 24 - Heating and Air Conditioning/Plumbing - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

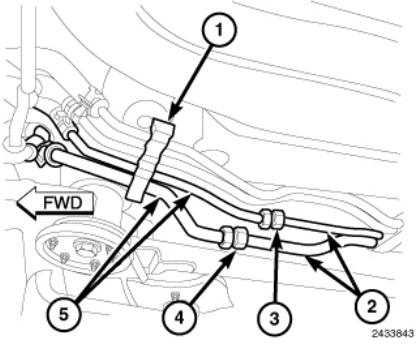
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

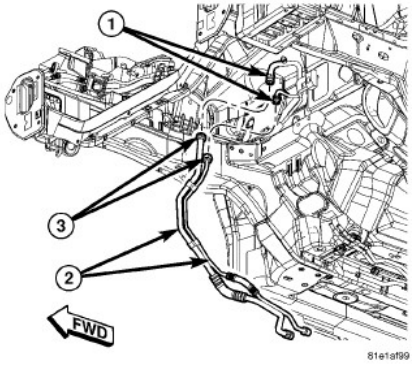
WARNING: **Review the warnings and cautions for this system before performing the procedure. Failure to follow these instructions may result in serious injury or death.**

NOTE: To prevent any contaminates from entering the rear heating-A/C system, make sure that the area around the underbody line connections is clean of any dirt or foreign residue prior to disconnecting the lines.

1. Disconnect and isolate the negative battery cable.
2. Recover the refrigerant from the refrigerant system (Refer to 24 - Heating and Air Conditioning/Plumbing - Standard Procedure) .
3. Raise and support the vehicle.
4. Disengage the A/C underbody extension lines (5) from the underbody line bracket (1).



5. Loosen the fitting nuts (3 and 4) that secure the underbody refrigerant lines (2) to the A/C underbody extension lines.
6. Disconnect the underbody refrigerant lines from the A/C underbody extension lines and discard the O-ring seals.
7. Install plugs in, or tape over the opened refrigerant line fittings.
8. Lower the vehicle.
9. Loosen the fitting nuts (3) that secure the A/C underbody extension lines (2) to the front A/C liquid and suction lines (1).
10. Disconnect the A/C underbody extension lines from the front A/C liquid and suction lines and remove and discard the O-ring seals.
11. Rotate and tilt the A/C underbody extension lines as necessary and remove the lines from the vehicle.



12. Install plugs in, or tape over the opened refrigerant line fittings.

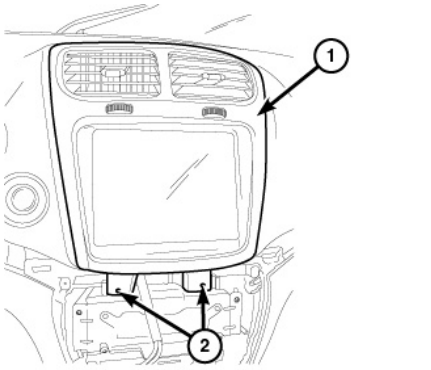
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

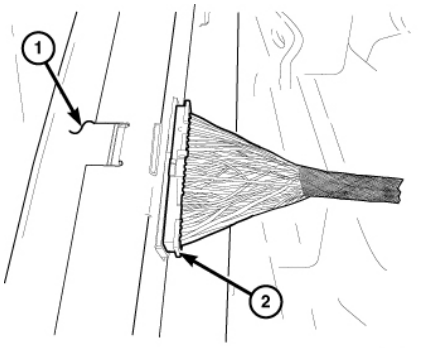
CAUTION: **Do not disconnect/connect the ICSS/switch bank without referring to the appropriate procedure. The harness connector is very fragile and could be damaged if not properly removed/installed.**



3075435

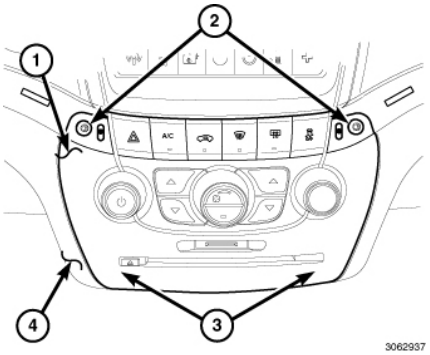
1. Position the center bezel (1) in place and align the spring retainers with the instrument panel.
2. Connect the integrated center stack screen, (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Installation) .
3. Hand tap center bezel (1) in place ensuring proper seat.
4. Install the fasteners (2) securing the bezel (1) to the I/P. Tighten the fasteners securely.

CAUTION: **Do not disconnect/connect the ICSS/switch bank without referring to the appropriate procedure. The harness connector is very fragile and could be damaged if not properly removed/installed.**



3063961

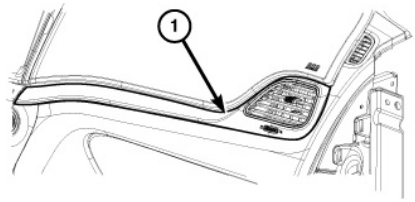
5. Position the switch-bank assembly in place.
6. Connect the electrical connector (2) to the back of the switch-bank assembly (1), (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Installation)



3062937

7. Position the switch-bank in the I/P and press evenly the engage the two lower clips (3).
8. Install, and tighten the two screws (2) that secure the switch-bank (1) to the I/P (4).

9. Install the instrument panel outlet vent/trim (1), (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Installation) .

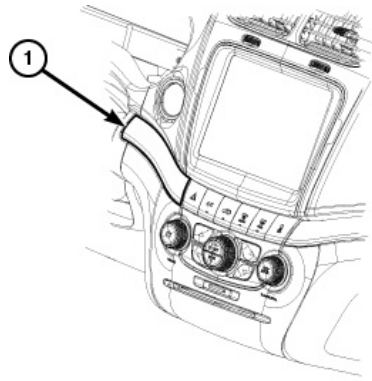


3074932

10. Align and press firmly to install the instrument panel trim (1) located left of the center stack bezel.

11. Install the glove box.

12. Connect the negative battery cable.



3075156

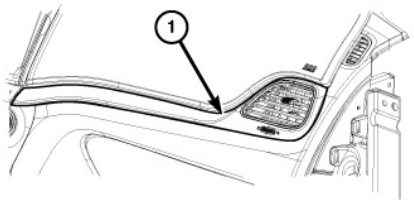
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

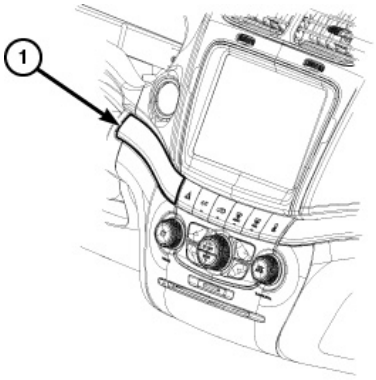
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect the negative battery cable.
2. Using C-4755 or equivalent, remove the instrument panel outlet vent/trim (1), (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Removal) .



3074932

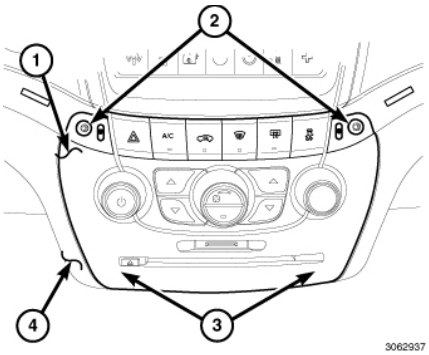
3. Using C-4755 or equivalent, remove the instrument panel trim (1) located left of the center stack bezel.



3075156

CAUTION: **Do not disconnect/connect the ICSS/switch bank without referring to the appropriate procedure. The harness connector is very fragile and could be damaged if not properly removed/installed.**

4. Remove the switch-bank (1) from the I/P (4), (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Removal) .



3062937

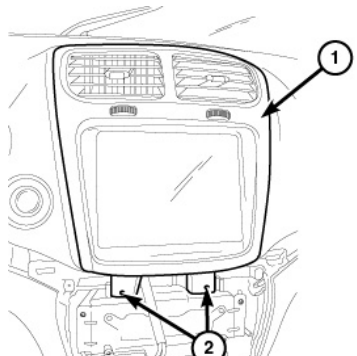
5. Remove the fasteners (2) securing the bezel (1) to the I/P.

CAUTION: **Do not disconnect/connect the ICSS/switch bank without referring to the appropriate procedure. The harness connector is very fragile and could be damaged if not properly removed/installed.**

6. Using C-4755 or equivalent, disengage the snap retainers securing the center bezel (1) to the I/P. **Do not remove at this time.**

7. Disconnect the integrated center stack screen, (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Removal) .

8. Remove the center stack bezel (1).



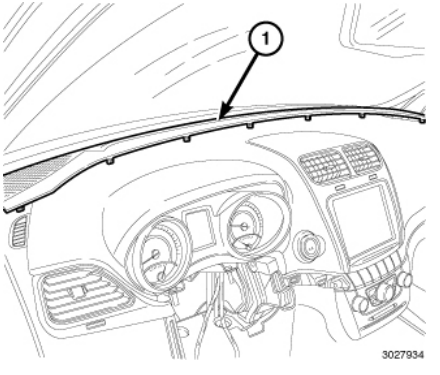
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the defroster grille (1) in place and align the spring retainers with the instrument panel.
2. Hand tap defroster grille (1) in place ensuring proper seat.
3. Install the left and right A-pillar trim panels, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Installation) .



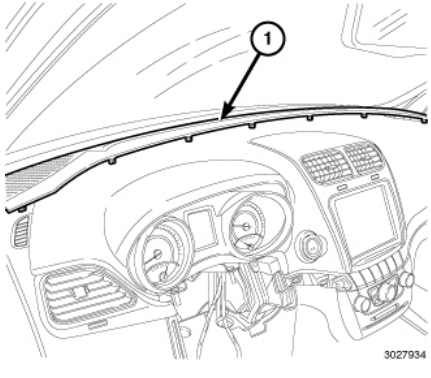
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the left and right A-pillar trim panels, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Removal) .
2. Using trim stick C4755 or equivalent, pry up on the defroster grille's retaining clips.
3. Remove the defroster grille (1) from the vehicle.



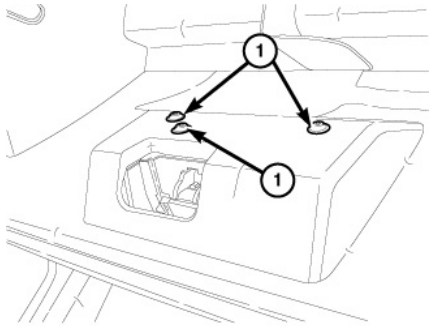
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the latch onto the glove box assembly.
2. Install the glove box latch screws (1). Tighten the screws securely.
3. Close glove box door.



3030053

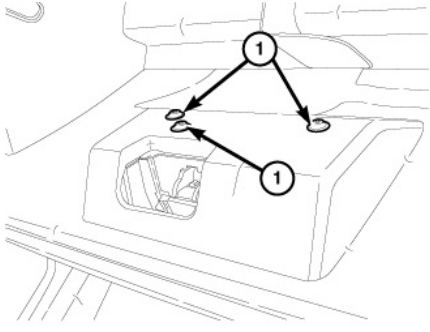
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the glove box.
2. Remove the three glove box latch screws (1).
3. Separate the latch from the glove box assembly.



3030053

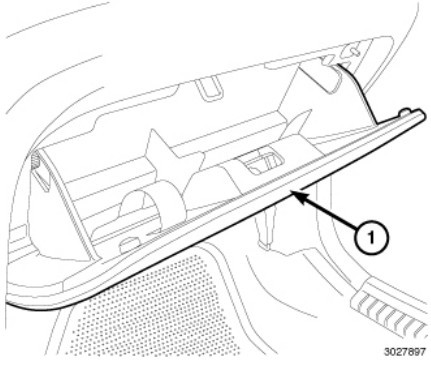
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place glove box (1) in position.
2. Engage hinge hooks into instrument panel and pivot glove box (1) upward.
3. Connect tether and LED harness.
4. Push in sides of glove box bin (1) and snap glove box assembly into instrument panel.
5. Close glove box door.
6. Connect negative battery cable.



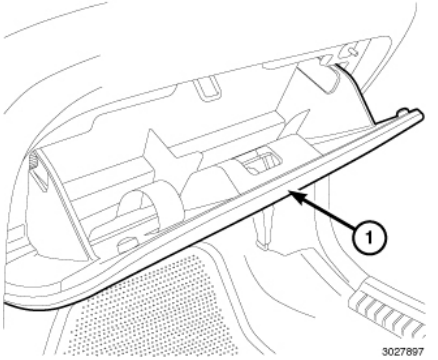
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Open glove box door.
3. Push in on sides of glove box bin (1) and lower door.
4. Disconnect tether and LED harness.
5. Pivot glove box downward and disengage hinge hooks from instrument panel.
6. Remove the glove box (1).

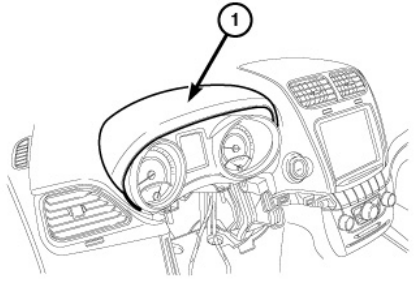


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The instrument cluster bezel/hood (1) is integrated into the instrument panel and cannot be removed/installed.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

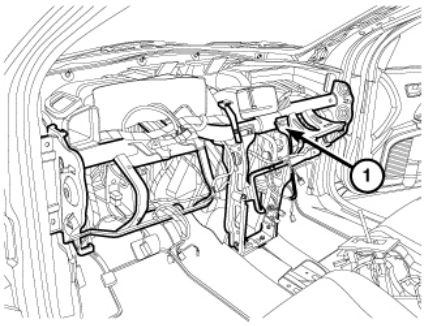
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not attempt to install the instrument panel as an assembly. The instrument panel cover/pad must be installed separately.**

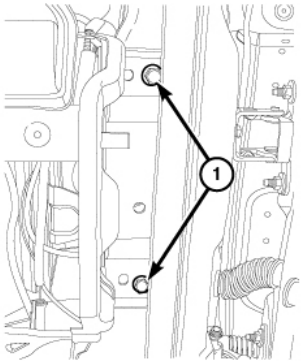
NOTE: LHD model shown in illustrations. RHD model similar.

1. If removed, attach the ductwork to the I/P structure (1).
2. With the help of an assistant, lift the I/P structure (1) and upper HVAC ductwork up and forward to position.



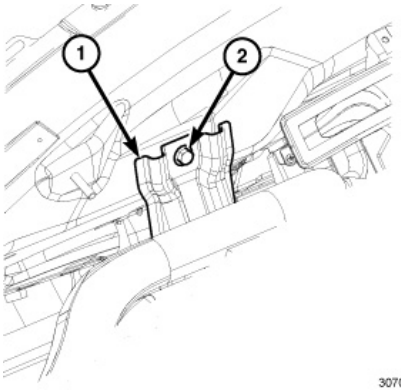
3061316

3. Install the two bolts (1) to each end of the instrument panel. Tighten the bolts to 21 N·m (15 ft. lbs.). Repeat for the opposite side.



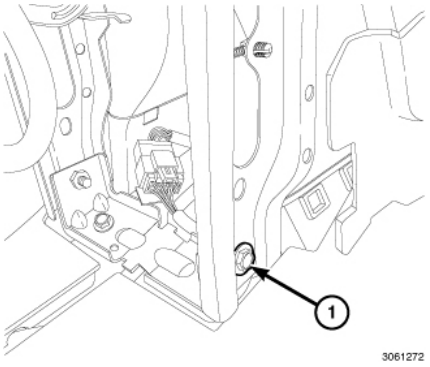
3061254

4. Install the two fence bolts (2) securing the upper brackets (1) near the windshield. Tighten the bolts securely.

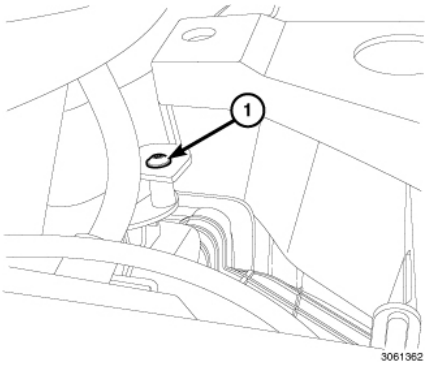


3070569

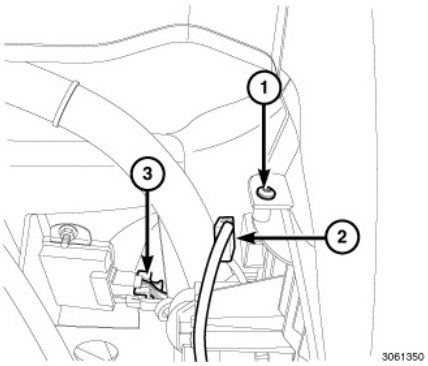
5. Install the fastener (1) securing the I/P structure to the center floor bracket. Tighten the fasteners to 21 N·m (15 ft. lbs.). Repeat on the opposite side.



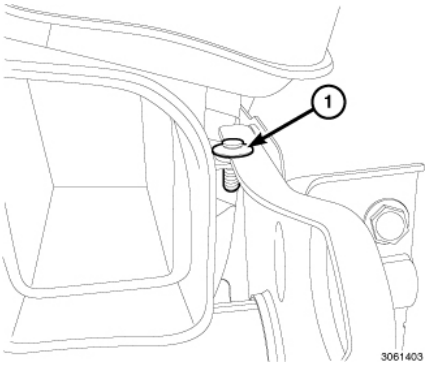
6. Install the fastener (1) securing the duct to the HVAC housing near the center bezel area on the RH side. Tighten the fastener securely.



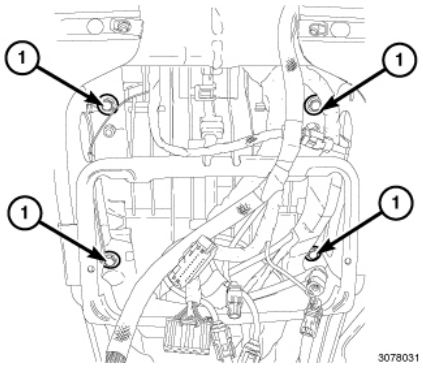
7. Install the fastener (1) securing the duct to the HVAC housing near the center bezel area on the LH side. Tighten the fastener securely.



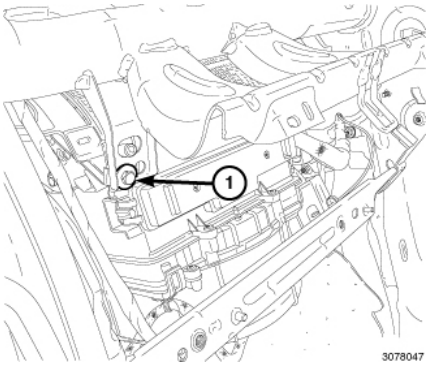
8. Install the fastener (1) securing the outboard HVAC duct to the I/P structure/support.



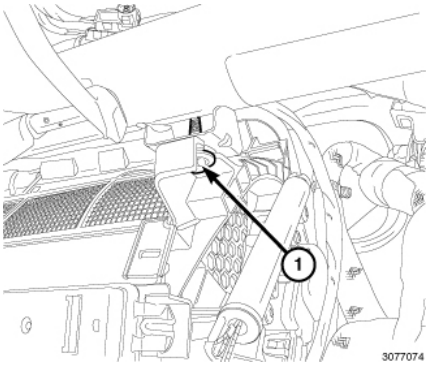
9. Install the I/P structure to HVAC housing bolts (1) located in the center of the structure. Tighten the bolts securely.



10. Install the I/P structure to HVAC housing bolt (1) located on the left side of the HVAC housing. Tighten the bolt securely.

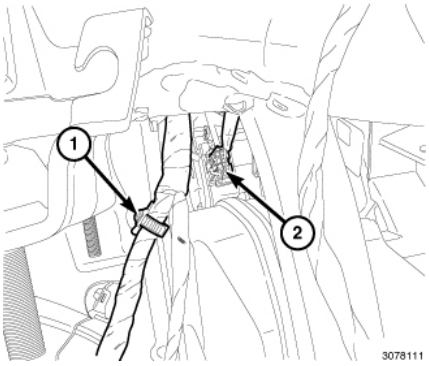


11. Install the I/P structure to HVAC housing bolt (1) located on the right side of the HVAC housing. tighten the bolt securely.

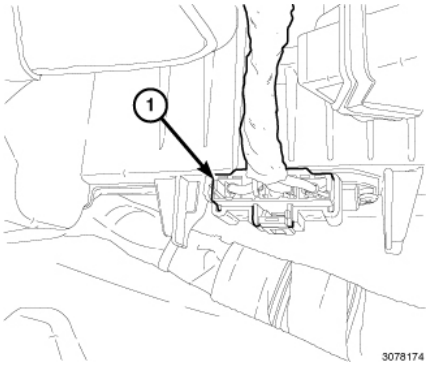


12. Connect the harness (2) to the HVAC housing actuator.

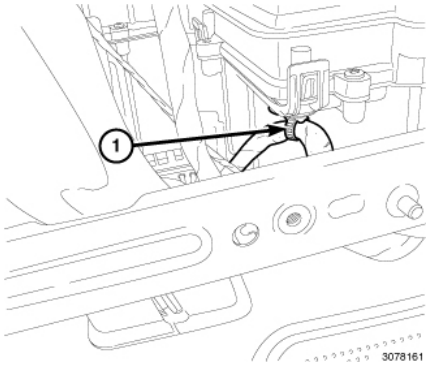
13. Attach the harness retainer from the I/P structure.



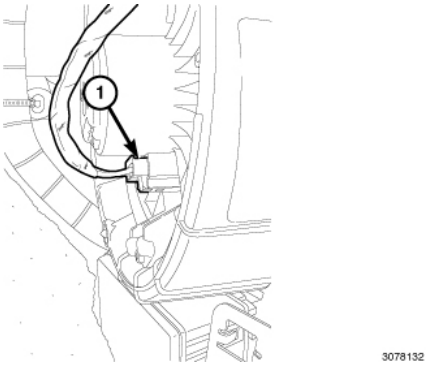
14. Connect the harness (1) to the HVAC housing power module.



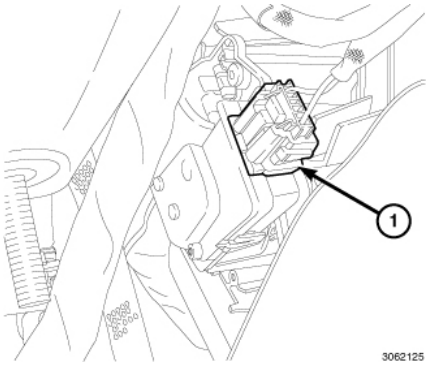
15. Attach the harness (1) from the HVAC housing.



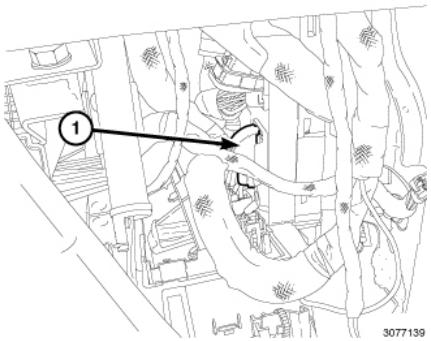
16. Connect the harness (1) from the HVAC housing blower motor.



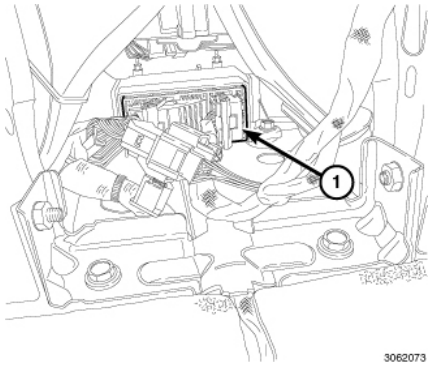
17. Connect the harness (1) to the HVAC housing actuator.



18. Connect the harness (1) to the body control module located on the lower passenger side.

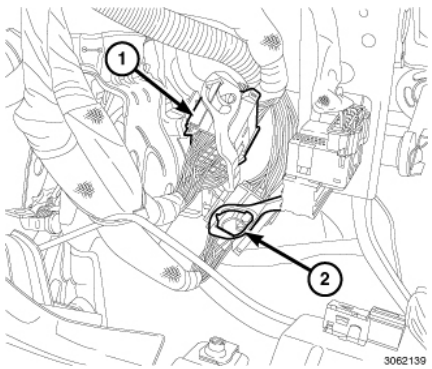


19. Connect the harness (1) to the occupant restraint controller, (Refer to 10 - Restraints/MODULE, Occupant Restraint Controller - Installation) .



20. Connect the vehicle harnesses (1, 2) located on the driver side of the vehicle.

21. Install the instrument panel cover/pad, (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Installation) .



2014 Dodge JC - DODGE JOURNEY

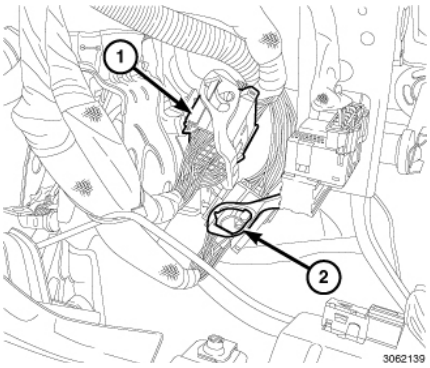
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

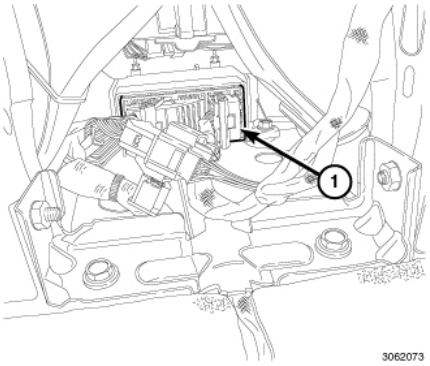
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not attempt to remove the instrument panel as an assembly. The instrument panel cover/pad must be removed prior.**

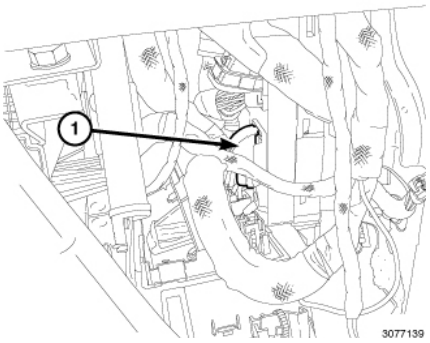
1. Remove the instrument panel cover/pad, (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Removal) .
2. Disconnect the vehicle harnesses (1, 2) located on the driver side of the vehicle.



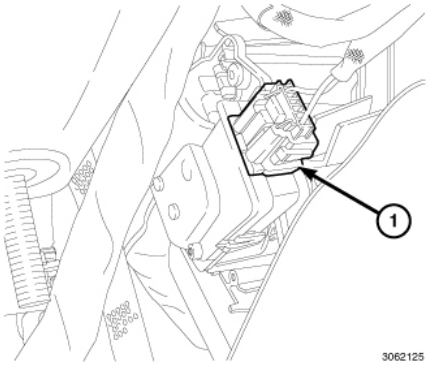
3. Disconnect the harness (1) from the occupant restraint controller, (Refer to 10 - Restraints/MODULE, Occupant Restraint Controller - Removal) .



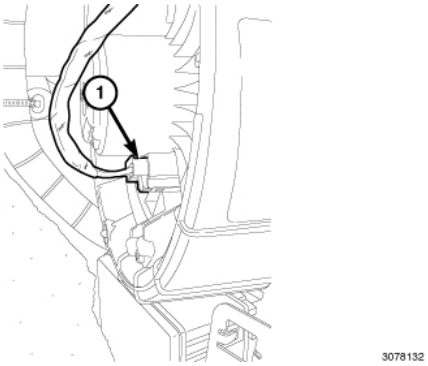
4. Disconnect the harness (1) from the body control module located on the lower passenger side.



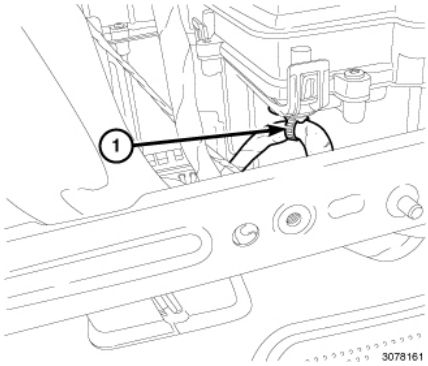
5. Disconnect the harness (1) from the HVAC housing actuator.



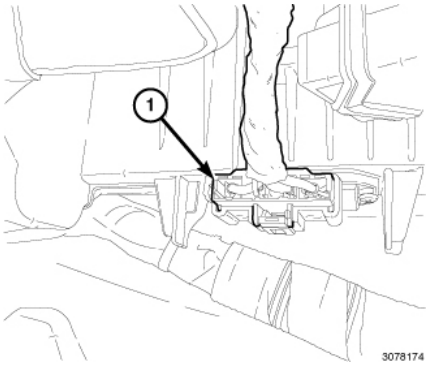
6. Disconnect the harness (1) from the HVAC housing blower motor.



7. Detach the harness (1) from the HVAC housing.

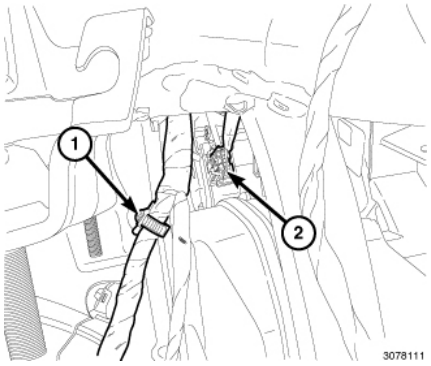


8. Disconnect the harness (1) from the HVAC housing power module.

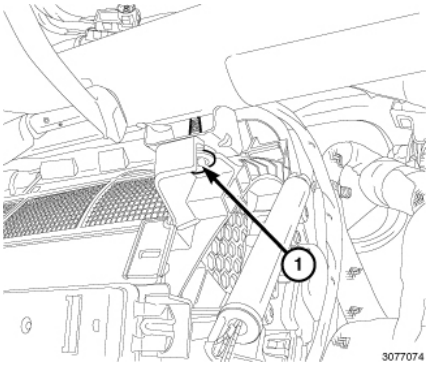


9. Detach the harness retainer from the I/P structure.

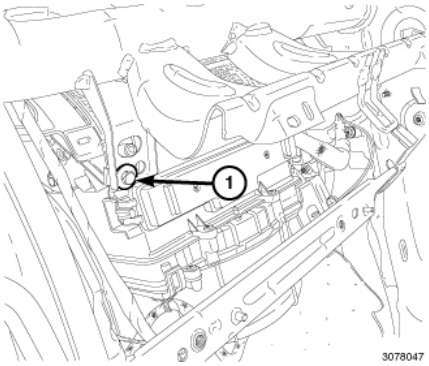
10. Disconnect the harness (2) from the HVAC housing actuator.



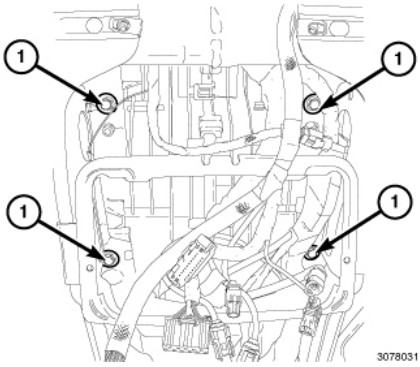
11. Remove the I/P structure to HVAC housing bolt (1) located on the right side of the HVAC housing.



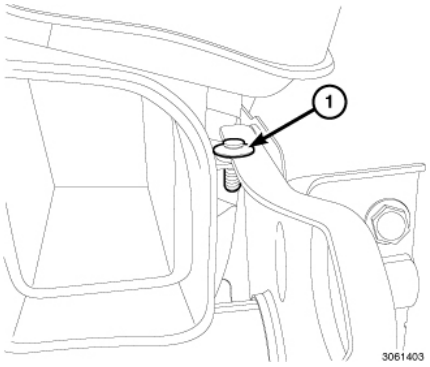
12. Remove the I/P structure to HVAC housing bolt (1) located on the left side of the HVAC housing.



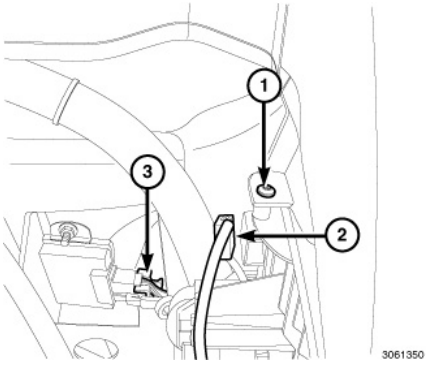
13. Remove the I/P structure to HVAC housing bolts (1) located in the center of the structure.



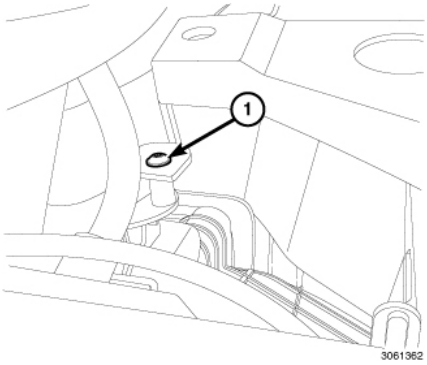
14. Remove the fastener (1) securing the outboard HVAC duct to the I/P structure/support.



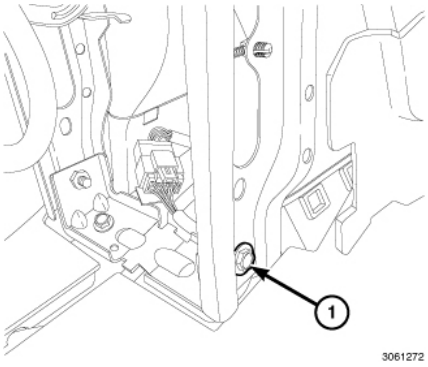
15. Remove the fastener (1) securing the duct to the HVAC housing near the center bezel area on the LH side.



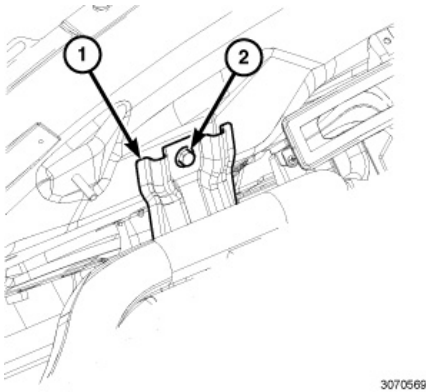
16. Remove the fastener (1) securing the duct to the HVAC housing near the center bezel area on the RH side.



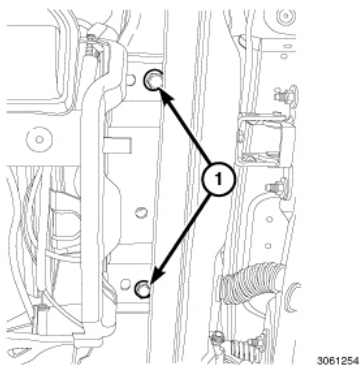
17. Remove the fastener (1) securing the I/P structure to the center floor bracket. Repeat on the opposite side.



18. Remove the two fence bolts (2) securing the upper brackets (1).

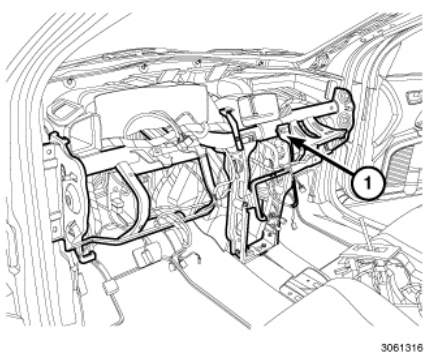


19. Remove the two bolts (1) securing the I/P structure side to the vehicle. Repeat for the opposite side.



20. With the help of an assistant, lift the I/P structure (1) and upper HVAC ductwork up and rearward.

21. Remove the I/P structure (1) from the vehicle. If necessary, separate the ductwork from the structure.



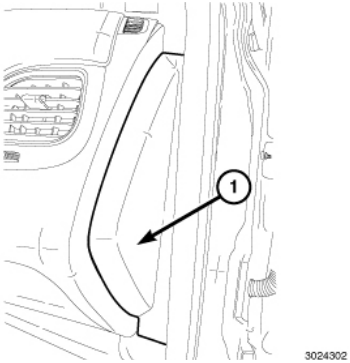
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: LHD model shown in illustrations. RHD model similar.



1. Position end cover (1) over retaining slots and firmly snap into place. If necessary, repeat on opposite side.
2. Close front door.

2014 Dodge JC - DODGE JOURNEY

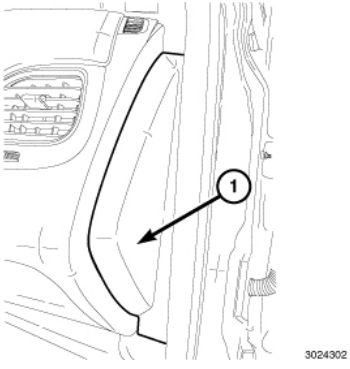
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

NOTE: LHD model shown in illustrations. RHD model similar.

1. Open the front door.
2. Using trim stick C-4755 or equivalent, remove the instrument panel end cap (1). If necessary, repeat on opposite side.



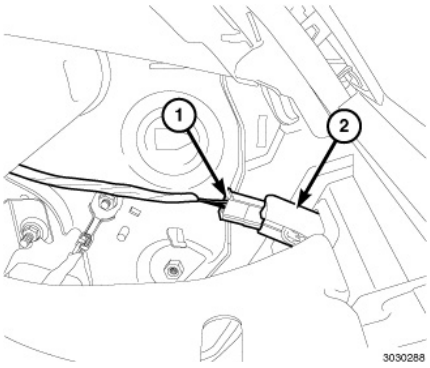
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

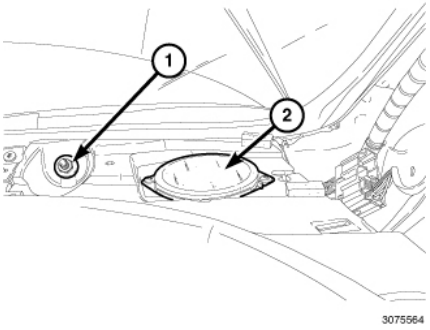
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. With the help of an assistant, position the instrument panel pad near the structure.
2. Connect the pin switch harness connectors (1, 2) located behind the upper right corner of the glove box cavity.

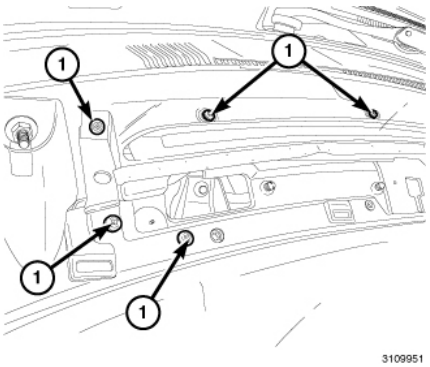


CAUTION: **Make sure that wiring harnesses are routed to the appropriate opening and are not pinched.**

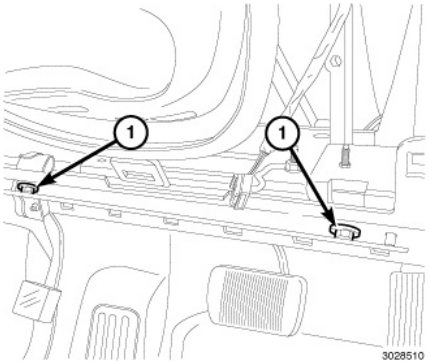
3. Continue to align and position the I/P pad onto the structure.
4. Lower the PAB studs into the bracket located on the structure. Make sure there is no interference between the bracket (2) and the PAB.
5. Install the I/P cover over the tab located on the side by pulling the side of the cover out and forward. Repeat on the opposite side.



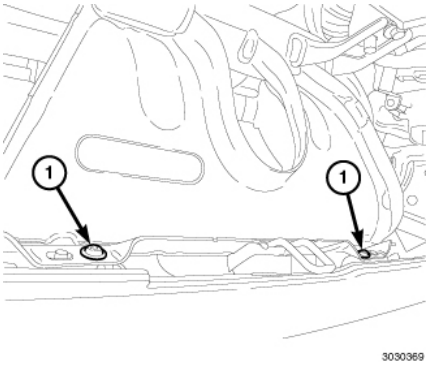
6. Push forward on the I/P cover to engage the snap retainers located around the glove box cavity and lower steering column area.
7. Install the I/P pad fence nut (1) located across the top of the pad near the windshield. Tighten the nuts securely. Repeat for the opposite side.
8. Connect and install the I/P speakers (2), (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Installation) .
9. Install the nine I/P cover to defroster duct center trim panel fence screws (1). Tighten the screws securely.



10. Install the two I/P pad to structure bolts (1) located below the steering column. Tighten the bolts securely.



NOTE: View shown is looking from under the glove box opening.

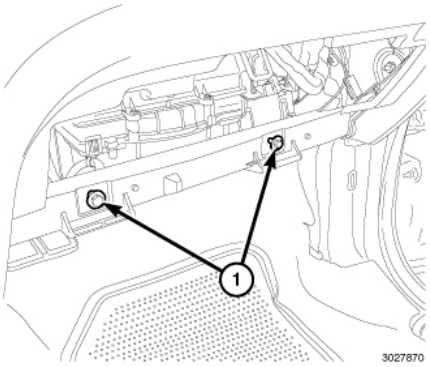


11. Install the I/P pad to structure fasteners (1) located near the glove box striker just under the top of the glove box opening. Tighten the fasteners securely.

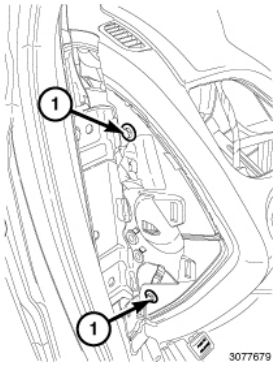
12. Install the fasteners securing the PAB to the structure, (Refer to 10 - Restraints/AIR BAG, Passenger - Installation) .

13. Connect the squib connectors to the passenger side airbag.

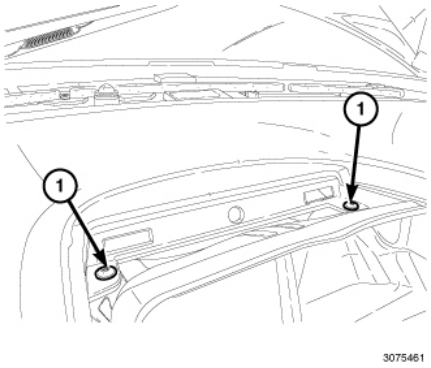
14. Install the I/P pad to structure bolts (1) located on the lower edge of the glove box opening. Tighten the bolts securely.



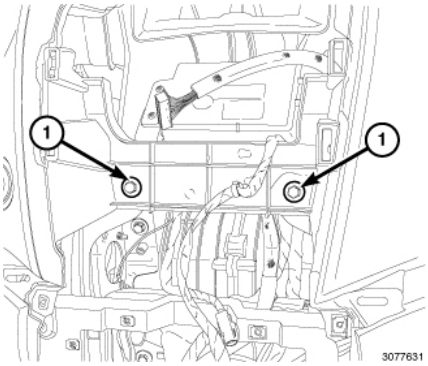
15. Install the two I/P pad to structure bolts (1) located on the side. Tighten the bolts securely. Repeat on the opposite side.



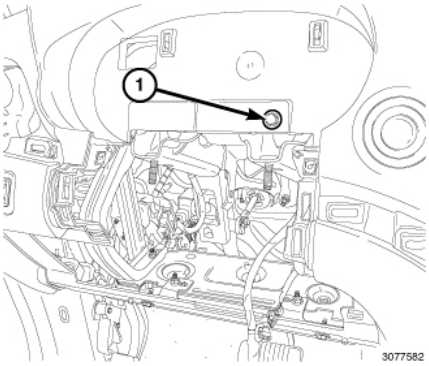
16. Install the two screws located at the top of center stack. Tighten the screws securely.



17. Install the I/P pad to structure bolts (1) located in the middle of the center stack cavity. Tighten the bolts securely.

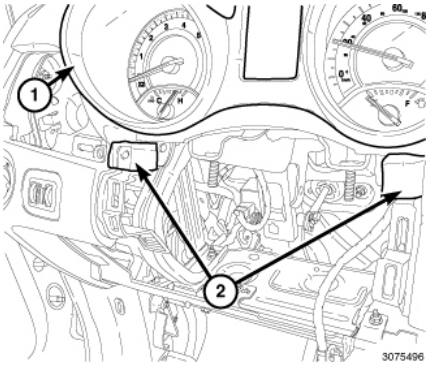


18. Tighten the I/P pad to structure bolt (1) located in the instrument cluster cavity. Tighten the bolt securely.



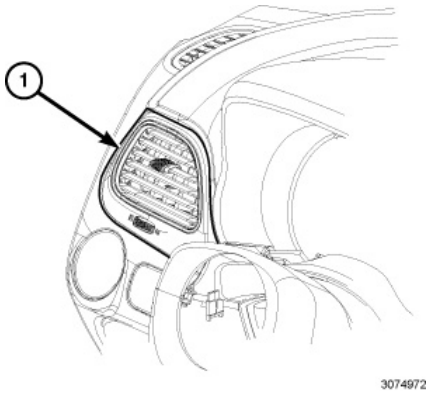
19. Install the instrument cluster (1), (Refer to 08 - Electrical/8J - Instrument Cluster - Installation) .

20. Attach the foam blocks (2) located just below the instrument cluster (1).



21. Access and connect the headlamp/dimmer switch harness connectors through the outlet vent/trim opening.

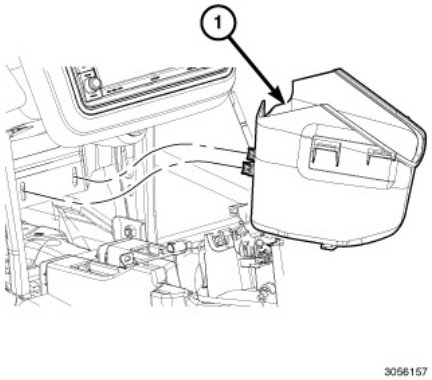
22. Install the instrument panel outlet vent/trim (1), (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Installation) .



23. Connect the lower I/P courtesy lamp/LED, (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Courtesy - Installation) .

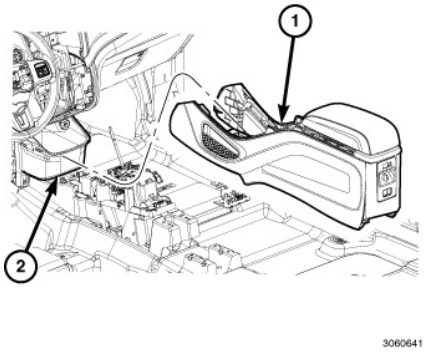
24. Connect and attach the 12V power outlet harness.

25. Install and connect the storage bin (1) from the instrument panel.

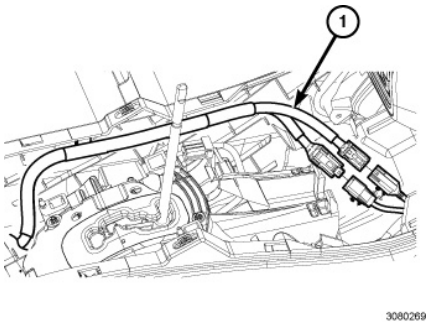


26. Position the floor console (1) into the vehicle.

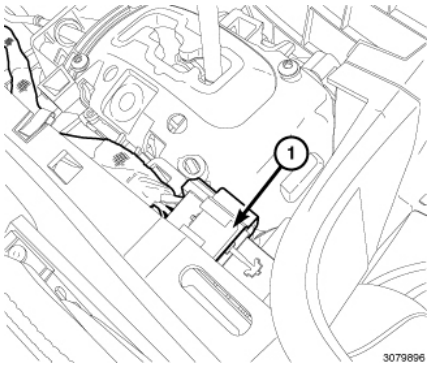
27. Engage the floor console (1) front snap retainers into the lower storage bin (2).



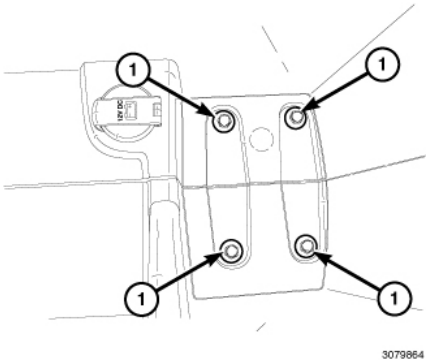
28. Connect the auxiliary/USB harness (1) located forward of the shifter.



29. Disconnect the vehicle harness (1) located near the shifter.



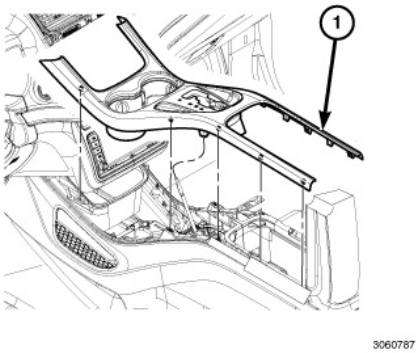
30. Install the four bolts (1) located in the console storage bin. Tighten the bolts securely.



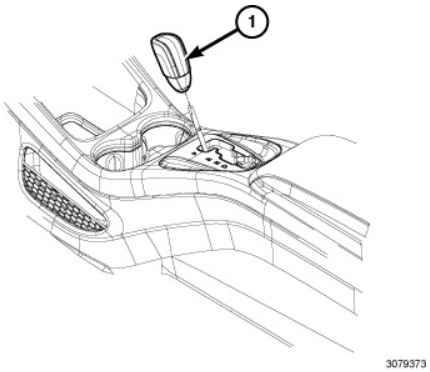
31. Connect and install the shifter bezel (1). Make sure all snap retainers are properly seated.

32. Install the bin liner and coin holder inside the console bin.

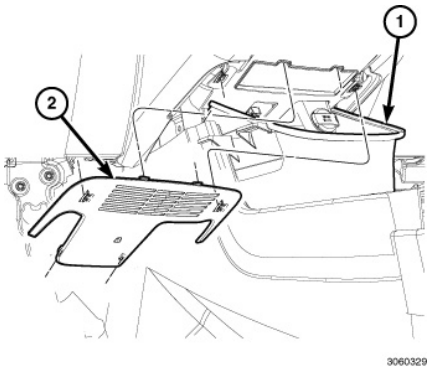
33. Close the console lid.



34. Install the shifter knob (1).

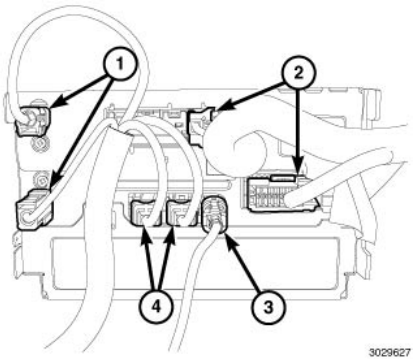


35. Install the gap hider trim panel (2) located above the front storage bin (1). Make sure all snap retainers are properly seated.

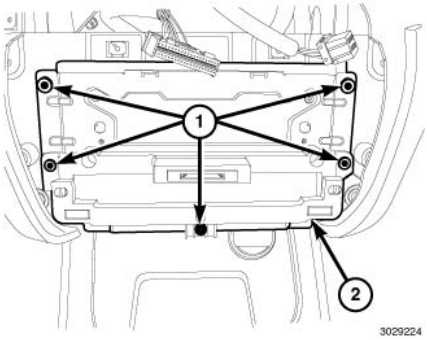


36. Connect the antenna(s) (2), RF HUB and UCI cables (4), video cable (3) and wiring connectors (2) to the Telematics Gateway Module (TGW).

37. Position the TGW into the mounting location.



38. Install the retainers (1) to the TGW.

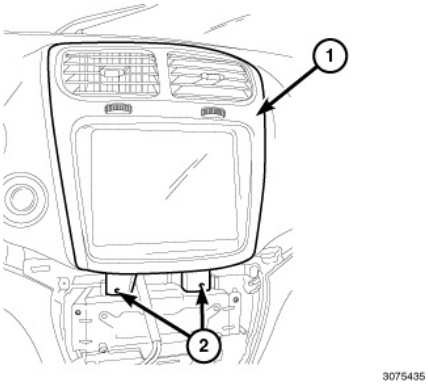


CAUTION: **Do not disconnect/connect the ICSS/switch bank without referring to the appropriate procedure. The harness connector is very fragile and could be damaged if not properly removed/installed.**

39. Connect the integrated center stack screen, (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Installation) .

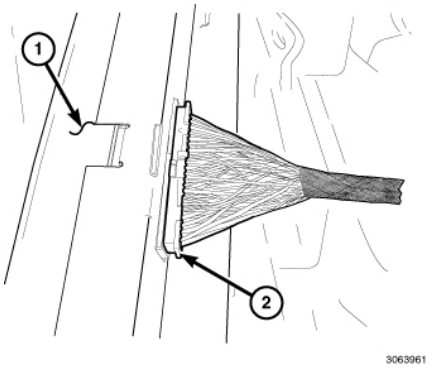
40. Align and push forward to engage the snap retainers securing the center trim bezel (1) to the I/P.

41. Install the two fasteners (2) securing the center trim bezel (1) to the I/P.



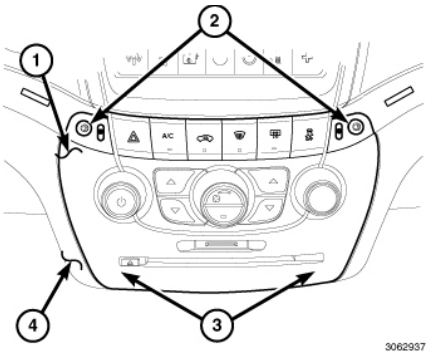
42. Position the switch-bank assembly in place.

43. Connect the electrical connector (2) to the back of the switch-bank assembly (1).

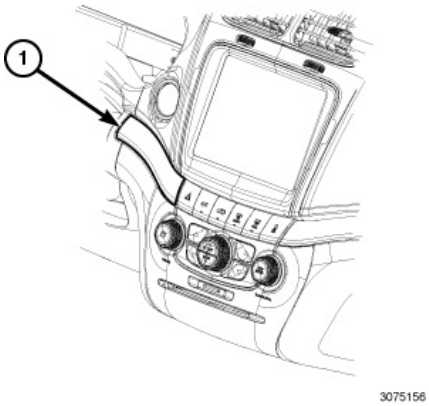


44. Position the switch-bank in the I/P and press evenly the engage the two lower clips (3).

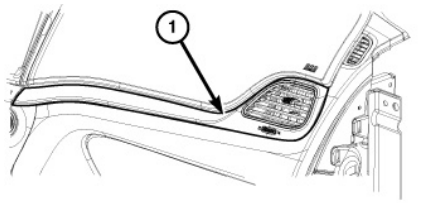
45. Install, and tighten the two screws (2) that secure the switch-bank (1) to the I/P (4).



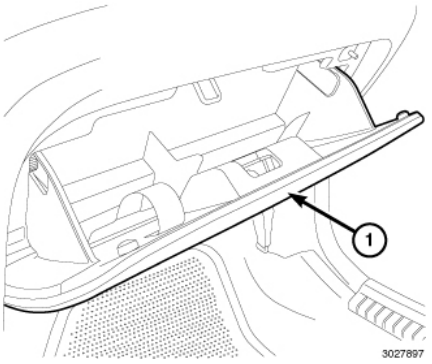
46. Install the instrument panel trim (1) located left of the center stack bezel.



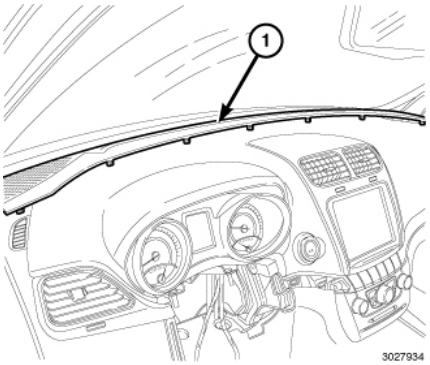
47. Install the instrument panel outlet vent/trim (1), (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Installation) .



48. Install the glove box (1) .



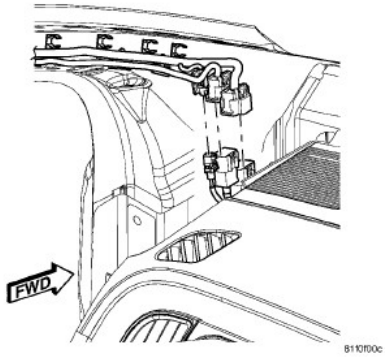
49. Position and install the defroster grille (1) from the instrument panel. Make sure all the snap retainers are properly seated.



NOTE: Left side shown. Right side similar.

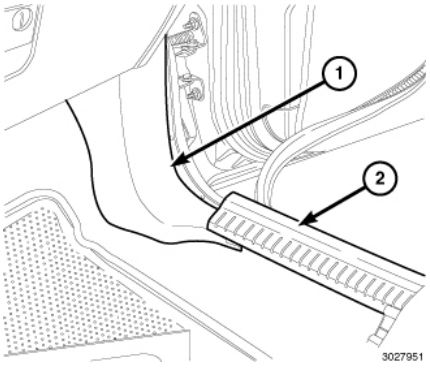
50. Connect the electrical connectors located at the left and right A-pillar.

51. Install the A-pillar trim panels, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Installation) .



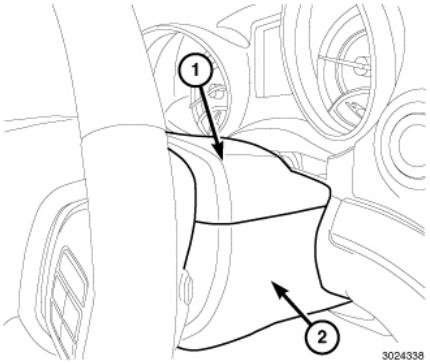
52. Install the lower cowl panel (1).

53. Install the door scuff plate (2).

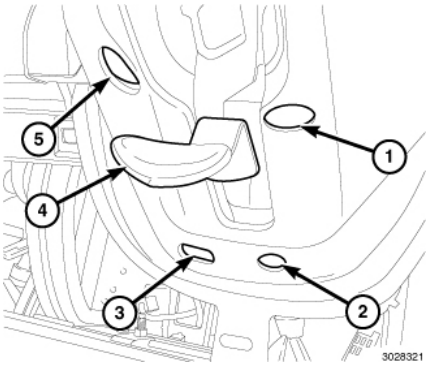


54. Install the steering column as an assembly, (Refer to 19 - Steering/Column - Installation) .

55. Install the upper and lower steering column shrouds (1, 2).

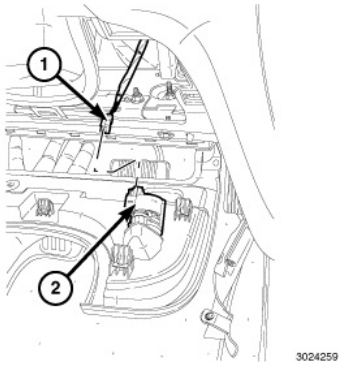


56. Install the fasteners (1, 2, 5) securing the lower and upper steering column shrouds. Tighten the fasteners securely.

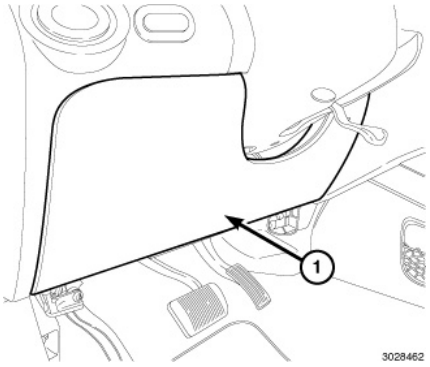


57. If equipped, install the knee blocker airbag, (Refer to 10 - Restraints/AIR BAG, Knee Blocker - Installation) .

58. Position the lower steering column and connect the harness (1) to the aspirator (2).

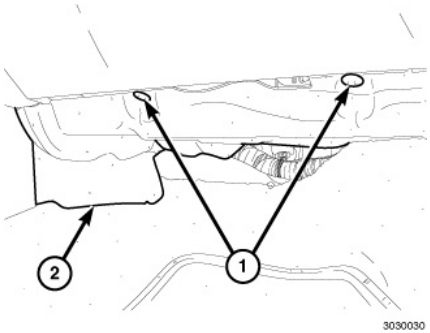


59. Install the lower steering column panel (1). Make sure all snap retainers are properly seated.



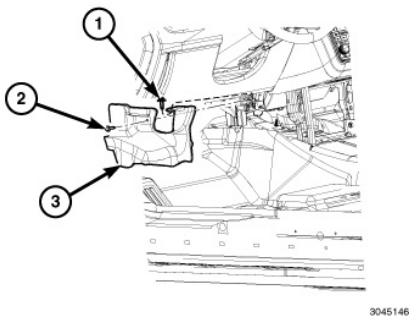
60. Position the hush/silencer panel (2).

61. Install the fasteners (1) from the hush/silencer panel (2) located under the glove box area.



62. Position the close out panel (3).

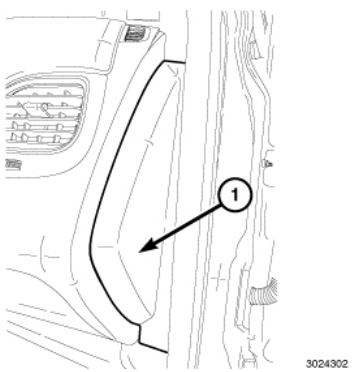
63. Install the fasteners (1, 2) to the close out panel (3) located under the left hand side of the instrument panel.



NOTE: LHD model shown in illustrations. RHD model similar.

64. Install the instrument panel end cap. Repeat on opposite side.

65. Connect the negative battery cable.



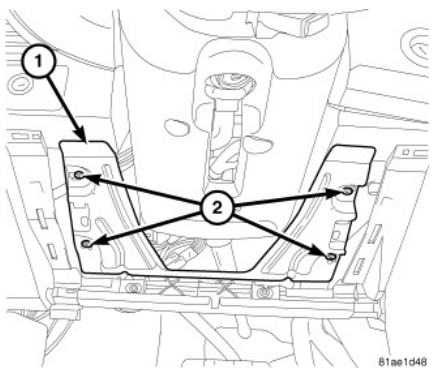
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place knee bolster into position.
2. Install the mounting fasteners.
3. Install the steering column cover. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .



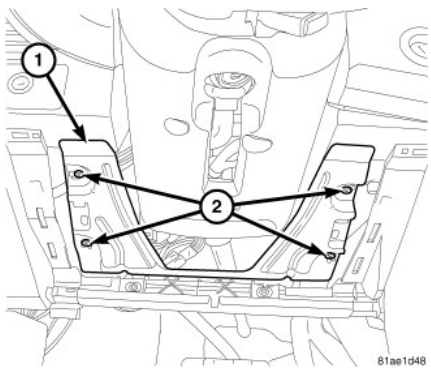
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the steering column cover. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
2. Remove mounting fasteners.
3. Remove knee bolster from instrument panel.



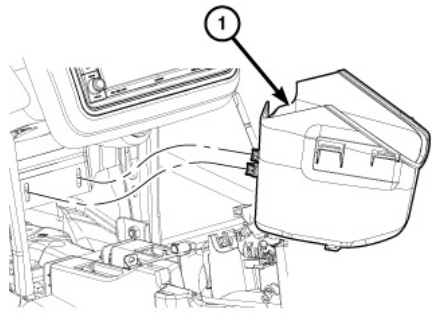
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

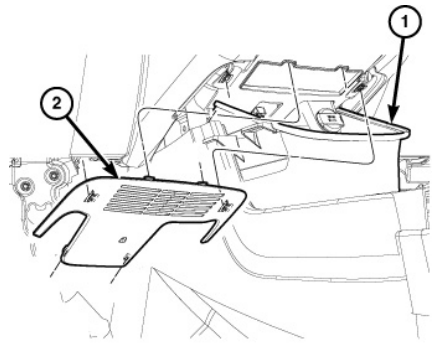
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Connect and install the storage bin (1) to the instrument panel.



3056157

2. Install the center console, (Refer to 23 - Body/Interior/CONSOLE, Center - Installation) .
3. Install the gap hider trim panel (2) located above the front storage bin (1).
4. Connect the battery negative cable.



3060329

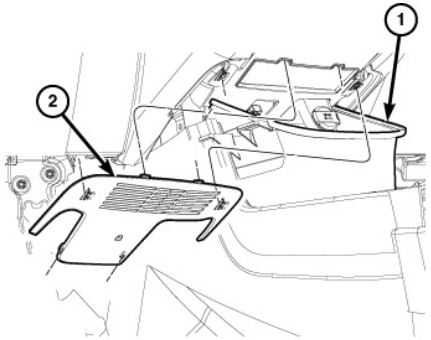
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

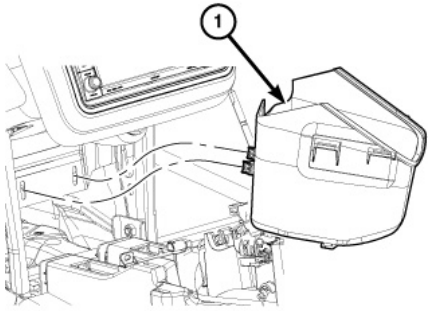
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect and isolate the battery negative cable.
2. Using trim stick C-4755 or equivalent, remove the gap hider trim panel (2) located above the front storage bin (1).
3. Remove the center console, (Refer to 23 - Body/Interior/CONSOLE, Center - Removal) .



3060329

4. Remove and disconnect the storage bin (1) from the instrument panel.



3056157

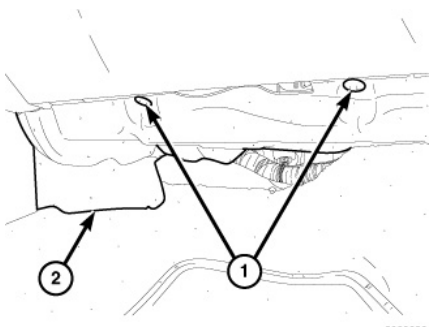
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position closeout panel (2) to the bottom of the instrument panel assembly.
2. Install push pins (1) fastening closeout panel to instrument panel.



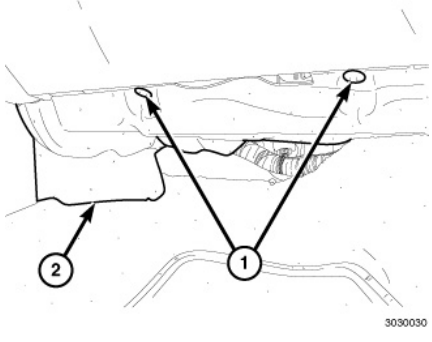
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove closeout panel push pins (1) fastening closeout panels to the bottom of the instrument panel assembly.
2. Remove closeout panel (2) from instrument panel assembly.



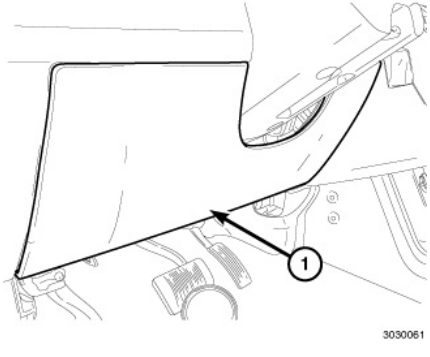
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

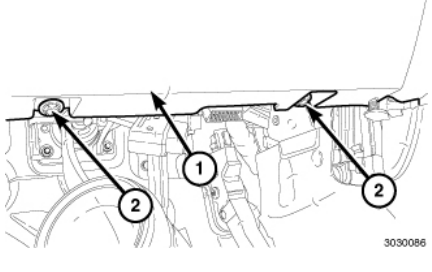
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position and install the steering column opening trim panel (1). Make sure that the snap retainers are fully engaged.



2. Install the lower steering column to I/P pad fasteners. Tighten fasteners securely.



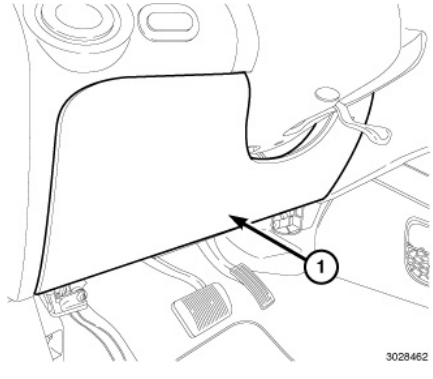
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

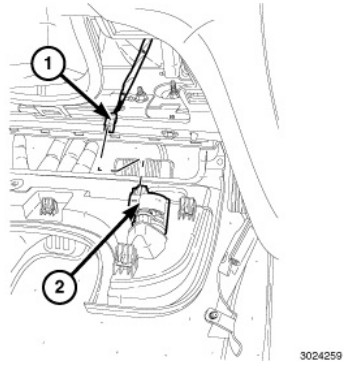
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Using trim stick C-4755 or equivalent, pry back the top of the lower steering column panel (1).



2. Disconnect the harness (1) from the aspirator (2).
3. Remove the lower steering column panel.



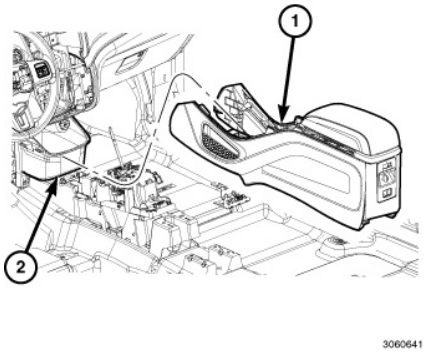
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

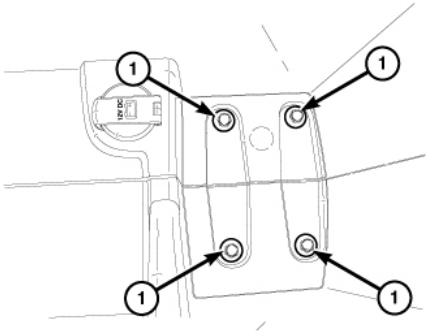
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the floor console (1) into the vehicle.



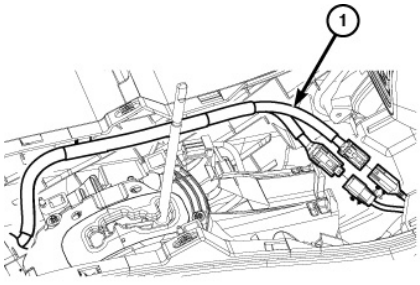
3060641

2. Install the four bolts (1) located in the console storage bin. Tighten the bolts securely.



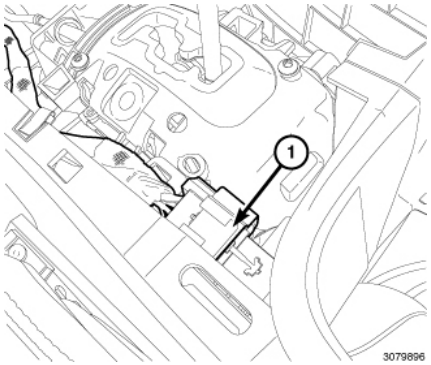
3079864

3. Connect the auxiliary/USB harness (1) located forward of the shifter.

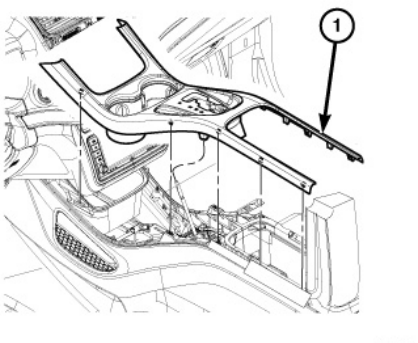


3080269

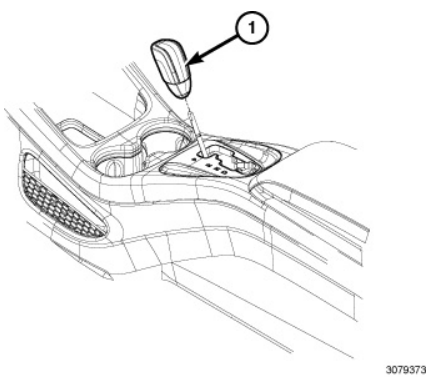
4. Connect the vehicle harness (1) located near the shifter.



5. Connect and align the shifter bezel (1). Once aligned, use firm pressure to engage the retaining snaps.
6. Install the bin liner and coin holder into the console bin.
7. Close the console lid.



8. Install the shifter knob (1).
9. Connect the negative battery cable.



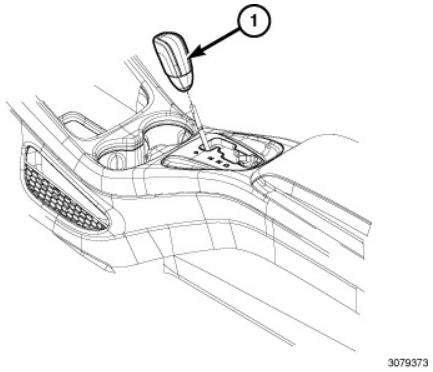
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

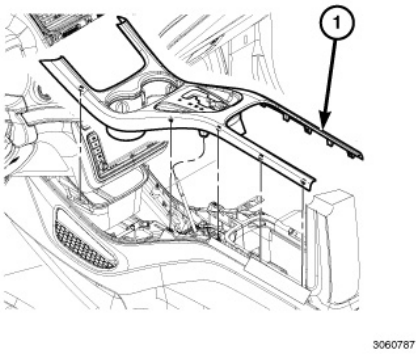
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

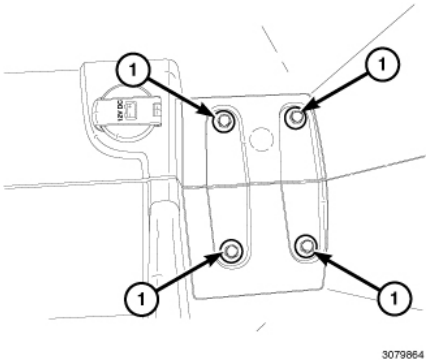
1. Disconnect the negative battery cable.
2. Place the parking brake handle in the up position.
3. Remove the shifter knob (1).



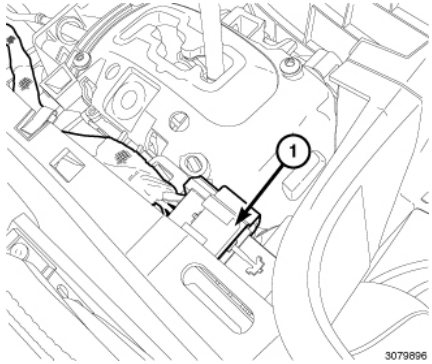
4. Open the console lid.
5. Remove the coin holder and bin liner from inside the console bin.
6. Using trim stick C-4755 or equivalent, remove and disconnect the shifter bezel (1).



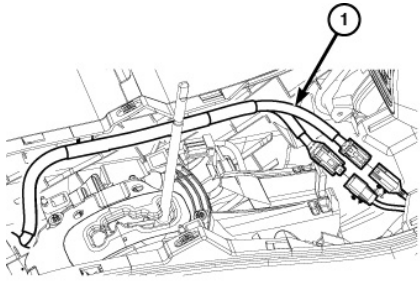
7. Remove the four bolts (1) located in the console storage bin.



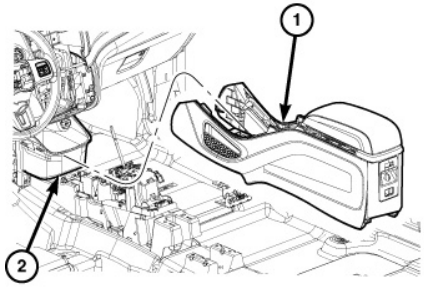
8. Disconnect the vehicle harness (1) located near the shifter.



9. Disconnect the auxiliary/USB harness (1) located forward of the shifter.



10. Remove the floor console (1) from the vehicle.

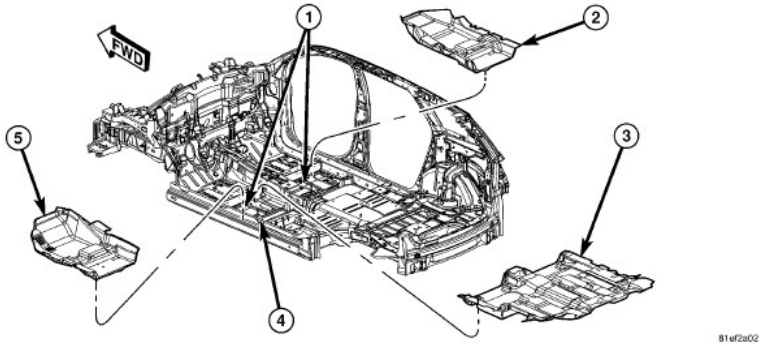


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



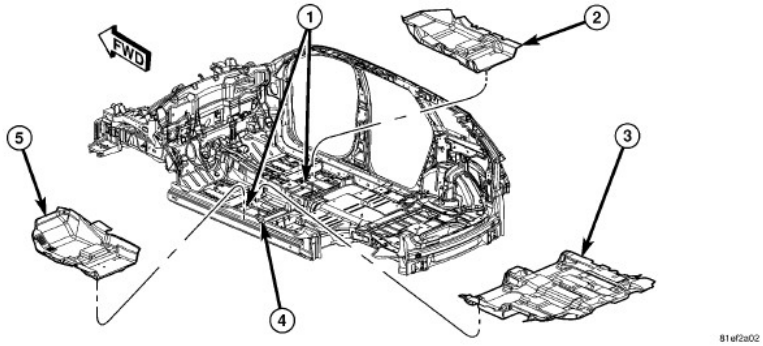
1. Install the rear carpet to the vehicle (3).
2. Install the front right carpet (2) and push the carpet behind the HVAC.
3. Install the front left carpet (5) and push the carpet behind brake pedal and accelerator pedal.
4. Install the rear storage box. (Refer to 23 - Body/Interior/BOX, Storage - Installation) .
5. Install the rear storage bin. (Refer to 23 - Body/Interior/BIN, Storage - Installation) .
6. Install center console. (Refer to 23 - Body/Interior/CONSOLE, Center - Installation) .
7. Install cowl trim panels. (Refer to 23 - Body/Interior/PANEL, Cowl Trim - Installation) .
8. Install B-pillar trim panels as necessary to clear carpet.
9. Install the third row seats, if equipped. (Refer to 23 - Body/Seats/SEAT - Installation) .
10. Install the second row seats. (Refer to 23 - Body/Seats/SEAT - Installation) .
11. Install front seats. (Refer to 23 - Body/Seats/SEAT - Installation)
12. Install door sill trim. (Refer to 23 - Body/Interior/PLATE, Scuff - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



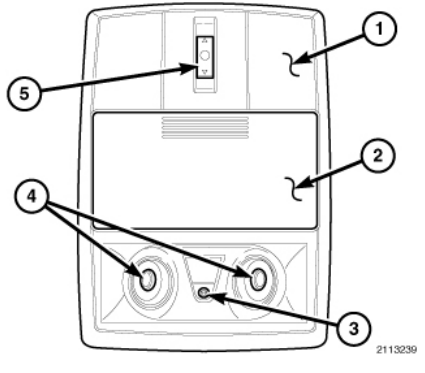
1. Remove door sill trim. (Refer to 23 - Body/Interior/PLATE, Scuff - Removal)
2. Remove front seats. (Refer to 23 - Body/Seats/SEAT - Removal) .
3. Remove the second row seats. (Refer to 23 - Body/Seats/SEAT - Removal)
4. Remove the third row seats, if equipped. (Refer to 23 - Body/Seats/SEAT - Removal) .
5. Remove B-pillar trim panels as necessary to clear carpet.
6. Remove cowl trim panels. (Refer to 23 - Body/Interior/PANEL, Cowl Trim - Removal)
7. Remove center console. (Refer to 23 - Body/Interior/CONSOLE, Center - Removal)
8. Remove the rear storage bin. (Refer to 23 - Body/Interior/BIN, Storage - Removal) .
9. Remove the rear storage box. (Refer to 23 - Body/Interior/BOX, Storage - Removal) .
10. Pull carpet from behind brake pedal, accelerator pedal and remove the front left carpet (5).
11. Pull carpet from behind the HVAC and remove the front right carpet (2).
12. Remove the rear carpet from the vehicle (3).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

There are two different style's of overhead console (1) available on this vehicle, High line and Mid or Low line. All overhead consoles are equipped with a sunglasses storage bin (2) and two reading and courtesy lamps (4). On High line models, the reading lamps are a Light Emitting Diode (LED) multi directional design, and on the Mid or Low line design the lamps are fixed with a replaceable incandescent bulb. The sunglasses storage bin also has a conversation mirror that is visible when the bin is locked in the partial open position. On vehicles equipped with a power sunroof, the sunroof switch (5) is located behind the sunglasses bin. On vehicles equipped with automatic climate control an infrared temperature sensor (3) is located between the reading and courtesy lamps. Both overhead console designs are mounted with six snap clips into a molded plastic retainer bracket located above the headliner to provide secure overhead console attachment.



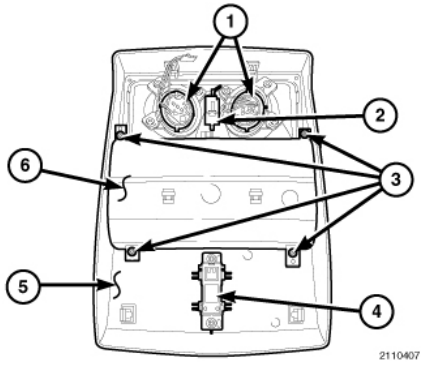
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

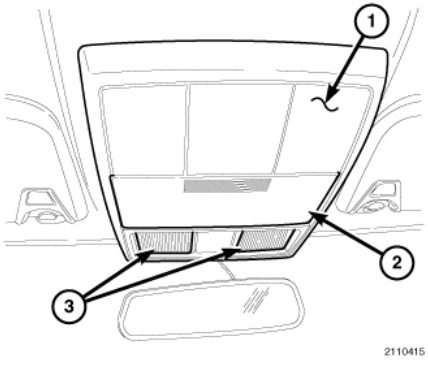
CONSOLE ASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the overhead console (5) in the vehicle near the headliner assembly.
2. If equipped, connect the courtesy lamps (1), infrared temperature sensor (2) and power sunroof switch (4) electrical connectors.
3. Position the overhead console so that the six retaining clips are lined up properly with the bracket.



4. Applying pressure to the overhead console (1), push straight up evenly to engage the snap clips into the mounting bracket.
5. Connect the battery negative cable.



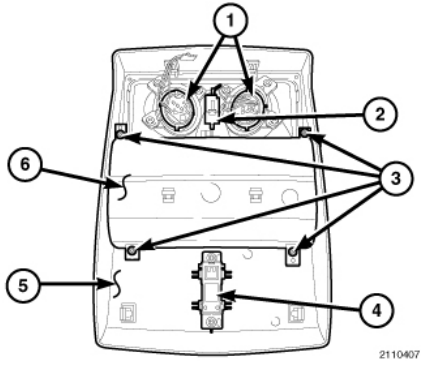
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUNGLASSES BIN

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the sunglasses bin (6) into the overhead console (5).
2. Install the four fasteners (3) that secure the bin to the console.
3. Install the overhead console, (Refer to 23 - Body/Interior/CONSOLE, Overhead - Installation) .



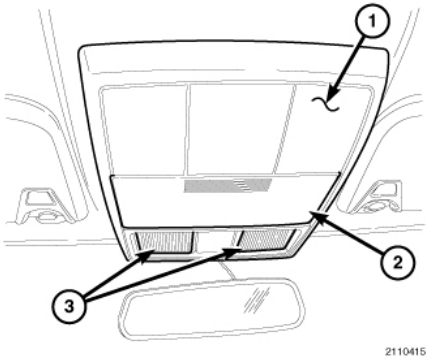
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

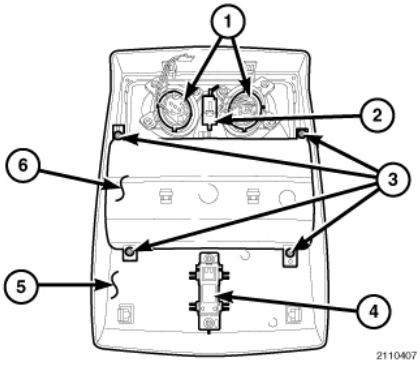
CONSOLE ASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Using your fingertips, grasp the sides of the overhead console (1) and pull straight down evenly to disengage the snap clips from the mounting bracket.



3. Lower the overhead console (5) far enough to access the wire harness connectors.
4. If equipped, disconnect the courtesy lamps (1), infrared temperature sensor (2) and power sunroof switch (4) electrical connectors.
5. Remove the overhead console assembly from the vehicle.



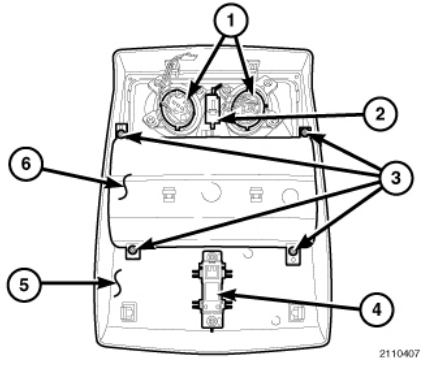
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUNGLASSES BIN

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the overhead console (5), (Refer to 23 - Body/Interior/CONSOLE, Overhead - Removal) .
2. Remove the four fasteners (3) that secure the sunglasses bin (6) to the console.
3. Remove the bin from the console.

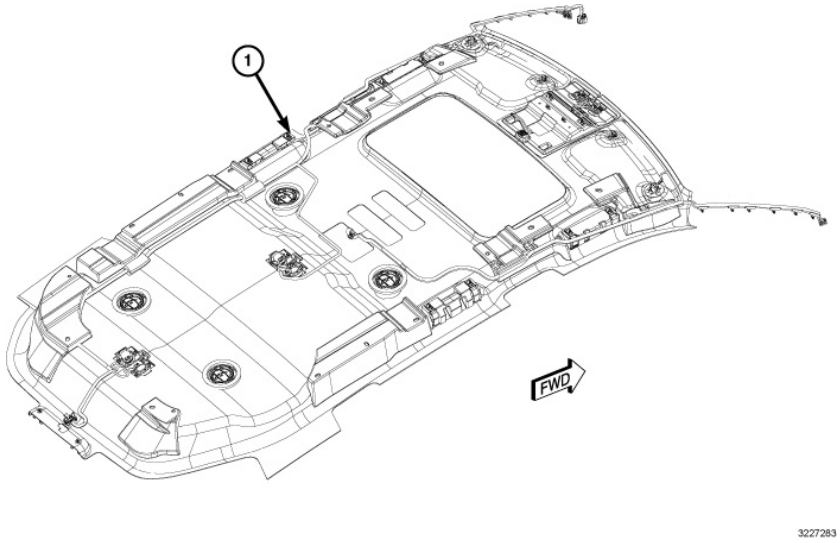


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

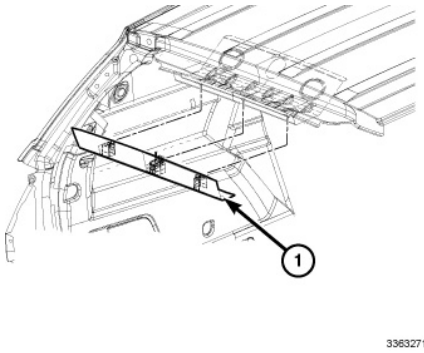
Labor Operations: Click to display a list of Labor Operations associated with this procedure

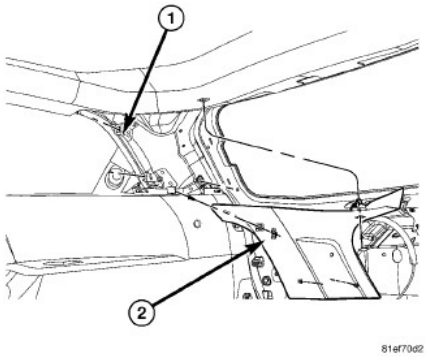


NOTE: In the event the headliner is damaged or creased during removal, it will need to be replaced with a new headliner.

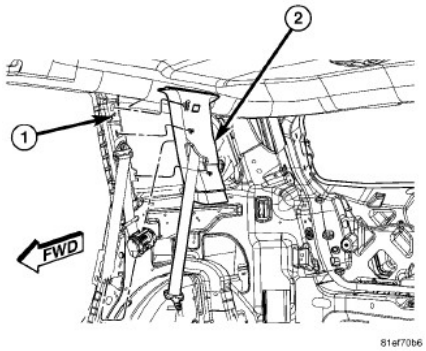
1. With the help of an assistant(s), carefully install the headliner (1) into the vehicle through the rear liftgate opening. Do not over flex the headliner and be carefully not to crack or mar the headliner.
2. Raise the headliner (1) into position and engage the retainers.
3. Install the pushpin retainers at the rear of the headliner.
4. Connect the electrical connectors.
5. Install the grab handles and coat hooks. Install the mounting fasteners.
6. Install the quarter trim panel to the vehicle, (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
7. Install the overhead console, (Refer to 23 - Body/Interior/CONSOLE, Overhead - Installation) .
8. Install the D-pillar trim panel (2), (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
9. Install the seat belt mounting bracket to the right D-pillar.

10. Install the rear header trim panel (1) by aligning the retaining tabs and hand tapping the trim to engage the retainers.

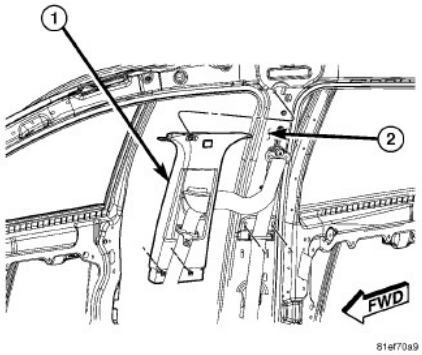




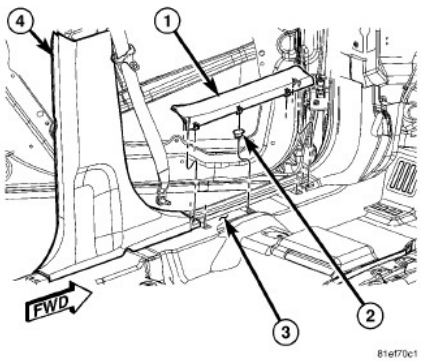
11. Install the C-pillar trim panel (2), (Refer to 23 - Body/Interior/PANEL, C-Pillar Trim - Installation) .



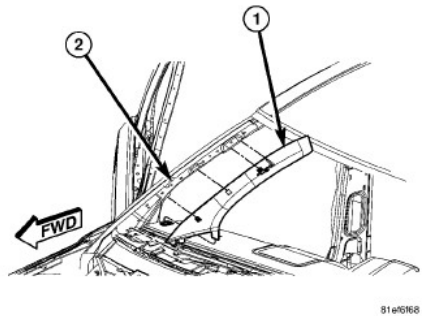
12. Install the upper B-pillar trim panel (1), (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .



13. Install the lower B-pillar trim panel (4), (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .



14. Install the A-pillar trim panel, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Installation) .

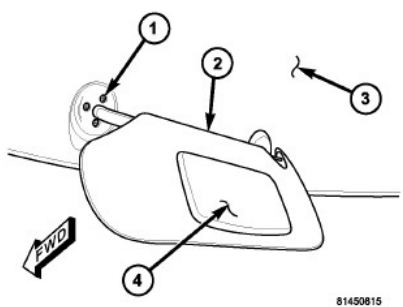


CAUTION: **When removing or installing the screws (1), be certain to avoid any wiring or drain tube interference.**

15. Install the sun visor support and mounting fasteners.

16. If equipped, connect the wire harness connector for the illuminated vanity mirror (4).

17. Install the sun visors and mounting fasteners.



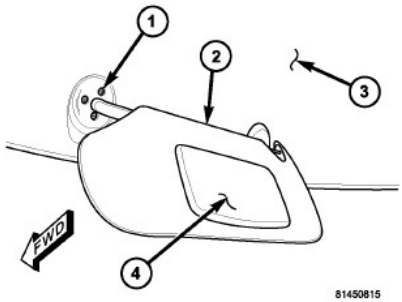
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: In the event the headliner is damaged or creased during removal, it will need to be replaced with a new headliner.



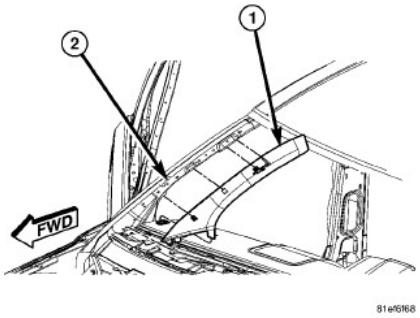
1. Remove the three screws (1) that secure each sun visor (2) to the roof panel and remove the visor from the headliner (3).

CAUTION: **When removing or installing the screws (1), be certain to avoid any wiring or drain tube interference.**

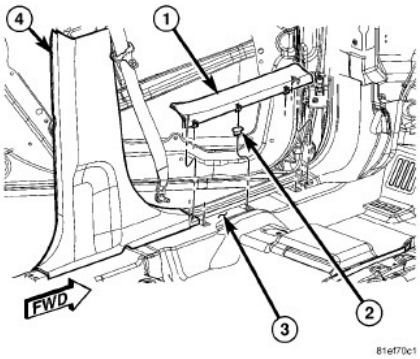
2. If equipped, disconnect the wire harness connector for the illuminated vanity mirror (4).

3. Remove the sun visor support mounting fasteners and remove the support from the headliner (3).

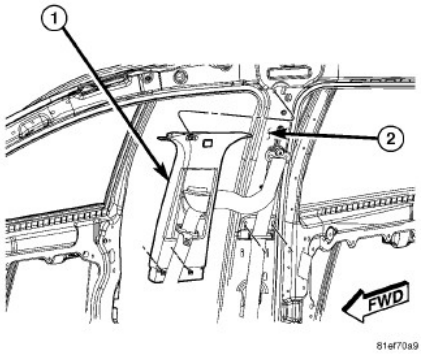
4. Remove the A-pillar trim panel (1), (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Removal) .



5. Remove the lower B-pillar trim panel (4), (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .

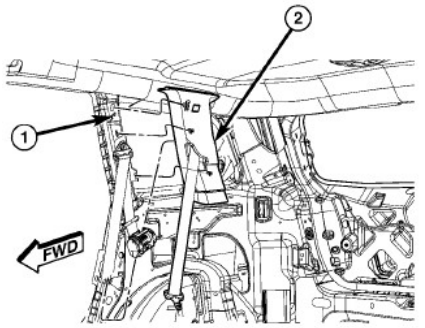


6. Remove the upper B-pillar trim panel (1), (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .



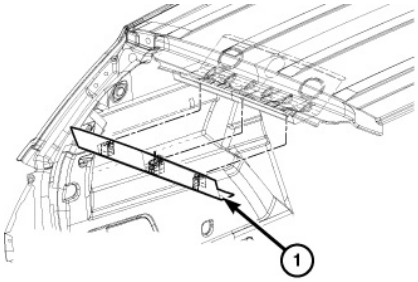
81ef70a9

7. Remove the C-pillar trim panel (2), (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .



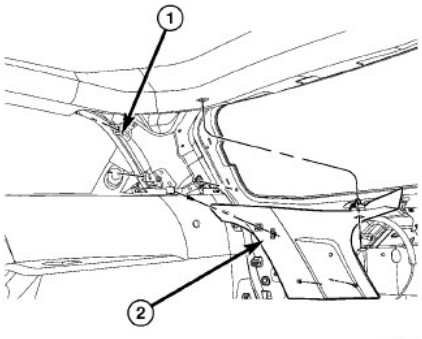
81ef70b6

8. Remove the rear header trim panel (1) by carefully pulling down on the trim to disengage the retainers.



3363271

9. Remove the D-pillar trim panel (2), (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .
10. Remove the overhead console, (Refer to 23 - Body/Interior/CONSOLE, Overhead - Removal) .
11. Remove the seat belt mounting bracket from the right D-pillar.



81ef70d2

12. Remove the grab handles and coat hooks.

13. Remove the left quarter trim panel. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .

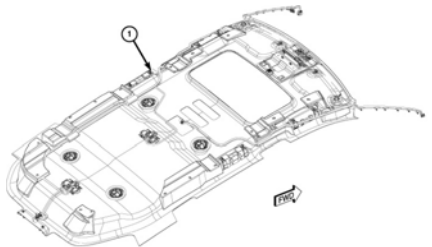
14. Lower the first and second row seats as far as possible, remove the headrests if necessary.

15. Disconnect electrical connectors.

16. Remove the pushpin retainers at the rear of the headliner.

17. Carefully disengage retaining clips and lower headliner (1).

18. With the help of an assistant(s), remove the headliner (1) from the vehicle through the lift gate opening.

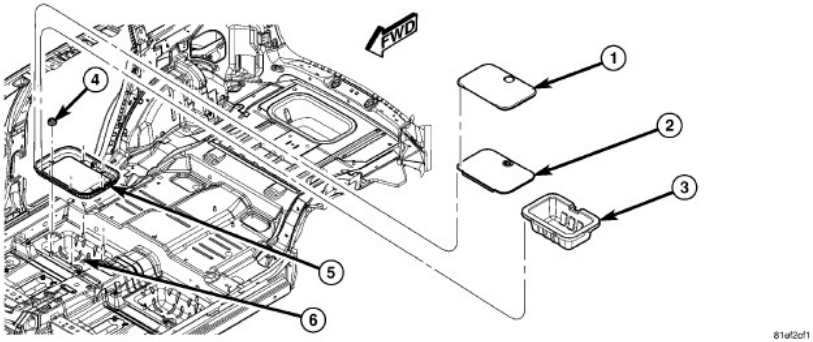


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



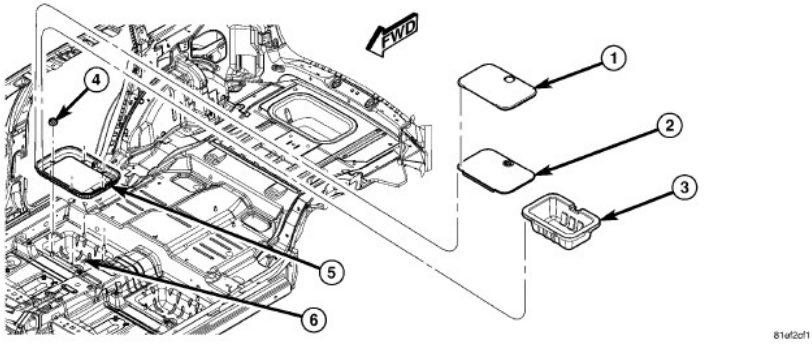
1. Install the storage bin (5) to the vehicle.
2. Install the mounting fasteners (4).
3. Install the storage bin liner (3).
4. Install the carpet (1) covering the storage bin.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Remove the carpet (1) covering the storage bin.
2. Remove the storage bin liner (3).
3. Remove the mounting fasteners (4).
4. Remove the storage bin (5) from the vehicle.

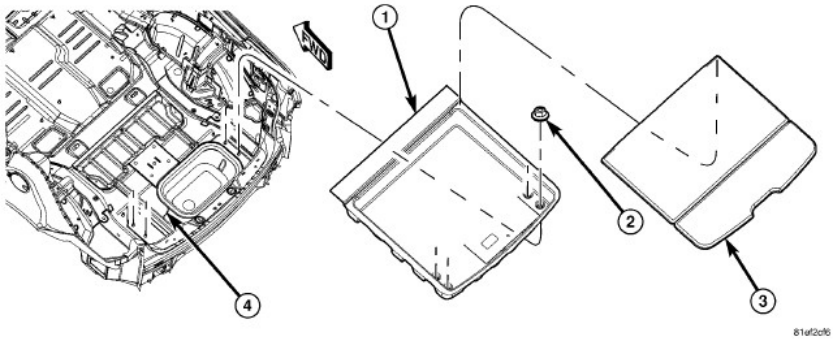
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

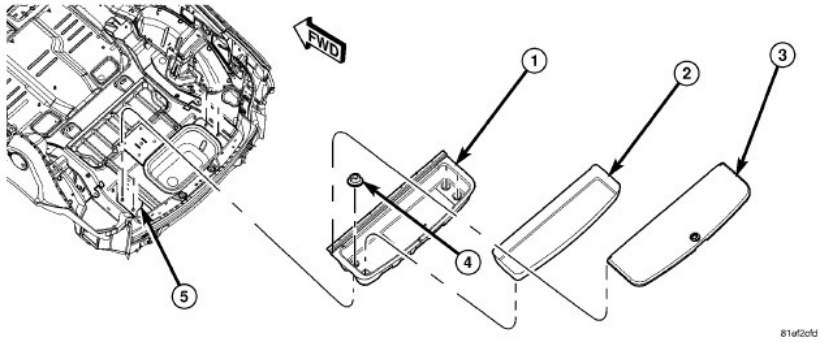
Labor Operations: Click to display a list of Labor Operations associated with this procedure

STORAGE BOX – 5 PASSENGER



1. Install the storage box (1) to the vehicle.
2. Install the storage box mounting fasteners (2).
3. Install the load floor assembly (3).
4. Install the mat covering the storage box.

STORAGE BOX – 7 PASSENGER



1. Install the storage box (1) to the vehicle.

2. Install the storage box mounting fasteners (4).

3. Install the storage box liner (2).

4. Install the seat back gap hider retainers to the rear storage box.

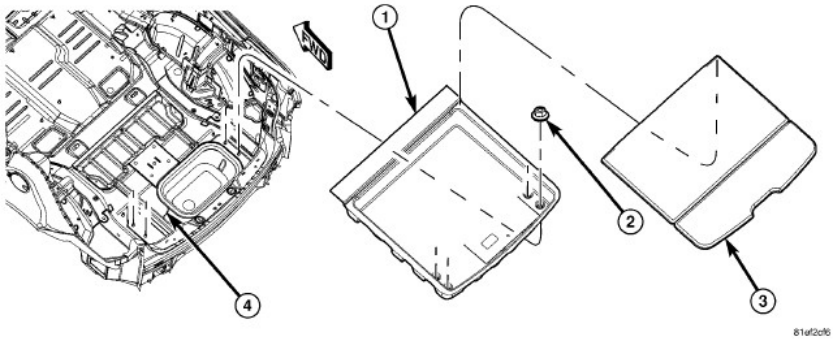
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

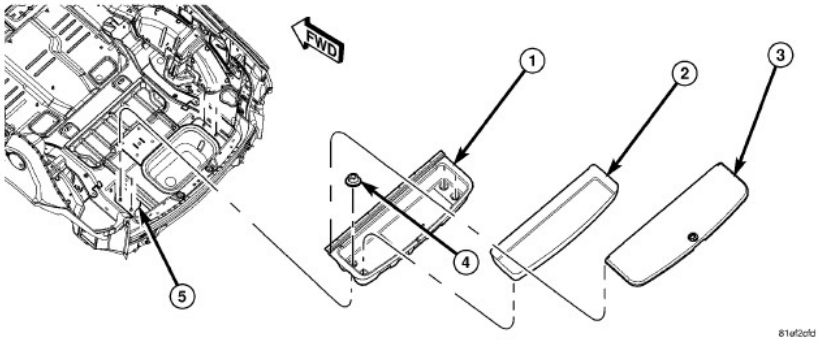
Labor Operations: Click to display a list of Labor Operations associated with this procedure

STORAGE BOX – 5 PASSENGER



1. Remove the mat covering the storage box.
2. Remove the load floor assembly (3).
3. Remove the storage box mounting fasteners (2).
4. Remove the storage box (1) from the vehicle.

STORAGE BOX – 7 PASSENGER



1. Remove the retainers on the seat back gap hider to the rear storage box.

2. Open the storage bin lid.

3. Remove the storage box liner (2), if equipped.

4. Remove the storage box mounting fasteners (4).

5. Remove the storage box (1) from the vehicle.

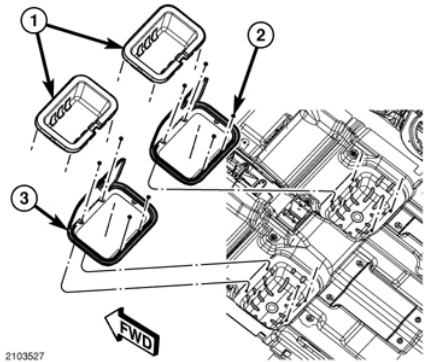
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place the storage bin into position in the vehicle.
2. Install the mounting fasteners that secure the storage bin to the floor.
3. Install the liner and close the lid.



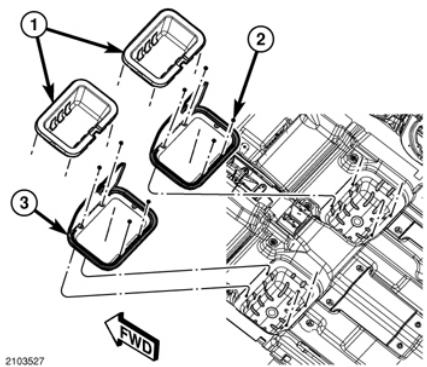
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the lid to the second row storage bin and remove the inner liner.
2. Remove the mounting fasteners securing the storage bin to the floor.
3. Remove the storage bin from the vehicle.



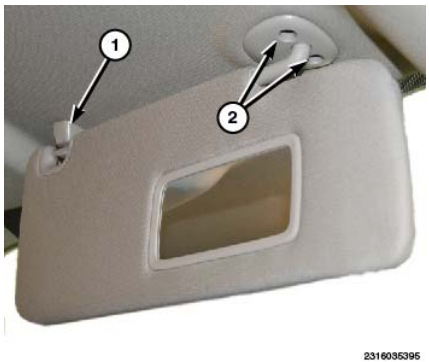
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **When removing or installing the screws (1), be certain to avoid any wiring or drain tube interference.**



1. If equipped, connect the wire harness connector for the illuminated vanity mirror.
2. Position the sun visor onto the headliner.
3. Install the screws (2) that secure each sun visor to the roof panel. Tighten the screws to 6 N·m (53 in. lbs.).

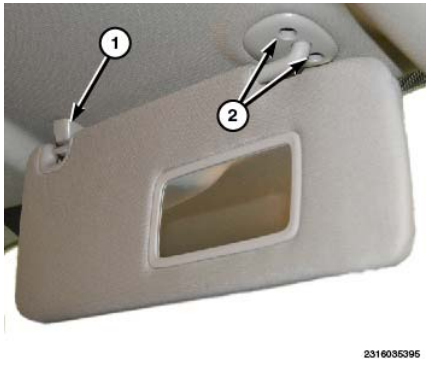
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

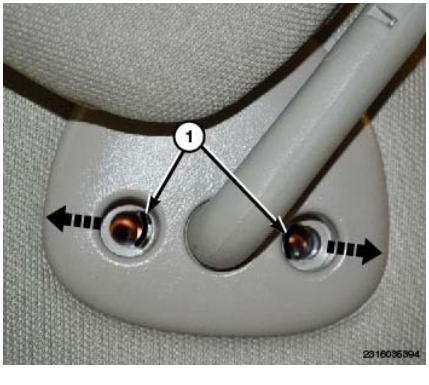
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **When removing or installing the screws (1), be certain to avoid any wiring or drain tube interference.**



1. Separate the visor from the support (1) and remove the screws (2) that secure each sun visor to the roof panel.



2. Using a small flat bladed tool or equivalent, release the retaining tabs (1) and separate the visor from the headliner.
3. If equipped, disconnect the wire harness connector for the illuminated vanity mirror.

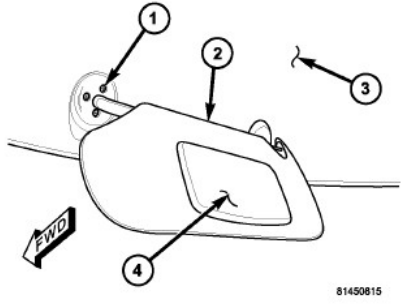
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disengage sun visor (2) from center support.
2. Remove mounting fasteners (1) attaching support to roof header.
3. Remove support from vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Refer to the fold flat passenger seat exploded view for illustration (Refer to 23 - Body/Seats/SEAT - Description) .

1. With the seat back fully reclined, install the storage bin (2) to the seat frame.
2. Fold the seat back completely forward.
3. Install the inner right shield (33).
4. Install the inner left shield (21).
5. Install the front biteline pad (41).
6. Install the seat cushion and cover (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .
7. Install the anchors securing the recliner cable (19) to the seat bottom.
8. Install the wiring harness (28) anchors to the seat bottom.
9. Install the seat side shields (Refer to 23 - Body/Seats/SIDE SHIELDS, Seat Cushion - Installation) .
10. Install the seat into vehicle (Refer to 23 - Body/Seats/SEAT - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Refer to the fold flat passenger seat exploded view for illustration (Refer to 23 - Body/Seats/SEAT - Description) .

1. Remove the seat from the vehicle (Refer to 23 - Body/Seats/SEAT - Removal) .
2. Remove the seat side shields (Refer to 23 - Body/Seats/SIDE SHIELDS, Seat Cushion - Removal) .
3. Remove the wiring harness (28) anchors from the seat bottom.
4. Remove the anchors securing the recliner cable (19) from the seat bottom.
5. Remove the seat cover and cushion (Refer to 23 - Body/Seats/COVER, Seat Cushion - Removal) .
6. Fold the seat back forward completely.
7. Remove the front biteline pad (41).
8. Remove the inner left shield (21).
9. Remove the inner right shield (33).
10. Fully recline the seat back.
11. Remove the storage bin (2) from the seat frame.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: For detailed seat view, (Refer to 23 - Body/Seats/SEAT - Description) .

1. Install the foam, if required.
2. Carefully install the seat cover to the armrest.
3. If equipped, install the headrest sleeves to the armrest.
4. Install the headrest, if equipped.
5. Install the armrest plastic cover, ensuring the retainers engage.
6. Position the armrest to the vehicle.
7. With the armrest folded down, install the two mounting fasteners located on the inside of the armrest bracket. Tighten to 40 N-m (29 ft. lbs.).
8. Install the outboard armrest mounting fastener. Tighten to 30 N-m (22 ft. lbs.).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: For detailed seat view, (Refer to 23 - Body/Seats/SEAT - Description) .

1. Position the 40 split seat with back folded flat, to the full forward position.
2. Partially remove the armrest side shield and remove the mounting fastener.
3. With the armrest folded down, remove the two mounting fasteners located on the inside of the armrest bracket.
4. Remove the armrest from the vehicle.

NOTE: Only perform the following steps if the cover or foam replacement is required.

5. Remove the armrest plastic cover, by carefully prying up until the retainers disengage.
6. If equipped, remove the headrest.
7. Remove the headrest sleeves, if equipped.
8. Carefully pull the seat cover off of the armrest and remove the cover.
9. Remove the foam as required.

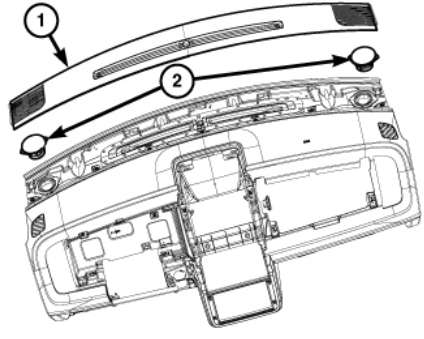
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTRUMENT PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speakers (2) and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the defroster grille (1) (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster - Installation) .
4. Connect the battery negative cable.



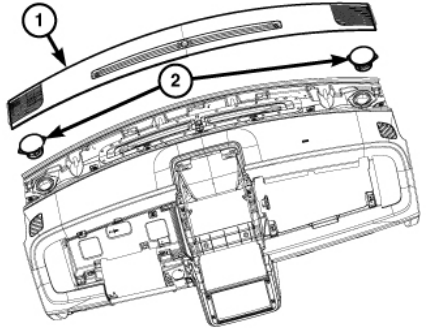
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTRUMENT PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the defroster grille (1) (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster - Removal) .
3. Remove the mounting fasteners.
4. Disconnect the electrical connector and remove the speaker (2) from the vehicle.



2479447

2014 Dodge JC - DODGE JOURNEY

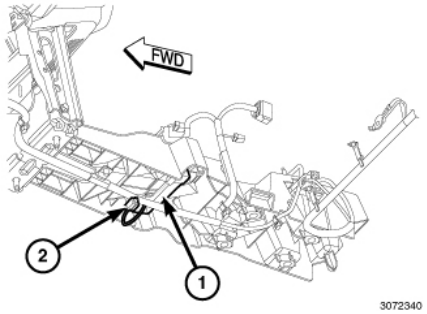
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

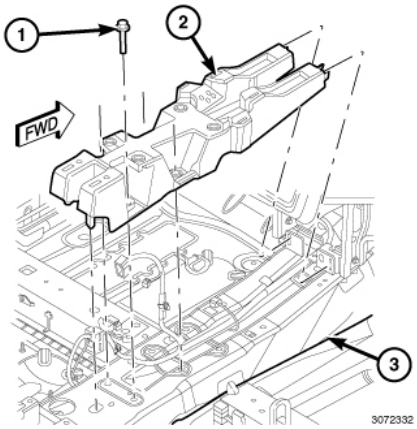
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Position the Low Frequency (LF) antenna (1) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.
3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (2) to the connector receptacle for the LF antenna.



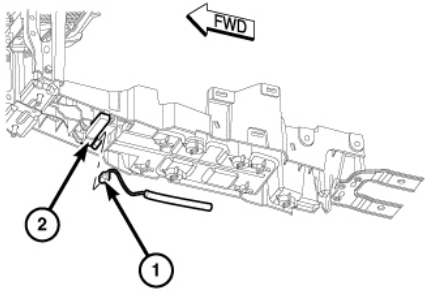
4. Engage the alignment pin and the two snap clips at the front of the shift bracket (2) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (3).
5. Install and tighten the four screws (1) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).
6. Reinstall the automatic transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
7. Reconnect the battery negative cable.



MANUAL TRANSMISSION

1. Position the Low Frequency (LF) antenna (2) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.

3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (1) to the connector receptacle for the LF antenna.

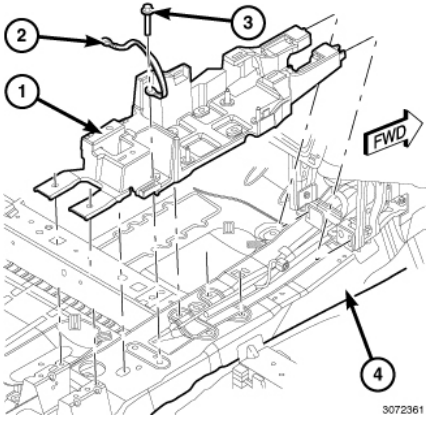


4. Engage the alignment pin and the two snap clips at the front of the shift bracket (1) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (4).

5. Position the ground strap (2) to the shift bracket mounting hole.

6. Install and tighten the four screws (3) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).

7. Reinstall the manual transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.



8. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

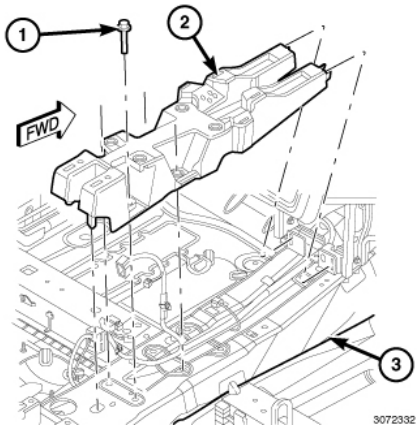
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

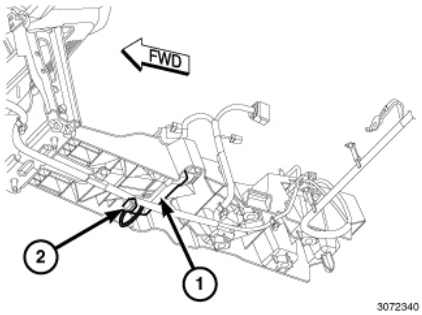
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the automatic transmission floor shift assembly from the console floor shift bracket (2). Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
3. Remove the four screws (1) that secure the console floor shift bracket to the floor panel transmission tunnel (3).
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



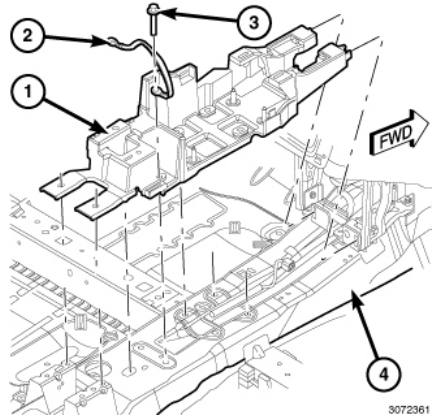
5. Turn the shift bracket over to access and disconnect the wire harness connector (2) from the connector receptacle for the Low Frequency (LF) antenna (1).
6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.
7. Remove the LF antenna from the shift bracket.



MANUAL TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the manual transmission floor shift assembly from the console floor shift bracket (1). Refer to 21 - Transaxle for the procedures covering the manual transaxle model and shifter type found in the vehicle.
3. Remove the four screws (3) that secure the console floor shift bracket and the ground strap (2) to the floor panel transmission tunnel (4).

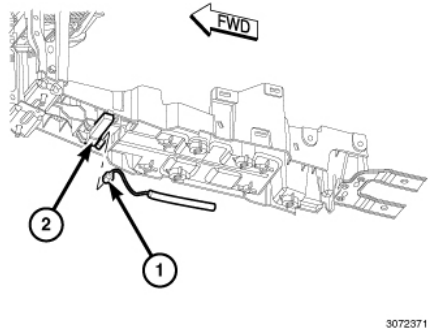
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the shift bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



5. Turn the shift bracket over to access and disconnect the wire harness connector (1) from the connector receptacle for the Low Frequency (LF) antenna (2).

6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.

7. Remove the LF antenna from the shift bracket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

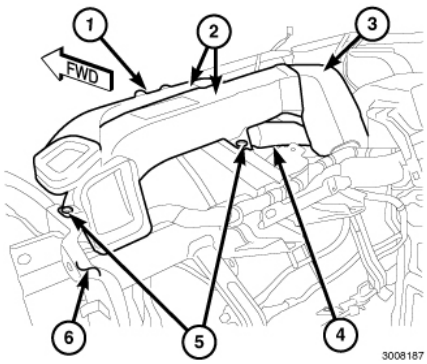
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Disable the airbag system before attempting any steering wheel, steering column or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.**

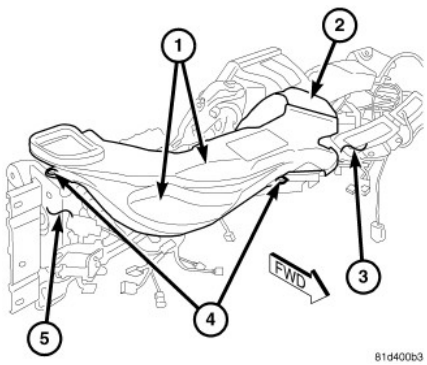
NOTE: The demister ducts are serviced with the instrument panel ducts as an assembly.

NOTE: LHD model shown in illustrations. RHD model similar.

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument panel cover (Refer to 23 - Body/Instrument Panel).
3. Remove the three push-pin retainers (1 and 5) that secure the driver side instrument panel and demister duct assembly (2) to the top of the instrument panel support (6).
4. Disconnect the driver side instrument panel and demister duct assembly from the instrument panel center duct (3) and the defroster duct (4) and remove the driver side instrument panel and demister duct assembly.



5. Remove the two push-pin retainers (4) that secure the passenger side instrument panel and demister duct assembly (1) to the top of the instrument panel support (5).
6. Disconnect the passenger side instrument panel and demister duct assembly from the instrument panel center duct (2) and the defroster duct (3) and remove the passenger side instrument panel and demister duct assembly.



2014 Dodge JC - DODGE JOURNEY

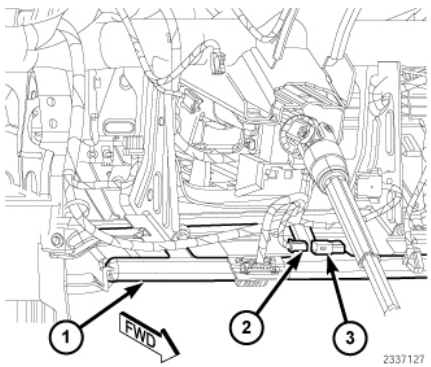
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The Light Emitting Diode (LED) and printed circuit board for these lamps are serviced only as a unit with the courtesy lamp assembly. If any part of these lamps is damaged or ineffective, the entire lamp assembly must be replaced.



1. Position the courtesy lamp (3) under the lower edge of the instrument panel steering column opening (driver side) or glove box opening (passenger side) lower reinforcement (1).
2. Reconnect the instrument panel wire harness connector (2) to the connector receptacle integral to the courtesy lamp.
3. Align the push-in plastic retainer on the underside of the courtesy lamp with the mounting hole in the instrument panel lower reinforcement.
4. Using hand pressure, press the courtesy lamp downward firmly and evenly until the push-in plastic retainer is fully engaged in the mounting hole.
5. If the vehicle is so equipped, reinstall the closeout panel under the driver or passenger side of the instrument panel. (Refer to 23 - Body/Instrument Panel/PANEL, Silencer - Installation) .
6. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

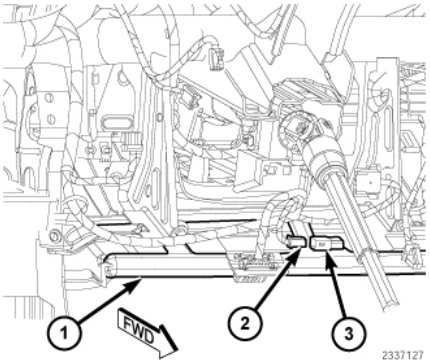
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The Light Emitting Diode (LED) and printed circuit board for these lamps are serviced only as a unit with the courtesy lamp assembly. If any part of these lamps is damaged or ineffective, the entire lamp assembly must be replaced.



1. Disconnect and isolate the battery negative cable.
2. If the vehicle is so equipped, remove the closeout panel from under the driver or passenger side of the instrument panel. (Refer to 23 - Body/Instrument Panel/PANEL, Silencer - Removal) .
3. Reach under the lower edge of the instrument panel steering column opening (driver side) or glove box opening (passenger side) lower reinforcement (1) to access and pry the push-in plastic retainer on the underside of the courtesy lamp (3) out of the mounting hole in the instrument panel lower reinforcement.
4. Pull the courtesy lamp down from behind the instrument panel far enough to access and disconnect the instrument panel wire harness connector (2) from the connector receptacle integral to the courtesy lamp.
5. Remove the courtesy lamp from the vehicle.

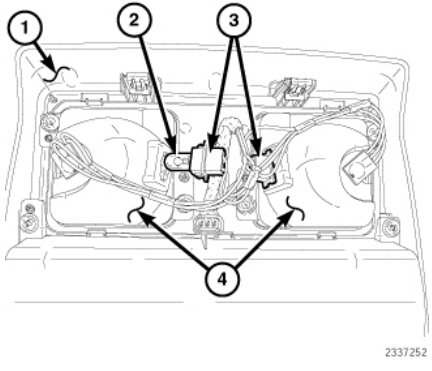
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - OVERHEAD CONSOLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**



1. Align the base of the bulb (2) with the overhead console dome/reading lamp socket (3).
2. Push the bulb straight into the socket until the base is fully seated.
3. Align the socket and bulb with the keyed opening in the lamp housing (4).
4. Insert the bulb and socket straight into the hosing until the socket latch features are both fully engaged.
5. Reinstall the overhead console (1) to the headliner.
6. Reconnect the battery negative cable.

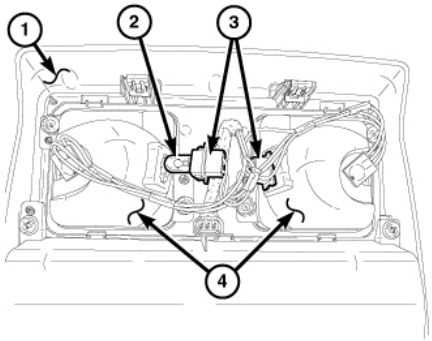
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - OVERHEAD CONSOLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the overhead console (1) from the headliner.
3. Grasp the dome/reading lamp socket (3) firmly and push it to one side far enough to unsnap the socket latch features from the lamp housing (4).
4. Pull the socket and bulb (2) out of the lamp housing.
5. Pull the base of the bulb straight out of the lamp socket.



2337252

2014 Dodge JC - DODGE JOURNEY

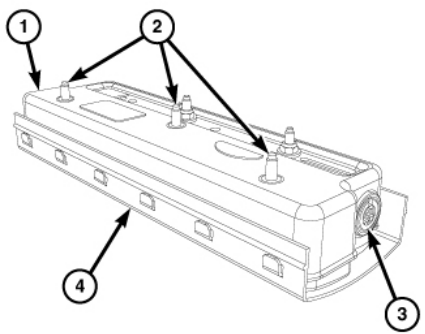
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is used on vehicles manufactured for domestic markets. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components. Vehicles with this equipment may be readily identified by the **SRS - AIRBAG** logo located on the upper outboard corner of the instrument panel steering column opening cover.

The KAB is concealed behind the steering column opening cover below the steering column on the driver side lower instrument panel. Located behind the steering column opening cover, the stamped metal airbag housing (1) is secured by three studs (2) with nuts to the stamped metal instrument panel lower reinforcement and mounting plate. A molded plastic protective cover (4) is secured over the folded airbag cushion by numerous hook formations stamped into the airbag housing that are engaged through window openings in the outer perimeter of the cover.

The airbag housing contains the airbag inflator and a heat shield. The airbag inflator is a single-initiator, non-azide hybrid-type unit that is secured to the housing by two studs with nuts and sealed within the airbag housing. The airbag is connected to the vehicle electrical system through a dedicated take out and connector insulator of the instrument panel wire harness that connects directly to the inflator initiator (3).



The KAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. If the airbag is deployed, the KAB and the steering column opening cover must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Inflatable Knee Blocker (IKB) airbag, or becoming entrapped between the IKB airbag cushion and the IKB cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

1. Position the Knee AirBag (KAB) to the mounting plate on the instrument panel lower reinforcement.
2. Install and tighten the three nuts that secure the KAB studs to the mounting plate below the instrument panel. Tighten the nuts to 6 N·m (53 in. lbs.).
3. Reconnect the connector insulator of the instrument panel wire harness take out for the KAB to the inflator initiator connector receptacle by pressing straight in on the connector. You can be certain that the connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Reinstall the steering column opening cover onto the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is deployed by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through a KAB line 1 (or squib) circuits to the initiator in the airbag inflator. The hybrid-type inflator assembly for the airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemical pellets burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the KAB protective cover will split at predetermined tear seam lines concealed on the underside of the cover, then fold open and out of the way.

The cushion protects the lower extremities of the vehicle operator and helps to keep the seat occupant properly positioned for the Driver AirBag (DAB) deployment during a frontal impact collision. Following an airbag deployment, the KAB cushion quickly deflates by venting the inert gas through the loose weave of the fabric used to construct the instrument panel side of the airbag cushion, and the deflated cushion hangs down loosely from the lower instrument panel.

The ORC monitors the condition of the KAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the KAB initiator and squib circuit requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the steering column opening cover from the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
3. Disconnect the electrical connection that is secured by integral latches to the airbag inflator initiator connector receptacle on the inboard end of the Knee AirBag (KAB) housing. Depress the latches on each side of the connector insulator and pull the insulator straight out from the inflator initiator to disconnect it from the connector receptacle.
4. Remove the three nuts that secure the KAB to the mounting plate on the lower instrument panel reinforcement.
5. Remove the KAB from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT STORAGE

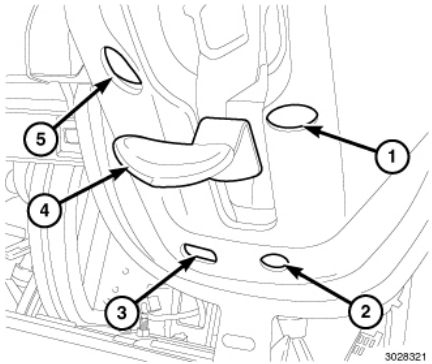
Airbags and seat belt tensioners must be stored in their original, special container until they are used for service. Also, they must be stored in a clean, dry environment away from sources of extreme heat, sparks and high electrical energy. Always place or store any airbag on a surface with its trim cover or airbag cushion side facing up, to minimize movement in case of an accidental deployment.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Push the tilt lever (4) downward (released position).
2. Install the lower shroud over the tilt lever and onto the column.
3. Install the upper shroud onto the lower shroud, clipping the shrouds to one another.
4. Install the three screws (1, 2, 5) attaching the lower shroud to the steering column.
5. Snap the gap hider clips (3) into the lower shroud.
6. Position the column tilt at the full-upward position.
7. Push the tilt lever (4) upward, locking the column in place.

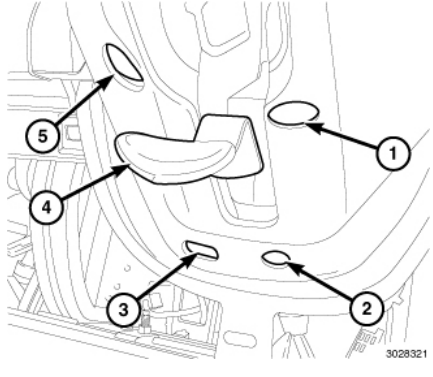
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the column tilt at the full-upward position.
2. Release the clips (3) that hold the gap hider to the lower shroud, and separate the gap hider.
3. Remove the screws (1, 2, 5) attaching the lower shroud. After removing the screws, un-clip the shrouds from one another by applying hand pressure along the seams where the shrouds connect on the sides.
4. Remove the lower shroud.



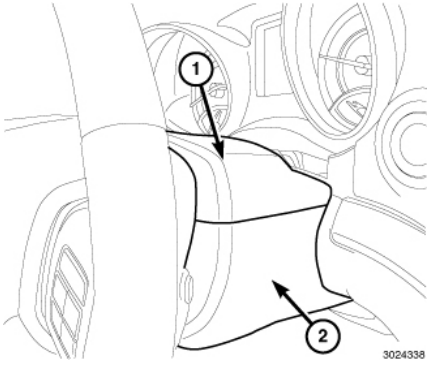
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

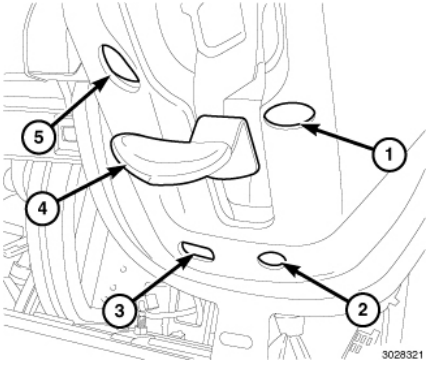
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the upper shroud (1) onto the lower shroud (2), clipping the shrouds to one another.



2. Install the three screws (1, 2, 5) attaching the lower shroud to the steering column.
3. Push the tilt lever (4) upward, locking the column in place.



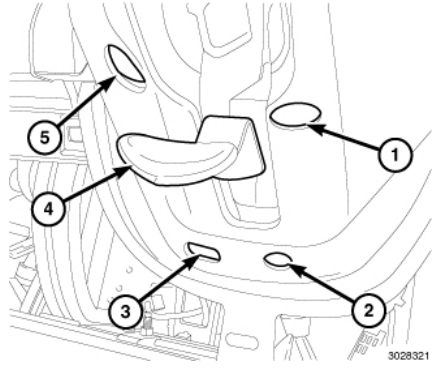
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

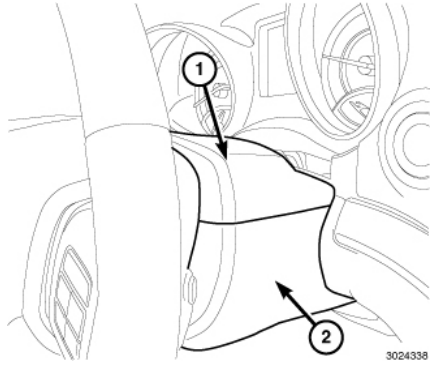
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the column tilt at the full-upward position.
2. Remove the screws (1, 2, 5) attaching the lower shroud.



3. After removing the screws, un-clip the shrouds from one another by applying hand pressure along the seams where the shrouds connect on the sides.
4. Remove the upper shroud (1).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

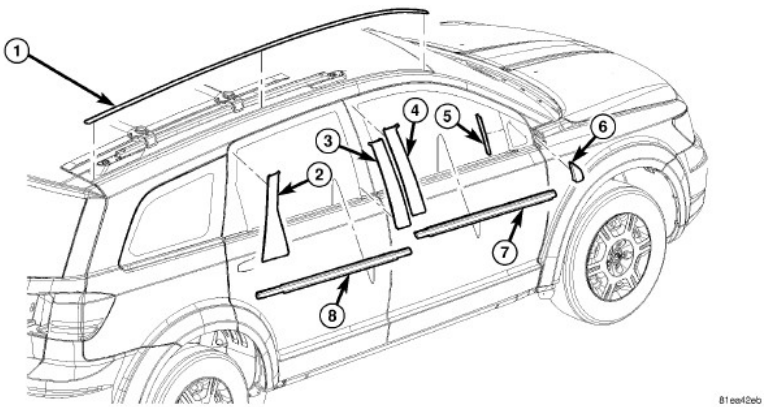
Throughout this group, references to the Chrysler Corporation vehicle family identification code are used when describing a procedure that is unique to that vehicle. (Refer to 00 - Vehicle Data/Vehicle Information/Vehicle Identification Number - Description) . If a procedure is common to all vehicles covered in this manual, no reference will be made to a vehicle family code.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Molding, Roof	5. Tape, A-pillar Molding
2. Tape, C-pillar Molding	6. Applique, Exterior Mirror
3. Tape, B-pillar Rear Molding	7. Molding, Front Window Belt
4. Tape, B-pillar Front Molding	8. Molding, Rear Window Belt

1. Warm the effected adhesive type molding and body metal to approximately 38°C (100°F) using a suitable heat lamp or heat gun.
2. Pull stick-on molding from painted surface.

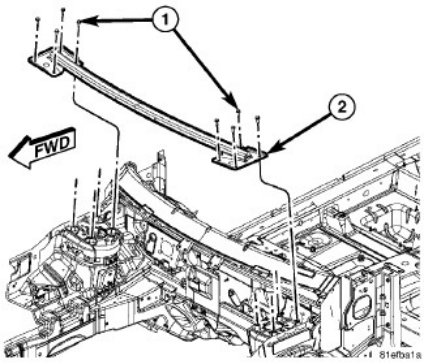
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

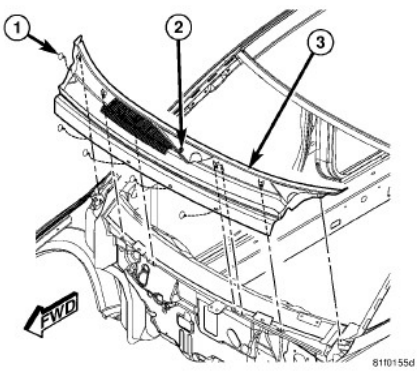
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

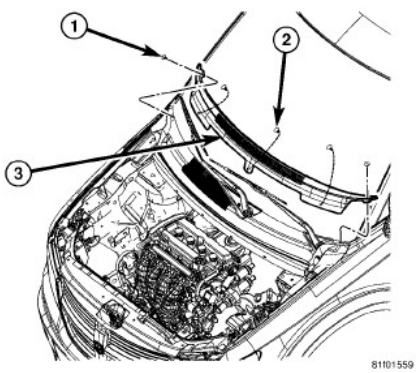
1. Install the wheelhouse brace (2). Install and tighten the eight mounting bolts (four each side) (1) to 48 N·m (35 ft. lbs.).



2. Install the cowl screen. Install the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screen (2) in the center of the cowl screen 90° counterclockwise to lock the screen in place.
3. Install the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Installation)



4. Install the cowl top screen (3). Install the two push-pins (1) securing the cowl top screen at the ends. Install the remaining push-pins (2).



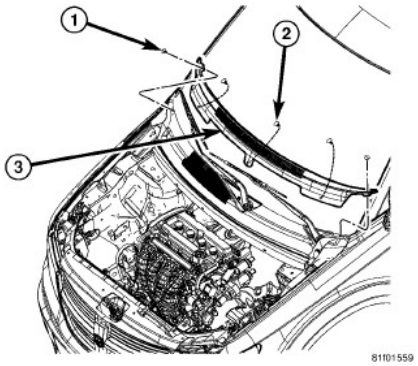
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

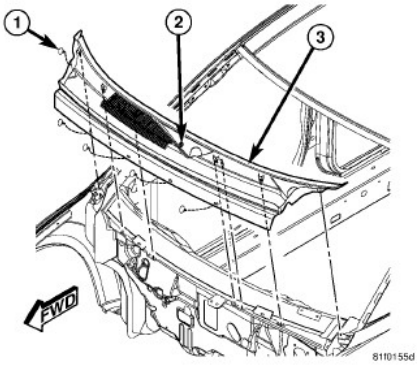
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

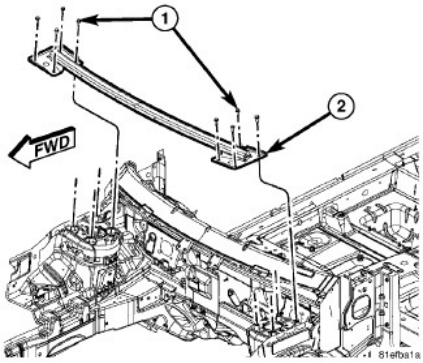
1. Open the hood.
2. Remove the two push-pins (1) securing the cowl top screen at the ends. Remove the remaining push-pins (2). Remove the cowl top screen (3).
3. Remove the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Removal)



4. Remove the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw (2) in the center of the cowl screen 90° clockwise to release the screen. Remove the cowl screen (3).



5. Remove the eight mounting bolts (four each side) (1) securing the wheel house brace to the strut towers.
6. Remove the wheelhouse brace (2).



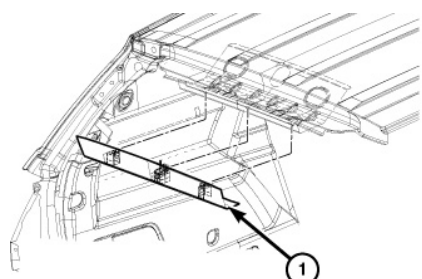
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Liftgate removed for clarity.



3363271

1. Position the rear header trim panel (1) into the vehicle.
2. Hand tap the trim panel (1) to secure the retaining clips.
3. If removed, install the liftgate weatherstrip.
4. Close the liftgate.

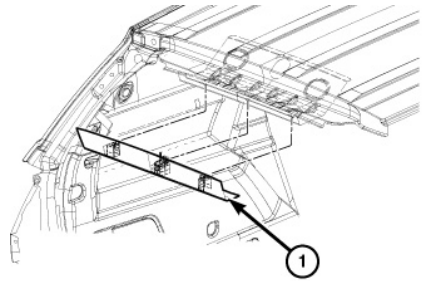
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

NOTE: Liftgate removed for clarity.



3363271

1. Open the liftgate.
2. If necessary, remove a portion of the upper liftgate weatherstrip.
3. Using trim stick C-4755 or equivalent and accessing through the cargo area, disengage the rear header trim panel's retaining clips by prying along the trim panel's forward edge.**Use caution not to damage the headliner.**
4. Remove the rear header trim panel (1) by pulling downward.

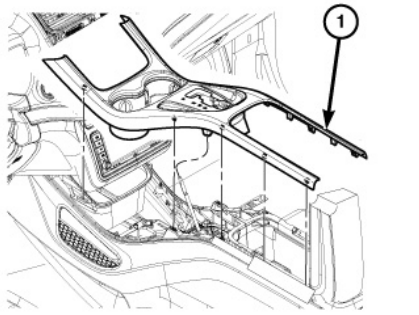
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

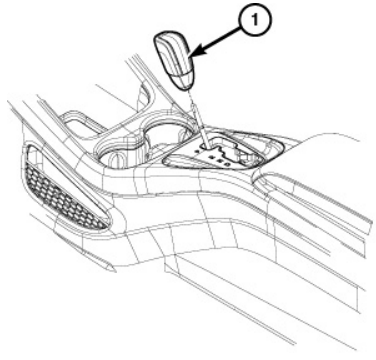
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Connect and align the shifter bezel (1). Once aligned, use firm pressure to engage the retaining snaps.
2. Install the bin liner and coin holder into the console bin.
3. Close the console lid.



3060787

4. Install the shifter knob (1).
5. Connect the negative battery cable.



3079373

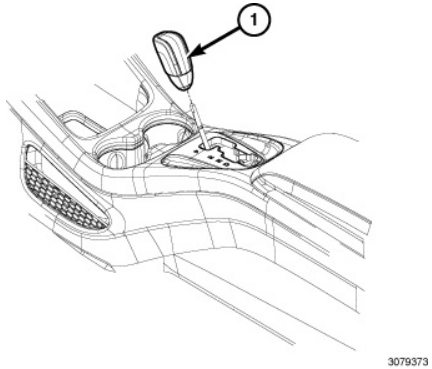
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

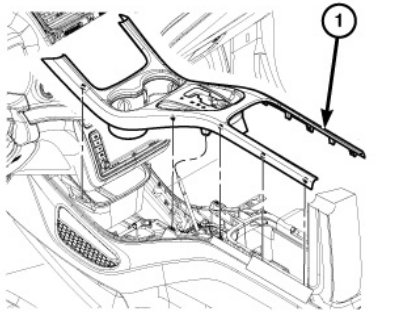
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Disconnect the negative battery cable.
2. Place the parking brake handle in the up position.
3. Remove the shifter knob (1).



3079373

4. Open the console lid.
5. Remove the coin holder and bin liner from inside the console bin.
6. Using trim stick C-4755 or equivalent, remove and disconnect the shifter bezel (1).



3060787

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

C-4755 - Trim Stick

Originally Shipped In Kit Number(s) *9299, 9299CC, 9299CC, 9300A-CAN*.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BODY LUBRICATION

Lubrication Requirements

Locks and all body pivot points, including such items as seat tracks, door hinge pivot points and rollers , liftgate, tailgate, sliding doors and hood hinges, should be lubricated periodically with a lithium based grease such as Mopar ® Spray White Lube to ensure quiet, easy operation and to protect against rust and wear. Prior to the application of any lubricant, wipe the parts clean, to remove dust and grit. After lubricating, excess oil and grease should be removed. Particular attention should also be given to hood latching components to make sure they function properly. When performing other underhood services, clean and lubricate the hood latch release mechanism and safety catch.

The external lock cylinders should be lubricated twice a year, preferably in the fall and spring. Apply a small amount of a high quality lubricant such as Mopar ® Lock Cylinder Lubricant directly into the lock cylinder.

Lubricant Application

Door Lock Cylinders

1. Apply a small amount of lubricant directly into the lock cylinder.
2. Apply a small amount of lubricant to the key.
3. Insert key into lock cylinder and cycle the mechanism from the locked to the unlocked position.

   NOTE: Do not add more lubricant.

4. Cycle the lock cylinder mechanism several times to allow the lubricant to flow throughout the cylinder.
5. Wipe all lubricant from exterior of lock cylinder and key.

All Other Body Mechanisms

1. Clean component as described above.
2. Apply specified lubricant to all pivoting and sliding contact areas of component.

Lubricant Usage

Engine Oil

- door hinges - hinge pin and pivot contact areas
- hood hinges - pivot points
- liftgate hinges

Mopar ® Spray White Lube or Equivalent

- door check straps
- liftgate latches
- liftgate prop pivots
- ash receiver
- fuel filler door remote control latch mechanism
- parking brake mechanism
- sliding seat tracks
- liftgate latch

Mopar ® Multipurpose Grease or Equivalent

- all other hood mechanisms

Mopar ® Lock Cylinder Lubricant or Equivalent

- door lock cylinders
- liftgate lock cylinder

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

NET, FORM AND PIERCE REPAIR

CAUTION: **Failure to follow these recommendations could result in damage or failure to the part and the related parts.**

Net, form and pierce is a manufacturing process which takes place during the original build of the vehicle. The original part will have a beveled platform that will decrease toward the fastener location mounting hole. Replacement parts in these areas may not include bevel (form) and / or fastener hole (pierce) and will need to be adapted for proper fit and finish.

The primary locations which may utilize net, form and pierce are:

- Fender Reinforcement (at front end module mount)
- Fender Tower Mounts
- Hood Hinge (lower half)
- Rear Body Header (liftgate hinge mounts)
- Strut Tower (at upper control arm mount)

NOTE: Shock tower is net, pierce only.

NOTE: The thickness of shims is not to exceed the original thickness of the factory bevel. If more shims are needed damage is still present and must be repaired properly.

If the replacement part did not come with a fastener hole, one of equal size and location will have to be drilled. Body shims should be used in the fender reinforcement to front end module. The hood hinge area, fender tower mounts, and rear body header will utilize washers as spacers where a specific spacer does not exist. The shims and spacers should be sealed between each other and to the stationary surface. Care should be taken when smoothing sealer around washers to ensure undetectable repair. Refinish the repair area per the paint manufacturers recommendations for corrosion resistance and appearance purposes.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEAT STAKING

1. Remove trim panel.
2. Bend or move the trim panel components at the heat staked joints. Observe the heat staked locations and/or component seams for looseness.
3. Heat stake the components.
    a. If the heat staked or component seam location is loose, hold the two components tightly together and using a soldering gun with a flat tip, melt the material securing the components together. Do not over heat the affected area, damage to the exterior of the trim panel may occur.
    b. If the heat staked material is broken or missing, use a hot glue gun to apply new material to the area to be repaired. The panels that are being heat staked must be held together while the applying the glue. Once the new material is in place, it may be necessary to use a soldering gun to melt the newly applied material. Do not over heat the affected area, damage to the exterior of the trim panel may occur.
4. Allow the repaired area to cool and verify the repair.
5. Install trim panel.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BUZZ, SQUEAKS AND RATTLES

Buzz, Squeaks and Rattles (BSR's) may be caused by any one or more of the following and may be corrected as indicated:

- Loose fasteners should be tightened to specifications.
- Damaged or missing clips should be replaced.
- Damaged trim panels should be replaced.
- Incorrectly installed trim panels should be reinstalled properly.

Many BSR complaints such as loose trim, can be serviced using various tapes or lubricants. Tapes including foam, flock and anti-squeak, can be used to eliminate noises caused by metal, plastic and vinyl components. Long life lubricants and greases can also be used on a variety of components. Refer to the **BUZZ, SQUEAKS AND RATTLES** table for materials and usage.

BUZZ, SQUEAKS AND RATTLES

ITEM	FEATURES	APPLICATIONS	SERVICE TEMP
ITCH AND SQUEAK TAPE	An abrasion resistant material thin enough to conform to most irregular surfaces. Stops most itches and squeaks.	Between metal and metal, metal and plastic, metal and vinyl, vinyl and plastic. Interior. Examples: Trim panels and bezels.	-40° to 107° C (-40° to 225° F)
BLACK NYLON FLOCK	Nylon Flock with an aggressive acrylic adhesive. Provides for cushioning and compression fit, also isolates components. Water-resistant.	Between metal and metal, metal and plastic, vinyl and plastic. Examples: Pull cups, bezels, clips, ducts, top cover to glass, cowl panel.	-40° to 82° C (-40° to 180° F)
HIGH DENSITY URETHANE FOAM	Tear resistant, highly resilient and durable.	Between metal and metal, metal and plastic. Water-resistant. Examples: I/P, heavy metal rattles, isolating brackets.	-40° to 82° C (-40° to 180° F)
OPEN CELL FOAM TAPE	Soft foam conforms to irregular surfaces.	Wire harness and connector wrap. Examples: Seals, gasket, wiring, heat ducts.	-40° to 82° C (-40° to 180° F)
CLOSED CELL LOW DENSITY FOAM TAPE	Soft, conformable. Water-resistant.	Wherever bulk is needed. Prevents closing flutters and rattles when applied to door watershield. Examples: Door, I/P.	-40° to 82° C (-40° to 180° F)
NYE® GREASE 880	Long life.	Suspensions. Examples: Strut bushings, sway bars.	-40° to 200° C (-40° to 390° F)
KRYTOX® OIL	Long life. Will not dry out or harm plastics or rubber.	When access is not possible, oil will migrate to condition. Vinyl, rubber, plastic, metal. Examples: Convertible top bushings, pull cups trim panel inserts.	-34° to 205° C (-30° to 400° F)
KRYTOX® GREASE	Long life. Will not dry out or harm plastics or rubber.	Vinyl, rubber, plastic, metal, glass. Examples: Weather-strips, backlite and windshield moldings.	-34° to 205° C (-30° to

ITEM	FEATURES	APPLICATIONS	SERVICE TEMP
			400° F)

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

USE OF HEAT DURING REPAIR

WARNING:

Chrysler Group LLC engineering's position on the use of heat during collision repair is as follows:

- **Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.**
- **During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.**

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler Group LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

This statement supersedes any previously released information by the Chrysler Group LLC.

Failure to follow these instructions may result in serious or fatal injury.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNINGS

WARNING: **Use an Occupational Safety and Health Administration (OSHA) approved breathing filter, when spraying paint or solvents in a confined area. Failure to follow these instructions may result in possible serious or fatal injury.**

- **avoid prolonged skin contact with petroleum or alcohol based cleaning solvents.**
- **do not stand under a hoisted vehicle that is not properly supported on safety stands. Failure to follow these instructions may result in possible serious or fatal injury.**

CAUTION: **When holes are drilled or punched in an inner body panel, verify the depth of space to the outer body panel, electrical wiring or other components. Damage to the vehicle can result.**

- **do not weld exterior panels unless combustible material on the interior of vehicle is removed from the repair area. Fire or hazardous conditions, can result.**
- **always have a fire extinguisher ready for use when welding.**
- **disconnect the negative (-) cable clamp from the battery when servicing electrical components that are live when the ignition is off. Damage to electrical system can result.**
- **do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.**
- **do not use harsh alkaline based cleaning solvents on painted or upholstered surfaces. Damage to finish or color can result.**
- **do not hammer or pound on plastic trim panel when servicing interior trim. Plastic panels can break.**

Restraint Warnings

WARNING: **To avoid potential physical injury, or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the ORC capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 30 cm (12 in) of an electronic module/harness, then that module/harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens. Failure to follow these instructions may result in serious or fatal injury.**

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.**

WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, Occupant Classification System (OCS), seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to follow these instructions may result in accidental airbag deployment.**

WARNING:

To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens.

WARNING:

To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury when handling a seat belt tensioner retractor. Exercise proper care to keep fingers out from under the retractor cover and away from the seat belt webbing where it exits from the retractor cover. Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.

WARNING:

To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Anytime a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the Chrysler Mopar® Parts Catalog.

WARNING:

To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.

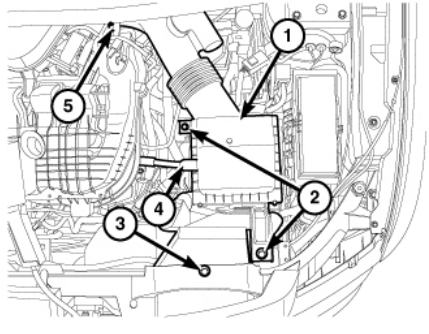
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

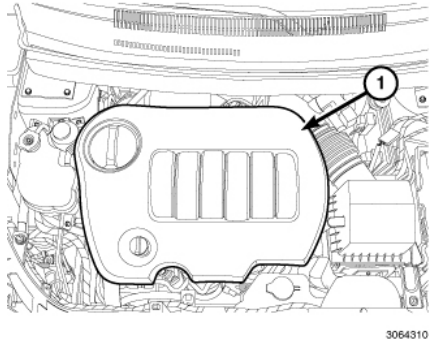
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Engage the air inlet hose to the resonator and install the air cleaner body (1) with two bolts (2) tightened to 9 N·m (80 in. lbs.).
2. Tighten the air inlet hose to resonator clamp (5) to 4 N·m (35 in. lbs.).
3. Install the push pin (3).
4. Install the fresh air makeup hose (4) to the air cleaner body.



3064341

5. Install the engine cover (1).
6. Connect the negative battery cable and tighten nut to 5 N·m (45 in. lbs.).



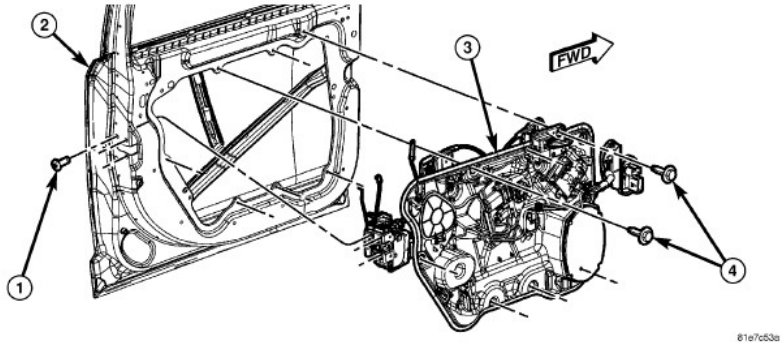
3064310

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



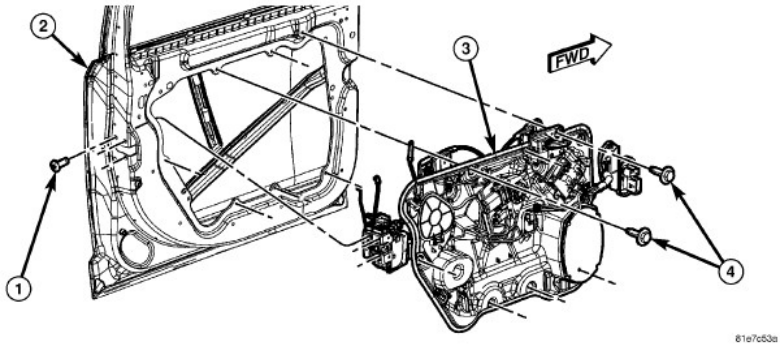
1. Position the carrier plate (3) into the door (2).
2. Install the carrier plate mounting fasteners (4) and tighten to 6 N·m (53 in. lbs.).
3. Install the door latch fasteners (1) and tighten to 7 N·m (62 in. lbs.).
4. Install the fastener that is behind the door handle on the exterior of the door and tighten to 7 N·m (62 in. lbs.).
5. Connect the exterior door handle connecting rods.
6. Install the wiring harness to the carrier plate and connect all electrical connectors.
7. Install the exterior handle. (Refer to 23 - Body/Door - Front/HANDLE, Exterior/Installation)
8. Install the front door window. (Refer to 23 - Body/Door - Front/GLASS, Door - Installation) .
9. Install the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation)

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Remove the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
2. Remove the front door window. (Refer to 23 - Body/Door - Front/GLASS, Door - Removal) .
3. Remove the exterior handle. (Refer to 23 - Body/Door - Front/HANDLE, Exterior/Removal)
4. Disconnect the electrical connectors on the door module and the door latch assembly.
5. Remove the wiring harness from the door module.
6. Remove the fastener that is behind the door handle on the exterior of the door.
7. Remove the door latch fasteners (1).
8. Remove the carrier plate mounting fasteners (4).
9. Carefully remove the carrier plate (3) by raising the front and lowering the rear of the plate while pulling away from the door.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

1. Align door to achieve equal spacing to surrounding body panels.
2. Panels should be flush across all gaps (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications) .
3. If door needs to be adjusted Fore/Aft loosen A-pillar to hinge bolts.
4. If door needs to be adjusted In/Out loosen door to hinge nuts.
5. If in/out alignment can not be achieved, it may be necessary to enlarge (drill) the hinge/door flange holes to 12.5 mm (1/2 inch) maximum.
6. This may allow extra movement to achieve the proper alignment.
7. Remove door and hinge as necessary.

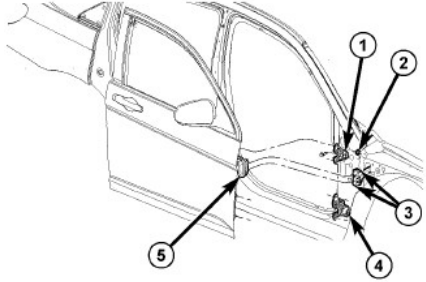
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door onto the door hinges (1, 4) and install the nuts (2). Tighten nuts to 13 N·m (115 in.lbs.)
2. Connect wire connector at hinge pillar (3).
3. Verify door fit and operation. Adjust the door for flushness and parallel gaps as necessary. (Refer to 23 - Body/Door - Front/DOOR - Adjustments) .



8191ac9a

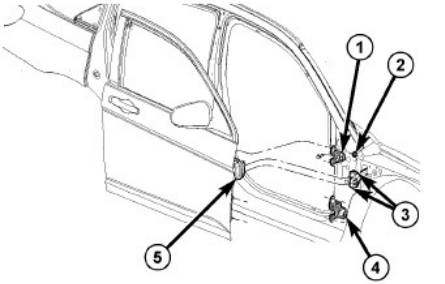
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open and support door on a suitable lifting device.
2. Mark hinges attachment locations with a grease pencil or other suitable device to aid installation.
3. Disengage wire connector (3) at hinge A-pillar.
4. Remove the nuts (2) attaching the door to the door hinges (1, 4) and remove the door from the vehicle.



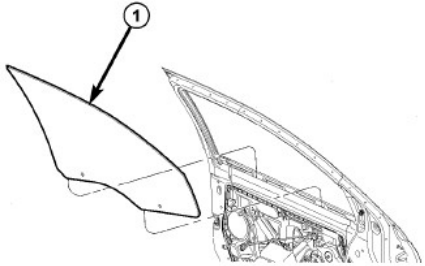
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower glass (1) down and in the opening at top of door.
2. Slide glass downward making sure the glass holes properly lock into snaps (1).
3. Install the interior window trim molding. (Refer to 23 - Body/Door - Front/MOLDING - Installation)
4. Install the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Installation)
5. Install door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .



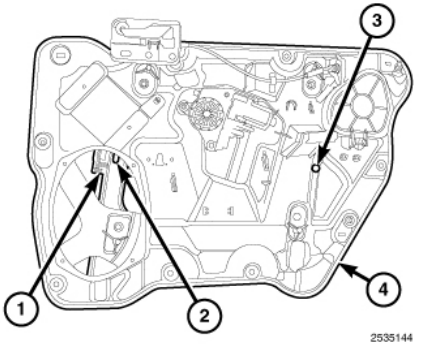
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

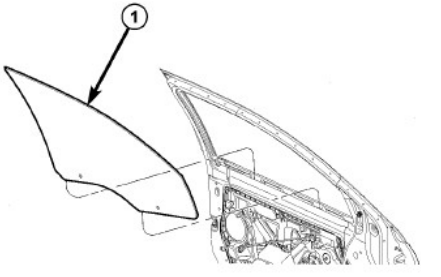
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel and re-install the window switches, if equipped. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal)
2. Remove the interior window trim molding. (Refer to 23 - Body/Door - Front/MOLDING - Removal)
3. Remove the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Removal)
4. Drill a hole large enough to get a small puch through into the carrier plate (3).
5. Lower glass to approximately mid position and line up the glass lift plates (1) with the holes (2 and 3).
6. Using a punch or equivalent, press tabs releasing glass from window regulator (2 and 3).
7. Remove glass from channel.
8. Raise glass (1) upward and out of the opening at top of door.



2535144



8191aa11

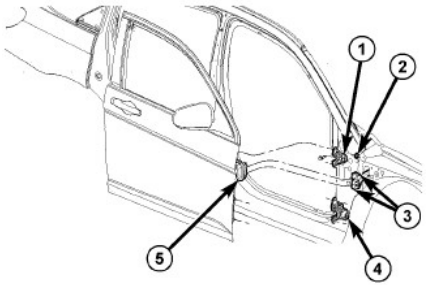
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If necessary, paint new door hinge prior to installation.
2. Loosely install the fasteners attaching hinge to the A–pillar and the door.
3. Align the hinge to the marks made previously and tighten all fasteners. Tighten fasteners to 28 N·m (21 ft. lbs.) torque.
4. Remove the lifting device supporting the door.
5. Verify door fit and operation. Adjust door hinge for proper door alignment, if necessary. (Refer to 23 - Body/Door - Front/DOOR - Adjustments) .



8191ac9a

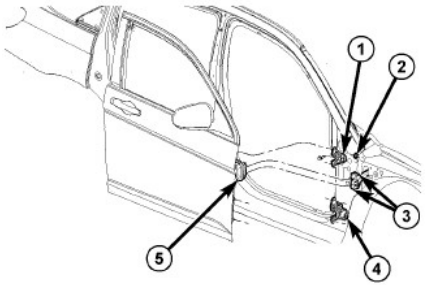
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Support the door with a suitable lifting device.
2. Mark the position of the hinge to be serviced (3 or 4) on the A-pillar and the door with a grease pencil or other suitable device to ease installation.
3. Remove fasteners attaching the hinge to the door and the A-pillar..
4. Remove the hinge.



8191ac9a

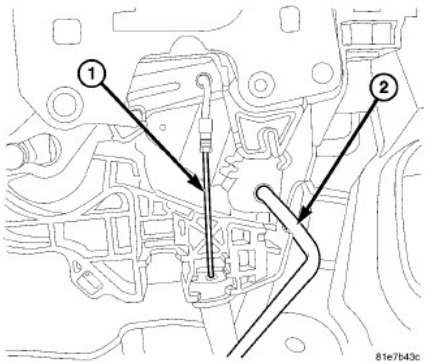
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the latch assembly to the door module.
2. Connect the latch cable (1) and rods (2) to the latch assembly.
3. Snap the latch assembly clips into place onto the door module.
4. Install the carrier plate. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Installation)



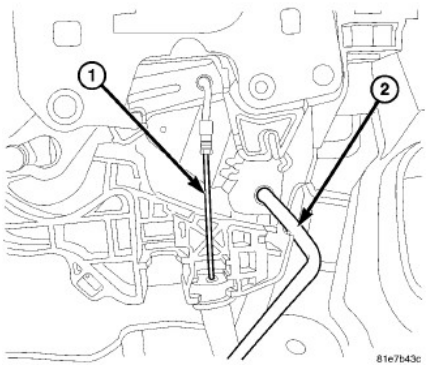
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the carrier plate. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Removal)
2. Remove the latch assembly from the rear of the door module by disengaging the clips.
3. Disconnect the latch cable (1) and rods (2) from the latch assembly.



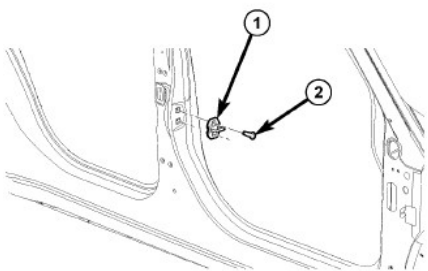
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door latch striker and any shims on vehicle.
2. Loosely install mounting fasteners attaching latch striker to B-pillar.
3. Align latch striker to marks on B-pillar made previously.
4. Tighten all fasteners.
5. Verify door fit and operation. Adjust door latch striker as necessary.



8191dce7

2014 Dodge JC - DODGE JOURNEY

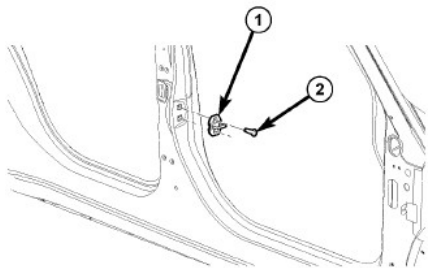
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Be sure to check for any shims between door latch striker and B-pillar. If any shims are found, they must be reinstalled with the new door latch striker to maintain proper door operation.

1. Mark outline of door latch striker on B-pillar to aid in installation.
2. Remove mounting fasteners attaching door latch striker to B-pillar.
3. Remove latch striker from vehicle.



8191dce7

2014 Dodge JC - DODGE JOURNEY

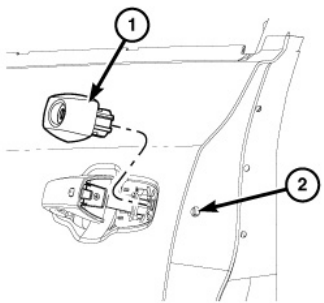
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

Lock cylinder is only present on the front driver door. The remaining doors are equipped with a delete cap. The delete caps are removed/installed similar to the lock cylinder.



3328990

1. Position the door lock cylinder (1) to the front door, once properly positioned, tighten the PIA fastener (2) accessible rearward of the handle. Tighten the fastener securely and install the protective plug over the fastener opening.

2. Connect the negative battery cable.

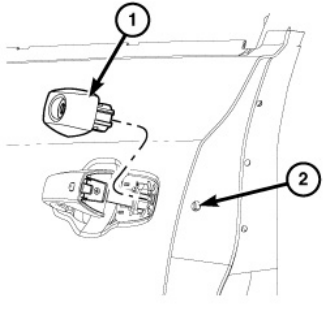
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Lock cylinder is only present on the front driver door. The remaining doors are equipped with a delete cap. The delete caps are removed/installed similar to the lock cylinder.



3328990

1. Disconnect the negative battery cable.
2. Open the front door.
3. Remove the protective plug used to cover the PIA fastener (2) located rearward of the door lock cylinder/delete cap (1).
4. Remove the door lock cylinder/delete cap (1) from the front door by loosening the PIA fastener (2) accessed rearward of the handle and gently prying door lock cylinder/delete cap (1) away. **Do not attempt to remove the PIA fastener.**

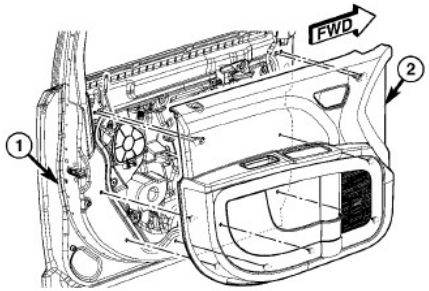
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door trim panel near to door.
2. Raise trim panel such that the backside of trim edge can be engaged with inner belt molding.
3. Press downward on top edge of trim panel while rotating bottom edge of panel towards door.
4. Position the locators at the top of the backside of the trim panel into the corresponding sheet metal holes ensuring fit.



81e7cb4e

5. Install the screw to the interior handle cover.
6. Install the screw to the pull handle.
7. Snap screw covers closed.
8. Install the power window controls. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/SWITCH, Power Window - Installation) .
9. Close door window.

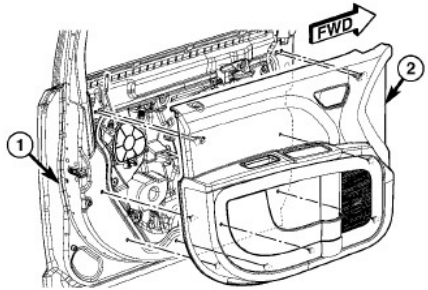
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove pull handle screw.
2. Remove screw from inside door handle.
3. Remove the power window controls. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/SWITCH, Power Window - Removal) .
4. Using trim stick C-4755 , pry trim panel from door (1).
5. Transfer trim panel (2) to bench



81e7cb4e

2014 Dodge JC - DODGE JOURNEY

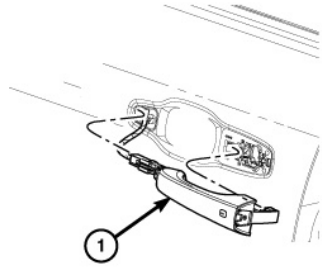
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

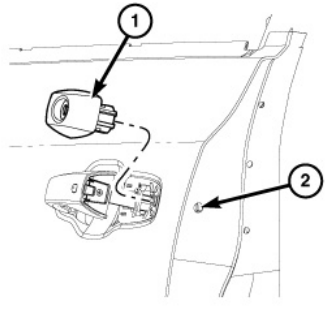
NOTE: LH Shown, RH typical.

1. Connect the harness connector and position the handle (1) to the door.
2. Slide handle (1) in and forward.



3329122

3. Install the door lock cylinder (1) to the front door, (Refer to 23 - Body/Door - Front/HANDLE - Installation) .
4. Connect the negative battery cable.



3328990

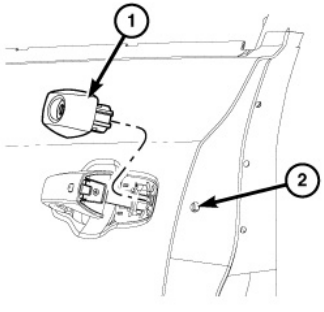
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

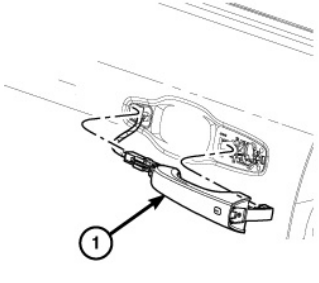
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: LH Shown, RH typical.



3328990

1. Disconnect the negative battery cable.
2. Remove the door lock cylinder (1) from the front door, (Refer to 23 - Body/Door - Front/CYLINDER, Door Lock - Removal) .
3. Slide handle (1) rearward and out.
4. Disconnect the harness connector and remove the handle (1).



3329122

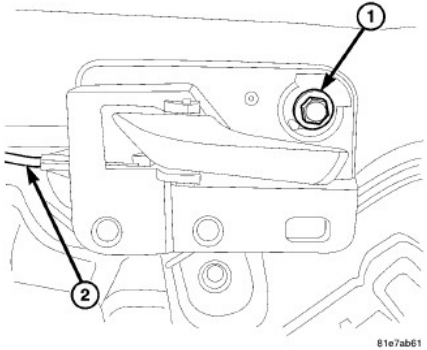
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Connect the interior handle cable (2) to the handle.
2. Position the handle to the door module ensuring that the handle is aligned correctly.
3. Install the mounting fastener (1).
4. Install the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .



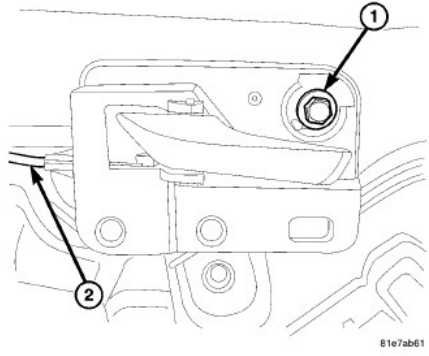
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove trim panel from door. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal)
2. Remove mounting fastener (1).
3. Remove the interior door handle from door module.
4. Disconnect the door handle cable (2).



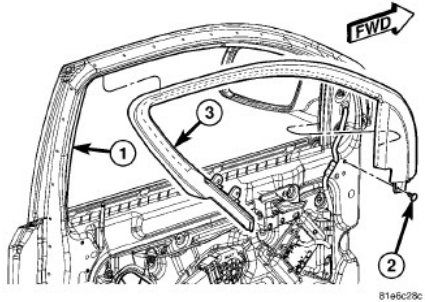
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the interior window trim molding (3) to the door (1).
2. Install the pushpin style fasteners (2) to the front and rear of the molding.
3. Install the door trim panel.



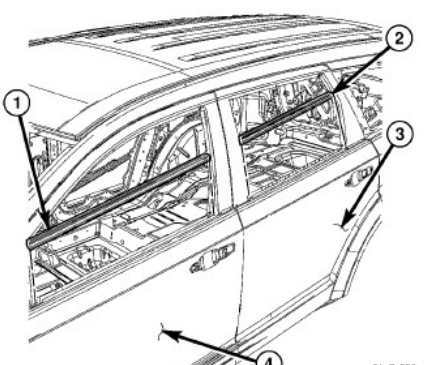
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front door belt molding (1) to the front door (4).
2. Install the rear mounting fastener.
3. Install the front door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
4. Verify proper window operation.



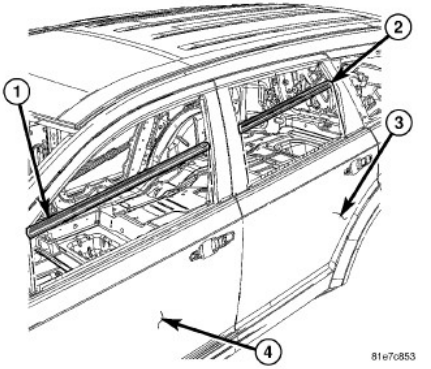
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower the window to the full down position.
2. Remove the front door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Remove the rear mounting fastener.
4. Remove the front door belt molding (1) by carefully pulling up on the molding and remove from the front door (4).



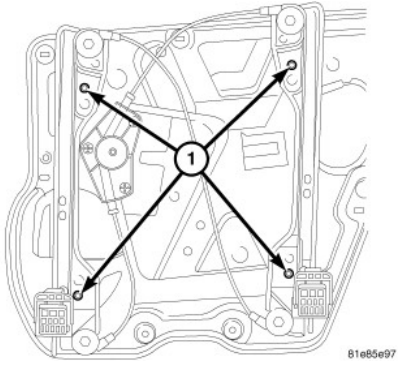
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position regulator on door module assembly and install mounting fasteners.
2. Install the power window motor. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Installation) .
3. Install the door module assembly. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Installation) .
4. Install door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .



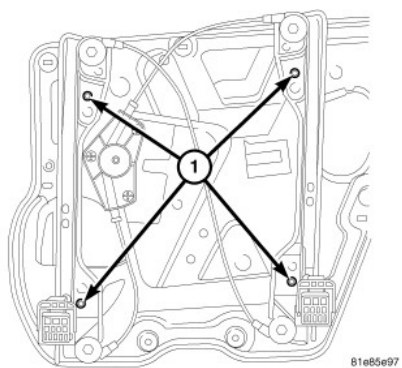
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
2. Remove the door module assembly. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Removal) .
3. Remove the power window lift motor (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Removal) .
4. Remove the regulator mounting fasteners.
5. Remove regulator from door module assembly.

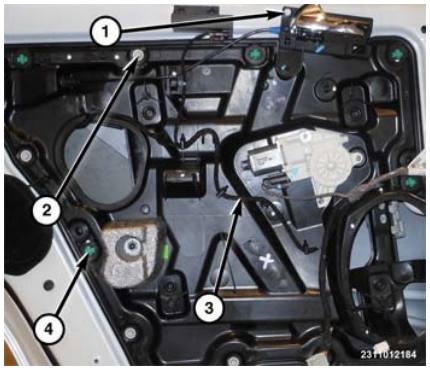


2014 Dodge JC - DODGE JOURNEY

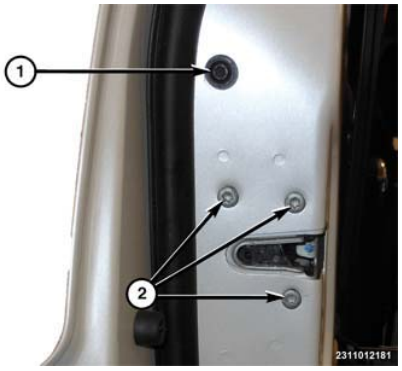
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

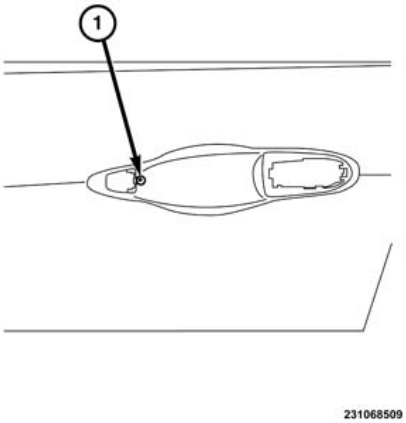
Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Position the carrier plate near the door and connect the door latch wiring connector.
2. Carefully install the carrier plate by inserting the door handle bracket and latch into the rear of the door and tuck the regulator behind the upper door.
3. Slide the carrier plate rearward into position.
4. Fasten the five carrier plate mounting clips (4) by turning 1/4 turn.
5. Install the six carrier plate fasteners (2) and tighten to 6 N·m (53 in. lbs).
6. Connect the electrical connectors on the exterior of the carrier plate and install the harness (3) routing clips and onto tabs.

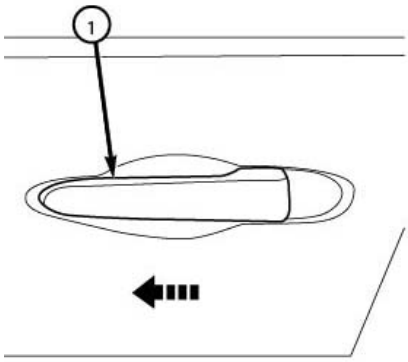


7. Install the door latch fasteners (2) and tighten to 8 N·m (71 in. lbs).
8. Position the outer door handle bracket and install the fastener (1) and tighten to 6 N·m (53 in. lbs).



9. Install the door handle bracket fastener (1) located in the exterior door handle pocket and tighten securely.

10. Install the exterior door handle, (Refer to 23 - Body/Doors - Rear/HANDLE, Exterior/Installation)

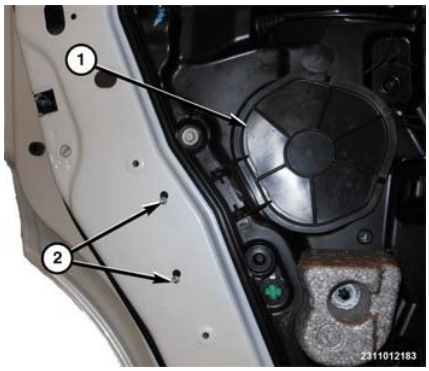


231068511

11. Position the lower glass channel into the door.

12. Tighten the rear lower glass channel fasteners (2) securely.

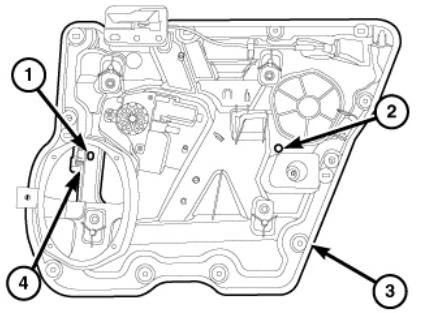
13. Close the access door (1) fully.



14. Release the tape securing the glass in the up position

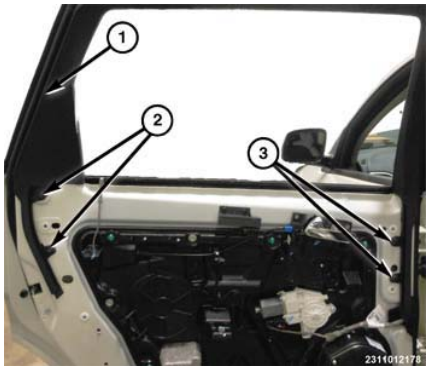
15. Lower the glass down into regulator and firmly push down until the tabs snap into place .

16. Instal the door speaker, (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER/Installation)

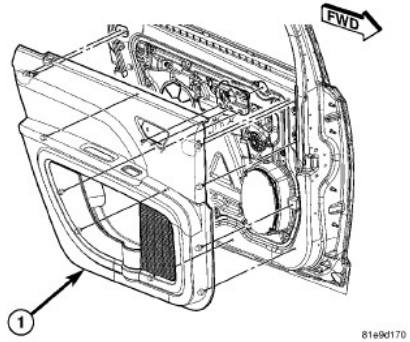


17. Insert the window surround moulding (1) into the window opening.

18. Install the push pin fasteners (2 and 3).



19. Install the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .



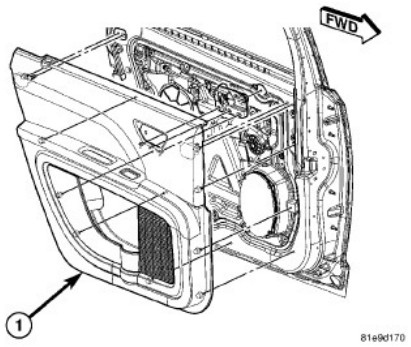
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

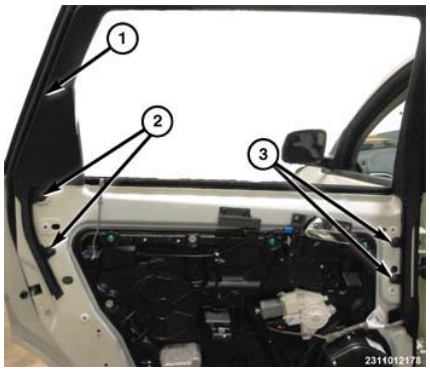
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

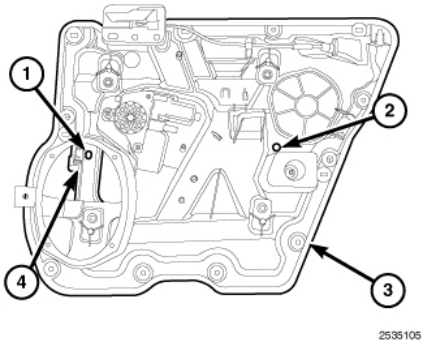
1. Remove the door trim panel, (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim/Installation) .



2. Remove the push pin fasteners (2 and 3).
3. Remove the window surround moulding (1) from the window opening.

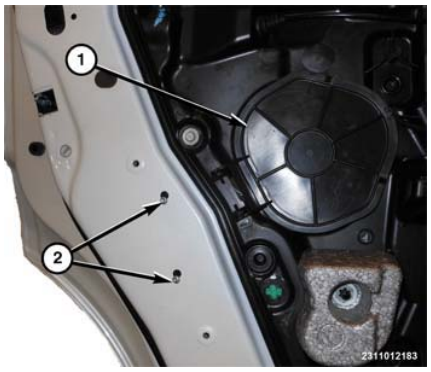


4. Remove the door speaker, (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Removal) .
5. Drill a hole large enough to get a small punch through into the carrier plate (2).
6. Connect the window switch.
7. Lower glass to approximately mid position and line up the glass lift plates (4) with the holes (1 and 2).

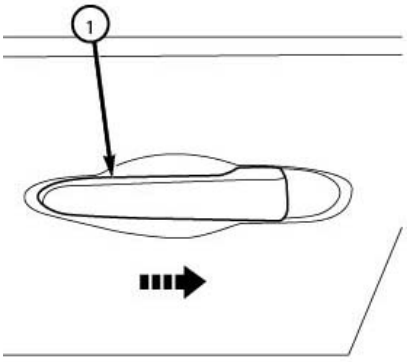


8. Using a punch or equivalent, press tabs releasing glass from window regulator (1 and 2).
9. Slide the glass up into the channel fully and apply tape to hold it up out of the way.
10. Loosen the rear lower glass channel fasteners (2), it is not necessary to remove the fasteners completely.

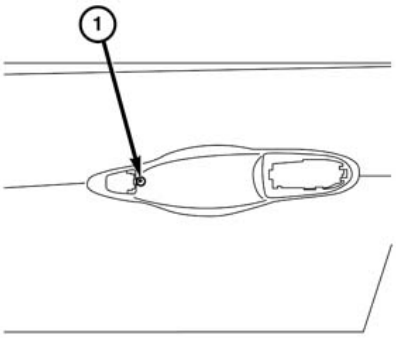
11. Open the access door (1) and remove the lower glass channel.



12. Remove the outer door handle, (Refer to 23 - Body/Doors - Rear/HANDLE, Exterior/Removal) .

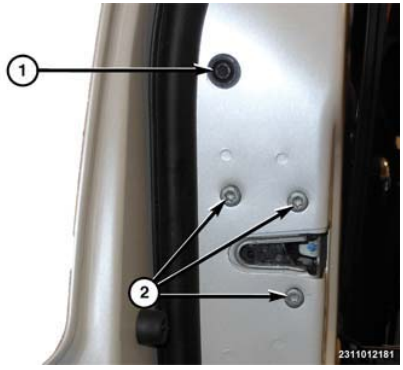


13. Remove the fastener (1) located in the exterior door handle pocket.



14. Remove the door latch fasteners (2).

15. Remove the door handle bracket fastener (1).



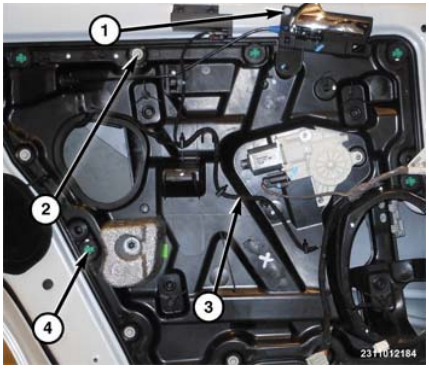
16. Remove the inner door handle fastener (1).

17. Disconnect the electrical connectors on the exterior of the carrier plate and release the harness (3) from the routing clips and tabs.

18. Remove the six carrier plate fasteners (2).

19. Unfasten the five carrier plate mounting clips (4) by turning 1/4 turn.

20. Carefully remove the carrier plate by slightly pulling the bottom out and lowering the top while sliding forward.



21. Disconnect the wiring connector from the latch.

22. Remove the wiring harness (3) from the carrier plate.

23. Remove the carrier plate from the door.

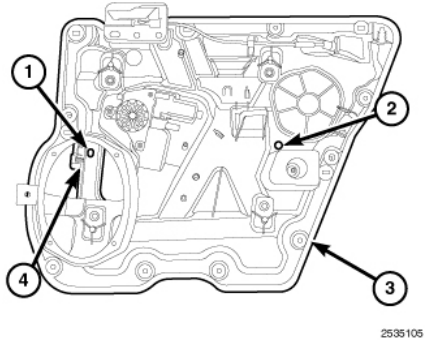
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel and re-install the window switches, if equipped. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal)
2. Remove the interior window trim molding. (Refer to 23 - Body/Doors - Rear/MOLDING - Removal)
3. Remove the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Removal)
4. Drill a hole large enough to get a small punch through into the carrier plate (2).



5. Lower glass to approximately mid position and line up the glass lift plates (4) with the holes (1 and 2).
6. Using a punch or equivalent, press tabs releasing glass from window regulator (1 and 2).
7. Remove glass from channel by rotating the front of the glass up 90° and carefully pulling the glass up and out of the door.

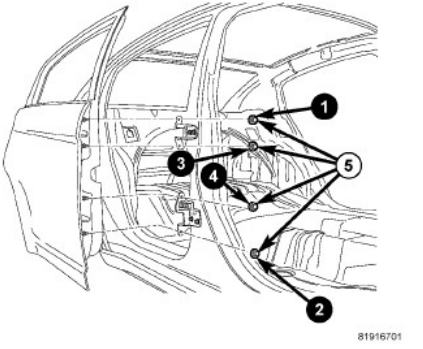
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If necessary, paint new door hinge prior to installation.



1. Loosely install the fasteners attaching hinge to the B–pillar and the door.
2. Align hinge to the marks made previously and tighten the fasteners to 28 N·m (20 ft. lbs.).
3. Remove the lifting device supporting the door.
4. Verify door fit and operation. Adjust door hinge for proper door alignment, as necessary. (Refer to 23 - Body/Doors - Rear/DOOR, Rear - Adjustments) .

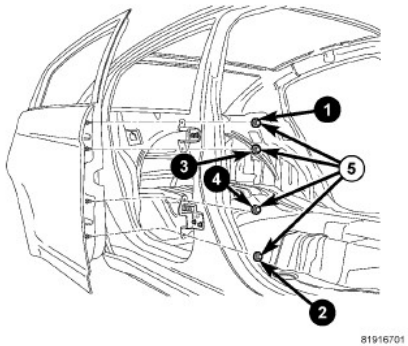
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Support the door with a suitable lifting device.
2. Mark the position of the hinge to be serviced on the B-pillar and the door with a grease pencil or other suitable device to ease installation.
3. Remove the fasteners.
4. Remove the hinge.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

1. Insert a suitable allen wrench through the elongated slot in door end frame and loosen bolt 1/2 to one full turn.
2. Cycle outside door handle twice.
3. Tighten adjusting screw.
4. Verify latch operation.

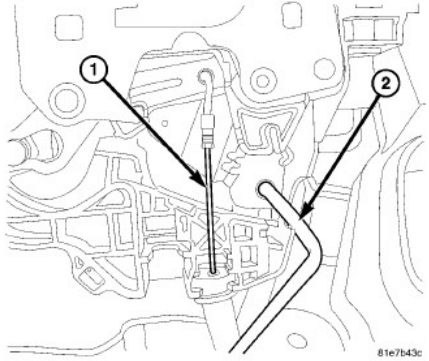
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the latch assembly to the door module.
2. Connect the latch cable and rods to the latch assembly.
3. Snap the latch assembly into place onto the door module.
4. Install the door module.
5. Install the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
6. Verify proper operation and adjust as necessary. (Refer to 23 - Body/Doors - Rear/LATCH, Door - Adjustments) .



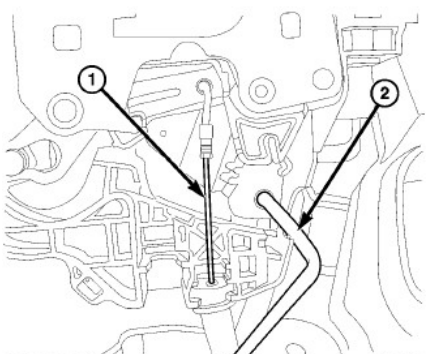
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove the door module assembly.
3. Remove the latch assembly from the rear of the door module by disengaging the clips.
4. Disconnect the latch cable and rods from the latch assembly.



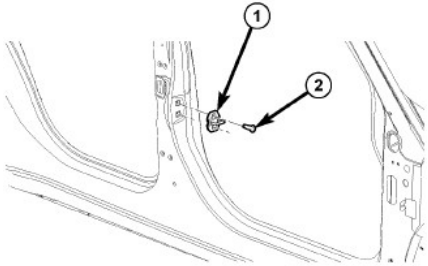
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door latch striker and any shims on vehicle.
2. Loosely install screws attaching latch striker to C-pillar.
3. Align latch striker to marks on C-pillar and tighten bolts to 20 N·m (14.8 ft. lbs.).
4. Verify door fit and operation. Adjust door latch striker as necessary. (Refer to 23 - Body/Doors - Rear/LATCH, Door - Adjustments)



8191dce7

2014 Dodge JC - DODGE JOURNEY

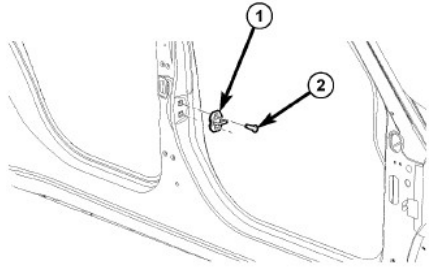
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Be sure to check for any shims between door latch striker and C-pillar. If any shims are found, they must be reinstalled with the new door latch striker to maintain proper door operation.

1. Mark outline of door latch striker on C-pillar.
2. Remove bolts attaching door latch striker to C-pillar.
3. Remove door latch striker from vehicle.



8191dce7

2014 Dodge JC - DODGE JOURNEY

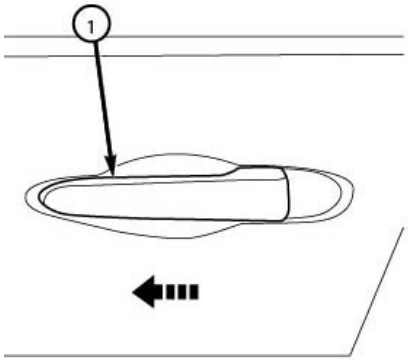
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

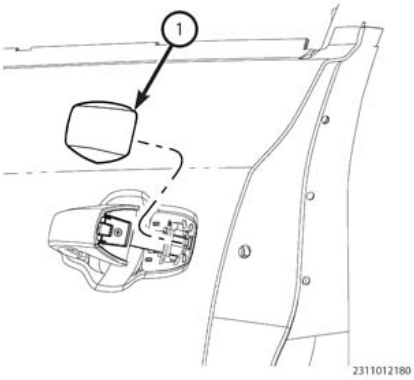
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: **Left hand shown, right side typical.**

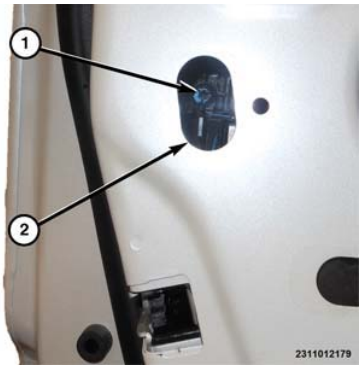
1. From the access hole inside the door, push the handle bracket's spring loaded lever to the exterior of the door.
2. Rotate and insert the front of the exterior handle (1) and position the rear hook portion of the handle behind the spring loaded lever.
3. Slide the exterior door handle (1) forward and then release the lever.



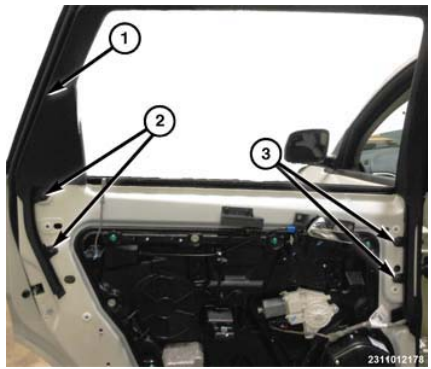
4. Position the door handle cap to the door.



5. Through the access hole, inside the door, tighten the fastener (1) securely.
6. Adhere the clear protective cover over the access hole (2).

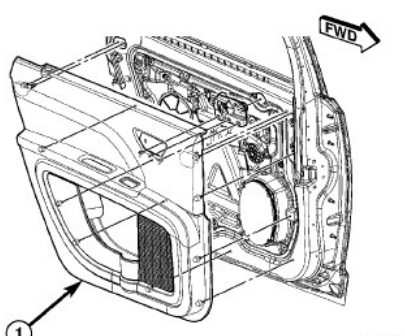


7. Position the ear of the glass surround moulding (1) and install the two push pin fasteners (2).



8. Install the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .

9. Verify proper operation.



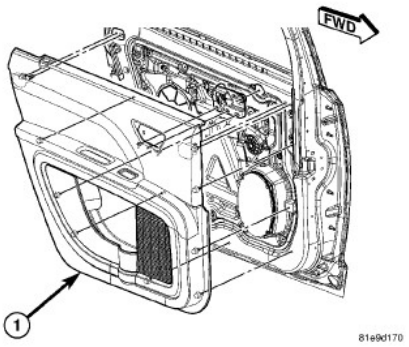
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

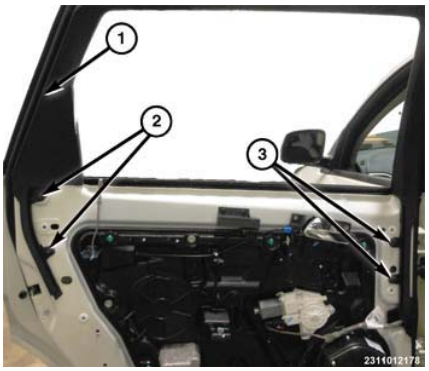
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

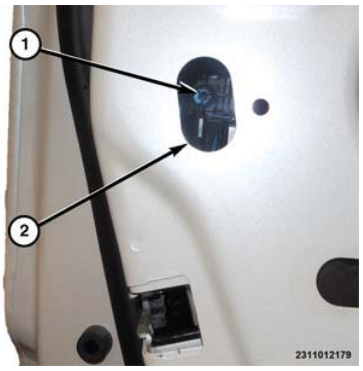
1. Move the glass to the full up position.
2. Remove the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .



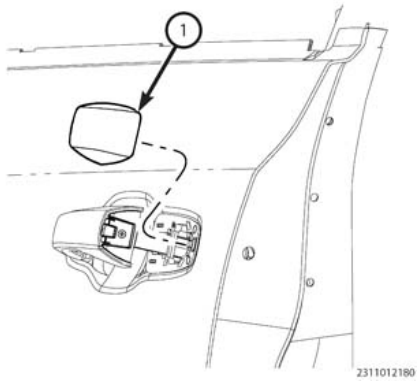
3. Remove the two push pin fasteners (2) from the rear of the glass surround moulding (1) and position aside.



4. Peel the clear protective cover from the access hole (2).
5. While holding the outer door handle cap, remove the fastener (1).

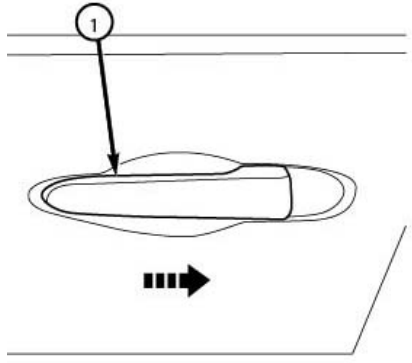


6. Remove the door handle cap.



7. Slide the exterior door handle (1) rearward to release.

8. Rotate the exterior door handle (1) out of the door.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Connect the interior door handle cable.
2. Align the handle to the door module assembly.
3. Install the mounting fastener.
4. Install the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
5. Verify proper operation.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove the mounting fastener.
3. Disconnect the door handle cable from the interior handle.
4. Remove the handle.

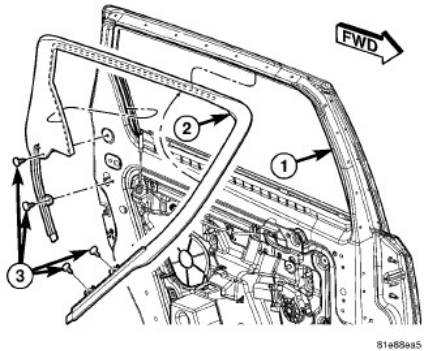
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the interior window trim molding (2) to the door (1).
2. Install the pushpin style fasteners (3) to the front and rear of the molding.
3. Install the door trim panel.



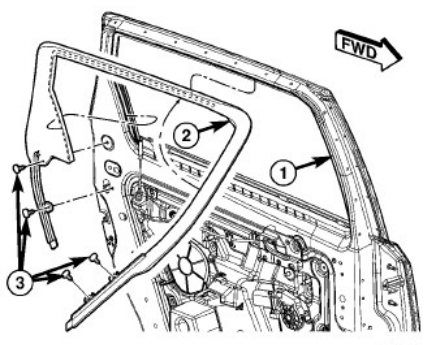
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove the pushpin style retainers (3) from the front and rear of the interior window trim molding (2).
3. Remove the window trim molding from the rear door (1).



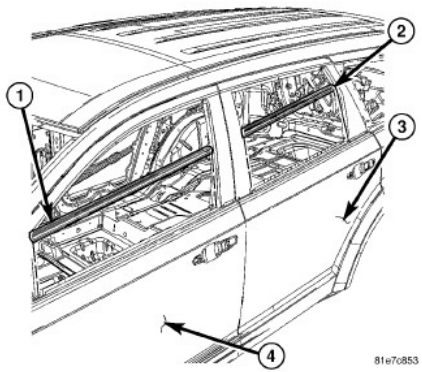
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the rear door belt molding (2) to the rear door (3).
2. Install the front and rear mounting fasteners.
3. Install the rear door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
4. Verify proper window operation.



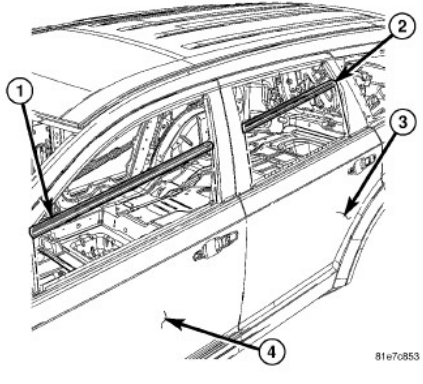
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower the window to the full down position.
2. Remove the rear door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Remove the front and rear mounting fasteners.
4. Remove the rear door belt molding (2) by carefully pulling up on the molding and remove from the rear door (3).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

1. Align door to achieve equal spacing to surrounding body panels.
2. Panels should be flush across all gaps (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications) .
3. If door needs to be adjusted Fore/Aft loosen B-pillar to hinge bolts.
4. If door needs to be adjusted In/Out loosen door to hinge nuts.
5. If door alignment can not be achieved, it maybe necessary to enlarge (drill) the hinge flange holes to 12.5 mm (1/2 inch).
6. This may allow extra movement to achieve the proper alignment.
7. Remove door and hinge as necessary.

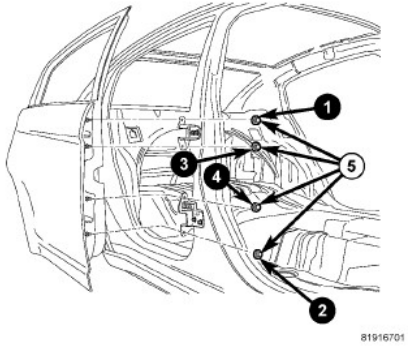
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door onto the door hinges and install the nuts. Tighten nuts to 13 N·m (115 in.lbs.)
2. Connect wire connector at hinge pillar.
3. Verify door fit and operation. Adjust the door for flushness and parallel gaps as necessary. (Refer to 23 - Body/Door - Front/DOOR - Adjustments) .



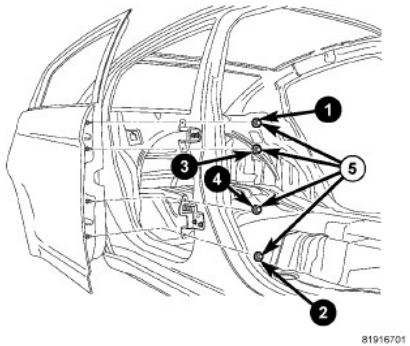
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open and support door on a suitable lifting device.
2. Mark hinges attachment locations with a grease pencil or other suitable device to aid installation.
3. Disengage wire connector at hinge B-pillar.
4. Remove the nuts attaching the door to the door hinges and remove the door from the vehicle.



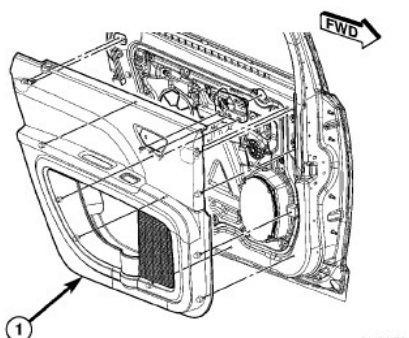
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install trim panel (1) to door assembly.
2. Connect the power window switch if equipped.
3. Install fastener located in pull handle.
4. Install fastener near inside door handle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install regulator to carrier plate.
2. Install the regulator mounting fasteners.
3. Install the power window motor (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Installation)
4. Install the carrier plate (Refer to 23 - Body/Doors - Rear/PLATE, Carrier - Installation) .
5. Install door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation)
6. Verify Proper operation of the window.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove carrier plate (Refer to 23 - Body/Doors - Rear/PLATE, Carrier - Removal)
3. Remove the power window motor. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Removal)
4. Remove the regulator mounting fasteners.
5. Remove regulator from door module assembly.

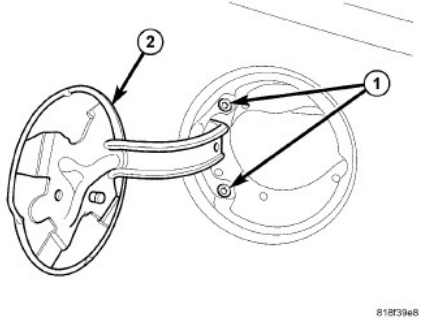
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place fuel filler door (2) into position.
2. Install the two torx screws (1).
3. Ensure that door operates properly.



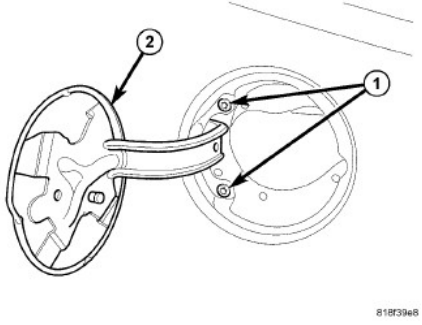
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open fuel filler door (2).
2. Remove the two torx screws (1).
3. Remove fuel filler door (2) from vehicle.



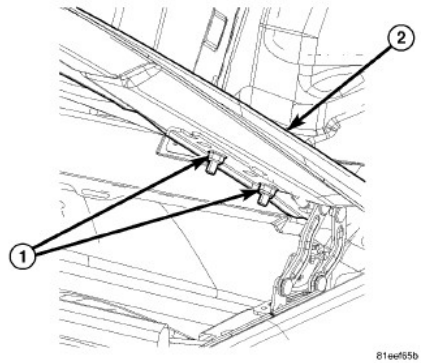
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: This procedure may require the aid of a helper.



1. For BUX models, in the case of active hood deployment, (Refer to 10 - Restraints - Standard Procedure) .
2. If necessary, paint the new hinge prior to installing. Let the paint dry thoroughly.
3. Place the hinge in position on vehicle.
4. Install the bolts to attach hood hinge to load beam inner. Tighten the bolts to 15 N·m (11 ft. lbs.) torque
5. Loosely install the hood to hinge bolts (1).
6. Align all marks and secure the bolts.
7. For BUX models, install the electronic pedestrian protection hood hinge actuator, (Refer to 10 - Restraints/ACTUATOR, Electronic Pedestrian Protection Hood Hinge - Installation) .
8. For BUX models, connect the negative battery cable and wait at least two minutes.
9. The hood should be aligned to 4 mm (0.160 in.) gap to the front fenders and flush across the top surfaces along fenders. Shims can be added or removed under hood hinge to achieve proper hood height. Adjust if necessary.
10. Tighten the hood to hinge bolts (1) to 28 N·m (20 ft. lbs.) torque.
11. Verify hood latch operation. Adjust if necessary.

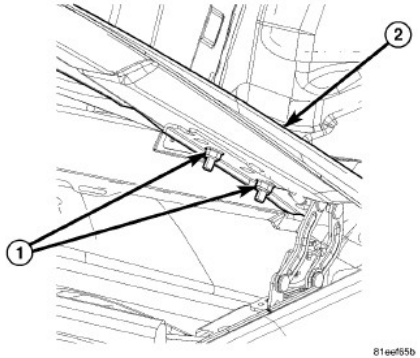
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: This procedure may require the aid of a helper.



1. Support the hood (2) on the side that requires the hinge replacement.
2. Mark the hinge attachment locations with a grease pencil or other suitable device to aid in installation.
3. For BUX models, disconnect the negative battery cable and wait at least two minutes.
4. For BUX models, remove the electronic pedestrian protection hood hing actuator, (Refer to 10 - Restraints/ACTUATOR, Electronic Pedestrian Protection Hood Hinge - Removal) .
5. Remove the hood to hinge bolts (1).
6. Remove the bolts attaching the hood hinge to the load beam inner and remove the hinge from vehicle.

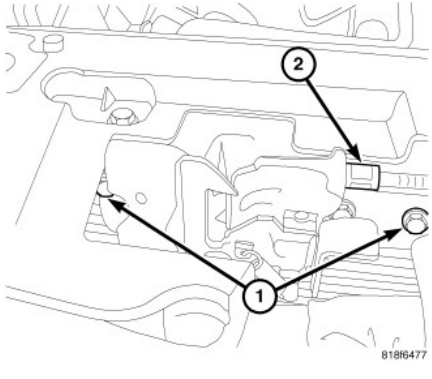
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Engage remote release cable into hood latch.
2. Position hood latch on vehicle.
3. Install nuts attaching hood latch onto upper radiator support crossmember.
4. Tighten nut to 28 N·m (20 ft.lbs.) torque.
5. Verify operation. Adjust as necessary.

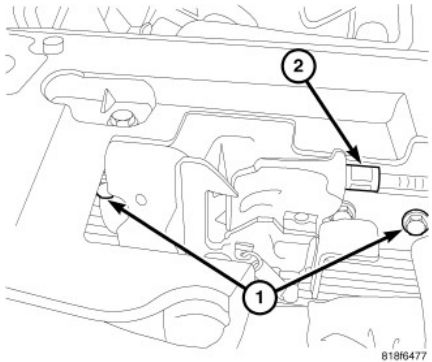


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Release hood latch and open hood.
2. Support hood on prop rod.
3. Mark outline of hood latch on radiator support crossmember with a grease pencil or other suitable device to aid installation.
4. Remove nuts (1) attaching hood latch to upper radiator support crossmember.
5. Remove hood latch from vehicle.
6. Disengage remote release cable (2) from hood latch. (Refer to 23 - Body/Hood/CABLE, Hood Release - Removal)

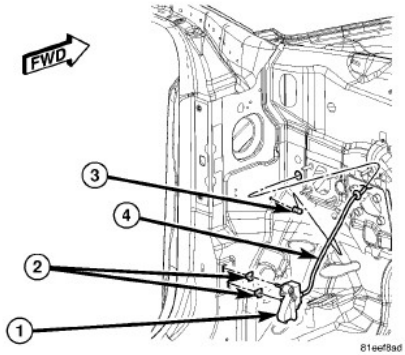
2014 Dodge JC - DODGE JOURNEY

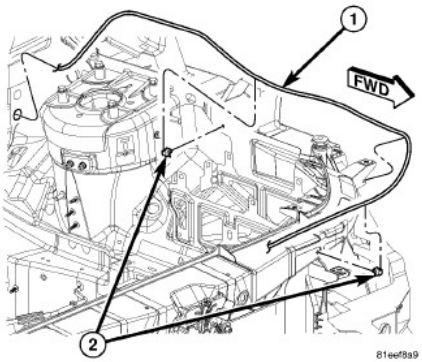
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Route hood release cable (4) through hole in lower dash panel and along inner frame rail.
2. Engage rubber grommet to lower dash panel.
3. Engage push-in fastener (3) attaching hood release cable to lower dash panel.
4. Install screws attaching hood release cable handle (1) to inner cowl panel.
5. Tighten screws (2) to 1.8 N·m (16 in. lbs.) torque.
6. Install left front cowl trim panel.
7. Engage hood release cable into clips (2) along inner frame rail.
8. Install hood latch. (Refer to 23 - Body/Hood/LATCH, Hood - Installation) .



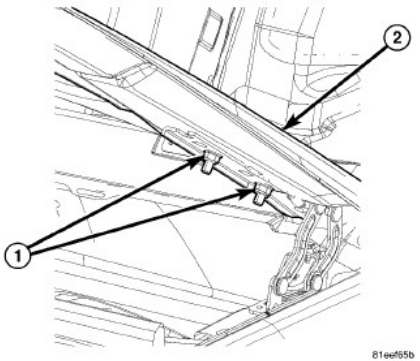


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Open hood (2).
2. Mark outline of hinges on inside of hood to aid installation.
3. Disconnect under hood lamp wire connector to engine compartment wire harness if equipped.
4. Disconnect windshield washer hose from hood.
5. Remove the top bolts attaching hood to hinge and loosen the bottom fasteners (1) until they can be removed by hand.
6. With assistance from a helper at the opposite side of the vehicle to support the hood, remove bottom fasteners attaching hood to hinge.
7. Remove the hood from the vehicle.
8. Transfer parts as necessary.

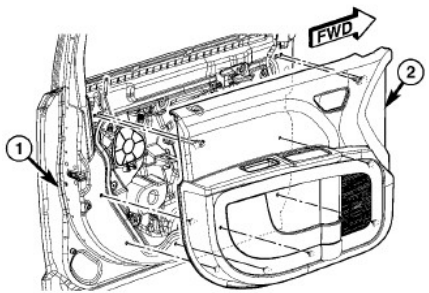
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speaker and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
4. Connect the battery negative cable.



81e7cb4e

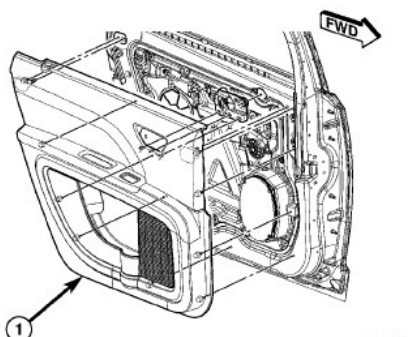
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the speaker and connect the electrical connector.
2. Install the mounting fasteners.
3. Install the door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
4. Connect the battery negative cable.



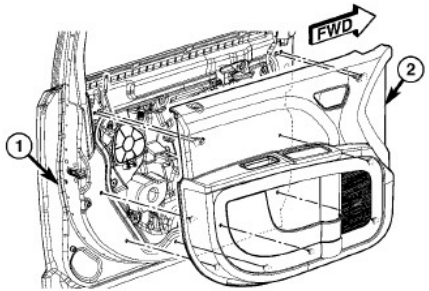
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Remove the mounting fasteners.
4. Disconnect the electrical connector and remove the speaker from the vehicle.



81e7cb4e

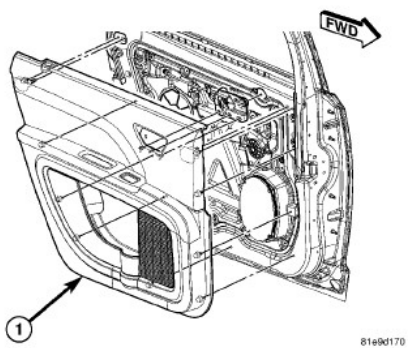
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Remove the speaker mounting fasteners.
4. Disconnect the speaker electrical connectors.



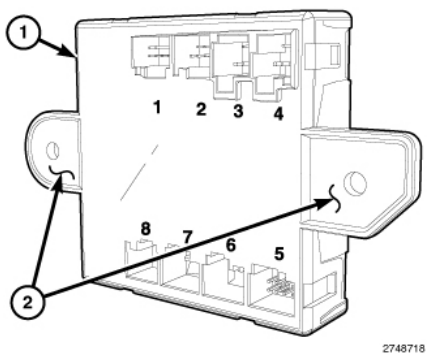
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

This vehicle is equipped with two electronic front door control modules (1) (also known as a Driver Door Module/DDM, a Passenger Door Module/PDM or Front Door Multiplex/MUX Modules), one each on both the driver and passenger front doors. Each door control module is concealed behind the front door trim panel where it is secured through two integral mounting tabs (2) to the door hardware module carrier by two screws. The front door control modules are located in the upper front corner of the front door hardware carriers, just below the mirror flag area of the front door.

Each door control module contains a microprocessor and is connected to the various switches on that door. In the case of the driver side module, it communicates with some switches over a Local Interface Network (LIN) data bus. Both the driver and passenger side module also receive various hard wired switch inputs and provide numerous hard wired outputs to various devices located on their respective doors. In addition, both front door control modules communicate with each other and with other electronic modules in the vehicle over the Controller Area Network (CAN) Interior High Speed (IHS) data bus system.



Concealed and protected within the molded plastic door control module housing is the printed circuit board and the other electronic circuitry of the module. The front door control modules are connected to the vehicle electrical system through up to eight connector receptacles that are integral to the module housing.

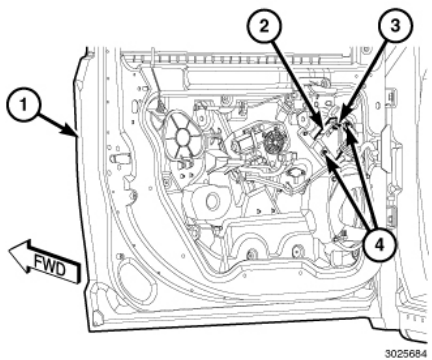
A door control module cannot be adjusted or repaired and, if damaged or ineffective, it must be replaced. The door control module software is flash programmable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Position the door control module (2) to the front door hardware module carrier.
2. Install and tighten the two screws (4) that secure the door control module to the front door hardware module carrier. Tighten the screws securely.
3. Reconnect each of the electrical connectors (3) to the connector receptacles of the door control module.
4. Reinstall the trim panel to the inside of the front door (1). (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
5. Reconnect the battery negative cable.
6. The Manual Relearn procedure should be performed following service of a door control module so that the module can learn the correct hard stops of the power window regulator. (Refer to 08 - Electrical/8N - Power Systems/Power Windows - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microprocessor-based electronic front door control modules (also known as a Driver Door Module/DDM, a Passenger Door Module/PDM or Front Door Multiplex/MUX Modules) contain logic circuits that monitor various hard wired low current, multiplexed inputs from the power window, power lock, power mirror and memory switches on their respective door. They also receive Controller Area Network (CAN) Interior High Speed (IHS) data bus electronic message-based external inputs from the opposing front door control module as well as from other electronic modules in the vehicle. The front door control modules also monitor hard wired power window motor Hall effect sensors and memory mirror position sensor inputs.

In addition, the front door control module on the driver side front door receives electronic message inputs from the driver side front door switch module over the Local Interface Network (LIN) data bus network. The program logic within the front door control module allows the microprocessor to prioritize all of these inputs and determine the tasks it needs to perform. These tasks are then completed either by controlling hard wired outputs to the various motors, actuators or lamps on its own or the rear doors, or by sending electronic message requests over the CAN-IHS bus to the appropriate electronic module in the vehicle.

The front door control modules are powered by a fused B(+) circuit and are grounded at all times so that they can operate regardless of the ignition switch position. Both driver and passenger door control modules provide active and stored Diagnostic Trouble Codes (DTC) through On-Board Diagnostics (OBD) and communicate with a diagnostic scan tool using the CAN data bus.

The hard wired inputs and outputs of the front door control module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between modules and other devices that provide some features of the power window, power lock, memory, interior lighting or exterior lighting system features the front door control modules provide. The most reliable, efficient and accurate means to diagnose the front door control modules or the electronic controls and communication related to operation of these systems requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

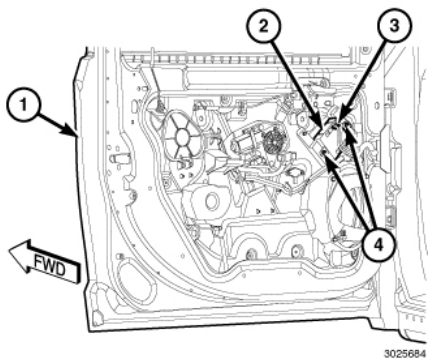
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the trim panel from the inside of the front door (1). (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Disconnect each of the electrical connectors (3) from the connector receptacles of the door control module (2).
4. Remove the two screws (4) that secure the door control module to the front door hardware module carrier.
5. Remove the door control module from the door hardware module carrier.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

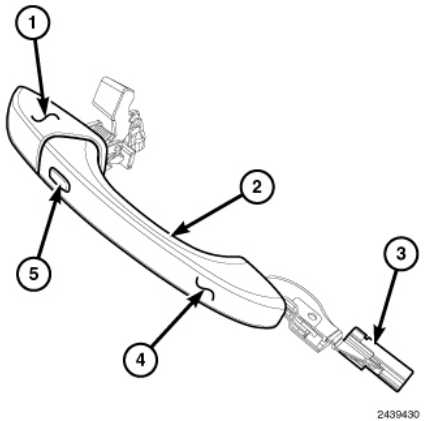
DESCRIPTION

Vehicles equipped with the optional Passive Entry (PE) system have unique outside front door handles that incorporate three switches and a logic circuit. These unique PE door handles are sometimes referred to as smart handles. The handle itself is very similar in appearance to those used in conventional non-PE applications, consisting primarily of a grip (4) and a base (1).

The PE door handles can be readily identified by a tactile, resistive membrane lock switch (5) located on the outward facing vertical surface at the rearward end of the handle grip, and by a capacitive sensor or switch membrane patch on the inside surface (2) of the grip. A third, Hall-effect type switch as well as an Integrated Circuit (IC) chip are concealed within the grip near the handle base.

The mechanical functions and mounting provisions of the PE handle are identical to those of a conventional outside door handle. However, an integral connector receptacle (3) is located at the forward end of the handle grip where it is concealed within the door interior. The PE handle is connected to the vehicle electrical system through a dedicated take out and connector of the PE door jumper wire harness.

The individual switches of the PE outside front door handles cannot be adjusted or repaired. If any one of the switches, the IC or any of the mechanical handle components is damaged or ineffective, the entire handle unit must be replaced. (Refer to 23 - Body/Door - Front/HANDLE - Removal) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The three switches of each Passive Entry (PE) outside front door handle are powered by and provide a direct input to the Integrated Circuit (IC) of that door handle. The IC of each PE outside front door handle receives power from the Radio Frequency Hub (also known as the RF Hub) on a signal circuit, and a clean ground from the RF Hub on a return circuit. The PE handle IC and the RF Hub communicate with each other by modulating the current in the signal circuit.

Each PE outside front door handle has three switches. The inputs from those three switches and the handle logic circuit allow each handle to send the RF Hub up to four different signals: Unlock Request, Hall, Lock Request and Error. The RF Hub determines the system response based upon the inputs it receives from each handle as well as the inputs it receives through the authentication process with each detected FOB with Integrated Key (FOBIK).

The tactile, mechanical, resistive membrane lock switch allows the user to actively lock the vehicle. The capacitive switch senses a hand approaching the handle grip to passively unlock the vehicle. The Hall-effect switch senses handle grip movement. An adaptation algorithm in the logic circuit of each handle can modify the sensitivity of the capacitive switches as well as system responses to the Hall-effect switch inputs to compensate for sensed repeated or continuous actuations such as might be caused by the switch membrane being wetted, but restores normal sensitivity about one minute after the repeated or continuous actuation input ceases.

The hard wired inputs and outputs of the PE outside front door handle may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient and accurate means to diagnose this component requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Power operated front door, rear door and liftgate locking mechanisms are standard equipment in this vehicle. The lock mechanisms of each door and liftgate latch are actuated by a reversible electric motor integral to each latch unit. A connector receptacle integral to each latch connects the power lock motor and the integral door or liftgate ajar micro switch to the vehicle electrical system through a dedicated take out and connector of the door or liftgate wire harness.

The power lock motors cannot be adjusted or repaired and, if ineffective or damaged, the entire door or liftgate latch unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The power lock motors are controlled by outputs received from the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The BCM acts upon programming as well as electronic **lock** or **unlock** command message inputs received over the Controller Area Network (CAN) data bus from the driver or passenger door modules indicating the power lock switch status, or from the Radio Frequency Hub (also known as the RF Hub) based upon inputs from the Remote Keyless Entry (RKE) transmitters or, on vehicles so equipped, from the Passive Entry (PE) system door handle switches.

A positive and negative battery connection to the two lock motor terminals will cause the motor to move in one direction, locking or unlocking the latch. Reversing the current will cause the motor to move in the opposite direction.

The power lock motors and the hard wired circuits between the motors and the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the power lock system or the electronic controls or communication between other modules and devices that provide some features of the power lock system. The most reliable, efficient, and accurate means to diagnose the power lock motors or the electronic controls and communication related to power lock motor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

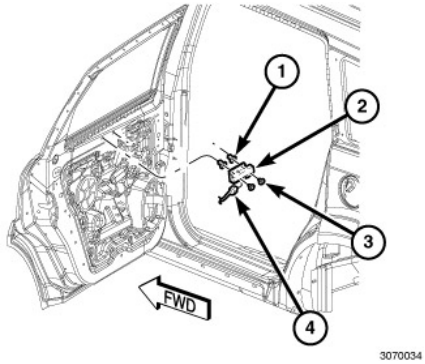
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the rear door.
2. Position the Low Frequency (LF) antenna (2) to the rear door.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the rear door. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.



5. Reinstall the trim panel onto the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
6. Reconnect the battery negative cable.

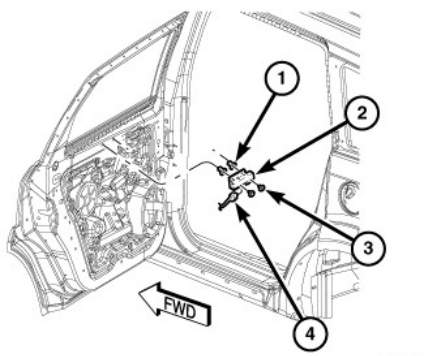
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the trim panel from the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2).
4. Remove the two screws (3) that secure the to the LF antenna to the two plastic nuts (1) in the rear door.
5. Remove the LF antenna from the rear door.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DOOR MODULE LEARN PROCEDURES

NOTE:

- This procedure must be performed anytime the power window system has been serviced in either front door or when there is a possible concern with a door module calibration.
- The battery must be fully charged or the vehicle running before proceeding with the learn procedure.
- All doors must be completely closed before proceeding.
- It is suggested to sit inside the vehicle in the drivers seat and close the door.

Express-up / Express-down possible concerns.

- Glass will not lower all the way down flush to the belt-line.
- Glass will not raise fully; wind noise / water leak.
- Glass will not raise automatically (Expess-up) after lifting the switch to the second detent and releasing.

To relearn the door module memory after module replacement, perform the following procedure:

1. Check and repair any door module Diagnostic Trouble Code (DTC)(s) unrelated to missing calibration before proceeding.
2. Using the window switch, lower the door glass to the full-down position by pushing down (depress) the window switch to its second detent and hold the switch until the door glass is fully open. Continue to hold the window switch down for two seconds after the door glass is fully open.
3. Raise the door glass to the full-up position by pulling up on the window switch and hold the switch until the door glass is fully closed. Continue to hold the window switch up for two seconds after the door glass is full closed.
4. Code should now be stored. Clear code and test window operations.

To relearn the door module memory after window/regulator replacement, perform the following procedure:

1. Using the scan tool, go to the network topology screen.
2. Click on the Diagnostic Procedures tab at the lower portion of the screen.
3. Run ECU Reset for DDM/PDM.
4. DDM/PDM calibration missing DTC will now set.
5. Using the window switch, lower the door glass to the full-down position by pushing down (depress) the window switch to its second detent and hold the switch until the door glass is fully open. Continue to hold the window switch down for two seconds after the door glass is fully open.
6. Raise the door glass to the full-up position by pulling up on the window switch and hold the switch until the door glass is fully closed. Continue to hold the window switch up for two seconds after the door glass is full closed.

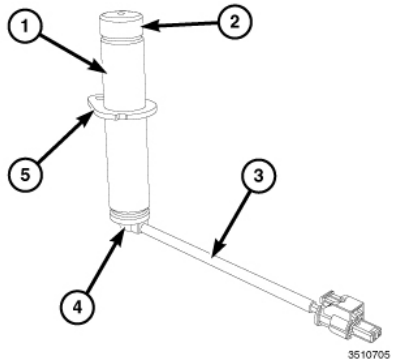
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Active hood hinge actuators are found only in vehicles equipped with the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or Active Hood System), which is available only in vehicles manufactured for certain export markets. An EPP active hood hinge actuator is located on each hinge. The actuators are secured by a self-tapping screw through an integral bracket (5) to a mounting plate integral to the rear of the lower bracket on each active hood hinge.

The actuator consists primarily of a tubular metal housing (1) containing a metal piston (2) with a molded plastic cap and a small pyrotechnically activated gas generator (4). The actuators are controlled by the Electronic Pedestrian Protection Module (EPPM). An actuator pigtail wire (3) and connector insulator are routed to a dedicated take out of the headlamp and dash wire harness and connected to the vehicle electrical system by a keyed and latching molded plastic connector insulator to ensure a secure connection.



The EPP active hood hinge actuators cannot be repaired and, if ineffective or damaged, the entire actuator unit must be replaced. The actuators are not intended for reuse and must be replaced following any EPP system deployment.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

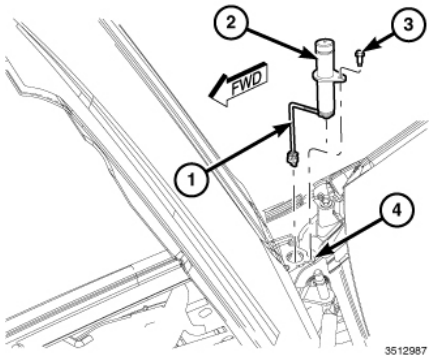
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

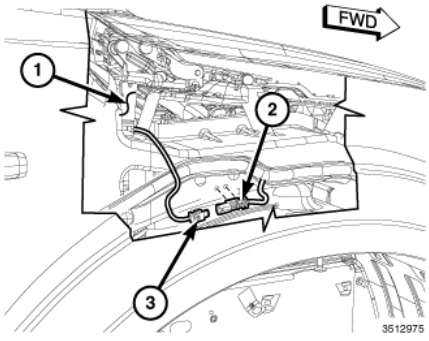
To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.

NOTE:

The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system active hood hinge actuator. If the actuator is ineffective or damaged, but not deployed, it should be handled in the same manner as is used when handling non-deployed supplemental restraints. Review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the actuator has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Guide the pigtail wire (1) and connector of the Electronic Pedestrian Protection (EPP) active hood hinge actuator (2) through the mount (4) at the back of the hood hinge lower bracket while positioning the actuator to the hinge.
2. Align the hole in the actuator bracket with the hole in the hinge mount.
3. Install and tighten the screw (3) that secures the actuator to the hinge. Tighten the screw to 7.9 N·m (70 in. lbs.).
4. Reconnect the pigtail wire connector (3) of the actuator (1) to the headlamp and dash wire harness connector (2).
5. Reinstall the splash shield into the right or left front wheel house. (Refer to 23 - Body/Exterior /SHIELD, Splash - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any EPP system component. (Refer to 10 - Restraints - Standard Procedure) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Electronic Pedestrian Protection (EPP) active hood hinge actuators are deployed by a signal generated by the Electronic Pedestrian Protection Module (EPPM) through the right and left hood actuator line 1 and line 2 (or squib) circuits. When the EPPM sends the proper electrical signal to the actuators, the electrical energy generates enough heat to initiate a small pyrotechnic gas generator.

The gas generator is installed in one end of a steel cylinder tube where the piston is sealed to the inside circumference of the tube. As the gas expands, it pushes the piston up the tube, where it actuates the leveraging mechanism of the active hood hinge that cuts the hinge shear rivet and raises the rear edge of the hood panel.

Raising the hood panel following a frontal impact of the vehicle creates additional clearance between the hood and the hard components within the engine compartment. This clearance helps to reduce the severity of injuries that a pedestrian might experience in these situations as a result of harmful contact with those hard parts found just beneath the hood panel within the engine compartment.

The EPPM monitors the condition of the active hood hinge actuators through circuit resistance, and will register a Diagnostic Trouble Code (DTC) for any fault that is detected. The Occupant Restraint Controller (ORC) continually monitors the EPPM and when the EPPM registers a DTC, the ORC will request illumination of the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC). Proper diagnosis of the active hood hinge actuator gas generator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

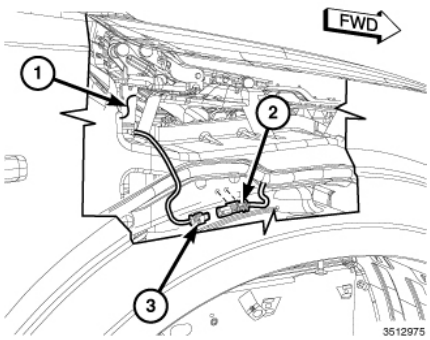
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

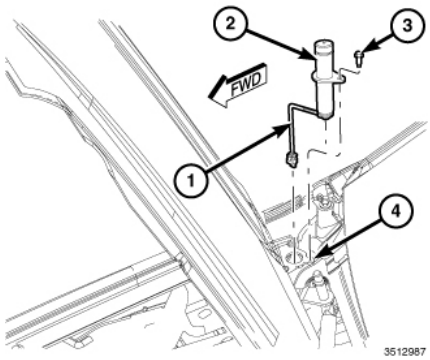
To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.

NOTE:

The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system active hood hinge actuator. If the actuator is ineffective or damaged, but not deployed, it should be handled in the same manner as is used when handling non-deployed supplemental restraints. Review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the actuator has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. With the status of the ignition switch Off, disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the splash shield from the right or left front wheel house. (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal) .
3. Disconnect the pigtail wire connector (3) of the Electronic Pedestrian Protection (EPP) active hood hinge actuator (1) from the headlamp and dash wire harness connector (2).
4. Remove the screw (3) that secures the actuator (2) bracket to the mount (4) at the back of the hood hinge lower bracket.
5. Remove the actuator from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

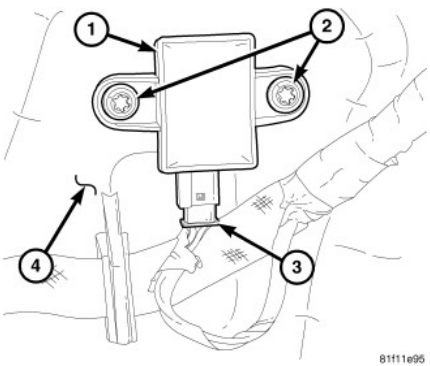
SIDE - FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: Be certain that the gasket between the pressure-type side impact sensor and the front door module carrier panel is in good condition and positioned on the back of the sensor. There MUST be a good seal between the sensor and the module carrier panel for the sensor to operate properly. If the gasket is in poor condition, replace the sensor.



1. Position the side impact sensor (1) to the right or left front door module carrier panel (4). When the sensor is correctly positioned, the arrow on the sensor label will be pointed toward the bottom of the door.
2. Install and tighten the two screws (2) that secure the side impact sensor to the door. Tighten the screws to 2.4 N·m (21 in. lbs.).
3. Reconnect the front door wire harness connector (3) to the sensor connector receptacle.
4. Reinstall the trim panel onto the inside of the right or left front door. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SIDE - FRONT DOOR

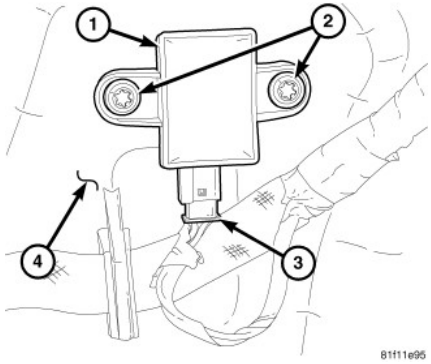
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING:

To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the trim panel from the inside of the right or left front door. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Disconnect the front door wire harness connector (3) from the side impact sensor (1) connector receptacle.
4. Remove the two screws (2) that secure the side impact sensor to the front door module carrier panel (4).
5. Remove the side impact sensor from the door.

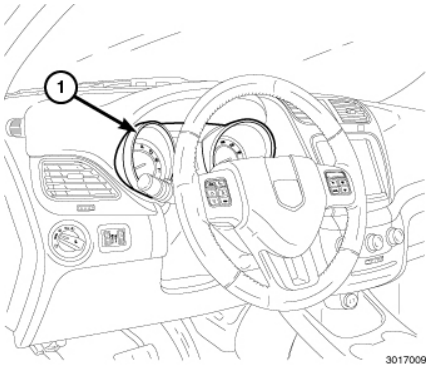
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

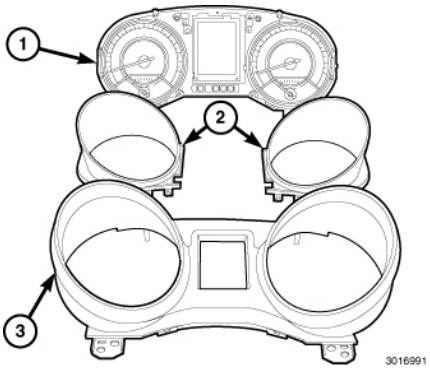
DESCRIPTION

The instrument cluster (IC) (1) for this vehicle is located directly in front of the driver, above the steering column opening. The mounts and the electrical connections, are concealed within the instrument panel behind various trim panels and the cluster itself. The IC contains various indicators, analog gauges, a Thin Film Transistor (TFT) display unit and an integrated circuit board. The TFT displays odometer information, automatic transmission gear selector position (PRNDL) and several indicators, some of which are market, model or equipment dependent.

The IC also contains the standard equipment Electronic Vehicle Information Center (EVIC). The EVIC provides the outside ambient temperature, compass headings, average fuel economy, elapsed time, numerous textual warning messages, reminder indicators and certain diagnostic information.



The IC can be serviced as several components. The gauges, indicators and electronic circuitry along with the housing itself are only serviced as an assembly and cannot be adjusted or repaired. If a gauge, Light Emitting Diode (LED) unit, the TFT, electronic circuit board, circuit board hardware, cluster overlay or cluster housing is damaged or ineffective, the entire unit must be replaced. The cluster lenses, hood and mask are available for separate service replacement.



VEHICLE SYSTEMS SUPPORT

AUDIBLE WARNINGS

The IC electronic circuit board is equipped with a piezoelectric speaker and programming that allows it to provide various audible alerts to the vehicle operator. These alerts include single chime tones and continuous slow or fast tones. An IC can also produce audible clicks that are used to emulate the sound of a conventional turn signal or hazard warning flasher.

FUEL LEVEL DATA

The IC receives a message from the Body Control Module (BCM) over the Control Area Network (CAN) data bus. The IC uses this information to calculate the proper fuel gauge needle position and to control low fuel indicator operation.

VEHICLE WARNING MESSAGES

When the appropriate conditions exist, messages such as **DOOR** (door ajar), **GATE**(liftgate ajar), **LOCOOL** (low engine coolant), **LOWASH** (low washer fluid), **ESC OFF** (Electronic Stability Control in partial off mode), **NOBUS** (data bus communication fault) or **CHANGE OIL** appear in the TFT display.

CHANGE OIL MESSAGE

Your vehicle is equipped with an engine oil change indicator system. The **CHANGE OIL** message flashes in place of the IC odometer value for approximately 12 seconds after a single chime has sounded to indicate the next scheduled oil change interval. The engine oil change indicator system is duty cycle based, which means the engine oil change interval may fluctuate dependent upon your personal driving style.

Unless reset, this message continues to display each time you turn the ignition switch to the ON position. To turn off the message temporarily, press and release the appropriate push button in the Electronic Vehicle Information Center (EVIC) switch pod in the left horizontal spoke of the steering wheel to restore the odometer value display. To reset the oil change indicator system, (after performing the scheduled maintenance) perform the following procedure:

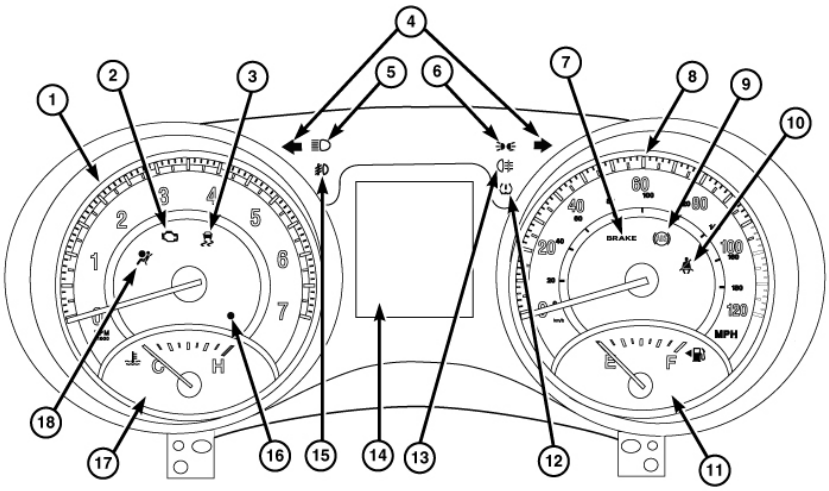
1. Turn the ignition switch to the ON position. (Do not start the engine).
2. Fully press the accelerator pedal slowly three times within 10 seconds.
3. Turn the ignition switch to the LOCK position.

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

ELECTRONIC VEHICLE INFORMATION CENTER DISPLAY

The Electronic Vehicle Information Center (EVIC) system conveniently allows the driver to select a variety of useful information by pressing the appropriate buttons of the EVIC switch pod, which is located in the left horizontal spoke of the steering wheel. The EVIC displays information related to the following:

- **Compass display**
- **Outside temperature display**
- **System status**
- **Trip computer functions**
- **Vehicle information warning message displays**



3010041

The EVIC display (14) consists of a Thin Film Transistor (TFT) unit soldered to the electronic circuit board and is located between the tachometer on the left and the speedometer on the right.

The odometer value display is located within the TFT and is visible through a window in the cluster overlay with a smoked lens. The dark lens prevents the display from being clearly visible when it is not illuminated. The odometer information is stored in the IC memory. This information can be increased when the proper inputs are provided, but the information cannot be decreased. The odometer can display values up to 999,999 kilometers (999,999 miles). The odometer latches at these values, and will not roll over to zero.

The odometer display does not show leading zeroes, does not have a decimal point and will not show values less than a full unit (kilometer or mile). The unit of measure (**MPH** or **km/h**) for the odometer display is shown in the TFT in the same white color and at the same lighting level as the odometer values. The unit of measure for the odometer can be selected using the customer programmable features function of the Integrated Center Stack (ICS) screen module. The odometer has a RENTAL CAR mode, which will illuminate the odometer information in the EVIC whenever either front door is opened while the status of the ignition switch is OFF or ACCESSORY.

During daylight hours (exterior lamps are OFF) the TFT is illuminated at full brightness for clear visibility. At night (exterior lamps are ON), the TFT lighting level is adjusted with the other cluster general illumination lighting using the panel lamps dimmer function of the interior lighting control. However, a PARADE mode position of the control allows the TFT to be illuminated at full brightness if the exterior lamps are turned ON during daylight hours.

Dual trip odometer (Trip A and Trip B) capability is standard equipment on this vehicle. Both trip odometers appear within the TFT display unit. The trip odometer

information is stored in the IC memory. Each trip odometer can display values up to 16099.9 kilometers (9999.9 miles). Each trip odometer will roll over to zero independently when it accumulates these values. The trip odometer minimum value is **0.0** (miles or kilometers) and does have a decimal point to show values in tenths of a full unit (miles or kilometers).

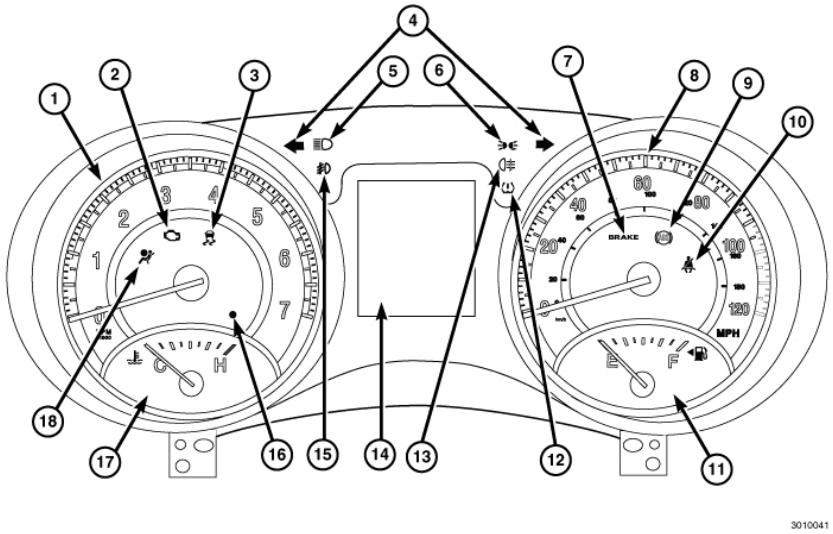
The unit of measure (**MPH** or **km/h**) for the trip odometer display is shown next to the **Trip A** or **Trip B** text in the TFT in the same white color and at the same lighting level as the trip odometer values. The unit of measure for the trip odometer can be selected using the customer programmable features function of the Integrated Center Stack (ICS) screen module.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The instrument cluster (IC) assembly houses 4 analog gauges standard on all models and, has provisions for up to 13 International Control and Display Symbol icon indicators that are all controlled by the IC. For more information on the icon indicators, (Refer to 08 - Electrical/8J - Instrument Cluster/INDICATORS, Instrument Cluster - Description) . The gauge graphics are white against a black field except for the two red graduations at the high end of the gauge scale on the engine temperature gauge, and the low end on the gauge scale on the fuel level gauge. The tachometer has several red graduations at the high end of the gauge scale that designate the red line area, making them clearly visible within the instrument cluster in daylight.



The instrument cluster includes the following analog gauges:

- **Engine Temperature Gauge (17)**
- **Fuel Gauge (11)**
- **Speedometer (8)**
- **Tachometer (1)**

ENGINE TEMPERATURE

The standard equipment engine temperature gauge is located in the lower quadrant of the tachometer. The gauge consists of a movable gauge needle or pointer controlled by the IC circuitry and a fixed 90 degree gauge scale on the cluster overlay that reads left-to-right from **C** (or Cold) to **H** (or Hot). for all vehicles. An International Control and Display Symbol icon for **Engine Coolant Temperature** is located on the cluster overlay, on the left side of the gauge. (Refer to 00 - Vehicle Data/Vehicle Information/International Vehicle Control and Display Symbols - Description) for more information.

FUEL LEVEL

A fuel gauge is standard equipment on all instrument clusters. This gauge is located in the lower quadrant of the speedometer. Similar to the engine temperature gauge, the fuel level gauge consists of a movable gauge needle or pointer controlled by the IC circuitry and a fixed 90 degree gauge scale on the cluster overlay that reads left-to-right from **E** (or Empty) to **F** (or Full). The International Control and Display Symbol icon for **Fuel** is located on the cluster overlay, on the right side of the gauge. An arrowhead pointed to the left side of the vehicle is imprinted on the cluster overlay next to the **Fuel** icon on the gauge to provide the driver with a reminder as to the location of the fuel filler access.

SPEEDOMETER

Standard equipment on all instrument clusters, the speedometer is located to the right of center in the instrument cluster. The speedometer consists of a movable gauge needle or pointer controlled by the instrument cluster circuitry and a fixed 210 degree primary scale on the gauge dial face. For all vehicles the speedometer reads left-to-right either from **0** to **120** or **140** mph, or from **0** to **220** or **240** km/h, depending upon the market for which the vehicle is manufactured. Each version also has a secondary inner scale on the gauge dial face that provides the equivalent opposite units from the primary scale. On all vehicles, text appearing on the cluster overlay above the hub of the speedometer needle abbreviates the unit of measure for the primary scale (either **MPH** or **km/h**), and text inside the low end of the secondary scale indicates the

unit of measure for that scale.

TACHOMETER

The standard equipment tachometer is located to the left of center in the instrument cluster. The tachometer consists of a movable gauge needle or pointer controlled by the instrument cluster circuitry and a fixed 210 degree scale. On all gasoline engine vehicles, the tachometer reads left-to-right from **0** to **7**. On all diesel engine vehicles, the tachometer reads left-to-right from **0** to **6**. The text **RPM X 1000** imprinted on the cluster overlay directly above the hub of the tachometer needle. This text identifies that each number on the tachometer scale is to be multiplied by 1000 rpm.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

GAUGES

All gauges receive battery current through the Instrument Cluster (IC) circuitry; only when the ignition switch is in the ON or START positions. With the ignition switch in the OFF position the cluster circuitry is programmed to move all of the gauge needles back to the low end of their respective scales. Therefore, the gauges do not accurately indicate any vehicle condition unless the ignition switch is in the ON or START positions.

All of the gauges are driven by stepper motors. Two fixed electromagnetic coils are located within each gauge. These coils are wrapped at right angles to each other around a movable permanent magnet. The movable magnet is suspended within the coils on one end of a pivot shaft, while the gauge needle is attached to the other end of the shaft. One of the coils has a fixed current flowing through it to maintain a constant magnetic field strength. Current flow through the second coil changes, which causes changes in its magnetic field strength. The current flowing through the second coil is changed by the cluster circuitry in response to messages received over the CAN data bus from the Body Control Module (BCM). The gauge needle moves as the movable permanent magnet aligns itself to the changing magnetic fields created around it by the electromagnets.

The gauges are diagnosed using the IC self-diagnostic test. Each time the cluster is put through the self test, the engine coolant temperature gauge needle will be swept to several calibration points on the gauge scale in a prescribed sequence in order to confirm the functionality of the gauge and the cluster control circuitry. (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) for more information. Proper testing of the CAN data bus and the electronic data bus message inputs to the IC that control each gauge require the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

ENGINE TEMPERATURE

The engine temperature gauge gives an indication to the vehicle operator of the engine operating temperature. This gauge is controlled by the IC based upon programming and electronic messages received from the Engine Control Module (ECM) over the CAN data bus.

The engine coolant temperature gauge stepper motor receives battery current on the cluster electronic circuit board through the fused ignition switch output (run-start) circuit whenever the ignition switch is in the ON or START positions. The gauge needle is moved back to the low end of the scale after the ignition switch is turned to the Off position. The IC controls the gauge needle position and provides the following features:

- **Engine Temperature Message** - Each time the IC receives an electronic **engine temperature** message from the ECM indicating the temperature is between the low end of normal [about 41 °C (105 °F) for gasoline engines, or about 28 °C (82 °F) for diesel engines] and the high end of normal [about 124 °C (255 °F) for gasoline engines, or about 118 °C (244 °F) for diesel engines], the gauge needle is moved to the actual relative temperature position on the gauge scale.
- **Engine Temperature Low Message** - Each time the ECM receives an electronic **engine temperature** message from the ECM indicating the temperature is low [at or below about 40 °C (104 °F) for gasoline engines, or about 27 °C (81 °F) for diesel engines], the gauge needle is held below the graduation on the far left end of the gauge scale. The gauge needle remains below the low end of the gauge scale until the IC receives a message from the ECM indicating that the temperature is above the low end of normal, or until the ignition switch is turned to the OFF position, whichever occurs first.
- **Engine Temperature High** - Each time the IC receives an electronic **engine temperature** message from the ECM indicating the temperature is high [at or above about 127 °C (261 °F) for gasoline engines, or about 118 °C (244 °F) for diesel engines], the gauge needle is moved to the red graduation at the high end of the gauge scale, the engine temperature indicator is illuminated and a single chime tone is sounded. The gauge needle remains at the red graduation and the engine temperature indicator remains illuminated until the IC receives a message from the ECM indicating that the temperature is below about 124 °C (255 °F) for gasoline engines, or about 115 °C (239 °F) for diesel engines, or until the ignition switch is turned to the OFF position, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the engine temperature indicator is cycled OFF and then ON again by the appropriate messages from the ECM.
- **Engine Temperature Critical Message** - Each time the IC receives an electronic **engine temperature** message from the ECM indicating the temperature is critical [above about 132 °C (270 °F)], the gauge needle is held at the red **H** graduation at the high end of the gauge scale and a check gauges indicator textual warning is displayed in the re-configurable dot matrix display. The gauge needle remains at the red **H** graduation until the cluster receives a message from the PCM indicating that the temperature is below critical [about 127 °C (261 °F)], or until the ignition switch is turned to the OFF position, whichever occurs first.
- **Communication Error** - If the IC fails to receive an **engine temperature** message, it will hold the gauge needle at the last indication for about five seconds or until the ignition switch is turned to the OFF position, whichever occurs first. After five seconds, the IC will move the gauge needle to the low end of the gauge scale.

The ECM continually monitors the engine coolant temperature sensor to determine the engine operating temperature. The ECM then sends the proper engine coolant temperature messages to the IC. For further diagnosis of the engine coolant temperature gauge or the IC circuitry that controls the gauge, (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) . If the IC turns on the engine temperature indicator due to a high engine temperature gauge reading, it may indicate that the engine or the engine cooling system requires service. The engine coolant temperature gauge is serviced as a unit with the instrument cluster.

FUEL GAUGE

The fuel gauge gives an indication to the vehicle operator of the level of fuel in the fuel tank. This gauge is controlled by the IC circuit board based upon programming and a hard-wired input received from the fuel level sending unit on the fuel pump module in the fuel tank.

The fuel gauge is a stepper motor design gauge that receives battery current on the IC electronic circuit board through the fused ignition switch output (run-start) circuit whenever the ignition switch is in the On or Start positions. The IC is programmed to move the gauge needle back to the low end of the scale after the ignition switch is turned to the Off position. The IC circuitry controls the gauge needle position and provides the following features:

- **Fuel Level Message** - The Body Control Module (BCM) provides a constant current source to the fuel level sending unit and monitors a return input on a fuel level sense circuit. The resistance through the fuel level sending unit increases as the fuel level rises and decreases as the fuel level falls causing changes in the fuel level sense input voltage. The BCM then sends the appropriate electronic **fuel level** messages to the IC. The IC programming applies an algorithm to calculate the

proper fuel gauge needle position based upon the fuel level message input, then moves the gauge needle to the proper relative position on the gauge scale. This algorithm is used to dampen gauge needle movement against the negative effect that fuel sloshing within the fuel tank can have on accurate inputs from the fuel tank sending unit to the BCM.

- **Less Than 11 Percent Tank Full Message** - Each time the fuel level message to the IC indicates the fuel tank is about 11 percent full or less for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, the gauge needle is moved to about the one-sixteenth graduation on the gauge scale, the low fuel indicator is illuminated, and a single chime tone is sounded. The low fuel indicator remains illuminated until the fuel level message indicates that the fuel tank is greater than about 14 percent full for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, or until the ignition switch is turned to the OFF position, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the low fuel indicator is cycled OFF and then ON again by the appropriate messages from the BCM.
- **Less Than Empty Stop Message** - Each time the IC receives a fuel level message indicating the fuel level in the fuel tank is less than the **E** (or Empty) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is a short circuit.
- **More Than Full Stop Message** - Each time the IC receives a fuel level message indicating the fuel level in the fuel tank is more than the **F** (or Full) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is an open circuit.

The BCM continually monitors the fuel tank sending unit to determine the level of fuel in the fuel tank. The BCM then sends the proper fuel level messages to other electronic modules in the vehicle over the CAN data bus. For further diagnosis of the fuel gauge or the IC circuitry that controls the gauge, (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) . The fuel gauge is serviced as a unit with the instrument cluster.

SPEEDOMETER

The speedometer gives an indication to the vehicle operator of the vehicle road speed. This gauge is controlled by the IC circuit board based upon programming and electronic messages received from the BCM. The BCM is provided the vehicle speed information across the CAN data bus by either the ECM, the Electronic Stability Control (ESC) module or the Anti-lock Brake System (ABS) module.

The IC circuitry controls the gauge needle position and provides the following features:

- **Vehicle Speed Message** - Each time the ECM receives an electronic **vehicle speed** message from the ECM it will calculate the correct vehicle speed reading and position the gauge needle at that relative speed position on the gauge scale. The IC will receive a new message and reposition the gauge pointer accordingly about every 88 milliseconds. The gauge needle will continually be positioned at the relative vehicle speed position on the gauge scale until the vehicle stops moving, or until the ignition switch is turned to the OFF position, whichever occurs first.
- **Communication Error** - If the IC fails to receive a speed message, it will hold the gauge needle at the last indication for about three seconds, or until the ignition switch is turned to the OFF position, whichever occurs first. After three seconds, the gauge needle will return to the left end of the gauge scale.

The ECM continually monitors the vehicle speed sensor to determine the vehicle road speed. The ECM then sends the proper vehicle speed messages to the IC. For further diagnosis of the speedometer or the IC circuitry that controls the gauge, (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) . The speedometer is serviced as a unit with the instrument cluster.

TACHOMETER

The tachometer gives an indication to the vehicle operator of the engine speed. This gauge is controlled by the IC circuit board based upon programming and electronic messages received from the ECM over the CAN data bus.

The tachometer is a stepper motor design gauge that receives battery current on the IC electronic circuit board through the fused ignition switch output (run-start) circuit whenever the ignition switch is in the ON or START positions. The IC is programmed to move the gauge needle back to the low end of the scale after the ignition switch is turned to the OFF position. The IC circuitry controls the gauge needle position and provides the following features:

- **Engine Speed Message** - Each time the IC receives an electronic **engine speed** message from the ECM it will calculate the correct engine speed reading and position the gauge needle at that relative speed position on the gauge scale. The IC will receive a new message and reposition the gauge pointer accordingly about every 88 milliseconds. The gauge needle will continually be repositioned at the relative engine speed position on the gauge scale until the engine stops running, or until the ignition switch is turned to the OFF position, whichever occurs first.
- **Communication Error** - If the IC fails to receive a speed message, it will hold the gauge needle at the last indication for about three seconds, or until the ignition switch is turned to the OFF position, whichever occurs first. After three seconds, the gauge needle will return to the left end of the gauge scale.

The ECM continually monitors the crankshaft position sensor to determine the engine speed. The ECM then sends the proper engine speed messages to the IC. The tachometer is serviced as a unit with the instrument cluster.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

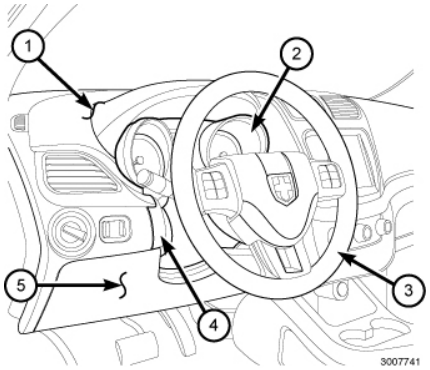
WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CLUSTER ASSEMBLY

1. Install the instrument cluster in the instrument panel.
2. Connect and the negative battery cable.

CLUSTER ASSEMBLY

NOTE: If the cluster has been replaced, the replacement cluster should be programmed with the correct mileage. Verfiy the correct mileage via WiTech/Scan Tool.

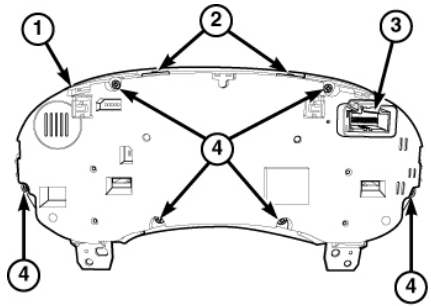


1. Position the instrument cluster assembly (2) in the instrument panel (1) and connect the electrical connector.
2. Align the upper retaining clips to the instrument panel; press firmly and evenly and engage the clips.
3. Install the two lower fasteners and tighten securely.
4. Position the steering column seal into place, and press firmly and evenly and engage the clips.
5. Install the kneeblocker (Refer to 23 - Body/Instrument Panel/KNEEBLOCKER/Installation) .
6. Connect the battery negative cable.

CLUSTER MASK, HOOD AND LENS

NOTE:

The lens assemblies for this vehicle can be serviced separately from side to side.



3007762

1. Position the lens and hood assembly onto the instrument cluster housing (1).
2. Press firmly and evenly to engage the integrated latches to secure the assembly to the cluster housing.
3. Position the instrument cluster mask onto the face of the instrument cluster housing.
4. Working around the perimeter of the cluster housing, engage the integrated latches (2) on the cluster mask assembly.
5. Install the six fasteners (4) that secure the mask to the cluster housing.

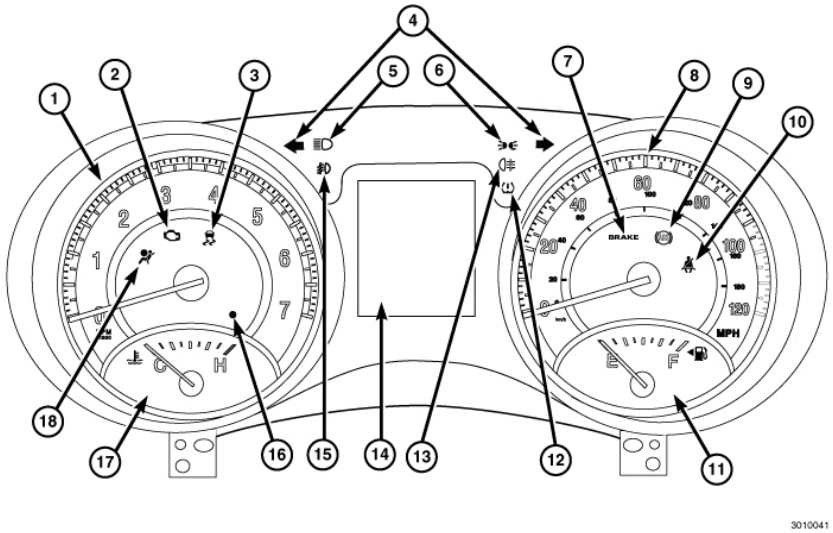
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Instrument Cluster (IC) assembly has provisions for up to 19 International Control and Display Symbol icon indicators that are all controlled by the IC. Some of the indicators are automatically configured when the IC is connected to the vehicle electrical system for compatibility with certain optional equipment or equipment required for regulatory purposes in certain markets. While each IC may have provisions for indicators to support every available option, the configurable indicators will not function in vehicles that do not have the equipment that an indicator supports.

A dedicated Light Emitting Diode (LED) soldered onto the circuit board illuminates each indicator in the IC, except those within an electronic display unit. Several dimmable LED units illuminate each gauge dial face for visibility when the exterior lighting is turned ON. These LED units are not available for service replacement and, if damaged or ineffective, the entire IC must be replaced.



The instrument cluster includes provisions for the following ISO icon indicators:

- **Airbag Indicator (18)**
- **Antilock Brake System (ABS) Indicator (9)**
- **Brake Indicator (7)**
- **Electronic Stability Control (ESC) Indicator (3)**
- **ESC OFF Indicator (14)** - textual message in the Thin Film Transistor (TFT) display.
- **Front Fog Lamp Indicator (15)**
- **High Beam Indicator (5)**
- **Low Fuel Indicator (14)** - icon in the TFT display.
- **Malfunction Indicator Lamp (MIL) (2)**
- **Position Lamp Indicator (6)**
- **Rear Fog Lamp Indicator (13)** - in markets where rear fog lamps are available only.
- **Seat Belt Indicator (10)**
- **Security Indicator (16)**
- **Tire Pressure Monitor (TPM) Indicator (12)**
- **Turn Signal (Right and Left) Indicators (5)**

Many systems and features found in this vehicle display messages or icons within the TFT (14). The IC includes provisions for the following ISO icon indicators or textual messages within this display:

- **Change Oil Indicator** - icon in the TFT display.
- **Check Gauges Indicator** - textual message in TFT display.
- **Coolant Low Indicator** - icon in the TFT display.
- **Cruise Indicator** - textual message in the TFT display.

- **Electronic Throttle Control (ETC) Indicator** - icon in the TFT display.
- **Gas Cap Indicator** - icon in the TFT display.
- **Low Brake Fluid Level Indicator** - textual message in TFT display.
- **No Bus Indicator** - textual message in TFT display.
- **Odometer** - in TFT display.
- **Park Assist Disabled Indicator** - icon in the TFT display.
- **Power Liftgate Indicator** - an icon in the TFT display.
- **Remote Start Indicator** - textual message in TFT display.
- **Service Park Assist System Indicator** - textual message in TFT display.
- **Transmission Overtemp Indicator** - icon in the TFT display.
- **Turn-Signal-On Reminder Indicator** - textual message in TFT display.
- **Washer Fluid Indicator** - icon in the TFT display.
- **Wait-To-Start Indicator** - icon in the TFT display (diesel engines only).
- **Water-In-Fuel Indicator** - icon in the TFT display (diesel engines only).

For more information on the International Control and Display Symbol icons, (Refer to 00 - Vehicle Data/Vehicle Information/International Vehicle Control and Display Symbols - Description) .

Each indicator in the IC, except those located within an electronic display unit, is illuminated by a dedicated Light Emitting Diode (LED) unit that is soldered onto the IC electronic circuit board. Cluster illumination is accomplished by several dimmable LED units, which illuminate each of the gauge dial faces for visibility when the exterior lighting is turned ON. These LED units are serviced only as a complete unit with the IC and, if damaged or ineffective, the entire IC assembly must be replaced. The cluster lens and the cluster hood and mask unit are the only components of the IC that can be serviced separately.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Indicators are located in various locations within the Instrument Cluster (IC) and are all connected to the electronic circuit board. All of the indicators are completely controlled by the IC. The various indicators are controlled by different strategies; some receive fused ignition output from the IC circuitry and have a switched ground, while others are grounded through the IC circuitry and have a switched battery feed. However, most are controlled by (CAN) or Local Interface Network (LIN) data bus messages from other electronic modules in the vehicle while others are controlled by a combination of hard wired inputs, electronic messaging and IC programming. If the IC loses CAN data bus communication, the IC circuitry will automatically turn ON the Malfunction Indicator Lamp (MIL) until CAN data bus communication is restored.

In addition, certain indicators in this IC are automatically or self-configured. This feature allows the configurable indicators to be enabled by the IC circuitry for compatibility with certain optional equipment. These indicators are enabled or disabled by an electronic **configuration** message sent to the IC by the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The BCM defaults for the Antilock Brake System (ABS) and the airbag indicators is enabled. These configuration settings must be programmatically disabled in the BCM using a diagnostic scan tool for vehicles that do not have this equipment. The automatically or self-configured indicators remain latent in the IC at all times and will be active only when the IC receives the appropriate CAN or LIN bus message inputs for that optional system or equipment.

The hard-wired indicator inputs may be diagnosed using conventional diagnostic tools and procedures. However, the IC circuitry and electronic CAN or LIN data bus message controlled indicators are diagnosed using the self-diagnostic IC **Self test**. (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) for more information. For proper testing of the CAN or LIN data bus and the electronic data bus message inputs to the IC that control each indicator requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Below are brief explanations of the indicators available on this vehicle. More detailed information may be available elsewhere in this service information, located within the section covering the system or component that control or influence the illumination of that indicator. The indicators, the TFT display, the LED units as well as the gauges are only serviceable with the IC as an assembly. The cluster lenses and the hood and mask assembly may be serviced separately from the IC.

ABS INDICATOR

The ABS indicator gives an indication to the vehicle operator when the ABS system, or a circuit or component of the system is ineffective. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the cluster from the CAB over the CAN data bus. The IC will illuminate the ABS indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The ABS indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the status of the ignition switch is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ABS indicator for the following reasons:

- **ABS Indicator Lamp-On Message** - Each time the IC receives an electronic **ABS indicator lamp-ON** message from the CAB, the ABS indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the CAB for five consecutive message cycles, the ABS indicator is illuminated. The indicator remains illuminated until the IC receives a valid message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ABS Diagnostic Test** - The ABS indicator is blinked ON and OFF by lamp-ON and lamp-OFF messages from the CAB during the performance of the ABS diagnostic tests.

The CAB continually monitors the ABS circuits and sensors to decide whether the system is in good operating condition. The CAB then sends the proper lamp-ON or lamp-OFF message to the IC. If the CAB sends a lamp-ON message after the bulb test, it indicates that the CAB has detected a system malfunction or that the ABS system has become ineffective. The CAB will store a DTC for any malfunction it detects. Each time the ABS indicator fails to light due to an open or short in the IC ABS indicator circuit, the IC sends a message notifying the CAB of the condition, then the IC and the CAB will each store a DTC and the IC will flash the brake indicator ON and OFF as a backup to notify the vehicle operator.

For proper diagnosis of the anti-lock brake system, the CAB, the IC, the CAN data bus or the electronic communication related to ABS indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

AIRBAG INDICATOR

The airbag indicator gives an indication to the vehicle operator when the airbag system, or a circuit or component of the system is ineffective. The airbag indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Occupant Restraint Controller (ORC) over the CAN data bus. The IC will illuminate the airbag indicator for about six seconds as a bulb test each time the ignition switch status transitions to ON.

The airbag indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the airbag indicator for the following reasons:

- **Airbag Indicator Lamp-On Message** - Each time the IC receives an electronic **airbag indicator lamp-ON** message from the ORC, the airbag indicator will be illuminated. The indicator remains illuminated for about 12 seconds or until the IC receives a lamp-OFF message from the ORC, whichever is longer. This indicator will also be extinguished when the ignition switch status transitions to OFF.
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the ORC for 10 consecutive message cycles, the airbag indicator is illuminated. The indicator remains illuminated until the IC receives a single lamp-OFF message from the ORC.

The ORC continually monitors the airbag system circuits and sensors to decide whether the system is in good operating condition. The ORC then sends the proper lamp-ON or lamp-OFF message to the IC. If the ORC sends a lamp-ON message after the bulb test, it indicates that the ORC has detected a system malfunction or that the airbags and seat belt tensioners may not deploy when required, or may deploy when not required. The ORC will store a DTC for any malfunction it detects. Each time the

airbag indicator fails to illuminate due to an open or short in the IC airbag indicator circuit, the IC sends a message notifying the ORC of the condition, then the IC and the ORC will each store a DTC.

For proper diagnosis of the airbag system, the ORC, the IC, the CAN data bus or the electronic communication related to airbag indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

AJAR INDICATORS

The ajar indicators give an indication to the vehicle operator that one or more of the passenger compartment doors or the liftgate may be open or not completely latched. These indicators are controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Body Control Module (BCM) over the CAN data bus. The BCM monitors hard-wired inputs from the door and liftgate ajar switches.

The ajar indicator function of the TFT electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused B(+) circuit. Therefore, the ajar indications can occur regardless of the ignition switch position. The IC will turn ON an ajar indicator for the following reasons:

- **Ajar Indicator Lamp-On Message** - Each time the IC receives an electronic **door ajar indicator lamp-on** or **liftgate ajar indicator lamp-on** message from the BCM indicating that a door or the liftgate or a combination of these is open or not completely latched, the appropriate ajar textual message and icons will be illuminated. If the IC detects a vehicle speed input greater than zero (kilometers or miles-per-hour) while the ignition switch status is ON or START, the ajar indication will be accompanied by a single chime tone. When the ignition switch status is anything except ON or START, any and all ajar indications will time out after about five minutes.

The ajar switches on the door and liftgate latch mechanisms provide hard-wired ground inputs to the BCM circuitry through the ajar switch sense circuits whenever a door or the liftgate is open or not completely latched. The BCM continually monitors the door and liftgate ajar switches to determine the status of the doors and liftgate, then sends the proper electronic **ajar indicator lamp-on** or **lamp-off** message to the IC.

The hard wired ajar switch inputs to the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the BCM, the IC, the CAN data bus or the electronic communication related to ajar indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

BRAKE/PARK BRAKE INDICATOR

The brake indicator gives an indication to the vehicle operator when the parking brake is applied, when there are certain brake hydraulic system malfunctions as indicated by a low brake hydraulic fluid level condition or when the brake fluid level switch is disconnected. The brake indicator can also give an indication when certain faults are detected in the Antilock Brake System (ABS). This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the CAB or the Body Control Module (BCM) over the CAN data bus. The BCM monitors the hard wired input from the park brake switch. The IC will illuminate the brake indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The brake indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the brake indicator for the following reasons:

- **Brake Indicator Lamp-On Message** - Each time the IC receives an electronic **brake indicator lamp-ON** message from the CAB, the brake indicator will be illuminated. The CAB may also send lamp-ON messages as feedback during ABS diagnostic procedures. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB or until the ignition switch status transitions to OFF, whichever occurs first.
- **Low Brake Fluid Textual Warning Message** - When the CAB detects a low brake fluid level input from the brake fluid level switch, it will send an electronic **textual warning request** message requesting the IC display a textual warning message. Each time the IC receives this message from the CAB, a **LOW BRAKE FLUID LEVEL** textual message will appear within the IC electronic display to accompany brake indicator illumination. This message indicates that the CAB has detected a low brake fluid level condition in the brake master cylinder or that there is a problem in the brake fluid level switch or circuits.
- **Park Brake Switch Input** - Each time the IC receives an electronic **brake indicator lamp-FLASH** message from the BCM, the brake indicator will be flashed ON and OFF. While the ignition switch status is ON, the BCM monitors the park brake switch through the park brake switch sense circuit (park brake switch closed = park brake applied or not fully released). The indicator continues to flash until the park brake switch sense input to the BCM is an open circuit (park brake switch open = park brake fully released), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Antilock Brake System (ABS) Indicator Backup** - If the IC detects a fault in the ABS indicator circuit it will send a message indicating the fault to the CAB, then flash the brake indicator ON and OFF. The IC will continue to flash the brake indicator until the ABS indicator circuit fault is resolved, or until the ignition switch status transitions to OFF, whichever occurs first.

The park brake switch on the park brake lever mechanism provides a hard-wired ground input to the BCM circuitry through the park brake switch sense circuit whenever the park brake is applied or not fully released. The CAB continually monitors the ABS system circuits and sensors, including the brake fluid level switch on the brake master cylinder reservoir, to decide whether the system is in good operating condition. The CAB then sends the proper lamp-ON, lamp-OFF or lamp-FLASH message to the IC. If the CAB sends a lamp-ON message after the bulb test, it indicates that the CAB has detected a brake hydraulic system malfunction or that the ABS system has become ineffective. The CAB will store a DTC for any malfunction it detects.

The hard wired park brake switch input to the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the brake fluid level switch, the ABS, the BCM, the CAB, the IC, the CAN data bus or the electronic communication related to brake indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHANGE OIL INDICATOR

The change oil indicator gives an indication to the vehicle operator when a duty-cycle algorithm contained within the software of the PCM determines that a recommended oil change interval has been attained. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The change oil indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the change oil indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the change oil indicator for the following reasons:

- **Change Oil Indicator Lamp-On Message** - Each time the ignition switch status transitions to ON and the IC receives an electronic **change oil indicator lamp-**

ON message from the PCM indicating that a duty-cycle based recommended oil change interval has been attained, the change oil indicator will be illuminated for about ten seconds, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

- **Change Oil Indicator Reset Procedure** - Once an engine oil change has been completed, the PCM duty cycle counters can be reset using the following procedure. Set the ignition switch status to ON, but DO NOT start the engine. Slowly depress and release the accelerator pedal fully three times within ten seconds. The IC will display a textual **OIL CHANGE RESET** message. Set the ignition switch status to OFF. If the change oil indicator illuminates the next time the engine is started, repeat this procedure.

The PCM continually monitors numerous sensor inputs to determine the duty-cycles to which the engine is being subjected. A pre-programmed algorithm within the PCM then determines when to send the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the change oil indicator, the PCM, the IC, the CAN data bus or the electronic communication related to change oil indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHARGING INDICATOR

The charging indicator gives an indication to the vehicle operator when the electrical system voltage is too low or too high. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the charge indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The charging indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the charging indicator for the following reasons:

- **Voltage Low Message** - Each time the IC receives an electronic **system voltage** message from the PCM indicating the voltage is low (less than about 11.5 volts is a charge fail condition), the charging indicator will be illuminated. The indicator remains illuminated until the IC receives a message from the PCM indicating the voltage is normal (greater than about 12.0 volts, but less than 16.0 volts), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Voltage High Message** - Each time the IC receives an electronic **system voltage** message from the PCM indicating the voltage is high (greater than about 16.0 volts), the charging indicator will be illuminated. The indicator remains illuminated until the IC receives a message from the PCM indicating the voltage is normal (less than about 15.5 volts, but greater than 11.5 volts), or until the ignition switch status transitions to OFF, whichever occurs first.

The PCM continually monitors the electrical system voltage to control the generator output. The PCM then sends the proper messages to the IC. If the IC turns ON the charging indicator due to a charge fail or voltage high condition, it may indicate that the charging system requires service.

For proper diagnosis of the charging system, the PCM, the IC, the CAN data bus or the electronic communication related to charging indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHECK GAUGES INDICATOR

The check gauges indicator gives an indication to the vehicle operator when the engine coolant temperature gauge indicates the coolant temperature is high or critical. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The check gauges indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the check gauges indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the check gauges indicator for the following reasons:

- **Engine Temperature High or Critical Message** - Each time the IC receives an electronic **engine coolant temperature** message from the PCM indicating the temperature is high or critical the engine coolant temperature gauge needle is moved to the appropriate position at the high end of the gauge scale, the check gauges textual warning is displayed, and a single chime tone is sounded. The check gauges textual warning remains illuminated until the IC receives a message from the PCM indicating that the temperature is below the high end of normal, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the check gauges textual warning is cycled OFF and then ON again by the appropriate temperature messages from the PCM.

The PCM continually monitors the engine coolant temperature sensor to determine the engine operating temperature. The PCM then sends the proper messages to the IC. If the IC turns on the check gauges indicator due to a high or critical engine temperature gauge reading, it may indicate that the engine or the engine cooling system requires service.

For proper diagnosis of the engine coolant temperature sensor, the PCM, the IC, the CAN data bus or the electronic communication related to check gauges indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CRUISE INDICATOR

The cruise indicator gives the vehicle operator an indication when the speed control system is ON, regardless of whether the speed control is engaged. This indicator is controlled by the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus.

The cruise indicator LED is completely controlled by the IC logic circuit, and that logic only allows this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED is always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the cruise indicator for the following reasons:

- **Cruise Indicator Lamp-On Message** - Each time the IC receives an electronic **cruise indicator lamp-on** message from the PCM indicating the speed control system is ON, the cruise indicator is illuminated. The indicator remains illuminated until the IC receives a lamp-off message from the PCM, or until the ignition switch status transitions to OFF, whichever occurs first.

The PCM continually monitors the speed control switches to determine the appropriate outputs to control the vehicle speed. The PCM then sends the proper lamp-on or lamp-off message to the IC.

For proper diagnosis of the speed control switches, the PCM, the IC, the CAN data bus or the electronic communication related to cruise indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

ELECTRONIC THROTTLE CONTROL INDICATOR

The Electronic Throttle Control (ETC) indicator gives an indication to the vehicle operator when the ETC system, or a circuit or component of the system is ineffective. The ETC indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the ETC indicator for about fifteen seconds as a bulb test each time the ignition switch status transitions to ON.

The ETC indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ETC indicator for the following reasons:

- **ETC Indicator Lamp-On Message** - Each time the IC receives an electronic **ETC indicator lamp-ON** message from the PCM, the ETC indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. The indicator remains illuminated solid or continues to flash for about 12 seconds or until the IC receives a lamp-OFF message from the PCM, whichever is longer. If the indicator is illuminated solid with the engine running the vehicle will usually remain drivable. If the indicator is flashing with the engine running the vehicle may require towing. A flashing indicator means the ETC system requires immediate service. The indicator will be extinguished when the ignition switch status transitions to OFF.

The PCM continually monitors the ETC system circuits and sensors to decide whether the system is in good operating condition. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the PCM sends a lamp-ON message after the bulb test, it indicates that the PCM has detected an ETC system malfunction or that the ETC system is ineffective. The PCM will store a DTC for any malfunction it detects. Each time the ETC indicator fails to illuminate due to an open or short in the IC ETC indicator circuit, the IC sends a message notifying the PCM of the condition, then the IC and the PCM will each store a DTC.

For proper diagnosis of the ETC system, the PCM, the IC, the CAN data bus or the electronic communication related to ETC indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

ENGINE TEMPERATURE INDICATOR

The engine temperature indicator gives an indication to the vehicle operator when the engine temperature gauge reading reflects a condition requiring immediate attention. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received from the PCM over the CAN data bus. The IC will illuminate the engine temperature indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The engine temperature indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The engine temperature indicator will also be turned ON for the following reasons:

- **Engine Temperature High Message** - Each time the IC receives a message from the PCM indicating the engine coolant temperature is high, the engine temperature indicator will be illuminated and a single chime tone is sounded. The indicator remains illuminated until a message from the PCM indicating that the engine coolant temperature is below the high end of normal is received, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the engine temperature indicator is cycled off and then on again by the appropriate engine temperature messages from the PCM.

The PCM continually monitors the engine coolant temperature sensor to determine the engine operating temperature. The PCM then sends the proper engine coolant temperature messages to the IC. If the IC turns on the engine temperature indicator due to a high engine temperature gauge reading, it may indicate that the engine or the engine cooling system requires service.

ESC INDICATOR

The Electronic Stability Control (ESC) indicator gives an indication to the vehicle operator when the ESC has been activated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the CAB and the Final Drive Control Module (FDCM) over the CAN data bus. The IC will illuminate the ESC/BAS indicator for about four seconds as a bulb test each time the ignition switch status transitions to ON.

The ESC indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ESC/BAS indicator for the following reasons:

- **ESC Indicator Lamp-On Message** - Each time the IC receives an electronic **ESC/ indicator lamp-ON** message from the CAB indicating that the ESC system has been activated, the ESC indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ESC Off Textual Message** - Each time the IC receives an electronic **ESC OFF indicator lamp-ON** message from the CAB indicating that the ESC system has been manually disabled, an **ESC OFF** textual message will appear within the IC electronic display unit. The **ESC OFF** textual message remains displayed until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ESC Textual Warning Message** - When the CAB or FDCM detects certain monitored fault conditions, it will send electronic messages requesting the IC display a textual warning message. Each time the IC receives an electronic **ESC textual warning request** message from the CAB or FDCM, a **WARNING! LIMIT SPEED** textual message will appear within the IC electronic display unit to accompany an ESC indicator that is illuminated solid. This message indicates that the CAB or FDCM has detected a problem in one of the ESC system circuits or components.

The CAB and FDCM continually monitor the ESC circuits and sensors to decide whether the system is in good operating condition. The CAB or FDCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the ESC/BAS system, the CAB, the FDCM, the IC, the CAN data bus or the electronic communication related to the ESC/BAS indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

FRONT FOG LAMP INDICATOR

The front fog lamp indicator gives an indication to the vehicle operator whenever the front fog lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The front fog lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path

to ground by the IC transistor. The IC will turn ON the front fog lamp indicator for the following reasons:

- **Front Fog Indicator Lamp-On Message** - Each time the IC receives an electronic **front fog indicator lamp-ON** message from the BCM indicating the front fog lamps are turned ON, the front fog lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the front fog lamps. The BCM activates or deactivates the front fog lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the front fog lamp indicator.

For proper diagnosis of the front fog lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to front fog lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

GAS CAP INDICATOR

The gas cap indicator gives an indication to the vehicle operator when there is a gross leak detected in the on-board fuel vapor recovery system. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The gas cap indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the gas cap indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the gas cap indicator for the following reasons:

- **Gas Cap Indicator Lamp-On Message** - Each time the IC receives an electronic **gas cap indicator lamp-ON** message from the PCM indicating there is a gross leak in the vapor recovery system, the gas cap indicator will be displayed. The indicator remains displayed until the IC receives a lamp-OFF message from the PCM, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

NOTE: If the On-Board Diagnostic (OBD) system in the vehicle determines that the fuel filler cap is loose, improperly installed or damaged, a gas cap ICON will be displayed in the electronic display unit. In this instance, verify that the gas cap is properly installed and tightened before proceeding with any further diagnosis.

The PCM continually monitors the on board vapor recovery system to determine whether there are air leaks in the system. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the gas cap indicator due to a monitored gross leak in the vapor recovery system, it may indicate that the gas cap has been removed or is improperly installed.

For proper diagnosis of the on board vapor recovery system, the PCM, the IC, the CAN data bus or the electronic communication related to gas cap indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

HIGH BEAM INDICATOR

The high beam indicator gives an indication to the vehicle operator whenever the headlamp high beams are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received from the BCM over the CAN data bus.

The high beam indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the high beam indicator for the following reasons:

- **High Beam Indicator Lamp-On Message** - Each time the IC receives an electronic **high beam indicator lamp-ON** message from the BCM or the Automatic High Beam Module (AHBM) (also known as SmartBeam® on vehicles so equipped) the high beam indicator will be illuminated. The high beam indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors electronic messages from the Steering Angle Sensor (SAS) based upon the status of the beam select switch and the AHBM to determine the proper headlamp beam control. The BCM activates or deactivates the headlamp high beams then sends the proper lamp-ON or lamp-OFF message back to the IC.

For proper diagnosis of the SAS, the AHBM, the BCM, the IC, the CAN data bus or the electronic communication related to high beam indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW COOLANT INDICATOR

The low coolant indicator gives an indication to the vehicle operator when the diesel engine coolant level is low. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The low coolant indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the low coolant indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the low coolant indicator for the following reasons:

- **Low Coolant Indicator Lamp-On Message** - Each time the IC receives an electronic **low coolant indicator lamp-ON** message from the PCM indicating the engine coolant level is low, the low coolant textual warning and icon are illuminated and a single chime tone is sounded. The low coolant textual warning and icon remain illuminated until the IC receives a lamp-OFF message from the PCM, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the textual warning and icon are cycled OFF and then ON again by the appropriate messages from the PCM.

The PCM continually monitors the engine coolant level switch on the coolant bottle to determine the level of the engine coolant. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the coolant low indicator and icon due to a low coolant level, it may indicate that the engine or the engine cooling system requires service.

For proper diagnosis of the engine coolant level switch, the PCM, the IC, the CAN data bus or the electronic communication related to low coolant indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW FUEL INDICATOR

The low fuel indicator gives an indication to the vehicle operator when the level of fuel in the fuel tank becomes low. This indicator is controlled by a transistor on the IC circuit board based upon programming and a hard wired input received by the IC from the fuel level sending unit on the fuel pump module in the fuel tank. The IC will illuminate the low fuel indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The low fuel indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the low fuel indicator for the following reasons:

- **Less Than 11 Percent Tank Full Input** - The BCM provides a constant current source to the fuel level sending unit, and monitors a return input on a fuel level sense circuit. The resistance through the fuel level sending unit increases as the fuel level falls, and decreases as the fuel level rises causing changes in the sense input voltage. Each time the fuel level sense input to the BCM indicates the fuel tank is about 11 percent full or less for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, the BCM sends an electronic message to the IC. Then the IC moves the gauge needle to the appropriate position on the gauge scale; the low fuel indicator is illuminated and a single chime tone is sounded. The low fuel indicator remains illuminated until the fuel level sense input indicates that the fuel tank is greater than about 14 percent full for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, or until the ignition switch transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the low fuel indicator is cycled OFF and then ON again by the appropriate inputs from the fuel level sending unit.
- **Less Than Empty Stop Input** - Each time the IC receives a fuel level message from the BCM that indicates the fuel level in the fuel tank is less than the **E** (or Empty) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is a short circuit.
- **More Than Full Stop Input** - Each time the IC receives a fuel level message from the BCM that indicates the fuel level in the fuel tank is more than the **F** (or Full) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is an open circuit.

The BCM continually monitors the fuel tank sending unit to determine the level of fuel in the fuel tank. The BCM then sends the proper electronic **fuel level** message to IC and other electronic modules in the vehicle over the CAN data bus. The BCM will store a DTC for any fault detected in the fuel level sense circuit.

For proper diagnosis of the fuel tank sending unit, the BCM, the IC, and the CAN data bus or the electronic communication related to low fuel indicator operation or fuel level data processing, a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW OIL PRESSURE INDICATOR

The low oil pressure indicator gives an indication to the vehicle operator when the engine oil pressure reading reflects a condition requiring immediate attention. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus.

The low oil pressure indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the low oil pressure indicator for the following reasons:

- **Engine Oil Pressure Low Message** - Each time the IC receives an electronic **engine oil pressure** message from the PCM indicating the pressure is about 6.9 kPa (1 psi) or lower, the low oil pressure indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. The indicator remains illuminated solid or flashing until the IC receives a message from the PCM indicating that the pressure is above about 6.9 kPa (1 psi), or until the ignition switch status transitions to OFF, whichever occurs first. The IC will only turn the indicator ON in response to low engine oil pressure if the engine speed is greater than zero.

The PCM continually monitors the engine oil pressure sensor to determine the engine oil pressure. The PCM then sends the proper messages to the IC. If the IC turns ON the indicator after the bulb test, it may indicate that the engine or the engine oiling system requires service.

For proper diagnosis of the engine oil pressure sensor, the PCM, the IC, the CAN data bus or the electronic communication related to low oil pressure indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW TIRE PRESSURE INDICATOR

The Tire Pressure Monitor (TPM) indicator gives an indication to the vehicle operator of the status of the TPM system. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Tire Pressure Module (TPM) (also known as the CORAX module) over the CAN data bus. The IC will illuminate the TPM indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The TPM indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the TPM indicator for the following reasons:

- **TPM Indicator Lamp-On Message** - Each time the IC receives an electronic **TPM indicator lamp-ON** message from the TPM, the TPM indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the TPM message. The indicator remains illuminated until the IC receives a lamp-OFF message from the TPM, or until the ignition switch status transitions to OFF position, whichever occurs first.
- **TPM Textual Warning Message** - When the TPM detects certain monitored fault conditions, it will send electronic messages requesting the IC display a textual warning message. Each time the IC receives an electronic **textual warning request** message from the TPM, a **SERVICE TIRE PRESS. SYSTEM** textual message will appear within the electronic display unit to accompany a flashing TPM indicator or to replace the TPM **TIRE LOW PRESSURE** textual message. This message indicates that the TPM has detected a problem in one of the TPM system components.
- **TPM Low Pressure Message** - On vehicles equipped with the optional premium version of the TPM system, each time the IC receives an electronic **low pressure** message from the TPM, a **LEFT FRONT**, **RIGHT FRONT**, **LEFT REAR** or **RIGHT REAR LOW PRESSURE** textual message will appear within the IC electronic display unit to accompany a solid TPM indicator. If the vehicle is equipped with a full-sized matching spare tire and wheel assembly, an electronic **spare low pressure** message from the TPM to the IC will cause a **SPARE LOW PRESSURE** textual message to appear in the electronic display unit, but the TPM indicator

will not illuminate. This message indicates that the TPM has received a low tire pressure input from the tire pressure sensor in the identified location on the vehicle. The premium TPM system is not offered in markets where rear fog lamps are an available option.

- **Communication Error** - If the IC receives no TPM lamp-ON or lamp-OFF messages from the TPM for six consecutive seconds, the TPM indicator is illuminated by the IC. The indicator remains controlled and illuminated by the IC until a valid lamp-ON or lamp-OFF message is received from the TPM.

The TPM performs a self-test each time the ignition switch status transitions to ON to decide whether the TPM system is in good operating condition and whether the tire inflation pressures are too high or too low. The TPM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the TPM indicator after the bulb test, it indicates that the inflation pressure of a tire is too low or that a malfunction has occurred and the TPM system is ineffective.

For proper diagnosis of the TPM system, the TPM, the IC, the CAN data bus or the electronic communication related to TPM indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

MALFUNCTION INDICATOR LAMP

The Malfunction Indicator Lamp (MIL) gives an indication to the vehicle operator when the PCM has recorded a DTC for an On-Board Diagnostics II (OBDII) emissions-related circuit or component malfunction. The MIL is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the MIL indicator for about fifteen seconds as a bulb test each time the ignition switch status transitions to ON.

The MIL LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the MIL for the following reasons:

- **MIL Lamp-On Message** - Each time the IC receives an electronic **MIL lamp-ON** message from the PCM, the indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. For some DTCs, if a problem does not recur, the PCM will send a lamp-OFF message automatically. Other DTCs may require that a fault be repaired and the PCM be reset before a lamp-OFF message will be sent. For more information on the PCM, and the DTC set and reset parameters, (Refer to 25 - Emissions Control - Operation) .
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the PCM for 10 consecutive message cycles, the MIL is illuminated by the IC to indicate a loss of bus communication. The indicator remains controlled and illuminated by the IC until a valid message is received from the PCM.

The PCM continually monitors the fuel and emissions system circuits and sensors to decide whether the system is in good operating condition. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the MIL after the bulb test, it may indicate that a malfunction has occurred and that the fuel and emissions systems require service.

For proper diagnosis of the fuel and emissions systems, the PCM, the IC, the CAN data bus or the electronic communication related to MIL operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

NO BUS INDICATOR

The no bus indicator gives an indication to the vehicle operator when the IC detects a loss of electronic communication over the CAN data bus. This indicator is controlled by the IC logic circuit based upon programming and electronic messages not being received over the CAN data bus from the BCM.

The no bus indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the no bus indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the no bus indicator for the following reasons:

- **No Electronic Communication Messages** - Each time the ignition switch is turned to the ON position and the IC does not receive electronic communication messages over the CAN data bus, the no bus indicator is illuminated. The indicator remains illuminated until CAN bus communication is restored or until the ignition switch status transitions to OFF, whichever occurs first.

The IC continually monitors the CAN data bus to determine the status of many sensors and systems throughout the vehicle. If the IC detects the loss of CAN bus communication it illuminates the no bus indicator to alert the vehicle operator that it cannot provide accurate displays and outputs.

For proper diagnosis of the IC, the CAN data bus or the electronic communication related to no bus indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

POSITION LAMP INDICATOR

The position lamp indicator gives an indication to the vehicle operator whenever the position lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The position lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the position lamp indicator for the following reasons:

- **Position Lamp Indicator Lamp-On Message** - Each time the IC receives an electronic **position lamp indicator lamp-ON** message from the BCM indicating the position lamps are turned ON, the position lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the park lamps. The BCM activates or deactivates the park lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the position lamp indicator.

For proper diagnosis of the position lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to position lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

POWER LIFTGATE INDICATOR

The power liftgate indicator gives an indication to the vehicle operator of the power liftgate system status or when the system has been automatically disabled. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the Power LiftGate Module (PLGM).

The power liftgate indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the power liftgate indications can be displayed regardless of the ignition switch status. The IC will turn ON the power liftgate indicator for the following reasons:

- **Unlock To Operate Message** - Each time the IC receives an electronic **unlock to operate** message from the PLGM, the **UNLOCK TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Put In Park To Operate Message** - Each time the IC receives an electronic **put in PARK to operate** message from the PLGM, the **PUT IN PARK TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Function Disabled Message** - Each time the IC receives an electronic **function disabled** message from the PLGM, the **FUNCTION DISABLED** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Obstacle Detected Message** - Each time the IC receives an electronic **obstacle detected** message from the PLGM, the **OBSTACLE DETECTED** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Manually Close To Operate Message** - Each time the IC receives an electronic **manually close to operate** message from the PLGM, the **MANUAL CLOSE TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.

The PLGM continually monitors the power liftgate circuits and sensors to determine the proper outputs to the power liftgate components. The PLGM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the power liftgate, the PLGM, the IC, the CAN data bus or the electronic communication related to power liftgate indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

REAR FOG LAMP INDICATOR

The rear fog lamp indicator gives an indication to the vehicle operator whenever the rear fog lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The rear fog lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the rear fog lamp indicator for the following reasons:

- **Rear Fog Indicator Lamp-On Message** - Each time the IC receives an electronic **rear fog indicator lamp-ON** message from the BCM indicating that the rear fog lamps are turned ON, the rear fog lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the rear fog lamps. The BCM activates or deactivates the rear fog lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the rear fog lamp indicator.

For proper diagnosis of the rear fog lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to rear fog lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

REMOTE START INDICATOR

The remote start indicator gives an indication to the vehicle operator of the remote start system status. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the BCM and the Radio Frequency Hub (RF Hub).

The remote start indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the remote start indications can be illuminated regardless of the ignition switch status. The IC will turn ON the remote start indicator for the following reasons:

- **Remote Start Active Messages** - Each time the IC receives an electronic**remote start active** message from the BCM, the **REMOTE START ACTIVE - PUSH START BUTTON** textual message is displayed. The message is displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to ON, whichever occurs first.
- **Remote Start Abort Messages** - Each time the IC receives a combination of electronic **remote start abort** and **door ajar**, **hood ajar**, **liftgate ajar** or **low fuel** messages from the BCM the **REMOTE START ABORTED** and appropriate **DOOR AJAR**, **HOOD AJAR**, **LIFTGATE AJAR** or **FUEL LOW**textual messages are displayed. The messages are displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to ON, whichever occurs first.
- **Remote Start Disabled Messages** - Each time the IC receives an electronic **remote start disabled** message from the BCM the **REMOTE START DISABLED - START VEHICLE TO RESET** textual message is displayed. The message is displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to START, whichever occurs first.

The BCM continually monitors the remote start system inputs and the RF Hub to determine the proper outputs to the remote start components. The BCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the remote start system, the RF hub, the BCM, the IC, the CAN data bus or the electronic communication related to remote start indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SEAT BELT INDICATOR

The seat belt indicator gives an indication to the vehicle operator of the status of the driver side front seat belt (export market vehicles) or driver and passenger front seat

belts (domestic market vehicles). This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received over the CAN data bus from the ORC.

The seat belt indicator also includes a programmable enhanced seat belt reminder or BELTMINDER feature that is enabled when the vehicle is shipped from the factory. This BELTMINDER feature can be disabled and enabled by the customer using a specific programming event sequence, or by the dealer using a diagnostic scan tool.

The seat belt indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the seat belt indicator for the following reasons:

- **Seat Belt Reminder Function** - Each time the IC receives a battery current input on the fused ignition switch (run-start) circuit, the indicator will be illuminated as a seat belt reminder for about six seconds, or until the ignition switch status transitions to OFF, whichever occurs first. This reminder function will occur regardless of the status of the seat belt switch input to the ORC.
- **Front Seat Belt Not Buckled - Beltminder Active** - Following the seat belt reminder function, each time the IC receives an electronic **seat belt indicator lamp-On** message from the ORC while the ignition switch status is START or ON, the indicator will be illuminated. In addition, if the front seat belt remains unbuckled about 18 to 25 seconds after the conclusion of the seat belt reminder function with the vehicle speed greater than about 8 kilometers-per-hour (5 miles-per-hour), the seat belt indicator will begin to cycle between flashing ON and OFF for 3 seconds, then lighting solid for 2 seconds. The seat belt indicator will continue to cycle between flashing and solid illumination for 13 complete cycles, until the seat belt switch sense inputs to the ORC are closed circuits (seat belt switch closed = seat belt buckled), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Front Seat Belt Not Buckled - Beltminder Inactive** - Following the seat belt reminder function, each time the IC receives an electronic **seat belt indicator lamp-On** message from the ORC while the ignition switch status is START or ON, the indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ORC or until the ignition switch status transitions to OFF, whichever occurs first.

Each seat belt switch is connected in series between source current and a sense circuit from the ORC. The ORC continually monitors the seat belt switch circuits then sends the proper lamp-on or lamp-off messages to the IC. The seat belt switch inputs to the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the ORC, the IC, the CAN data bus or the electronic communication related to seat belt indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SECURITY INDICATOR

The security indicator gives an indication to the vehicle operator when the Vehicle Theft Security System (VTSS) is arming or is armed. On vehicles equipped with the Sentry Key Immobilizer System (SKIS), the security indicator also gives an indication to the vehicle operator of the status of the SKIS. This indicator is controlled by a transistor on the IC circuit board based upon a hard wired input to the IC from the BCM and electronic messages received by the BCM from the RF hub over the CAN data bus. The BCM will illuminate the security indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The security indicator LED is completely controlled by the BCM logic circuit, and that logic will allow this indicator to operate whenever the BCM receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the BCM. Depending upon the programmed condition the indicator can be illuminated solid, flashed at a slow rate (0.5 Hertz, 12.5 percent duty cycle), or flashed at a fast rate (1 Hertz, 50 percent duty cycle). The IC will turn ON the security indicator for the following reasons:

- **VTSS Indication** - During the 16 second VTSS arming function, the BCM will flash the security indicator ON and OFF repeatedly at a steady, fast rate to indicate that the VTSS is in the process of arming. Following successful VTSS arming, the BCM flashes the security indicator ON and OFF continuously at a slower rate to indicate that the VTSS is armed. The security indicator continues flashing at the slower rate until the VTSS is disarmed or triggered. If the VTSS has alarmed and rearmed, the BCM will flash the security indicator at a steady, slow rate for about 30 seconds after the VTSS is disarmed.
- **SKIS Indicator Lamp-On Message** - Each time the BCM receives an electronic **SKIS indicator lamp-ON** message from the RF hub, the security indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the RF hub message. The indicator remains illuminated solid or continues to flash until the BCM receives a lamp-OFF message from the RF hub, or until the ignition switch status transitions to OFF, whichever occurs first. For more information on the SKIS and the security indicator control parameters, (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Operation) .
- **SKIS Textual Message** - When the RF hub detects certain monitored conditions or is placed in the programming mode it will send electronic messages requesting the IC display textual messages, and the appropriate textual message or combination of messages is illuminated in the electronic display unit. **PROGRAMMING ACTIVE**, **NEW KEY PROGRAMMED**, **REMOTE KEY BATTERY LOW** and **SERVICE SECURITY KEY** messages appear individually, while a **KEY NOT PROGRAMMED** message is followed by either a **DAMAGED KEY**, **INVALID KEY** or **EXCEEDED KEY PROGRAM LIMIT** message and an **INVALID KEY** message is followed by a **TRY ALTERNATE KEY** message. The textual messages related to key programming are active only on vehicles sold in markets where customer programming is an available feature of the SKIS.
- **Communication Error** - If the BCM receives no lamp-ON or lamp-OFF messages from the RF hub for 10 consecutive message cycles, the security indicator is illuminated by the BCM. The indicator remains controlled and illuminated by the BCM until a valid lamp-ON or lamp-OFF message is received from the RF hub.

The BCM circuitry controls the security indicator whenever the ignition switch status is OFF and the VTSS is arming, armed, or alarming. Whenever the ignition switch status is ON or START, RF hub performs a self-test to decide whether the SKIS is in good operating condition and whether a valid key is present within the vehicle. The RF hub then sends the proper lamp-ON or lamp-OFF message to the BCM. If the BCM flashes the security indicator when the ignition switch transitions to ON, or turns ON the security indicator solid after the bulb test, it indicates that a SKIS malfunction has occurred or that the SKIS is ineffective.

For proper diagnosis of the VTSS, the SKIS, the BCM, the RF hub, the IC, the CAN data bus or the electronic communication related to security indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SERVICE COLUMN LOCK INDICATOR

The service column lock indicator gives an indication to the vehicle operator when the RF hub has recorded a DTC for a steering column shaft lock module circuit or component malfunction. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received by the IC from the RF hub over the CAN data bus.

The service column lock indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the service column lock indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the service column lock indicator for the following reasons:

- **Service Column Lock Indicator Lamp-On Message** - Each time the IC receives an electronic **service column lock indicator lamp-ON** message from the RF hub, the service column lock indicator will be illuminated. The indicator remains illuminated for about five seconds, until the IC receives a lamp-OFF message from the RF hub, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

The RF hub continually monitors the steering column shaft lock module circuits and components to determine the condition of the system. The RF hub then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the shaft lock module, the RF hub, the IC, the CAN data bus or the electronic communication related to service column lock indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TRACTION CONTROL INDICATOR

The traction control indicator gives an indication to the vehicle operator when the ESC/BAS/Traction Control System (TCS) has been activated. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received by the IC from the CAB over the CAN data bus. The IC will illuminate the traction control indicator for about four seconds as a bulb test each time the ignition switch status transitions to ON.

The traction control indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The indicator only illuminates when it is provided a path to ground by the IC circuitry. The IC will turn ON the traction control indicator for the following reasons:

- **Traction Control Indicator Lamp-On Message** - Each time the IC receives an electronic **traction control indicator lamp-ON** message from the CAB indicating that the ESC/BAS/TCS has been activated, the traction control indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the CAB message. The indicator remains illuminated solid or continues to flash until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.

The CAB continually monitors the traction control switch to determine the proper outputs to the components of the Antilock Brake System (ABS). The CAB then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the traction control switch, the ESC/BAS/TCS, the CAB, the IC, the CAN data bus or the electronic communication related to traction control indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TRANSMISSION TEMPERATURE INDICATOR

The transmission over-temperature indicator gives an indication to the vehicle operator when the transmission fluid temperature is excessive, which may lead to accelerated transmission component wear or failure. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the TCM.

The transmission over-temperature indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the transmission over-temperature indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the transmission over-temperature indicator for the following reasons:

- **Trans Over-Temp Indicator Lamp-On Message** - Each time the IC receives an electronic **trans over-temp indicator lamp-ON** message from the TCM indicating that the fluid temperature is too high, the transmission over-temperature indicator will be illuminated and a single chime tone is sounded. The indicator remains illuminated for about five seconds, until the IC receives a lamp-OFF message from the TCM, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the indicator is cycled OFF and then ON again by the appropriate lamp-ON and lamp-OFF messages from the TCM.

The TCM continually monitors the transmission temperature sensor to determine the transmission operating condition. The TCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC illuminates the transmission over-temperature indicator due to a high transmission oil temperature condition, it may indicate that the transmission or the transmission cooling system are being overloaded or that they require service.

For proper diagnosis of the transmission temperature sensor, the TCM, the IC, the CAN data bus or the electronic communication related to transmission over-temperature indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TURN SIGNAL INDICATORS

The turn signal indicators give an indication to the vehicle operator that the turn signal (left or right indicator flashing) or hazard warning (both left and right indicators flashing) have been selected and are operating. These indicators are controlled by transistors on the IC cluster electronic circuit board based upon cluster programming and electronic messages received from the BCM over the CAN data bus.

Each turn signal indicator Light Emitting Diode (LED) unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, each LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the turn signal indicators for the following reasons:

- **Turn Signal Indicator Lamp-On Message** - Each time the IC receives an electronic **right** or **left turn signal indicator lamp-On** message from the BCM over the CAN data bus, the appropriate turn signal indicator will be flashed on and off. The BCM messages to the IC also control the flash rate of the turn signal indicators, as well as the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional turn signal flasher. The turn signal indicators continue to flash on and off until the IC receives a lamp-OFF message from the BCM, or until the ignition switch status transitions to OFF, whichever occurs first.
- **Hazard Warning Indicator Lamp-On Message** - Each time the IC receives an electronic **hazard warning indicator lamp-On** message from the BCM over the CAN data bus, both turn signal indicators will be flashed on and off. The BCM messages to the IC also control the flash rate of the turn signal indicators, as well as the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional hazard warning flasher. The turn signal indicators continue to flash on and off until the IC receives a lamp-OFF message from the BCM.
- **Turn Signal-On Textual Warning Message** - When the BCM detects that a turn signal has been active continuously for 1.6 kilometers (1 mile) with the vehicle speed greater than 22 kilometers-per-hour (15 miles-per hour) a **TURN SIGNAL ON** textual message and flashing right or left turn signal icon will appear within the IC electronic display unit and a chime tone will be sounded.
- **Lamp Out Mode** - If the BCM detects an ineffective turn signal lamp or circuit, it increases the flash rate for the remaining operative turn signals and sends an electronic message to the IC. The IC then increases the flash rate of the turn signal indicators and the click rate of the electromechanical relay to provide an indication of the problem to the vehicle operator.

The IC continually monitors electronic messages from the BCM to determine the proper turn signal and hazard warning indicator operation.

For proper diagnosis of the turn signal and hazard warning system, the multi-function switch, the BCM, the IC, the CAN data bus or the electronic communication related

to turn signal indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WAIT-TO-START INDICATOR

The wait-to-start indicator gives an indication to the vehicle operator when the diesel engine is too cool for efficient and reliable engine starting, and the engine glow plugs are energized in their preheat operating mode. This indicator is controlled by a transistor on the IC electronic circuit board based upon programming and electronic messages received by the IC from the ECM over the CAN data bus.

The wait-to-start indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The icon only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the wait-to-start indicator for the following reasons:

- **Wait-To-Start Indicator Lamp-On Message** - Each time the IC receives an electronic **wait-to-start indicator lamp-ON** message from the ECM indicating that the air temperature is too cool for efficient and reliable engine starting and the glow plugs are energized in their preheat mode, the wait-to-start indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ECM, until the ECM detects that the engine is running, or until the ignition switch status transitions to OFF, whichever occurs first.

The ECM continually monitors the glow plug control circuits to determine when they are energized in their preheat operating mode. The ECM then sends the proper lamp-ON or lamp-OFF message to the IC. For proper diagnosis of the wait-to-start indicator, the ECM, the IC, the CAN data bus or the electronic communication related to wait-to-start indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WASHER FLUID INDICATOR

The washer fluid indicator gives an indication to the vehicle operator that the fluid level in the washer reservoir is low. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received from the BCM over the CAN data bus.

The washer fluid indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the washer fluid indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the washer fluid indicator for the following reasons:

- **Washer Fluid Indicator Lamp-On Message** - Each time the IC receives an electronic **washer fluid indicator lamp-ON** message from the BCM indicating that a low washer fluid condition has been detected for 60 consecutive seconds, the washer fluid indicator is illuminated and a single chime tone is sounded. The indicator remains illuminated until the IC receives lamp-OFF messages for 60 consecutive seconds from the BCM, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the washer fluid indicator is cycled OFF and then ON again by the appropriate lamp-ON and lamp-OFF messages from the BCM.

The BCM continually monitors the washer fluid level switch in the washer reservoir to determine the level of the washer fluid. The BCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the washer fluid level switch, the BCM, the IC, the CAN data bus or the electronic communication related to washer fluid indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WATER-IN-FUEL INDICATOR

The water-in-fuel indicator gives an indication to the vehicle operator when there is excessive water in the fuel system. This indicator is controlled by the IC based upon programming and electronic messages received from the ECM over the Controller Area Network (CAN) data bus.

The water-in-fuel indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The icon only illuminates when it is provided a path to ground by the IC transistor. Each time the ignition switch status transitions to ON the water-in-fuel indicator is illuminated for about two seconds as a bulb test. The water-in-fuel indicator will be turned ON for the following reasons:

- **Water-In-Fuel Indicator Lamp-On Message** - Each time the IC receives an electronic **water-in-fuel lamp-ON** message from the ECM indicating that there is excessive water in the diesel fuel system, the water-in-fuel indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ECM, or until the ignition switch status transitions to OFF, whichever occurs first.

The ECM continually monitors the water-in-fuel sensor to determine whether there is excessive water in the diesel fuel system. The ECM then sends the proper lamp-ON or lamp-OFF message to the IC. For proper diagnosis of the water-in-fuel operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microprocessor-based Instrument Cluster (IC) hardware and software uses various inputs to control the gauges and indicators visible on the face of the IC. The Vehicle Theft Alarm (VTA) lamp input is hard wired, the remaining inputs are in the form of electronic messages that are transmitted by other electronic modules over the Controller Area Network (CAN) data bus. (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION - Operation) .

The IC may also produce audible warnings for other electronic modules in the vehicle based upon electronic **tone request** messages received over the CAN data bus. Each audible warning is intended to provide the vehicle operator with an audible alert to supplement a visual indication.

The IC circuitry operates on battery current received through a non-switched fused B(+) circuit and on battery current received through a fused ignition output (run-start) circuit. This arrangement allows the IC to provide some features regardless of the ignition switch status, while other features will operate only when the status of the ignition switch is ON or START. The circuitry is grounded through a ground circuit of the instrument panel wire harness.

The IC also has a self-diagnostic test capability that tests each of the CAN bus message-controlled functions of the IC. This test illuminates the appropriate indicators, positions the gauge needles at several predetermined calibration points across the gauge faces and illuminates all segments of the EVIC TFT display. The EVIC will display the hardware/software version, and the CAN Vehicle Maintenance Monitor (VMM) used in the IC. (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) .

THIN FILM TRANSISTOR DISPLAY

The Thin Film Transistor (TFT) display unit is integrated into and soldered onto the IC electronic circuit board. With the status of the ignition switch OFF or ACCESSORY, the TFT display is activated when the driver door is opened (Rental Car mode) and deactivated when the driver door is closed. Otherwise, the display unit is active when the ignition switch status is ON or START, and inactive when the ignition switch status is OFF or ACCESSORY.

The IC TFT display unit has several display capabilities. The TFT unit displays odometer, trip odometer, gear selector indication (PRNDL) for models with an automatic transmission, several warning or reminder indications and various diagnostic information when certain fault conditions exist. The push buttons in the EVIC switch pod on the left horizontal spoke of the steering wheel are used to control some of the display modes of the TFT. (Refer to 08 - Electrical/8M - Message Systems/Message Center/CENTER, Electronic Vehicle Information - Operation) .

CLUSTER ILLUMINATION

Instrument Cluster (IC) general illumination lighting is supplied by several Light Emitting Diode (LED) units controlled by the IC, and are illuminated at full intensity anytime the ignition switch status is ON or RUN. The illumination intensity of these lamps can be adjusted only when the vehicle exterior lighting is turned ON by rotating the panel lamps dimmer thumbwheel of the dimmer module (down to dim, up to brighten). The IC monitors a CAN bus input from the Body Control Module (BCM) to determine illumination intensity.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

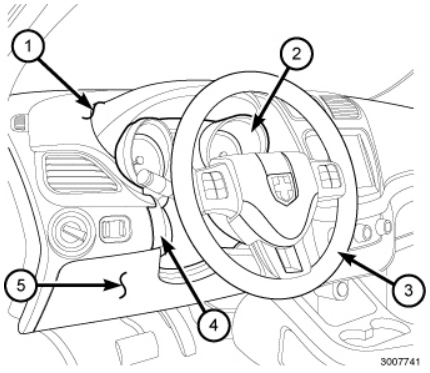
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **If replacing the cluster, take note of the mileage before disconnecting the battery, so the replacement cluster can be programmed with the correct mileage.**

CLUSTER ASSEMBLY

1. Disconnect and isolate the negative battery cable.
2. Remove the kneeblocker (Refer to 23 - Body/Instrument Panel/KNEEBLOCKER/Removal) .
3. Position the steering column assembly to its lowest position.
4. Using a trim tool, release the clips and position the steering column seal (4) back.
5. Remove the two lower fasteners that secure the instrument cluster (2) assembly to the instrument panel.
6. Pull the top of the instrument cluster back to release the to upper retaining clips.
7. Disconnect the instrument cluster wire harness connector from the back of the cluster housing.
8. Remove the instrument cluster from the vehicle.



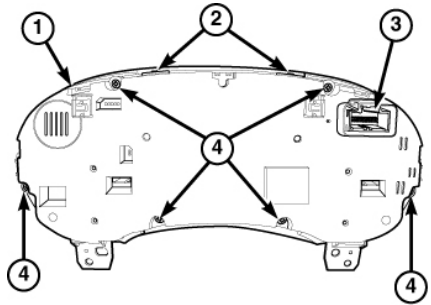
CLUSTER MASK, HOOD AND LENS

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument cluster from the instrument panel.
3. Remove the six screw (4) that secure the hood and mask to the cluster housing (1).
4. Working around the perimeter of the cluster housing, disengage the integrated latches (2) that secure the cluster mask to the cluster housing.

5. Remove the cluster mask from the face of the instrument cluster.

NOTE: The lens assemblies for this vehicle can be serviced separately from side to side.

6. To remove the lens and hood assemblies, disengage the integrated latches that secure the assembly to the cluster housing, and remove.



3007762

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - ENHANCED SEATBELT REMINDER PROGRAMMING

The seatbelt indicator also includes a programmable enhanced seatbelt reminder or “BeltAlert®” feature that is enabled when the vehicle is shipped from the factory. This BeltAlert® feature provides extended, and modified visual seatbelt indicator, and audible chime warning responses to an unbuckled driver, or front passenger seat belt. For front passenger seats equipped with the BeltAlert® feature, the warning system may be triggered when an animal or heavy object is on the front passenger seat, or when the seat is folded flat (if equipped). The beltminder feature may be disabled or enabled by the customer using the programming sequence that follows, or by the dealer using a diagnostic scan tool. The following sequence of events must occur within sixty (60) seconds of the ignition switch being placed in the On position in order for the programming to be completed successfully.

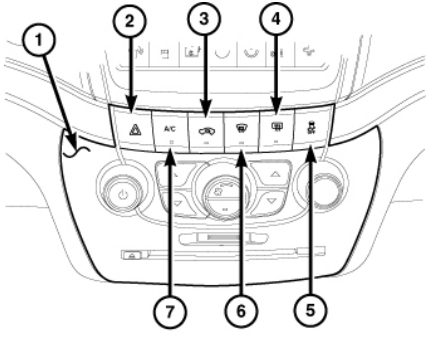
1. With the ignition switch in any position except On or Start, buckle the driver side front seat belt.
2. Turn the ignition switch to the On position and wait for the seatbelt indicator reminder function to conclude (about six seconds).
3. Unbuckle and buckle the driver side front seat belt three or more times, ending with the belt buckled.
4. Turn the ignition switch to any position except On or Start to toggle the BeltAlert® feature from its current setting (from active to inactive, or from inactive to active). A single chime tone will provide an audible confirmation that the programming sequence has been successfully completed.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Accessory Switch Bank Module (ASBM) for this vehicle is located in the center stack area of the instrument panel. The accessory switch back, the a/c and heater controls, and the radio hard controls are a complete unit and only serviced as such. These switches vary from a single momentary push button switch, to momentary push button switches; depending on the equipment or systems they support. The unit includes the following switches:



- **Hazard Warning Switch (1)**
- **A/C On/Off switch (2)**
- **Windshield defroster On/Off switch (3)**
- **Rear Defroster On/Off switch (4)**
- **Electronic Stability Control Off (5)**

The switch housing and the push buttons are constructed of molded plastic. Each push button has a smooth finish and is clearly identified with the appropriate text and International Control and Display Symbol icons. Several of the push buttons feature Light Emitting Diode (LED) units to give the vehicle operator an indication when the function of that switch is currently active.

Panel lamps dimmer controlled illumination lamps integral to the circuit board within the switch provide back lighting for visibility at night, but these lamps are not serviceable. The individual switches in the switch bank cannot be repaired and are not serviced individually. If any component within the switch bank is ineffective or damaged, the complete assembly must be replaced.

2014 Dodge JC - DODGE JOURNEY

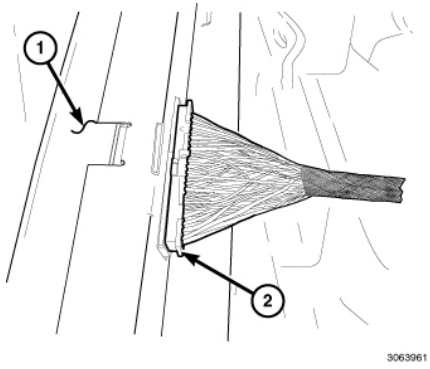
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

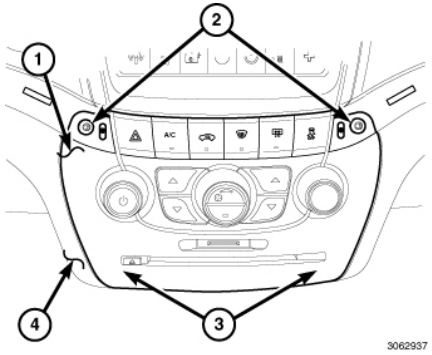
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Position the switch-bank assembly in place.
2. Connect the electrical connector (2) to the back of the switch-bank assembly (1).



3. Position the switch-bank in the IP and press evenly the engage the two lower clips (3).
4. Install, and tighten the two screws (2) that secure the switch-bank (1) to the IP (4).
5. Install the IP trim to the left of the switch bank.
6. Install the instrument panel (IP) right side duct outlet, (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Installation) .
7. Connect the negative battery cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

For information covering details of operation for the individual switches or indicator contained within the instrument panel switch bank, refer to the specific service information covering the system to which that switch or indicator belongs.

- **Air Conditioning control Switches** (all models) - (Refer to 24 - Heating and Air Conditioning/Controls/CONTROL, A/C and Heater - Description) .
- **Front and Rear Defroster Control switches** (all models) - (Refer to 24 - Heating and Air Conditioning/Controls/CONTROL, A/C and Heater - Description)
- **Electronic Stability Control (ESC) On/Off** - (Refer to 05 - Brakes - Description) .
- **Hazard Switch** (all models) - (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Hazard Warning - Description) .

2014 Dodge JC - DODGE JOURNEY

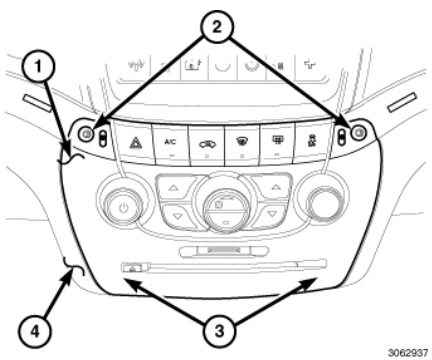
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

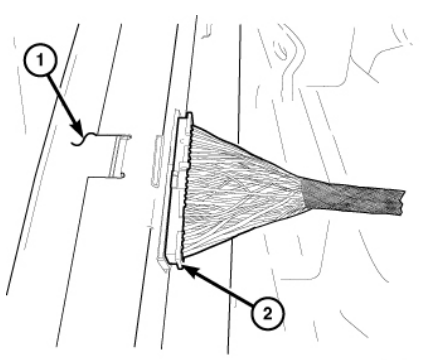
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument panel (IP) right side duct outlet, (Refer to 24 - Heating and Air Conditioning/Distribution/OUTLET, Air - Removal) .
3. Remove the IP trim to the left of the switch bank.
4. Remove the two screws (2) that secure the switch-bank (1) to the IP (4).



5. Using a trim stick, pry the switch-bank away from the IP and release the two lower clips (3).
6. Disconnect the electrical connector (2) from the back of the switch-bank assembly (1), (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Removal) .
7. Remove the switch-bank assembly from the vehicle.

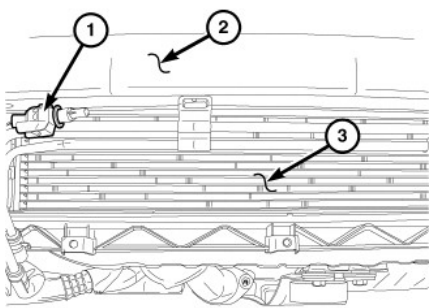


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

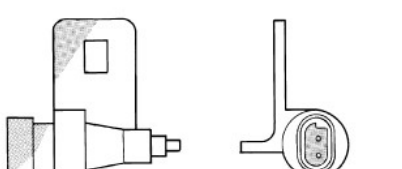
DESCRIPTION

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



81a58fa7

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


938C-10

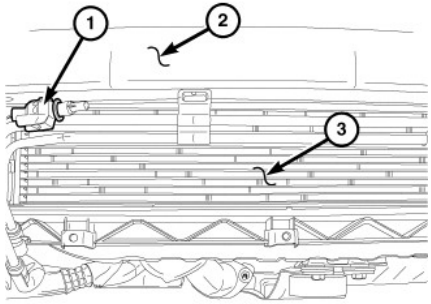
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

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



81a58fa7

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The ambient temperature sensor is a variable resistor that operates on a five-volt reference signal. The resistance in the sensor changes as temperature changes, changing the temperature sensor signal circuit voltage to the Body Control Module (BCM) (also known as the Common Body Controller/CBC). Based upon the resistance in the sensor, the BCM sends electronic **outside ambient temperature** messages over the Controller Area Network (CAN) data bus for use by other electronic modules in the vehicle. The Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) Electronic Vehicle Information Center (EVIC) display receives and reads the electronic messages from the BCM, then displays the proper ambient temperature.

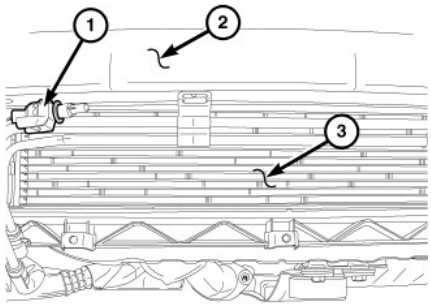
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

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



81a58fa7

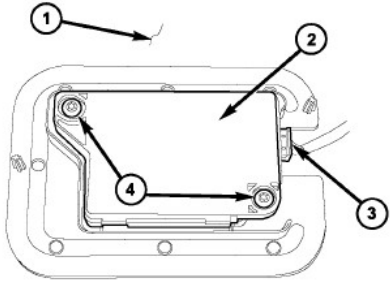
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Remote Compass Module (RCM) (2) is a separate stand alone module mounted to the top side of the headliner (1) at the left rear of the vehicle. The RCM can be accessed by removing both quarter trim panels and the headliner molding, then carefully lowering the rear of the headliner at the D-pillar area.

If the compass position sensor (Remote Compass Module) is inoperative and requires replacement, (Refer to 08 - Electrical/8M - Message Systems/Message Center/MODULE, Compass - Removal) .



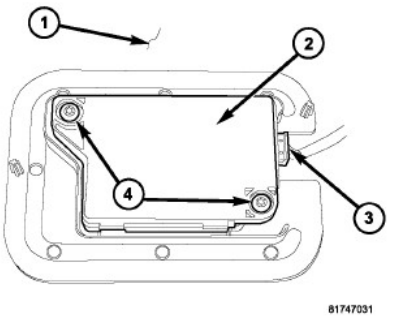
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the Remote Compass Module (RCM) (2) into the bracket on the upper side of the headliner (1).
2. Install the RCM fasteners (4).
3. Connect the electrical connector (3).
4. Install the headliner assembly, (Refer to 23 - Body/Interior/HEADLINER - Installation) .
5. Connect the negative battery cable.
6. Perform the Compass Variance Adjustment, (Refer to 08 - Electrical/8M - Message Systems/Message Center/MODULE, Compass - Standard Procedure) .
7. Perform the Manual Compass Calibration, (Refer to 08 - Electrical/8M - Message Systems/Message Center/MODULE, Compass - Standard Procedure) .
8. Verify proper compass operation.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

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

The Compass Temperature Display system is comprised of several different components that communicate over the Controller Area Network (CAN) and Local Interface Network (LIN) Data Bus circuits. If the system is inoperative a scan tool and the appropriate diagnostic information must be used to diagnose the system and related data buses.

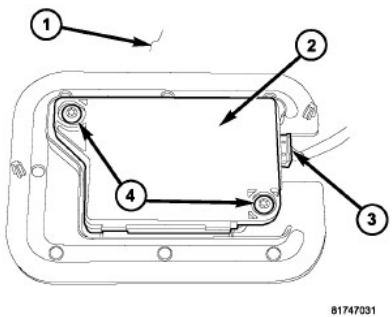
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.
2. Partially remove the headliner (1) to gain access to the Remote Compass Module (RCM) (2). (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. Disconnect the RCM electrical connector (3).
4. Remove the RCM fasteners (4).
5. Remove the RCM (2) from the vehicle.



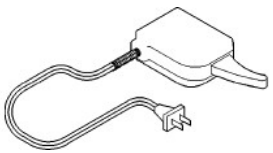
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

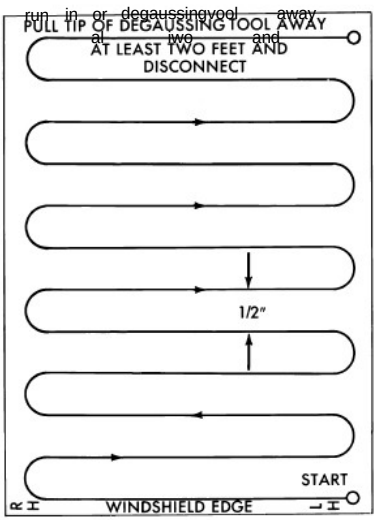
COMPASS DEMAGNETIZING

Special Tools: Click to display a list of tools used in this procedure

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



Demagnetize the roof panel as follows:



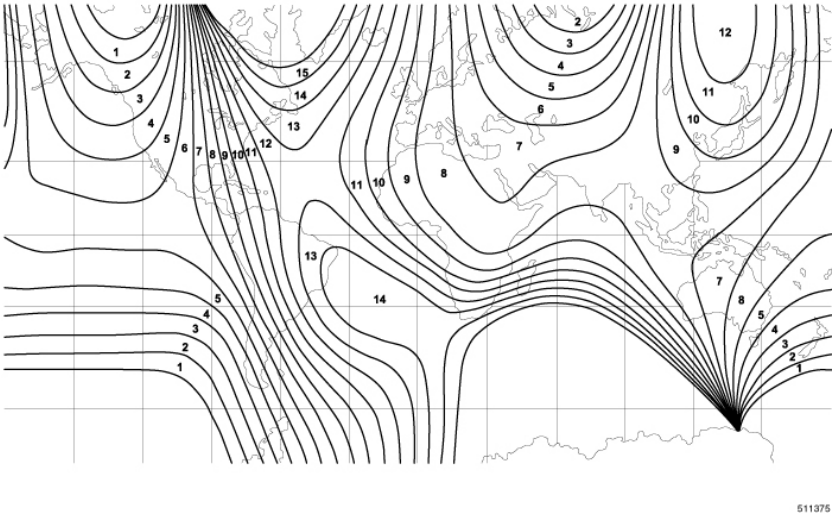
J908E-27

1. Be certain that the ignition switch is in the Off position, before you begin the demagnetizing procedure.
2. Place a piece of paper approximately 22 by 28 centimeters (8.5 by 11 inches), oriented on the vehicle lengthwise from front to rear, on the exterior surface of the roof panel at the left D-pillar in the area of the compass module. The purpose of the paper is to protect the roof panel from scratches, and to define the area to be demagnetized.
3. Connect the degaussing tool to an electrical outlet, while keeping the tool at least 61 centimeters (2 feet) away from the compass unit.
4. Slowly approach the center line of the roof panel at the windshield header, with the degaussing tool connected.
5. Contact the roof panel with the plastic coated tip of the degaussing tool. Be sure that the template is in place to avoid scratching the roof panel. Using a slow, back-and-forth sweeping motion, and allowing 13 millimeters (0.50 inch) between passes, move the tool at least 11 centimeters (4 inches) to each side of the roof center line, and 28 centimeters (11 inches) back from the windshield header.
6. With the degaussing tool still energized, slowly back it away from the roof panel. When the tip of the tool is at least 61 centimeters (2 feet) from the roof panel, disconnect the tool.
7. Calibrate the compass and adjust the compass variance. (Refer to 08 - Electrical/8M - Message Systems/Message Center/MODULE, Compass - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

COMPASS VARIANCE ADJUSTMENT



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

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

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

Set the compass variance manually as follows:

1. Using the Variance Settings Map, find your geographic location and note the zone number.
2. Turn the ignition switch to the ON/RUN position.
3. Using the U-Connect Touch ™ screen, select **SETTINGS** either from the hard controls on the side of the screen, or from the menu selections at the bottom of the screen, depending on model.
4. Scroll through the menu, and select **COMPASS VARIANCE**.

5. Once selected, toggle through the zone numbers (1-15), until the zone number for your geographic location appears in the display. The zone number will set automatically.

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

6. Press the **BACK** button to return to the main menu.

7. Confirm that the correct direction is now indicated by the compass.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

MANUAL COMPASS CALIBRATION

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

NOTE: Confirmation that the proper variance zone is programmed, is recommended whenever manual compass calibration is performed, (Refer to 08 - Electrical/8M - Message Systems/Message Center/MODULE, Compass - Standard Procedure) for the appropriate procedure.

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

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

NOTE: If the compass display indicates an inaccurate compass heading or the display is locked up, the RCM (if equipped) may be inoperative and require replacement.

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

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

Calibrate the compass manually as follows:

1. Start the engine but leave the vehicle in “PARK” .
2. Using the U-Connect Touch ™ screen, select **SETTINGS** either from the hard controls on the sides of the screen, or from the menu selections at the bottom of the screen, depending on model.
3. Scroll through the menu, and select **CALIBRATE COMPASS**.
4. Select **ON** , the “CAL” symbol will come on solid in the EVIC display next to the compass direction that is displayed.

5. Slowly drive the vehicle on a level surface away from large metal objects, and power lines. Drive the vehicle through two or more**complete** circles, not exceeding 8 km/h (5 mph). The “CAL” message will disappear from the display to indicate successful compass calibration.

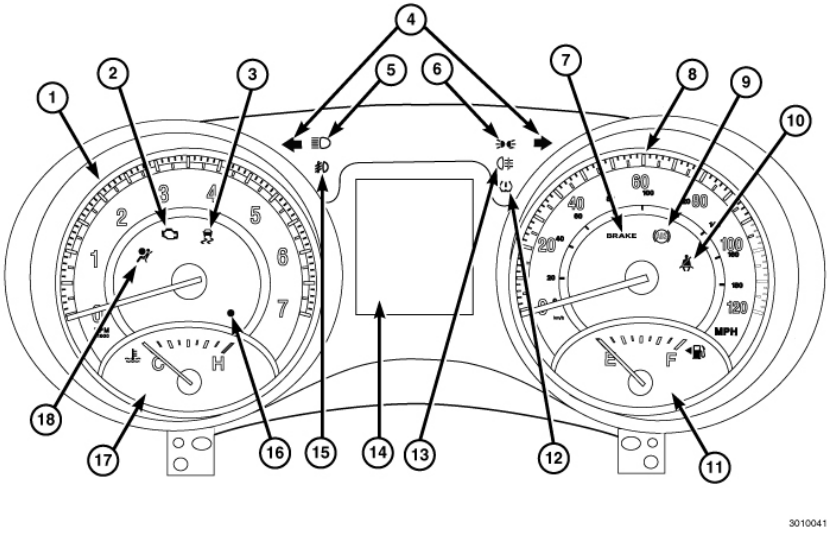
6. Confirm that the correct direction is now indicated by the compass.

7. Press the **BACK** button to return to the main menu.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The Electronic Vehicle Information Center (EVIC) features a driver-interactive display (14). The display is a Thin Film Transistor (TFT) type of Liquid Crystal Display (LCD), and is located directly in the center of the Instrument Cluster (IC) between the two gauge pods.

The EVIC displays many textual messages for vehicle systems support as well as your more common vehicle features, and options. These features and options include: Odometer (ODO), Trip A and Trip B odometer readouts, PRNDL, and compass heading, and ambient temperature readouts. The EVIC function buttons; located on the left spoke of the steering wheel can be used to scroll through the different features.

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

- Instrument Cluster (IC)
- Ambient Temperature Sensor
- Remote Compass Module (RCM)
- Body Control Module (BCM)
- Controller Area Network (CAN) Data Bus
- Local Interface Network (LIN) Data Bus

The EVIC display is part of the Instrument Cluster assembly and is not serviced as a separate component. If the display is inoperative the complete Instrument Cluster assembly must be replaced, (Refer to 08 - Electrical/8J - Instrument Cluster - Removal) .

2014 Dodge JC - DODGE JOURNEY

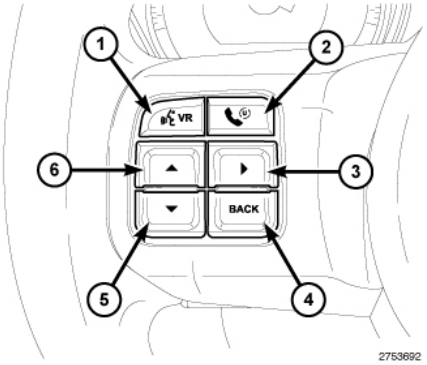
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

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

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

The EVIC function buttons are used to operate the different functions of the EVIC system. Pressing and releasing the **MENU** buttons (5 & 6) allows the driver to scroll though and select the Compass/Temperature, Trip Computer, Personal Settings or System Status functions. The **STEP** button (3) allows the selection of setting or resetting of the function currently displayed at that time. Pressing and releasing the **BACK** button (4) will cause the EVIC to return to the main menu.



EVIC DISPLAY MODES

SYSTEM STATUS MODE

Displays warnings and user interaction messages. Initial warnings will be displayed accompanied by a series of audible beeps. Critical text warnings will be displayed until the failure is corrected. Non-critical text warnings will be displayed for 60 seconds. The driver can scroll to view multiple messages by using the menu buttons.

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

- **Cal** - if equipped with a compass module and without the optional navigation system.
- **Coolant Low** - accompanied by a single chime.
- **Exhaust Service Required - See Dealer Now** - Diesel models only.
- **Exhaust System - Regeneration Required Now** - Diesel models only.
- **Key In Ignition** - accompanied by a single chime.
- **Left Front Turn Signal Lamp Out** - accompanied by a single chime.
- **Left Rear Turn Signal Lamp Out** - accompanied by a single chime.
- **Lights On** - accompanied by a single chime.
- **Low Fuel** - accompanied by a single chime.
- **Low Washer Fluid** - accompanied by a single chime.
- **Oil Change Required** - accompanied by a single chime.
- **Press Brake Pedal And Push Button To Start** - if equipped with Keyless Go (KG) and an automatic transmission.
- **Press Clutch Pedal And Push Button To Start** - if equipped with Keyless Go (KG) and a manual transmission.
- **Remote Keyless Entry (RKE) Battery Low** - accompanied by a single chime.
- **Right Front Turn Signal Lamp Out** - accompanied by a single chime.
- **Right Rear Turn Signal Lamp Out** - accompanied by a single chime.
- **Turn Signal On** - accompanied by a continuous warning chime if the vehicle is driven more than 1.6 kilometers (1 mile) with either turn signal ON.

COMPASS/TEMPERATURE/TRIP COMPUTER

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

Press and release the **MENU** button until one of the following trip functions displays in the EVIC:

- **Fuel Economy**
- **Trip Info**
- **Vehicle Speed**

Press the **STEP** button to cycle through all of the trip computer functions.

The trip functions mode displays the following information:

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

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

2014 Dodge JC - DODGE JOURNEY

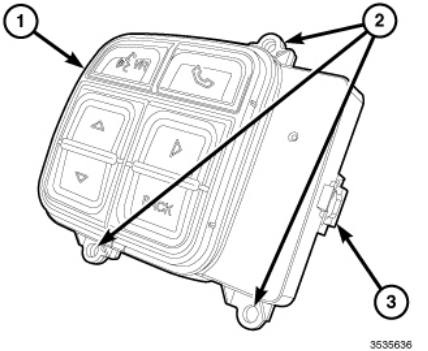
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Electronic Vehicle Information Center (EVIC) control switch pod (1) is located in the left horizontal spoke of the steering wheel spoke bezel. This switch has up to six push buttons. Four of the push buttons are used on all vehicles equipped with the EVIC. Two additional push buttons are found on vehicles equipped with the optional Uconnect™ Hands-Free Communication System. The only visible components of the switch pod are the switch push buttons and a decorative bezel around the push buttons, which stands slightly proud of the steering wheel spoke bezel. The remainder of the switch pod including its mounting provisions (2) and its electrical connection (3) are concealed beneath the spoke bezel.

The switch pod housing and push buttons are constructed of molded plastic. Each of the push buttons has white International Control and Display Symbol graphics or text applied to it, which clearly identify the function of each push button. The switch pod is secured through three integral mounting tabs to mounting bosses on the back of the spoke bezel by three screws. A connector receptacle integral to the inboard end of the switch housing connects the EVIC switch pod to the Local Interface Network (LIN) slave node circuitry integral to the cruise control switch pod and to the vehicle electrical system through a dedicated take out and connector of the steering wheel wire harness.

The EVIC control switch pod cannot be adjusted or repaired. If any function of the switch is ineffective or damaged, the entire switch pod unit must be replaced.



2014 Dodge JC - DODGE JOURNEY

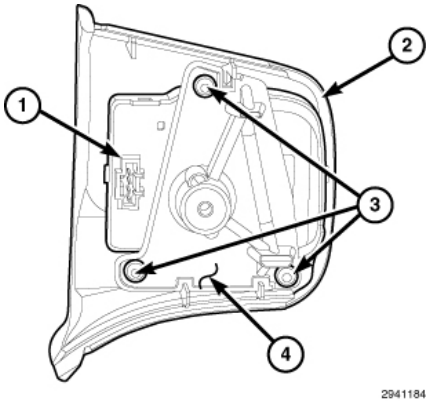
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

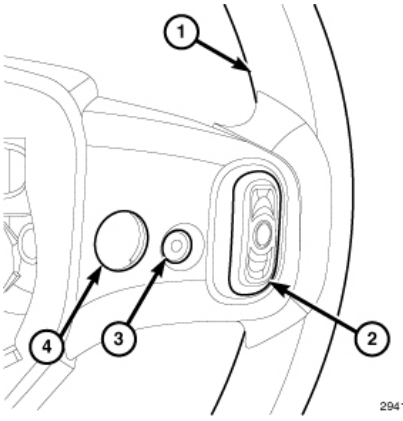
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Position the switch pod and the mounting adapter plate (4) to the back of the front bezel.
2. Install and tighten the screws (3) that secure the mounting adapter plate and the switch to the bezel.
3. Position the spoke bezel assembly close enough to the steering wheel and connect the electrical connector.
4. Engage the lip on the inboard side of the bezel under the edge of the driver airbag trim cover.
5. Position the spoke bezel, mounting adapter plate and pod as a unit to the steering wheel. Be certain that the steering wheel wire harness is not pinched.
6. From the back of the steering wheel (1), install and tighten the screw (3) that secures the bezel assembly to the steering wheel spoke.
7. Connect the battery negative cable.



2941184



2941198

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Electronic Vehicle Information Center (EVIC) control switch pod is a resistor multiplexed unit that receives source current from and provides hard wired inputs to the Local Interface Network (LIN) slave node integral to the speed control switch pod in the right spoke of the steering wheel spoke bezel. The LIN slave node communicates the switch states of the EVIC control switch pod, the remote radio switches, the horn switch and the heated steering wheel sensor (if equipped) over the LIN data bus to the LIN master node integral to the Steering Angle Sensor (SAS) on the back of the clockspring case. The SAS is also a gateway to the Controller Area Network (CAN) data bus.

The EVIC control switch pod contains four push buttons whose functions are:

- **Back** - Pressing and releasing the Back push button returns you to the previous sub menu or main menu.
- **Down Arrow** - Pressing and releasing the Down Arrow push button allows the operator to scroll downward through the various EVIC main menus and sub menus.
- **Right Arrow** - Pressing and releasing the Right Arrow (Select) push button allows the operator to navigate, select and reset items or settings in the currently displayed EVIC main menu or sub menu. Pressing and holding the Right Arrow (Select) push button for two seconds provides a global reset of all of those EVIC features that can be reset, whether currently displayed or not.
- **Up Arrow** - Pressing and releasing the Up Arrow push button allows the operator to scroll upward through the various EVIC main menus and sub menus.

For vehicles equipped with the Uconnect™ Hands-Free Communication System, the EVIC control switch pod contains two additional switch push buttons whose functions are:

- **VR (Voice Recognition)** - This switch button activates the Uconnect™ Voice Command system.
- **Phone** - This switch push button activates the Uconnect™ Hands-Free Phone system.

The LIN slave node circuitry of the speed control switch pod provides current for all of the switches and sensors on the rotating steering wheel as well as for the Light Emitting Diode (LED) back lighting of both the speed control and the EVIC control switch pods. The SAS continually monitors all of the hard wired speed control switch circuits as well as the LIN bus data. The SAS will store a Signal Not Available (SNA) code for any LIN bus input errors. The SAS also communicates with other electronic modules over the CAN data bus. Therefore, any SAS DTC information can be retrieved using a diagnostic scan tool connected to the Data Link Connector (DLC).

The analog resistor multiplexed circuits of the EVIC control switch pod as well as the hard wired circuits between the switch pod and the speed control switch pod may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the LIN slave or master nodes, the SAS or the electronic controls and communication between modules and other devices that provide some features of the EVIC system. The most reliable, efficient, and accurate means to diagnose the EVIC switch pod, the LIN slave or master nodes, the SAS or the electronic controls and communication related to EVIC system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

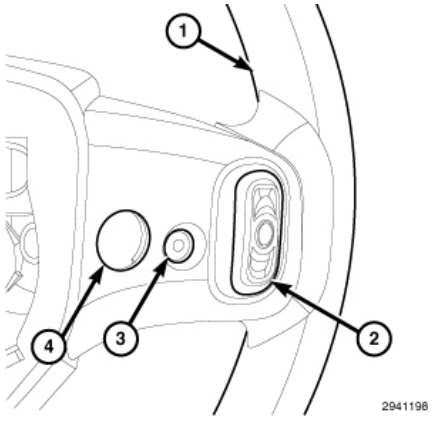
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

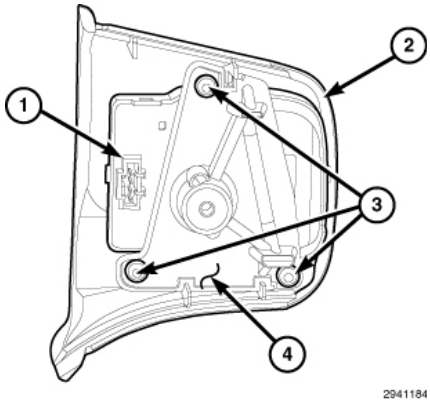
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the battery negative cable.
2. From the back of the steering wheel (1), access and remove the screw (3) that secures the left spoke front bezel to the steering wheel.
3. From the face of the steering wheel, pull the outboard side of the front spoke bezel up from the steering wheel far enough to disengage the lip on the inboard side of the bezel from under the edge of the driver airbag trim cover.



4. Pull the front spoke bezel (2) away from the steering wheel far enough to access and disconnect the electrical connector from the receptacle (1).
5. From the back of the bezel, remove the three screws (3) that secure the mounting adapter plate (4) to the bezel.
6. Remove the mounting adapter plate and switch from the bezel.

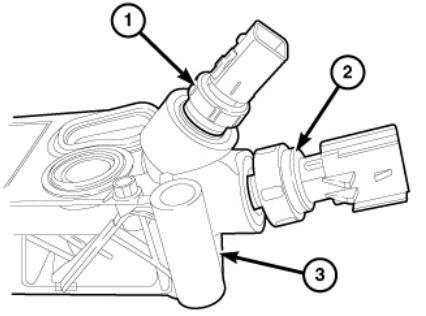


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The oil pressure sensor (2) is located on the oil filter housing (3). The oil pressure sensor is a three wire sensor with a tapered threaded sensor port. The sensor port is mounted to the oil filter housing through an access hole. A thread lock patch seals the oil pressure sensor to the oil filter housing.



2710795

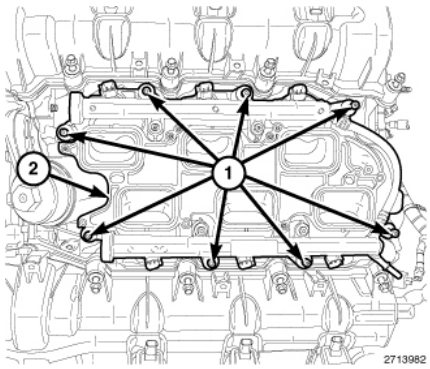
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

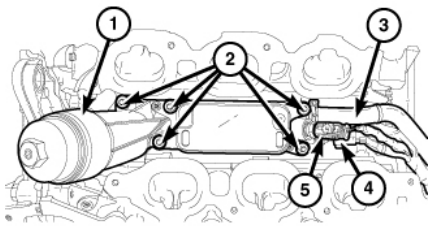
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

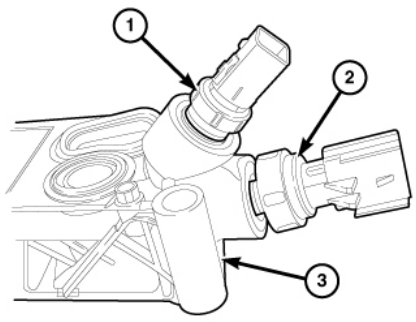
1. Release fuel system pressure (Refer to 14 - Fuel System/Fuel Delivery - Standard Procedure) .
2. Disconnect and isolate the negative battery cable.
3. Remove the air inlet hose, upper intake manifold and lower intake manifold with the fuel injectors and fuel rail (2) (Refer to 09 - Engine/Manifolds/MANIFOLD, Intake - Removal) .



4. Disconnect the oil pressure sensor electrical connector (4).



5. Remove the oil pressure sensor (2) from the oil filter housing (3).



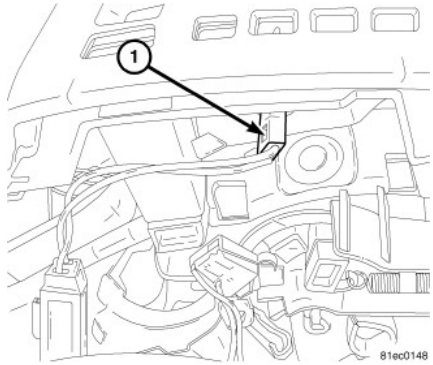
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**



1. Align the base of the bulb with the socket (1) on the side of the gear selector housing.
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening in the side of the gear selector housing.
4. Insert the bulb and socket into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reinstall the center floor console. (Refer to 23 - Body/Interior/CONSOLE, Center - Installation) .
7. Reconnect the battery negative cable.

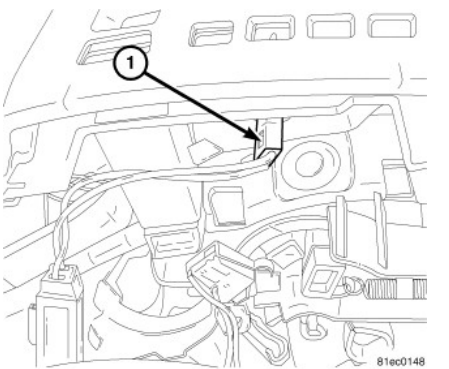
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate battery negative cable.
2. Remove the center floor console to access the gear selector unit. (Refer to 23 - Body/Interior /CONSOLE, Center - Removal) .
3. Firmly grasp the socket (1) on the side of the gear selector housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out from the keyed opening in the shifter housing.
5. Pull the base of the bulb straight out of the socket.



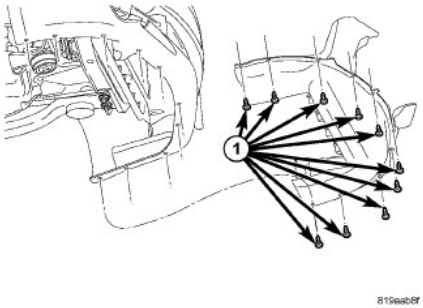
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

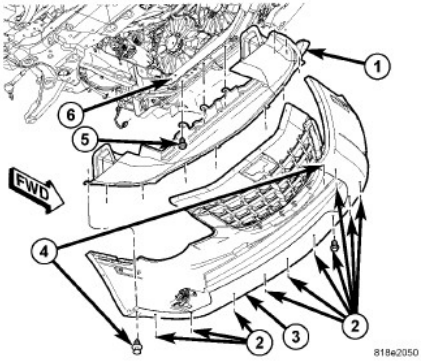
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front lower fascia.
2. Install the push pins (1) to lower closeout.



3. Install the fasteners (5) to lower closeout.



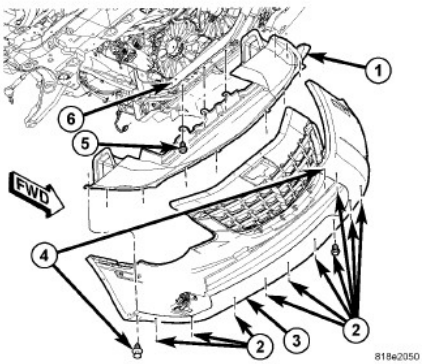
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

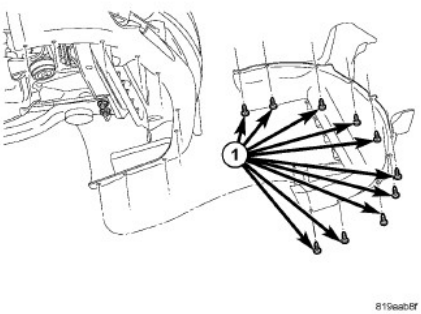
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove fasteners (5) to lower closeout.



2. Remove push pins (1) to lower closeout.
3. Remove the front lower fascia.



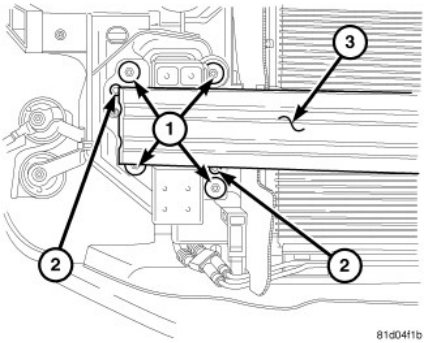
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

BUMPER REINFORCEMENT



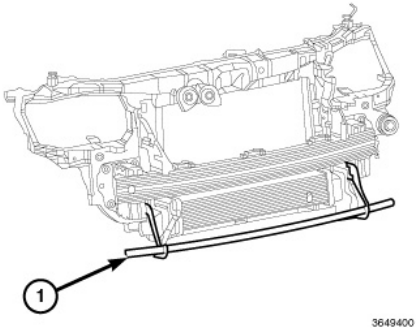
1. Position the bumper reinforcement (3) on vehicle.

NOTE: Use marks made previously to properly position bumper reinforcement

2. Install the larger bolts (1) attaching bumper reinforcement (3) to frame rail. Tighten bolts (1) to 28 Nm (21 ft. lbs.). Repeat on the opposite side.
3. Install the smaller bolts (2) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.
4. Install the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .

PEDESTRIAN PROTECTION REINFORCEMENT

NOTE: BUX vehicles only.

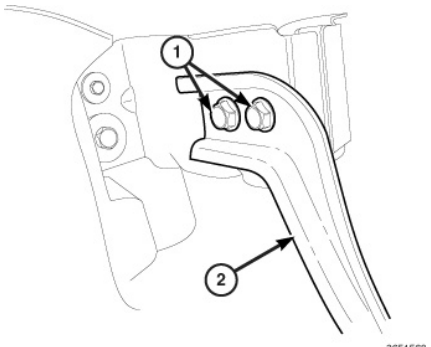


1. Position the pedestrian protection reinforcement (1) from the vehicle.
2. Loosely install the bolts (1) securing the pedestrian protection reinforcement brackets (2) to the inboard side of the bumper reinforcement.

NOTE: Use marks made previously to properly position the reinforcement.

3. Align the bracket using the reference marks and tighten the bolts (1) to 20 Nm (15 ft. lbs.). Repeat on opposite side.

4. Install the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .



2014 Dodge JC - DODGE JOURNEY

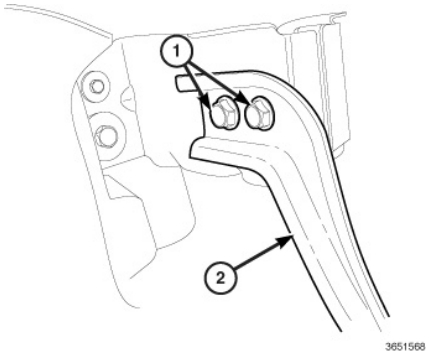
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

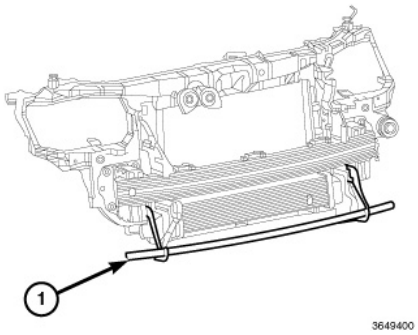
Labor Operations: Click to display a list of Labor Operations associated with this procedure

PEDESTRIAN PROTECTION REINFORCEMENT

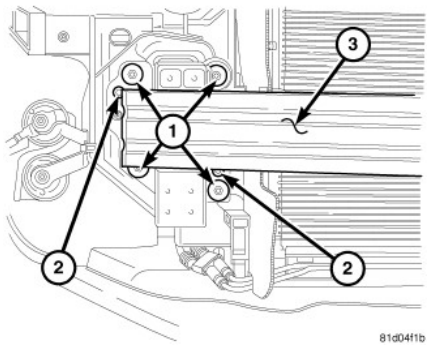
NOTE: BUX vehicles only.



1. Remove the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
2. Using a china marker or equivalent, mark the position of the pedestrian protection reinforcement brackets (2) on the inboard side of the bumper reinforcement to aid in installation. Repeat on the opposite side.
3. Remove the bolts (1) securing the pedestrian protection reinforcement brackets (2) to the bumper reinforcement. Repeat on opposite side.
4. Remove the pedestrian protection reinforcement (1) from the vehicle.



BUMPER REINFORCEMENT



1. Remove the front fascia, (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
2. Support the bumper reinforcement (3) on a suitable lifting device.
3. Using a china marker or equivalent, mark the position of the bolts (1) on the frame rail to aid in installation. Repeat on the opposite side.
4. Remove the smaller bolts (2) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.

5. Remove the larger bolts (1) attaching bumper reinforcement (3) to frame rail. Repeat on the opposite side.

6. Remove the bumper reinforcement (3) from vehicle.

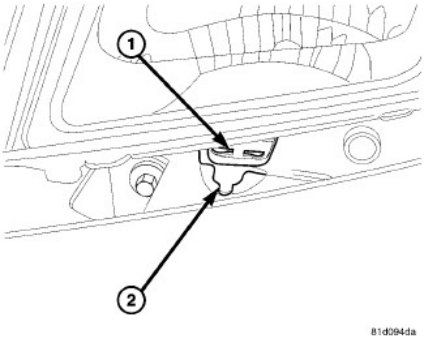
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

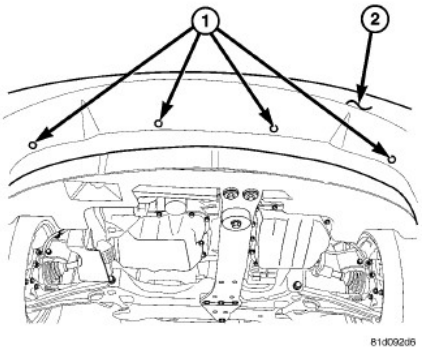
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

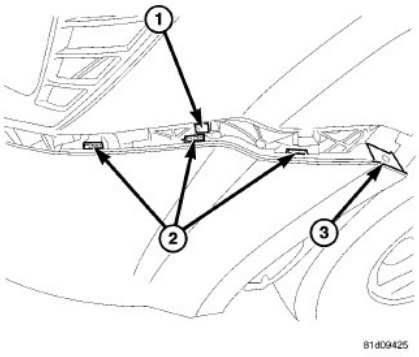
1. Install the fascia to the vehicle.
2. Reconnect the ambient temp sensor wire connector, if equipped.
3. Reconnect the fog lamp wire connector and side marker connector from body harness, if equipped.
4. Slide the fascia (2) into the mounting tab (1) under the headlamp.



5. Install the pushpins (1) for the fascia (2) at the lower closeout panel.

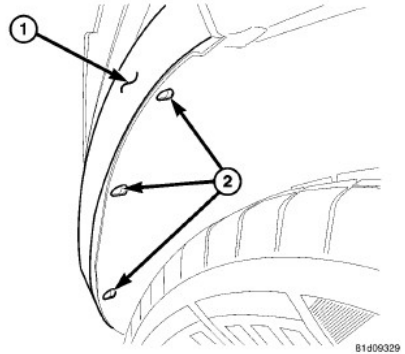


6. Insert and snap into place the fascia tabs (2) at the bracket (1).
7. Install the torx® screw (3) at the wheel well housing.

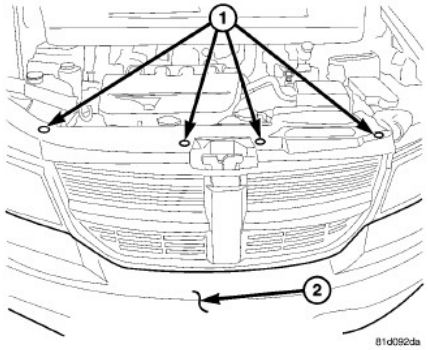


8. Install the pop rivets (2) at the wheel well opening.

9. Lower the vehicle.



10. Install the pushpins for the fascia (2) at the radiator support.



11. close the hood and check for proper fit.

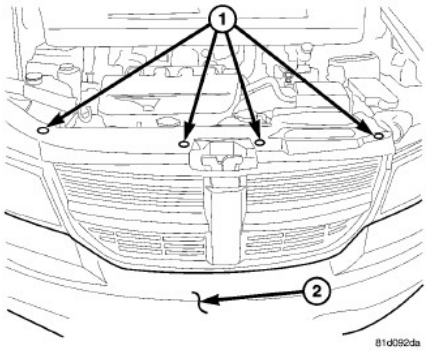
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

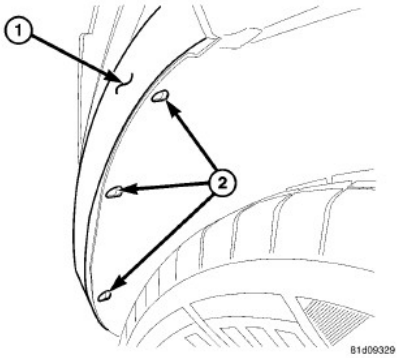
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

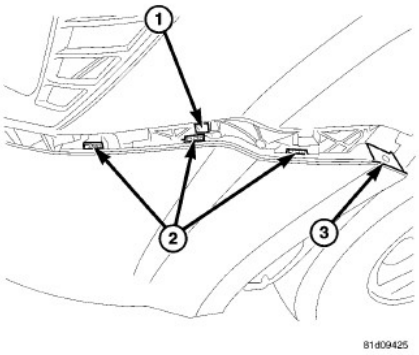
1. Release hood latch and open hood.
2. Remove the pushpins for the fascia (2) at the radiator support.



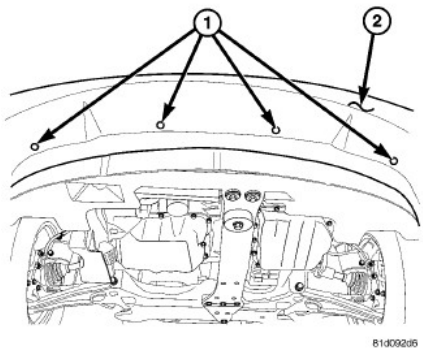
3. Hoist and support vehicle on safety stands. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) , for proper hoisting and jacking procedures.
4. Remove the pop rivets (2) at the wheel well opening.



5. Remove the torx® screw (3) at the wheel well housing.
6. Separate the fascia tabs (2) at the bracket (1).



7. Remove the pushpins (1) for the fascia (2) at the lower closeout panel.

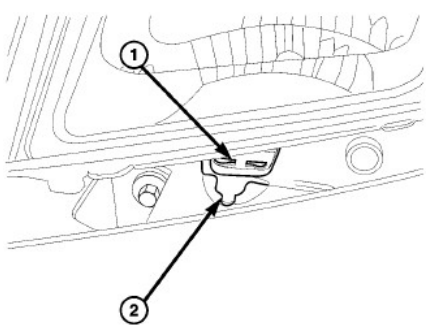


8. Slide the fascia (2) out from the mounting tab (1) under the headlamp.

9. Disengage fog lamp wire connector and side marker connector from body harness, if equipped.

10. Disengage the ambient temp sensor wire connector, if equipped.

11. Remove fascia from vehicle.



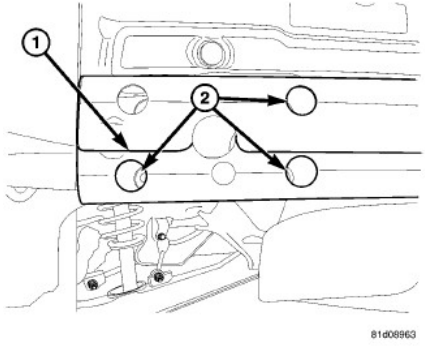
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position rear bumper reinforcement (1) on vehicle.
2. Install bolts (2) attaching bumper reinforcement to frame rail. Use marks made previously to properly position bumper reinforcement.
3. Tighten bolts (2) to 28 N·m (250 in.lbs.).
4. Install rear fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .



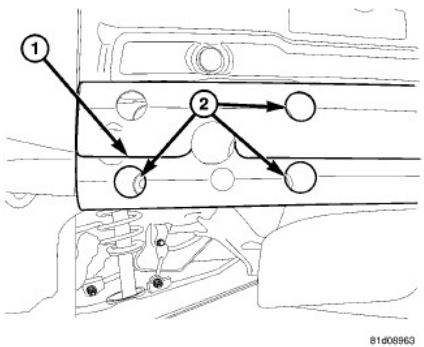
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove rear fascia (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal) .
2. Support bumper reinforcement (1) on a suitable lifting device.
3. Mark position of bolts (2) on frame rail to aid in installation.
4. Remove bolts (2) attaching rear bumper reinforcement (1) to frame rail.
5. Remove bumper reinforcement (1) from vehicle.



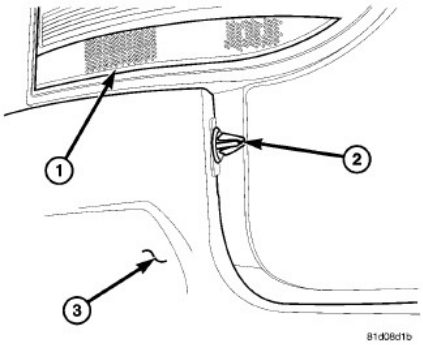
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

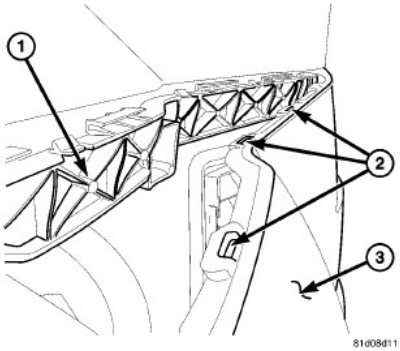
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

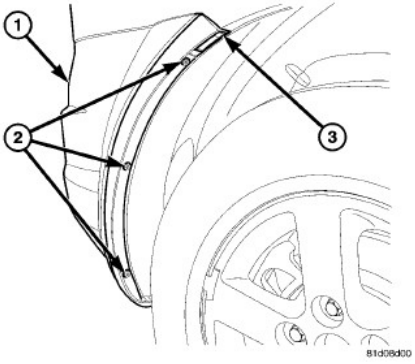
1. Install the fascia (3) to the vehicle and install the pushpin (2) at the tailight (1) to the body.



2. Clip the fascia (3) into the tabs (2) to the bracket (1).

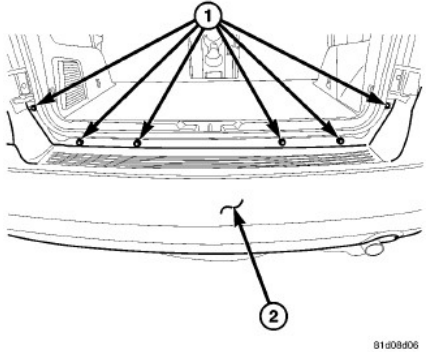


3. Install the torx® screw (3) for the fascia top the wheel opening and then install the pop rivets (2).



4. Install the 6 push pins (1) to secure the fascia (2) to the body.

5. Close the hatch and check for fit.



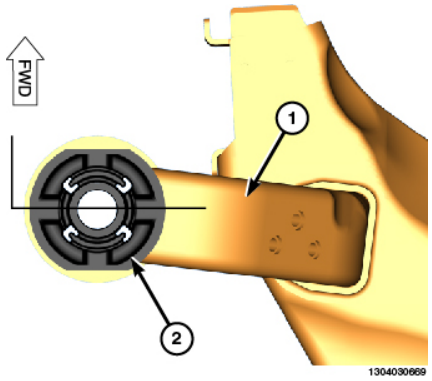
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

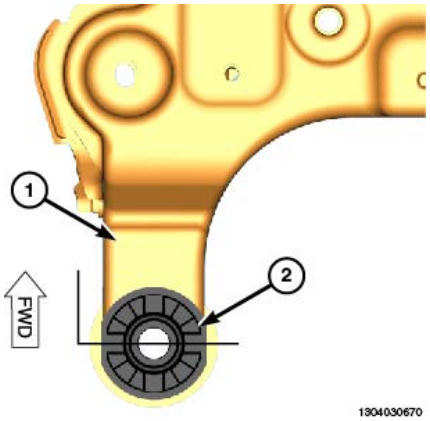
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Place the front isolator (2) onto the crossmember (1) and position as indicated.



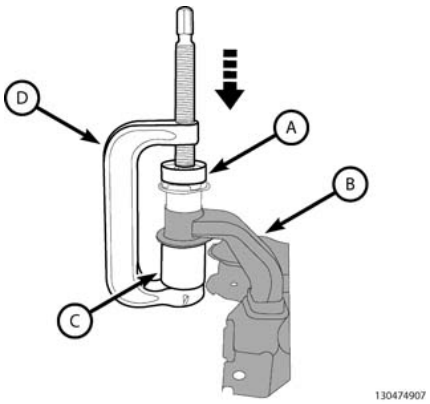
2. Place the rear isolator (2) onto the crossmember (1) and position as indicated.



3.

NOTE: Prior to using special tools, lubricate Press, Ball Joint C-4212F (1) threads to provide ease of use and promote tool longevity.

Assemble tools over isolator crossmember assembly as shown:



A. Press Plug 9678

B. Crossmember

C. Cup, Receiver 9776

D. C-4212F

4. Tighten Press, (D) screw-drive, pressing isolator into crossmember (B). Install isolator until isolator can flange contacts surface of crossmember.

5. Install the crossmember. (Refer to 13 - Frame and Bumpers/Frame/CROSSMEMBER, Front Suspension/Installation)

2014 Dodge JC - DODGE JOURNEY

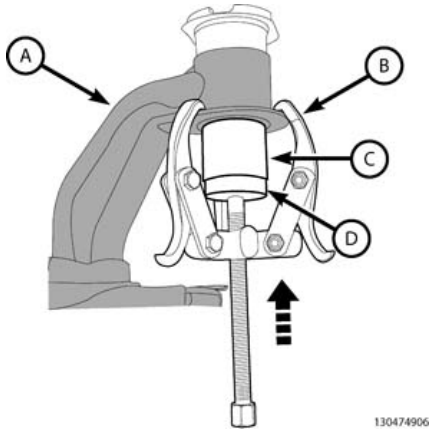
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the engine cradle crossmember. (Refer to 13 - Frame and Bumpers/Frame /CROSSMEMBER, Front Suspension/Removal)
2. As an installation reference, carefully mark location of isolator (3) requiring removal on crossmember (1) (around isolator can flange) using a marker or crayon. **Do not use a scratch awl to mark location.**

NOTE: Prior to using special tools, lubricate OTC® three jaw puller 1026 or equivalent (B) threads to provide ease of use and promote tool longevity.



3. Assemble tools over isolator crossmember assembly as shown:

A. Crossmember
B. OTC® three jaw puller 1026
C. Remover, Bushing 9334-4
D. Press Plug 9678

4. Tighten OTC® three jaw puller 1026 or equivalent (A) screw-drive, pressing isolator out of the crossmember (A).

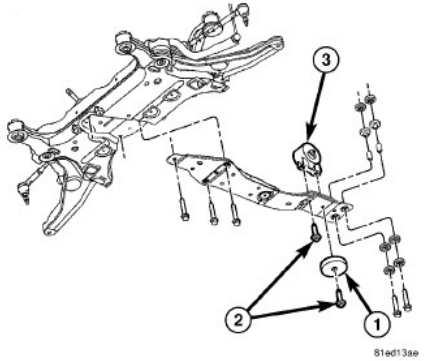
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

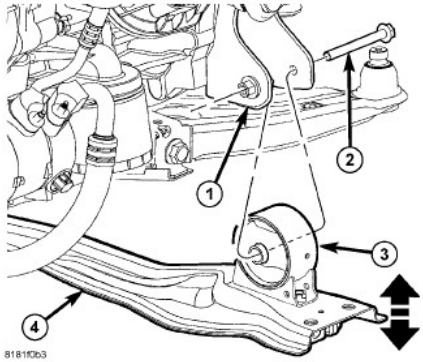
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the front engine mount (3) on the crossmember. Install the mounting bolts (2) and damper (1). Tighten the bolts to 50 N·m (37 ft. lbs.).
2. Position the fore-aft crossmember in the engine compartment and install the mounting bolts. Tighten the forward mounting bolts at the radiator support to 55 N·m (41 ft. lbs.). Tighten the rearward mounting bolts at the suspension crossmember to 55 N·m (41 ft. lbs.).



3. Install the front engine mount thru-bolt (4). Tighten the bolt to 60 N·m (44 ft. lbs.).
4. If equipped, install the engine belly pan.
5. Lower the vehicle.



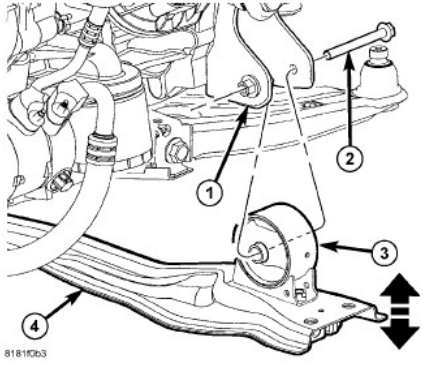
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

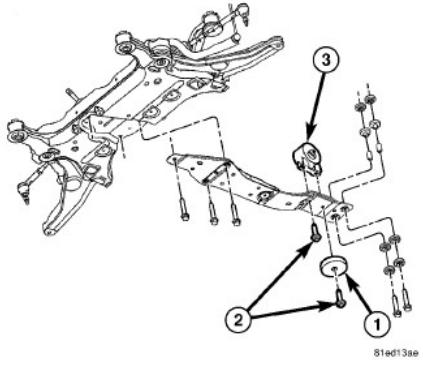
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. If equipped, remove the engine belly pan.
3. Remove the front engine mount thru-bolt (2).



4. Remove the fore-aft crossmember forward mounting bolts at the radiator support.
5. Remove the fore-aft crossmember rearward mounting bolts at the crossmember.
6. Remove the fore-aft crossmember.
7. Remove the front engine mount mounting bolts (2) and damper (1). Remove the mount (3) from the crossmember.



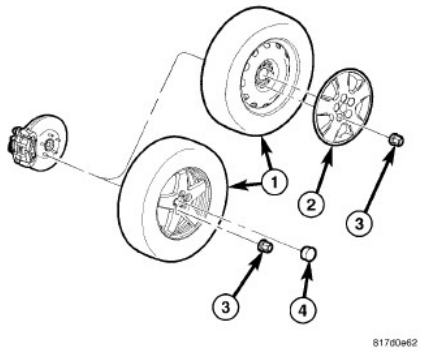
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

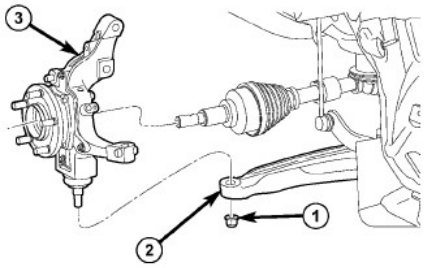
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. On each side of the vehicle, remove the wheel mounting nuts (3), then the front tire and wheel assembly (1).



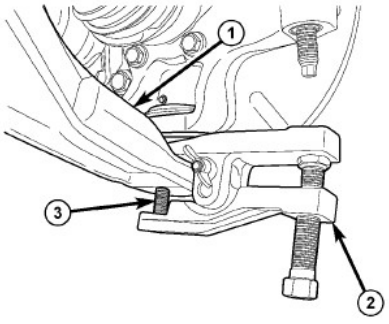
817d0e62

3. On each side of the vehicle, remove the nut (1) attaching the lower ball joint to the lower control arm (2).



819b8498

4. On each side of the vehicle, release the lower ball joint (3) from the lower control arm (1) using Remover (2), Special Tool 9360 . Do not lift the knuckle out of the lower control arm at this time.



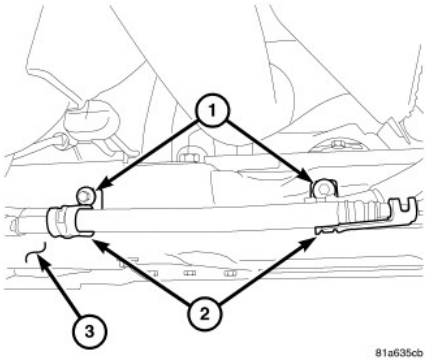
81a30701

5. If equipped, remove the engine belly pan.

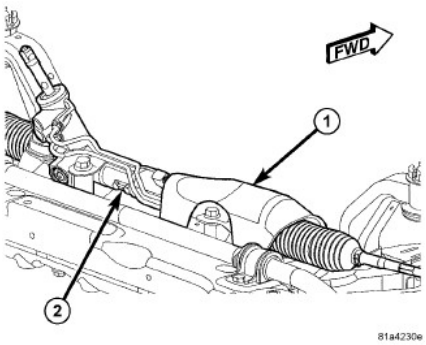
6. Remove the fore/aft crossmember. (Refer to 13 - Frame and Bumpers/Frame/CROSSMEMBER - Removal)

7. Remove the rear engine mount. (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Removal)

8. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

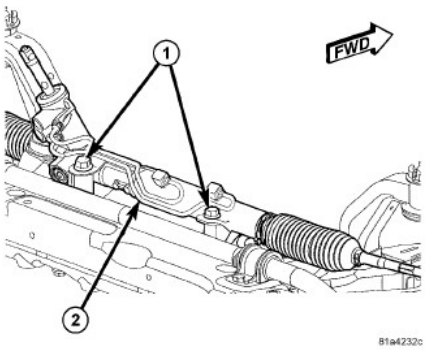


9. Remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2).

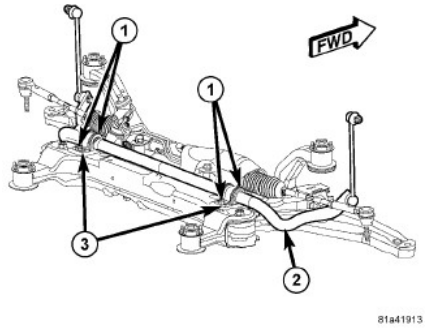


10. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

11. Support the steering gear using a bungee cord or other to keep the steering gear from lowering when the crossmember is lowered.



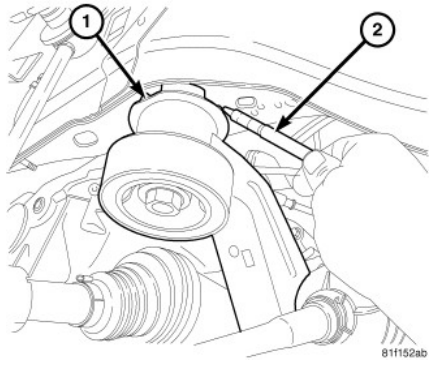
12. Remove the screws (1) securing the stabilizer bushing retainers (3) to the crossmember.



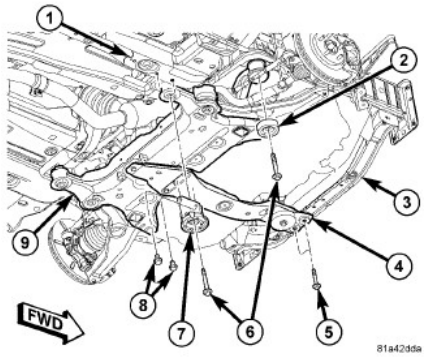
NOTE:

Before lowering the front suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the front suspension crossmember is not reinstalled in exactly the same location as before removal, the preset front wheel alignment settings (caster and camber) may be lost.

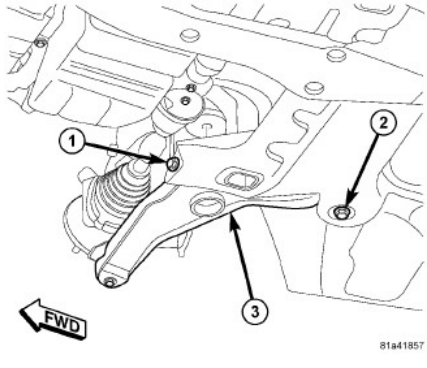
13. Using a crayon or marker (2) that will not break the paint surface, mark the location of the front crossmember (1) on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**



14. Support the crossmember (9) with a transmission jack. Secure the crossmember to the jack.
15. Remove the four mounting bolts (6) securing the front crossmember (9) to the body.
16. Remove the mounting screws (8) securing the front crossmember reinforcement brackets (7) (one each side of vehicle) to the body (1). Remove the brackets.
17. Slowly lower the crossmember and control arms to a comfortable working height using the jack.



18. To remove each lower control arm:
    a. Remove the front bolt (1) attaching the lower control arm (3) to the front suspension crossmember.
    b. Remove the nut on the rear bolt (2) attaching the lower control arm (3) to the front suspension crossmember. Remove the bolt.
    c. Remove the lower control arm (3) from the crossmember.



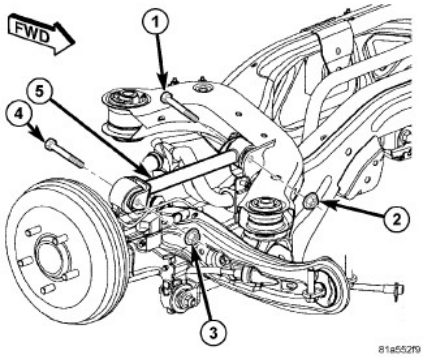
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

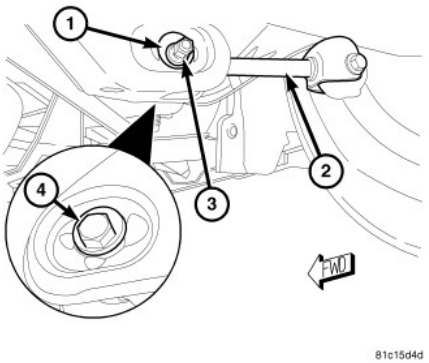
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Support the rear suspension crossmember with a transmission jack. Secure the crossmember to the jack.
2. Slowly raise the crossmember into mounted position using the transmission jack matching the crossmember to the marked locations on the body made during removal. As the crossmember is raised, guide the rear suspension components into place.
3. Install the four mounting bolts (rear bolts have stud heads) securing the crossmember to the body. Tighten the crossmember mounting bolts to 95 N·m (70 ft. lbs.).
4. Position the crossmember reinforcement brackets (one each side of vehicle) over the crossmember rear mounting bolt head-studs and install the mounting nuts, but do not tighten at this time.
5. Install the mounting screws securing the crossmember reinforcement brackets to the body. Tighten the screws to 55 N·m (41 ft. lbs.).
6. Tighten the mounting nuts securing the reinforcement brackets to the rear crossmember mounting bolts to 50 N·m (37 ft. lbs.).
7. Remove the transmission jack.
8. On each side of the vehicle, position the upper control arm (5) and install the bolt (1) and nut (2) securing the arm to the crossmember. Do not tighten either upper control arm mounting bolts at this time.

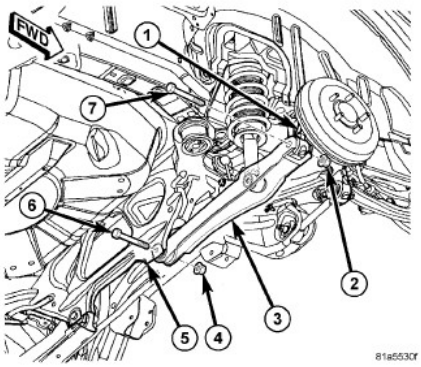


CAUTION: **When installing the cam bolt (4) and washer make sure the cams stay inside the abutments built into the crossmember. Failure to do so can damage the abutments and make toe adjustment difficult.**

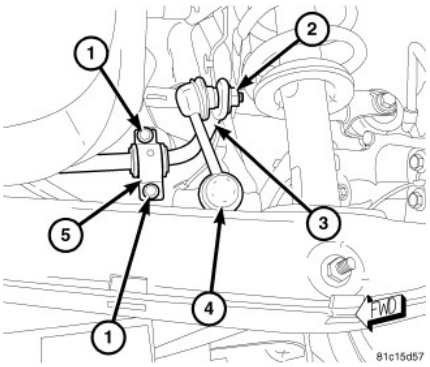


9. On each side of the vehicle:
   a. Position the toe link (2) and install the cam bolt (4) from the front through the crossmember and link. Match the cam on the bolt to the marks made during removal or position the top of the cam to the 12 O'clock position if not available.
   b. Install the cam washer (1) and nut (3) securing the toe link (2) to the crossmember. Do not tighten at this time.

10. On each side of the vehicle, position the lower control arm (3) and install the bolt (6) and nut (4) securing the lower control arm to the crossmember (5). Do not tighten nut and bolt at crossmember or knuckle at this time.



NOTE: When installing the stabilizer bar on a vehicle with all-wheel-drive, position the bar so that the bar loops over the axle half shafts once installed, not under the axle half shafts.



11. Position the stabilizer bar (3) on the rear crossmember.

CAUTION: **Before installing the screws in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

12. Install the two retainers (5 - right side shown) over the cushions at the mounting holes and install the retainer screws (1). Do not tighten the screws at this time.

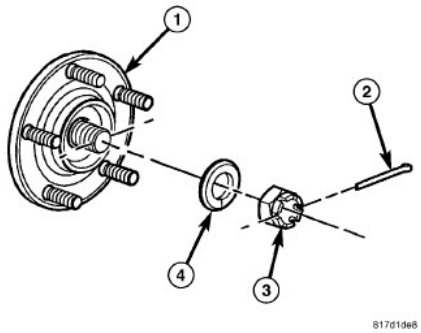
CAUTION: **Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

13. On each side of the vehicle, install the stabilizer link (4) upper stud in the end of the stabilizer bar (3). Install the nut (2) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 48 N·m (35 ft. lbs.).

14. On each side of the vehicle, tighten the stabilizer bar retainer screws (1) to 25 N·m (18 ft. lbs.).

NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

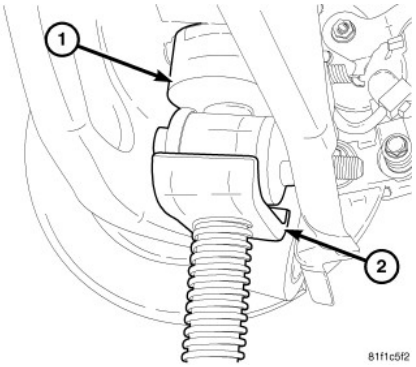
15. If equipped with all-wheel-drive, slide the half shaft into the hub and bearing on each side of the vehicle and hand-start the washer and hub nut (3) Support the shafts to keep them from overextending the joints.



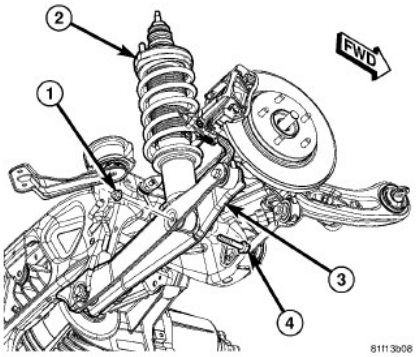
16. If equipped with all-wheel-drive, install the rear driveline module. In place of using a drive-on hoist, place jacks under the outboard ends of the lower control arms and adjust the rear suspension height at the hub and bearings to simulate curb riding height. (Refer to 03 - Differential and Driveline/Rear Driveline Module - Removal) Once the rear driveline module is installed, remove the jacks.

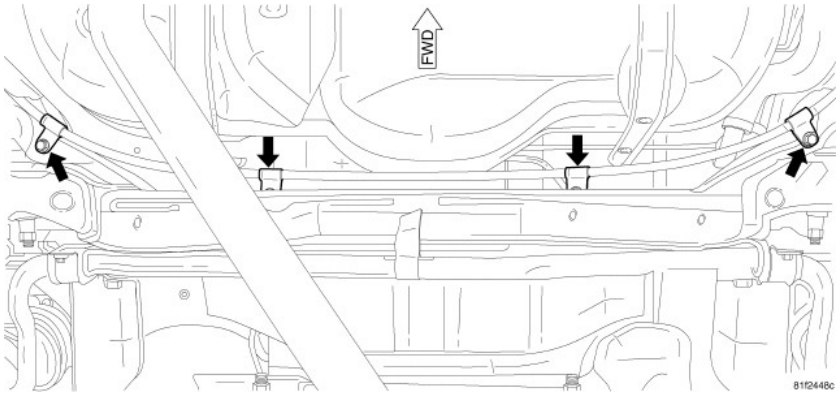
17. On each side of the vehicle, if equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock

assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.



18. On each side of the vehicle, install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

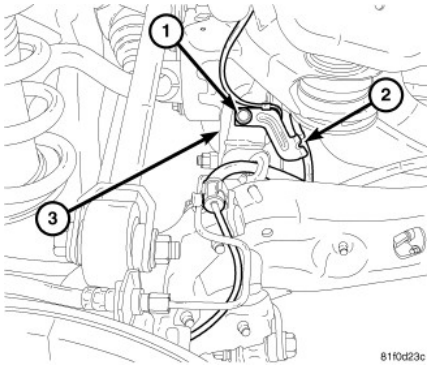




19. Position the four parking brake cable routing clamps along the front of the rear crossmember and install the screws. Tighten the screws to 6 N·m (55 in. lbs.)..

20. Install the exhaust system. (Refer to 11 - Exhaust System/PIPE, Exhaust - Installation) .

21. On each side of the vehicle, attach the wheel speed sensor routing clamp (2) to the rear suspension crossmember (3) using the mounting screw (1). Tighten the mounting screw to 20 N·m (15 ft. lbs.).

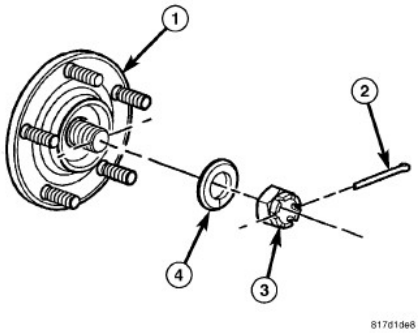


22. While a helper applies the brakes to keep the hub (1) from rotating, on each side of the vehicle:

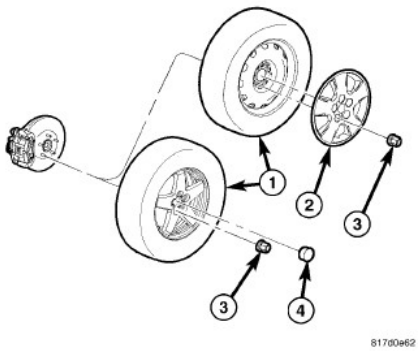
    a. Tighten the hub nut (3) to 245 N·m (181 ft. lbs.).

    b. Insert the cotter pin (2) through the notches in the nut and the hole in half shaft. If the notches in the nut do not line up with the hole in the half shaft, continue to tighten the nut until they do. **Do not loosen the nut.**

    c. Wrap the cotter pin (2) ends tightly around the lock nut.



23. On each side of the vehicle, install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).



24. Lower the vehicle.

25. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.

26. Tighten the lower control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).

27. Tighten the lower control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

28. Tighten the shock assembly lower mounting bolt nut to 99 N·m (73 ft. lbs.).

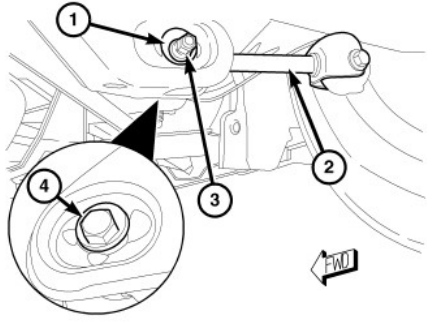
29. Tighten the upper control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).

30. Tighten the upper control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

31. Tighten the toe link mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

32. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

33. Once rear toe is set, while holding the cam bolt (4) head stationary, tighten the toe link mounting cam bolt nut (3) to 100 N·m (74 ft. lbs.).



2014 Dodge JC - DODGE JOURNEY

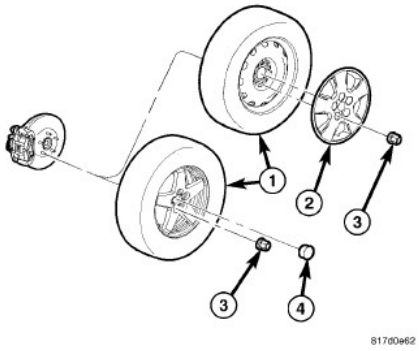
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

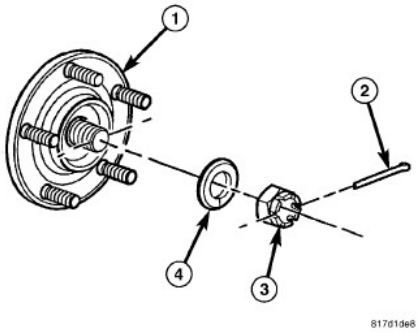
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

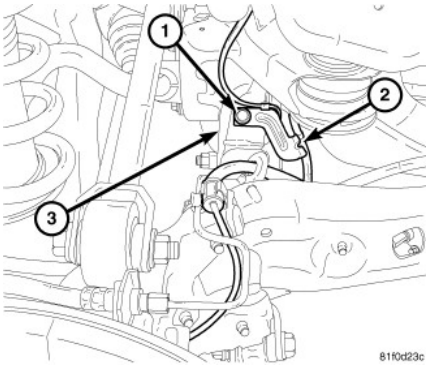
2. On each side of the vehicle, remove the wheel mounting nuts (3), then the front tire and wheel assembly (1).



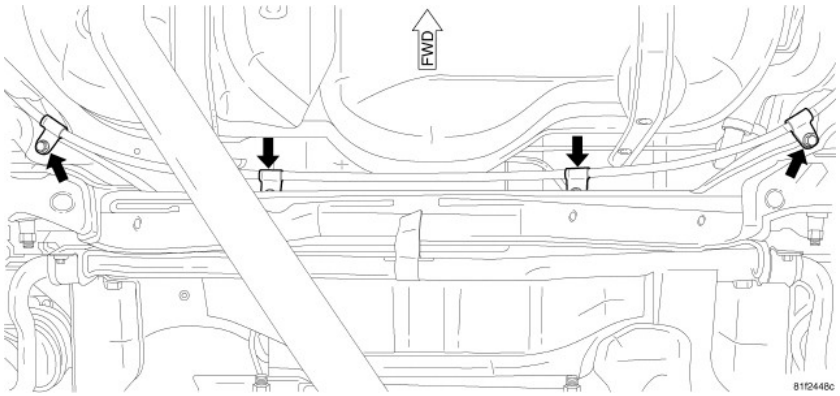
3. If equipped with all-wheel-drive, remove the cotter pin (2) from the hub nut (3) on the end of the axle half shaft. While a helper applies the brakes to keep the hub (1) from rotating, remove the hub nut (3) and washer (4) from the axle half shaft.



4. On each side of the vehicle, remove the screw (1) fastening the wheel speed sensor routing clamp (2) to the rear suspension crossmember (3).

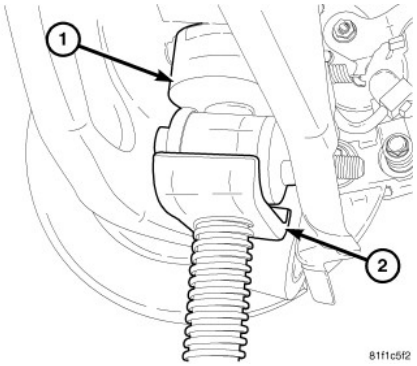


5. Remove the exhaust system from the vehicle. (Refer to 11 - Exhaust System/PIPE, Exhaust - Removal)

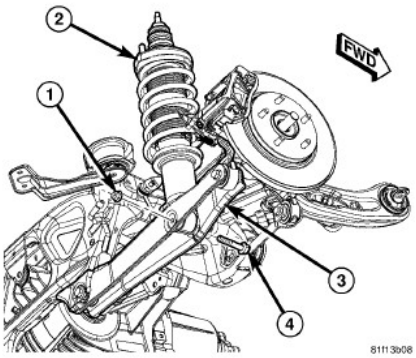


6. Remove the screws securing the four right rear parking brake cable routing clamps to the rear crossmember .

7. On each side of the vehicle, if equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



8. On each side of the vehicle, remove the lower shock mounting nut (1) and bolt (4).



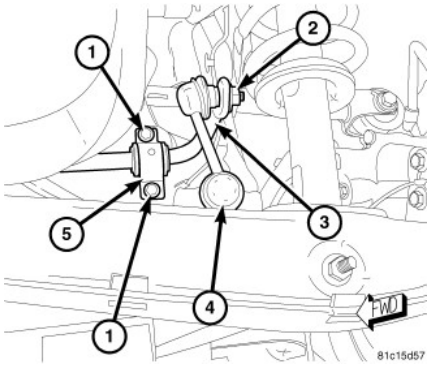
9. If equipped with all-wheel-drive, remove the rear driveline module, but instead of using a drive-on hoist, place jacks under the outboard ends of the lower control arms and adjust the rear suspension height at the hub and bearings to simulate curb riding height. (Refer to 03 - Differential and Driveline/Rear Driveline Module - Removal) Once the rear driveline module is removed, remove the jacks.

10. If equipped with all-wheel-drive, slide the half shaft out of the hub and bearing on each side of the vehicle and remove it.

11. On each side of the vehicle, while holding the stabilizer bar link upper stud stationary, remove the nut (2) securing the link (4) to the stabilizer bar (3).

12. On each side of the vehicle, remove the screws (1) securing the stabilizer bar retainer (5) to the crossmember.

13. Remove the stabilizer bar (3) from the vehicle.

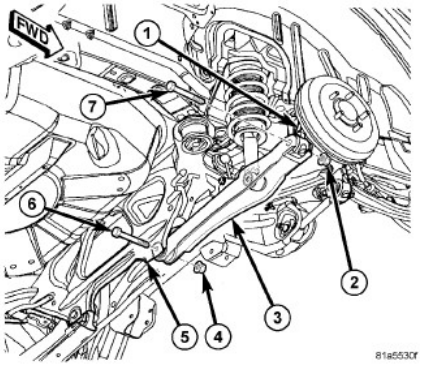


14. On each side of the vehicle:

    a. Loosen (do not remove) the nut (2) and bolt (7) securing the lower control arm (3) to the knuckle (1).

    b. Remove the nut (4) and bolt (6) securing the lower control arm (3) to the rear crossmember (5).

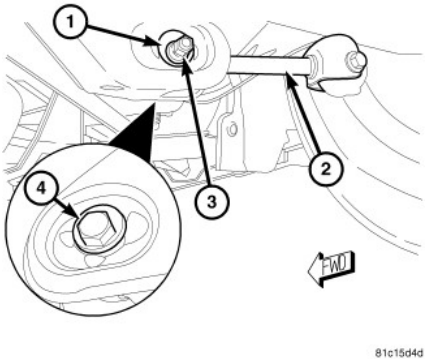
    c. Swing the lower control arm down away from the rear crossmember.



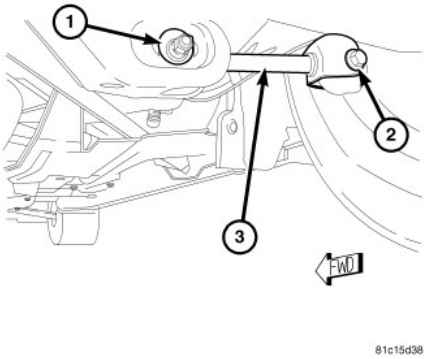
15. On each side of the vehicle:

    a. Mark the position of the cam bolt (4) cams on the crossmember using a paint marker or crayon. Do not use any type marker that will scratch or damage the surface of the crossmember.

    b. While holding the cam bolt (4) head stationary, loosen and remove the toe link mounting cam bolt nut (3) and washer (1). Remove the cam bolt.



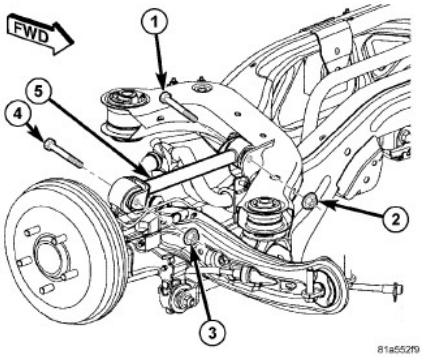
16. On each side of the vehicle, loosen (do not remove) the mounting bolt (2) and nut securing the toe link (3) to the knuckle.



17. On each side of the vehicle:

    a. Loosen (do not remove) the nut (3) and bolt (4) securing the upper control arm (5) to the knuckle.

    b. Remove the nut (2) and bolt (1) securing the upper control arm (5) to the crossmember.



18. On each side of the vehicle, using wire or a bungee cord, support the knuckle to keep it from sagging.

NOTE:

Before lowering the rear suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the crossmember is not reinstalled in exactly the same location as before removal, the rear wheel alignment settings may be lost.

19. Using a crayon or marker that will not break the paint surface, mark the location of the rear suspension crossmember on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**

20. Support the crossmember with a transmission jack. Secure the crossmember to the jack.

21. Remove the two mounting screws securing each crossmember reinforcement bracket (one each side of vehicle) to the body.

22. Remove the mounting nuts securing the crossmember reinforcement brackets to the crossmember rear mounting bolts. Remove the brackets.

23. Remove the four mounting bolts securing the crossmember to the body.

24. Slowly lower the crossmember using the jack.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

USE OF HEAT DURING REPAIR

WARNING:

Chrysler Group LLC engineering's position on the use of heat during collision repair is as follows:

- **Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.**
- **During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.**

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler Group LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

This statement supersedes any previously released information by the Chrysler Group LLC.

Failure to follow these instructions may result in serious or fatal injury.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNINGS

WARNING:

Use an Occupational Safety and Health Administration (OSHA) approved breathing filter, when spraying paint or solvents in a confined area. Failure to follow these instructions may result in possible serious or fatal injury.

- **avoid prolonged skin contact with petroleum or alcohol based cleaning solvents.**
- **do not stand under a hoisted vehicle that is not properly supported on safety stands. Failure to follow these instructions may result in possible serious or fatal injury.**

CAUTION:

When holes are drilled or punched in an inner body panel, verify the depth of space to the outer body panel, electrical wiring or other components. Damage to the vehicle can result.

- **do not weld exterior panels unless combustible material on the interior of vehicle is removed from the repair area. Fire or hazardous conditions, can result.**
- **always have a fire extinguisher ready for use when welding.**
- **disconnect the negative (-) cable clamp from the battery when servicing electrical components that are live when the ignition is off. Damage to electrical system can result.**
- **do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.**
- **do not use harsh alkaline based cleaning solvents on painted or upholstered surfaces. Damage to finish or color can result.**
- **do not hammer or pound on plastic trim panel when servicing interior trim. Plastic panels can break.**

Restraint Warnings

WARNING:

To avoid potential physical injury, or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the ORC capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 30 cm (12 in) of an electronic module/harness, then that module/harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens. Failure to follow these instructions may result in serious or fatal injury.

WARNING:

To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, Occupant Classification System (OCS), seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to follow these instructions may result in accidental airbag deployment.

WARNING: **To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens.**

WARNING: **To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **To avoid serious or fatal injury when handling a seat belt tensioner retractor. Exercise proper care to keep fingers out from under the retractor cover and away from the seat belt webbing where it exits from the retractor cover. Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.**

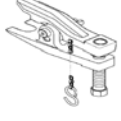
WARNING: **To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Anytime a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the Chrysler Mopar® Parts Catalog.**

WARNING: **To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS



Primary Tool Number/Name - 9360 - Remover, Ball Joint
Alternate Tool Number/Name - 1871000700 - Extractor

Originally Shipped In Kit Number(s) *9329, 9515, 9516, 9516-CAN, 9517, 9517-CAN, 9518, 9519, 9540, 9541*.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

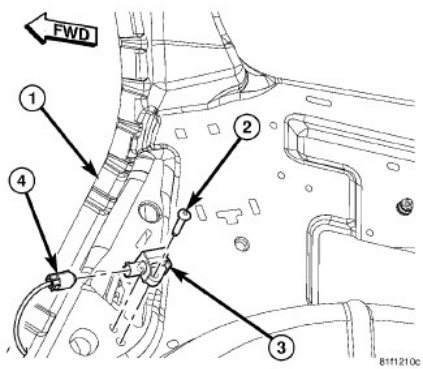
SIDE - C-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Position the side impact sensor (3) to the lower C-pillar (1).
2. Align the anti-rotation pin on the base of the sensor with the clearance hole in the lower C-pillar, then press on the sensor firmly and evenly to snap the pin into place.
3. Install and tighten the screw (2) that secures the side impact sensor to the lower C-pillar. Tighten the screw to 9 N·m (80 in. lbs.).
4. Reconnect the body wire harness connector (4) to the side impact sensor on the lower C-pillar.
5. Reinstall the quarter trim panel onto the lower C-pillar. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

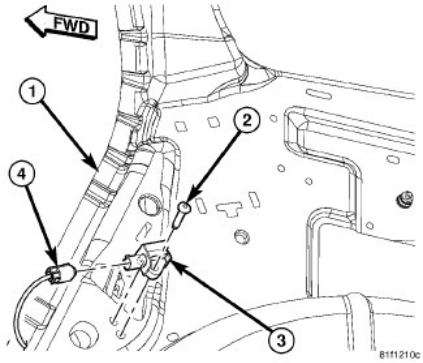
SIDE - C-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the quarter trim panel from the lower C-pillar (1). (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
3. Disconnect the body wire harness connector (4) from the side impact sensor (3) connector receptacle.
4. Remove the screw (2) that secures the side impact sensor to the lower C-pillar.
5. Pull the side impact sensor straight out from the mounting location to unsnap the anti-rotation pin on the base of the sensor from the clearance hole in the lower C-pillar.
6. Remove the side impact sensor from the vehicle.

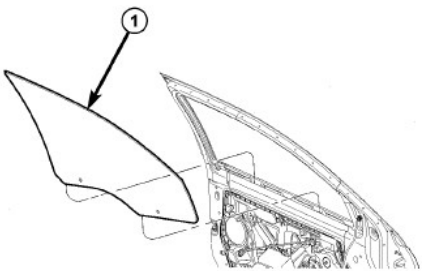
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Lower glass (1) down and in the opening at top of door.
2. Slide glass downward making sure the glass holes properly lock into snaps (1).
3. Install the interior window trim molding. (Refer to 23 - Body/Door - Front/MOLDING - Installation)
4. Install the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Installation)
5. Install door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .



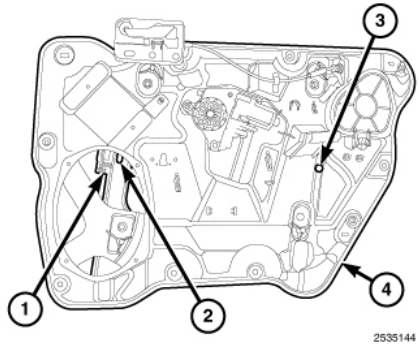
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

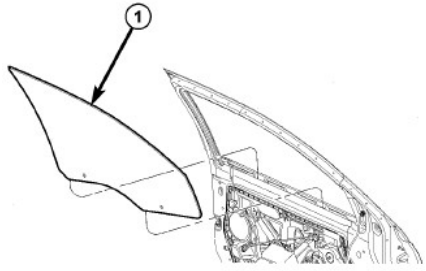
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel and re-install the window switches, if equipped. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal)
2. Remove the interior window trim molding. (Refer to 23 - Body/Door - Front/MOLDING - Removal)
3. Remove the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Removal)
4. Drill a hole large enough to get a small puch through into the carrier plate (3).
5. Lower glass to approximately mid position and line up the glass lift plates (1) with the holes (2 and 3).
6. Using a punch or equivalent, press tabs releasing glass from window regulator (2 and 3).
7. Remove glass from channel.
8. Raise glass (1) upward and out of the opening at top of door.



2535144



8191aa11

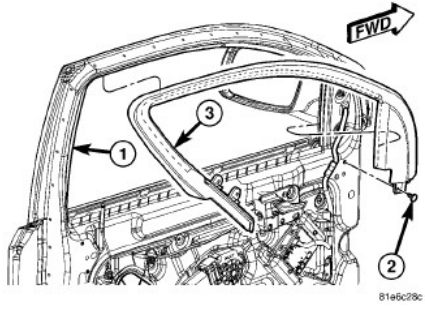
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the interior window trim molding (3) to the door (1).
2. Install the pushpin style fasteners (2) to the front and rear of the molding.
3. Install the door trim panel.



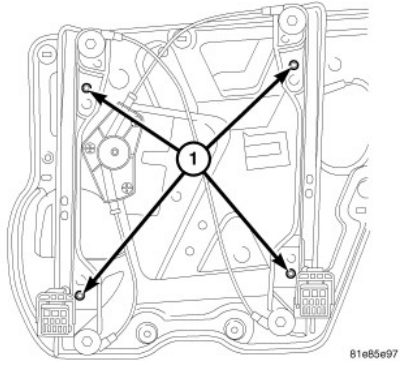
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position regulator on door module assembly and install mounting fasteners.
2. Install the power window motor. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Installation) .
3. Install the door module assembly. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Installation) .
4. Install door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .



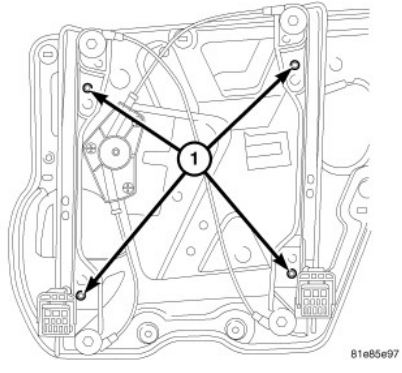
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
2. Remove the door module assembly. (Refer to 23 - Body/Door - Front/PLATE, Carrier - Removal) .
3. Remove the power window lift motor (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Removal) .
4. Remove the regulator mounting fasteners.
5. Remove regulator from door module assembly.



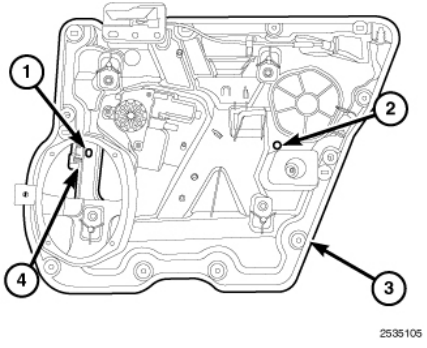
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel and re-install the window switches, if equipped. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal)
2. Remove the interior window trim molding. (Refer to 23 - Body/Doors - Rear/MOLDING - Removal)
3. Remove the door speaker. (Refer to 08 - Electrical/8A - Audio and Video/SPEAKER - Removal)
4. Drill a hole large enough to get a small punch through into the carrier plate (2).



5. Lower glass to approximately mid position and line up the glass lift plates (4) with the holes (1 and 2).
6. Using a punch or equivalent, press tabs releasing glass from window regulator (1 and 2).
7. Remove glass from channel by rotating the front of the glass up 90° and carefully pulling the glass up and out of the door.

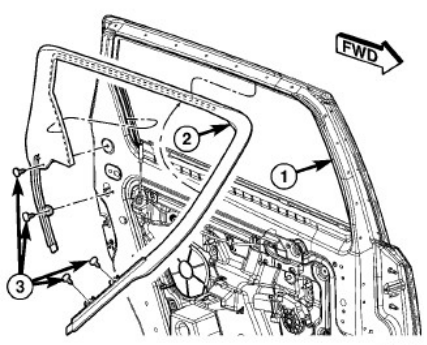
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the interior window trim molding (2) to the door (1).
2. Install the pushpin style fasteners (3) to the front and rear of the molding.
3. Install the door trim panel.



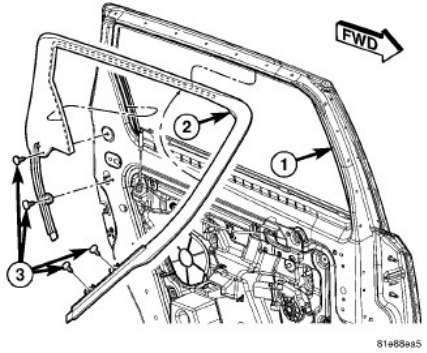
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove the pushpin style retainers (3) from the front and rear of the interior window trim molding (2).
3. Remove the window trim molding from the rear door (1).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install regulator to carrier plate.
2. Install the regulator mounting fasteners.
3. Install the power window motor (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Installation)
4. Install the carrier plate (Refer to 23 - Body/Doors - Rear/PLATE, Carrier - Installation) .
5. Install door trim panel (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation)
6. Verify Proper operation of the window.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove door trim panel. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Remove carrier plate (Refer to 23 - Body/Doors - Rear/PLATE, Carrier - Removal)
3. Remove the power window motor. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Removal)
4. Remove the regulator mounting fasteners.
5. Remove regulator from door module assembly.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

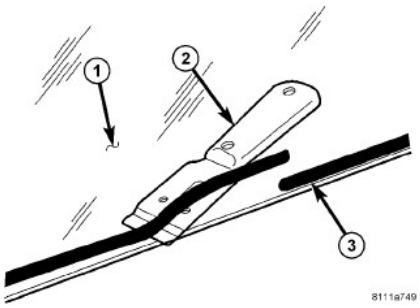
WARNING: **Allow the urethane at least 24 hours to cure before returning the vehicle to use.**

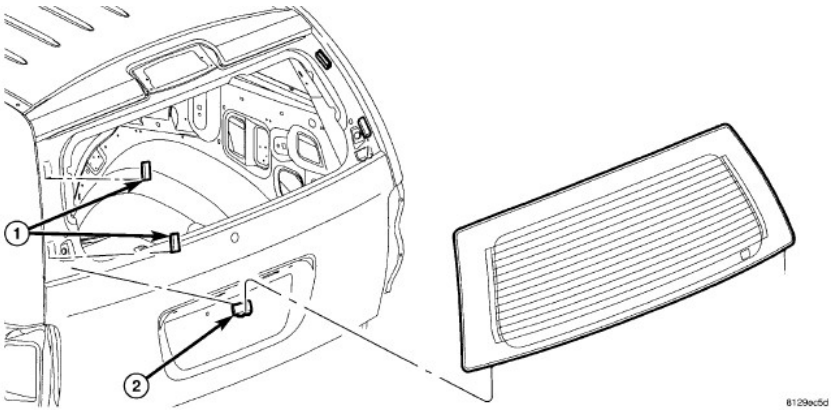
CAUTION: **Roll down the left and right front door glass and open the rear glass slider (if available) before installing backlite to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.**

NOTE: The backlite fence should be cleaned of most of its old urethane bonding material. A small amount of old urethane, approximately 1-2 mm in height, should remain on the fence. Do not grind off or completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected. Support spacers should be replaced with new parts. Replace any missing or damaged spacers around the perimeter of the liftgate opening.

Glass Preparation - Installing A Previously Installed Backlite

1. Before proceeding with the following repair procedure, review all warnings and cautions. (Refer to 23 - Body/Stationary Glass - Warning)
2. Level old bead of backlite adhesive (3) to a thickness of approximately 1 mm (0.04 in.) and remove loose adhesive.





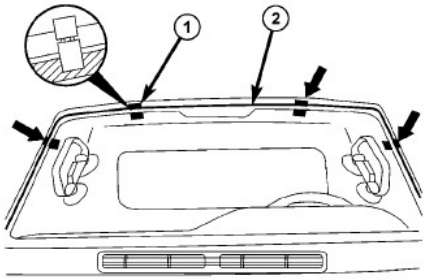
3. Apply four new spacers (1) to the liftgate frame and place them 55 mm in from the window opening; 70 mm from the upper edge and 150 mm from the lower edge.
4. Install the lower spacers (2) to the backlite approximately 25 mm (1.0 in) from each side of the glass.

NOTE: Remove the lower spacers 2 hours after installation of the glass.

5. Position backlite in center of liftgate opening and resting on the side and lower spacers.

6. Apply adhesive tape strips (1) around the perimeter of the liftgate opening to aid in installation.

NOTE: Windshield installation shown, backlite similar.

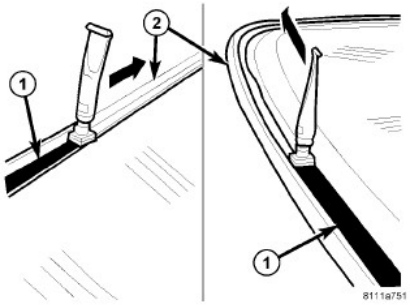


8111a741

7. Verify the backlite gap is parallel to with the liftgate opening.

8. Cut tape with a sharp knife and remove backlite.

NOTE: Typical primer installation shown.



8111a751

9. Clean and dry area of glass (2) to be re-glued with a suitable glass preparation solvent and rag.

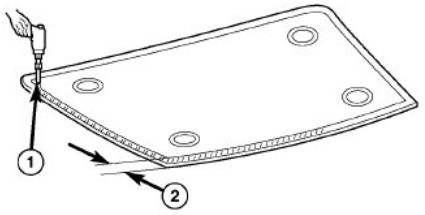
10. Using a flash light, verify that glass primer is without damage.

11. Re-prime any damaged area. If old adhesive has been exposed for more than 12 hours, entire adhesive area needs to be re-primed.

12. Apply primer (1) around the perimeter of the glass to a width of 15 mm (0.5 in.) (2).

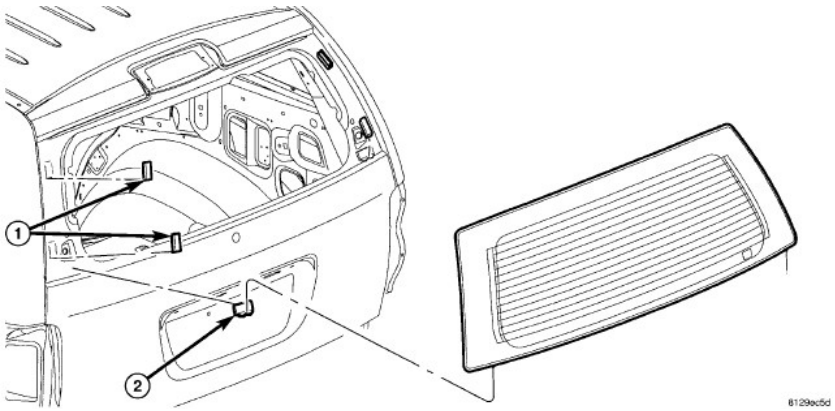
13. Allow primer to air dry for at least 10 minutes.

14. Using a flash light, verify that glass primer is without damage.



8129ec29

Glass Preparation - Installing A New Backlite



1. Apply four new spacers (1) to the liftgate frame and place them 55 mm in from the window opening; 70 mm from the upper edge and 150 mm from the lower edge.

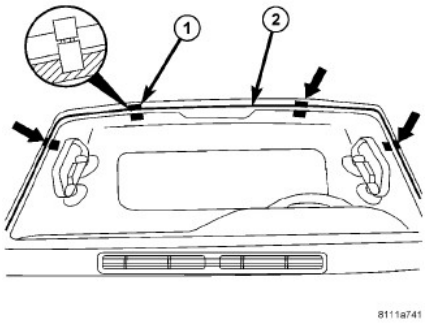
2. Install the lower spacers (2) to the backlite approximately 36 cm (1.0 in) from each side of the glass.

   NOTE: Remove the lower spacers 2 hours after installation of the glass.

3. Position backlite in center of liftgate opening and resting on the side and lower spacers.

4. Apply adhesive tape strips (1) around the perimeter of the liftgate opening to aid in installation.

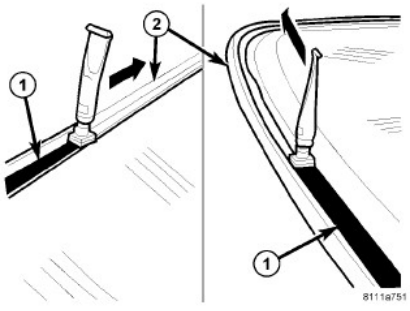
   NOTE: Windshield installation shown, backlite similar.



5. Verify the backlite gap is parallel to with the liftgate opening.

6. Cut tape with a sharp knife and remove backlite.

   NOTE: Typical primer installation shown.



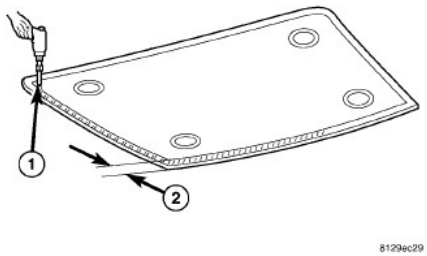
7. Clean and dry area of glass (2) to be re-glued with a suitable glass preparation solvent and rag.

8. Apply primer to gluing surface at backlite seal.

9. Apply primer (1) around the perimeter of the glass to a width of 15 mm (0.5 in.) (2).

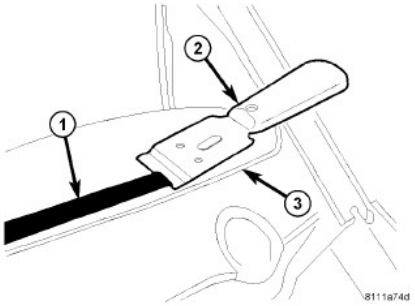
10. Allow primer to air dry for at least 10 minutes.

11. Using a flash light, verify that glass primer is without damage.



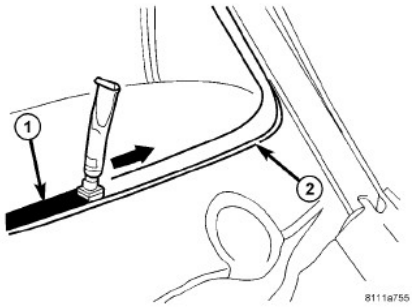
Liftgate Opening Preparation

NOTE: Windshield opening shown, liftgate opening similar.



1. Clean and vacuum liftgate opening.
2. Level old bead of liftgate opening adhesive (1) to a thickness of approximately 1 mm (0.04 in.) and remove loose adhesive.

NOTE: Windshield opening shown, liftgate opening similar.

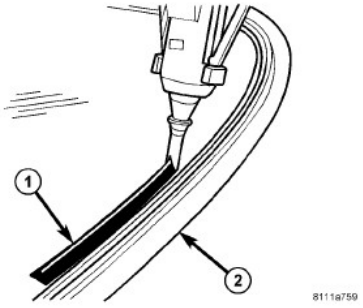


3. Clean and dry area of liftgate opening to be re-glued with a suitable glass preparation solvent and rag.
4. Re-prime any damaged area. If old adhesive has been exposed for more than 12 hours, entire adhesive area needs to be re-primed.
5. Allow primer to air dry for at least 10 minutes.

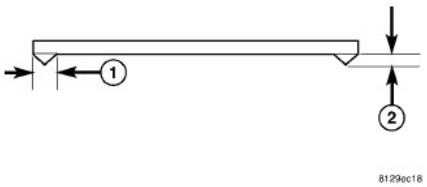
Backlite Installation

1. Apply bead of adhesive (1) with a triangular nozzle directly to the backlite seal starting at bottom in center of the backlite.

CAUTION: **Always apply bead of adhesive to the backlite. Always install the backlite within 5 minutes after applying adhesive.**

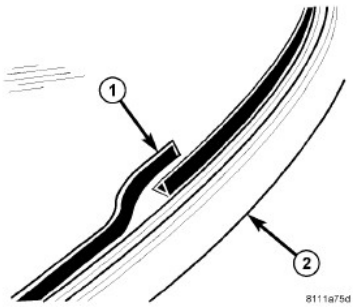


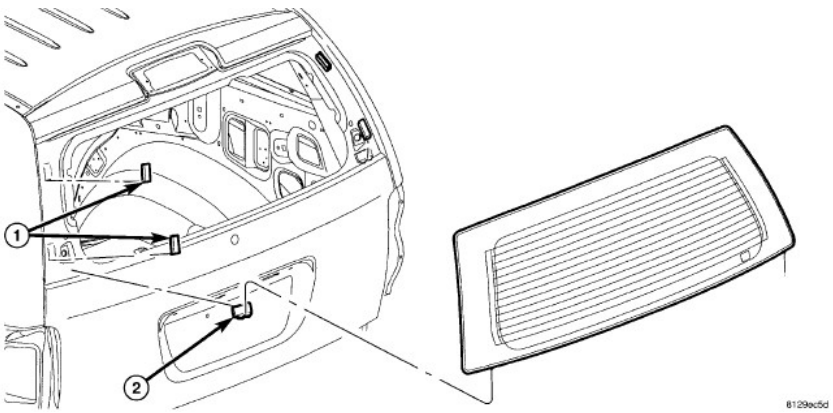
2. Bead dimensions should be approximately 9.5 mm wide (1) by 12.7 mm in height (2).



1 - ADHESIVE WIDTH 9.5 mm (0.375 in)	2 - ADHESIVE HEIGHT 12.7 mm (0.50 in)

3. Allow end of adhesive bead (1) to run out parallel to the start of the bead and smooth ends flush.





4. Lift backlite into place in the center of the liftgate opening and use the tape as a guide to aid installation of the backlite into the center of the cutout.

5. Carefully lay down the backlite and press on.

CAUTION: **It is no longer possible to move the backlite after installation. The backlite should never be pressed into place by more than one person, because the backlite can break if pressed simultaneously on both sides.**

CAUTION: **Roll down the left and right front door glass and open the rear glass slider (if available) before installing backlite to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.**

6. Install the rear wiper arm, if equipped. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Installation)

7. Install the liftgate trim panels.

2014 Dodge JC - DODGE JOURNEY

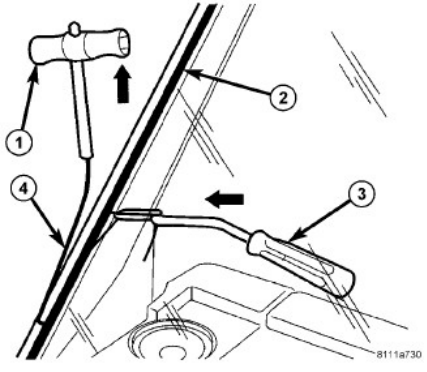
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Windshield removal shown, backlite similar.

1. Before proceeding with the following repair procedure, review all warnings and cautions, (Refer to 23 - Body/Stationary Glass - Warning) .
2. Remove liftgate trim panels, (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Removal) .
3. Remove rear window wiper arm, if equipped, (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Removal) .
4. Disconnect the heated backlite electrical connectors, if equipped.
5. Using a windshield cut-out wire or other suitable tool, separate the adhesive.
6. Carefully remove backlite.



1 - T-HANDLE
2 - WINDSHIELD ADHESIVE
3 - COUNTER SUPPORT
4 - CUTTING WIRE

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Allow the urethane at least 24 hours to cure before returning the vehicle to use.**

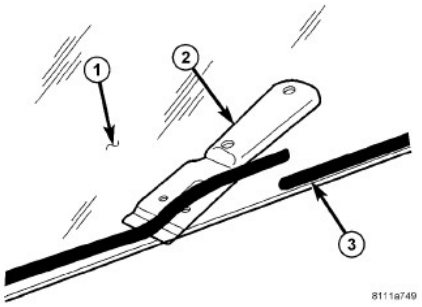
CAUTION: **Roll down the left and right front door glass and open the rear glass slider (if available) before installing quarter glass to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.**

NOTE: The quarter glass fence should be cleaned of most of its old urethane bonding material. A small amount of old urethane, approximately 1-2 mm in height, should remain on the fence. Do not grind off or completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected.

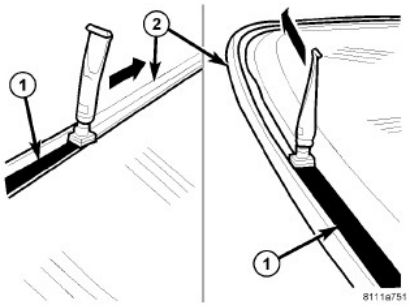
1. Install quarter panel trim. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation)

Glass Preparation - Installing A Previously Installed Quarter Glass

1. Before proceeding with the following repair procedure, review all warnings and cautions. (Refer to 23 - Body/Stationary Glass - Warning)
2. Level old bead of quarter glass adhesive (3) to a thickness of approximately 1 mm (0.04 in.) and remove loose adhesive.



NOTE: Typical primer installation shown.



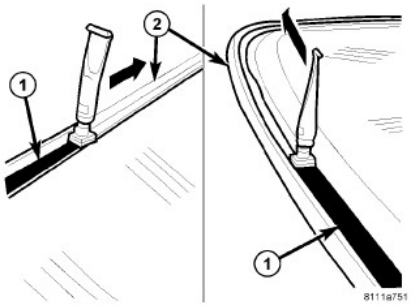
3. Clean and dry area of glass (2) to be re-glued with a suitable glass preparation solvent and rag.
4. Using a flash light, verify that glass primer is without damage.
5. Re-prime any damaged area. If old adhesive has been exposed for more than 12 hours, entire adhesive area needs to be re-primed.
6. Apply primer (1) around the perimeter of the glass to a width of 15 mm (0.5 in.).

NOTE: Make sure the primer does not touch the locating pins and tabs.

7. Allow primer to air dry for at least 10 minutes.
8. Using a flash light, verify that glass primer is without damage.

Glass Preparation - Installing A New Quarter Glass

NOTE: Typical primer installation shown.



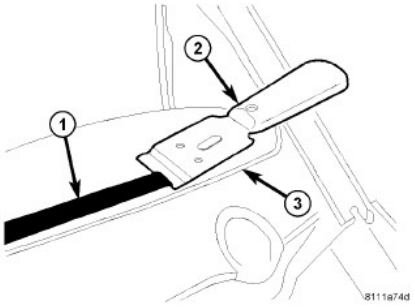
1. Clean and dry area of glass (2) to be re-glued with a suitable glass preparation solvent and rag.
2. Apply primer to gluing surface at quarter glass seal.
3. Apply primer (1) around the perimeter of the glass to a width of 15 mm (0.5 in.) (3).

NOTE: Make sure the primer does not touch the locating pins and tabs (2, 4).

4. Allow primer to air dry for at least 10 minutes.
5. Using a flash light, verify that glass primer is without damage.

Quarter Glass Opening Preparation

NOTE: Windshield opening shown, quarter glass opening similar.

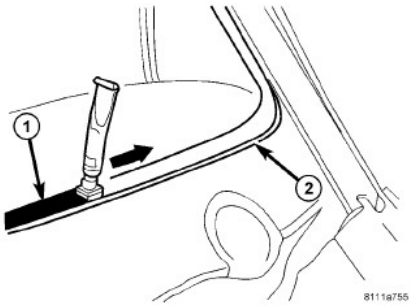


1. Clean and vacuum quarter glass opening.
2. Level old bead of quarter glass opening adhesive (1) to a thickness of approximately 1 mm (0.04 in.) and remove loose adhesive.

NOTE: Windshield opening shown, quarter glass opening similar.

3. Clean and dry area of quarter glass opening to be re-glued with a suitable glass preparation solvent and rag.
4. Re-prime any damaged area. If old adhesive has been exposed for more than 12 hours, entire adhesive area needs to be re-primed.

NOTE: Make sure the primer does not touch the locating pins and tabs.

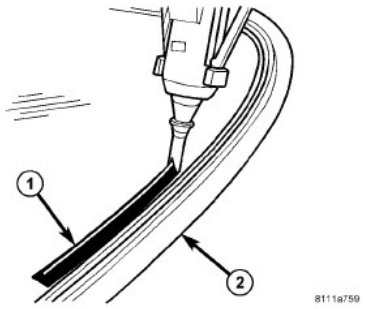


5. Allow primer to air dry for at least 10 minutes.

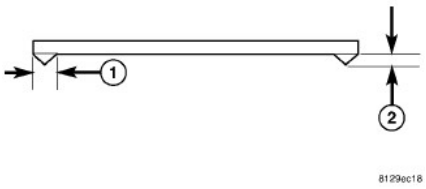
Quarter Glass Installation

1. Apply bead of adhesive (1) with a triangular nozzle directly to the quarter glass seal starting at bottom in center of the quarter glass.

CAUTION: **Always apply bead of adhesive to the quarter glass. Always install the quarter glass within 5 minutes after applying adhesive.**



2. Bead dimensions should be approximately 9.5 mm wide (1) by 12.7 mm in height (2).

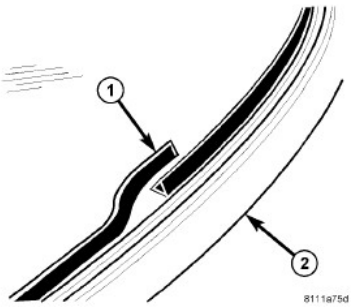


1 - ADHESIVE WIDTH 9.5 mm (0.375 in)	2 - ADHESIVE HEIGHT 12.7 mm (0.50 in)

3. Allow end of adhesive bead (1) to run out parallel to the start of the bead and smooth ends flush.

4. Lift quarter glass into place in the center of the quarter glass opening and install over the alignment tabs and pin.

5. Carefully lay down the quarter glass and press on.



CAUTION: **It is no longer possible to move the quarter glass after installation. The quarter glass should never be pressed into place by more than one person, because the quarter glass can break if pressed simultaneously on both sides.**

CAUTION:

Roll down the left and right front door glass and open the rear glass slider (if available) before installing quarter glass to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING:

Do not operate the vehicle within 24 hours of windshield installation. It takes at least 24 hours for urethane adhesive to cure. If it is not cured, the windshield may not perform properly in an accident.

- **Urethane adhesives are applied as a system. Use glass cleaner, glass prep solvent, glass primer, PVC (vinyl) primer and pinch weld (fence) primer provided by the adhesive manufacturer. If not, structural integrity could be compromised.**
- **Chrysler does not recommend glass adhesive by brand. Technicians should review product labels and technical data sheets, and use only adhesives that their manufactures warrant will restore a vehicle to the requirements of FMVSS 212. Technicians should also insure that primers and cleaners are compatible with the particular adhesive used.**
- **Be sure to refer to the urethane manufacturer's directions for curing time specifications, and do not use adhesive after its expiration date.**
- **Vapors that are emitted from the urethane adhesive or primer could cause personal injury. Use them in a well-ventilated area.**
- **Skin contact with urethane adhesive should be avoided. Personal injury may result.**
- **Always wear eye and hand protection when working with glass.**

CAUTION:

Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

Be careful not to damage painted surfaces when removing moldings or cutting urethane around windshield.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The windshield is attached to the window frame (fence) with urethane adhesive. The urethane adhesive is applied cold and seals the surface area between the window opening and the glass. The primer adheres the urethane adhesive to the windshield.

It is difficult to salvage a windshield during the removal operation. The windshield is part of the structural support for the roof. The urethane bonding used to secure the windshield to the fence is difficult to cut or clean from any surface. If the rubber seals are set in urethane, it would also be unlikely they could be salvaged. Before removing the windshield, check the availability of the windshield and seals from the parts supplier.

2014 Dodge JC - DODGE JOURNEY

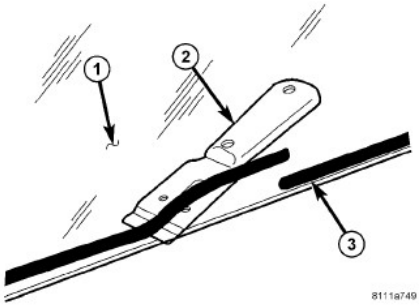
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Do not operate the vehicle within 24 hours of windshield installation. It takes at least 24 hours for urethane adhesive to cure. If it is not cured, the windshield may not perform properly if the vehicle is in an accident.**

CAUTION: **To help prevent water leaks, partially roll down the left and right door glass before installing the windshield. This avoids pressurizing the passenger compartment if a door is slammed before the urethane is cured.**

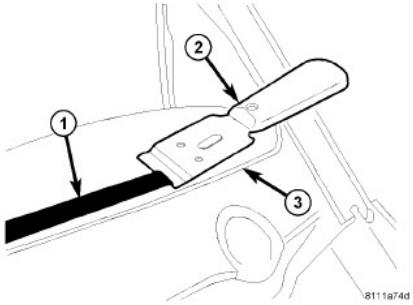


1. If the windshield (1) is being reused, remove as much of the original urethane (3) as possible from the glass surface using a razor knife (2).

CAUTION: **To prevent corrosion, do not damage paint on windshield fence when removing original urethane.**

CAUTION: **The windshield fence should be cleaned of most of its old urethane adhesive. A small amount of old urethane, approximately 1 mm (.039 in.) in height should remain on the fence. Do not completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected.**

CAUTION: **Support spacers located near the cowl at the bottom of the windshield fence should be replaced with new spacers. Replace any missing or damaged spacers around the perimeter of the windshield fence.**



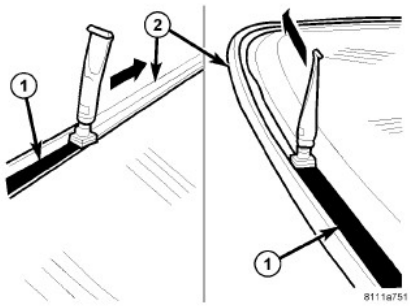
2. Using a razor knife (2), level the original bead of urethane (1) on the windshield fence (3) to a thickness of approximately 1 mm (0.04 in.) and remove any damaged adhesive backed spacers.
3. Install new adhesive backed spacers along the windshield fence as required.
4. Install a new rubber seal along the sides of the windshield.
5. Using an assistant, position the windshield into the windshield opening and against the windshield fence and spacers.
6. Verify the windshield lays evenly against the fence at the top, bottom and sides of the opening. If not, the fence must be formed to the shape of the windshield.
7. Mark the windshield and the windshield fence with a grease pencil or pieces of masking tape to use as a reference for installation.
8. Using an assistant, remove the windshield from the windshield opening and place it on a suitable padded work surface.

WARNING: **Do not use solvent based glass cleaners to clean the windshield before applying glass prep and primer or poor glass adhesion may result.**

9. Clean the inside of the windshield with an ammonia based glass cleaner and a lint-free cloth.

10. Apply glass prep adhesion promoter 25 mm (1 in.) wide (1) around the perimeter of the windshield (2) and 5 mm (0.2 in.) from the edge of the glass and wipe dry with a clean lint-free cloth until no streaks are visible.

11. Apply glass primer 25 mm (1 in.) wide (1) around the perimeter of the windshield (2) and 5 mm (0.2 in.) from the edge of the glass. Allow at least three minutes drying time.



12. Using a flashlight, verify that the primer is completely and evenly installed along the perimeter of the windshield.

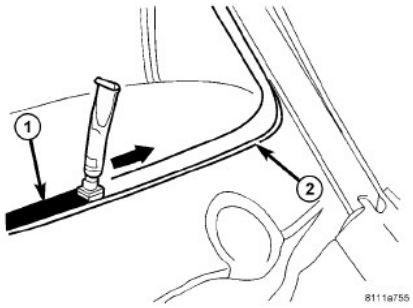
13. Re-prime any area that is not fully and evenly primed.

14. Clean the windshield fence with an ammonia based glass cleaner and a lint-free cloth.

15. Apply pinch weld primer 15 mm (0.75 in.) wide (1) around the windshield fence (2). Allow at least three minutes drying time.

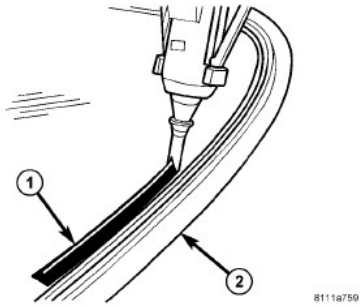
16. Using a flashlight, verify that the primer is completely and evenly installed along the windshield fence.

17. Re-prime any area that is not fully and evenly primed.



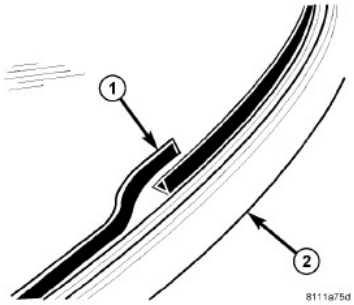
CAUTION: **Always apply the bead of adhesive to the windshield. Always install the windshield within 5 minutes after applying the adhesive.**

NOTE: If the original urethane adhesive has been exposed for more than 12 hours, the entire adhesive area will need to be re-primed prior to installing new adhesive.



18. Apply approximately a 10 mm (0.4 in.) wide bead of adhesive (1) with a triangular nozzle approximately 6 mm (0.230 in.) from the edge of the glass (2) starting at the bottom center of the windshield.

19. Run the end of the adhesive bead (1) on the windshield (2) parallel to the start of the bead and smooth the ends flush.



20. Using an assistant, position the windshield over the windshield opening.

21. Using the grease pencil marks or tape as reference points, align the windshield to the windshield opening.

22. Carefully lower the windshield into the windshield opening. Guide the windshield and the rubber seals on the sides of the windshield into its proper location.

CAUTION: **It is not possible to move the windshield after installation. The windshield should never be pressed into place by more than one person, because the windshield can break if pressed simultaneously on both sides.**

23. Push the windshield inward until the windshield comes into contact with the spacers ocated on each side and the bottom of the windshield fence.

24. Install the cowl grill (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Removal) .

25. Install the rear view mirror onto the windshield (Refer to 23 - Body/Interior/MIRROR, Rearview - Installation) .

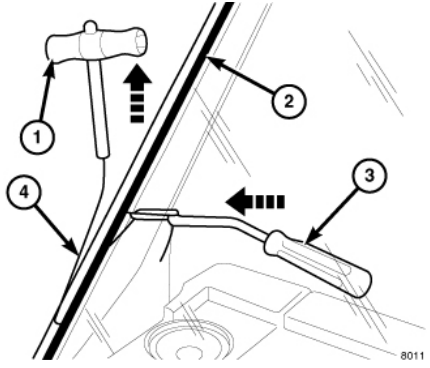
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Before proceeding with the following repair procedure, review all warnings and cautions (Refer to 23 - Body/Stationary Glass - Warning) .
2. Remove the rear view mirror (Refer to 23 - Body/Interior/MIRROR, Rearview - Removal) .
3. Remove the cowl grille (Refer to 23 - Body/Exterior/COVER, Cowl Panel - Removal)



CAUTION: **Be careful not to damage painted surfaces when removing moldings or cutting urethane around the windshield.**

4. Using an assistant and a wire-type windshield cut-out tool (1, 3 and 4), cut and separate the urethane adhesive (2) securing the windshield to the windshield fence.
5. Carefully remove the windshield from the vehicle.
6. Remove molding from the sides of the windshield.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The power window system allows each of the door windows to be raised and lowered electrically by actuating a switch on each door panel. A master switch on the drivers door allows the driver to raise or lower each of the passenger door windows and to lock out the individual switches on the passenger doors from operation. The power window system receives battery feed through a fuse in the Body Control Module (BCM) to the door modules. Their are two door modules, the Driver Door Module (DDM) and the Passenger Door Module (PDM). This is only powered when the ignition switch is in the RUN or ACCESSORY position.

If equipped, the windows have the option of auto up/down. If equipped, the four door gets auto-up/down feature, while the two door just gets the auto-down feature.

The window motors are replaced with the window regulator assembly. If the window motors require replacement, the window regulator must be replaced. For the front door (Refer to 08 - Electrical/8N - Power Systems/Power Windows/MOTOR, Window Regulator - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Power Window Switch – The power windows are controlled by a window/lock switch on the trim panel of each front door. Switches in the driver door window/lock switch allows the driver to control the passenger windows. The power window switch for the driver side front door window has a second detent position beyond the normal Down position, that provides an automatic one-touch window down feature. Some vehicles may be equipped with an express closing feature (front windows only). During an express closing, anytime an obstacle is detected in the way of the glass, the motor will stop and reverses travel to avoid pinching an occupant fingers. Modules in the doors are programmed to compare the position of the glass to the amount of current being used to drive up the glass. The system also includes various features to manage the perceived forces on the glass as it travels up. If the express closing calibration is lost, the system will self-calibrate itself after the windows are moved up and down two cycles. The power window switches control the battery and ground feeds to the power window motors. All passenger door power window switches receive their battery and ground feeds through the circuitry of the window/lock switch. When the power window lockout switch is in the Lock position, the battery feed for the individual passenger door power window switches is interrupted. Please review the power window switch service information for further operation detail. (Refer to 08 - Electrical/Power Windows/SWITCH, Power Window/Description)

Door Control Modules (DCM) - The (Driver Door Module (DDM) and Passenger Door Module (PDM)) opens or closes the windows when a actuation input signal from the window switch is received. This is only powered when the ignition switch is in the RUN or ACCESSORY position. Power is supplied to the modules through the Power Distribution Center (PDC). For further DCM/DDM/PDM operation, (08 - Electrical/8E - Electronic Control Modules/MODULE, Door/Description)

Power Window Motor – A permanent magnet reversible motor moves the window regulator through an integral gearbox mechanism. A positive and negative battery connection to the two motor terminals will cause the motor to rotate in one direction. Reversing the current through these same two connections will cause the motor to rotate in the opposite direction. Each individual motor is grounded through the master switch. In addition, each power window motor is equipped with an integral self-resetting circuit breaker to protect the motor from overloads. The power window motor and gearbox assembly cannot be adjusted or repaired. If damaged or ineffective, the entire unit must be replaced. (Refer to 08 - Electrical/Power Windows/MOTOR, Window Regulator/Removal)

EXPRESS DOWN WINDOW FEATURE

This feature allows the driver or front passenger to lower the door glass to its full-down position without holding the switch while the glass is in motion. To activate the Expess-down feature depress the window switch to its second detent and release, the door glass will lower automatically. This feature may also be controlled and allows you to remotely lower both front door windows at the same time. To use this feature, press and release the UNLOCK button on the Remote Keyless Entry (RKE) transmitter and then immediately press and hold the UNLOCK button until the windows lower to the desired level or until they lower completely.

EXPRESS AUTO-Up Feature With Anti-Pinch Protection

AUTO-Up Feature With Anti-Pinch Protection — If Equipped Lift the window switch to the second detent, release, and the window will go up automatically. To stop the window from going all the way up during the AUTO-up operation, push down on the switch briefly. To close the window part way, lift the window switch to the first detent and release it when you want the window to stop.

Anti-Pinch Functionality - The Anti-Pinch strategy is only active after the system has been initialized. This function will work during manual and express window functions. If the window runs into any obstacle during auto-closure, it will reverse direction and then go back down. Remove the obstacle and use the window switch again to close the window. Any impact due to rough road conditions may trigger the auto-reverse function unexpectedly during auto-closure. If this happens, pull the switch lightly to the first detent and hold to close the window manually.

2014 Dodge JC - DODGE JOURNEY

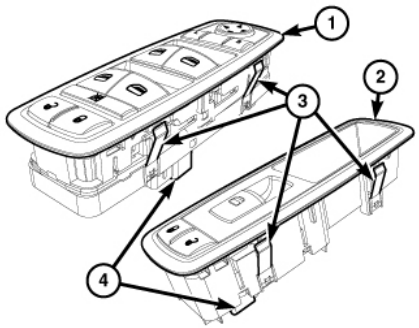
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A front door power switch module and bezel unit is located near the forward end of the arm rest of each front door trim panel. Two different modules are used: a driver side module (1), and a passenger side module (2). Each switch button in both modules is identified with either an International Control and Display Symbol icon or text that clearly identifies the switch function, and each switch button has a Light Emitting Diode (LED) unit soldered to the switch circuit board that provides back lighting of the icon or text for night visibility.

Each switch module housing is secured within the trim panel armrest by four spring clip retainers (3), two on each side of the switch module housing. The passenger side switch module includes a small cubby bin. A connector receptacle (4) integral to the switch module housing connect the switches to the vehicle electrical system through dedicated take outs and connectors of the door wire harness.

The front door power switch modules include the following switches:



2824067

- **Power Lock Switch** - A momentary switch button to control the **Lock** function of the power lock system.
- **Power Unlock Switch** - A momentary switch button to control the **Unlock** function of the power lock system.
- **Power Mirror Selector Switch (Driver Side Switch Only)** - Three mirror selector switch buttons choose the power mirror to be adjusted, **R** (right), **L** (left) or a power fold position (both mirrors).
- **Power Mirror Direction Control Switch (Driver Side Switch Only)** - After a power mirror is selected, pressing down on one of the arrows on the momentary mirror direction switch will move the selected mirror in that direction for as long as it is held down until the limit of the mirror travel is reached.
- **Power Window Lockout Switch (Driver Side Switch Only)** - A latching push-button power window lockout switch allows the vehicle operator to lock out the power window switches on each front and rear passenger door so that those windows may be operated only from the driver side front door master switches. When the lockout switch is engaged, the LED back lighting for each front and rear passenger door power window switch is extinguished.
- **Power Window Switches** - A single two-way, momentary power window switch with a push-to-open and a lift-to-close tab is provide for each passenger door window while the driver side switch module contains four of these power window switches, one switch dedicated to each door window. The switch tab for the driver side front door power window has a second detent in the down direction which is used to activate the **Auto-Down** (also known as express down or one-touch down) feature. A second detent in the up direction on both front door power window switches activates the **Express-Up** feature.

The front door power switch modules cannot be adjusted or repaired. If damaged or ineffective, the entire driver side or passenger side front door switch module must be replaced as a unit.

2014 Dodge JC - DODGE JOURNEY

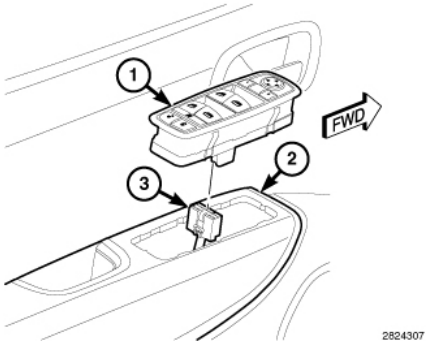
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

FRONT SWITCH MODULE

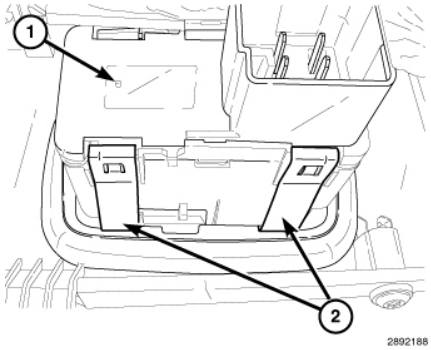
1. Position the front door switch module (1) close enough to the mounting hole in the arm rest (2) of the front door trim panel to access and reconnect the front door wire harness connector (3) to the switch connector receptacle.
2. Align the switch module to the arm rest mounting hole.
3. Using hand pressure, press the switch module firmly and evenly into the mounting hole until the four spring steel retainers of the switch are fully engaged and the switch bezel is fully seated against the arm rest.
4. Connect the battery negative cable.



REAR SWITCH ASSEMBLY

NOTE: Some interior trim packages may make switch removal difficult by traditional means, and require interior trim panel removal to service the switch assembly.

1. Install the switch (1) in the trim panel engaging the four clips (2) that secure the switch.
2. Position the trim panel close enough to the door and connect the electrical connector.
3. Install the rear door interior trim panel, (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The driver side front door power switch module combines a power lock switch, a power window switch for each of the four door windows including auto-down (also known as one-touch down or express down) and express up features for both front door windows, a power window lockout switch, a power mirror selector switch, and a power mirror adjustment switch in a single unit. The passenger side power door switch module combines a power lock switch and a passenger side front door power window switch with the auto-down and express up features.

The driver side front door power switch module provides resistor multiplexed outputs to the driver door module indicating the power lock switch selection, hard wired analog outputs indicating the power mirror selector switch and adjustment switch selections, and electronic message outputs over a Local Interface Network (LIN) data bus connection indicating the power window switch selections. The passenger side front door power switch module provides resistor multiplexed outputs to the passenger door module indicating both the power lock and power window switch selections.

The hard-wired circuits between the driver side front door power switch module and the driver side door module or the rear door power window switches may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between the switch module and the door module or in the diagnosis of the electronic controls and communication between other modules and the door module that provide some features of the power lock, power mirror or power window systems. The most reliable, efficient, and accurate means to diagnose the driver side power switch module or the electronic controls and communication related to power lock, power mirror or power window system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

The hard-wired circuits between the passenger side front door power switch module and the passenger side door module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and the door module that provide some features of the power lock or power window systems. The most reliable, efficient, and accurate means to diagnose the power switch module or the electronic controls and communication related to power lock or power window system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

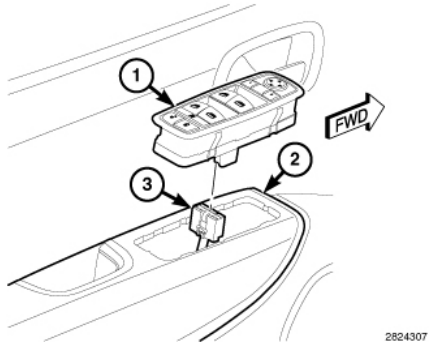
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

FRONT SWITCH MODULE

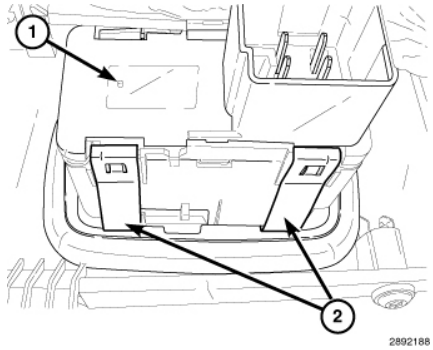
1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, pry the bezel of the front door switch module (1) up and away from the front door trim panel arm rest (2) far enough to disengage the four spring steel retainers of the switch from the arm rest opening.
3. Pull the switch module away from the mounting hold of the arm rest far enough to access and disconnect the door wire harness connector (3) from the switch connector receptacle.
4. Remove the switch module from the vehicle.



REAR SWITCH ASSEMBLY

NOTE: Some interior trim packages may make switch removal difficult by traditional means, and require interior trim panel removal to service the switch assembly.

1. Remove the rear door interior trim panel, (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
2. Pull the trim panel away far enough to access and disconnect the electrical connector.
3. Access the four clips (2) that secure the switch (1) to the trim panel from the back. Compress the clips and remove the switch.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DOOR MODULE LEARN PROCEDURES

NOTE:

- This procedure must be performed anytime the power window system has been serviced in either front door or when there is a possible concern with a door module calibration.
- The battery must be fully charged or the vehicle running before proceeding with the learn procedure.
- All doors must be completely closed before proceeding.
- It is suggested to sit inside the vehicle in the drivers seat and close the door.

Express-up / Express-down possible concerns.

- Glass will not lower all the way down flush to the belt-line.
- Glass will not raise fully; wind noise / water leak.
- Glass will not raise automatically (Expess-up) after lifting the switch to the second detent and releasing.

To relearn the door module memory after module replacement, perform the following procedure:

1. Check and repair any door module Diagnostic Trouble Code (DTC)(s) unrelated to missing calibration before proceeding.
2. Using the window switch, lower the door glass to the full-down position by pushing down (depress) the window switch to its second detent and hold the switch until the door glass is fully open. Continue to hold the window switch down for two seconds after the door glass is fully open.
3. Raise the door glass to the full-up position by pulling up on the window switch and hold the switch until the door glass is fully closed. Continue to hold the window switch up for two seconds after the door glass is full closed.
4. Code should now be stored. Clear code and test window operations.

To relearn the door module memory after window/regulator replacement, perform the following procedure:

1. Using the scan tool, go to the network topology screen.
2. Click on the Diagnostic Procedures tab at the lower portion of the screen.
3. Run ECU Reset for DDM/PDM.
4. DDM/PDM calibration missing DTC will now set.
5. Using the window switch, lower the door glass to the full-down position by pushing down (depress) the window switch to its second detent and hold the switch until the door glass is fully open. Continue to hold the window switch down for two seconds after the door glass is fully open.
6. Raise the door glass to the full-up position by pulling up on the window switch and hold the switch until the door glass is fully closed. Continue to hold the window switch up for two seconds after the door glass is full closed.
7. DTC will now be stored. Clear code and test window operations.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Each door has a permanent magnet reversible electric motor with a hall effect sensor. This hall effect sends an alternating signal (open/ground) to the Drivers Door Module (DDM) whenever the window motor is moving.

The hall effect sensor and motor is serviced with the regulator as an assembly (Refer to 23 - Body/Door - Front/REGULATOR, Window - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

A positive and negative battery connection to the two motor terminals will cause the power window motor to rotate in one direction. Reversing the current through these same two connections will cause the motor to rotate in the opposite direction.

Because the Drivers Door Module (DDM) drives the window, it can sense when the top and bottom travel has been reached and stop driving the window regardless of the window switch position (no hall pulses within 50 ms). The DDM considers the Hall Effect faulted if no pulses are sensed when the window is driven up and down. When this condition is detected, the DDM will activate the motor until the switch is released or a stuck fault is set (10 seconds). In addition, each power window motor is equipped with an integral self-resetting circuit breaker to protect the motor from overloads.

The driver side motor is controlled directly by the DDM. The passenger side motor receives current through a window up relay and a window down relay. These are located near the steering column. The up and down window relays are controlled by the DDM.

There is also a 30 Amp fuse in the Power Distribution Center (PDC) to protect the passenger window circuits and a 30 AMP fuse in the PDC to protect the drivers window circuits..

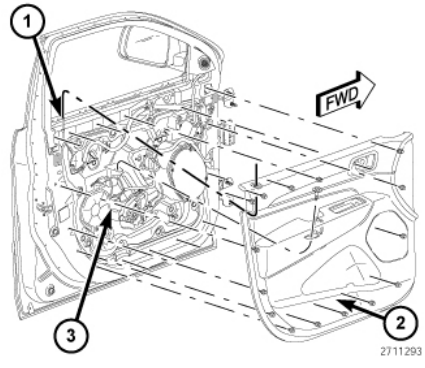
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

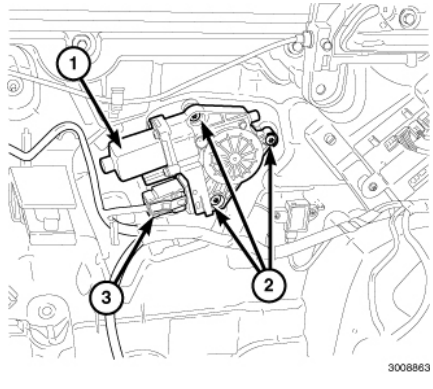
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.
2. Remove the door interior trim panel (2). (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) or (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) for the appropriate procedure.



3. Disconnect the power window motor electrical connector (3).
4. Remove the three fasteners (2) that secure the power window motor and gear assembly (1) to the carrier plate and remove the motor and gear assembly.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

An electrically-operated horn system is standard factory-installed equipment in this vehicle. Depressing the Driver AirBag (DAB) trim cover in the center of the steering wheel actuates the horn switch contacts, which provides the vehicle operator with a convenient, audible signaling device that can be used to alert pedestrians or the operators of other vehicles in near proximity.

The Body Control Module (BCM) (also known as the Common Body Controller/CBC) serves as the controller for the horn system, which also allows the BCM to utilize the horn system when providing audible outputs to support other vehicle features such as the horn chirp verification of the Remote Keyless Entry (RKE) and Remote Start systems, as well as the pulsing horn deterrent feature of the optional Vehicle Theft Alarm (VTA) and RKE Panic mode.

The horn system includes the following major components, which are described in further detail elsewhere in this service information:

- **Horn Relay** - The horn relay is soldered onto the Printed Circuit Board (PCB) located within the Power Distribution Center (PDC) and is not serviceable. The PDC is located in the left front corner of the engine compartment near the battery.
- **Horns** - The standard dual-note horns are located on a bracket secured to the Front End Module (FEM) carrier just to the right of center of the upper radiator cross member, just behind the radiator grille panel. The appearance shield and radiator grille panel must be removed to gain access to the horns for service.
- **Horn Switch Plate** - The floating horn switch plate is secured to the back of the DAB module within the steering wheel hub cavity and also serves as the mounting bracket between the DAB and the steering wheel.

Certain functions and features of the horn system rely upon resources shared with other electronic modules in the vehicle over the Controller Area Network (CAN) data bus. Other electronic modules in the vehicle that may affect horn system operation are:

- **Body Control Module** - The Body Control Module (BCM) is located on the right cowl side inner (kick) panel within the passenger compartment, where it is concealed behind the cowl side inner trim and the instrument panel. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Body Control/Description) .
- **Radio Frequency Hub Module** - The Radio Frequency Hub Module (RFHM) (also known as the RF Hub) is located on the upper liftgate opening reinforcement at the rear of the passenger compartment where it is concealed above the headliner trim. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Radio Frequency (RF Hub) /Description).

The BCM and the RFHM each contain a microcontroller and programming that allow them to communicate with each other and other electronic modules in the vehicle using the Controller Area Network (CAN) data bus. (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION/Description) .

Hard wired circuitry connects the various horn system components to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other and to the vehicle electrical system through the use of a combination of soldered splices, splice block connectors and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention as well as pin out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

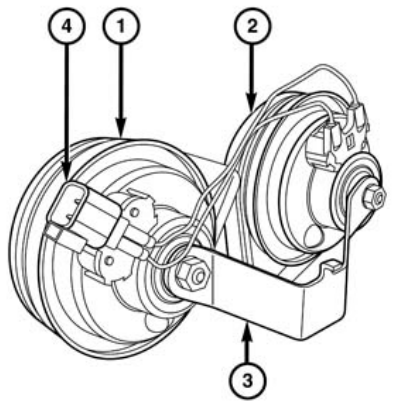
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Dual electromagnetic diaphragm-type horns are standard equipment on this vehicle. A low note (2) and a high note (1) trumpet-style horn are each secured to a mounting bracket (3). The horn and mounting bracket unit is then secured by a single screw to the forward-facing surface of the upper radiator cross member of the Front End Module (FEM). Internally the two horns are identical in construction and the external horn trumpets are symmetrically opposite.

A short jumper harness connects the horns to each other electrically so they can both be connected through a single connection (4) integral to the right horn. A dedicated take out and connector of the headlamp and dash wire harness connects the horns to the vehicle electrical system.

The two horns and the mounting bracket are factory-tuned as a unit and, therefore, are serviced only as a unit. These horns cannot be adjusted or repaired. If either horn or the mounting bracket is ineffective or damaged, the entire unit must be replaced.



081472650

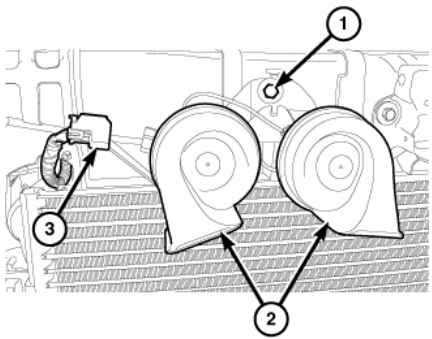
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Pull the top of the radiator grille of the front fascia away from the upper radiator cross member far enough to position the horns and mounting bracket unit (2) to the forward facing surface of the upper radiator cross member of the Front End Module (FEM).
2. Pull the top of the radiator grille of the front fascia away from the upper radiator cross member far enough to install and tighten the screw (1) that secures the horn mounting bracket to the forward facing surface of the upper radiator cross member. Tighten the screw securely.
3. Pull the top of the radiator grille of the front fascia away from the upper radiator cross member far enough to access and reconnect the headlamp and dash wire harness connector (3) to the connector for the horns.



4. Reinstall the plastic push pin fasteners that secure the top of the radiator grille of the front fascia to the upper radiator cross member of the Front End Module (FEM). (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front/Installation) .
5. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Each horn has a path to ground at all times through its wire harness connection to an eyelet terminal secured to the body sheet metal. The horns are completely controlled by a fused B(+) output received through a relay soldered onto the Printed Circuit Board (PCB) within the Power Distribution Center (PDC) and controlled by the Body Control Module (BCM) (also known as the Common Body Controller/CBC).

Within the two halves of the horn housing are a flexible diaphragm, a plunger, an electromagnetic coil and a set of contact points. The diaphragm is secured in suspension around its perimeter by the mating surfaces of the horn housing. The plunger is secured to the center of the diaphragm and extends into the center of the electromagnetic coil. The contact points control the current flow through the windings of the electromagnetic coil.

When the horn is energized, electrical current flows through the closed contact points to the electromagnetic coil. The resulting electromagnetic field draws the plunger and diaphragm toward it until that movement mechanically opens the contact points. When the contact points open, the electromagnetic field collapses allowing the plunger and diaphragm to return to their relaxed positions and closing the contact points again. This cycle continues repeating at a very rapid rate producing the vibration and movement of air that creates the sound that is directed through the horn trumpet outlet.

The horns as well as the hard wired input circuits for the horns may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information.

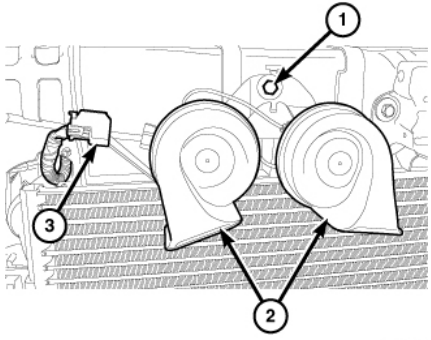
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative cable from the battery.
2. Remove the plastic push pin fasteners that secure the top of the radiator grille of the front fascia to the upper radiator cross member of the Front End Module (FEM). (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front/Removal) .
3. Pull the top of the radiator grille of the front fascia away from the upper radiator cross member far enough to access and disconnect the headlamp and dash wire harness connector (3) from the connector for the horns (2).



2199397

4. Pull the top of the radiator grille of the front fascia away from the upper radiator cross member far enough to access and remove the screw (1) that secures the horn mounting bracket to the forward facing surface of the upper radiator cross member.
5. Remove the horns and mounting bracket from the vehicle as a unit.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The horn relay is a electromechanical device that consists of an electromagnetic coil, a resistor and a pair of normally open electrical contacts. One of the two electrical contacts is fixed, while the other contact is movable. The movable relay contact is held away from the fixed contact by spring pressure. The horn relay for this vehicle is soldered in place on the Printed Circuit Board (PCB) internal to the Power Distribution Center (PDC), which is located within the engine compartment near the battery.

The horn relay cannot be repaired or adjusted and, if ineffective or damaged, the entire PDC unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The horn relay used in this vehicle is soldered onto a Printed Circuit Board (PCB) internal to the Power Distribution Center (PDC) located in the engine compartment near the battery. The horn relay is integral to and serviced only as a unit with the PDC.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The horn relay within the Power Distribution Center (PDC) switches battery current to the horns when the Body Control Module (BCM) (also known as the Common Body Controller/CBC) energizes the electromagnetic coil of the relay using a High Side Driver (HSD). When the electromagnetic relay coil is energized, it draws and holds the normally open movable contact of the relay against the fixed relay contact. The closed relay contacts supply fused battery current from the PDC to energize the horns.

When the BCM de-energizes the electromagnetic relay coil, spring pressure returns the movable contact to the normally open position, which de-energizes the horns. The resistor within the relay is connected in parallel with the electromagnetic coil, and helps to dissipate voltage spikes that are produced when the coil is de-energized.

The hard wired inputs and outputs of the horn relay in the PDC and the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the BCM or the electronic controls and communication between modules and other devices that provide some features of the BCM controlled horn relay. The most reliable, efficient and accurate means to diagnose the BCM or the electronic controls and communication related to BCM controlled horn relay operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The horn relay used in this vehicle is soldered onto a Printed Circuit Board (PCB) internal to the Power Distribution Center (PDC) located in the engine compartment near the battery. The horn relay is integral to and serviced only as a unit with the PDC.

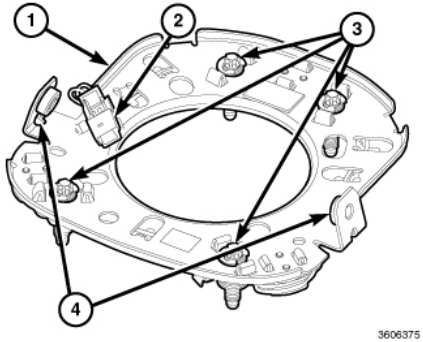
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A normally open floating-type horn switch and mounting plate (1) is secured to the back of the Driver AirBag (DAB) housing within the hub cavity of the steering wheel. The four sets of switch electrical contacts are each held open by a coiled spring and captured by a mounting screw (3) and E-clips arranged around the perimeter of the mounting plate. A switch wire harness joins the contacts in a parallel circuit to a connector (2) that is connected to the vehicle electrical system through a dedicated take out and connector of the steering wheel wire harness.

The stamped metal switch mounting plate has a mounting tab with a threaded insert (4) on each side, which is used to secure the DAB and floating horn switch assembly within the steering wheel hub cavity with a screw installed through each side of the steering wheel armature. The floating horn switch contacts, mounting plate and wire harness are serviced as a unit. If the horn switch is ineffective or damaged, the entire floating horn switch assembly must be replaced.



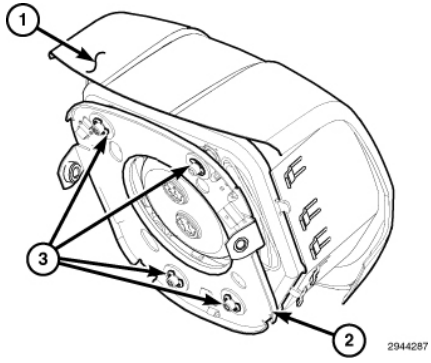
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**



1. Position the floating horn switch and mounting plate unit (2) to the Driver AirBag (DAB) housing (1).
2. Install and tighten the four captive screws (3) that secure the switch and mounting plate to the DAB housing. Tighten the screws securely.
3. Position the DAB and floating horn switch unit close enough to the steering wheel to reconnect the electrical connections at the back of the airbag housing.
4. Reconnect the steering wheel wire harness connector to the floating horn switch connector on the back of the switch.
5. Reconnect the wire connectors to the airbag inflator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. You can be certain that each connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
6. Push each of the Connector Position Assurance (CPA) locks firmly into the DAB connector insulator until it is flush with the upper surface of the insulator.
7. Reinstall the DAB into the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

When the Driver AirBag (DAB) trim cover in the center of the steering wheel is depressed, the springs between the electrically conductive horn switch contacts are compressed allowing them to contact each other, closing the switch circuit. When the DAB trim cover is released, the springs between the switch contacts expand, opening the switch circuit.

When any one of the four sets of horn switch contacts forms a completed circuit, a horn request signal is provided to the Local Interface Network (LIN) slave node integral to the speed control switch pod in the right horizontal spoke of the steering wheel. The LIN slave node sends an electronic **horn switch status** message to the LIN master node and Controller Area Network (CAN) data bus gateway integral to the Steering Angle Sensor (SAS) on the clockspring. The SAS then relays an electronic **horn request** message to the Body Control Module (BCM) (also known as the Common Body Controller/CBC) over the CAN data bus, and the BCM activates a high side driver to energize the horn relay.

The horn switch as well as the hard wired output circuits for the horn switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information.

2014 Dodge JC - DODGE JOURNEY

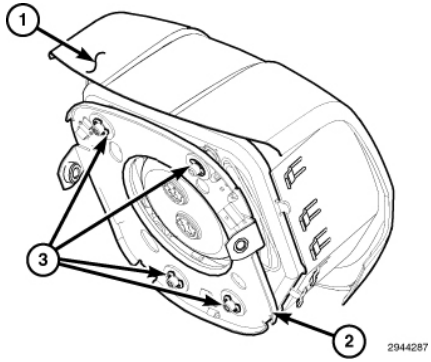
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Remove the Driver AirBag (DAB) (1) and floating horn switch (2) from the steering wheel as a unit. (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .
2. Pull the DAB and floating horn switch unit away from the steering wheel far enough to access the electrical connections at the back of the unit.
3. Disconnect the steering wheel wire harness connector from the floating horn switch connector on the back of the switch.



CAUTION: **Do not pull on the clockspring pigtail wires or pry on the connector insulators to disengage them from the Driver AirBag (DAB) inflator initiator connector receptacles. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or the connector insulators.**

4. The clockspring DAB pigtail wire connector insulators are secured by integral latches and a Connector Position Assurance (CPA) lock to the airbag inflator connector receptacles, which are located on the back of the DAB housing. Pull the lock straight out from the connector insulator, then pull the insulators straight out from the airbag inflator to disengage the latches and disconnect them from the connector receptacles.
5. Fully loosen each of the four captive screws (3) that secure the floating horn switch unit to the airbag housing.
6. Remove the switch and mounting plate as a unit from the airbag housing.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The horn system components operate on battery current received through non-switched fused B(+) circuits so that the system will remain operational, regardless of the status of the ignition switch (also known as the Keyless Ignition Node/KIN). The Body Control Module (BCM) controls the output of battery current to the horns through a horn relay soldered to a Printed Circuit Board (PCB) located within the Power Distribution Center (PDC). The BCM controls the relay based upon internal programming, hard wired inputs from the horn switch as well as electronic message inputs received from the Radio Frequency Hub Module (RFHM) (also known as the RF Hub) over the Controller Area Network (CAN) data bus.

The vehicle operator can control typical horn system signaling through the horn switch within the hub of the steering wheel. When the Driver AirBag (DAB) trim cover is depressed, it provides a hard wired analog input to the Local Interface Network (LIN) slave node integral to the speed control switch pod. The LIN slave node then sends electronic **horn switch status** messages to the LIN master node integral to the Steering Angle Sensor (SAS) (also known as the Steering Control Module. The SAS is also a gateway to the CAN data bus, and relays an electronic **horn request** message to the BCM over the CAN data bus.

In addition, the RFHM sends electronic **horn request** messages to the BCM over the CAN data bus in response to inputs received from the FOB with Integrated Key (FOBIK) Remote Keyless Entry (RKE) transmitter in vehicles with the PEKG system. Lastly, as the Vehicle Theft Security System (VTSS) controller, the BCM can activate the horn system based upon programming and both hard wired and electronic message inputs from the various VTSS components.

The horns can be activated by the BCM to support each of the following features:

- **Remote Keyless Entry System** - Remote Keyless Entry (RKE) system **Lock** request audible verification.
- **Remote Keyless Entry System** - Remote Keyless Entry (RKE) system **Panic** mode audible alert.
- **Remote Start System** - Remote Start System **Start** request audible verification.
- **Vehicle Theft Alarm** - Vehicle Theft Alarm (VTA) audible alarm.

The RKE system **Lock** request audible verification is a customer programmable feature, which allows the feature to be enabled or disabled to suit individual preferences. (Refer to 08 - Electrical/8M - Message Center/CENTER, Electronic Vehicle Information/Operation) .

The hard wired circuits between components related to the horn system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the horn system or the electronic controls and communication between modules and other devices that provide some features of the horn system. The most reliable, efficient and accurate means to diagnose the horn system or the electronic controls and communication related to horn system operation requires the use of a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

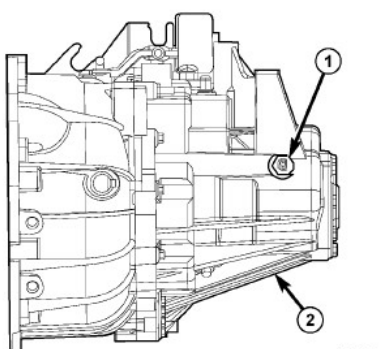
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with a manual transmission (2) have a normally open, spring-loaded plunger type backup lamp switch (1). Vehicles with an optional electronic automatic transmission have a Transmission Range Sensor (TRS) that is used to perform several functions, including that of the backup lamp switch. The TRS is described in further detail elsewhere in this service information. Refer to the service and diagnostic information for the automatic transmission type installed in the vehicle.

The backup lamp switch is located in a threaded hole on the left facing surface of the manual transmission housing. The switch has a threaded body and a hex formation near the plunger end of the switch. An integral connector receptacle at the end of the switch opposite the plunger connects the switch to the vehicle electrical system through a take out and connector of the engine wire harness. When installed, only the switch connector and the hex formation are visible on the outside of the transmission housing.

The backup lamp switch cannot be adjusted or repaired and, if ineffective or damaged, the entire switch unit must be replaced. Refer to the service and diagnostic information for the manual transmission type installed in the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The backup lamp switch controls a path to ground for the Body Control Module (BCM) (also known as the Common Body Controller/CBC) on the reverse switch signal circuit. The BCM reads this input through an internal pull-up, then controls an output through a high side driver that regulates the flow of battery voltage to the backup lamp bulbs as appropriate on the backup lamp feed circuit. The switch plunger is mechanically actuated by the gearshift mechanism within the transmission, which will depress the switch plunger and close the switch contacts whenever the REVERSE gear has been selected. The switch receives ground at all times through a take out and eyelet terminal of the wire harness that is secured to the body sheet metal.

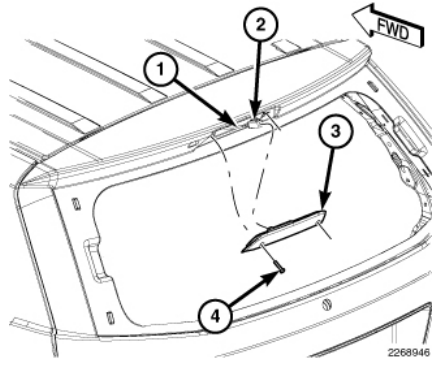
The backup lamp switch as well as the hard wired inputs and outputs of the switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and devices that rely upon inputs from the backup lamp switch. The most reliable, efficient, and accurate means to diagnose the electronic controls and communication related to backup lamp switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Check to be certain that the two U-nuts in the Center High Mounted Stop Lamp (CHMSL) opening of the liftgate header panel are properly installed and in good condition.
2. Position the CHMSL (3) near the opening in the liftgate header panel.
3. Reconnect the connector (2) of the liftgate wire harness (1) to the connector receptacle on the back of the lamp.
4. Position the CHMSL into the liftgate header opening.
5. Install and tighten the two screws (4) that secure the CHMSL to the liftgate header panel. Tighten the screws to 1.5 N·m (15 in. lbs.).
6. Reconnect the battery negative cable.

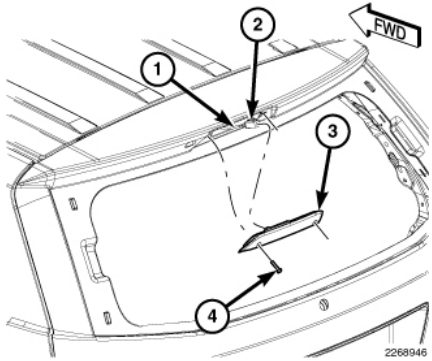
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

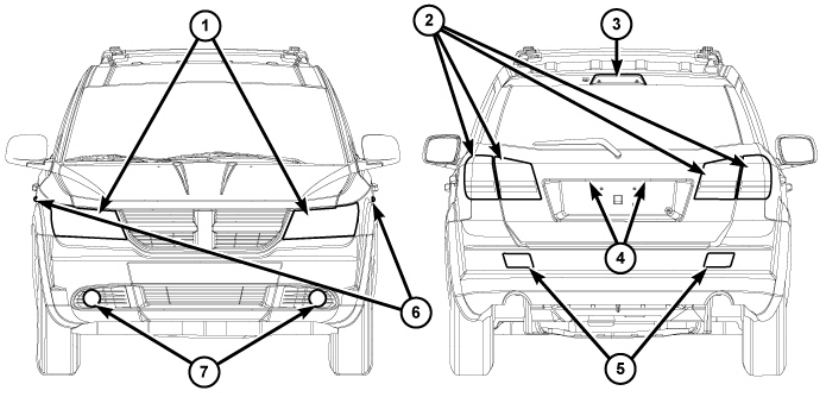
1. Disconnect and isolate the battery negative cable.
2. Remove the two screws (4) that secure the Center High Mounted Stop Lamp (CHMSL) (3) to the liftgate header panel (1).
3. Pull the CHMSL away from the liftgate far enough to access and disconnect the connector (2) of the liftgate wire harness (1) from the connector receptacle on the back of the lamp.
4. Remove the CHMSL from the liftgate.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



2245903

The exterior lighting system for this vehicle includes the following exterior lamp units:

- **Center High Mounted Stop Lamp (3)** - A standard equipment Center High Mounted Stop Lamp (CHMSL) is centered on the upper liftgate header above the liftgate glass opening at the rear of the vehicle.
- **Front Fog Lamps (7)** - Vehicles equipped with this option have a separate front fog lamp unit mounted near each outboard end of the front fascia, below each front lamp unit.
- **Front Lamp Units (1)** - A standard equipment front lamp unit with two, single-filament headlamp bulbs is located at each outboard side of the grille opening in the Front End Module (FEM).
- **Front Position Lamps** - A front position lamp is integral to each front lamp unit on vehicles manufactured for export markets where they are required.
- **License Plate Lamps (4)** - Two standard equipment rear license plate lamp units are integral to the liftgate handle assembly, just above the license plate tub formation on the outer liftgate panel.
- **Rear Fog Lamps (5)** - A rear fog lamp unit is mounted near each outboard end of the rear fascia, below each rear lamp unit on vehicles manufactured for export markets where they are required.
- **Rear Lamp Units (2)** - A standard equipment two-piece rear lamp unit is mounted on each side at the rear of the vehicle. One piece of the rear lamp is secured to the end of each quarter panel on either side of the liftgate opening and the second piece is secured to each side of the liftgate outer panel, adjacent to the first piece of the rear lamp when the liftgate is closed.
- **Repeater Lamps (6)** - A repeater lamp is mounted to each front fender just behind the front wheel opening on vehicles manufactured for export markets where they are required.

These exterior lighting lamp units and their controls are combined to provide the following exterior lighting features:

- **Automatic Headlamps** - Vehicles with the automatic headlamps option are equipped with a unique headlamp switch that includes an **AUTO** (Automatic) position and have an automatic headlamp sensor to sense ambient light levels. The automatic headlamp sensor is integral to the sun load sensor located on the top of the instrument panel. (Refer to 24 - Heating and Air Conditioning/Controls/SENSOR, Sun - Description) .
- **Backup Lamps** - The backup (or reverse) lamps include a clear bulb, reflector and clear lens that are integral to the liftgate portions of each rear lamp unit.
- **Brake Lamps** - The brake (or stop) lamps include either a clear bulb or multiple Light-Emitting Diode (LED) units, a reflector and a red lens that are integral to the quarter panel portions of each rear lamp unit, and the red lens and multiple LED units of the CHMSL.
- **Daytime Running Lamps** - Daytime Running Lamps (DRL) are standard equipment on vehicles manufactured for sale in Canada and optional on vehicles manufactured for the United States. Vehicles with the DRL feature enabled illuminate the high beam headlamp bulb in each front lamp unit at a reduced intensity to serve as the DRL.
- **Exterior Lamp Fail-Safe Operation** - The Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and the Body Control Module (BCM) (also known as the Common Body Controller/CBC) provide a fail-safe feature which will automatically turn ON the low beam headlamps and all park lamps when the ignition switch is in the ON position and there is no detected input from either the headlamp switch or the multi-function switch, no communication from the Steering Control Module (SCM) or Steering Angle Sensor (SAS) or when either the Local Interface Network (LIN) data bus or the Controller Area Network (CAN) data bus are inoperative.

- **Exterior Lamp Load Shedding** - The Body Control Module (BCM) (also known as the Common Body Controller/CBC) provides a battery saver feature which will automatically turn OFF all exterior lamps (except the park/tail lamps in certain export markets) that remain ON with the ignition switch in the LOCK position after a timed interval of about eight minutes.
- **Front Fog Lamps** - The optional front fog lamps include the clear bulb, reflector and clear lens of each adjustable front fog lamp unit.
- **Hazard Warning Lamps** - The hazard warning lamps include the bulbs, reflectors and lenses of each lamp in the right and left, front and rear turn signal circuits.
- **Headlamps** - The headlamps include dual, single filament halogen bulbs, an adjustable reflector and a clear lens integral to each front lamp unit.
- **Headlamp Leveling** - Headlamp leveling is available only in certain markets where it is required equipment. A headlamp leveling actuator motor on each headlamp unit and a headlamp leveling switch integral to the dimmer module in the instrument panel headlamp switch bezel allows the headlamp beam pattern to be adjusted by the vehicle operator from the interior of the vehicle to compensate for passenger or cargo loads.
- **Headlamp Time Delay** - On vehicles equipped with the automatic headlamps option, when this feature is enabled the low or high beam headlamps remain illuminated for a programmable delay interval of 0 (disabled), 30, 60 or 90 seconds after the ignition switch has been turned to the OFF position. This feature is customer programmable using the Electronic Vehicle Information Center (EVIC) switches and the U-Connect Touch™ screen module in the Integrated Center Stack (ICS).
- **Headlamps With Wipers** - Vehicles with the automatic headlamps option have an automatic headlamps-with-wipers feature. When this feature is enabled and the **AUTO** position of the headlamp switch is selected, the headlamps are turned ON automatically whenever the windshield wipers are turned ON; and, if the headlamps were turned ON automatically when the wipers were turned ON, they will also turn OFF automatically when the wipers are turned OFF if the appropriate ambient light conditions exist. This feature is customer programmable using the Electronic Vehicle Information Center (EVIC) switches and the U-Connect Touch™ screen module in the Integrated Center Stack (ICS).
- **Optical Horn** - Also known as flash-to-pass, the beam selection function of the multi-function switch control stalk has a momentary intermediate position that allows the headlamp high beams to be flashed momentarily, without changing the headlamp beam selection.
- **Park/Tail Lamps** - The front park lamps include the amber bulbs, reflectors and clear lenses integral to each front lamp unit and, if the vehicle is so equipped, the clear position lamp bulb integral to each front lamp unit. The rear tail lamps include either the clear bulb or the multiple LED units, a reflector and a red lens integral to both the quarter panel and liftgate portions of each rear lamp unit as well as the bulbs and lenses of the license plate lamp units.
- **Rear Fog Lamps** - Rear fog lamps are available only in certain export markets where they are required equipment. The rear fog lamps include a clear bulb, a red lens and a reflector that are integral to each rear fog lamp unit.
- **Turn Signal Lamps** - The front turn signal lamps include an amber bulb, a reflector and a clear lens that are integral to each front lamp unit. In certain export markets where they are required, the clear bulbs and lenses of the repeater lamps on each front fender will also be included in the front turn signal circuits. The rear turn signal lamps include an amber bulb, a reflector and a clear lens that are integral to the quarter panel portion of each rear lamp unit.

Other components of the exterior lighting system for this vehicle include:

- **Backup Lamp Switch** - A plunger-type backup lamp switch is installed through the transmission housing of vehicles equipped with a manual transmission and is actuated by the shifter mechanism within the transmission when REVERSE gear is selected. On vehicles with an optional automatic transmission, a stand alone Transmission Range Sensor (TRS) performs the backup lamp switch function.
- **Body Control Module** - The Body Control Module (BCM) (also known as the Common Body Controller/CBC) is located beneath the instrument panel on the passenger side of the vehicle. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Body Control - Description) .
- **Brake Lamp Switch** - A lever-actuated brake pedal position sensor serves as the brake lamp switch in this vehicle. The brake pedal position sensor is located on the brake pedal support bracket under the instrument panel and is actuated by a pin on the brake pedal arm when the brake pedal is depressed.
- **Controller Antilock Brake** - A Controller Antilock Brake (CAB) (also known as the Antilock Brake Module/ABM) is located in the engine compartment below the brake master cylinder. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Anti-Lock Brake System - Description) .
- **Hazard Switch** - A latching push button-actuated hazard switch is integral to the instrument panel switch bank in the lower vehicle feature controls module (also known as the Integrated Center Stack/ICS) located in the center stack area of the instrument panel.
- **Headlamp Leveling Switch** - A four position thumbwheel-actuated headlamp leveling switch is integral to the dimmer module located in the headlamp switch bezel of the instrument panel in vehicles manufactured for certain export markets where the headlamp leveling feature is required.
- **Headlamp Switch** - A rotary knob-actuated headlamp switch is located in the headlamp switch bezel of the instrument panel. The headlamp switch is used to select the park lamps, headlamps or fog lamps.
- **Instrument Cluster** - The Instrument Cluster (IC) is also known as the Common Instrument Cluster (CIC) in this vehicle. The IC is located in the instrument panel above the steering column opening, directly in front of the driver. (Refer to 08 - Electrical/8J - Instrument Cluster - Description) .
- **Instrument Panel Switch Bank** - The instrument panel switch bank contains the hazard switch. The switch bank is located in the lower vehicle feature controls module (also known as the Integrated Center Stack/ICS) located in the center stack area of the instrument panel. (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Description) .
- **Multi-Function Switch** - The multi-function switch is located on the steering column, just below the steering wheel. A control stalk that extends from the left side of the switch is used to select the turn signal lamps (right or left) and to select the headlamp beam (low, high or optical horn).
- **Park Brake Switch** - A park brake switch is located on the park brake mechanism. On vehicles with a manual transmission, a park brake hand lever mechanism is located on the side of the floor panel transmission tunnel between the two front seats. On vehicles with an automatic transmission, a park brake foot lever mechanism is located on the driver side cowl side inner panel below the instrument panel.
- **Steering Angle Sensor** - The Steering Angle Sensor (SAS) is integral to the clockspring. The SAS is a Local Interface Network (LIN) master node and a gateway to the Controller Area Network (CAN) data bus. (Refer to 05 - Brakes/Electrical/SENSOR, Steering Wheel Angle - Description) .
- **Steering Control Module** - The Steering Control Module (SCM) is located within the multi-function switch housing on the top of the steering column, just below the steering wheel. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Steering Column - Description) .
- **Trailer Tow Wiring** - Vehicles equipped with an optional Trailer Tow Prep package include a wire harness, three relays, a conventional 4-way light duty trailer tow connector and an installation instruction sheet shipped loose in the glove box from the factory for installation by the vehicle owner or the dealer.
- **Turn Signal Cancel Cam** - The turn signal cancel cam is integral to the clockspring. The turn signal cancel cam provides automatic turn signal cancellation as the steering wheel is rotated back to its centered position following a vehicle turning maneuver.

Hard wired circuitry connects the exterior lighting system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the exterior lighting components through the use of a combination of soldered splices, splice block connectors and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

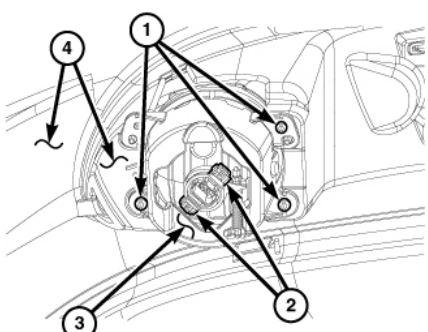
BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Align the index tabs of the front fog lamp bulb with the slots in the collar of the bulb opening on the back of the front fog lamp housing.
2. Insert the bulb into the housing until the index tabs are engaged in the slots of the collar.
3. Firmly and evenly push the bulb straight into the lamp housing until both bulb latch features (2) snap into place and are fully engaged.
4. Reconnect the headlamp and dash wire harness connector to the front fog lamp bulb connector receptacle.
5. Reconnect the battery negative cable.



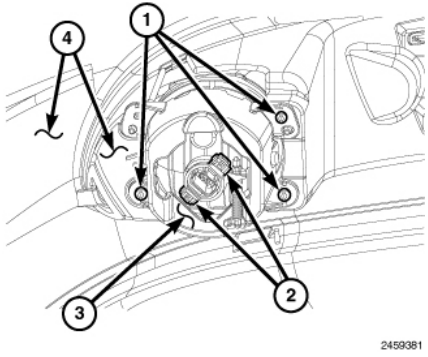
2459381

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Position the front fog lamp mounting bracket (3) to the fog lamp bezel on the back of the lower front fascia (4).
2. Install and tighten the three screws (1) that secure the mounting bracket to the bezel. Tighten the screws securely.
3. Reconnect the headlamp and dash wire harness connector to the front fog lamp bulb (2) connector receptacle.
4. Reinstall the lower inner front wheel house splash shield. (Refer to 23 - Body/Exterior/SHIELD, Splash - Installation) .
5. Reconnect the battery negative cable.
6. Confirm proper fog lamp alignment. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

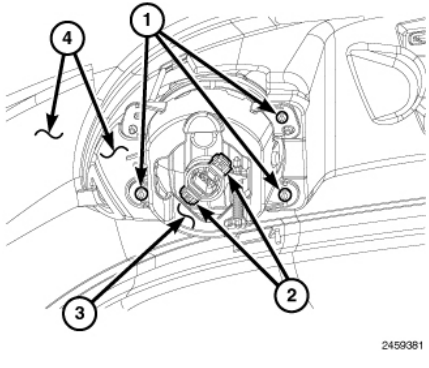
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Disconnect and isolate the battery negative cable.
2. Reach behind the lower front fascia to access and disconnect the headlamp and dash wire harness connector from the front fog lamp bulb connector receptacle.
3. Firmly grasp the bulb by the two latch features (2) and squeeze them together to unlock the bulb from the back of the front fog lamp housing (3).
4. Pull the bulb straight out from the keyed opening in the housing.



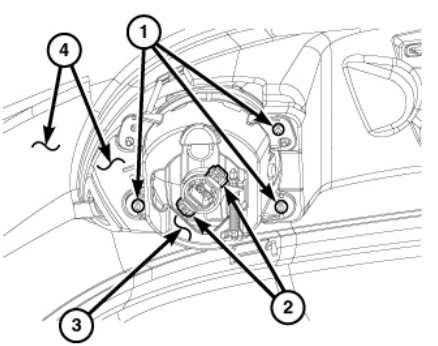
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the lower inner front wheel house splash shield. (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal) .
3. Disconnect the headlamp and dash wire harness connector from the front fog lamp bulb (2) connector receptacle.
4. Remove the three screws (1) that secure the front fog lamp mounting bracket (3) to the fog lamp bezel on the back of the lower front fascia (4).
5. Remove the front fog lamp from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULBS

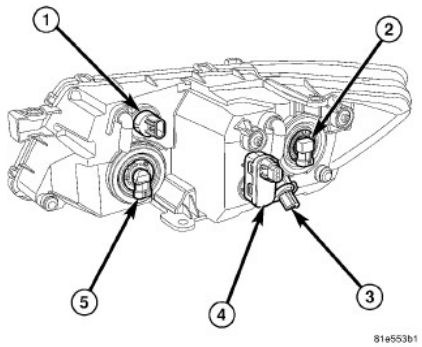
Labor Operations: Click to display a list of Labor Operations associated with this procedure

HEADLAMP HIGH BEAM

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Align the headlamp bulb and base (5) with the keyed opening on the back of the front lamp unit reflector.
2. Insert the bulb into the reflector until the base is firmly seated.
3. Rotate the bulb base clockwise about 30 degrees to lock it into place.
4. Reconnect the wire harness connector to the connector receptacle integral to the headlamp bulb base.
5. Reconnect the battery negative cable.



HEADLAMP LOW BEAM

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Align the headlamp bulb and base (2) with the keyed opening on the back of the front lamp unit reflector.
2. Insert the bulb into the reflector until the base is firmly seated.
3. Rotate the bulb base clockwise about 30 degrees to lock it into place.
4. Reconnect the wire harness connector to the connector receptacle integral to the headlamp bulb base.
5. Reconnect the battery negative cable.

POSITION LAMP

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: The following procedure applies only to vehicles manufactured for certain export markets. Vehicles manufactured for domestic markets do not have a position lamp bulb, socket or wiring provided in the front lamp unit.

1. Align the base of the bulb with the position lamp bulb socket (3).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the back of the front lamp unit housing.
4. Insert the socket and bulb straight into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reconnect the wire harness connector to the connector receptacle integral to the position lamp bulb socket.
7. Reconnect the battery negative cable.

TURN SIGNAL/SIDE MARKER LAMP

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

1. Align the base of the bulb with the park/turn signal lamp bulb socket (1).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the back of the front lamp unit housing.
4. Insert the socket and bulb straight into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reconnect the wire harness connector to the connector receptacle integral to the park/turn signal lamp bulb socket.
7. Reconnect the battery negative cable.

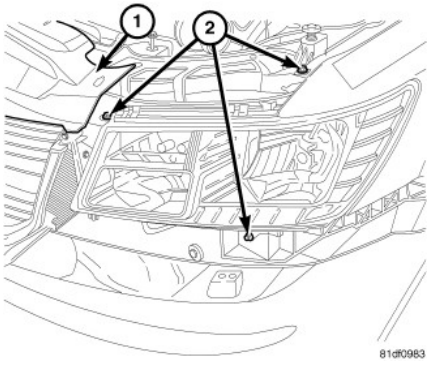
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: If the front lamp is being replaced with a new unit, the bulbs and sockets must be transferred from the unit being replaced.



1. Position the front lamp unit to the front of the vehicle.
2. Reconnect the headlamp and dash wire harness connectors to the back of the lamp housing.
3. Position the front lamp unit into the Front End Module (FEM).
4. Flex the fascia and grille (1) outward far enough to install and tighten the three screws (2) that secure the front lamp unit to the FEM. Tighten the screws securely.
5. Reinstall the four plastic push-pin fasteners that secure the upper grille to the FEM.
6. Reinstall the front fascia on the same side of the vehicle as the front lamp unit being installed. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation)
7. Reconnect the battery negative cable.
8. Confirm proper headlamp alignment. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

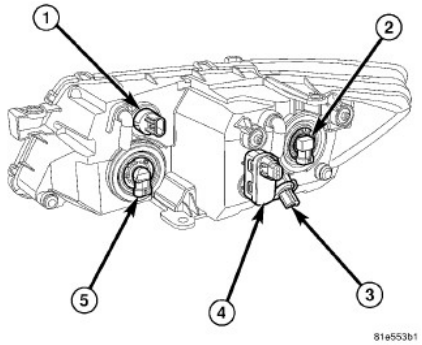
BULBS

Labor Operations: Click to display a list of Labor Operations associated with this procedure

HEADLAMP HIGH BEAM

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Disconnect and isolate the battery negative cable.
2. Disconnect the wire harness connector from the connector receptacle integral to the headlamp bulb (5) on the back of the front lamp unit housing.
3. Firmly grasp the bulb base and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the bulb and base straight out from the keyed opening in the reflector.



HEADLAMP LOW BEAM

CAUTION: **Do not contaminate the bulb glass by touching it with your fingers or by allowing it to contact other oily surfaces. Shortened bulb life will result.**

1. Disconnect and isolate the battery negative cable.
2. Disconnect the wire harness connector from the connector receptacle integral to the headlamp bulb (2) on the back of the front lamp unit housing.
3. Firmly grasp the bulb base and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the bulb and base straight out from the keyed opening in the reflector.

POSITION LAMP

NOTE: The following procedure applies only to vehicles manufactured for certain export markets. Vehicles manufactured for domestic markets do not have a position lamp bulb, socket or wiring provided in the front lamp unit.

1. Disconnect and isolate the battery negative cable.
2. Disconnect the wire harness connector from the connector receptacle integral to the position lamp bulb socket (3) on the back of the front lamp unit housing.
3. Firmly grasp the position lamp bulb socket on the back of the housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out from the keyed opening in the housing.
5. Pull the base of the bulb straight out of the socket.

TURN SIGNAL/SIDE MARKER LAMP

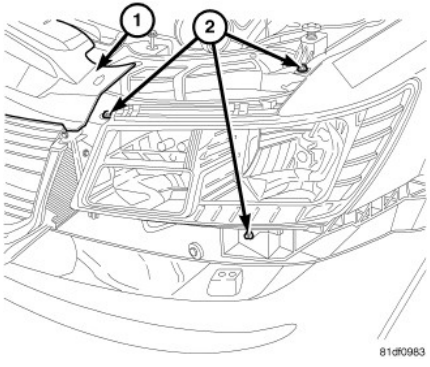
1. Disconnect and isolate the battery negative cable.
2. Disconnect the wire harness connector from the connector receptacle integral to the turn signal/side marker lamp bulb socket (1) on the back of the front lamp unit housing.
3. Firmly grasp the turn signal/side marker lamp bulb socket on the back of the housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out from the keyed opening in the housing.
5. Pull the base of the bulb straight out of the socket.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Disconnect and isolate the battery negative cable.
2. Loosen the front fascia on the same side of the vehicle as the front lamp unit being removed. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
3. Remove the four plastic push-pin fasteners that secure the upper grille to the Front End Module (FEM).
4. Flex the fascia and grille (1) outward far enough to access and remove the three screws (2) that secure the front lamp unit to the FEM.
5. Pull the front lamp unit away from the FEM far enough to access and disconnect the headlamp and dash wire harness connectors from the back of the lamp housing.
6. Remove the front lamp unit from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - LAMP LENS FOGGING

Some customers may report that on occasion, vehicle exterior lamp assemblies are fogged with a light layer of condensation on the inside of the lenses. This may be reported after the lamps have been turned on and brought up to operating temperature, turned off, and then rapidly cooled by cold water (such as rain, or the water from a car wash). Lens fogging can also occur under certain atmospheric conditions after a vehicle has been parked outside overnight (i.e., a warm humid day followed by clear cool night). This will usually clear as atmospheric conditions change to allow the condensation to change back into a vapor. Turning the lamps on will usually accelerate this process.

A lamp that exhibits condensation/fogging should be evaluated in a service bay environment by first drying all water from the outside surface of the lens and operating the lamp for 20 minutes. If the condensation/fogging has begun to clear from the lamp lens after 20 minutes with the lamps operating, this indicates the lamp sealing has not been breached, and the lamp does not need to be replaced.

If the condensation/fogging has not begun to clear after 20 minutes with the lamps operating, or the lamp has large amounts of water droplets visible on most internal surfaces, this indicates a problem with the lamp sealing that has allowed water to enter the lamp. In this instance, the customer is also likely to report that moisture in the lamp is always present and never disappears. A lamp that exhibits internal moisture permanently should be replaced.

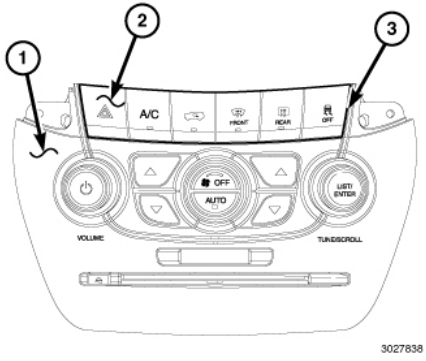
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The hazard switch (2) is integral to the instrument panel switch bank (3) in the vehicle feature controls module (1) (also known as the Integrated Center Stack/ICS), which is secured to the lower instrument panel center stack just below the U-Connect Touch™ screen module. A red, stencil-like International Control and Display Symbol icon for **Hazard Warning** identifies the hazard switch button. The remainder of the hazard switch circuitry is concealed within the instrument panel switch bank.

The hazard switch button has panel lamps dimmer controlled illumination for night visibility. The switch button latches to a slightly lowered position when the hazard warning system is activated and unlatches to a position flush with the other push buttons in the switch bank when the hazard warning is deactivated.



All of the circuitry and components of the hazard switch are contained within the molded plastic vehicle feature controls module. A single connector receptacle is integral to the back of the module. The switch is connected to the vehicle electrical system through a dedicated take out and connector of the instrument panel wire harness.

The hazard switch cannot be adjusted or repaired and, if ineffective or damaged, the entire instrument panel switch bank and vehicle features control module unit must be replaced. (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The status of the hazard switch is continually monitored by the circuitry within the instrument panel switch bank in the vehicle features control module (also known as the Integrated Center Stack/ICS). The switch receives battery voltage at all times through a fused battery feed circuit, and a path to ground at all times through the instrument panel wire harness.

Whenever the hazard switch is in its latched and lowered position, the hazard warning system is selected and the switch bank circuitry provides a hard wired output to the Body Control Module (BCM) (also known as the Common Body Controller/CBC). When the BCM receives a hazard switch input, it then controls hazard warning system operation and flash rate by controlling battery voltage outputs through high side drivers on the right and left, front and rear turn signal feed circuits.

The BCM also sends the appropriate electronic messages to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) over the Controller Area Network (CAN) data bus to control the illumination and flash rate of the right and left turn signal indicators, as well as to control the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional hazard warning flasher.

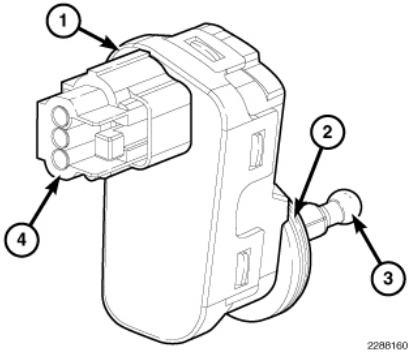
The hard wired circuits for the instrument panel switch bank may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the hazard warning switch or the electronic controls and communication between other modules and devices that provide some features of the hazard warning system. The most reliable, efficient, and accurate means to diagnose the hazard switch or the electronic controls and communication related to hazard warning system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The headlamp leveling motor (1) is located on the rear surface of each front lamp unit on vehicles equipped with the headlamp leveling system, which is available only in certain export markets where it is required equipment. The motor is encased within a molded plastic housing and is secured by an integral wedge-type mounting flange (2) to a keyed flange on the back of the front lamp unit housing. A rubber seal around the circumference of the mounting boss seals the motor to the lamp housing.



The outside of the motor housing features an integral molded connector (4) on its upper rearward surface and a plastic pushrod with a ball formation (3) on its free end extends from the motor mounting flange. Within the motor housing is a 12-volt Direct Current (DC) servo motor, an electronic controller board that includes the motor logic circuits, and an integral screw-drive transmission. The headlamp leveling motor is connected to the vehicle electrical system through a dedicated take out and connector of the headlamp and dash wire harness.

The headlamp leveling motor cannot be repaired and, if ineffective or damaged, the entire motor unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The controller board and logic circuitry of the headlamp leveling motor controls motor operation based upon a voltage signal input received from the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The BCM uses a hard wired input received from the headlamp leveling switch integral to the dimmer module on the instrument panel to determine the correct voltage signal to provide the leveling motor.

The headlamp leveling motors have a path to ground at all times. The motors operate on battery voltage received through the headlamp low beam feed circuits so that the system will only operate when the headlamp low beams are turned ON. When the motor is energized it will extend or retract the motor pushrod through an integral screw-drive transmission. The ball on the end of the pushrod is snapped into a saddle bracket on the back of the reflector within the front lamp unit housing, which will cause the reflector to move as the pushrod is extended or retracted, changing the angle at which the light is projected from the headlamp bulb filaments.

The hard wired circuits for the headlamp leveling motors may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the active electronic elements within the headlamp leveling motors or the electronic controls and communication between other modules and devices that provide some features of the headlamp leveling system. The most reliable, efficient, and accurate means to diagnose the headlamp leveling motor or the electronic controls and communication related to headlamp leveling system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

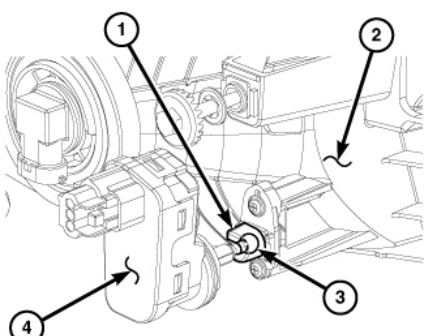
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The graphic shows the right side front lamp unit as viewed from the back of the lamp with the housing removed. However, the housing cannot be removed from the lamp for service. This view was necessary in order to clearly illustrate the internal engagement of the headlamp leveling motor pushrod with the saddle bracket on the lamp reflector.



2288363

1. Disconnect and isolate the battery negative cable.
2. Remove front lamp unit from the vehicle. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps /Lighting - Exterior/UNIT, Front Lamp - Removal) .
3. Rotate the headlamp leveling motor (4) on the back of the lamp housing counterclockwise about 30 degrees to unlock it from the housing.
4. Grasp the motor firmly with one hand and twist it toward the inboard side of the lamp far enough to disengage the ball on the end of the motor pushrod (3) from the saddle bracket (1) secured to the reflector (2) within the lamp housing.
5. Pull the motor and pushrod straight back and out of the front lamp unit housing.

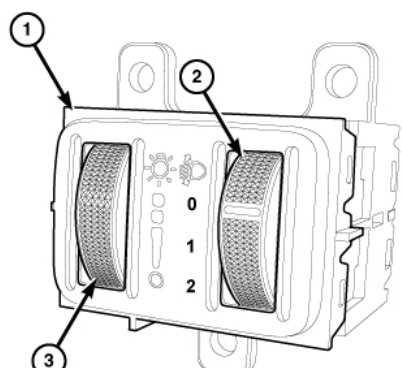
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The headlamp leveling switch (2) is used only on vehicles equipped with a manual remote headlamp leveling system manufactured for certain markets where the headlamp leveling system is required. The headlamp leveling switch is integral to the dimmer module, which includes the interior and panel lamps dimmer thumbwheel (3) and is mounted on the driver side of the instrument panel between the headlamp switch and the steering column. Only the switch face plate (1) and the thumbwheels are visible on the outer surface of the instrument panel.

The black plastic switch face plate has a stencil-like International Control and Display Symbol icon for **Headlamp Levelling Control** to clearly identify the function of the thumbwheel and the white numbers **0**, **1** and **2**, each of which indicates one of the three switch detent positions. Each higher number represents a lower aiming position of the headlamp beam relative to the road surface. Panel dimmer controlled Light Emitting Diode (LED) units soldered to the circuit board within the switch housing provide back lighting for visibility at night, but are not serviceable.



2985389

The black, molded plastic switch housing encloses the switch thumbwheel mechanism and the leveling switch circuitry including the switch contacts and a series resistor configuration. A connector receptacle is integral to the back of the switch housing. The dimming module with leveling switch has three mounting tabs that are secured by screws to the back of the headlamp switch bezel on the instrument panel. The dimming module is connected to the vehicle electrical system through a dedicated take out and connector of the instrument panel wire harness.

The headlamp leveling switch cannot be adjusted or repaired and, if the leveling switch or the dimmer switch is ineffective or damaged, the dimmer module unit must be replaced. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/SWITCH, Dimmer - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The headlamp leveling switch receives a battery voltage input on a park/tail/running lamps feed circuit whenever the exterior lighting is turned ON. It then provides outputs to the Body Control Module (BCM) (also known as the Common Body Controller/CBC) on a headlamp leveling switch to module signal circuit to control the headlamp leveling function. The switch receives a path to ground at all times through a take out and eyelet terminal of the instrument panel wire harness secured to the instrument panel support structure.

The switch illumination level is controlled by a Pulse-Width Modulated (PWM) output received from the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) on a panel lamps driver circuit. The IC controls this output based upon the panel lamps dimmer signal circuit input from the panel lamps dimmer switch.

Each switch position selects a different tap on a series resistor within the switch to provide the appropriate resistor multiplexed output to the BCM over the headlamp leveling switch to module signal circuit. The BCM reads and responds to this input by providing the appropriate control outputs to the headlamp leveling motors.

The headlamp leveling switch as well as the hard wired inputs and outputs of the switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information.

2014 Dodge JC - DODGE JOURNEY

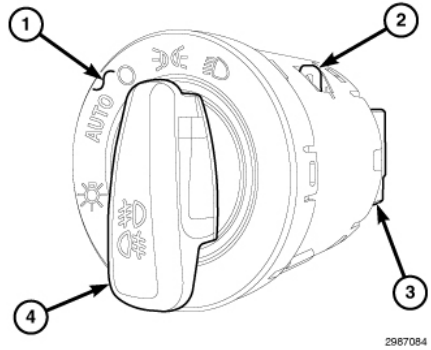
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The headlamp switch (1) is located on the instrument panel, in a cylinder-like mounting hole molded into the headlamp switch bezel to the left of the steering column. Several different switches are used, depending upon equipment and market requirements. The standard switch features a three-position rotary knob (4) for exterior lighting control. An optional switch has a fourth position added to the rotary knob for automatic headlamps and a momentary PUSH function added to the rotary knob for front fog lamp control.

Each of these switches is constructed of molded plastic. On vehicles with optional fog lamps the rotary knob also has the International Control and Display Symbol icon for **Front Fog Light** applied to it. The switch face plate is also labeled with graphics and icons to clearly identify the many functions of the rotary knob.

The switch housing is secured within the mounting hole of the instrument panel bezel by two spring loaded, pivoting pawl-like retainers (2), one near the bottom and another near the top. These pawls can be retracted for removal of the switch from the face of the instrument panel using a specific rotary knob actuation sequence. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Headlamp - Removal) .



The back of the switch housing has an integral connector receptacle (3) containing terminal pins that connect the switch to the vehicle electrical system through a dedicated take out and connector of the instrument panel wire harness. A panel dimmer controlled Light Emitting Diode (LED) unit soldered to the circuit board within the switch provides back lighting for visibility at night, but is not serviceable.

The headlamp switch cannot be repaired and, if ineffective or damaged, it must be replaced.

2014 Dodge JC - DODGE JOURNEY

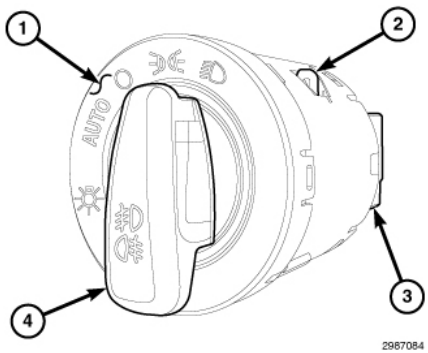
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: Before attempting to install the headlamp switch (1), be certain that both pawl-like retainers (2) are extended outward from the body of the switch. If the retainers are in the retracted position, rotating the headlamp switch rotary knob (4) to the OFF (O) position should disengage the retainer retractor mechanism causing the retainers to spring outward from the switch body.



1. Position the headlamp switch (1) close enough to the cylinder-like switch mounting hole in the instrument panel to reconnect the instrument panel wire harness connector to the connector receptacle (3) on the back of the switch housing.
2. Position and align the switch in the center of the switch mounting hole of the instrument panel.
3. Using hand pressure, press the switch firmly and evenly into the mounting hole until it is fully seated. An indication that the switch is fully seated will be a light audible click as each of the two pawl-like retainers (2) snap into place within the mounting hole.
4. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The headlamp switch uses a single resistor multiplexed output to control the many functions and features it provides. The switch receives a clean ground from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) on a headlamp switch MUX return circuit. The BCM then reads the switch outputs using an internal pull up on the headlamp/fog lamp switch signal circuit to control the exterior lighting functions.

The switch illumination circuit receives a path to ground at all times through an instrument panel ground circuit. The illumination level is controlled by a Pulse-Width Modulated (PWM) output received from the BCM on a panel lamps driver circuit. The BCM controls this output based upon the panel lamps dimmer signal circuit input from the interior lighting thumbwheel switch in the dimmer module. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/SWITCH, Dimmer - Operation) .

The headlamp switch operates as follows:

- **Front Fog Lamps Control** - For vehicles so equipped, the rotary knob on the headlamp switch is depressed to activate or deactivate the optional front fog lamps. The headlamp switch provides the appropriate resistor multiplexed output to the BCM over the headlamp/fog lamp switch signal circuit, and the BCM reads and responds to this input by energizing or de-energizing the right and left front and rear fog lamp control circuits through internal High Side Drivers (HSD) and by sending an electronic confirmation message to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) over the Controller Area Network (CAN) data bus, which controls the front and rear fog lamp indicators as appropriate.
- **Exterior Lighting Control** - The rotary knob on the headlamp switch is rotated to a detent position to activate or deactivate the exterior lighting. The headlamp switch provides the appropriate resistor multiplexed output to the BCM over the headlamp/fog lamp switch signal circuit, and the BCM responds by energizing or de-energizing the right and left park lamp feed circuits and the right and left high or low beam driver circuits through internal HSDs and by sending an electronic confirmation message to the IC over the CAN data bus, which controls the high beam indicator as appropriate. The BCM also remembers which headlamp beams were last selected with the multi-function switch, and energizes those beams by default the next time the headlamps are turned ON. If the vehicle is equipped with optional automatic headlamps and the **AUTO** (Automatic) position is selected, the BCM also monitors an electronic **ambient light level** message received over the CAN data bus from the air conditioner - heater control module based upon a hard wired input from the sun sensor to turn the exterior lighting ON and OFF automatically while the ignition switch is in the ON position.

The headlamp switch as well as the hard wired inputs and outputs of the switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information.

2014 Dodge JC - DODGE JOURNEY

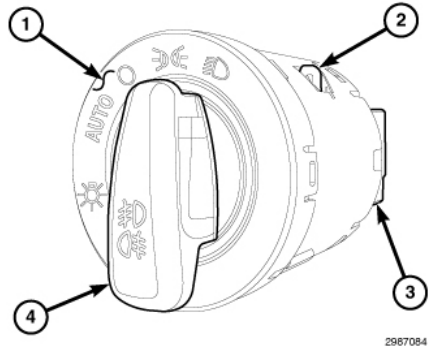
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the battery negative cable.
2. Place the headlamp switch (1) rotary knob (4) in the OFF (**O**) position.
3. Push in on the rotary knob to engage the switch retainer (2) retractor mechanism.
4. Still holding the switch rotary knob depressed, rotate the knob clockwise toward the park lamps ON position to retract the two switch retainers. The retainers will be fully retracted before the rotary knob actually reaches the park lamps ON position.



5. With the switch rotary knob still in the retainer retractor position, pull the switch out of the cylinder-like mounting hole far enough to access and disconnect the instrument panel wire harness connector from the connector receptacle (3) on the back of the switch housing.
6. Remove the headlamp switch from the instrument panel.

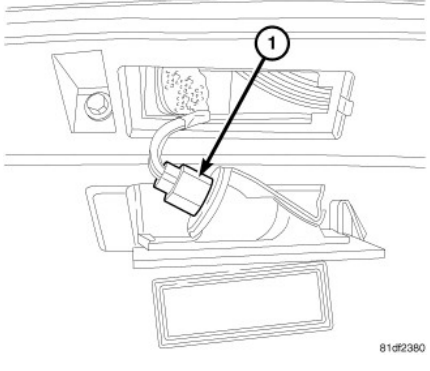
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**



1. Align the base of the license plate lamp bulb with the socket (1).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the top of the license plate lamp housing.
4. Insert the bulb and socket into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reinstall the lamp into the mounting hole on the underside of the liftgate handle and light bar assembly. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, License Plate - Installation) .

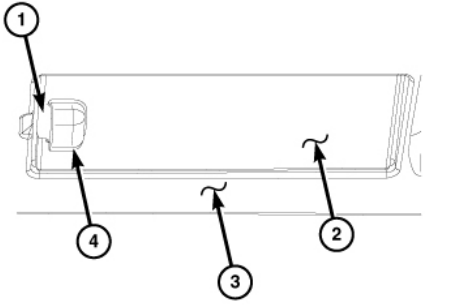
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the license plate lamp (2) to the underside of the liftgate handle and light bar assembly (3).
2. Align the socket and bulb with the keyed opening on the top of the lamp housing.
3. Insert the bulb and socket into the housing until the socket is firmly seated.
4. Rotate the socket clockwise about 30 degrees to lock it into place.



2269978

5. Engage the lamp interlocking tab mounting feature at the end of the lamp housing opposite from the hooded (4) latch (1) with the outboard edge of the mounting hole in the handle and light bar assembly.
6. Push the lamp toward the outboard side of the vehicle while pushing the inboard end of the lamp firmly and evenly into the mounting hole until the lamp latch feature snaps into place.
7. Reconnect the battery negative cable.

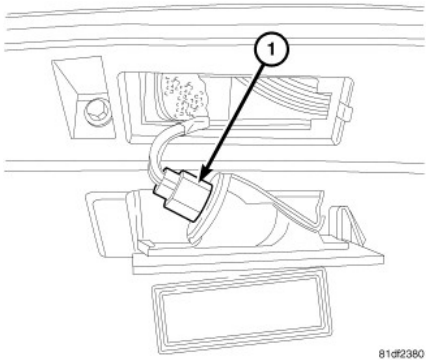
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the license plate lamp from the underside of the liftgate handle and light bar assembly. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, License Plate - Removal) .
3. Pull the base of the bulb straight out of the license plate lamp bulb socket (1).



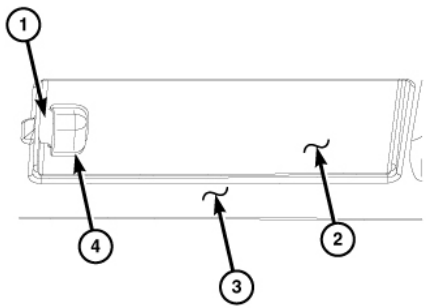
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Locate the two license plate lamps (2) on the underside of the liftgate handle and light bar assembly (3) above the license plate tub on the liftgate outer panel.
3. Insert the end of a trim stick or a small screwdriver into the open end of the hood formation (4) on one end of the lamp lens to depress the latch tab (1) and pull that end of the lamp down from the handle and light bar assembly.



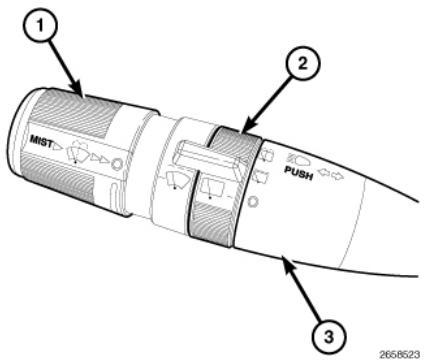
4. Pull the lamp towards the center of the vehicle far enough to disengage the lamp interlocking tab mounting feature from the outboard edge of the mounting hole.
5. Pull the lamp out of the mounting hole far enough to access the lamp wiring and bulb socket on the top of the lamp housing.
6. Firmly grasp the socket and rotate it counterclockwise about 30 degrees to unlock it.
7. Pull the socket and bulb straight out from the keyed opening in the lamp housing.
8. Remove the lamp from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

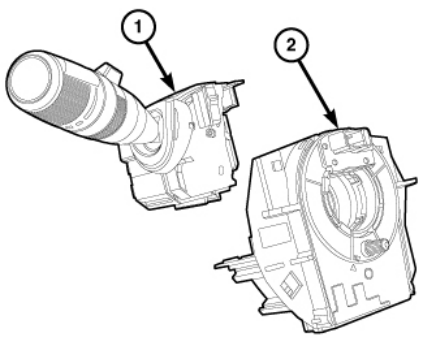
DESCRIPTION

The multi-function switch is located on the left side of the steering column, just below the steering wheel. This switch provides the primary controls for the front and rear wiper and washer systems, the turn signals and for headlamp beam selection. The only visible components of the switch are the control stalk (3), the control sleeve or ring (2) and the control knob (1) that extend through the shrouds on the left side of the steering column. The remainder of the switch including its mounting provisions, its electrical connection and the turn signal cancel actuator are concealed beneath the shrouds.



The switch housing (2) and controls (1) are constructed of molded black plastic. Each of the switch controls has white International Control and Display Symbol graphics applied to it, which clearly identify its many functions. A single integral latch feature (3) and slide tabs on the switch housing engage channels and a striker that are integral to the left side of the mounting bracket that is integral to the clockspring housing (5) that is secured to the top of the steering column.

The multi-function switch housing also contains an electronic circuit board and microprocessor that serve as a Local Interface Network (LIN) data bus slave node. The switch outputs are internally connected directly to the LIN slave node. An integral connector receptacle on the back of the switch housing connects the switch to the vehicle electrical system and to the LIN master node and Controller Area Network (CAN) data bus gateway integral to the Steering Angle Sensor (SAS) on the back of the clockspring housing through dedicated take outs and connectors of the instrument panel wire harness.



The multi-function switch provides the vehicle operator with a control interface for the following functions:

- **Front Washer Control** - The multi-function switch control knob provides a momentary WASH position for front washer system operation.
- **Front Wiper Control** - The multi-function switch control knob provides detent switching for two front continuous wipe switch positions, LOW speed or HIGH speed and an intermittent wipe mode with five DELAY interval positions. The control knob also has a front momentary MIST or pulse wipe feature switch position.
- **Headlamp Beam Selection** - The multi-function switch control stalk provides detent switching for selection of the headlamp HIGH or LOW beams.
- **Headlamp Optical Horn** - The multi-function switch control stalk includes momentary switching of the headlamp high beam circuits to provide an optical horn feature (sometimes referred to as flash-to-pass), which allows the vehicle operator to momentarily flash the headlamp high beams as an optical signalling device.
- **Rear Washer Control** - The multi-function switch control sleeve provides a momentary WASH position for rear washer system operation.
- **Rear Wiper Control** - The multi-function switch control sleeve provides detent switching for a single rear intermittent wipe mode.
- **Turn Signal Control** - The multi-function switch control stalk provides both momentary non-detent (lane change) switching or detent switching with automatic cancellation for both the left and right turn signals.

The multi-function switch cannot be adjusted or repaired. If any function of the switch is ineffective, or if the switch is damaged, the entire switch unit must be replaced. The clockspring (with the integral mounting bracket and the Steering Angle Sensor/SAS with the integral LIN master node and CAN gateway) as well as the multi-function switch (with the integral LIN slave node) are each available for separate service replacement.

2014 Dodge JC - DODGE JOURNEY

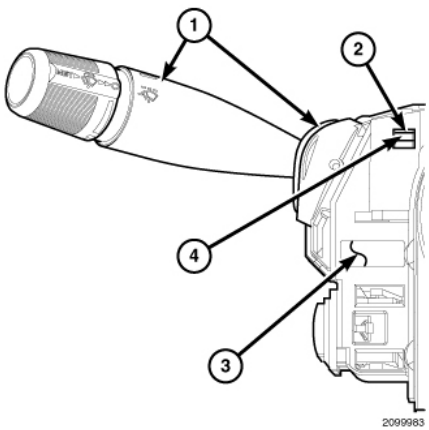
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

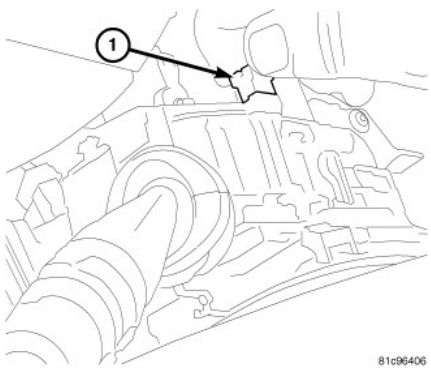
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Position the multi-function switch (1) housing over the receptacle in the mounting bracket (3) integral to the left side of the clockspring.
2. Slide the switch downward into the mounting bracket receptacle until it is fully seated and the tab (4) of the latch feature integral to the switch housing engages the access window (2) of the bracket.



3. Reconnect the instrument panel wire harness connector (1) to the connector receptacle on the back of the multi-function switch housing.
4. Reinstall the upper and lower shrouds onto the steering column. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Installation) .
5. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multi-function switch is a Local Interface Network (LIN) data bus slave node to the Steering Angle Sensor (SAS) integral to the clockspring. The SAS is both a LIN data bus master node and a gateway to the Controller Area Network (CAN) data bus. The multi-function switch sends electronic **switch status** messages over the LIN data bus to the SAS, then the SAS relays electronic **switch request** messages over the CAN data bus to other electronic modules in the vehicle.

If the SAS detects no inputs from the multi-function switch, it transmits an electronic **Signal Not Available (SNA)** status message over the CAN data bus. The SNA status signals the other electronic modules to implement a fail-safe or default mode of operation. For the exterior lighting system, the multi-function switch fail-safe mode automatically selects LOW beams when the headlamps are turned ON. For the wiper system, the multi-function switch fail-safe mode will maintain the last selected wiper system mode of operation for the remainder of the current ignition cycle, after which the wiper system will default to LOW.

The hard wired circuits for the multi-function switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient and accurate means to diagnose the electronics and messaging of this component requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Following are descriptions of how the multi-function switch is operated to control the functions and features it provides:

- **Front Washer Control** - The control knob on the end of the multi-function switch control stalk is depressed toward the steering column to the momentary second detent position to activate the washer pump/motor in the FRONT WASH mode. The washer pump/motor will continue to operate for as long as the control knob is held in this position. The multi-function switch sends an electronic **front washer switch status** message over the LIN data bus to the SAS, which relays an electronic **front washer switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Front Wiper Control** - The control knob on the end of the multi-function switch control stalk is rotated to one of the two continuous front wiper detents, to one of five front intermittent wiper detents or to the OFF position to select the FRONT WIPER mode. The multi-function switch sends electronic **front wiper switch status** messages over the LIN data bus to the SAS, which relays an electronic **front wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Front Wiper Mist Mode** - The control knob on the end of the multi-function switch control stalk is depressed toward the steering column to the momentary first detent position to activate the front wiper MIST mode. The wiper motor will continue to operate, one complete cycle at a time, for as long as the control knob is held in this position. The multi-function switch sends an electronic **front wiper switch status** message over the LIN data bus to the SAS, which relays an electronic **front wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Headlamp Beam Selection** - The headlamp high beams are selected when the multi-function switch control stalk is pushed forward to the high beam selection detent position. The low beams are selected when the control stalk is pulled rearward to the low beam selection detent position. The multi-function switch sends an electronic **beam select switch status** message over the LIN data bus to the SAS, which relays an electronic **beam select switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Headlamp Optical Horn** - The headlamp optical horn is selected each time the multi-function switch control stalk is pulled fully rearward to a momentary position. The headlamp HIGH beams will remain illuminated for as long as the control stalk is held in this momentary position and the LOW beams will be restored when the control stalk is released. The multi-function switch sends an electronic **headlamp optical horn switch status** message over the LIN data bus to the SAS, which relays an electronic **headlamp optical horn switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Rear Washer Control** - The control sleeve on the multi-function switch control stalk is rotated counterclockwise toward the instrument panel to the momentary WASH position to activate the washer pump/motor in the REAR WASH mode. The washer pump/motor will continue to operate for as long as the control sleeve is held in this position. The multi-function switch sends an electronic **rear washer switch status** message over the LIN data bus to the SAS, which relays an electronic **rear washer switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Rear Wiper Control** - The control sleeve on the multi-function switch control stalk is rotated clockwise away from the instrument panel to the rear intermittent wiper detent to select the REAR WIPER mode. The multi-function switch sends an electronic **rear wiper switch status** message over the LIN data bus to the SAS, which relays an electronic **rear wiper switch request** message over the CAN data bus to other electronic modules in the vehicle.
- **Turn Signal Control** - The turn signals are requested when the multi-function switch control stalk is moved downward (LEFT signal) or upward (RIGHT signal). The control stalk has a detent position in each direction that provides turn signals with automatic cancellation, and an intermediate, momentary position in each direction that automatically provides three turn signal blinks as a LANE CHANGE feature when the control stalk is tapped or will energize the turn signals for as long as the control stalk is held in the momentary position. When the control stalk is moved to a detent turn signal switch position, a cancel actuator extends from the multi-function switch housing through an opening in the side of the clockspring case toward the center of the steering column. A turn signal cancel cam that is integral to the clockspring rotor rotates with the steering wheel and the cam lobes contact the cancel actuator when it is extended from the multi-function switch. When the steering wheel is rotated during a turning maneuver, one of the turn signal cancel cam lobes will contact the turn signal cancel actuator. The cancel actuator latches against the cancel cam rotation in the direction opposite that which is signaled. If the LEFT turn signal detent is selected, the lobes of the cancel cam will ratchet past the cancel actuator when the steering wheel is rotated to the left, but will unlatch the cancel actuator as the steering wheel rotates to the right and returns to center, which will cancel the turn signal event and release the control stalk from the detent so it returns to the neutral OFF position. The multi-function switch sends an electronic **turn signal switch status** message over the LIN data bus to the SAS, which relays an electronic **turn signal switch request** message over the CAN data bus to other electronic modules in the vehicle.

2014 Dodge JC - DODGE JOURNEY

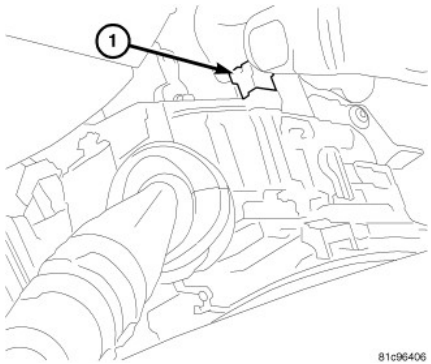
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

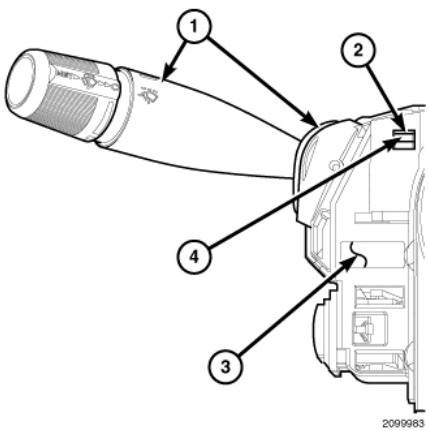
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate battery negative cable.
2. Remove the upper and lower shrouds from the steering column. (Refer to 19 - Steering/Column /SHROUD, Steering Column - Removal)
3. Disconnect the instrument panel wire harness connector (1) from the connector receptacle on the back of the multi-function switch housing.



4. Working through the access window (2) of the mounting bracket (3) integral to the left side of the clockspring, depress the tab (4) of the latch feature integral to the multi-function switch (1) housing far enough to disengage the latch.
5. While holding the latch disengaged, slide the switch upward and out of the receptacle in the mounting bracket.



OPERATION

Following are paragraphs that briefly describe the operation of each of the major exterior lighting systems. The lamps and the hard wired circuits between components related to the exterior lighting system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the exterior lighting system or the electronic controls or communication between modules and other devices that provide some features of the exterior lighting system. The most reliable, efficient and accurate means to diagnose the exterior lighting system or the electronic controls and communication related to exterior lighting system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

AUTOMATIC HEADLAMPS

The optional automatic headlamp system includes the headlamp switch, the Body Control Module (BCM) (also known as the Common Body Controller/CBC), the heater and air conditioner control unit and the sun load sensor on the top of the instrument panel.

The sun load sensor provides an ambient light level input to the A/C - heater control whenever the ignition switch is in the ON position. The A/C - heater control responds to this input by sending the appropriate electronic **light level** messages to the BCM over the Controller Area Network (CAN) data bus. When the **AUTO** (Automatic) position is selected with the headlamp switch, the BCM receives a hard wired multiplex input from the headlamp switch. The BCM also receives electronic messages over the CAN data bus from the PCM indicating the engine is running.

The BCM responds to these input conditions by automatically controlling a Pulse-Width Modulated (PWM) voltage output to the selected headlamp bulb filaments through the right and left low or high beam driver circuits to illuminate the headlamps. The BCM also remembers which beams (low or high) were selected when the headlamps were last turned OFF, and energizes those beams and lamps again the next time it turns the headlamps ON.

BACKUP LAMPS

The backup (or reverse) lamps have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured to the body sheet metal within the passenger compartment. On vehicles with a manual transmission, the backup lamp switch provides an input to the BCM through a backup lamp switch signal circuit, and the BCM provides battery voltage to the backup lamps on the backup lamp control output circuit whenever the ignition switch is in the ON position and the REVERSE position is selected with the transmission shift linkage.

On vehicles with an automatic transmission, the Powertrain Control Module (PCM) continually monitors a hard wired multiplex input from the Transmission Range Sensor (TRS), then sends the appropriate electronic **transmission gear selector status** messages to other electronic modules over the CAN data bus. Whenever the ignition switch is in the ON position and the BCM receives an electronic message indicating the status of the transmission gear selector is REVERSE, it provides a battery voltage output to the backup lamps on the backup lamp control output circuit.

BRAKE LAMPS

The brake (or stop) lamps and the Center High Mounted Stop Lamp (CHMSL) each have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured by a ground screw to the body sheet metal within the passenger compartment. The Controller Antilock Brake (CAB) (also known as the Antilock Brake Module/ABM) monitors a hard wired input from the brake pedal position sensor, which is actuated by movement of the brake pedal arm. When the CAB receives an input from the brake pedal position sensor indicating movement of the brake pedal arm it responds by sending the appropriate electronic **brake lamp switch** status message to the BCM over the CAN data bus. The BCM then controls brake lamp and CHMSL illumination through High Side Drivers (HSD) on the left and right stop lamp control circuits. The brake lamp function of the trailer tow wiring is also controlled by an output from the BCM based upon the electronic **brake lamp switch** status messages received from the CAB.

DAYTIME RUNNING LAMPS

Vehicles equipped with this option or manufactured for sale in Canada illuminate the high beam filament of both headlamps at a reduced intensity when the engine is running, the parking brake is released and the exterior lamps are turned OFF. The BCM must be programmed appropriately for this feature to be enabled. Once enabled, anytime the BCM receives electronic messages over the CAN data bus from the PCM indicating the engine is running, a hard wired multiplex input from the headlamp switch indicating the status of the headlamp switch is OFF and a hard wired input from the park brake switch indicating that the parking brake is released, the BCM provides a PWM voltage output to the proper headlamp bulb filaments through the right and left high beam feed circuits to produce illumination at a reduced intensity.

FRONT FOG LAMPS

Vehicles equipped with optional front fog lamps include a front fog lamp switch integral to the headlamp switch on the instrument panel. The front fog lamps have a path to ground at all times through their connection to the headlamp and dash wire harness and a takeout with an eyelet terminal that is secured to the body sheet metal. The BCM monitors a hard wired multiplex input from the headlamp switch to determine whether the fog lamps are selected.

When the BCM input from the headlamp switch indicates the fog lamps are selected, it controls front fog lamp operation by providing a battery voltage output to the fog lamps through the right and left front fog lamp control circuits. The BCM also sends the appropriate electronic messages to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to illuminate or extinguish the front fog lamp indicator. The BCM will automatically de-energize the front fog lamps any time the headlamp high beams are selected, except on vehicles manufactured for certain export markets.

The BCM also provides a battery saver (load shedding) feature for the front fog lamps, which will turn these lamps OFF if they are left ON for more than about eight minutes with the ignition switch in the LOCK position, if there is a charging system failure, or if the electrical system voltage falls below about 11.75 volts for more than about 30 seconds.

Each front fog lamp includes an integral adjustment screw to be used for static aiming of the fog lamp beams.

HAZARD WARNING LAMPS

The hazard warning system includes the IC, the BCM and the hazard switch in the instrument panel switch bank of the Integrated Center Stack (ICS) module located in the center stack area of the instrument panel. The hazard switch provides a hard wired input to the BCM. When the BCM receives an input from the hazard switch, it controls hazard warning system operation and flash rate by controlling battery voltage outputs through high side drivers on the front and rear, right and left turn signal control circuits. On vehicles manufactured for certain export markets where they are required, the BCM provides battery voltage to the repeater lamps through right and left repeater lamp control output circuits based upon the hazard switch input.

The BCM also sends the appropriate electronic messages to the IC over the CAN data bus to control the illumination and flash rate of the right and left turn signal indicators, as well as to control the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional electromechanical hazard warning flasher.

HEADLAMPS

The headlamp system includes the IC, the BCM, the headlamp switch on the instrument panel, the Steering Column Module (SCM), the Steering Angle Sensor (SAS) and the multi-function switch on the steering column. The headlamp bulbs have a path to ground at all times through their connection to the headlamp and dash wire harness. The headlamp and dash wire harness has takeouts with eyelet terminals that are secured to the body sheet metal. The BCM will store a Diagnostic Trouble Code (DTC) for any shorts or opens in the headlamp circuits.

The BCM monitors a hard wired multiplex input to determine the status of the headlamp switch on the instrument panel, while the SCM monitors a hard wired multiplex input from the multi-function switch to determine whether the headlamp high or low beams are selected. The SCM sends the appropriate **headlamp beam select switch status** messages to the SAS over the LIN data bus. The SAS then relays the appropriate electronic **headlamp beam request** messages to the BCM over the CAN data bus. The BCM responds to these input conditions by controlling a PWM voltage output to the headlamps through high side drivers on the right and left low and high beam feed circuits to illuminate the selected headlamp filaments. The BCM also sends the appropriate electronic messages to the IC to control the illumination of the high beam indicator.

When the optical horn feature is selected, the low beams will shut OFF about 200 milliseconds after the high beams are activated. The BCM also remembers which beams (LOW or HIGH) were selected when the headlamps were last turned OFF, and energizes those beams again the next time the headlamps are turned ON. The BCM provides a battery saver (load shedding) feature for the headlamps, which will turn these lamps OFF if they are left ON for more than about eight minutes with the ignition switch in the LOCK position.

The SCM provides a fail-safe feature for the headlamps, which will cause the BCM to turn the low beam headlamps ON automatically if there is no input available from the multi-function switch. The BCM provides a fail-safe feature for the headlamps, which will turn the low beam headlamps ON automatically if there is no input available from the headlamp switch. The BCM also provides a fail-safe feature for the headlamps that will turn the headlamps ON automatically whenever a loss of LIN bus or CAN bus communication is detected with the ignition switch in the ON position.

Each headlamp includes integral reflector adjustment screws to be used for static aiming of the headlamps.

HEADLAMP LEVELING

In certain export markets where required, a headlamp leveling system is provided on the vehicle. The headlamp leveling system includes unique front lamp units each equipped with a headlamp leveling actuator motor, and a thumbwheel-actuated headlamp leveling switch integral to the dimmer module in the instrument panel. The headlamp leveling system allows the headlamp beams to be adjusted to one of three vertical positions to compensate for changes in inclination caused by the loading of the vehicle suspension. The leveling motors are mechanically connected through an integral pushrod to the adjustable headlamp reflector.

Each time the headlamp leveling switch is moved the circuitry of the switch provides a hard wired multiplex input to the BCM. The BCM responds to these messages inputs by providing a voltage output to the headlamp leveling motors through a high side driver on the headlamp level sensor signal circuit to move the headlamp reflectors to the selected position based upon the voltage input received from the BCM.

The BCM logic will only allow the headlamp leveling system to operate while the ignition switch is in the ON position and the exterior lighting is turned ON.

HEADLAMP TIME DELAY

The headlamp time delay feature includes the headlamp switch and the BCM. This feature is customer programmable using the Electronic Vehicle Information Center (EVIC) switches and the U-Connect Touch™ screen module in the Integrated Center Stack (ICS). If the headlamp switch is in the **AUTO** (Automatic) position when the ignition switch is moved from the ON position to any position except ON, then the headlamps will remain illuminated until after the selected delay interval has elapsed. The park lamps will not stay ON during the headlamp time delay interval. The default delay interval is 90 seconds, but can be reprogrammed by the customer using the EVIC switches.

PARK LAMPS

The park lamps system includes the headlamp switch on the instrument panel and the BCM. The front park lamp, side marker lamp and, on vehicles manufactured for certain export markets, position lamp bulbs each have a path to ground at all times through their connection to the headlamp and dash wire harness. The headlamp and dash wire harness has takeouts with eyelet terminals that are secured to the body sheet metal. The rear park/tail lamp, side marker lamp and license plate lamp bulbs each have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured by a ground screw to the body sheet metal.

The BCM monitors a hard wired multiplex input from the headlamp switch. The BCM responds to this input by controlling a battery voltage output to the appropriate lamp bulbs through high side drivers on the front and rear, right and left lamp driver and control circuits.

The BCM provides a battery saver (load shedding) feature for the park lamps, which will turn these lamps OFF if they are left ON for more than about eight minutes with the ignition switch in the LOCK position. The BCM also provides a fail-safe feature for the park lamps, which will turn the park lamps and low beam headlamps ON automatically if there is no input available from the headlamp switch. The BCM also provides a fail-safe feature for the park lamps that will turn the park lamps and low beam headlamps ON automatically whenever a loss of CAN bus communication is detected with the ignition switch in the ON position.

REAR FOG LAMPS

Rear fog lamps are installed on vehicles manufactured for certain export markets where they are required. The rear fog lamp system includes the headlamp switch, the IC and the BCM. The rear fog lamp bulbs have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured to the body sheet metal.

The BCM monitors a hard wired multiplex input from the headlamp switch to determine whether the rear fog lamps are selected. The BCM responds to this input by controlling a battery voltage output to the rear fog lamp bulbs through a high side driver on the rear fog lamp signal control circuit. The BCM also sends the appropriate electronic messages to the IC to control the rear fog lamp indicator.

The BCM will automatically energize and de-energize the front fog lamps in concert with the rear fog lamps. The BCM also provides a battery saver (load shedding) feature for the rear fog lamps, which will turn these lamps OFF if they are left ON for more than about eight minutes with the ignition switch in the LOCK position.

TRAILER TOW WIRING

Vehicles equipped with an optional trailer tow preparation package are shipped from the factory with a trailer tow wiring harness and 4-pin trailer connector that is packaged with an instruction card and placed in the glove box of the vehicle. The trailer tow harness includes three relays designed to isolate the trailer park lamps as

well as right and left turn signal and stop lamp lighting from the rear vehicle lighting and prevent overloading of the park, turn signal and stop lamp lighting drivers in the BCM. These vehicles also include a dedicated trailer tow park lamp control output circuit protected by a 15 ampere fuse located in the BCM.

If the trailer lighting is connected directly to the vehicle wiring without using the necessary relays, the vehicle electrical system will become overloaded and the rear lighting of the vehicle will cease to function. The BCM will store a Diagnostic Trouble Code (DTC) for this condition.

TURN SIGNAL LAMPS

The turn signal lamps system includes the multi-function switch on the steering column, the SCM, the SAS, the IC and the BCM. The front turn signal lamp bulbs each have a path to ground at all times through their connection to the headlamp and dash wire harness. The headlamp and dash wire harness has takeouts with eyelet terminals that are secured to the body sheet metal. The rear turn signal lamp bulbs have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured by a ground screw to the body sheet metal.

The SCM monitors a hard wired multiplex input from the multi-function switch to determine the status of the turn signal switch, then sends the appropriate electronic **turn signal switch status** messages to the SAS over the LIN data bus. The SAS relays the appropriate electronic **turn signal request** messages to the BCM over the CAN data bus. The BCM responds to these messages by controlling a battery voltage output and the flash rate for either the right or left turn signal lamps through high side drivers on the appropriate front and rear, right or left turn signal control circuits. The BCM also sends the appropriate electronic messages to the IC to control the illumination and flash rate of the right or left turn signal indicators, as well as to control the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional electromechanical turn signal flasher.

The BCM also provides a Turn Signal ON warning that will send a **turn signal ON warning** request message to the IC over the CAN bus that causes the IC to generate repetitive chimes to indicate that a turn signal has been active continuously for 1.6 kilometers (1 mile) with the vehicle speed greater than 22 kilometers-per-hour (15 miles-per-hour). Vehicles built for markets other than the United States and Canada have a revised distance threshold of 4 kilometers (2.49 miles) for this feature. The chime will continue until the turn signal input becomes inactive or until the vehicle speed message indicates that the speed is less than 22 kilometers-per-hour (15 miles-per-hour), whichever occurs first.

2014 Dodge JC - DODGE JOURNEY

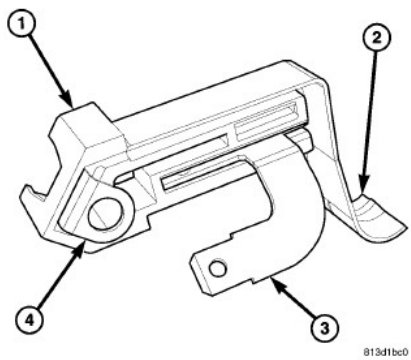
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

There are two unique park brake switches used on this vehicle, depending upon whether the vehicle has a foot-operated or hand-operated park brake lever mechanism.

FOOT-OPERATED

The foot-operated park brake switch (1) is located on the park brake lever mechanism on the cowl side inner panel below the instrument panel, outboard of the steering column. This switch includes a spade-type output terminal (3) that connects the switch to the vehicle electrical system through a dedicated take out and connector of the body wire harness. The output terminal is integral to the stationary contact within a molded plastic insulator.



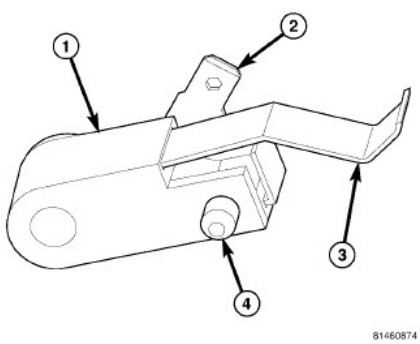
Foot-Operated Park Brake Switch

A locating tab on the insulator engages a slot in the park brake lever mechanism for positive switch location. External to the insulator is a movable leaf contact with an integral grounding lug (4) on one end and an integral actuating lever and follower (2) on the opposite end. The switch is secured to and grounded by a single screw to the park brake lever mechanism.

The foot-operated park brake switch cannot be adjusted or repaired and, if ineffective or damaged, it must be replaced.

HAND-OPERATED

The hand-operated park brake switch (1) is located on the park brake lever mechanism on the floor panel transmission tunnel below the center floor console. This switch includes a spade-type output terminal (2) that connects the switch to the vehicle electrical system through a dedicated take out and connector of the body wire harness. The output terminal is integral to the stationary contact within a molded plastic insulator.



Hand-Operated Park Brake Switch

A locating tab (4) on the insulator engages a slot in the park brake lever mechanism for positive switch location. External to the insulator is a movable leaf contact (3) with an integral grounding lug on one end and an integral actuating lever and follower on the opposite end. The switch is secured to and grounded by a single screw to the park brake lever mechanism.

The hand-operated park brake switch cannot be adjusted or repaired and, if ineffective or damaged, it must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

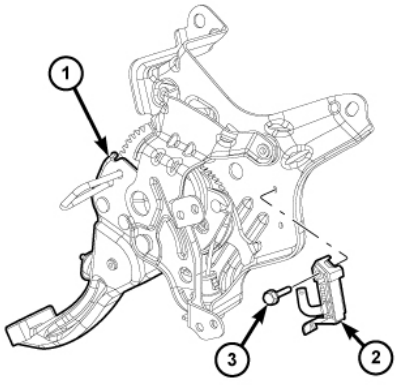
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

FOOT-OPERATED

1. Reach under the outboard end of the instrument panel to position the park brake switch (2) onto the park brake lever mechanism (1) on the cowl side inner panel. Be certain to engage the locating pin on the back of the switch insulator into the locating slot in the lever mechanism bracket.
2. Install and tighten the screw (3) that secures the park brake switch to the park brake lever mechanism. Tighten the screw to 2.5 N·m (24 in. lbs.).
3. Reconnect the wire harness connector to the terminal of the park brake switch.
4. Reconnect the battery negative cable.

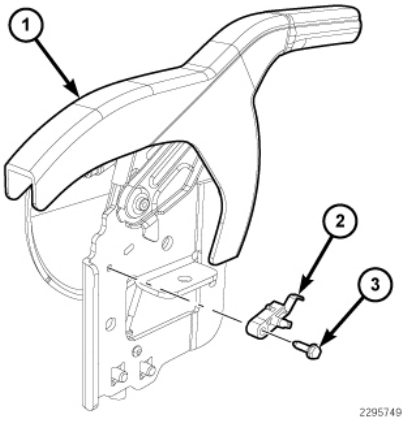


2295829

5. Turn the ignition switch to the ON position and check for proper brake indicator operation with the parking brake applied, then release the parking brake and check that the brake indicator extinguishes.

HAND-OPERATED

1. Position the park brake switch (2) onto the right side of the park brake lever (1) bracket. Be certain to engage the locating pin on the back of the switch insulator into the locating slot in the lever bracket.
2. Install and tighten the screw (3) that secures the switch to the lever bracket. Tighten the screw to 2.5 N·m (24 in. lbs.).
3. Reconnect the wire harness connector to the terminal of the switch.
4. Reinstall the console onto the floor panel. (Refer to 23 - Body/Interior/CONSOLE, Center - Installation) .



2295749

5. Reconnect the battery negative cable.
6. Turn the ignition switch to the ON position and check for proper brake indicator operation with the parking brake applied, then release the parking brake and check that the brake indicator extinguishes.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Both the foot-operated and the hand-operated park brake switch are normally closed, mechanically actuated leaf contact switches that are operated by the foot or hand park brake lever mechanism. The switch is grounded through its mounting to the park brake lever mechanism and provides a ground input to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) on a park brake switch sense circuit whenever the park brake is applied, and opens this circuit whenever the park brake is released. The park brake switch sense input to the IC is used as an additional logic input by the IC for control of the brake indicator and may also be used as a logic input for other electronic features in the vehicle.

The park brake switch as well as the hard wired inputs and outputs of the switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and devices that rely upon inputs from the park brake switch. The most reliable, efficient, and accurate means to diagnose the electronic controls and communication related to park brake switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

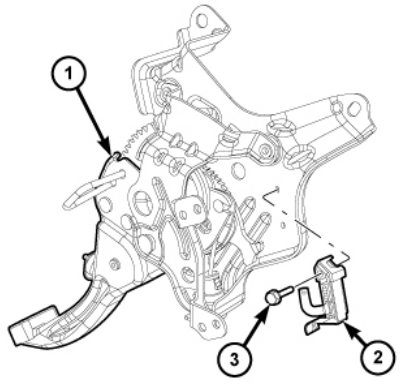
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

FOOT-OPERATED

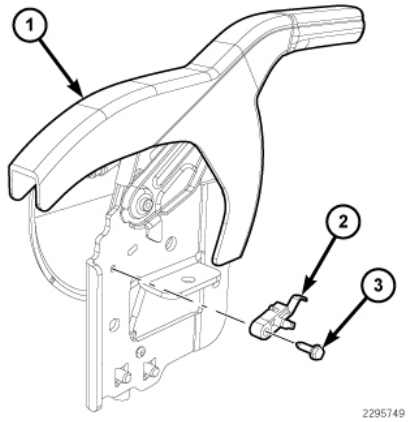
1. Disconnect and isolate the battery negative cable.
2. Apply the parking brake.
3. Reach under the outboard end of the instrument panel to access and disconnect the wire harness connector from the terminal of the park brake switch (2) located on the park brake lever mechanism (1) on the cowl side inner panel.
4. Remove the screw (3) that secures the park brake switch to the park brake lever mechanism.
5. Remove the switch from the park brake lever mechanism.



2295829

HAND-OPERATED

1. Disconnect and isolate the battery negative cable.
2. Remove the console from the floor panel. (Refer to 23 - Body/Interior/CONSOLE, Center - Removal) .
3. Pull the parking brake lever (1) upward to apply the parking brake.
4. Disconnect the wire harness connector from the terminal of the park brake switch (2) located on the right side of the park brake lever mechanism.
5. Remove the screw (3) that secures the switch to the park brake lever bracket.
6. Remove the switch from the park brake lever bracket.



2295749

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

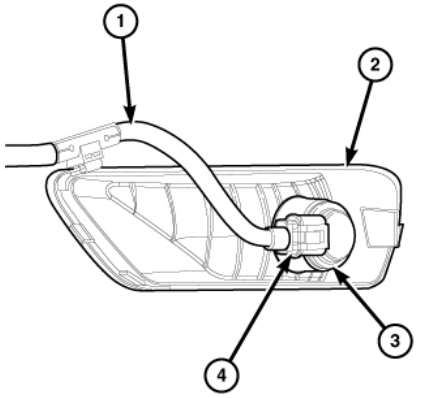
BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: The following procedure applies only to vehicles manufactured for certain export markets where rear fog lamps are optional or required equipment. In North American markets, a rear reflex (reflector) is installed in each rear fascia opening used for the rear fog lamps, but rear fog lamps are not available in vehicles manufactured for North American markets.

1. Align the base of the rear fog lamp bulb with the bulb socket (3).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the back of the rear fog lamp housing (2).
4. Insert the socket and bulb into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.



2757252

6. Position the lamp close enough to the rear fascia opening to access and reconnect the rear fascia wire harness (1) connector (4) to the lamp socket on the back of the lamp housing.
7. Reinstall the rear fog lamp into the rear fascia. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Fog - Installation) .
8. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

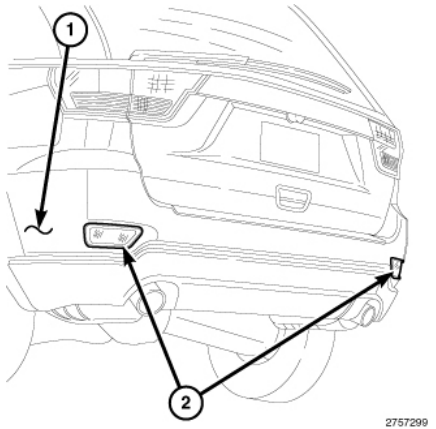
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The following procedure applies only to vehicles manufactured for certain export markets where rear fog lamps are optional or required equipment. In North American markets, a rear reflex (reflector) is installed in each rear fascia opening used for the rear fog lamps, but rear fog lamps are not available in vehicles manufactured for North American markets.

1. Position the rear fog lamp (2) close enough to the lamp opening of the rear fascia (1) to access and reconnect the rear fascia wire harness connector to the lamp socket on the back of the lamp housing.
2. Engage the retention feature integral to the outboard side of the lamp housing with the outboard side of the rear fascia opening for the lamp.
3. Using hand pressure, press firmly and evenly on the inboard side of the lamp until the snap feature integral to the inboard side of the lamp housing snaps into engagement with the rear fascia opening.
4. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

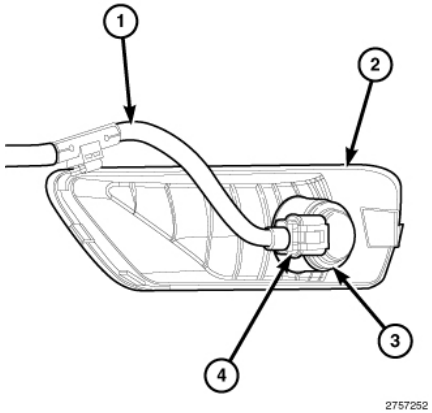
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The following procedure applies only to vehicles manufactured for certain export markets where rear fog lamps are optional or required equipment. In North American markets, a rear reflex (reflector) is installed in each rear fascia opening used for the rear fog lamps, but rear fog lamps are not available in vehicles manufactured for North American markets.

1. Disconnect and isolate the battery negative cable.
2. Remove the rear fog lamp from the rear fascia. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Fog - Removal) .
3. Pull the lamp away from the rear fascia opening far enough to access and disconnect the rear fascia wire harness (1) connector (4) from the lamp socket (3) on the back of the lamp housing.
4. Firmly grasp the socket on the back of the lamp housing and rotate it counterclockwise about 30 degrees to unlock it.
5. Pull the socket and bulb straight out from the keyed opening in the lamp housing.
6. Pull the base of the bulb straight out of the socket.



2757252

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

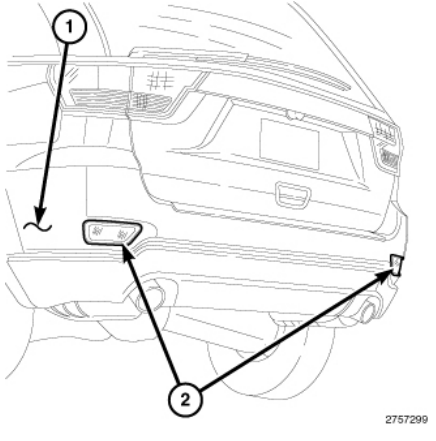
LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

The following procedure applies only to vehicles manufactured for certain export markets where rear fog lamps are optional or required equipment. In North American markets, a rear reflex (reflector) is installed in each rear fascia opening used for the rear fog lamps, but rear fog lamps are not available in vehicles manufactured for North American markets.

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, gently pry the inboard edge of the rear fog lamp housing (2) out from the rear bumper fascia (1) far enough to disengage the snap feature integral to the inboard side of the lamp housing from the rear fascia opening.
3. Pull the lamp housing slightly inboard to disengage the retention feature integral to the outboard side of the lamp housing from the rear fascia opening.
4. Pull the lamp away from the rear fascia opening far enough to access and disconnect the rear fascia wire harness connector from the lamp socket on the back of the lamp housing.
5. Remove the lamp from the back of the rear fascia.



2014 Dodge JC - DODGE JOURNEY

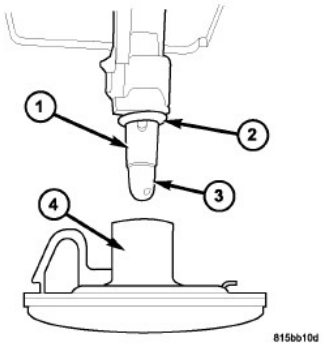
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: Side repeater lamps are used only on vehicles manufactured for certain export markets where they are required.



1. Align the base of the bulb (3) with the socket (1).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Be certain that a rubber O-ring seal (2) is properly installed and in good condition around the base of the bulb socket.
4. Align the socket and bulb with the keyed opening on the back of the side repeater lamp lens/housing (4).
5. Insert the socket and bulb into the housing until the socket is firmly seated.
6. Rotate the socket clockwise about 30 degrees to lock it into place.
7. Reinstall the side repeater lamp into the fender mounting hole. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Side Repeater - Installation) .
8. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

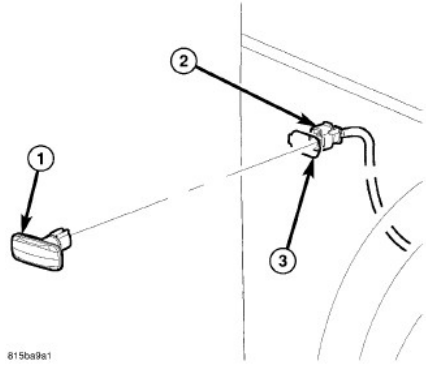
LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Side repeater lamps are used only on vehicles manufactured for certain export markets where they are required.

1. Position the repeater lamp lens/housing (1) close enough to the fender mounting hole (3) to access and reconnect the wire harness connector (2) to the bulb socket on the back of the lamp lens/housing.

   NOTE: The same repeater lamp is used on both sides of the vehicle. Regardless of which side of the vehicle the lamp is mounted on, when properly oriented the fixed hook interlock tab features integral to the back of the lamp housing is on the right-hand side of the lamp and the latch feature is on the left-hand side.



2. With the lamp lens/housing properly oriented, engage the fixed hook interlock tab feature on the back of the right side of the lamp with the right edge of the fender mounting hole.
3. Using hand pressure, press the left side of the lamp lens/housing into the mounting hole against the spring pressure of the latch feature until the latch snaps into place.
4. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

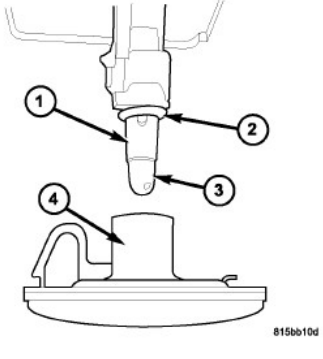
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Side repeater lamps are used only on vehicles manufactured for certain export markets where they are required.

1. Disconnect and isolate the battery negative cable.
2. Remove the side repeater lamp from the fender mounting hole, but do not disconnect the wire harness connector. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Side Repeater - Removal) .
3. Firmly grasp the bulb socket (1) on the back of the lamp lens/housing (4) and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out from the keyed opening in the lamp housing.
5. Pull the base of the bulb (3) straight out of the socket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

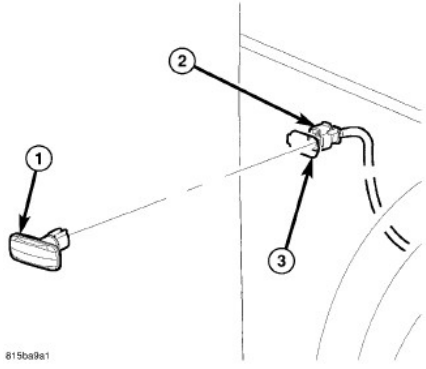
LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Side repeater lamps are used only on vehicles manufactured for certain export markets where they are required.

1. Disconnect and isolate the battery negative cable.

NOTE: The same repeater lamp is used on both sides of the vehicle. Regardless of which side of the vehicle the lamp is mounted on, when properly oriented the fixed hook interlock tab feature integral to the back of the lamp housing is on the right-hand side of the lamp and the latch feature is on the left-hand side.



2. Using hand pressure, press the right edge of the repeater lamp lens/housing (1) toward the left against the spring pressure of the latch feature, then pull the right edge of the lamp outward far enough to disengage the fixed hook interlock tab feature from the right side of the fender mounting hole (3).
3. Pull the lamp out from the fender far enough to access and disconnect the wire harness connector (2) from the connector receptacle of the bulb socket on the back of the lamp lens/housing.
4. Remove the repeater lamp from the fender.

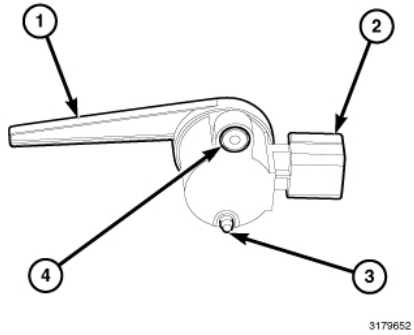
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A brake pedal position sensor is used in place of the brake (or stop) lamp switch in this vehicle. This sensor has a spring-loaded mechanical lever arm (1) that is actuated by a pin integral to the brake pedal arm. The sensor is secured by an integral locating pin (3) and a single screw through a threaded metal insert in an integral mounting tab (4) to the brake pedal support bracket under the instrument panel on the driver side of the vehicle.

The molded plastic sensor housing has an integral connector receptacle (2) containing three terminal pins. The switch is connected to the vehicle electrical system through a dedicated take out of the body wire harness. A cavity in the center of the molded plastic sensor housing contains the electronic circuitry of the sensor. The sensor housing is sealed to enclose and protect the internal electronic circuitry and components.



The brake pedal position sensor cannot be repaired. If the sensor is damaged or ineffective it must be replaced with a new unit.

2014 Dodge JC - DODGE JOURNEY

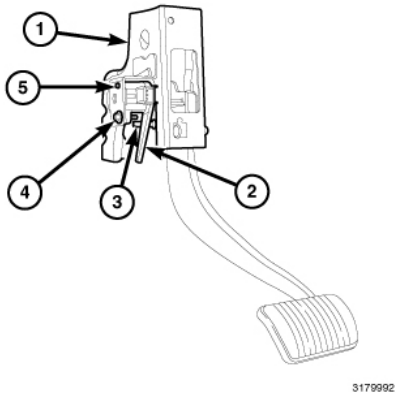
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Depress and hold the brake pedal in the depressed position.
2. Position the brake pedal position sensor to the sensor bracket on the brake pedal support bracket (1).
3. Engage the sensor locating pin (5) into the locating hole in the sensor bracket.
4. Install and tighten the screw (4) that secures the sensor to the sensor bracket. Tighten the screw securely.



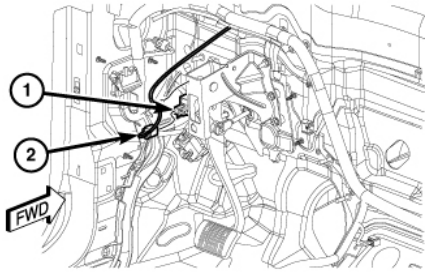
3179992

CAUTION: **Brake booster damage may occur if the brake pedal pull exceeds about 9 kilograms (20 pounds).**

5. Release the brake pedal. Then pull the pedal lightly upward to be certain the pedal is in its normal at-rest position.

NOTE: Be certain the brake pedal position sensor is fully seated in the sensor bracket before completing the electrical connection.

6. Reconnect the body wire harness connector (2) to the connector receptacle on the sensor (1).
7. If equipped, reinstall the silencer pad below the steering column. (Refer to 23 - Body/Instrument Panel/PANEL, Silencer - Installation) .



3179931

8. Reconnect the battery negative cable.

NOTE: Whenever the brake pedal position sensor is removed and reinstalled or replaced with a new unit, it is necessary for the Controller Antilock Brake (CAB) (also known as the Antilock Brake Module/ABM or Antilock Brake System/ABS module) to calibrate the reinstalled or the new sensor. Follow the programming steps outlined in the diagnostic scan tool for the “ABS Initialize” routine under “Miscellaneous Functions” for the “ABS Module” menu item as appropriate.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The brake pedal position sensor monitors changes in the brake pedal position relative to the brake pedal mounting bracket. The sensor circuitry is energized by the Controller Antilock Brake (CAB) (also known as the Antilock Brake Module/ABM or Antilock Brake System/ABS module) and provides hard wired analog (potentiometer) inputs back to the CAB. The CAB uses the sensor inputs directly as additional logic for many of the Antilock Brake System (ABS), Electronic Stability Control (ESC) and Brake Assist System (BAS) features.

The CAB also sends electronic **brake lamp switch status** messages to other electronic modules in the vehicle over the Controller Area Network (CAN) data bus. Other electronic modules use this information as an additional logic input for controlling many other vehicle functions and features, including the Body Control Module (BCM) (also known as the Common Body Controller/CBC) for control of the brake (or stop) lamps.

The hard wired circuits between the brake pedal position sensor and the CAB may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the brake pedal position sensor or the electronic controls and communication that provide some features related to brake pedal position sensor operation. The most reliable, efficient and accurate means to diagnose the brake pedal position sensor or the electronic controls and communication related to sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

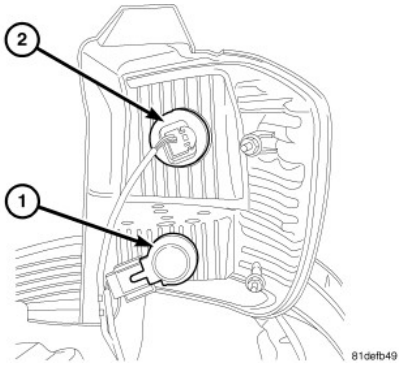
Labor Operations: Click to display a list of Labor Operations associated with this procedure

Each rear lamp unit for this vehicle consists of two pieces. An outer rear lamp unit that is secured at the rear of each quarter panel includes either a single incandescent bulb or multiple Light-Emitting Diode (LED) units for the park (or tail) lamps, the brake (or stop) lamps and an incandescent bulb for the turn signal lamps. An inner rear lamp is secured on each outboard side of the liftgate outer panel adjacent to the outer lamp and also includes either a single incandescent or multiple LED units for the park (or tail) lamps as well as an incandescent bulb for the backup (or reverse) lamps. The incandescent bulbs are available for individual service replacement; however, if an LED unit is ineffective or damaged, the entire inner or outer rear lamp unit must be replaced.

OUTER LAMP

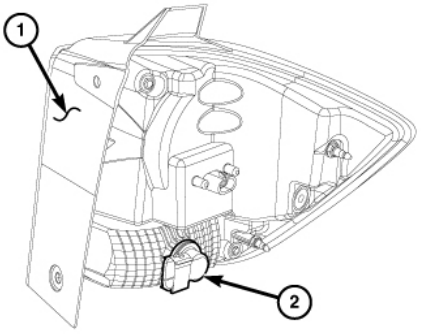
CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: In vehicles manufactured for domestic markets except with LED lighting, the outer rear lamp unit contains a single bulb (1) for tail/stop/rear side marker/turn signal functions. In vehicles manufactured for export markets except with LED lighting, the outer rear lamp unit contains two bulbs. They are the tail/stop/rear side marker (1) and the turn signal (2). The service procedures for each bulb are the same, only the bulb sizes and types may differ.



Except With LED Lighting

1. Align the base of the bulb with the appropriate bulb socket (1 or 2).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the back of the outer rear lamp unit housing.
4. Insert the socket and bulb into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reinstall the outer rear lamp unit onto the vehicle. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Tail Stop Turn - Installation) .
7. Reconnect the battery negative cable.

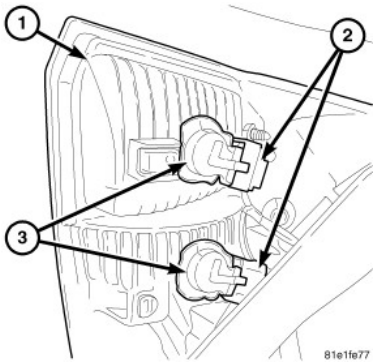


With LED Lighting

INNER LAMP

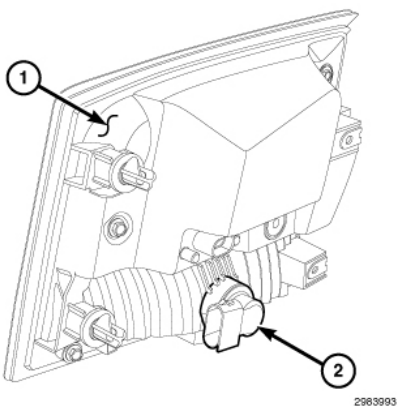
CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: Except with LED lighting, the inner rear lamp unit contains two bulbs. The upper socket contains the tail lamp bulb, while the lower socket contains the backup lamp bulb. The service procedures for each bulb are the same, only the bulb sizes and types may differ.



Except With LED Lighting

1. Align the base of the bulb with the bulb socket (2).
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening on the back of the inner rear lamp unit housing (2).
4. Insert the socket and bulb into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reinstall the inner rear lamp unit (1) onto the vehicle. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Tail Stop Turn - Installation) .
7. Reconnect the battery negative cable.



With LED Lighting

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

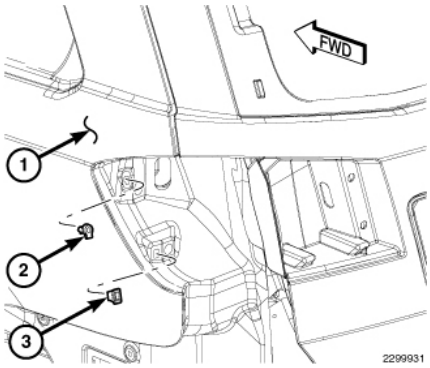
LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

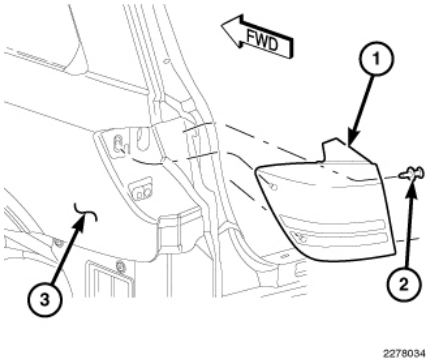
Each rear lamp unit for this vehicle consists of two pieces. An outer rear lamp unit that is secured at the rear of each quarter panel includes multiple Light-Emitting Diode (LED) units for the park (or tail) lamps and the brake (or stop) lamps and an incandescent bulb for the turn signal lamps. An inner rear lamp is secured on each outboard side of the liftgate outer panel adjacent to the outer lamp and also includes multiple LED units for the park (or tail) lamps as well as an incandescent bulb for the backup (or reverse) lamps. The outer and inner rear lamp units are serviced individually.

OUTER

1. Check to be certain that the two plastic grommets (2 and 3) are in good condition and properly installed in the outboard side of the lamp opening of the body sheet metal (1).



2. Position the outer rear lamp unit (1) to the lamp opening of the body sheet metal (3).
3. Reconnect the two body wire harness connectors to the LED lighting element and the bulb socket connector receptacles on the back of the lamp housing.
4. Align the two locating pins on the back of the lamp housing with the plastic grommets in the lamp opening of the body sheet metal.
5. Using hand pressure, push firmly and evenly on the outboard top and bottom of the lamp until both alignment pins snap into the grommets.



6. Reinstall the two push pin fasteners (2) that secure the inboard side of the outer rear lamp unit to the side jamb of the liftgate opening.
7. Reconnect the battery negative cable.

INNER

1. Check to be certain that the two plastic grommets are in good condition and properly installed on the inboard side of the liftgate (1) lamp opening. If a grommet is removed, it must be replaced with a new unit.
2. Check to be certain that the two U-nuts are in good condition and properly installed on the outboard side of the inner rear lamp unit (2).

3. Position the lamp to the liftgate lamp opening.

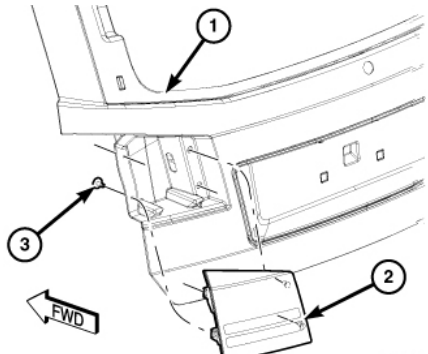
4. Reconnect the two liftgate wire harness connectors (2) to the LED lighting element and the bulb socket connector receptacles on the back of the lamp housing.

5. Align the two locating pins on the back of the lamp housing with the plastic grommets in the liftgate (1) lamp opening.

6. Using hand pressure, push firmly and evenly on the inboard top and bottom of the lamp until both alignment pins snap into the grommets.

7. Install and tighten the two screws (3) that secure the outboard side of the inner rear lamp unit to the liftgate lamp opening. Tighten the screws to 1.5 N·m (15 in. lbs.).

8. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

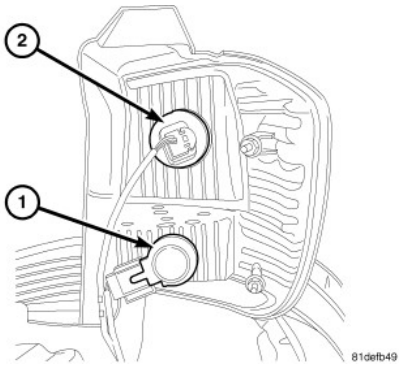
Labor Operations: Click to display a list of Labor Operations associated with this procedure

Each rear lamp unit for this vehicle consists of two pieces. An outer rear lamp unit that is secured at the rear of each quarter panel includes either a single incandescent bulb or multiple Light-Emitting Diode (LED) units for the park (or tail) lamps, the brake (or stop) lamps and an incandescent bulb for the turn signal lamps. An inner rear lamp is secured on each outboard side of the liftgate outer panel adjacent to the outer lamp and also includes either a single incandescent or multiple LED units for the park (or tail) lamps as well as an incandescent bulb for the backup (or reverse) lamps. The incandescent bulbs are available for individual service replacement; however, if an LED unit is ineffective or damaged, the entire inner or outer rear lamp unit must be replaced.

OUTER LAMP

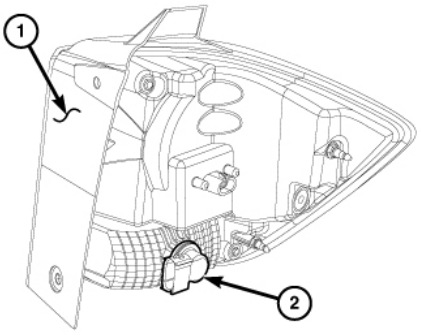
NOTE:

In vehicles manufactured for domestic markets except with LED lighting, the outer rear lamp unit contains a single bulb (1) for tail/stop/rear side marker/turn signal functions. In vehicles manufactured for export markets except with LED lighting, the outer rear lamp unit contains two bulbs. They are the tail/stop/rear side marker (1) and the turn signal (2). The service procedures for each bulb are the same, only the bulb sizes and types may differ.



Except With LED Lighting

1. Disconnect and isolate battery negative cable.
2. Remove the outer rear lamp unit from the vehicle. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Tail Stop Turn - Removal) .
3. Firmly grasp the bulb socket (1 or 2) on the back of the outer rear lamp unit housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out of the lamp.
5. Pull the base of the bulb straight out of the socket.

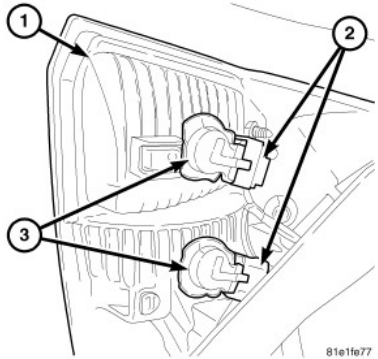


With LED Lighting

INNER LAMP

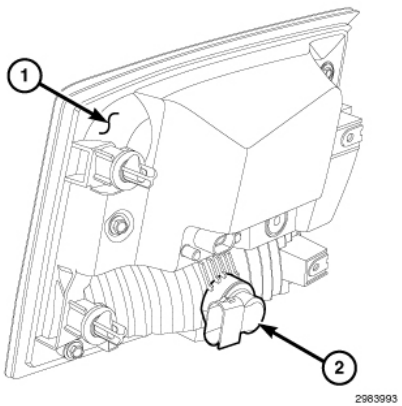
NOTE:

Except with LED lighting, the inner rear lamp unit contains two bulbs. The upper socket contains the tail lamp bulb, while the lower socket contains the backup lamp bulb. The service procedures for each bulb are the same, only the bulb sizes and types may differ.



Except With LED Lighting

1. Disconnect and isolate the battery negative cable.
2. Remove the inner rear lamp unit (1) from the vehicle. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/LAMP, Tail Stop Turn - Removal) .
3. Firmly grasp the bulb socket (2) on the back of the lamp housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out of the lamp.
5. Pull the base of the bulb straight out of the socket.



With LED Lighting

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

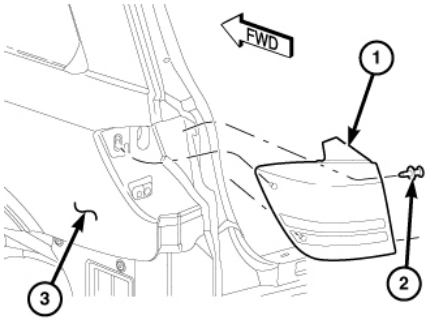
LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

Each rear lamp unit for this vehicle consists of two pieces. An outer rear lamp unit that is secured at the rear of each quarter panel includes multiple Light-Emitting Diode (LED) units for the park (or tail) lamps and the brake (or stop) lamps and an incandescent bulb for the turn signal lamps. An inner rear lamp is secured on each outboard side of the liftgate outer panel adjacent to the outer lamp and also includes multiple LED units for the park (or tail) lamps as well as an incandescent bulb for the backup (or reverse) lamps. The outer and inner rear lamp units are serviced individually.

OUTER

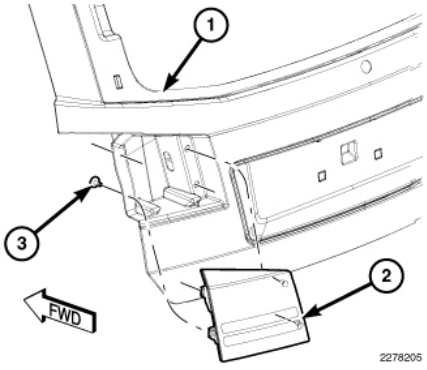
1. Disconnect and isolate battery negative cable.
2. Open the liftgate to access and remove the two push pin fasteners (2) that secure the inboard side of the outer rear lamp unit (1) to the side jamb of the liftgate opening.
3. Pull the outboard side of the outer rear lamp unit rearward far enough to disengage the two locating pins on the back of the lamp housing from the plastic grommets in the lamp opening of the body sheet metal (3).
4. Pull the lamp away from the vehicle far enough to access and disconnect the two body wire harness connectors from the LED lighting element and the bulb socket connector receptacles on the back of the lamp housing.
5. Remove the lamp from the vehicle.



2278034

INNER

1. Disconnect and isolate the battery negative cable.
2. Open the liftgate (1) to access and remove the two screws (3) that secure the outboard side of the inner rear lamp unit (2) to the liftgate lamp opening.
3. Pull the inboard side of the inner rear lamp unit rearward far enough to disengage the two locating pins on the back of the lamp housing from the plastic grommets in the liftgate lamp opening.
4. Pull the lamp away from the vehicle far enough to access and disconnect the two liftgate wire harness connectors from the LED lighting element and the bulb socket connector receptacles on the back of the lamp housing.
5. Remove the lamp from the vehicle.



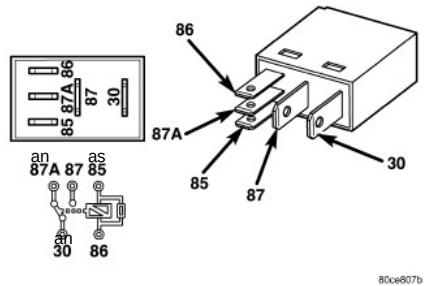
2278205

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with an optional trailer tow preparation package have three trailer tow relays, one each for the trailer tow stop/turn right and left and one for the trailer park lamps. The trailer tow relays are conventional International Standards Organization (ISO) micro relays. Relays conforming to the ISO specifications have common physical dimensions, current capacities, terminal patterns, and terminal functions. Each relay is contained within a small, rectangular, molded plastic housing and is connected to all of the required inputs and outputs through five integral male spade-type terminals that extend from the relay base plate.



The trailer tow relays are included with the trailer tow preparation wire harness that is shipped loose in the glove box for customer or dealer installation at the rear of the vehicle. The relays are located behind the rear fascia and below the rear bumper reinforcement. Each relay and connector is wrapped within an isolator envelope for sound deadening and anti-rattle protection. Refer to the appropriate wiring information for specific relay cavity assignment information.

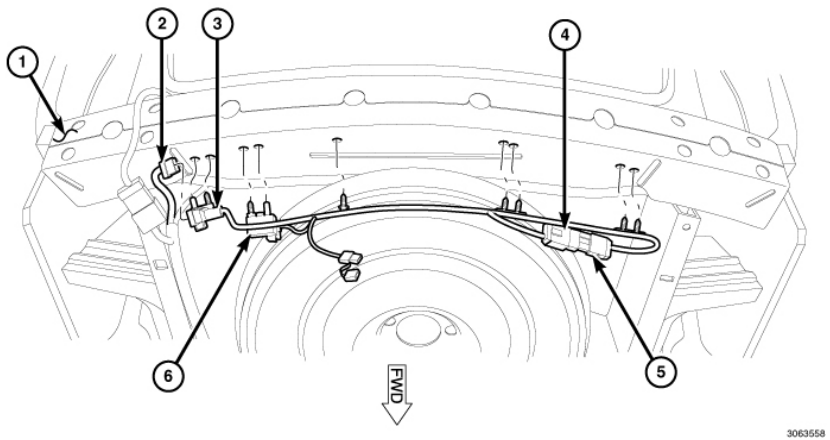
Any of the trailer tow relays cannot be adjusted or repaired and, if ineffective or damaged, the affected unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: There are three relays included with the trailer tow preparation wiring kit. They are: the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) and the trailer tow park lamps relay (6). The service procedures for all three relays are the same.

1. Align the terminals of the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) or the trailer tow park lamps relay (6) with the terminal receptacles of the trailer tow wire harness (3) relay connector secured to the underside of the rear bumper reinforcement (1).
2. Firmly and evenly push the relay into the connector until it is fully seated.
3. Reinstall the rear fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .
4. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The trailer tow relays are electromechanical switches that use a low current input from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) to the tail lamps to control a high current output to either the trailer park lamps or the right or left trailer brake and turn signal lamps. Within each relay are an electromagnetic coil, a movable contact and two fixed contact points. A resistor is connected in parallel with the coil, and helps to dissipate voltage spikes and electromagnetic interference that can be generated as the field of the relay coil collapses.

The movable common supply contact point is held against the fixed normally closed contact point by spring pressure. When the relay coil is energized, an electromagnetic field is produced by the coil windings. This field draws the movable contact away from the normally closed contact, and holds it against the normally open contact. When the relay coil is de-energized, spring pressure returns the movable contact back against the normally closed contact.

The inputs and outputs of the trailer tow relays include:

- **Common Supply Terminal (30)** - The common feed terminal of both the left and right trailer tow stop/turn relays is connected to their respective left or right trailer tow stop/turn signal pins of the 4-way trailer tow connector at all times. The common feed terminal of the trailer tow park lamps relay is connected to the trailer tow park lamps pin of the 4-way trailer tow connector at all times.
- **Coil Ground Terminal (85)** - The coil ground terminal of both the left and right trailer tow stop/turn relays is connected to a fused B(+) circuit at all times. The coil ground terminal of the trailer tow park lamps relay is also connected to a fused B(+) circuit at all times.
- **Coil Battery Terminal (86)** - The coil battery terminal of both the left and right trailer tow stop/turn relays is connected to their respective left or right trailer tow stop/turn relay control circuits from the BCM at all times. The coil battery terminal of the trailer tow park lamps relay is connected to the trailer tow park lamps relay control from the BCM at all times.
- **Normally Open Terminal (87)** - The normally open terminal of both the left and right trailer tow stop/turn relays is connected to a fused B(+) circuit at all times. The normally open terminal of the trailer tow park lamps relay is also connected to a fused B(+) circuit at all times.
- **Normally Closed Terminal (87A)** - The normally closed terminal of all three trailer tow relays are connected to their respective common supply (30) terminals whenever the relay is de-energized. The normally closed terminals of the trailer tow relays are not connected to any circuit in this application.

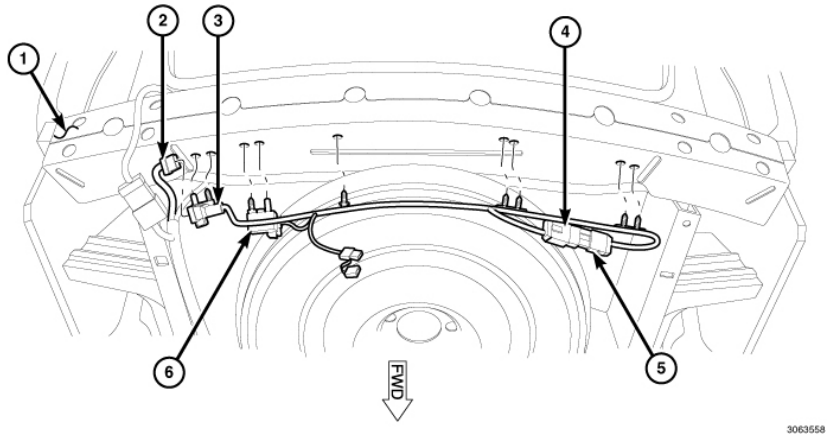
The trailer tow relays and the hard wired circuits for the relays may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and devices that provide some features of the trailer tow stop/turn and park lamps lighting system. The most reliable, efficient, and accurate means to diagnose the electronic controls and communication related to trailer tow stop/turn and park lamps lighting operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: There are three relays included with the trailer tow preparation wiring kit. They are: the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) and the trailer tow park lamps relay (6). The service procedures for all three relays are the same.

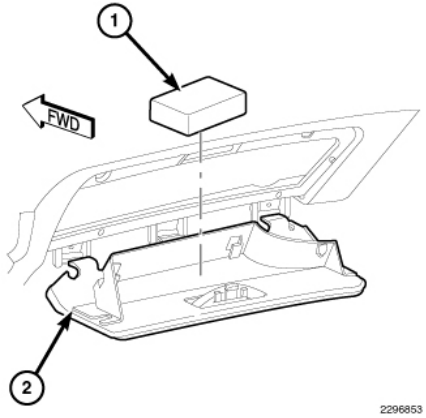
1. Disconnect and isolate the battery negative cable.
2. Remove the rear fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal)
3. Locate the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) or the trailer tow park lamps relay (6) in the connector of the trailer tow wire harness (3) secured to the underside of the rear bumper reinforcement (1).
4. Pull the relay straight out from the wire harness connector.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with an optional Trailer Tow Preparation package have a trailer tow wiring harness and an instruction sheet (1) that are placed in the glove box (2) of the vehicle when it is shipped from the factory. This package also includes relays to isolate the trailer lighting from the vehicle lighting and a four-way trailer tow wiring connector that are all concealed behind the rear bumper fascia after installation is complete.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The trailer tow preparation wiring harness is connected to the body wire harness near the left side of the spare tire, just forward of the rear bumper reinforcement. After installation is complete, a trailer tow right stop/turn relay, a trailer tow left stop/turn relay and a trailer tow park lamps relay are secured to the trailer tow harness on the underside of the rear bumper reinforcement behind the rear fascia. The four-way trailer tow connector is located near the center of the rear fascia.

Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds. Also refer to the Instruction Sheet packaged with the harness for additional details.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The turn signal cancel cam is concealed within the clockspring case on the steering column. The turn signal cancel cam consists of integral eccentrics on the outer circumference of the molded plastic clockspring rotor. The clockspring mechanism provides turn signal cancellation as well as a constant electrical connection between the horn switch, driver airbag, speed control switches, Electronic Vehicle Information Center (EVIC) switches and remote radio switches on the steering wheel and the instrument panel wire harness on the steering column. The housing of the clockspring is secured to the steering column and remains stationary. The rotor of the clockspring, including the turn signal cancel cam lobes rotate with the steering wheel.

The turn signal cancel cam is serviced as a unit with the clockspring and cannot be repaired. If ineffective or damaged, the entire clockspring unit must be replaced. (Refer to 10 - Restraints/CLOCKSPRING - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

When the multi-function switch control stalk is moved to a latched turn signal ON position, a turn signal cancel actuator is extended from the inside surface of the switch housing through a small rectangular opening on the left side of the clockspring case toward the turn signal cancel cam. As the steering wheel is rotated to complete the turn, one of the cam eccentrics will contact the actuator, automatically cancelling the turn signal event and releasing the latched multi-function switch control stalk to the neutral or OFF position.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING: **To avoid serious or fatal injury, eye protection should be used when servicing any glass components.**

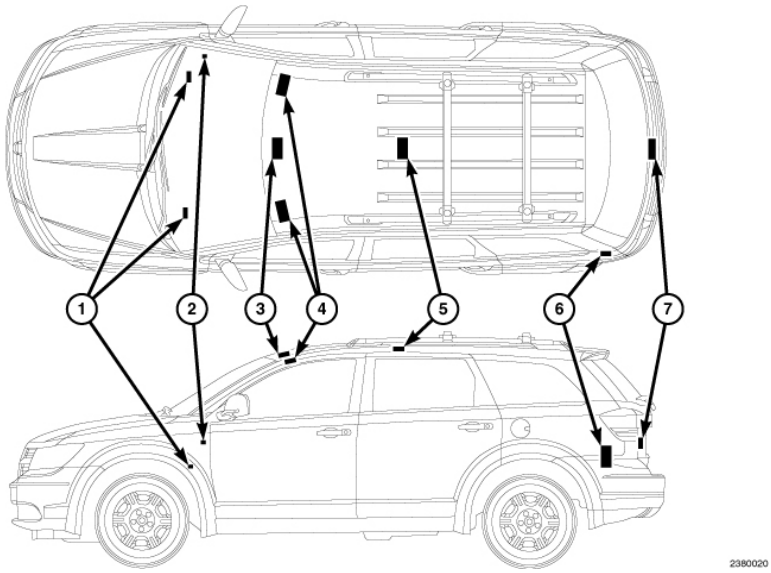
CAUTION: **Do not contaminate the glass of halogen bulbs with fingerprints or allow contact with other possibly oily surfaces. Reduced bulb life will result.**

CAUTION: **Do not use bulbs with higher candle power than indicated in the Bulb Application table. . In addition, do not use fuses, circuit breakers or relays having greater amperage value than indicated on the fuse panel or in the Owner's Manual. Damage to lamps, lenses, wiring and other related electrical components can result.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The interior lighting system for this vehicle includes lighting on two separate circuits: the dome/courtesy lamp circuit and the panel lamps dimmer circuit. The lamps on the dome/courtesy circuit include:

- **Center Bezel Lamp** - A standard center bezel lamp with a replaceable incandescent bulb is located on the underside of an opening in the instrument panel center bezel to illuminate the center console forward storage bin and is supplied voltage by the park lamp circuit to illuminate whenever the exterior lighting is turned ON.
- **Center Floor Console Cup Holder Lamp** - The cup holders in the center floor console include a standard equipment light pipe around their inside perimeter illuminated by an LED lamp unit to assist visibility at night. This lamp is controlled by the panel lamps dimmer circuit and illuminates whenever the exterior lighting is turned ON.
- **Front Dome/Reading Lamps (3)** - The standard front dome/reading lamp is centered right to left in the headliner near the windshield header, includes two bulbs and is switched by the door ajar switches or the interior lighting control sleeve of the left multi-function switch. This lamp also has two integral push button actuated switches. In vehicles with an optional overhead console these lamps are replaced by two incandescent dome/reading lamps mounted in the same location, with includes integral switches that are actuated by depressing the lamp lens. In vehicles with an optional Light Emitting Diode (LED) lighting package, with or without an overhead console, the two incandescent dome/reading lamps are replaced by two articulating eyeball LED lamp units that also include integral switches that are actuated by depressing the lamp lens.
- **Front Door Map Pocket Lamps** - Front door trim panel map pockets on some models include an LED lamp unit to assist visibility at night. These lamps are controlled by the panel lamps dimmer circuit and illuminate whenever the exterior lighting is turned ON.
- **Glove Box Lamp (2)** - A standard glove box lamp with an integral plunger-actuated switch is located at the upper outboard corner of the instrument panel lower glove box opening and illuminates whenever the glove box door is opened.
- **Instrument Panel Courtesy Lamps (1)** - Vehicles equipped with an optional LED lighting package have an LED courtesy lamp unit beneath each end of the instrument panel near the lower instrument panel reinforcement.
- **Liftgate Courtesy Lamp (7)** - A standard liftgate courtesy lamp is located in the center of the lower liftgate trim panel and is activated automatically whenever the liftgate is opened to illuminate the rear cargo area of the vehicle.
- **Rear Dome/Reading Lamps (5)** - The standard rear dome/reading lamp includes a single bulb and a switch that is actuated by depressing the lamp lens. In vehicles with an optional LED lighting package, the incandescent lamp is replaced by a lamp that includes a fixed auxiliary LED dome lamp and two articulating eyeball LED lamp units that also include integral switches that are actuated by depressing the lamp lens. Each available rear dome/reading lamp is located in the center of the headliner between the second and third row seating.
- **Rechargeable Flashlight (6)** - An optional, removable twin-LED flashlight powered by rechargeable lithium batteries is mounted in a bezel/charging station located in the left quarter trim panel near the D-pillar in the cargo area of the vehicle.
- **Vanity Lamps (4)** - Optional single-intensity vanity lamps are located on both sides of a covered mirror on both the right and left sun visors. These lamps are controlled by an integral vanity mirror cover-actuated switch.

Most controls on the instrument panel and elsewhere in the interior of the vehicle are illuminated by the panel lamps dimmer circuit for night visibility. Most have miniature incandescent bulbs, Light-Emitting Diode (LED) units or a combination of the two lighting types that are soldered to internal circuit boards and are not serviceable. Only the automatic transmission gearshift indicator incandescent bulb is available for individual service replacement.

Other components of the interior lighting system for this vehicle include:

- **Body Control Module** - The Body Control Module (BCM) (also known as the Common Body Controller/CBC) is located beneath the instrument panel on the passenger side of the vehicle. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Body Control - Description) .
- **Dimmer Module** - A dimmer module is located on the left side of the instrument panel, below and outboard of the steering column just inboard from the headlamp switch. The dimmer module features a vertical thumbwheel for selecting the panel lamps dimming level, a PARADE mode to illuminate all Vacuum Fluorescent Display (VFD) units at full brightness for visibility when driving in daylight with the exterior lighting turned ON. There are also detent positions to turn ON all interior courtesy lighting, and a DEFEAT position that overrides door ajar switch control of interior lighting.
- **Door Ajar Switches** - A door ajar switch is integral to the door latch mechanism of each front and rear door.
- **Liftgate Ajar Switch** - A liftgate ajar switch is integral to the latch mechanism of the liftgate.

Hard wired circuitry connects the interior lighting system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the interior lighting components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

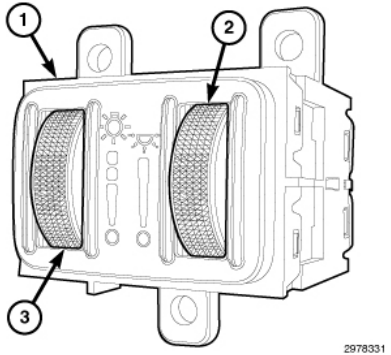
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

This vehicle has a separate dimmer module (1) that is located on the instrument panel, in a mounting hole inboard of the headlamp switch mounting hole, outboard of the steering column. The standard dimmer module features a single thumbwheel (3) for panel lamps dimming and interior lighting control. There are also two optional switches with a second thumbwheel (2). The second thumbwheel is used for ambient (also known as halo) lighting control in vehicles with the ambient lighting option, or for headlamp leveling control in vehicles manufactured for certain markets where headlamp leveling is required.

The dimmer module is constructed of molded plastic. The thumbwheel is molded plastic and knurled around its circumference to ease operator control. The dimmer module face plate is labeled with graphics and International Control and Display Symbol icons to clearly identify the functions of the thumbwheel or optional thumbwheels.



The dimmer module housing is secured within the mounting hole of the instrument panel by three screws, two on the top and one on the bottom. The back of the dimmer module housing has an integral connector receptacle containing terminal pins that connect the module to the vehicle electrical system through a dedicated take out and connector of the instrument panel wire harness. Panel dimmer controlled Light Emitting Diode (LED) units soldered to the circuit board within the module provide back lighting for visibility at night, but are not serviceable.

The dimmer module cannot be repaired and, if ineffective or damaged, it must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The dimmer module uses a single resistor multiplexed output for each switch thumbwheel to control the many functions and features it provides. The switch receives a clean ground from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) on a multifunction switch MUX return circuit. It then provides outputs to the BCM on a panel lamps dimmer signal circuit to control panel dimmer and interior lighting functions, or on a dimmer environmental lighting circuit to control ambient (halo) lighting functions.

On vehicles equipped with a remote manual headlamp leveling system, the dimming module also receives a battery voltage input on a park/tail/running lamps feed circuit whenever the exterior lighting is turned ON. It then provides outputs to the BCM on a headlamp leveling switch to module signal circuit to control the headlamp leveling function.

The dimmer module illumination circuit receives a path to ground at all times through an instrument panel ground circuit. The illumination level is controlled by a Pulse-Width Modulated (PWM) output received from the BCM on a panel lamps driver circuit. The BCM controls this output based upon the panel lamps dimmer signal circuit input from the dimmer module.

The dimmer module operates as follows:

- **Ambient (Halo) Lighting Control** - On vehicles so equipped, the right thumbwheel on the dimmer module is rotated to the ambient DEFEAT or one of the six ambient dimmer detent positions to control the ambient (halo) lighting level. The dimmer module provides the appropriate resistor multiplexed output to the BCM over the dimmer environmental lighting circuit. The BCM reads and responds to this input by providing the appropriate control outputs through internal HSDs over the liftgate courtesy feeds driver circuit.
- **Headlamp Leveling Control** - On vehicles so equipped, the right thumbwheel on the dimmer module is rotated to the 0, 1 or 2 detent positions to provide the appropriate resistor multiplexed output to the BCM over the headlamp leveling switch to module signal circuit. The BCM reads and responds to this input by providing the appropriate control outputs to the headlamp leveling motors.
- **Interior Lighting Control** - The left thumbwheel on the dimmer module is rotated to the dome DEFEAT, dome ON, PARADE mode, or one of the six panel dimmer detent positions to control the interior courtesy/dome and panel lamps. The dimmer module provides the appropriate resistor multiplexed output to the BCM over the panel lamps dimmer signal circuit. The BCM reads and responds to this input by providing the appropriate control outputs through internal HSDs over the courtesy lamps, panel lamps and reading lamps driver circuits, and by sending appropriate electronic **dimming level** messages to other electronic modules over the CAN data bus.

The dimmer module as well as the hard wired inputs and outputs of the module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information.

2014 Dodge JC - DODGE JOURNEY

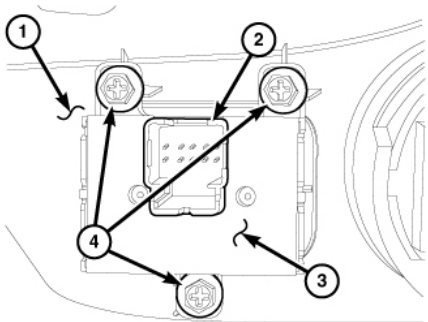
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the battery negative cable.
2. Remove the steering column opening cover and knee blocker unit from the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
3. Reach through the steering column opening of the instrument panel to access and disconnect the instrument panel wire harness connector from the connector receptacle (2) of the dimmer module (3).
4. Remove the three screws (4) that secure the dimmer module to the back of the instrument panel base trim (1).
5. Remove the dimmer module from the instrument panel.



3063680

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

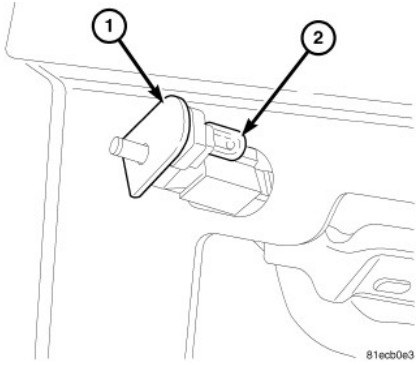
BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

1. Reach through and behind the upper outboard corner of instrument panel glove box opening to align the base of the bulb (2) with the bulb holder on the side of the glove box lamp and switch unit (1).
2. Push the bulb straight into the bulb holder until the base is firmly seated.
3. Close the glove box door.
4. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

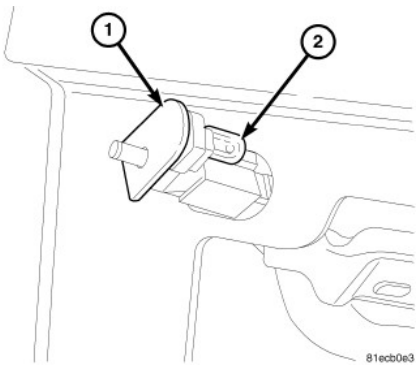
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP/SWITCH

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.



1. Position the glove box lamp and switch unit (1) to the instrument panel glove box opening.
2. Reconnect the wire harness connector to the lamp and switch unit.
3. Feed the wire harness back through the switch mounting hole.
4. Align the lamp and switch unit with the mounting hole in the instrument panel.
5. Using hand pressure, push the lamp and switch unit firmly and evenly into the mounting hole until it is fully seated.
6. Close the glove box door.
7. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

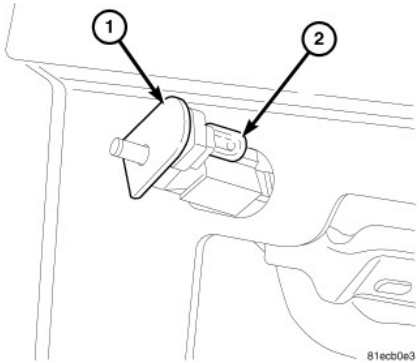
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the battery negative cable.
2. Open the glove box door.
3. Reach through and behind the upper outboard corner of instrument panel glove box opening to access the bulb (2) on the side of the glove box lamp and switch unit (1).
4. Pull the base of the bulb straight out of the bulb holder.



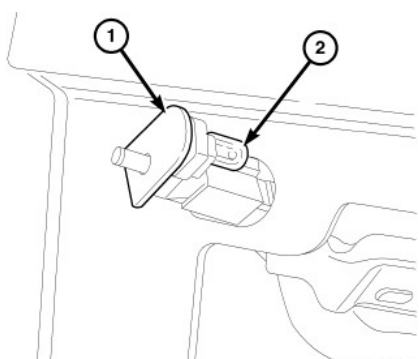
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP/SWITCH

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**



1. Disconnect and isolate the battery negative cable.
2. Open the glove box door.
3. Reach through and behind the upper outboard corner of instrument panel glove box opening to access and depress the retaining latch on either side of the glove box lamp and switch unit (1).
4. While holding the retaining latch depressed, push the glove box lamp and switch unit out through the mounting hole in the face of the instrument panel.
5. Disconnect the wire harness connector from the glove box lamp and switch.
6. Remove the lamp and switch unit from the instrument panel.

2014 Dodge JC - DODGE JOURNEY

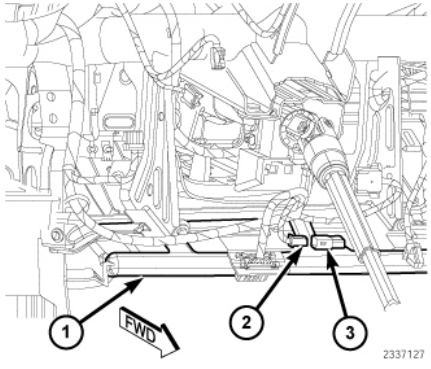
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The Light Emitting Diode (LED) and printed circuit board for these lamps are serviced only as a unit with the courtesy lamp assembly. If any part of these lamps is damaged or ineffective, the entire lamp assembly must be replaced.



1. Position the courtesy lamp (3) under the lower edge of the instrument panel steering column opening (driver side) or glove box opening (passenger side) lower reinforcement (1).
2. Reconnect the instrument panel wire harness connector (2) to the connector receptacle integral to the courtesy lamp.
3. Align the push-in plastic retainer on the underside of the courtesy lamp with the mounting hole in the instrument panel lower reinforcement.
4. Using hand pressure, press the courtesy lamp downward firmly and evenly until the push-in plastic retainer is fully engaged in the mounting hole.
5. If the vehicle is so equipped, reinstall the closeout panel under the driver or passenger side of the instrument panel. (Refer to 23 - Body/Instrument Panel/PANEL, Silencer - Installation) .
6. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

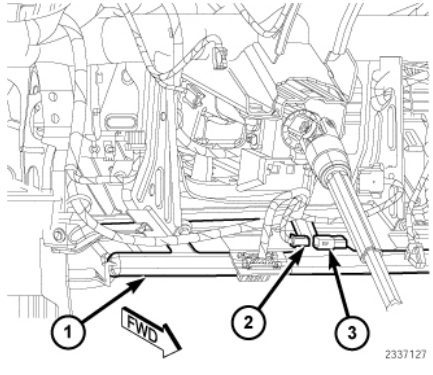
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The Light Emitting Diode (LED) and printed circuit board for these lamps are serviced only as a unit with the courtesy lamp assembly. If any part of these lamps is damaged or ineffective, the entire lamp assembly must be replaced.



1. Disconnect and isolate the battery negative cable.
2. If the vehicle is so equipped, remove the closeout panel from under the driver or passenger side of the instrument panel. (Refer to 23 - Body/Instrument Panel/PANEL, Silencer - Removal) .
3. Reach under the lower edge of the instrument panel steering column opening (driver side) or glove box opening (passenger side) lower reinforcement (1) to access and pry the push-in plastic retainer on the underside of the courtesy lamp (3) out of the mounting hole in the instrument panel lower reinforcement.
4. Pull the courtesy lamp down from behind the instrument panel far enough to access and disconnect the instrument panel wire harness connector (2) from the connector receptacle integral to the courtesy lamp.
5. Remove the courtesy lamp from the vehicle.

2014 Dodge JC - DODGE JOURNEY

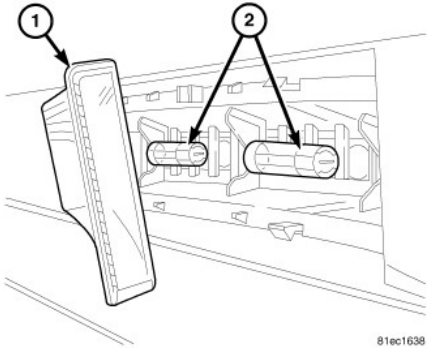
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

1. Align the ends of the bulb (2) with the two bulb holders within the liftgate lamp housing.
2. Carefully press the bulb firmly and evenly into the bulb holders until it snaps into place.
3. Align the lamp lens (1) with the lamp housing, then use firm and even hand pressure to snap the lens onto the housing.
4. Reconnect the battery negative cable.



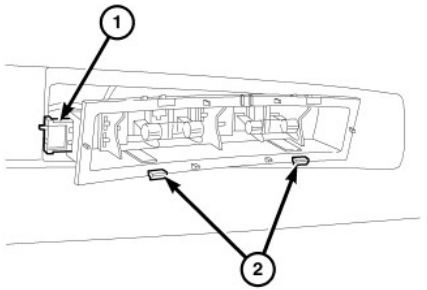
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

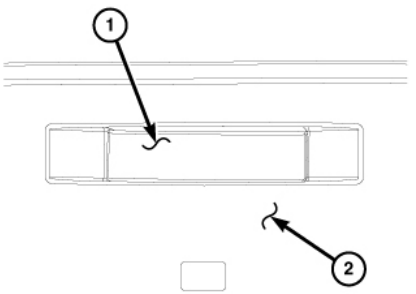
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the liftgate courtesy lamp to the opening in the lower liftgate trim panel.
2. Reconnect the liftgate wire harness connector (1) to the connector receptacle integral to the end of the lamp housing.
3. Insert the connector end of the lamp housing into the opening in the lower liftgate trim panel.
4. Align the end of the lamp housing opposite the connector end to the trim panel opening.
5. Using hand pressure, push the lamp housing firmly and evenly into the trim panel opening until the integral mounting tabs snap into place behind the panel.



81ecbabc

6. Align the lamp lens (1) with the lamp housing, then use firm and even hand pressure to snap the lens onto the housing.
7. Reconnect the battery negative cable.



2335752

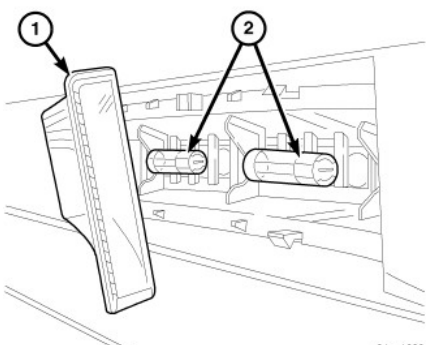
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Using a thin flat-bladed tool, gently pry between one end of the lamp lens (1) and the lower liftgate trim panel to remove the lens from the liftgate lamp housing.
3. Carefully unsnap the bulb (2) from the two bulb holders within the lamp housing.



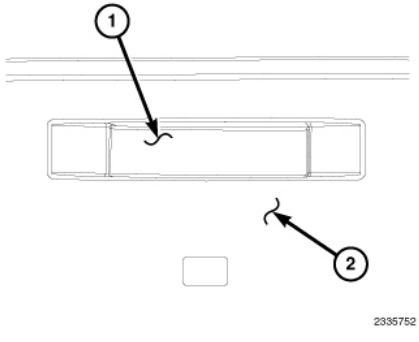
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP

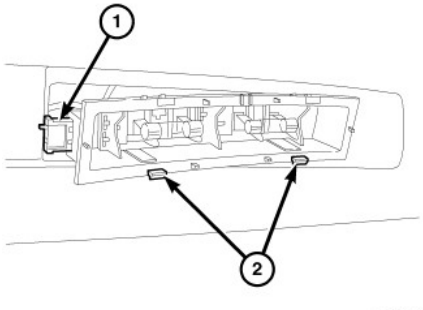
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Using a thin flat-bladed tool, gently pry between one end of the lamp lens (1) and the lower liftgate trim panel (2) to remove the lens from the liftgate lamp housing.



2335752

3. Using a thin flat-bladed tool, depress the tabs (2) integral to the lamp housing to release the lamp from the opening in the lower liftgate trim panel.
4. Pull the lamp out from the trim panel far enough to access and disconnect the liftgate wire harness connector (1) from the connector receptacle integral to the end of the lamp housing.
5. Remove the liftgate courtesy lamp from the vehicle.



81ecbabc

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The lamps of the interior lighting system can be divided into general classifications based upon the circuit that controls their operation: The courtesy lamp circuit, the reading lamps circuit and the panel lamps dimmer circuit. The center bezel lamp is actually controlled by a park lamps output of the Body Control Module (BCM) (also known as the Common Body Controller/CBC), which energizes this circuit at a fixed intensity whenever the exterior lighting is illuminated.

Following are paragraphs that briefly describe the operation of the courtesy lamps, reading lamps and panel lamps dimmer interior lighting circuits. The optional rechargeable flashlight, the cup holder lamp and the automatic transmission gear selector lamp are controlled by an output from the BCM, which energizes these circuits whenever it detects that the engine is running.

The lamps and the hard wired circuits between components related to the interior lighting system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the interior lighting system or the electronic controls or communication between modules and other devices that provide some features of the interior lighting system. The most reliable, efficient, and accurate means to diagnose the interior lighting system or the electronic controls and communication related to interior lighting system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

COURTESY LAMP CIRCUIT

The courtesy lamp circuit may include the courtesy lamps below each outboard end of the instrument panel and, depending upon the selected vehicle options may include either the dome or map and reading lamps located in the overhead console near the windshield and in the headliner over the second and optional third row seating positions, the liftgate lamp located near the center of the liftgate trim panel, the glove box lamp in the top of the glove box opening in the instrument panel and the vanity lamps located in the sun visors.

The lamps in the courtesy lamp circuit are provided with a path to ground at all times. The Body Control Module (BCM) (also known as the Common Body Controller/CBC) controls the output of battery voltage for the courtesy lamps in this circuit based upon hard wired inputs from the dimmer module and electronic message inputs from the ignition switch (also known as the Keyless Ignition Node/KIN) and the Radio Frequency (RF) Hub.

After all of the ajar switch inputs to the BCM transition to open, the BCM will keep the courtesy lamps illuminated for about 30 seconds, then fade the lamps to OFF (theater dimming) over about 3 seconds. The BCM also provides courtesy lamp operation based upon a resistor multiplexed input from the interior lighting thumbwheel of the dimmer module, and provides an Illuminated Entry feature in response to certain electronic **ignition switch status** message inputs received from the KIN, the RF Hub and the Occupant Restraint Controller (ORC) over the CAN data bus. A courtesy lamp DEFEAT mode input based upon a resistor multiplexed input from the interior lighting thumbwheel of the dimmer module thumbwheel will cause the BCM to override normal courtesy lamp operation.

The BCM provides a battery saver (load shedding) feature for all courtesy lamps, which will automatically turn these lamps OFF if they are left ON for more than about 10 minutes after the electronic **ignition switch status** message transitions to OFF. If any courtesy lamp input is received subsequent to a 10 minute load shed and prior to a new ignition cycle, the courtesy lamps will turn OFF after 90 seconds.

READING LAMP CIRCUIT

For those lamps on the courtesy lamp circuit with independent switching such as the reading lamps, the optional vanity lamps and the glove box lamp, the BCM also provides a battery voltage output to those switches through a separate reading lamp circuit. The BCM provides a battery saver (load shedding) feature for the reading lamp circuit as well as the courtesy lamp circuit, which will automatically turn these lamps OFF if they are left ON for more than about 10 minutes after the electronic **ignition switch status** message transitions to OFF. If any reading lamp input is received subsequent to a 10 minute load shed and prior to a new ignition cycle, the courtesy lamps will turn OFF after 90 seconds.

PANEL LAMPS DIMMER CIRCUIT

The panel lamps dimmer circuit actually includes several circuits. These circuits control the back lighting illumination and dimming level of the headlamp switch, the dimmer module, the automatic transmission gear selector bezel lamp, the front door map pocket lamps, as well as the center floor console cup holder and forward storage compartment lamps. All lamps in the panel lamps dimmer circuits are provided a path to ground at all times through a hard wired ground circuit. These lamps are illuminated by a 12-volt Pulse Width Modulated (PWM) output of the BCM through several panel lamps dimmer circuits.

This shared PWM output synchronizes the selected illumination intensity level of all the lamps in the panel lamps dimmer circuits. The BCM uses hard wired resistor multiplexed inputs from the rotary exterior lighting control knob of the headlamp switch to determine when the exterior lighting is turned ON and from the thumbwheel of the dimmer module to determine the dimming level selection. Then the BCM provides the appropriate PWM outputs through the panel lamps dimmer circuits as well as electronic **dimming level** messages over the CAN data bus to other electronic modules in the vehicle.

The Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and the Integrated Center Stack (ICS) use the electronic **dimming level** messages to control the illumination intensity of their own back lighting, controls and display units. In addition, when the interior lighting thumbwheel of the dimmer module is moved to the PARADE (or funeral) mode detent position, all of the electronic display units are illuminated at their full intensity levels for increased visibility when the vehicle is driven during daylight hours with the exterior lighting turned ON. The PARADE mode has no effect on the illumination intensity of incandescent panel lamps.

2014 Dodge JC - DODGE JOURNEY

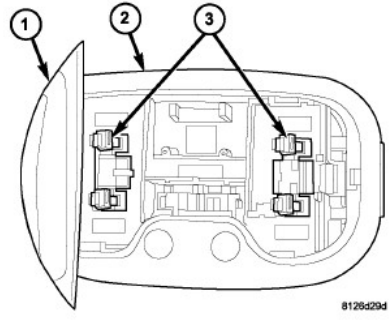
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - DUAL LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

1. With the dome/reading lamp lens (1) in the open position, align the ends of the bulb (3) with the two bulb holders within the lamp housing (2).
2. Carefully press the bulb firmly and evenly into the bulb holders until it snaps into place.
3. Reinstall the lamp into the headliner. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps /Lighting - Interior/LAMP, Dome - Installation) .
4. Reconnect the battery negative cable.



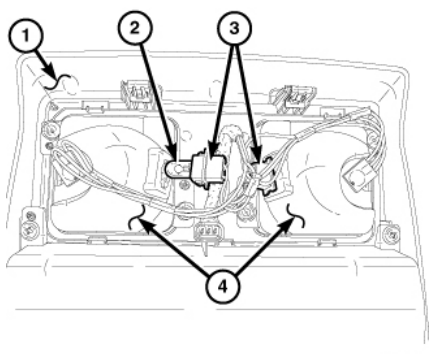
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - OVERHEAD CONSOLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**



1. Align the base of the bulb (2) with the overhead console dome/reading lamp socket (3).
2. Push the bulb straight into the socket until the base is fully seated.
3. Align the socket and bulb with the keyed opening in the lamp housing (4).
4. Insert the bulb and socket straight into the hosing until the socket latch features are both fully engaged.
5. Reinstall the overhead console (1) to the headliner.
6. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

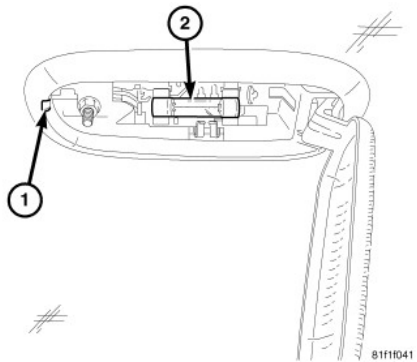
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - SINGLE LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

1. Align the ends of the bulb (2) with the two bulb holders within the dome lamp housing.
2. Carefully press the bulb firmly and evenly into the bulb holders until it snaps into place.
3. Swing the notched end of the lens up into position against the housing, then press upward on the lens firmly and evenly until it snaps into the housing.
4. Reconnect the battery negative cable.

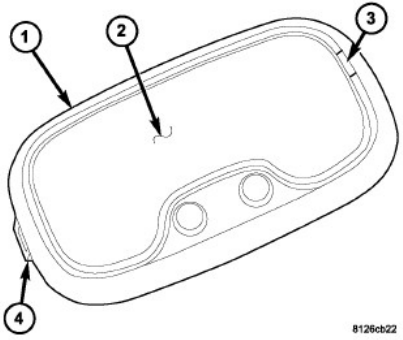


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - DUAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Position the dome/reading lamp unit (1) to the mounting hole in the headliner.
2. Reconnect the wire harness connector to the connector receptacle on the back of the lamp.
3. Insert the fixed retainer on the notched (3) end of the lamp housing up into one side of the mounting hole in the headliner.
4. Slide the notched end of the housing into the mounting hole far enough to engage the lens hinge/retainer (4) into the opposite side of the hole in the headliner.
5. Gently and evenly press the lens hinge/retainer end of the lamp upward into the mounting hole until the bezel of the lamp housing is flush with the headliner.
6. Swing the notched end of the lamp lens (2) up into position against the lamp housing, then press upward on the lens firmly and evenly until it snaps into the housing.
7. Reconnect the battery negative cable.

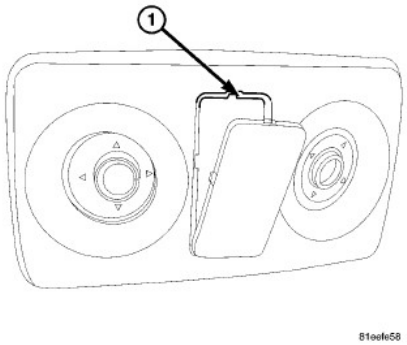
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - LIGHT EMITTING DIODE

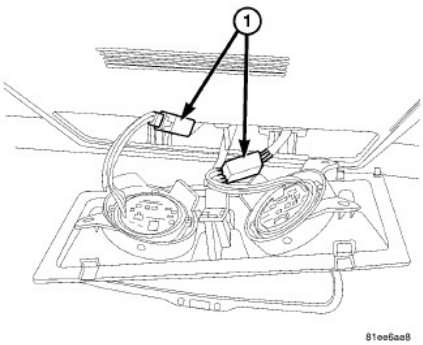
Labor Operations: Click to display a list of Labor Operations associated with this procedure

EXCEPT WITH OVERHEAD CONSOLE



1. Position the dome/reading lamp to the headliner mounting hole.
2. Reconnect the wire harness connector to the back of the lamp.
3. Insert the fixed retainers on one edge of the lamp housing up over the edge of the mounting hole in the headliner.
4. Slide the lamp housing into the mounting hole far enough to engage the other edge of the lamp housing into the hole in the headliner.
5. Gently and evenly press the lamp housing into the mounting hole until the bezel is flush with the headliner.
6. Swing the lock tab up against the lamp bezel and align it with the opening (1) between the two Light Emitting Diode (LED) pod units.
7. Press upward firmly and evenly on the lock tab until it snaps into the lamp bezel opening.
8. Reconnect the battery negative cable.

WITH OVERHEAD CONSOLE



1. Position dome/reading lamp to the overhead console mounting hole.
2. Reconnect the wire harness connectors (1) to the back of the lamp.
3. Align the lamp housing to the overhead console mounting hole.
4. Press upward firmly and evenly on the lamp bezel until the four (two at the front and two at the rear) integral latch features snap into place.
5. Reconnect the battery negative cable.

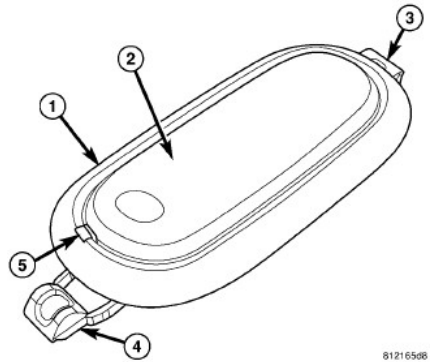
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - SINGLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the dome lamp unit (1) to the mounting hole in the headliner.
2. Reconnect the wire harness connector to the connector on the back of the lamp.
3. Insert the fixed retainer (4) on the notched (5) end of the lamp housing up into one side of the mounting hole in the headliner.
4. Slide the notched end of the housing into the mounting hole far enough to engage the lens hinge/retainer (3) into the opposite side of the hole in the headliner.



5. Gently and evenly press the lens hinge/retainer end of the lamp into the mounting hole until the bezel of the lamp housing is flush with the headliner.
6. Swing the notched end of the lamp lens (2) into position against the lamp housing, then press on the lens firmly and evenly until it snaps into the housing.
7. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

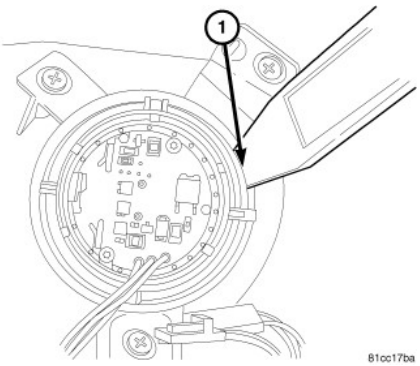
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIGHT EMITTING DIODE UNIT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

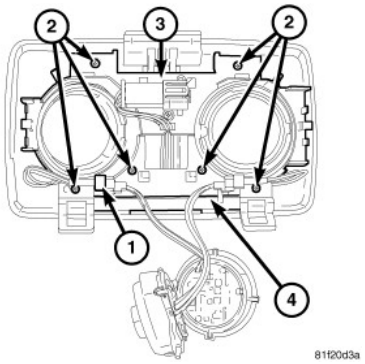
NOTE: Each Light Emitting Diode (LED) dome/reading lamp contains two articulating eyeball-type LED pod units with integral lens-actuated switches and printed circuit boards that are available for separate service replacement. The rear LED dome/reading lamp also has a fixed auxiliary LED and printed circuit board unit which is also available for separate service replacement.

ARTICULATED EYEBALL POD UNIT



1. On rear LED dome/reading lamp units only, from the top of the lamp housing, reconnect the pod pigtail wire connector to the fixed auxiliary LED lamp printed circuit board in the center of the lamp.
2. Align the LED lamp pod (1) with the receptacle within the dome/reading lamp housing.
3. Engage the pivot pin on one side of the pod with the pivot socket on one side of the pod receptacle.
4. Using a trim stick or another suitable wide flat-bladed tool, gently pry the receptacle outward far enough to engage the pivot pin on the other side of the pod with the other pivot socket.
5. Using a trim stick or equivalent, flex the housing at point (1) and install lamp pod.
6. Reinstall the LED dome/reading lamp unit. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Dome - Installation) .
7. Reconnect the battery negative cable.

FIXED AUXILIARY LED AND CIRCUIT BOARD UNIT



1. Position the auxiliary LED and circuit board unit (4) into the lamp housing.
2. Install and tighten the six screws (2) that secure the printed circuit board to the lamp housing. Tighten the screws securely.
3. Reconnect the lamp wiring to the auxiliary LED wiring connector (3).
4. Reinstall and reconnect (1) the two articulated eyeball LED pods into the lamp housing.
5. Reinstall the rear LED dome/reading lamp unit. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Dome - Installation) .

6. Reconnect the battery negative cable.

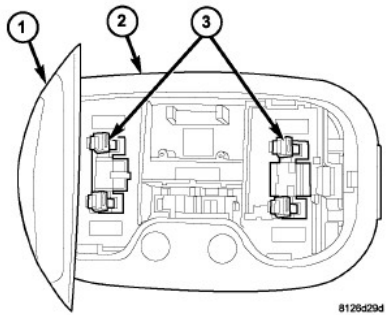
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - DUAL LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the dual dome/reading lamp (2) from the headliner. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Dome - Removal) .
3. With the lamp lens (1) in the open position, carefully unsnap the bulb (3) from the two bulb holders within the lamp housing.



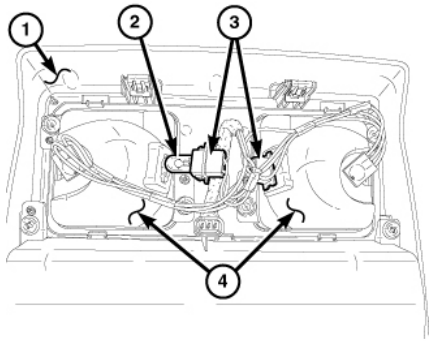
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - OVERHEAD CONSOLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the overhead console (1) from the headliner.
3. Grasp the dome/reading lamp socket (3) firmly and push it to one side far enough to unsnap the socket latch features from the lamp housing (4).
4. Pull the socket and bulb (2) out of the lamp housing.
5. Pull the base of the bulb straight out of the lamp socket.



2337252

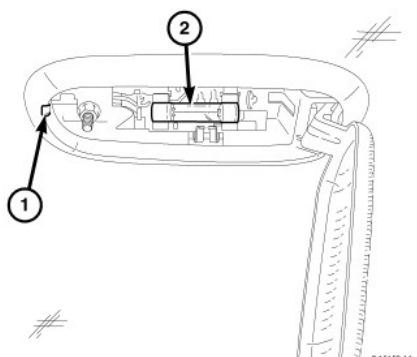
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BULB - SINGLE LAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Insert the tip of a small flat-bladed screwdriver into the notch (1) on one side of the dome lamp bezel between the lens and the lamp housing.
3. Gently pry the notched edge of the lens downward until it unsnaps from the housing.
4. Swing the notched end of the lens downward far enough to access the bulb (2).
5. Carefully unsnap the bulb from the two bulb holders within the dome lamp housing.



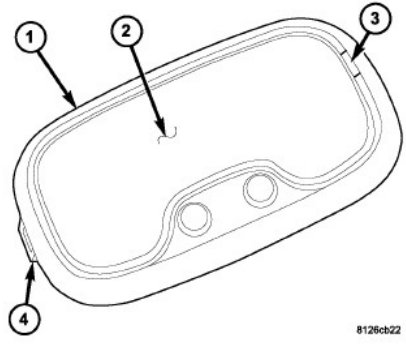
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - DUAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Insert the tip of a small flat-bladed screwdriver into the notch (3) between the lens (2) and the housing (1) on one side of the dome/reading lamp unit.
3. Gently pry the end of the lens downward until it unsnaps from the housing.
4. Swing the lens downward until it is perpendicular to the housing.
5. Pull the lens hinge/retainer end (4) of the housing downward slightly from the headliner, then slide the lowered end of the housing away from the mounting hole far enough to disengage the fixed retainer on the notched end from the headliner.



6. Pull the lamp away from the headliner mounting hole far enough to access and disconnect the wire harness connector from the back of the lamp.
7. Remove the lamp from the vehicle.

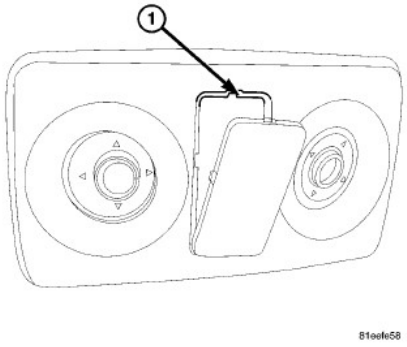
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - LIGHT EMITTING DIODE

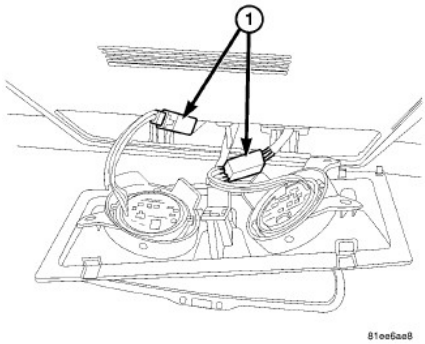
Labor Operations: Click to display a list of Labor Operations associated with this procedure

EXCEPT WITH OVERHEAD CONSOLE



1. Disconnect and isolate the battery negative cable.
2. Insert the tip of a small flat bladed screwdriver into the notch (1) between the dome/reading lamp bezel and the lock tab between the two Light Emitting Diode (LED) pod units.
3. Gently pry the lock tab downward until it unsnaps from the lamp bezel.
4. Swing the lock tab downward until it is perpendicular to the lamp bezel.
5. Pull the lamp away from the headliner mounting hole far enough to access and disconnect the wire harness connector from the back of the lamp.
6. Remove the lamp from the vehicle.

WITH OVERHEAD CONSOLE



1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, gently pry the edge of the lamp housing away from the overhead console far enough to disengage the four (two at the front and two at the rear) integral latch features.
3. Pull the lamp away from the overhead console mounting hole far enough to access and disconnect the wire harness connectors (1) from the back of the lamp.
4. Remove the lamp from the vehicle.

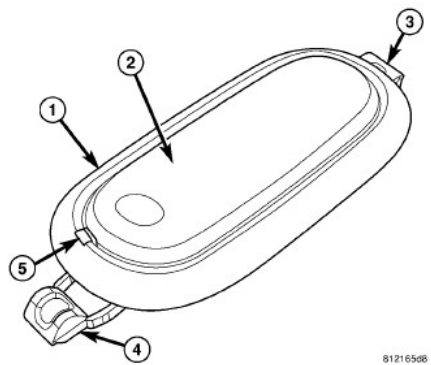
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LAMP - SINGLE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Insert the tip of a small flat bladed screwdriver into the notch (5) in the bezel between the lens (2) and the housing (1) on one side of the dome lamp unit.
3. Gently pry the end of the lens downward until it unsnaps from the housing.
4. Swing the lens downward until it is perpendicular to the housing.
5. Pull the lens hinge/retainer end (3) of the housing outward slightly from the headliner, then slide the exposed end of the housing away from the mounting hole far enough to disengage the fixed retainer (4) on the notched end from the headliner.



6. Pull the lamp away from the headliner mounting hole far enough to access and disconnect the wire harness connector from the back of the lamp.
7. Remove the lamp from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

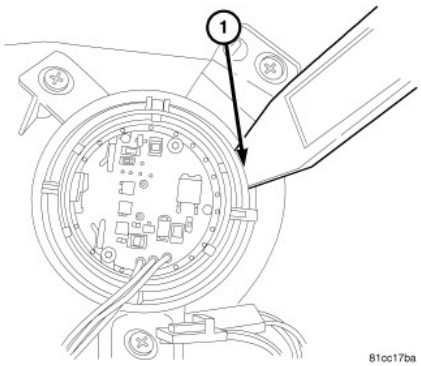
LIGHT EMITTING DIODE UNIT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

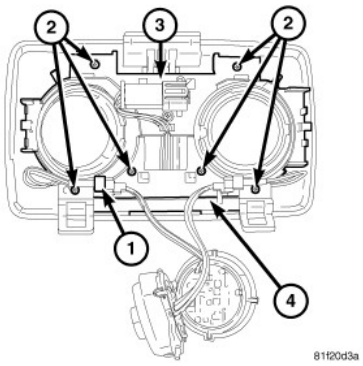
Each Light Emitting Diode (LED) dome/reading lamp contains two articulating eyeball-type LED pod units with integral lens-actuated switches and printed circuit boards that are available for separate service replacement. The rear LED dome/reading lamp also has a fixed auxiliary LED and printed circuit board unit which is also available for separate service replacement.

ARTICULATED EYEBALL POD UNIT



1. Disconnect and isolate the battery negative cable.
2. Remove the LED dome/reading lamp unit. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Dome - Removal) .
3. Using a trim stick or another suitable wide flat-bladed tool, gently pry the pod (1) upward far enough to disengage the pivot pin on one side of the pod from the pivot socket of the pod receptacle.
4. Lift the pod out of its receptacle within the dome/reading lamp housing.
5. On rear LED dome/reading lamp units only, from the top of the lamp housing, disconnect the pod pigtail wire connector from the fixed auxiliary LED lamp printed circuit board in the center of the lamp.

FIXED AUXILIARY LED AND CIRCUIT BOARD UNIT



1. Disconnect and isolate the battery negative cable.
2. Remove the rear LED dome/reading lamp unit. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Interior/LAMP, Dome - Removal) .
3. Remove and disconnect the two articulated eyeball LED pods (1) from the lamp housing.
4. Disconnect the lamp wiring from the auxiliary LED wiring connector (3).
5. Remove the six screws (2) that secure the printed circuit board to the lamp housing.
6. Remove the auxiliary LED and circuit board unit from the lamp housing (4).

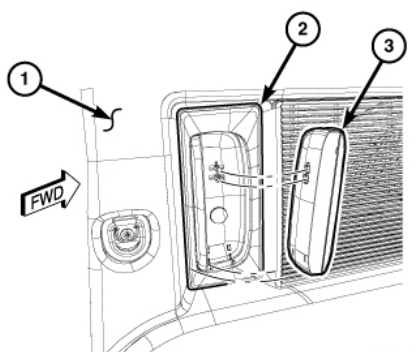
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

An optional removable and rechargeable flashlight (3) is encased within a molded plastic housing, which is secured within a bezel/charging station (2) at the back of the left quarter inner trim panel (1) by two tabs on the end opposite the clear flashlight lens and a push-push type latch mechanism. The flashlight is powered by a rechargeable and replaceable lithium battery. A momentary switch on the flashlight electronic circuit board is actuated by a plastic push button located on the side of the flashlight housing. When the flashlight is turned ON it illuminates two clear Light Emitting Diode (LED) units to create a wide and bright light beam. A red LED unit on the side of the flashlight housing behind the push button illuminates as the battery becomes discharged to indicate that the unit requires recharging.

The bezel/charging station unit, the flashlight battery and the flashlight unit are each available for separate service replacement. If any other component of the flashlight or bezel/charging station are damaged or ineffective, the complete flashlight unit or bezel/charging station unit must be replaced.



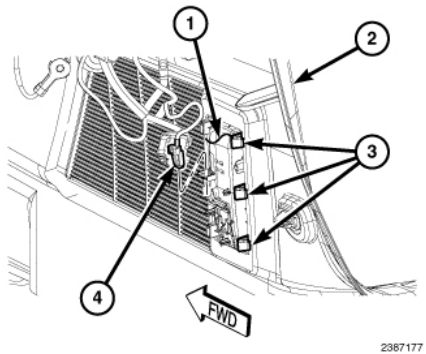
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Align the bezel/charging station (1) with the mounting hole near the rear of the left quarter trim panel (2).
2. Using hand pressure, push the bezel/charging station into the mounting hole firmly and evenly until all 6 of the spring clip retainers (3) snap into place on the back side of the trim panel.
3. Reconnect the body wire harness connector (4) to the connector receptacle on the back of the bezel/charging station.
4. Reinstall the left quarter trim panel. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
5. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The rechargeable lithium battery within the flashlight automatically recharges while the flashlight is nested in its receptacle within the bezel charging station and the engine is running. The flashlight has a pair of electrical contacts that mate with contacts within the charging station that provide a source of recharging current. The red Light Emitting Diode (LED) unit on the side of the flashlight behind the ON-OFF push button illuminates when the charge of the flashlight battery is becoming depleted.

The flashlight is removed from the bezel/charging station by pushing it momentarily at the depression marked **PUSH** on the flashlight housing, then releasing it and swinging it downward far enough to disengage two slots on the lower end of the flashlight from two tabs within the charging station. When the flashlight is removed from its receptacle in the bezel/charging station, it can be used as an auxiliary light source in emergencies or other situations where a portable light source is required. The flashlight is turned ON or OFF by momentarily depressing and releasing the ON-OFF push button on the side of the flashlight housing. Reverse the removal procedure to restore the flashlight to the bezel/charging station and to recharge the flashlight battery.

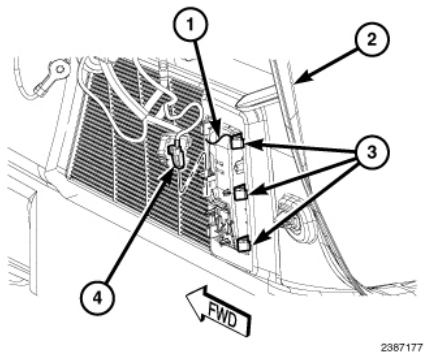
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Pull the rear of the left quarter trim panel (2) away from the D-pillar far enough to access the back of the bezel/charging station (1). (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
3. Disconnect the body wire harness connector (4) from the connector receptacle on the back of the bezel/charging station.
4. Compress the spring clip retainers (3) far enough to allow the bezel/charging station to be pushed out of the mounting hole through the face of the quarter trim panel. Six spring clip retainers are used, three on the forward side and three on the rearward side of the unit.
5. Remove the bezel/charging station from the vehicle.

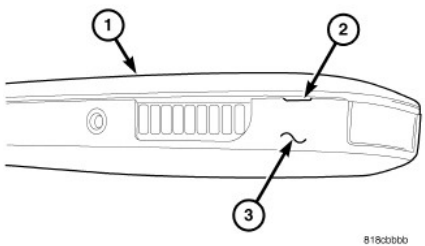


2014 Dodge JC - DODGE JOURNEY

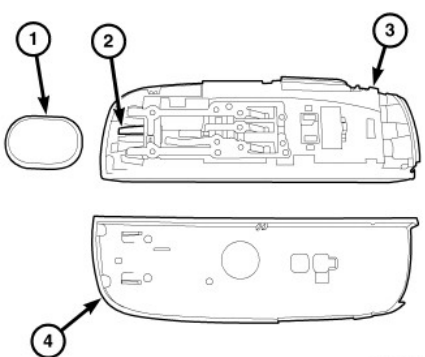
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - FLASHLIGHT BATTERY REPLACEMENT

1. Insert a small screwdriver or another suitable tool into each of the two notches (2) between the upper (1) and lower (3) case halves of the flashlight and use a twisting action to separate the case.



2. Remove the lower case (4) from the upper case (3) and set it aside.
3. Lightly lift the latch tab (2) at the back of the upper case and slide the battery (1) rearward far enough to remove it from the case.
4. Install the new battery by sliding it between the latch tab and the case until it is engaged by the latch tab. The battery **must** be installed with the positive (**+**) terminal oriented toward the upper case (3).



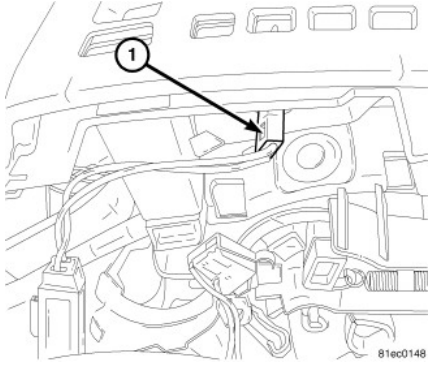
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**



1. Align the base of the bulb with the socket (1) on the side of the gear selector housing.
2. Push the bulb straight into the socket until the base is firmly seated.
3. Align the socket and bulb with the keyed opening in the side of the gear selector housing.
4. Insert the bulb and socket into the housing until the socket is firmly seated.
5. Rotate the socket clockwise about 30 degrees to lock it into place.
6. Reinstall the center floor console. (Refer to 23 - Body/Interior/CONSOLE, Center - Installation) .
7. Reconnect the battery negative cable.

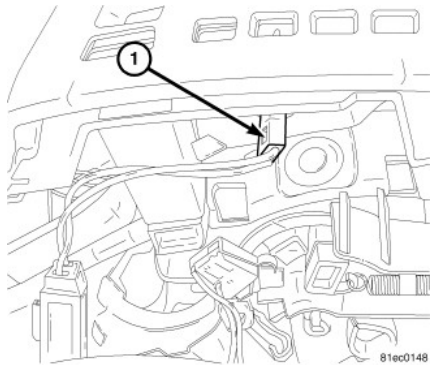
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate battery negative cable.
2. Remove the center floor console to access the gear selector unit. (Refer to 23 - Body/Interior /CONSOLE, Center - Removal) .
3. Firmly grasp the socket (1) on the side of the gear selector housing and rotate it counterclockwise about 30 degrees to unlock it.
4. Pull the socket and bulb straight out from the keyed opening in the shifter housing.
5. Pull the base of the bulb straight out of the socket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

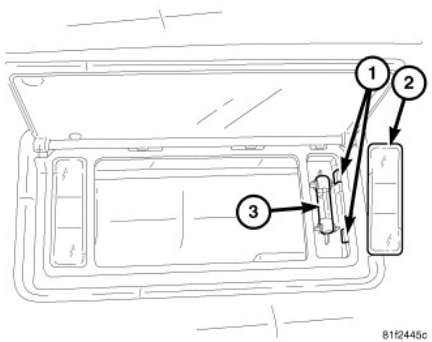
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Always use the correct bulb size and type for replacement. An incorrect bulb size or type may overheat and cause damage to the lamp, the socket or the lamp wiring.**

NOTE: Vehicles equipped with optional vanity lamps have a lamp on each side of a covered mirror that is integral to each sun visor. Both lamps are controlled by an integral switch that is automatically actuated by the mirror cover. The bulb types and service procedures are identical for both of these lamps.

1. Align the ends of the bulb (3) with the two bulb holders within the vanity lamp housing.
2. Carefully press the bulb firmly and evenly into the bulb holders until it snaps into place.
3. Engage the tabs on the inboard edge of the lens (2) within the lamp housing.
4. Using hand pressure, press the outboard edge of the lens over the lamp housing until the two tabs (1) at the outboard edge of the lens snap into place.
5. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

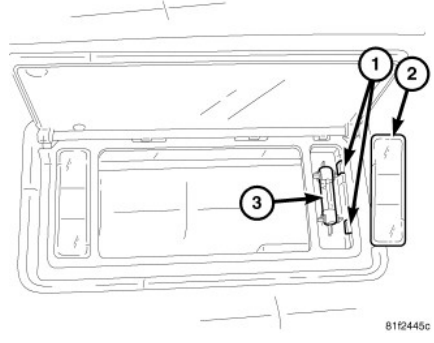
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Vehicles equipped with optional vanity lamps have a lamp on each side of a covered mirror that is integral to each sun visor. Both lamps are controlled by an integral switch that is automatically actuated by the mirror cover. The bulb types and service procedures are identical for both of these lamps.

1. Disconnect and isolate the battery negative cable.
2. Open the lighted vanity mirror cover.
3. Using a small flat-bladed screwdriver, gently pry between the lamp lens (2) and housing (1) far enough to disengage the two tabs (1) at the outboard side of the lens from the lamp housing.
4. Carefully unsnap the bulb (3) from the two bulb holders within the lamp housing.
5. Remove the bulb from the lamp.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING: **To avoid serious or fatal injury eye protection should be used when servicing any glass components.**

CAUTION: **Do not use bulbs with higher candle power than indicated in the Bulb Application table . In addition, do not use fuses, circuit breakers or relays having greater amperage value than indicated on the fuse panel or in the Owner's Manual. Damage to lamps, lenses, wiring and other related electrical components can result.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

An electrically operated headlamp washer system is optional factory-installed equipment on this vehicle when it is manufactured for certain export markets. The headlamp washer system includes the following major components, which are described in further detail elsewhere in this service information:

- **Body Control Module** - The Body Control Module (BCM) (also known as the Common Body Controller/CBC) is located beneath the instrument panel on the passenger side of the vehicle. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Body Control - Description) .
- **Headlamp Washer Nozzle** - A headlamp washer nozzle is secured to the front fascia beneath each front lamp unit.
- **Headlamp Washer Pump/Motor** - The electric headlamp washer pump/motor unit is located in a dedicated hole on the rearward facing side of the washer reservoir, on the left side of the cooling module in the engine compartment. This high pressure pump is located above and to the left of the reversible front and rear washer pump/motor unit on the reservoir.
- **Headlamp Washer Plumbing** - The plumbing for the headlamp washer system consists of large diameter rubber hoses and molded plastic fittings. The plumbing is routed to the washer nozzles on the front fascia from the washer reservoir. The connections at the headlamp washer pump and the two headlamp washer nozzles feature unique quick-connect fittings.
- **Multifunction Switch (6)** - The multifunction switch is located on the steering column, just below the steering wheel. Only the switch control stalk extending from the left side of the steering column is visible, while the remainder of the switch is concealed beneath the steering column shrouds. The multifunction switch provides all of the driver controls for both the front and rear wiper and washer systems.
- **Steering Angle Sensor** - The Steering Angle Sensor (SAS) is integral to the clockspring. The SAS is a Local Interface Network (LIN) master node and a gateway to the Controller Area Network (CAN) data bus. (Refer to 05 - Brakes/Electrical/SENSOR, Steering Wheel Angle - Description) .
- **Steering Control Module** - The Steering Control Module (SCM) is located within the multifunction switch housing on the top of the steering column, just below the steering wheel. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Steering Column - Description) .
- **Washer Reservoir** - A unique washer reservoir is used on vehicles with the optional headlamp washer system, which has dedicated provisions for the headlamp washer pump and plumbing. This reservoir is mounted in the same location and using the same mounting hardware as is used for vehicles without the headlamp washers. The reservoir is located on the left side of the cooling module in the engine compartment.

Hard wired circuitry connects the headlamp washer system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the headlamp washer system components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin out and location views for the various wire harness connectors, splices and grounds.

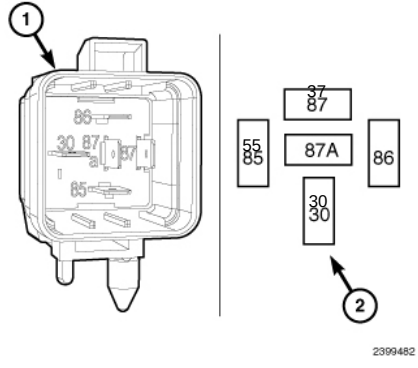
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The headlamp washer relay (1) is a conventional International Standards Organization (ISO) skirted relay. Relays conforming to the ISO specifications have common physical dimensions, current capacities, terminal patterns (2), and terminal functions. This relay is contained within a small, rectangular, molded plastic housing and is connected to all of the required inputs and outputs through five integral male spade-type terminals that extend from the relay base plate.

The headlamp washer relay is located in a dedicated connector on a take out of the Front End Module (FEM) wire harness, and is secured to the radiator closure panel to the left of the washer reservoir in front of the engine compartment Power Distribution Center (PDC), near the battery. The headlamp washer relay cannot be adjusted or repaired and, if ineffective or damaged, the unit must be replaced.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The headlamp washer relay is an electromechanical switch that uses a low current input from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) to control a high current output to the headlamp washer pump/motor unit. The movable common feed contact point is held against the fixed normally closed contact point by spring pressure. When the relay coil is energized, an electromagnetic field is produced by the coil windings. This electromagnetic field draws the movable relay contact point away from the fixed normally closed contact point, and holds it against the fixed normally open contact point. When the relay coil is de-energized, spring pressure returns the movable contact point back against the fixed normally closed contact point. A resistor is connected in parallel with the relay coil in the relay, and helps to dissipate voltage spikes and electromagnetic interference that can be generated as the electromagnetic field of the relay coil collapses.

The headlamp washer relay terminals are connected to the vehicle electrical system through a dedicated take out and connector of the Front End Module (FEM) wire harness. The inputs and outputs of the headlamp washer relay include:

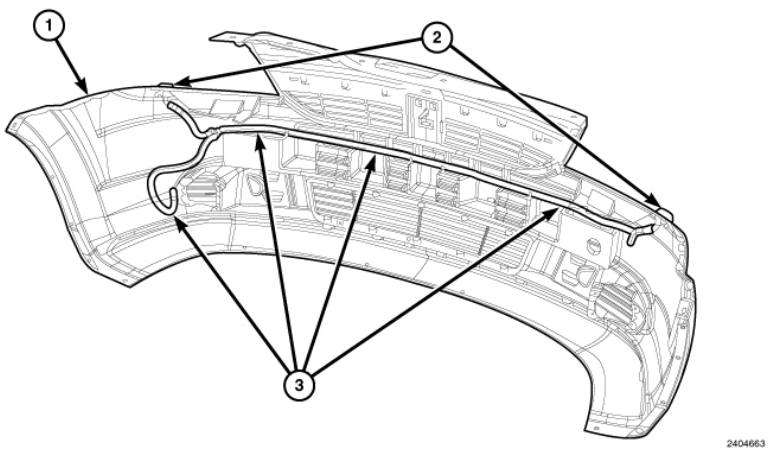
- **Common Feed Terminal** - The common feed terminal (30) is connected to battery current on a fused B(+) circuit from a fuse in the engine compartment Power Distribution Center (PDC) at all times.
- **Coil Ground Terminal** - The coil ground terminal (85) is connected to battery current on a fused run relay output circuit from a fuse in the engine compartment PDC at all times. This circuit is energized by the run relay only while the engine is running.
- **Coil Battery Terminal** - The coil battery terminal (86) is connected to a low side driver output from the BCM on a headlamp washer relay control circuit. The BCM controls headlamp washer system operation through this relay connection.
- **Normally Open Terminal** - The normally open terminal (87) is connected through a headlamp washer relay output circuit to the headlamp washer pump/motor unit at all times. When the relay is energized, the normally open terminal of the relay is connected to battery current from the fuse in the engine compartment PDC.
- **Normally Closed Terminal** - The normally closed terminal (87A) is not connected to any circuit in this application, but will have battery current present whenever the headlamp washer relay coil is not energized.

The headlamp washer relay as well as the hard wired inputs and outputs of the relay may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between modules and other devices that provide some features of the headlamp washer system. The most reliable, efficient and accurate means to diagnose the headlamp washer relay or the electronic controls and communication related to headlamp washer system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP



The headlamp washer system plumbing consists of a large diameter high pressure rubber hose (3) that is routed from the outlet nipple of the headlamp washer pump/motor unit on the washer reservoir to the barbed nipple of a tee fitting with an integral check valve located near the left headlamp washer nozzle on the back side of the front fascia (1). The other two barbed nipples of the tee fitting are connected to one short and one long length of hose that each terminate at a headlamp washer nozzle (2) behind the fascia and below the two front lamp units. The hose is secured and routed from left to right behind the fascia and above the fascia reinforcement by several routing clips. The hose connections at the nozzles and the washer pump are secured using molded plastic quick-connect fittings.

The headlamp washer hose is serviced only as a complete unit. The molded plastic washer hose fittings and check valve cannot be repaired. If these fittings or the check valve are ineffective or damaged, the entire headlamp washer hose unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

Washer fluid in the washer reservoir is pressurized and fed by the headlamp washer pump/motor unit through the headlamp washer system plumbing and fittings to the two headlamp washer nozzles. Whenever routing the washer plumbing, it must be routed away from hot, sharp, or moving parts; and, sharp bends that might pinch the plumbing must be avoided.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

The headlamp washer system is designed to provide the vehicle operator with a convenient, safe, and reliable means of maintaining headlamp lighting performance. The various components of this system are designed to convert electrical energy produced by the vehicle electrical system into the hydraulic action of the washer system to apply washer fluid stored in an on-board reservoir to the lenses of the two front lamp units, removing excess accumulations of snow, ice, bugs, mud or other minor debris from the front lamps that might be encountered while driving the vehicle under numerous types of inclement operating conditions.

The vehicle operator initiates the headlamp washer system function using the control knob on the end of the multifunction switch control stalk that extends from the left side of the steering column, just below the steering wheel. While the headlamps are turned On and the engine is running, pushing the knob on the end of the control stalk towards the steering column beyond the actuation point for more than about 100 milliseconds (0.10 second) activates the headlamp washer pump/motor in combination with the front washer pump/motor. When the headlamp washer pump/motor unit is energized, hydraulic pressure builds within the headlamp washer system plumbing against the pressure of the control valve in each headlamp washer nozzle. Sufficient pressure causes the headlamp washer nozzles to dispense high pressure washer fluid onto the lenses of both front lamp units for about 1600 milliseconds (1.6 seconds).

Depressing the control knob towards the steering column actuates the momentary front washer system switch, which selects the Headlamp Wash mode, depending upon when and how long the switch is held closed. Headlamp washer system operation is completely controlled by the Body Control Module (BCM) (also known as the Common Body Controller/CBC) logic circuits based upon electronic **wash command** message inputs received from the Steering Angle Sensor (SAS) over the Controller Area Network (CAN) data bus. The SAS monitors electronic **wash switch status** and **lighting switch status** message inputs received over the Local Interface Network (LIN) data bus from the Steering Control Module (SCM) (also known as the Steering Column Module/SCM) based upon the multifunction switch positions. The BCM will only allow this system to operate when the engine is running and the headlamp low beams are turned On. The BCM uses a low side driver to energize or de-energize a headlamp washer relay in the Power Distribution Center (PDC) to control the headlamp washer pump/motor unit.

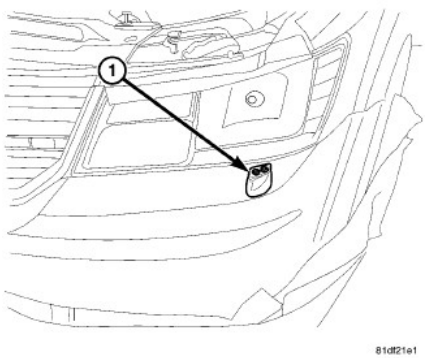
The hard wired circuits and components of the headlamp washer system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the headlamp washer system or the electronic controls or communication between other modules and devices that provide some features of the headlamp washer system. The most reliable, efficient, and accurate means to diagnose the headlamp washer system or the electronic controls and communication related to headlamp washer system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

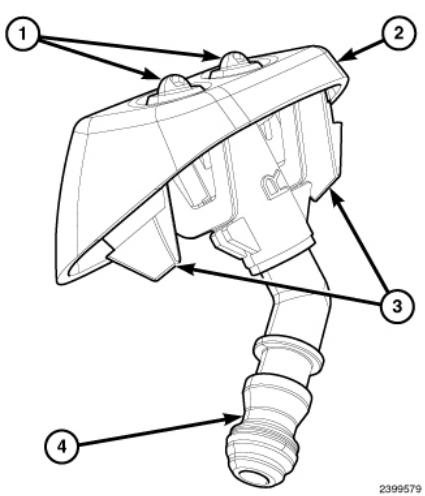
HEADLAMP

Vehicles equipped with the optional headlamp washer system have two fixed headlamp washer nozzles (1), one secured to the front fascia beneath each front lamp unit.



Each nozzle includes two orifices (1) to ensure complete headlamp lens coverage by the fluid streams emitted from the nozzle. The fixed body of the molded plastic nozzle is located below the front fascia. An integral mounting bezel (2) is secured by two integral latch features (3) within the mounting hole in the front fascia. A large diameter high pressure washer fluid supply hose from the dedicated headlamp washer pump/motor unit is routed to the nozzle, where it is secured by a quick connect fitting to the nipple fitting (4) at the base of the nozzle.

The headlamp washer nozzle cannot be adjusted or repaired and, if ineffective or damaged, the entire nozzle and mounting bezel must be replaced with a new unit.



2014 Dodge JC - DODGE JOURNEY

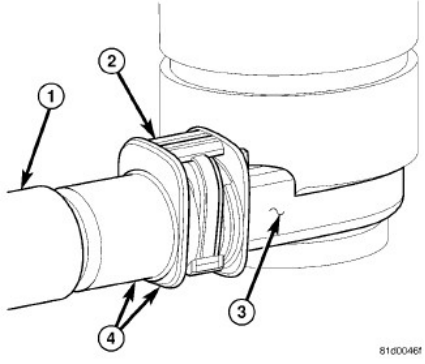
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

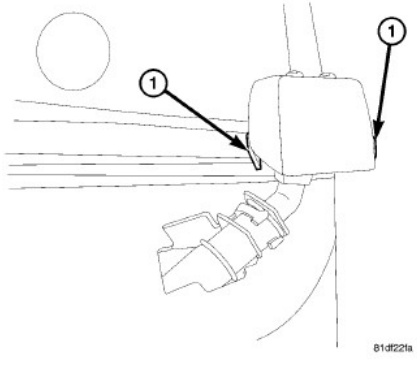
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Take proper precautions to ensure there is no cosmetic damage done to the paint finish of the headlamp washer nozzle bezel or the front fascia during the following procedure.**

1. Pull the washer nozzle supply hose (1) quick connect fitting (4) out through the mounting hole of the front fascia far enough to seat the molded plastic lock (2) onto the fitting.
2. Push the quick connect fitting onto the headlamp washer nozzle nipple (3) until it snaps into place with an audible click.



3. Position the headlamp washer nozzle into the mounting hole in the front fascia.
4. Align the washer nozzle bezel with the mounting hole in the front fascia.
5. Using hand pressure, push the bezel down into the fascia mounting hole until both bezel latch features are fully engaged on the back side of the fascia.
6. Reach up behind the front fascia to access and remove the clamp from the washer supply hose.
7. Reinstall the push pin retainers that secure the lower front edge of the front wheel house splash shield. (Refer to 23 - Body/Exterior/SHIELD, Splash - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

When the headlamp washer pump/motor unit is activated, pressure builds within the high pressure hoses to each headlamp washer nozzle. Driven by this pressure, a control valve integral to each nozzle allows a precisely metered quantity of washer fluid to be sprayed in several high pressure streams against the lenses of both front lamp units. When the pressure drops, the control valve closes and the nozzle spray ceases.

The headlamp washer system only operates when the engine is running and the headlamps are turned ON. When those conditions have been met, the headlamp washer system operates whenever the front (windshield) washer system is activated.

2014 Dodge JC - DODGE JOURNEY

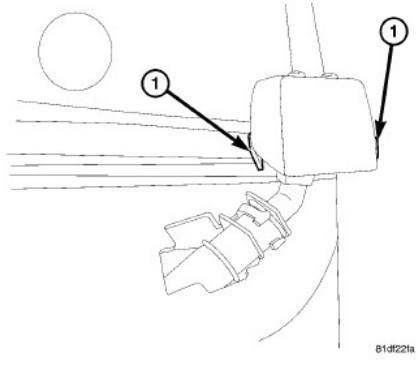
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

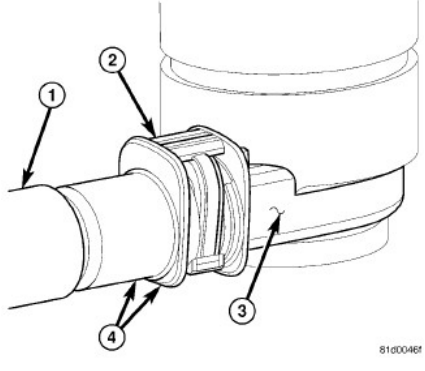
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Take proper precautions to ensure there is no cosmetic damage done to the paint finish of the headlamp washer nozzle bezel or the front fascia during the following procedure.**

1. Raise and support the vehicle.
2. Remove the push pin retainers that secure the lower front edge of the front wheel house splash shield. (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal) .
3. Reach up behind the front fascia to access and securely clamp the headlamp washer supply hose to prevent the contents of the washer reservoir from draining during the following procedure.
4. From behind the front fascia, depress the two integral latches (1) of the washer nozzle bezel and push the nozzle out through the face of the fascia.



5. From the face of the front fascia, pull the nozzle out from the mounting hole far enough to access the headlamp washer nozzle supply hose (1) quick connect fitting (4).
6. Pull the molded plastic lock (2) away from the quick connect fitting far enough to disengage the hose from the washer nozzle nipple (3).
7. Remove the nozzle from the front fascia.



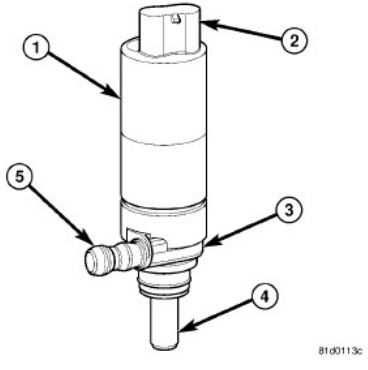
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

The headlamp washer pump/motor unit (1) of vehicles so equipped is located on the top of a sump area just above and outboard of the reversible front and rear washer pump on the rearward facing side of the washer reservoir, on the upper left corner of the cooling module in the engine compartment. A small permanently lubricated and sealed electric motor is coupled to the rotor-type washer pump.

An inlet nipple (4) on the bottom of the pump housing (3) passes through a rubber grommet seal/filter screen installed in a dedicated mounting hole of the washer reservoir. When the pump is installed in the reservoir the quick connect outlet nipple (5) on the pump housing points toward the left side of the vehicle and connects the unit to the headlamp washer plumbing.



The headlamp washer pump/motor unit is retained on the reservoir by the interference fit between the pump inlet nipple and the grommet seal, which is a light press fit. The top of the washer pump is also secured to the washer reservoir by a light snap fit into a receptacle molded into the reservoir that allows for mounting of the washer pump without the use of fasteners. An integral connector receptacle (2) on the top of the motor housing connects the unit to the vehicle electrical system through a dedicated take out and connector of the Front End Module (FEM) wire harness.

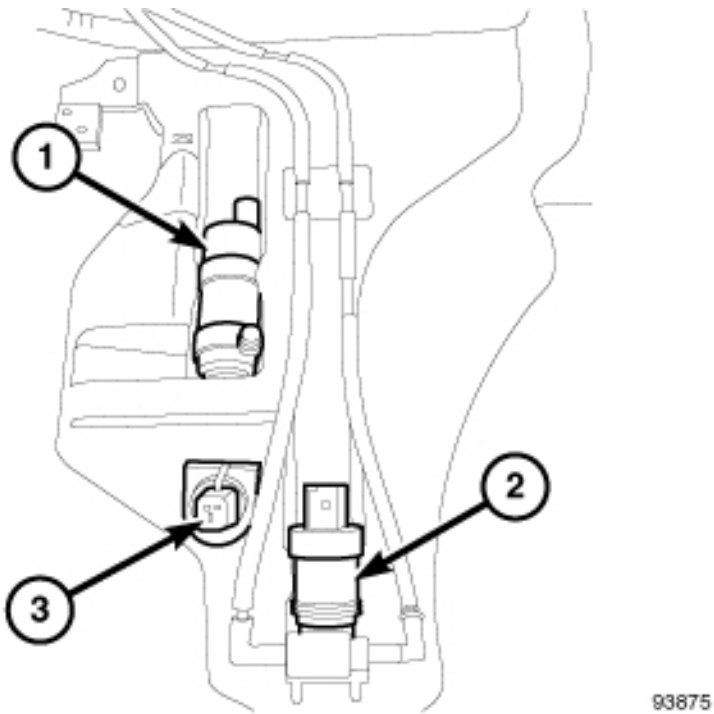
The headlamp washer pump/motor unit cannot be repaired. If ineffective or damaged, the entire headlamp washer pump/motor unit must be replaced. The rubber grommet seal/filter screen is available for separate service replacement.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Install a new rubber grommet seal/filter screen into the headlamp washer pump/motor unit mounting hole in the washer reservoir. Always use a new rubber grommet seal on the reservoir.
2. Position the inlet nipple of the headlamp washer pump/motor unit (1) to the rubber grommet seal/filter screen in the reservoir.
3. Using hand pressure, press firmly and evenly downward on the washer pump/motor unit until the inlet nipple is fully seated in the rubber grommet seal/filter screen in the pump mounting hole of the reservoir.
4. Align the top of the washer pump/motor unit housing with the receptacle in the washer reservoir.
5. Using hand pressure, press firmly and evenly on the top of washer pump/motor unit until the motor housing snaps into the receptacle.
6. Reinstall the washer reservoir onto the cooling module. (Refer to 08 - Electrical/8R - Wipers/Washers/RESERVOIR, Windshield Washer - Installation) .
7. Refill the washer reservoir with the washer fluid drained during removal.
8. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

Headlamp washer pump/motor unit operation is completely controlled by the Body Control Module (BCM) (also known as the Common Body Controller/CBC) logic circuits based upon electronic **wash request** and **lighting request** message inputs received from the Steering Angle Sensor (SAS) integral to the clockspring over the Controller Area Network (CAN) data bus. The SAS monitors electronic **washer switch** and **lighting switch** status messages received over the Local Interface Network (LIN) data bus from the Steering Control Module (SCM). The SCM monitors analog and resistor multiplexed inputs from the front washer switch circuitry contained within the multifunction switch to determine the proper washer switch status messages to send.

The headlamp washer relay control coil operates on battery voltage received from the run relay, so it is only functional while the engine is running. In addition, the BCM will only allow the headlamp washers to operate when the headlamps are turned ON. The BCM uses a low side driver to energize or de-energize the headlamp washer relay which, in turn, controls the operation of the headlamp washer pump/motor unit.

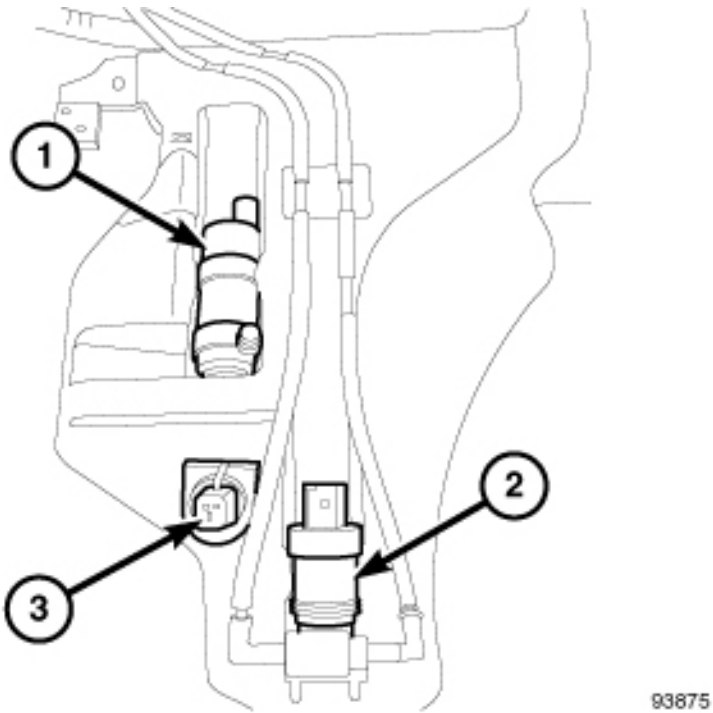
The hard wired circuits and components of the headlamp washer pump/motor unit may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the headlamp washer pump/motor or the electronic controls and communication between other modules and devices that provide some features of the headlamp washer system. The most reliable, efficient and accurate means to diagnose the headlamp washer pump/motor unit or the electronic controls and communication related to headlamp washer pump/motor unit operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HEADLAMP

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Disconnect and isolate the negative cable from the battery.
2. Siphon the washer fluid from the washer reservoir into a clean container for reuse.
3. Remove the washer reservoir from the cooling module. (Refer to 08 - Electrical/8R - Wipers/Washers/RESERVOIR, Windshield Washer - Removal) .
4. Pull lightly outward on the top of the washer pump/motor housing (1), away from the washer reservoir to disengage the top of the motor from the receptacle in the reservoir.
5. Using hand pressure, firmly grasp and pull the washer pump upward far enough to disengage the pump inlet nipple from the rubber grommet seal/filter screen in the reservoir. Care must be taken not to damage the reservoir.
6. Remove the rubber grommet seal/filter screen from the pump mounting hole in the washer reservoir and discard.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **It is important to make sure the motor is square to the glass holder (attaching fingers) prior to glass holder attachment, otherwise the glass holder could be installed incorrectly causing poor retention and possible repeat failure.**

1. Position the new mirror glass holder to the mirror assembly.

   NOTE: Position the mirror glass holder so that the moisture drain hole on the mirror glass holder assembly is facing downward.

2. Align the mirror glass holder's attaching fingers to the mirror motor housing.

   NOTE: Ensure that the protective rubber cover of the mirror motor housing is positioned correctly around the bottom of the fingers area.

3. Using one hand, firmly press the mirror glass holder assembly into place while at the same time supporting the housing assembly from the backside with the other hand.

   NOTE: Pressure must be applied equally over the center portion of the mirror to engage the mirror glass holder's attaching fingers to the corresponding fingers on the housing assembly. One or more clicks may be heard when finger engagement takes place.

4. Verify retention of the mirror glass holder assembly by gently pulling outward on the mirror glass holder.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **Always wear eye and hand protection when servicing the mirror assembly. Failure to observe these warnings may result in personal injury from broken glass.**

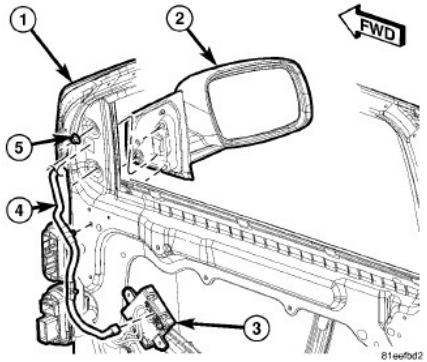
1. Carefully pull/pry the broken glass holder from the mirror assembly.
2. Disconnect the heated mirror electrical connectors from the terminals on the mirror glass holder, if equipped.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Feed power mirror wire harness through hole in mirror flag and seat grommet. Do not pull on wire harness to seat grommet, if so equipped.
2. Position side view mirror to vehicle.
3. Install nuts attaching side view mirror to mirror flag.
4. Engage push in fastener attaching power mirror wire connector to inner door panel, if so equipped.
5. Engage power mirror motor wire connector.
6. Install the interior window trim molding.
7. Install door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .

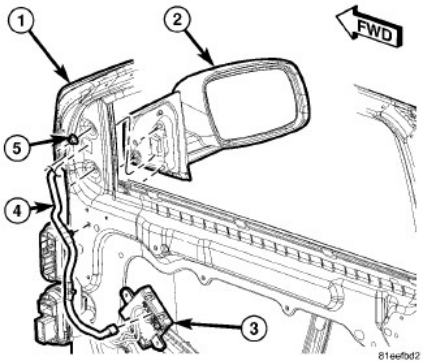
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the door trim panel. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
2. Remove the interior window trim molding as necessary to gain access to the mounting fasteners. (Refer to 23 - Body/Door - Front/MOLDING - Removal) .
3. Disconnect power window mirror motor wire connector, if so equipped.
4. Disconnect manual mirror adjuster from side mirror cover, if so equipped.
5. Remove nuts attaching side view mirror to mirror flag.
6. Remove side view mirror from vehicle.



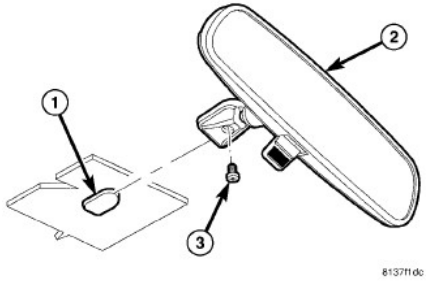
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

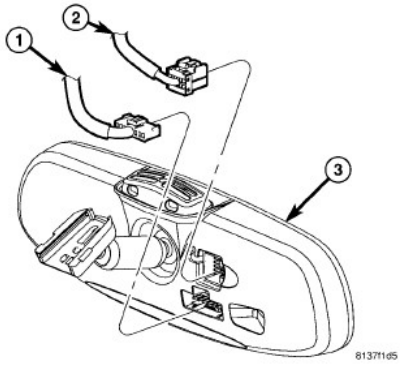
MIRROR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position and slide the rear view mirror (2) downward over the support bracket/button (1) on the inside of the windshield glass.
2. Install and tighten the set screw (3) that secures the rear view mirror to the support bracket/button. Tighten the screw to 2 N·m (17 in. lbs.).



3. If the vehicle is so equipped, route the electrochromic (automatic dimming) mirror takeout and connector (1) and/or the telematic (hands-free phone) mirror takeout and connector (2) of the headliner wire harness to the left of the mirror support bracket and reconnect it to the connector receptacle on the back (windshield side) of the mirror housing (3).
4. If the vehicle is equipped with either the electrochromic or the telematic mirror option, reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR VIEW MIRROR BUTTON

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The rear view mirror button is permanently bonded to the inside of the windshield glass. If the button should become separated from the glass, it may be re-bonded using the following procedure. This procedure requires the use of a Rear View Mirror Adhesive kit that is available through Mopar® in single application packages that include a two-part adhesive and an accelerant with applicator.

1. Mark the proper position for the mirror button on the outside of the windshield glass with a wax pencil. The residual adhesive on the inside of the glass from the prior mirror button installation can be used as a guide.
2. Clean the button contact area on the inside of the glass. Use a mild powdered cleanser on a cloth saturated with rubbing alcohol. Finally, clean the glass with a paper towel dampened with alcohol.
3. Sand the bonding surface (the smaller side) of the support button with fine grit-sandpaper. Wipe the button surface clean with a paper towel.
4. Apply accelerant to the bonding surface of the button according to the following instructions:
   - Crush the accelerant vial to saturate the felt applicator.
   - Remove the paper sleeve.
   - Apply accelerant to the bonding surface of the button.
   - Allow the accelerant to dry for five minutes.
   - Do not touch the button bonding surface after the accelerant has been applied.
5. Apply adhesive accelerant to the button contact area on the inside of the windshield glass. Allow the accelerant to dry for one minute. Do not touch the button contact area of the glass after the accelerant has been applied.
6. Install the button according to the following instructions:
   - Apply one drop of adhesive at the center of the button contact area on the inside of the windshield glass.
   - Apply an even coat of adhesive to the bonding surface of the button.
   - Align the button with the marked position on the windshield glass.
   - Press and hold the button in place for at least one minute.

   NOTE: Verify that the mirror button is correctly aligned, because the adhesive will cure rapidly.
7. Allow the adhesive to cure for 8-10 minutes. Remove any excess adhesive with an alcohol-dampened cloth.
8. Allow the adhesive to cure for an additional 8-10 minutes before reinstalling the mirror.

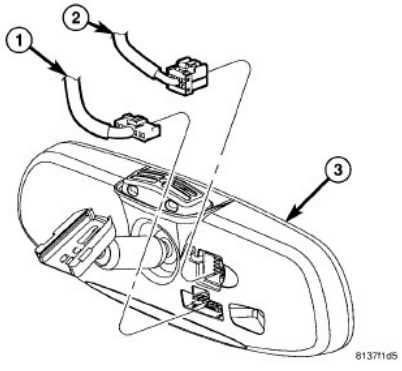
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

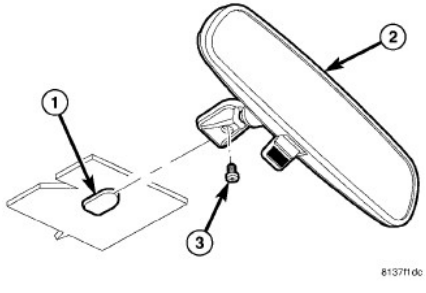
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If the vehicle is equipped with either the electrochromic (automatic dimming) or the telematic (hands-free phone) mirror option, disconnect and isolate the battery negative cable.
2. If the vehicle is so equipped, disconnect the electrochromic mirror takeout and connector (1) and/or the telematic mirror takeout and connector (2) of the headliner wire harness from the connector receptacle on the back (windshield side) of the mirror housing (3).



3. Remove the set screw (3) that secures the rear view mirror (2) to the support bracket/button (1) on the inside of the windshield glass.
4. Slide the rear view mirror upward far enough to disengage it from the support bracket/button.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

When equipped, the heated mirror system is activated when the rear window defogger (EBL) system is turned on (Refer to 08 - Electrical/8G - Heated/Cooled Systems/Heated Glass - Operation) . When the heated mirror system is activated, an electric heater grid located behind the glass of each outside rear view mirror becomes energized and produces heat to help clear the mirror of ice, snow, or fog.

If the outside mirror heating grids are both inoperative, (Refer to 08 - Electrical/8G - Heated/Cooled Systems/Heated Glass - Diagnosis and Testing) in this group.

The heating grid behind each outside mirror glass cannot be repaired and the mirror assembly must be replaced if the heating grid is found inoperative or damaged (Refer to 23 - Body/Exterior/MIRROR, Outside Rearview - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The automatic day/night mirror uses a thin layer of electrochromic material between two pieces of conductive glass to make up the face of the mirror. When the mirror switch is in the On position, two photocell sensors are used by the mirror circuitry to monitor external light levels and adjust the reflectance of the mirror.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The ambient photocell sensor is located on the forward-facing (windshield side) of the rear view mirror housing, and detects the ambient light levels outside of the vehicle. The headlamp photocell sensor is located inside the rear view mirror housing behind the mirror glass and faces rearward, to detect the level of the light being received at the rear window side of the mirror. When the circuitry of the automatic day/night mirror detects that the difference between the two light levels is too great (the light level received at the rear of the mirror is much higher than that at the front of the mirror), it begins to darken the mirror.

The automatic day/night mirror circuitry also monitors the transmission using an input from the backup lamp circuit. The mirror circuitry is programmed to automatically disable its self-dimming feature whenever it senses that the transmission backup lamp circuit is energized.

The automatic day/night mirror is a completely self-contained unit and cannot be repaired. If faulty or damaged, the entire mirror assembly must be replaced.

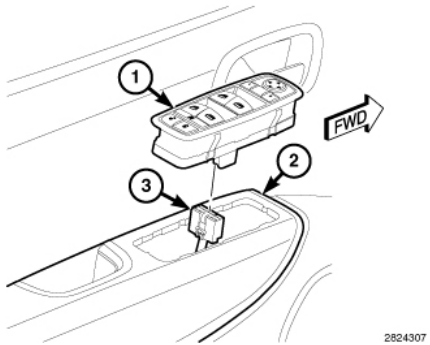
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Using a trim tool, or equivalent, carefully pry up on the window switch until it disengages from the door trim panel.
3. Disconnect switch wire connector.
4. Remove switch assembly.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

For service procedures, (Refer to 23 - Body/Exterior/MIRROR, Outside Rearview - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Navigation antenna is now part of the SDAR antenna. For service, perform the Poor or No Satellite Audio Reception procedure. (Refer to 29 - Non-DTC Diagnostics/Audio/Video - Diagnosis and Testing) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CHIME WARNING SYSTEM

The chime warning system uses a piezoelectric speaker that is soldered onto the circuit board of the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to provide audible indications of various vehicle conditions that may require the attention of the vehicle operator or occupants. The instrument cluster utilizes electronic **chime request** messages received from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) and other modules in the vehicle over the Controller Area Network (CAN) data bus along with hard-wired inputs to monitor many sensors and switches throughout the vehicle. In response to those inputs, the circuitry and programming of the cluster allow it to control the audible outputs that are produced.

The IC is capable of producing the following audible outputs:

- **Slow Rate Repetitive Click** - Repeated **click** tones that are issued at a slow rate of about 90 clicks per minute.
- **Fast Rate Repetitive Click** - Repeated **click** tones that are issued at a fast rate of more than about 180 clicks per minute.
- **Single Chime Tone** - A single **chime** tone.
- **Continuous Repetitive Chime Tone** - Repeated **chime** tones that are issued continuously.

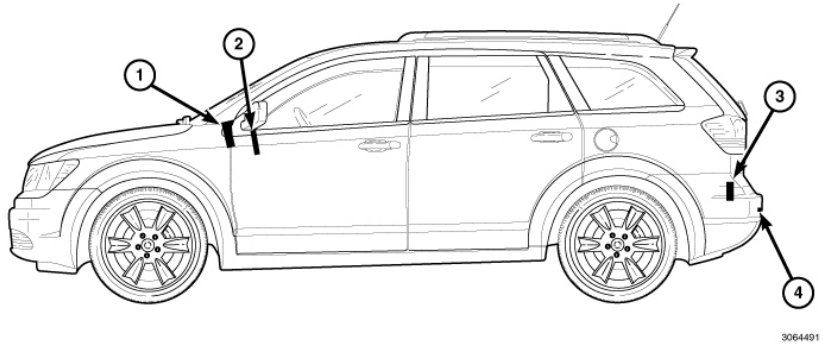
Hard wired circuitry connects the IC and the various chime warning system switch and sensor inputs to their modules and to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses that are routed throughout the vehicle. These circuits may be connected to each other, to the vehicle electrical system, and to the IC through a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, procedures for proper wire and connector repair, further details on wire harness routing and retention, and pin out and location views for the various wire harness connectors, splices, and grounds.

The chime warning system circuits and components cannot be adjusted or repaired. If the IC circuitry, or the speaker is damaged or ineffective, the entire IC unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PARK ASSIST SYSTEM



A park assist system is an optional factory-installed electronic parking aid. In some markets only a rear park assist system is offered, while other markets may have both front and rear park assist systems available. During parking and other similar vehicle maneuvers, this system alerts the vehicle operator to obstacles located in the path immediately in front of or behind the vehicle which, due to the surrounding vehicle structures, might be otherwise difficult to perceive. When an object is detected, the system uses a park assist display unit within the instrument cluster, to provide the vehicle operator with visual and audible indications of the presence and proximity of such objects.

The park assist system includes the following major components, which are described in further detail elsewhere in this service information:

- **Electronic Vehicle Information Center (1)** - In vehicles equipped with the optional park assist system, the optional EVIC in the instrument cluster displays textual warnings and error messages, and emits audible warnings related to the current operating status of the park assist system.
- **Park Assist Switch (2)** - The optional park assist system can be manually disabled or enabled using the U-Connect Touch ™ screen module; located in the instrument panel center stack. The operator can select from one of three options under the settings tab to enable or disable the system, the tone alerts, or the visual alerts.
- **Park Assist Module (3)** - Vehicles equipped with the park assist system include a park assist module which is concealed within the molded plastic park assist module housing. There are three mounting tabs integral to the module housing that secure the module to the vehicle body. Two connector receptacles containing terminal pins that connect the module to the vehicle electrical system are integral to the one side of the housing. The module is located at the left rear of the vehicle, behind the rear cargo bin, and beneath the liftgate opening sill plate.
- **Park Assist Sensors (4)** - Vehicles equipped with the rear park assist system have four ultrasonic park assist sensors that are concealed behind the rear bumper fascia. Each sensor is snapped into an individual molded plastic mounting bracket located at horizontal intervals along the back side of the rear bumper fascia.

Hard wired circuitry connects the various park assist system components to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other and to the vehicle electrical system through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin out and location views for the various wire harness connectors, splices and grounds.

The park assist system components cannot be adjusted or repaired. If any of the park assist system components are damaged in any way, that component must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CHIME WARNING SYSTEM

The chime warning system operates on battery voltage received on a non-switched fused B(+) circuit so that the system may operate regardless of the status of the ignition switch. The chime warning system also monitors the ignition switch status so that some chime features are functional only when the status of the ignition switch is On, while others are functional regardless of the ignition switch status.

The chime warning system provides an audible indication to the vehicle operator or occupants under the following conditions:

- **Door Ajar Chime** - The Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) will sound an audible chime when the key is in the ignition and the driver side front door is open. This provides an alert that a door is open or only partially closed. The audible chime will sound when the vehicle begins to move and a visual alert appears within the transmission range indicator of the IC indicating **DOOR**.
- **Enhanced Seat Belt Reminder** - If all the following conditions are met after sixty seconds with the engine On, then the enhanced seat belt reminder feature will be activated.
  - Driver seat belt is unbuckled for ten seconds or more.
  - Vehicle speed is greater than five mph (8 km/h).
  - The transmission gear selector position is not Reverse (**R**) (except in manual transmission vehicles where the reverse position cannot be detected).

  The seat belt indicator will periodically blink, accompanied by a continuous chime for approximately ninety-six seconds or until the driver seat belt is buckled. When the enhanced seat belt feature is not initiated or if the feature is disabled, the seat belt indicator will be turned On continuously until the driver seat belt is buckled. In the same ignition cycle, if the seat belt is again unbuckled for more than ten seconds with the vehicle speed greater than five mph (8 km/h), the enhanced seat belt reminder feature will again be initiated. The enhanced seat belt reminder feature is customer programmable and can be enabled or disabled using a diagnostic scan tool, or by the customer completing a specific sequence of steps as follows:

  1. With the ignition status not Run or Start, buckle the driver seat belt.
  2. Transition the ignition status to the Run or Start and wait for the seat belt reminder check to be completed.
  3. Unbuckle and then re-buckle the driver seat belt causing the indicator to go On and Off three or more times ending with the seat belt buckled.
  4. Return the ignition to any non-Run or non-Start status. The feature will toggle from the current status and a confirmation chime will sound indicating to the customer that the proper sequence to enable or disable the feature has been successfully completed.

- **Exterior Lamps Left On** - An audible chime tone that indicates the exterior lamps were left On.
- **Fasten Seat Belts** - At power up, the IC will conduct a seat belt lamp bulb check. If the driver side seat belt buckle is unbuckled during the bulb check, an accompanying chime will sound within the duration of the bulb check.
- **Key Left In Ignition** - An audible chime tone that indicates the key was left in ignition.
- **Single Warning Chime** - After a bulb check at power-up, if any of the following indicators are still activated, the IC will sound a single chime tone. ABS, Air Bag, Check Engine, Charging System, Engine Temperature, Low Fuel (after 10 seconds for accurate fuel information), and Brake (if speed is greater than 2 mph).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PARK ASSIST SYSTEM

The park assist system is active only when the ignition switch is in the RUN position, the transmission gear selector lever is in the REVERSE position, and the vehicle speed is less than 16 kph (10 mph), and the system voltage between 10 to 16 volts. The park assist system is enabled from the factory as a default but can be manually disabled or enabled using the U-Connect Touch ™ screen module, under the settings tab, by adding or removing a check mark in the OFF selection box. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Operation) for more information.

The manual disable feature is provided for trailer towing purposes. With a trailer attached to the vehicle the audible and visible park assist alerts would be incessant whenever the gear selector lever was in the REVERSE position due to the proximity of the trailer to the rear of the vehicle. When the system is disabled, a park assist textual message will appear within the Electronic Vehicle Information Center (EVIC) display.

The microprocessor based park assist module is the central component of the park assist system. It supplies voltage to the park assist sensors, receives and analyzes data from the sensors, calculates and communicates the proper display information Instrument Cluster (IC), performs system diagnostics, and communicates with other electronic modules in the vehicle or with a diagnostic scan tool over the Controller Area Network (CAN) data bus. The module operates on battery voltage received through a fuse in the Power Distribution Center (PDC), and is grounded through a take out of the body wire harness.

Four ultrasonic park assist sensors in the rear bumper fascia allow the park assist system to locate and identify the proximity of nearby obstacles. These sensors each generate ultrasonic sound pulses when triggered by the park assist module, then signal the module when an echo of the reflected sound pulses is received. The detection distance range from the rear of the vehicle is about 0.3 meters (11.8 inches) to about 2.0 meters (80 inches) maximum, and the detection height range from the ground is about 0.2 meters (7.8 inches) to about 0.8 meters (31 inches). The detection area extends somewhat around both rear sides (corners) of the vehicle.

The park assist display, located within the EVIC unit, provides the vehicle operator with a visible warning if the vehicle comes to within about 100 centimeters (39 inches) to 200 centimeters (79 inches) of the detected object. The display is visible to the vehicle operator only when looking forward and an object is detected within the detection zone. The system will also emit a series of short, intermittent, audible beeps and automatically lower the volume of the audio system 20 dB below a set tone alert volume, if the vehicles audio system is turned ON. The audible warning changes from intermittent beeps to a continuous tone as the vehicle comes to within 30 centimeters (12 inches) of a detected object.

When the park assist module monitors a problem in any of the park assist system circuits or components, it stores a fault code or Diagnostic Trouble Code (DTC) in its memory circuit. The park assist module then sends an electronic message over the CAN data bus, and one of several **SERVICE PARK ASSIST SYSTEM** textual and graphical message is displayed within the EVIC display, when the message is received by the IC.

The hard wired circuits between components related to the park assist system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the park assist system or the electronic controls or communication between modules and other devices that provide some features of the park assist system. The most reliable, efficient, and accurate means to diagnose the park assist system or the electronic controls and communication related to park assist system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Park Assist display is an integral part of the Electronic Vehicle Information Center (EVIC). The park assist icon is only displayed when an object is detected. An electronic message is sent to the Instrument Cluster (IC) from the park assist module over the Controller Area Network (CAN) data bus when an object is within the detection area. The IC then displays the object detection icon with the corresponding alert bar for the distance and location of the object within the EVIC display. (Refer to 00 - Vehicle Data/Vehicle Information/International Vehicle Control and Display Symbols - Description) .

Depending on market and system capabilities, the display icon has as many as 24 different variations with the corresponding alert bars, depending on size, location and distance of the object being detected. The image will display three solid bars followed by a single tone for maximum distance then will flash and reduce the amount of bars as the proximity to the object is reduced followed by a repetitive tone, down to a single bar with a continuos tone.

The EVIC display is only serviced as a complete unit with the IC. It cannot be adjusted or repaired. If ineffective or damaged, the entire display unit must be replaced. (Refer to 08 - Electrical/8M - Message Systems/Message Center/CENTER, Electronic Vehicle Information - Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Park Assist display is an integrated part of the Instrument Cluster (IC) and receives battery current and ground from, and is completely controlled by the IC. The IC will display the park assist icon whenever an object is detected and a signal is received from the park assist module over the Controller Area Network (CAN) data bus. The icon image displayed has as many as 24 different variations depending on size, distance and location of the object being detected. The microprocessor in the park assist module continually monitors the display status, and will store a Diagnostic Trouble Code (DTC) in memory for any monitored fault it detects in the park assist display.

The hard wired circuits between components related to the park assist display may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the park assist display or the electronic controls and communication between modules and other devices that provide some features of the park assist system. The most reliable, efficient and accurate means to diagnose the park assist display or the electronic controls and communication related to park assist display operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

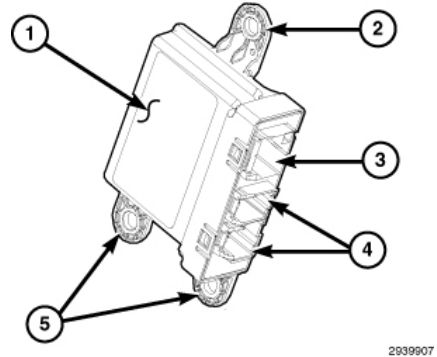
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Park Assist Module (PAM) (1) (also known as the ParkTronic System/PTS module) for this vehicle is located below the lower liftgate opening scuff plate. The module is connected to the vehicle electrical system through dedicated take outs of the body wire harness. Concealed within the molded plastic park assist module housing (1) is a microprocessor and the other electronic circuitry of the module. The module housing is sealed to enclose and protect the internal electronic circuitry. The module software is flash programmable.

There are three mounting tabs (2 and 5) integral to the module housing that secure the module to the vehicle body. The two lower (5) tabs secure the module in place by engaging two slots in the body sheet metal. The upper tab (2) is secured by a push-pin type plastic retainer. Three connector receptacles (3 and 4) containing terminal pins that connect the module to the vehicle electrical system are integral to the one side of the housing. Two of the receptacles are utilized in vehicles equipped with only the rear park assist system, while three receptacles are used on vehicles equipped with both the front and rear park assist systems.

The park assist module cannot be adjusted or repaired and, if damaged or ineffective, it must be replaced with a new unit.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microprocessor in the Park Assist Module (PAM) contains the logic circuits that control the park assist system. The module uses On-Board Diagnostics (OBD) and can communicate with other electronic modules in the vehicle as well as with the diagnostic scan tool using the Controller Area Network (CAN) data bus. This method of communication is also used for park assist system diagnosis and testing through the 16-way data link connector located on the driver side lower edge of the instrument panel.

The module provides voltage to each of the park assist sensors located behind the front and rear bumper fascias and to the front and rear park assist displays. The module then monitors return inputs from each of the sensors and the displays on dedicated hard wired data communication circuits. The sensor inputs allow the module to determine when an obstacle is in the front or rear path of the vehicle and enables the module to calculate the relative location of the obstacle, and whether the distance to that obstacle is increasing or decreasing.

Pre-programmed decision algorithms and calibrations allow the module microprocessor to determine the appropriate park assist system outputs based upon the inputs received from the park assist sensors and electronic messages received from other modules in the vehicle over the CAN data bus. When the programmed conditions are met the module sends electronic messages to the park assist displays over a dedicated serial bus to obtain the proper park assist system visual and audible outputs. The module also broadcasts electronic messages over the CAN data bus to enable the other electronic features of the park assist system.

The PAM microprocessor continuously monitors all of the park assist system electrical circuits and components to determine the system readiness. If the module detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC) and sends the appropriate electronic messages to the instrument cluster over the CAN data bus to control operation of certain park assist system audible warnings and textual messages displayed in the reconfigurable display of the instrument cluster.

The PAM receives battery current on a fused ignition switch output (run-start) circuit through a fuse in the Total Integrated Power Module (TIPM). The module receives ground through a ground circuit and take out of the underbody wire harness. These connections allow the module to be operational whenever the ignition switch is in the START or ON positions.

The hard wired circuits between components related to the park assist module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the PAM or the electronic controls and communication between modules and other devices that provide some features of the park assist system. The most reliable, efficient and accurate means to diagnose the PAM or the electronic controls and communication related to park assist system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

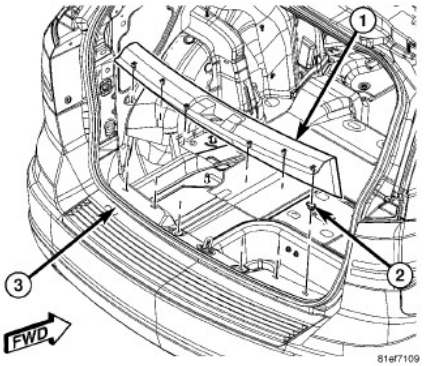
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

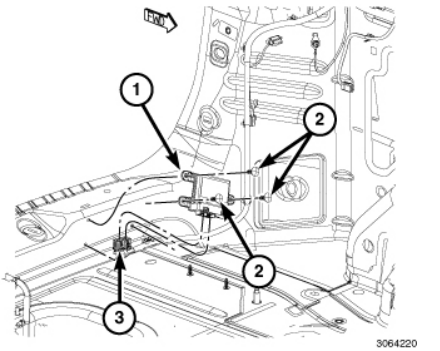
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative cable from the battery.
2. Remove the rear storage box from the cargo area. (Refer to 23 - Body/Interior/BOX, Storage - Removal) .
3. Remove the scuff plate (1) from the lower liftgate opening sill. (Refer to 23 - Body/Interior/PLATE, Scuff - Removal) .



4. Disconnect the body wire harness connectors (3) from the Park Assist Module (PAM) (1) connector receptacles.
5. Remove the push-pin type retainers (2) that secure the PAM (1) to the lower liftgate opening sill reinforcement.
6. Remove the PAM from the vehicle.

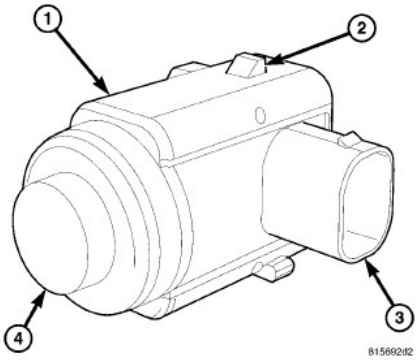


2014 Dodge JC - DODGE JOURNEY

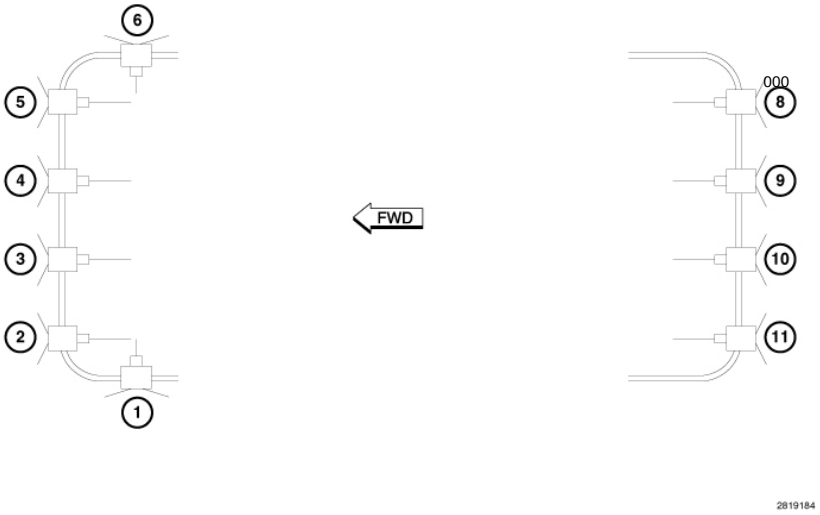
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with the rear park assist system have four park assist sensors (1) installed on the rear bumper fascia. Vehicles with the front park assist system have six additional sensors installed on the front bumper fascia. Only the membrane (4) of each sensor is visible through a hole in the outer vertical surface of the fascia. The remainder of each sensor including the sensor mounting bracket, the sensor spacer and the sensor wiring connection is concealed behind the fascia. A sensor wire harness behind the fascia connects the sensors to the vehicle electrical system.



Each of the sensors is identical in construction and is interchangeable. The electronic circuitry and a communication chip for each sensor is enclosed and protected within the molded black plastic sensor housing. The housing includes an integral connector receptacle (3) and two integral mounting tabs (2). The sensor membrane extends from the surface of the sensor housing, and is either black or is finished to match the outer surface of the fascia or fascia molding.



The numbering system for the park assist sensors allows for up to twelve sensors on the vehicle, six front and six rear. However, only ten are utilized on this specific vehicle. The sensors are numbered in a clockwise manner starting at the left front bumper. The left front sensor (if equipped with front park assist) is the number 1 sensor. The numbering continues in a clockwise direction around the vehicle, so the left rear sensor is the number 11 sensor.

A resilient O-ring spacer (also known as a decoupling ring) around the circumference of the membrane isolates the membrane from the openings in the fascia or the fascia molding. Each sensor is snapped into its own dedicated molded plastic mounting bracket. Each rear mounting bracket has integral mounting tabs that snap into openings in the horizontal tabs of the molding that extend through slots to the back side of the rear fascia. The front mounting brackets are heat-staked to the back side of the front fascia.

The park assist sensors cannot be adjusted or repaired. If a sensor is ineffective or damaged it must be replaced with a new unit. The sensor spacers and the sensor mounting brackets are each available for individual service replacement.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

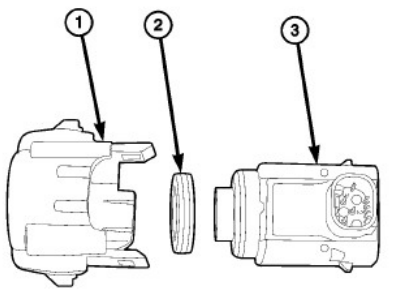
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The outside sensors are located in the area of the engine exhaust; allow exhaust to cool before accessing the sensors. Failure to follow these instructions may result in personal injury.**

NOTE: The park assist sensors and the sensor spacers (O-rings) are each available for separate service replacement. The following service procedure can be used for reassembling any or all of these components to the rear bumper fascia.

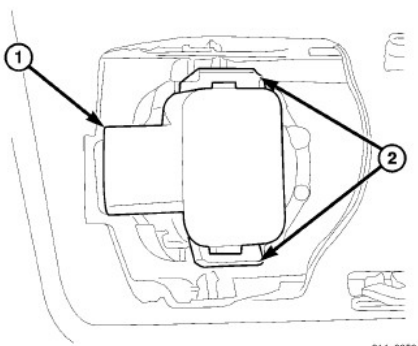
NOTE: Production and all service replacement O-ring spacers are tapered. The wide side (base) of the O-ring should be seated against the sensor housing and the narrow side should be oriented toward the outer surface of the sensor membrane and the rear fascia.



8156ddce

1. If the park assist sensor (3) or the sensor spacer (2) are being replaced, engage the O-ring spacer around the circumference of the sensor membrane protrusion.

NOTE: Be certain that each sensor membrane is properly centered in the openings of the rear fascia and that the O-ring spacers are not pinched. Improper centering or pinched O-rings can be detrimental to proper park assist sensor operation.



814e8852

2. Align and insert the sensor into the sensor bracket on the back of the rear bumper fascia until the bracket latch features (2) are fully engaged over the top and bottom latch tabs of the sensor. Be certain that the sensor membrane is flush with the outer surface of the fascia.
3. From the back of the fascia, reconnect the wire harness connector to the sensor connector receptacle (1).
4. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The park assist sensors are ultrasonic transceivers that are completely controlled by the Park Assist Module (PAM). The sensors transmit and receive ultrasonic signals. The sensors each receive battery current and ground in parallel from the PAM, but are each connected to individual dedicated serial bus communication circuits to the module.

Each sensor membrane is oscillated, then quieted by the PAM in a pulsing fashion. While the sensor membrane oscillates, it emits an ultrasonic signal. This signal will bounce or echo off of objects in the path of the vehicle. While quieted, each membrane receives the echoes of the ultrasonic signals it and the other sensors have transmitted. The sensors then communicate this echo data over the serial bus lines back to the PAM. The microprocessor in the PAM uses the intervals between the ultrasonic transmission and reception data from the sensors to calculate the distance to any obstacles identified by the ultrasonic echoes.

The hard wired circuits between components related to the park assist sensors may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the park assist sensors or the electronic controls and communication between modules and other devices that provide some features of the park assist system. The most reliable, efficient and accurate means to diagnose the park assist sensors or the electronic controls and communication related to park assist sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

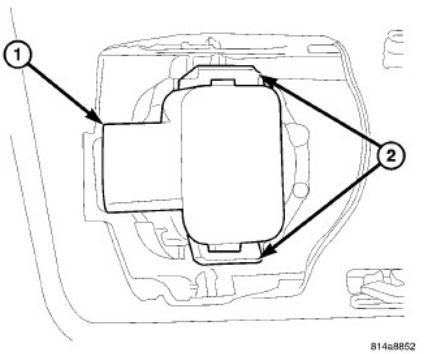
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

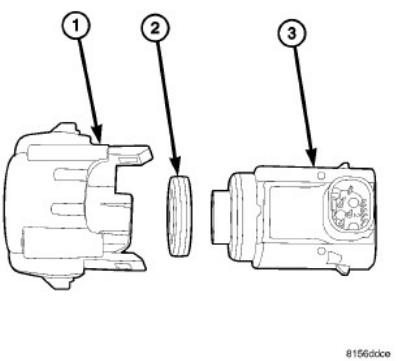
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **The outside sensors are located in the area of the engine exhaust; allow exhaust to cool before accessing the sensors. Failure to follow these instructions may result in personal injury.**

NOTE: The park assist sensors and the sensor spacers (O-rings) are each available for separate service replacement. The following service procedure can be used for reassembling any or all of these components to the rear bumper fascia.



1. Disconnect and isolate the negative cable from the battery.
2. From the back of the fascia, disconnect the wire harness connector from the park assist sensor connector receptacle (1).
3. Carefully pry the sensor bracket latch features (2) away from the top and bottom tabs of the sensor far enough to disengage the sensor from the bracket.
4. Disengage the O-ring spacer (2) from around the sensor membrane protrusion.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The park assist OFF switch is a virtual push button (also known as a soft key) integral to the instrument panel Integrated Center Stack (ICS) display, also known as the Uconnect™ Touch screen module. The park assist system can be manually disabled or enabled using the Uconnect™ Touch screen module controls found under the Settings tab. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Operation) .

The Uconnect™ Touch screen module cannot be adjusted or repaired and, if the park assist OFF switch is ineffective or damaged, the entire ICS must be replaced with a new unit. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Integrated Center Stack Screen - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The status of the park assist controls is continually monitored by the Integrated Center Stack (ICS) display, also known as the Uconnect™ Touch screen module. The ICS receives battery voltage at all times on a fused battery feed circuit, and a path to ground at all times through the instrument panel wire harness. The inputs to, and outputs from the ICS consist of electronic message communication with the Body Control Module (BCM) (also known as the Common Body Controller/CBC) over the Controller Area Network (CAN) data bus.

Each time a park assist control is used, the ICS circuitry sends an electronic **park assist switch status** message input to the BCM over the CAN data bus. The BCM then relays an electronic **park assist switch request** message to the Park Assist Module (PAM) over the CAN data bus. The PAM responds to each **park assist switch request** message by toggling the status of the park assist system from enabled to disabled, or from disabled to enabled, then sends an electronic **park assist system status** message back to the BCM over the CAN data bus as confirmation.

The BCM responds to the system status message received from the ICS by sending a message to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) over the CAN data bus to display a **PARK ASSIST SYSTEM OFF** in the Electronic Vehicle Information Center (EVIC) display whenever the system has been disabled. The message will display each time the status of the ignition switch is ON or START, and remains that way until a bus message is received that the system has been enabled.

The hard wired circuits between components related to the park assist switch may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between modules and other devices that provide some features of the park assist system. The most reliable, efficient and accurate means to diagnose the park assist switch or the electronic controls and communication related to park assist system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

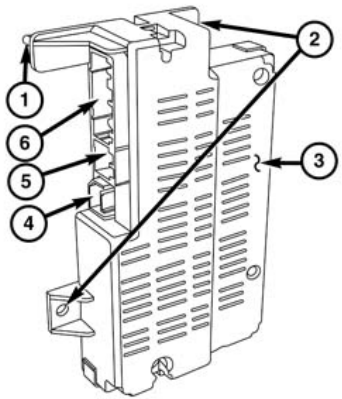
DESCRIPTION

The Hands Free Module (HFM) (3) (also known as the Bluetooth™ module) is found in vehicles equipped with the optional Uconnect® Hands-Free System. This module is located beneath the instrument panel and above the steering column. The HFM hardware and circuitry is contained and protected within a molded black plastic housing that has two integral mounts (2) and an integral locating pin (1). The HFM is positioned to a stamped metal steering column mounting bracket by the locating pin, then secured to the bracket by two screws.

The HFM has three integral connector receptacles that are oriented toward the dash panel when it is installed in the vehicle. The two largest receptacles (5 and 6) connect the HFM to the vehicle electrical system through dedicated take outs and connectors of the instrument panel wire harness. The smallest connector (4) accepts a Universal Serial Bus (USB) cable connector that connects the HFM to the Radio Receiver Module (RRM) (also known as the radio or the head unit).

The internal circuitry of the HFM includes a microcontroller, flash memory and a Bluetooth™ module. The module also includes sophisticated Voice Recognition (VR) software. The HFM software is flash programmable.

The HFM cannot be adjusted or repaired and, if damaged or ineffective, the entire HFM must be replaced.



081170508

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Hands Free Module (HFM) (also known as the Bluetooth™ module) is used only in vehicles equipped with the optional Uconnect™ Hands-Free Communication System. The HFM contains the microcontroller, logic and memory circuits of the Hands-Free Communication System. The HFM uses On-Board Diagnostics (OBD) and can communicate with other electronic modules in the vehicle as well as with the diagnostic scan tool using the Controller Area Network (CAN) data bus. This method of communication is also used for Hands-Free Communication System diagnosis and testing through the 16-way data link connector located on the driver side lower edge of the instrument panel and is used by the HFM to acquire vehicle configuration data.

The HFM brings together several technologies in the vehicle. The HFM uses Bluetooth® technology to provide wireless connectivity between a paired compatible personal cellular telephone or a paired personal wireless audio streaming device and other on board vehicle systems. The HFM also uses sophisticated Voice Recognition (VR) software to recognize and respond appropriately to certain verbal commands, which allows hands-free control of a number of optional vehicle systems and features. In addition to English, the VR software includes Spanish and French language capability. Incoming call voices are broadcast through the front audio system speakers of the vehicle, automatically overriding any other audio signals on the front speakers while the Hands-Free Phone is in use.

The HFM circuitry receives battery current through a fused ignition output (unlock - run - start) circuit and fuse through the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The HFM also has a path to ground at all times received through a ground circuit and take out of the instrument panel wire harness that is secured to the body sheet metal. These connections allow the HFM to operate whenever the status of the ignition switch is Unlock, Run or Start. Other inputs to the HFM include:

- **Cellular Telephone** - Using the Bluetooth® wireless standard, the Bluetooth® transceiver within the HFM can pair and prioritize up to 10 combined personal cellular telephones and Bluetooth® capable portable media devices, each of which is given a spoken identification by the user during the setup process. The phone connectivity enables wireless calling, text messaging and cellular phone contact list synchronization features. The HFM will communicate with a paired device that is anywhere within the vehicle. However, placing metal between the HFM and the device may result in unwanted shielding of the signals.
- **Electronic Vehicle Information Center Switch Pod** - Vehicles equipped with the Uconnect™ Hands-Free feature have two push buttons added to the Electronic Vehicle Information Center (EVIC) switch pod located in the left horizontal spoke of the steering wheel. One push button is labeled **VR** (Voice Recognition) and initiates the Uconnect™ Voice Command feature. The second button is identified by a telephone hand set icon and initiates the Uconnect™ Hands-Free Phone feature. The HFM monitors electronic messages received over the CAN data bus from the Steering Control Module (SCM) indicating the status of each of these two switches.
- **Integrated Center Stack Or Radio Receiver Module Display Screen Virtual Switches** - Vehicles equipped with the Uconnect™ Hands-Free feature have two virtual (soft) push buttons available within the display of the Radio Receiver Module (RRM) or the Integrated Center Stack (ICS), as the vehicle is equipped. Either display is located in the instrument cluster bezel above the instrument panel center stack. One virtual push button is labeled **VR** (Voice Recognition) and activates the Uconnect™ Voice Command feature. The second button is identified by a telephone hand set icon and activates the Uconnect™ Hands-Free Phone feature. The HFM monitors electronic messages received over the CAN data bus from the RRM or the ICS indicating the status of each of these two switches.
- **Streaming Audio** - BlueTooth® Streaming Audio (BTSA) allows audio content from any paired personal Bluetooth® capable portable media device or from an internet radio application on a Bluetooth® capable smart phone to be accessed and listened to through the audio system of the vehicle.
- **Universal Serial Bus** - For music stored on a Universal Serial Bus (USB) flash drive or a Secure Digital (SD) memory card, the HFM receives metadata such as artist names and song titles from the RRM over a dedicated USB connection. This allows the audio content of these connected devices to be searched for and accessed using the Uconnect™ Voice Command feature.
- **Verbal Commands** - Two wired microphones integral to the inside rear view mirror provide verbal commands from the vehicle operator to both the HFM and the RRM, which enables the control of several vehicle systems and features using the Uconnect™ Voice Command feature through the Voice Recognition (VR) software. **Note:** The optional navigation system uses dedicated VR software located within the RRM for that system, not the VR software within the HFM. However, the navigation system shares the inside rear view mirror microphone inputs with those of the HFM.

Outputs of the HFM include:

- **Analog Audio Outputs** - The HFM has both left and right channel analog audio output circuits. The HFM provides Uconnect™ Hands-Free call audio, BlueTooth® Streaming Audio (BTSA) and Hands-Free voice prompt audio to the RRM through these circuits.
- **Digital Electronic Messages** - The VR software within the HFM is programmed to convert Uconnect™ Voice Command verbal inputs into the appropriate electronic request message, which is then transmitted by the HFM over the CAN data bus. When the Electronic Control Unit (ECU) that controls the requested feature receives the electronic request message over the CAN data bus, it will invoke the requested action.
- **Wireless Messages** - The VR software within the HFM is also programmed to convert Uconnect™ Voice Command verbal inputs into the appropriate Bluetooth® wireless request message, which is then transmitted by the Bluetooth® transceiver to the appropriate paired wireless device to invoke the requested action.

The HFM uses On-Board Diagnostics (OBD) to monitor all of the systems and circuits it controls, then sets active and stored Diagnostic Trouble Codes (DTC) for any monitored system faults it detects. The HFM will also send electronic message requests to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) for the display of certain textual warning messages related to some detected system conditions or faults.

The hard wired circuits of the HFM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the HFM or the electronic controls and communication between modules and other devices that provide some features of the Uconnect™ system. The most reliable, efficient and accurate means to diagnose the HFM or the electronic controls and communication related to Uconnect™ system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

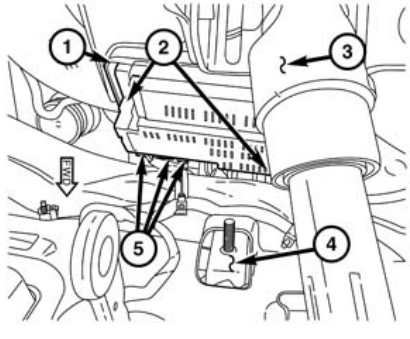
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: The Hands Free Module (HFM) (1) is mounted above the steering column (3) and against the dash panel (4) to the underside of the instrument panel column support bracket.



0811005295

1. Disconnect and isolate the negative cable from the battery.
2. Remove the knee blocker from the instrument panel steering column opening. (Refer to 23 - Body/Instrument Panel/KNEEBLOCKER - Removal) .
3. Remove the brake pedal assembly from the dash panel (4). (Refer to 05 - Brakes/Hydraulic /Mechanical/PEDAL(S) , Brake and/or Accelerator - Removal).

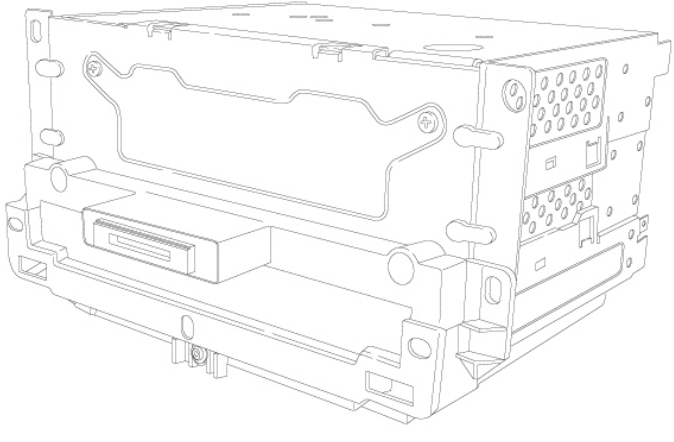
NOTE: One of the HFM mounting screws is concealed between the forward (connector) side of the module and the dash panel.

4. Remove the two screws (2) that secure the Hands Free Module (HFM) (1) to the underside of the instrument panel column support bracket.
5. Lower the HFM far enough to access and disconnect the three wire harness connections (5) from the module connector receptacles.
6. Remove the HFM from above the steering column (3) and under the instrument panel.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



NOTE: Mid level Telematics Gateway Module shown, Base level similar.

The Telematics Gateway Module (TGW) is located behind the switch bank assembly in the center of the instrument panel.

If repair or replacement of the TGW is required, the radio will require a four digit code for it to function.

There are two different levels of the TGW which are:

- Base - includes CD player.
- Mid - includes CD/DVD player and SD card reader.

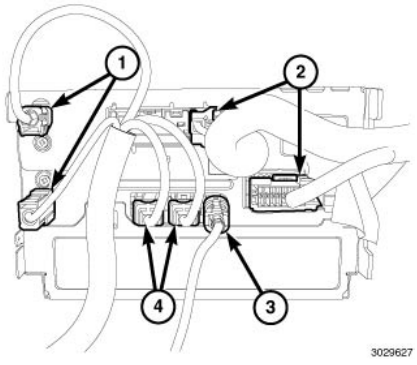
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

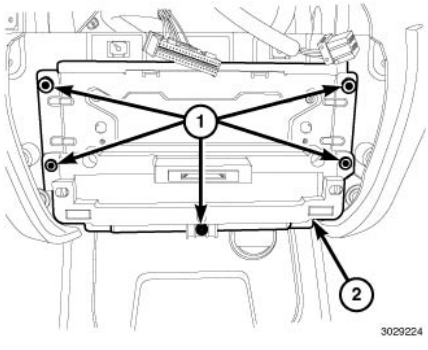
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

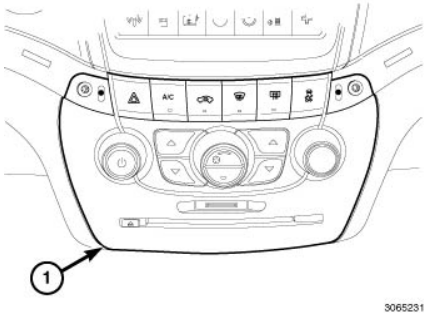
1. Connect the antenna(s) (1), Hands Free Module (HFM) and UCI cables (4), video cable (3) and wiring connectors (2) to the Telematics Gateway Module (TGW).
2. Position the TGW into the mounting location.



3. Install the retainers (1) to the TGW.



4. Install the switch bank assembly. (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Installation) .
5. Connect the negative battery cable.
6. Restore user data from backup. (Refer to 08 - Electrical/8A - Audio and Video - Standard Procedure) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Telematics Gateway Module (TGW) is responsible for the displayed information on the Integrated Center Stack (ICS) Screen Module over the CAN-AT bus.

The user input from the ICS Screen Module sends the information over the CAN-AT to the TGW, the TGW then sends the command out to the CAN-I bus to the requested module. The requested module then makes the changes requested by the users input and sends a message back to the TGW, the TGW then send the message over the CAN-AT to the ICS to reflect the users input selection has been activated and or changed.

The TGW is responsible for the following.

- Displaying information on the Integrated Center Stack (ICS) Screen Module.
- Passing user input to the correct module on the CAN bus.
- Turning the specific areas (buttons) on the screen usable for user interaction.
- CD/DVD operations
- SD card operations (Mid level only)

If the screen displays **Shipping Mode**, (Refer to 08 - Electrical/8F - Engine Systems/Battery System - Standard Procedure) .

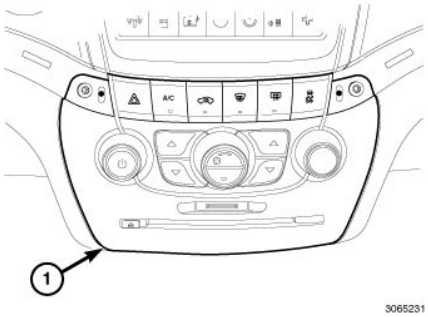
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

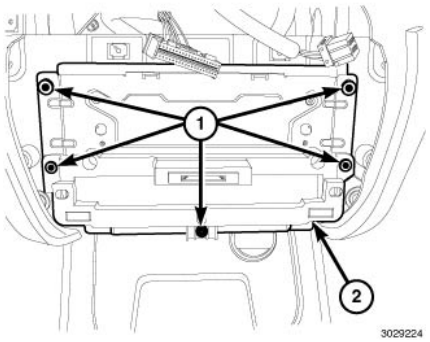
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Perform a complete backup of user data. (Refer to 08 - Electrical/8A - Audio and Video - Standard Procedure) .
2. Disconnect the negative battery cable.
3. Remove the switch-bank and bezel assembly (1). (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Removal) .

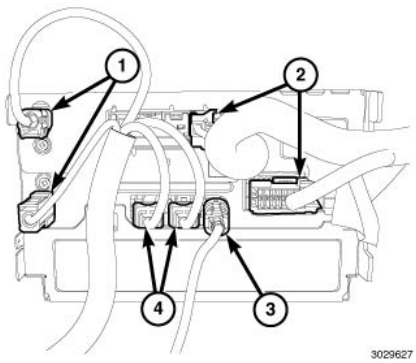


4. Remove the retainers (1) from the Telematics Gateway Module (TGW) (2) and pull out far enough to access the connectors on the back of the TGW.



CAUTION: **Pulling the antenna cable straight out of the radio without pulling on the locking antenna connector could damage the cable or radio.**

5. Disconnect the antenna(s) (1), Hands Free Module (HFM) and UCI cables (4), video cable (3) and wiring connectors (2) from the TGW.
6. Remove the TGW from the vehicle.



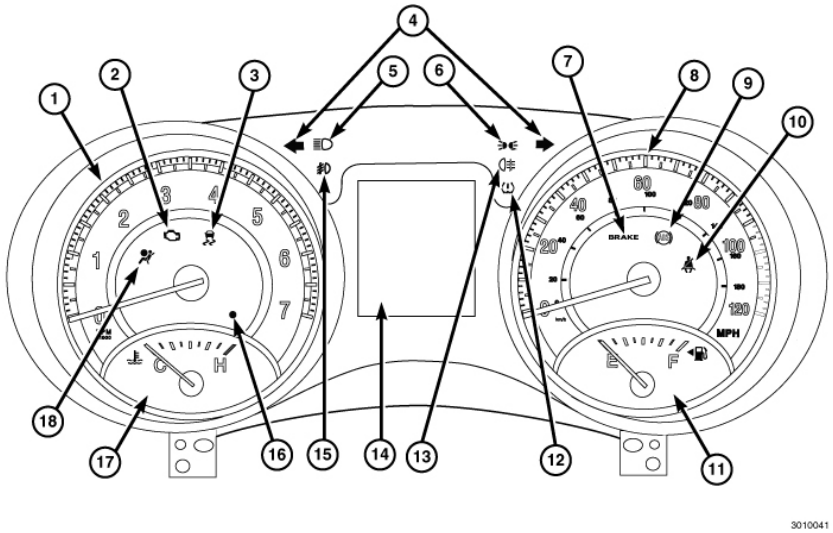
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Instrument Cluster (IC) assembly has provisions for up to 19 International Control and Display Symbol icon indicators that are all controlled by the IC. Some of the indicators are automatically configured when the IC is connected to the vehicle electrical system for compatibility with certain optional equipment or equipment required for regulatory purposes in certain markets. While each IC may have provisions for indicators to support every available option, the configurable indicators will not function in vehicles that do not have the equipment that an indicator supports.

A dedicated Light Emitting Diode (LED) soldered onto the circuit board illuminates each indicator in the IC, except those within an electronic display unit. Several dimmable LED units illuminate each gauge dial face for visibility when the exterior lighting is turned ON. These LED units are not available for service replacement and, if damaged or ineffective, the entire IC must be replaced.



The instrument cluster includes provisions for the following ISO icon indicators:

- **Airbag Indicator (18)**
- **Antilock Brake System (ABS) Indicator (9)**
- **Brake Indicator (7)**
- **Electronic Stability Control (ESC) Indicator (3)**
- **ESC OFF Indicator (14)** - textual message in the Thin Film Transistor (TFT) display.
- **Front Fog Lamp Indicator (15)**
- **High Beam Indicator (5)**
- **Low Fuel Indicator (14)** - icon in the TFT display.
- **Malfunction Indicator Lamp (MIL) (2)**
- **Position Lamp Indicator (6)**
- **Rear Fog Lamp Indicator (13)** - in markets where rear fog lamps are available only.
- **Seat Belt Indicator (10)**
- **Security Indicator (16)**
- **Tire Pressure Monitor (TPM) Indicator (12)**
- **Turn Signal (Right and Left) Indicators (5)**

Many systems and features found in this vehicle display messages or icons within the TFT (14). The IC includes provisions for the following ISO icon indicators or textual messages within this display:

- **Change Oil Indicator** - icon in the TFT display.
- **Check Gauges Indicator** - textual message in TFT display.
- **Coolant Low Indicator** - icon in the TFT display.
- **Cruise Indicator** - textual message in the TFT display.

- **Electronic Throttle Control (ETC) Indicator** - icon in the TFT display.
- **Gas Cap Indicator** - icon in the TFT display.
- **Low Brake Fluid Level Indicator** - textual message in TFT display.
- **No Bus Indicator** - textual message in TFT display.
- **Odometer** - in TFT display.
- **Park Assist Disabled Indicator** - icon in the TFT display.
- **Power Liftgate Indicator** - an icon in the TFT display.
- **Remote Start Indicator** - textual message in TFT display.
- **Service Park Assist System Indicator** - textual message in TFT display.
- **Transmission Overtemp Indicator** - icon in the TFT display.
- **Turn-Signal-On Reminder Indicator** - textual message in TFT display.
- **Washer Fluid Indicator** - icon in the TFT display.
- **Wait-To-Start Indicator** - icon in the TFT display (diesel engines only).
- **Water-In-Fuel Indicator** - icon in the TFT display (diesel engines only).

For more information on the International Control and Display Symbol icons, (Refer to 00 - Vehicle Data/Vehicle Information/International Vehicle Control and Display Symbols - Description) .

Each indicator in the IC, except those located within an electronic display unit, is illuminated by a dedicated Light Emitting Diode (LED) unit that is soldered onto the IC electronic circuit board. Cluster illumination is accomplished by several dimmable LED units, which illuminate each of the gauge dial faces for visibility when the exterior lighting is turned ON. These LED units are serviced only as a complete unit with the IC and, if damaged or ineffective, the entire IC assembly must be replaced. The cluster lens and the cluster hood and mask unit are the only components of the IC that can be serviced separately.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Indicators are located in various locations within the Instrument Cluster (IC) and are all connected to the electronic circuit board. All of the indicators are completely controlled by the IC. The various indicators are controlled by different strategies; some receive fused ignition output from the IC circuitry and have a switched ground, while others are grounded through the IC circuitry and have a switched battery feed. However, most are controlled by (CAN) or Local Interface Network (LIN) data bus messages from other electronic modules in the vehicle while others are controlled by a combination of hard wired inputs, electronic messaging and IC programming. If the IC loses CAN data bus communication, the IC circuitry will automatically turn ON the Malfunction Indicator Lamp (MIL) until CAN data bus communication is restored.

In addition, certain indicators in this IC are automatically or self-configured. This feature allows the configurable indicators to be enabled by the IC circuitry for compatibility with certain optional equipment. These indicators are enabled or disabled by an electronic **configuration** message sent to the IC by the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The BCM defaults for the Antilock Brake System (ABS) and the airbag indicators is enabled. These configuration settings must be programmatically disabled in the BCM using a diagnostic scan tool for vehicles that do not have this equipment. The automatically or self-configured indicators remain latent in the IC at all times and will be active only when the IC receives the appropriate CAN or LIN bus message inputs for that optional system or equipment.

The hard-wired indicator inputs may be diagnosed using conventional diagnostic tools and procedures. However, the IC circuitry and electronic CAN or LIN data bus message controlled indicators are diagnosed using the self-diagnostic IC **Self test**. (Refer to 08 - Electrical/8J - Instrument Cluster - Diagnosis and Testing) for more information. For proper testing of the CAN or LIN data bus and the electronic data bus message inputs to the IC that control each indicator requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

Below are brief explanations of the indicators available on this vehicle. More detailed information may be available elsewhere in this service information, located within the section covering the system or component that control or influence the illumination of that indicator. The indicators, the TFT display, the LED units as well as the gauges are only serviceable with the IC as an assembly. The cluster lenses and the hood and mask assembly may be serviced separately from the IC.

ABS INDICATOR

The ABS indicator gives an indication to the vehicle operator when the ABS system, or a circuit or component of the system is ineffective. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the cluster from the CAB over the CAN data bus. The IC will illuminate the ABS indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The ABS indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the status of the ignition switch is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ABS indicator for the following reasons:

- **ABS Indicator Lamp-On Message** - Each time the IC receives an electronic **ABS indicator lamp-ON** message from the CAB, the ABS indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the CAB for five consecutive message cycles, the ABS indicator is illuminated. The indicator remains illuminated until the IC receives a valid message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ABS Diagnostic Test** - The ABS indicator is blinked ON and OFF by lamp-ON and lamp-OFF messages from the CAB during the performance of the ABS diagnostic tests.

The CAB continually monitors the ABS circuits and sensors to decide whether the system is in good operating condition. The CAB then sends the proper lamp-ON or lamp-OFF message to the IC. If the CAB sends a lamp-ON message after the bulb test, it indicates that the CAB has detected a system malfunction or that the ABS system has become ineffective. The CAB will store a DTC for any malfunction it detects. Each time the ABS indicator fails to light due to an open or short in the IC ABS indicator circuit, the IC sends a message notifying the CAB of the condition, then the IC and the CAB will each store a DTC and the IC will flash the brake indicator ON and OFF as a backup to notify the vehicle operator.

For proper diagnosis of the anti-lock brake system, the CAB, the IC, the CAN data bus or the electronic communication related to ABS indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

AIRBAG INDICATOR

The airbag indicator gives an indication to the vehicle operator when the airbag system, or a circuit or component of the system is ineffective. The airbag indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Occupant Restraint Controller (ORC) over the CAN data bus. The IC will illuminate the airbag indicator for about six seconds as a bulb test each time the ignition switch status transitions to ON.

The airbag indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the airbag indicator for the following reasons:

- **Airbag Indicator Lamp-On Message** - Each time the IC receives an electronic **airbag indicator lamp-ON** message from the ORC, the airbag indicator will be illuminated. The indicator remains illuminated for about 12 seconds or until the IC receives a lamp-OFF message from the ORC, whichever is longer. This indicator will also be extinguished when the ignition switch status transitions to OFF.
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the ORC for 10 consecutive message cycles, the airbag indicator is illuminated. The indicator remains illuminated until the IC receives a single lamp-OFF message from the ORC.

The ORC continually monitors the airbag system circuits and sensors to decide whether the system is in good operating condition. The ORC then sends the proper lamp-ON or lamp-OFF message to the IC. If the ORC sends a lamp-ON message after the bulb test, it indicates that the ORC has detected a system malfunction or that the airbags and seat belt tensioners may not deploy when required, or may deploy when not required. The ORC will store a DTC for any malfunction it detects. Each time the

airbag indicator fails to illuminate due to an open or short in the IC airbag indicator circuit, the IC sends a message notifying the ORC of the condition, then the IC and the ORC will each store a DTC.

For proper diagnosis of the airbag system, the ORC, the IC, the CAN data bus or the electronic communication related to airbag indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

AJAR INDICATORS

The ajar indicators give an indication to the vehicle operator that one or more of the passenger compartment doors or the liftgate may be open or not completely latched. These indicators are controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Body Control Module (BCM) over the CAN data bus. The BCM monitors hard-wired inputs from the door and liftgate ajar switches.

The ajar indicator function of the TFT electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused B(+) circuit. Therefore, the ajar indications can occur regardless of the ignition switch position. The IC will turn ON an ajar indicator for the following reasons:

- **Ajar Indicator Lamp-On Message** - Each time the IC receives an electronic **door ajar indicator lamp-on** or **liftgate ajar indicator lamp-on** message from the BCM indicating that a door or the liftgate or a combination of these is open or not completely latched, the appropriate ajar textual message and icons will be illuminated. If the IC detects a vehicle speed input greater than zero (kilometers or miles-per-hour) while the ignition switch status is ON or START, the ajar indication will be accompanied by a single chime tone. When the ignition switch status is anything except ON or START, any and all ajar indications will time out after about five minutes.

The ajar switches on the door and liftgate latch mechanisms provide hard-wired ground inputs to the BCM circuitry through the ajar switch sense circuits whenever a door or the liftgate is open or not completely latched. The BCM continually monitors the door and liftgate ajar switches to determine the status of the doors and liftgate, then sends the proper electronic **ajar indicator lamp-on** or **lamp-off** message to the IC.

The hard wired ajar switch inputs to the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the BCM, the IC, the CAN data bus or the electronic communication related to ajar indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

BRAKE/PARK BRAKE INDICATOR

The brake indicator gives an indication to the vehicle operator when the parking brake is applied, when there are certain brake hydraulic system malfunctions as indicated by a low brake hydraulic fluid level condition or when the brake fluid level switch is disconnected. The brake indicator can also give an indication when certain faults are detected in the Antilock Brake System (ABS). This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the CAB or the Body Control Module (BCM) over the CAN data bus. The BCM monitors the hard wired input from the park brake switch. The IC will illuminate the brake indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The brake indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the brake indicator for the following reasons:

- **Brake Indicator Lamp-On Message** - Each time the IC receives an electronic **brake indicator lamp-ON** message from the CAB, the brake indicator will be illuminated. The CAB may also send lamp-ON messages as feedback during ABS diagnostic procedures. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB or until the ignition switch status transitions to OFF, whichever occurs first.
- **Low Brake Fluid Textual Warning Message** - When the CAB detects a low brake fluid level input from the brake fluid level switch, it will send an electronic **textual warning request** message requesting the IC display a textual warning message. Each time the IC receives this message from the CAB, a **LOW BRAKE FLUID LEVEL** textual message will appear within the IC electronic display to accompany brake indicator illumination. This message indicates that the CAB has detected a low brake fluid level condition in the brake master cylinder or that there is a problem in the brake fluid level switch or circuits.
- **Park Brake Switch Input** - Each time the IC receives an electronic **brake indicator lamp-FLASH** message from the BCM, the brake indicator will be flashed ON and OFF. While the ignition switch status is ON, the BCM monitors the park brake switch through the park brake switch sense circuit (park brake switch closed = park brake applied or not fully released). The indicator continues to flash until the park brake switch sense input to the BCM is an open circuit (park brake switch open = park brake fully released), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Antilock Brake System (ABS) Indicator Backup** - If the IC detects a fault in the ABS indicator circuit it will send a message indicating the fault to the CAB, then flash the brake indicator ON and OFF. The IC will continue to flash the brake indicator until the ABS indicator circuit fault is resolved, or until the ignition switch status transitions to OFF, whichever occurs first.

The park brake switch on the park brake lever mechanism provides a hard-wired ground input to the BCM circuitry through the park brake switch sense circuit whenever the park brake is applied or not fully released. The CAB continually monitors the ABS system circuits and sensors, including the brake fluid level switch on the brake master cylinder reservoir, to decide whether the system is in good operating condition. The CAB then sends the proper lamp-ON, lamp-OFF or lamp-FLASH message to the IC. If the CAB sends a lamp-ON message after the bulb test, it indicates that the CAB has detected a brake hydraulic system malfunction or that the ABS system has become ineffective. The CAB will store a DTC for any malfunction it detects.

The hard wired park brake switch input to the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the brake fluid level switch, the ABS, the BCM, the CAB, the IC, the CAN data bus or the electronic communication related to brake indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHANGE OIL INDICATOR

The change oil indicator gives an indication to the vehicle operator when a duty-cycle algorithm contained within the software of the PCM determines that a recommended oil change interval has been attained. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The change oil indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the change oil indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the change oil indicator for the following reasons:

- **Change Oil Indicator Lamp-On Message** - Each time the ignition switch status transitions to ON and the IC receives an electronic **change oil indicator lamp-**

ON message from the PCM indicating that a duty-cycle based recommended oil change interval has been attained, the change oil indicator will be illuminated for about ten seconds, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

- **Change Oil Indicator Reset Procedure** - Once an engine oil change has been completed, the PCM duty cycle counters can be reset using the following procedure. Set the ignition switch status to ON, but DO NOT start the engine. Slowly depress and release the accelerator pedal fully three times within ten seconds. The IC will display a textual **OIL CHANGE RESET** message. Set the ignition switch status to OFF. If the change oil indicator illuminates the next time the engine is started, repeat this procedure.

The PCM continually monitors numerous sensor inputs to determine the duty-cycles to which the engine is being subjected. A pre-programmed algorithm within the PCM then determines when to send the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the change oil indicator, the PCM, the IC, the CAN data bus or the electronic communication related to change oil indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHARGING INDICATOR

The charging indicator gives an indication to the vehicle operator when the electrical system voltage is too low or too high. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the charge indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The charging indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the charging indicator for the following reasons:

- **Voltage Low Message** - Each time the IC receives an electronic **system voltage** message from the PCM indicating the voltage is low (less than about 11.5 volts is a charge fail condition), the charging indicator will be illuminated. The indicator remains illuminated until the IC receives a message from the PCM indicating the voltage is normal (greater than about 12.0 volts, but less than 16.0 volts), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Voltage High Message** - Each time the IC receives an electronic **system voltage** message from the PCM indicating the voltage is high (greater than about 16.0 volts), the charging indicator will be illuminated. The indicator remains illuminated until the IC receives a message from the PCM indicating the voltage is normal (less than about 15.5 volts, but greater than 11.5 volts), or until the ignition switch status transitions to OFF, whichever occurs first.

The PCM continually monitors the electrical system voltage to control the generator output. The PCM then sends the proper messages to the IC. If the IC turns ON the charging indicator due to a charge fail or voltage high condition, it may indicate that the charging system requires service.

For proper diagnosis of the charging system, the PCM, the IC, the CAN data bus or the electronic communication related to charging indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CHECK GAUGES INDICATOR

The check gauges indicator gives an indication to the vehicle operator when the engine coolant temperature gauge indicates the coolant temperature is high or critical. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The check gauges indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the check gauges indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the check gauges indicator for the following reasons:

- **Engine Temperature High or Critical Message** - Each time the IC receives an electronic **engine coolant temperature** message from the PCM indicating the temperature is high or critical the engine coolant temperature gauge needle is moved to the appropriate position at the high end of the gauge scale, the check gauges textual warning is displayed, and a single chime tone is sounded. The check gauges textual warning remains illuminated until the IC receives a message from the PCM indicating that the temperature is below the high end of normal, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the check gauges textual warning is cycled OFF and then ON again by the appropriate temperature messages from the PCM.

The PCM continually monitors the engine coolant temperature sensor to determine the engine operating temperature. The PCM then sends the proper messages to the IC. If the IC turns on the check gauges indicator due to a high or critical engine temperature gauge reading, it may indicate that the engine or the engine cooling system requires service.

For proper diagnosis of the engine coolant temperature sensor, the PCM, the IC, the CAN data bus or the electronic communication related to check gauges indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

CRUISE INDICATOR

The cruise indicator gives the vehicle operator an indication when the speed control system is ON, regardless of whether the speed control is engaged. This indicator is controlled by the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus.

The cruise indicator LED is completely controlled by the IC logic circuit, and that logic only allows this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED is always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the cruise indicator for the following reasons:

- **Cruise Indicator Lamp-On Message** - Each time the IC receives an electronic **cruise indicator lamp-on** message from the PCM indicating the speed control system is ON, the cruise indicator is illuminated. The indicator remains illuminated until the IC receives a lamp-off message from the PCM, or until the ignition switch status transitions to OFF, whichever occurs first.

The PCM continually monitors the speed control switches to determine the appropriate outputs to control the vehicle speed. The PCM then sends the proper lamp-on or lamp-off message to the IC.

For proper diagnosis of the speed control switches, the PCM, the IC, the CAN data bus or the electronic communication related to cruise indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

ELECTRONIC THROTTLE CONTROL INDICATOR

The Electronic Throttle Control (ETC) indicator gives an indication to the vehicle operator when the ETC system, or a circuit or component of the system is ineffective. The ETC indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the ETC indicator for about fifteen seconds as a bulb test each time the ignition switch status transitions to ON.

The ETC indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ETC indicator for the following reasons:

- **ETC Indicator Lamp-On Message** - Each time the IC receives an electronic **ETC indicator lamp-ON** message from the PCM, the ETC indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. The indicator remains illuminated solid or continues to flash for about 12 seconds or until the IC receives a lamp-OFF message from the PCM, whichever is longer. If the indicator is illuminated solid with the engine running the vehicle will usually remain drivable. If the indicator is flashing with the engine running the vehicle may require towing. A flashing indicator means the ETC system requires immediate service. The indicator will be extinguished when the ignition switch status transitions to OFF.

The PCM continually monitors the ETC system circuits and sensors to decide whether the system is in good operating condition. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the PCM sends a lamp-ON message after the bulb test, it indicates that the PCM has detected an ETC system malfunction or that the ETC system is ineffective. The PCM will store a DTC for any malfunction it detects. Each time the ETC indicator fails to illuminate due to an open or short in the IC ETC indicator circuit, the IC sends a message notifying the PCM of the condition, then the IC and the PCM will each store a DTC.

For proper diagnosis of the ETC system, the PCM, the IC, the CAN data bus or the electronic communication related to ETC indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

ENGINE TEMPERATURE INDICATOR

The engine temperature indicator gives an indication to the vehicle operator when the engine temperature gauge reading reflects a condition requiring immediate attention. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received from the PCM over the CAN data bus. The IC will illuminate the engine temperature indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The engine temperature indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The engine temperature indicator will also be turned ON for the following reasons:

- **Engine Temperature High Message** - Each time the IC receives a message from the PCM indicating the engine coolant temperature is high, the engine temperature indicator will be illuminated and a single chime tone is sounded. The indicator remains illuminated until a message from the PCM indicating that the engine coolant temperature is below the high end of normal is received, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the engine temperature indicator is cycled off and then on again by the appropriate engine temperature messages from the PCM.

The PCM continually monitors the engine coolant temperature sensor to determine the engine operating temperature. The PCM then sends the proper engine coolant temperature messages to the IC. If the IC turns on the engine temperature indicator due to a high engine temperature gauge reading, it may indicate that the engine or the engine cooling system requires service.

ESC INDICATOR

The Electronic Stability Control (ESC) indicator gives an indication to the vehicle operator when the ESC has been activated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the CAB and the Final Drive Control Module (FDCM) over the CAN data bus. The IC will illuminate the ESC/BAS indicator for about four seconds as a bulb test each time the ignition switch status transitions to ON.

The ESC indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the ESC/BAS indicator for the following reasons:

- **ESC Indicator Lamp-On Message** - Each time the IC receives an electronic **ESC/ indicator lamp-ON** message from the CAB indicating that the ESC system has been activated, the ESC indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ESC Off Textual Message** - Each time the IC receives an electronic **ESC OFF indicator lamp-ON** message from the CAB indicating that the ESC system has been manually disabled, an **ESC OFF** textual message will appear within the IC electronic display unit. The **ESC OFF** textual message remains displayed until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.
- **ESC Textual Warning Message** - When the CAB or FDCM detects certain monitored fault conditions, it will send electronic messages requesting the IC display a textual warning message. Each time the IC receives an electronic **ESC textual warning request** message from the CAB or FDCM, a **WARNING! LIMIT SPEED** textual message will appear within the IC electronic display unit to accompany an ESC indicator that is illuminated solid. This message indicates that the CAB or FDCM has detected a problem in one of the ESC system circuits or components.

The CAB and FDCM continually monitor the ESC circuits and sensors to decide whether the system is in good operating condition. The CAB or FDCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the ESC/BAS system, the CAB, the FDCM, the IC, the CAN data bus or the electronic communication related to the ESC/BAS indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

FRONT FOG LAMP INDICATOR

The front fog lamp indicator gives an indication to the vehicle operator whenever the front fog lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The front fog lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path

to ground by the IC transistor. The IC will turn ON the front fog lamp indicator for the following reasons:

- **Front Fog Indicator Lamp-On Message** - Each time the IC receives an electronic **front fog indicator lamp-ON** message from the BCM indicating the front fog lamps are turned ON, the front fog lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the front fog lamps. The BCM activates or deactivates the front fog lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the front fog lamp indicator.

For proper diagnosis of the front fog lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to front fog lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

GAS CAP INDICATOR

The gas cap indicator gives an indication to the vehicle operator when there is a gross leak detected in the on-board fuel vapor recovery system. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The gas cap indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the gas cap indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the gas cap indicator for the following reasons:

- **Gas Cap Indicator Lamp-On Message** - Each time the IC receives an electronic **gas cap indicator lamp-ON** message from the PCM indicating there is a gross leak in the vapor recovery system, the gas cap indicator will be displayed. The indicator remains displayed until the IC receives a lamp-OFF message from the PCM, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

NOTE: If the On-Board Diagnostic (OBD) system in the vehicle determines that the fuel filler cap is loose, improperly installed or damaged, a gas cap ICON will be displayed in the electronic display unit. In this instance, verify that the gas cap is properly installed and tightened before proceeding with any further diagnosis.

The PCM continually monitors the on board vapor recovery system to determine whether there are air leaks in the system. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the gas cap indicator due to a monitored gross leak in the vapor recovery system, it may indicate that the gas cap has been removed or is improperly installed.

For proper diagnosis of the on board vapor recovery system, the PCM, the IC, the CAN data bus or the electronic communication related to gas cap indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

HIGH BEAM INDICATOR

The high beam indicator gives an indication to the vehicle operator whenever the headlamp high beams are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received from the BCM over the CAN data bus.

The high beam indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the high beam indicator for the following reasons:

- **High Beam Indicator Lamp-On Message** - Each time the IC receives an electronic **high beam indicator lamp-ON** message from the BCM or the Automatic High Beam Module (AHBM) (also known as SmartBeam® on vehicles so equipped) the high beam indicator will be illuminated. The high beam indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors electronic messages from the Steering Angle Sensor (SAS) based upon the status of the beam select switch and the AHBM to determine the proper headlamp beam control. The BCM activates or deactivates the headlamp high beams then sends the proper lamp-ON or lamp-OFF message back to the IC.

For proper diagnosis of the SAS, the AHBM, the BCM, the IC, the CAN data bus or the electronic communication related to high beam indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW COOLANT INDICATOR

The low coolant indicator gives an indication to the vehicle operator when the diesel engine coolant level is low. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the PCM.

The low coolant indicator function of the IC electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the low coolant indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the low coolant indicator for the following reasons:

- **Low Coolant Indicator Lamp-On Message** - Each time the IC receives an electronic **low coolant indicator lamp-ON** message from the PCM indicating the engine coolant level is low, the low coolant textual warning and icon are illuminated and a single chime tone is sounded. The low coolant textual warning and icon remain illuminated until the IC receives a lamp-OFF message from the PCM, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the textual warning and icon are cycled OFF and then ON again by the appropriate messages from the PCM.

The PCM continually monitors the engine coolant level switch on the coolant bottle to determine the level of the engine coolant. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the coolant low indicator and icon due to a low coolant level, it may indicate that the engine or the engine cooling system requires service.

For proper diagnosis of the engine coolant level switch, the PCM, the IC, the CAN data bus or the electronic communication related to low coolant indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW FUEL INDICATOR

The low fuel indicator gives an indication to the vehicle operator when the level of fuel in the fuel tank becomes low. This indicator is controlled by a transistor on the IC circuit board based upon programming and a hard wired input received by the IC from the fuel level sending unit on the fuel pump module in the fuel tank. The IC will illuminate the low fuel indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The low fuel indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the low fuel indicator for the following reasons:

- **Less Than 11 Percent Tank Full Input** - The BCM provides a constant current source to the fuel level sending unit, and monitors a return input on a fuel level sense circuit. The resistance through the fuel level sending unit increases as the fuel level falls, and decreases as the fuel level rises causing changes in the sense input voltage. Each time the fuel level sense input to the BCM indicates the fuel tank is about 11 percent full or less for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, the BCM sends an electronic message to the IC. Then the IC moves the gauge needle to the appropriate position on the gauge scale; the low fuel indicator is illuminated and a single chime tone is sounded. The low fuel indicator remains illuminated until the fuel level sense input indicates that the fuel tank is greater than about 14 percent full for 10 consecutive seconds and the vehicle speed is zero, or for 60 consecutive seconds and the vehicle speed is greater than zero, or until the ignition switch transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the low fuel indicator is cycled OFF and then ON again by the appropriate inputs from the fuel level sending unit.
- **Less Than Empty Stop Input** - Each time the IC receives a fuel level message from the BCM that indicates the fuel level in the fuel tank is less than the **E** (or Empty) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is a short circuit.
- **More Than Full Stop Input** - Each time the IC receives a fuel level message from the BCM that indicates the fuel level in the fuel tank is more than the **F** (or Full) gauge needle stop position for five consecutive seconds, the gauge needle is moved to the low end of the gauge scale and the low fuel indicator is illuminated immediately. This input would indicate that the fuel level sense input to the BCM is an open circuit.

The BCM continually monitors the fuel tank sending unit to determine the level of fuel in the fuel tank. The BCM then sends the proper electronic **fuel level** message to IC and other electronic modules in the vehicle over the CAN data bus. The BCM will store a DTC for any fault detected in the fuel level sense circuit.

For proper diagnosis of the fuel tank sending unit, the BCM, the IC, and the CAN data bus or the electronic communication related to low fuel indicator operation or fuel level data processing, a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW OIL PRESSURE INDICATOR

The low oil pressure indicator gives an indication to the vehicle operator when the engine oil pressure reading reflects a condition requiring immediate attention. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus.

The low oil pressure indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the low oil pressure indicator for the following reasons:

- **Engine Oil Pressure Low Message** - Each time the IC receives an electronic **engine oil pressure** message from the PCM indicating the pressure is about 6.9 kPa (1 psi) or lower, the low oil pressure indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. The indicator remains illuminated solid or flashing until the IC receives a message from the PCM indicating that the pressure is above about 6.9 kPa (1 psi), or until the ignition switch status transitions to OFF, whichever occurs first. The IC will only turn the indicator ON in response to low engine oil pressure if the engine speed is greater than zero.

The PCM continually monitors the engine oil pressure sensor to determine the engine oil pressure. The PCM then sends the proper messages to the IC. If the IC turns ON the indicator after the bulb test, it may indicate that the engine or the engine oiling system requires service.

For proper diagnosis of the engine oil pressure sensor, the PCM, the IC, the CAN data bus or the electronic communication related to low oil pressure indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

LOW TIRE PRESSURE INDICATOR

The Tire Pressure Monitor (TPM) indicator gives an indication to the vehicle operator of the status of the TPM system. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the Tire Pressure Module (TPM) (also known as the CORAX module) over the CAN data bus. The IC will illuminate the TPM indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The TPM indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the TPM indicator for the following reasons:

- **TPM Indicator Lamp-On Message** - Each time the IC receives an electronic **TPM indicator lamp-ON** message from the TPM, the TPM indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the TPM message. The indicator remains illuminated until the IC receives a lamp-OFF message from the TPM, or until the ignition switch status transitions to OFF position, whichever occurs first.
- **TPM Textual Warning Message** - When the TPM detects certain monitored fault conditions, it will send electronic messages requesting the IC display a textual warning message. Each time the IC receives an electronic **textual warning request** message from the TPM, a **SERVICE TIRE PRESS. SYSTEM** textual message will appear within the electronic display unit to accompany a flashing TPM indicator or to replace the TPM **TIRE LOW PRESSURE** textual message. This message indicates that the TPM has detected a problem in one of the TPM system components.
- **TPM Low Pressure Message** - On vehicles equipped with the optional premium version of the TPM system, each time the IC receives an electronic **low pressure** message from the TPM, a **LEFT FRONT**, **RIGHT FRONT**, **LEFT REAR** or **RIGHT REAR LOW PRESSURE** textual message will appear within the IC electronic display unit to accompany a solid TPM indicator. If the vehicle is equipped with a full-sized matching spare tire and wheel assembly, an electronic **spare low pressure** message from the TPM to the IC will cause a **SPARE LOW PRESSURE** textual message to appear in the electronic display unit, but the TPM indicator

will not illuminate. This message indicates that the TPM has received a low tire pressure input from the tire pressure sensor in the identified location on the vehicle. The premium TPM system is not offered in markets where rear fog lamps are an available option.

- **Communication Error** - If the IC receives no TPM lamp-ON or lamp-OFF messages from the TPM for six consecutive seconds, the TPM indicator is illuminated by the IC. The indicator remains controlled and illuminated by the IC until a valid lamp-ON or lamp-OFF message is received from the TPM.

The TPM performs a self-test each time the ignition switch status transitions to ON to decide whether the TPM system is in good operating condition and whether the tire inflation pressures are too high or too low. The TPM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the TPM indicator after the bulb test, it indicates that the inflation pressure of a tire is too low or that a malfunction has occurred and the TPM system is ineffective.

For proper diagnosis of the TPM system, the TPM, the IC, the CAN data bus or the electronic communication related to TPM indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

MALFUNCTION INDICATOR LAMP

The Malfunction Indicator Lamp (MIL) gives an indication to the vehicle operator when the PCM has recorded a DTC for an On-Board Diagnostics II (OBDII) emissions-related circuit or component malfunction. The MIL is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the PCM over the CAN data bus. The IC will illuminate the MIL indicator for about fifteen seconds as a bulb test each time the ignition switch status transitions to ON.

The MIL LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the MIL for the following reasons:

- **MIL Lamp-On Message** - Each time the IC receives an electronic **MIL lamp-ON** message from the PCM, the indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the PCM message. For some DTCs, if a problem does not recur, the PCM will send a lamp-OFF message automatically. Other DTCs may require that a fault be repaired and the PCM be reset before a lamp-OFF message will be sent. For more information on the PCM, and the DTC set and reset parameters, (Refer to 25 - Emissions Control - Operation) .
- **Communication Error** - If the IC receives no lamp-ON or lamp-OFF messages from the PCM for 10 consecutive message cycles, the MIL is illuminated by the IC to indicate a loss of bus communication. The indicator remains controlled and illuminated by the IC until a valid message is received from the PCM.

The PCM continually monitors the fuel and emissions system circuits and sensors to decide whether the system is in good operating condition. The PCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC turns ON the MIL after the bulb test, it may indicate that a malfunction has occurred and that the fuel and emissions systems require service.

For proper diagnosis of the fuel and emissions systems, the PCM, the IC, the CAN data bus or the electronic communication related to MIL operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

NO BUS INDICATOR

The no bus indicator gives an indication to the vehicle operator when the IC detects a loss of electronic communication over the CAN data bus. This indicator is controlled by the IC logic circuit based upon programming and electronic messages not being received over the CAN data bus from the BCM.

The no bus indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the no bus indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the no bus indicator for the following reasons:

- **No Electronic Communication Messages** - Each time the ignition switch is turned to the ON position and the IC does not receive electronic communication messages over the CAN data bus, the no bus indicator is illuminated. The indicator remains illuminated until CAN bus communication is restored or until the ignition switch status transitions to OFF, whichever occurs first.

The IC continually monitors the CAN data bus to determine the status of many sensors and systems throughout the vehicle. If the IC detects the loss of CAN bus communication it illuminates the no bus indicator to alert the vehicle operator that it cannot provide accurate displays and outputs.

For proper diagnosis of the IC, the CAN data bus or the electronic communication related to no bus indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

POSITION LAMP INDICATOR

The position lamp indicator gives an indication to the vehicle operator whenever the position lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The position lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the position lamp indicator for the following reasons:

- **Position Lamp Indicator Lamp-On Message** - Each time the IC receives an electronic **position lamp indicator lamp-ON** message from the BCM indicating the position lamps are turned ON, the position lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the park lamps. The BCM activates or deactivates the park lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the position lamp indicator.

For proper diagnosis of the position lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to position lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

POWER LIFTGATE INDICATOR

The power liftgate indicator gives an indication to the vehicle operator of the power liftgate system status or when the system has been automatically disabled. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the Power LiftGate Module (PLGM).

The power liftgate indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the power liftgate indications can be displayed regardless of the ignition switch status. The IC will turn ON the power liftgate indicator for the following reasons:

- **Unlock To Operate Message** - Each time the IC receives an electronic **unlock to operate** message from the PLGM, the **UNLOCK TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Put In Park To Operate Message** - Each time the IC receives an electronic **put in PARK to operate** message from the PLGM, the **PUT IN PARK TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Function Disabled Message** - Each time the IC receives an electronic **function disabled** message from the PLGM, the **FUNCTION DISABLED** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Obstacle Detected Message** - Each time the IC receives an electronic **obstacle detected** message from the PLGM, the **OBSTACLE DETECTED** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.
- **Manually Close To Operate Message** - Each time the IC receives an electronic **manually close to operate** message from the PLGM, the **MANUAL CLOSE TO OPERATE** textual message is displayed. The message is displayed for about three seconds or until the IC arbitrator logic determines that another display request has priority, whichever occurs first.

The PLGM continually monitors the power liftgate circuits and sensors to determine the proper outputs to the power liftgate components. The PLGM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the power liftgate, the PLGM, the IC, the CAN data bus or the electronic communication related to power liftgate indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

REAR FOG LAMP INDICATOR

The rear fog lamp indicator gives an indication to the vehicle operator whenever the rear fog lamps are illuminated. This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received by the IC from the BCM over the CAN data bus.

The rear fog lamp indicator LED is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the rear fog lamp indicator for the following reasons:

- **Rear Fog Indicator Lamp-On Message** - Each time the IC receives an electronic **rear fog indicator lamp-ON** message from the BCM indicating that the rear fog lamps are turned ON, the rear fog lamp indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the BCM, or until the exterior lamp load shedding (battery saver) timed interval expires, whichever occurs first.

The BCM continually monitors a hard wired input from the exterior lighting switch to determine the appropriate outputs to the rear fog lamps. The BCM activates or deactivates the rear fog lamps then sends the proper lamp-ON or lamp-OFF message to the IC to control the rear fog lamp indicator.

For proper diagnosis of the rear fog lamp system, the BCM, the IC, the CAN data bus or the electronic communication related to rear fog lamp indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

REMOTE START INDICATOR

The remote start indicator gives an indication to the vehicle operator of the remote start system status. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the BCM and the Radio Frequency Hub (RF Hub).

The remote start indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, the remote start indications can be illuminated regardless of the ignition switch status. The IC will turn ON the remote start indicator for the following reasons:

- **Remote Start Active Messages** - Each time the IC receives an electronic**remote start active** message from the BCM, the **REMOTE START ACTIVE - PUSH START BUTTON** textual message is displayed. The message is displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to ON, whichever occurs first.
- **Remote Start Abort Messages** - Each time the IC receives a combination of electronic **remote start abort** and **door ajar**, **hood ajar**, **liftgate ajar** or **low fuel** messages from the BCM the **REMOTE START ABORTED** and appropriate **DOOR AJAR**, **HOOD AJAR**, **LIFTGATE AJAR** or **FUEL LOW**textual messages are displayed. The messages are displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to ON, whichever occurs first.
- **Remote Start Disabled Messages** - Each time the IC receives an electronic **remote start disabled** message from the BCM the **REMOTE START DISABLED - START VEHICLE TO RESET** textual message is displayed. The message is displayed while the current remote start event remains active (about 15 minutes), until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to START, whichever occurs first.

The BCM continually monitors the remote start system inputs and the RF Hub to determine the proper outputs to the remote start components. The BCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the remote start system, the RF hub, the BCM, the IC, the CAN data bus or the electronic communication related to remote start indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SEAT BELT INDICATOR

The seat belt indicator gives an indication to the vehicle operator of the status of the driver side front seat belt (export market vehicles) or driver and passenger front seat

belts (domestic market vehicles). This indicator is controlled by a transistor on the IC circuit board based upon programming and electronic messages received over the CAN data bus from the ORC.

The seat belt indicator also includes a programmable enhanced seat belt reminder or BELTMINDER feature that is enabled when the vehicle is shipped from the factory. This BELTMINDER feature can be disabled and enabled by the customer using a specific programming event sequence, or by the dealer using a diagnostic scan tool.

The seat belt indicator LED is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the LED will always be OFF when the ignition switch status is anything except ON or START. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the seat belt indicator for the following reasons:

- **Seat Belt Reminder Function** - Each time the IC receives a battery current input on the fused ignition switch (run-start) circuit, the indicator will be illuminated as a seat belt reminder for about six seconds, or until the ignition switch status transitions to OFF, whichever occurs first. This reminder function will occur regardless of the status of the seat belt switch input to the ORC.
- **Front Seat Belt Not Buckled - Beltminder Active** - Following the seat belt reminder function, each time the IC receives an electronic **seat belt indicator lamp-On** message from the ORC while the ignition switch status is START or ON, the indicator will be illuminated. In addition, if the front seat belt remains unbuckled about 18 to 25 seconds after the conclusion of the seat belt reminder function with the vehicle speed greater than about 8 kilometers-per-hour (5 miles-per-hour), the seat belt indicator will begin to cycle between flashing ON and OFF for 3 seconds, then lighting solid for 2 seconds. The seat belt indicator will continue to cycle between flashing and solid illumination for 13 complete cycles, until the seat belt switch sense inputs to the ORC are closed circuits (seat belt switch closed = seat belt buckled), or until the ignition switch status transitions to OFF, whichever occurs first.
- **Front Seat Belt Not Buckled - Beltminder Inactive** - Following the seat belt reminder function, each time the IC receives an electronic **seat belt indicator lamp-On** message from the ORC while the ignition switch status is START or ON, the indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ORC or until the ignition switch status transitions to OFF, whichever occurs first.

Each seat belt switch is connected in series between source current and a sense circuit from the ORC. The ORC continually monitors the seat belt switch circuits then sends the proper lamp-on or lamp-off messages to the IC. The seat belt switch inputs to the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. For proper diagnosis of the ORC, the IC, the CAN data bus or the electronic communication related to seat belt indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SECURITY INDICATOR

The security indicator gives an indication to the vehicle operator when the Vehicle Theft Security System (VTSS) is arming or is armed. On vehicles equipped with the Sentry Key Immobilizer System (SKIS), the security indicator also gives an indication to the vehicle operator of the status of the SKIS. This indicator is controlled by a transistor on the IC circuit board based upon a hard wired input to the IC from the BCM and electronic messages received by the BCM from the RF hub over the CAN data bus. The BCM will illuminate the security indicator for about three seconds as a bulb test each time the ignition switch status transitions to ON.

The security indicator LED is completely controlled by the BCM logic circuit, and that logic will allow this indicator to operate whenever the BCM receives a battery current input on the fused B(+) circuit. Therefore, the LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the BCM. Depending upon the programmed condition the indicator can be illuminated solid, flashed at a slow rate (0.5 Hertz, 12.5 percent duty cycle), or flashed at a fast rate (1 Hertz, 50 percent duty cycle). The IC will turn ON the security indicator for the following reasons:

- **VTSS Indication** - During the 16 second VTSS arming function, the BCM will flash the security indicator ON and OFF repeatedly at a steady, fast rate to indicate that the VTSS is in the process of arming. Following successful VTSS arming, the BCM flashes the security indicator ON and OFF continuously at a slower rate to indicate that the VTSS is armed. The security indicator continues flashing at the slower rate until the VTSS is disarmed or triggered. If the VTSS has alarmed and rearmed, the BCM will flash the security indicator at a steady, slow rate for about 30 seconds after the VTSS is disarmed.
- **SKIS Indicator Lamp-On Message** - Each time the BCM receives an electronic **SKIS indicator lamp-ON** message from the RF hub, the security indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the RF hub message. The indicator remains illuminated solid or continues to flash until the BCM receives a lamp-OFF message from the RF hub, or until the ignition switch status transitions to OFF, whichever occurs first. For more information on the SKIS and the security indicator control parameters, (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Operation) .
- **SKIS Textual Message** - When the RF hub detects certain monitored conditions or is placed in the programming mode it will send electronic messages requesting the IC display textual messages, and the appropriate textual message or combination of messages is illuminated in the electronic display unit. **PROGRAMMING ACTIVE**, **NEW KEY PROGRAMMED**, **REMOTE KEY BATTERY LOW** and **SERVICE SECURITY KEY** messages appear individually, while a **KEY NOT PROGRAMMED** message is followed by either a **DAMAGED KEY**, **INVALID KEY** or **EXCEEDED KEY PROGRAM LIMIT** message and an **INVALID KEY** message is followed by a **TRY ALTERNATE KEY** message. The textual messages related to key programming are active only on vehicles sold in markets where customer programming is an available feature of the SKIS.
- **Communication Error** - If the BCM receives no lamp-ON or lamp-OFF messages from the RF hub for 10 consecutive message cycles, the security indicator is illuminated by the BCM. The indicator remains controlled and illuminated by the BCM until a valid lamp-ON or lamp-OFF message is received from the RF hub.

The BCM circuitry controls the security indicator whenever the ignition switch status is OFF and the VTSS is arming, armed, or alarming. Whenever the ignition switch status is ON or START, RF hub performs a self-test to decide whether the SKIS is in good operating condition and whether a valid key is present within the vehicle. The RF hub then sends the proper lamp-ON or lamp-OFF message to the BCM. If the BCM flashes the security indicator when the ignition switch transitions to ON, or turns ON the security indicator solid after the bulb test, it indicates that a SKIS malfunction has occurred or that the SKIS is ineffective.

For proper diagnosis of the VTSS, the SKIS, the BCM, the RF hub, the IC, the CAN data bus or the electronic communication related to security indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

SERVICE COLUMN LOCK INDICATOR

The service column lock indicator gives an indication to the vehicle operator when the RF hub has recorded a DTC for a steering column shaft lock module circuit or component malfunction. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received by the IC from the RF hub over the CAN data bus.

The service column lock indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the service column lock indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the service column lock indicator for the following reasons:

- **Service Column Lock Indicator Lamp-On Message** - Each time the IC receives an electronic **service column lock indicator lamp-ON** message from the RF hub, the service column lock indicator will be illuminated. The indicator remains illuminated for about five seconds, until the IC receives a lamp-OFF message from the RF hub, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first.

The RF hub continually monitors the steering column shaft lock module circuits and components to determine the condition of the system. The RF hub then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the shaft lock module, the RF hub, the IC, the CAN data bus or the electronic communication related to service column lock indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TRACTION CONTROL INDICATOR

The traction control indicator gives an indication to the vehicle operator when the ESC/BAS/Traction Control System (TCS) has been activated. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received by the IC from the CAB over the CAN data bus. The IC will illuminate the traction control indicator for about four seconds as a bulb test each time the ignition switch status transitions to ON.

The traction control indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The indicator only illuminates when it is provided a path to ground by the IC circuitry. The IC will turn ON the traction control indicator for the following reasons:

- **Traction Control Indicator Lamp-On Message** - Each time the IC receives an electronic **traction control indicator lamp-ON** message from the CAB indicating that the ESC/BAS/TCS has been activated, the traction control indicator will be illuminated. The indicator can be flashed ON and OFF, or illuminated solid, as dictated by the CAB message. The indicator remains illuminated solid or continues to flash until the IC receives a lamp-OFF message from the CAB, or until the ignition switch status transitions to OFF, whichever occurs first.

The CAB continually monitors the traction control switch to determine the proper outputs to the components of the Antilock Brake System (ABS). The CAB then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the traction control switch, the ESC/BAS/TCS, the CAB, the IC, the CAN data bus or the electronic communication related to traction control indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TRANSMISSION TEMPERATURE INDICATOR

The transmission over-temperature indicator gives an indication to the vehicle operator when the transmission fluid temperature is excessive, which may lead to accelerated transmission component wear or failure. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received over the CAN data bus from the TCM.

The transmission over-temperature indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the transmission over-temperature indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the transmission over-temperature indicator for the following reasons:

- **Trans Over-Temp Indicator Lamp-On Message** - Each time the IC receives an electronic **trans over-temp indicator lamp-ON** message from the TCM indicating that the fluid temperature is too high, the transmission over-temperature indicator will be illuminated and a single chime tone is sounded. The indicator remains illuminated for about five seconds, until the IC receives a lamp-OFF message from the TCM, until the IC arbitrator logic determines that another display request has priority, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the indicator is cycled OFF and then ON again by the appropriate lamp-ON and lamp-OFF messages from the TCM.

The TCM continually monitors the transmission temperature sensor to determine the transmission operating condition. The TCM then sends the proper lamp-ON or lamp-OFF message to the IC. If the IC illuminates the transmission over-temperature indicator due to a high transmission oil temperature condition, it may indicate that the transmission or the transmission cooling system are being overloaded or that they require service.

For proper diagnosis of the transmission temperature sensor, the TCM, the IC, the CAN data bus or the electronic communication related to transmission over-temperature indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

TURN SIGNAL INDICATORS

The turn signal indicators give an indication to the vehicle operator that the turn signal (left or right indicator flashing) or hazard warning (both left and right indicators flashing) have been selected and are operating. These indicators are controlled by transistors on the IC cluster electronic circuit board based upon cluster programming and electronic messages received from the BCM over the CAN data bus.

Each turn signal indicator Light Emitting Diode (LED) unit is completely controlled by the IC logic circuit, and that logic will allow this indicator to operate whenever the IC receives a battery current input on the fused B(+) circuit. Therefore, each LED can be illuminated regardless of the ignition switch status. The LED only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the turn signal indicators for the following reasons:

- **Turn Signal Indicator Lamp-On Message** - Each time the IC receives an electronic **right** or **left turn signal indicator lamp-On** message from the BCM over the CAN data bus, the appropriate turn signal indicator will be flashed on and off. The BCM messages to the IC also control the flash rate of the turn signal indicators, as well as the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional turn signal flasher. The turn signal indicators continue to flash on and off until the IC receives a lamp-OFF message from the BCM, or until the ignition switch status transitions to OFF, whichever occurs first.
- **Hazard Warning Indicator Lamp-On Message** - Each time the IC receives an electronic **hazard warning indicator lamp-On** message from the BCM over the CAN data bus, both turn signal indicators will be flashed on and off. The BCM messages to the IC also control the flash rate of the turn signal indicators, as well as the click rate of an electromechanical relay soldered onto the IC electronic circuit board that emulates the sound emitted by a conventional hazard warning flasher. The turn signal indicators continue to flash on and off until the IC receives a lamp-OFF message from the BCM.
- **Turn Signal-On Textual Warning Message** - When the BCM detects that a turn signal has been active continuously for 1.6 kilometers (1 mile) with the vehicle speed greater than 22 kilometers-per-hour (15 miles-per hour) a **TURN SIGNAL ON** textual message and flashing right or left turn signal icon will appear within the IC electronic display unit and a chime tone will be sounded.
- **Lamp Out Mode** - If the BCM detects an ineffective turn signal lamp or circuit, it increases the flash rate for the remaining operative turn signals and sends an electronic message to the IC. The IC then increases the flash rate of the turn signal indicators and the click rate of the electromechanical relay to provide an indication of the problem to the vehicle operator.

The IC continually monitors electronic messages from the BCM to determine the proper turn signal and hazard warning indicator operation.

For proper diagnosis of the turn signal and hazard warning system, the multi-function switch, the BCM, the IC, the CAN data bus or the electronic communication related

to turn signal indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WAIT-TO-START INDICATOR

The wait-to-start indicator gives an indication to the vehicle operator when the diesel engine is too cool for efficient and reliable engine starting, and the engine glow plugs are energized in their preheat operating mode. This indicator is controlled by a transistor on the IC electronic circuit board based upon programming and electronic messages received by the IC from the ECM over the CAN data bus.

The wait-to-start indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The icon only illuminates when it is provided a path to ground by the IC transistor. The IC will turn ON the wait-to-start indicator for the following reasons:

- **Wait-To-Start Indicator Lamp-On Message** - Each time the IC receives an electronic **wait-to-start indicator lamp-ON** message from the ECM indicating that the air temperature is too cool for efficient and reliable engine starting and the glow plugs are energized in their preheat mode, the wait-to-start indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ECM, until the ECM detects that the engine is running, or until the ignition switch status transitions to OFF, whichever occurs first.

The ECM continually monitors the glow plug control circuits to determine when they are energized in their preheat operating mode. The ECM then sends the proper lamp-ON or lamp-OFF message to the IC. For proper diagnosis of the wait-to-start indicator, the ECM, the IC, the CAN data bus or the electronic communication related to wait-to-start indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WASHER FLUID INDICATOR

The washer fluid indicator gives an indication to the vehicle operator that the fluid level in the washer reservoir is low. This indicator is controlled by the IC logic circuit based upon programming and electronic messages received from the BCM over the CAN data bus.

The washer fluid indicator function of the electronic display unit is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the washer fluid indication will always be OFF when the ignition switch status is anything except ON or START. The IC will turn ON the washer fluid indicator for the following reasons:

- **Washer Fluid Indicator Lamp-On Message** - Each time the IC receives an electronic **washer fluid indicator lamp-ON** message from the BCM indicating that a low washer fluid condition has been detected for 60 consecutive seconds, the washer fluid indicator is illuminated and a single chime tone is sounded. The indicator remains illuminated until the IC receives lamp-OFF messages for 60 consecutive seconds from the BCM, or until the ignition switch status transitions to OFF, whichever occurs first. The chime tone feature will only repeat during the same ignition cycle if the washer fluid indicator is cycled OFF and then ON again by the appropriate lamp-ON and lamp-OFF messages from the BCM.

The BCM continually monitors the washer fluid level switch in the washer reservoir to determine the level of the washer fluid. The BCM then sends the proper lamp-ON or lamp-OFF message to the IC.

For proper diagnosis of the washer fluid level switch, the BCM, the IC, the CAN data bus or the electronic communication related to washer fluid indicator operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

WATER-IN-FUEL INDICATOR

The water-in-fuel indicator gives an indication to the vehicle operator when there is excessive water in the fuel system. This indicator is controlled by the IC based upon programming and electronic messages received from the ECM over the Controller Area Network (CAN) data bus.

The water-in-fuel indicator is completely controlled by the IC logic circuit, and that logic will only allow this indicator to operate when the IC receives a battery current input on the fused ignition output (run-start) circuit. Therefore, the indicator will always be OFF when the ignition switch status is anything except ON or START. The icon only illuminates when it is provided a path to ground by the IC transistor. Each time the ignition switch status transitions to ON the water-in-fuel indicator is illuminated for about two seconds as a bulb test. The water-in-fuel indicator will be turned ON for the following reasons:

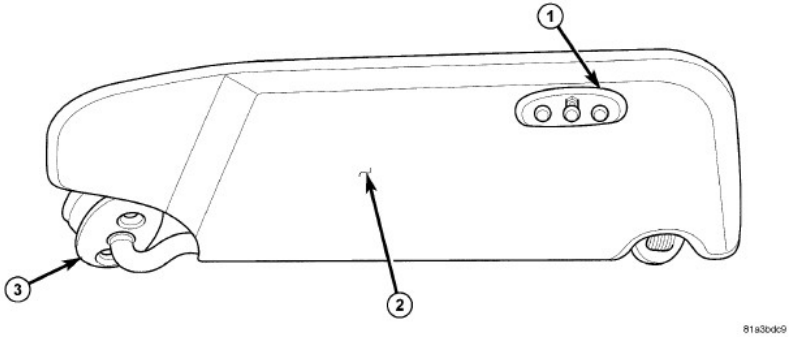
- **Water-In-Fuel Indicator Lamp-On Message** - Each time the IC receives an electronic **water-in-fuel lamp-ON** message from the ECM indicating that there is excessive water in the diesel fuel system, the water-in-fuel indicator will be illuminated. The indicator remains illuminated until the IC receives a lamp-OFF message from the ECM, or until the ignition switch status transitions to OFF, whichever occurs first.

The ECM continually monitors the water-in-fuel sensor to determine whether there is excessive water in the diesel fuel system. The ECM then sends the proper lamp-ON or lamp-OFF message to the IC. For proper diagnosis of the water-in-fuel operation a diagnostic scan tool is required. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



Some vehicles are equipped with the HomeLink® transceiver (1). The transceiver is located in the driver side sun visor assembly (2). The only visible component of the HomeLink® transceiver are the three push buttons. The buttons are marked with one, two or three dots, respectively, for identification of each channel.

Each of the three HomeLink® transceiver push buttons controls an independent radio transmitter channel. Each of these three channels can be trained to transmit a different radio frequency signal for the remote operation of garage door openers, motorized gate openers, home or office lighting, security systems or just about any other device that can be equipped with a radio receiver in the 280 to 418 MegaHertz (MHz) frequency range for remote operation. The transceiver is capable of operating systems using either rolling code or non-rolling code technology. The system will not transmit operating signals if the Vehicle Theft Security System is armed.

The HomeLink® transceiver cannot be repaired, and is available for service only with the visor assembly. If any part of the component is inoperative or damaged, the complete visor assembly must be replaced, (Refer to 23 - Body/Interior/VISOR - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The HomeLink® transceiver operates on a direct battery feed so the unit will remain functional, regardless of the ignition switch position. The transceiver has a security ground and will become disabled any time the vehicle security alarm is armed. For more information on the features, programming procedures and operation of the HomeLink® transceiver, see the owner's manual in the vehicle glove box.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ERASING HOMELINK® TRANSCEIVER CODES

NOTE: Individual channels cannot be erased. Erasing the HomeLink® transceiver codes will erase ALL programmed codes.

To erase programming from all three buttons (individual buttons cannot be erased but can be "reprogrammed"), follow the step noted:

- Press and hold the two outer HomeLink® transceiver buttons until the indicator light begins to flash-after 20 seconds. Release both buttons. Do not hold for longer that 30 seconds. HomeLink® is now in the train (or learning) mode and can be programmed at any time beginning with "Programming" (Refer to 08 - Electrical/8M - Message Systems/Universal Transmitter - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PROGRAMMING HOMELINK® TRANSCEIVER CODES

WARNING: **Vehicle exhaust contains carbon monoxide, a dangerous gas. Do not run the engine while training the universal transmitter. Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **Your motorized door or gate may open and close while you are training the universal transmitter if the vehicle is in range of the motorized device. Do not train the universal transmitter if people or pets are in the path of the door or gate. A moving door or gate can cause serious injury or death to people and pets or damage to objects.**

NOTE: When programming a garage door opener, it is advised to park outside the garage. It is also recommended that a new battery be placed in the hand-held transmitter of the device being programmed to the HomeLink® transceiver for quicker training and accurate transmission of the radio-frequency signal.

NOTE: If programing the HomeLink® transceiver is unsuccessful using the following procedure, refer to the Owner's Manual for the current customer assistance phone number.

1. Press and hold the two outer HomeLink® transceiver buttons, and release only when the indicator light begins to flash (after 20 seconds). **Do not** hold the buttons for longer than 30 seconds and **do not** repeat step one to program a second and/or third hand-held transmitter to the remaining two HomeLink® transceiver buttons.

2. Position the end of your hand-held transmitter 3-8 cm (1-3 inches) away from the HomeLink® transceiver buttons while keeping the indicator light in view.

3. Simultaneously press and hold both the HomeLink® transceiver button that you want to train and the hand-held transmitter button. **Do not release the buttons until step 4 has been completed.**

   NOTE: Some gate operators and garage door openers may require you to replace this Programming Step 3 with procedures noted in the "Gate Operator/Canadian Programming" section.

4. The HomeLink® transceiver indicator light will flash slowly and then rapidly after HomeLink® successfully receives the frequency signal from the hand-held transmitter. Release both buttons after the indicator light changes from the slow to rapid flash.

5. Press and hold the just trained HomeLink® transceiver button and observe the indicator light. If the indicator light **stays on constantly, programming is complete** and your device should activate when the button is pressed and released.

   NOTE: To program the remaining two buttons, begin with "Programming" step 2. Do not repeat step 1.

   If the indicator light blinks rapidly for two seconds and then turns to a constant light, continue with "Programming" steps 6-8 to complete the programming of a rolling code equipped device (most commonly a garage door opener).

6. At the garage door opener receiver (motor-head unit) in the garage, locate the "learn" or "smart" button. This can usually be found where the hanging antenna wire is attached to the motor-head unit.

7. Firmly press and release the "learn" or "smart" button. (The name and color of the button may vary by manufacturer.)

   NOTE: There are 30 seconds in which to initiate step 8.

8. Return to the vehicle and firmly **press, hold for two seconds and release** the programmed HomeLink® transceiver button. Repeat the **"press/hold/release"** sequence a second time, and, depending on the brand of the garage door opener (or other rolling code equipped device), repeat this sequence a third time to complete the programming. The HomeLink® transceiver should now activate your rolling code equipped device.

NOTE: To program the remaining two HomeLink® transceiver buttons, begin with "Programming" step 2. Do not repeat step 1.

Canadian Programming/Gate Programming

Canadian radio-frequency laws require transmitter signals to "time-out" (or quit) after several seconds of transmission which may not be long enough for the HomeLink® transceiver to pick up the signal during programming. Similar to this Canadian law, some U.S. gate operators are designed to "time-out" in the same manner.

If you live in Canada or you are having difficulties programming a gate operator by using the "Programming" procedures (regardless of where you live), **replace "Programming HomeLink® Transceiver Codes" step 3** with the following:

NOTE: When programming a garage door opener or gate operator, it is advised to unplug the device or move the vehicle out of range during the "cycling" process to prevent possible overheating.

3. Continue to press and hold the HomeLink® transceiver button while you **press and release every two seconds** ("cycle") your hand-held transmitter until the frequency signal has successfully been accepted. The indicator light will flash slowly and then rapidly. Proceed with "Programming" step 4 to complete.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REPROGRAMMING HOMELINK® TRANSCEIVER CODES

WARNING: **Vehicle exhaust contains carbon monoxide, a dangerous gas. Do not run the engine while training the universal transmitter. Failure to follow these instructions may result in possible serious or fatal injury.**

WARNING: **Your motorized door or gate may open and close while you are training the universal transmitter if the vehicle is in range of the motorized device. Do not train the universal transmitter if people or pets are in the path of the door or gate. A moving door or gate can cause serious injury or death to people and pets or damage to objects.**

NOTE: If programing the HomeLink® transceiver is unsuccessful using the following procedure, refer to the Owner's Manual for the current customer assistance phone number.

To program a device to the HomeLink® transceiver using a button previously trained, follow these steps:

1. Press and hold the desired HomeLink® transceiver button. **DO NOT** release the button. The indicator light will begin to flash after 20 seconds. Without releasing the HomeLink® transceiver button, proceed to step 2.
2. Position the end of your hand-held transmitter 3-8 cm (1-3 inches) away from the HomeLink® transceiver button while keeping the indicator light in view.
3. Simultaneously press and hold both the HomeLink® transceiver button that you want to train and the hand-held transmitter buttons. **Do not release the buttons until step 4 has been completed.**

   NOTE: Some gate operators and garage door openers may require you to replace this Reprogramming Step 3 with procedures noted in the "Gate Operator/Canadian Programming" section.
4. The HomeLink® transceiver indicator light will flash slowly and then rapidly after it successfully receives the frequency signal from the hand-held transmitter. Release both buttons after the indicator light changes from the slow to the rapid flash.
5. Press and hold the just trained HomeLink® transceiver button and observe the indicator light. If the indicator light **stays on constantly, reprogramming is complete** and your device should activate when the button is pressed and released.

   NOTE: If the indicator light blinks rapidly for two seconds and then turns to a constant light, continue with "Reprogramming" steps 6-8 to complete the programming of a rolling code equipped device (most commonly a garage door opener).
6. At the garage door opener receiver (motor-head unit) in the garage, locate the "learn" or "smart" button. This can usually be found where the hanging antenna wire is attached to the motor-head unit.
7. Firmly press and release the "learn" or "smart" button. (The name and color of the button may vary by manufacturer.)

   NOTE: There are 30 seconds in which to initiate step 8.
8. Return to the vehicle and firmly **press, hold for two seconds and release** the reprogrammed HomeLink® transceiver button. Repeat the **"press/hold /release"** sequence a second time, and, depending on the brand of the garage door opener (or other rolling code equipped device), repeat this sequence a third time to complete the reprogramming. The HomeLink® transceiver should now activate your rolling code equipped device.

Canadian Programming/Gate Programming

Canadian radio-frequency laws require transmitter signals to "time-out" (or quit) after several seconds of transmission which may not be long enough for the HomeLink® transceiver to pick up the signal during programming. Similar to this Canadian law, some U.S. gate operators are designed to "time-out" in the same manner.

If you live in Canada or you are having difficulties programming a gate operator by using the "Programming" procedures (regardless of where you live), **replace "Reprogramming HomeLink® Transceiver Codes" step 3** with the following:

NOTE: When programming a garage door opener or gate operator, it is advised to unplug the device or move the vehicle out of range during the "cycling" process to prevent possible overheating.

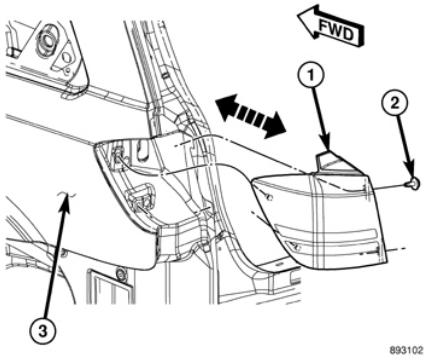
3. Continue to press and hold the HomeLink® transceiver button while you **press and release every two seconds** ("cycle") your hand-held transmitter until the frequency signal has successfully been accepted. The indicator light will flash slowly and then rapidly. Proceed with "Programming" step 4 to complete.

2014 Dodge JC - DODGE JOURNEY

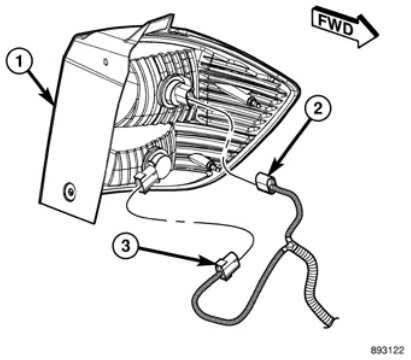
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - TRAILER TOW HARNESS INSTALLATION

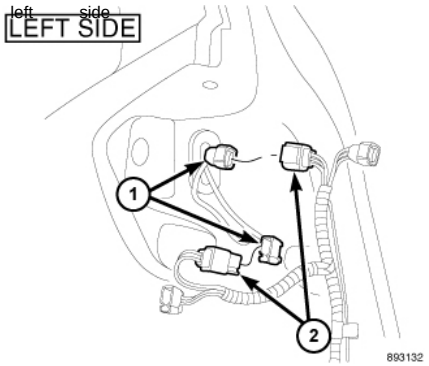
1. Remove the push pin fasteners (2) and separate the rear tail lamp assemblies (1).



2. Disconnect the tail lamp electrical connectors (2 and 3).

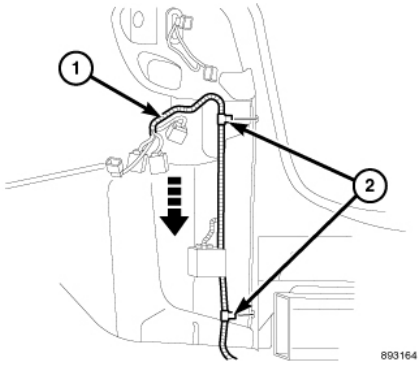


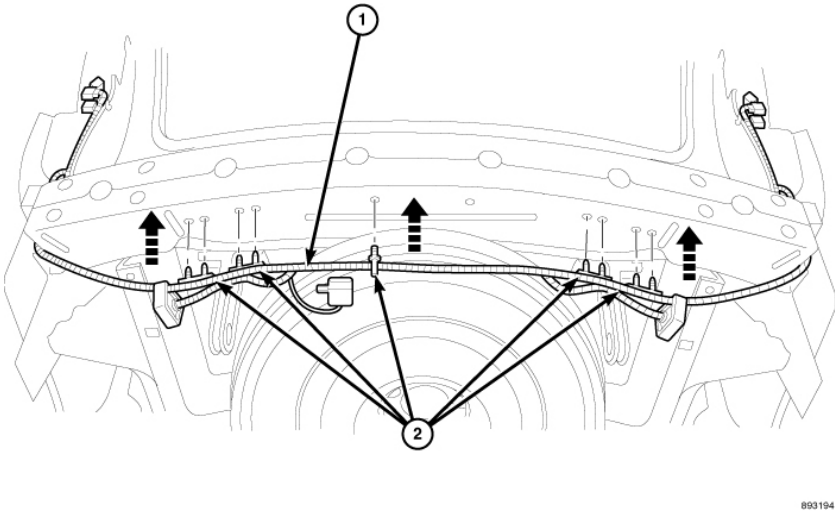
3. Connect the harness (2) to the left side tail lamp electrical connectors (1).



4. Position the harness (1) through the tail lamp opening and down the side of the fender.

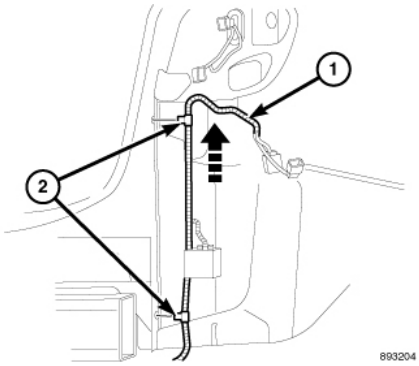
5. Secure the support clips (2) to the body seem.



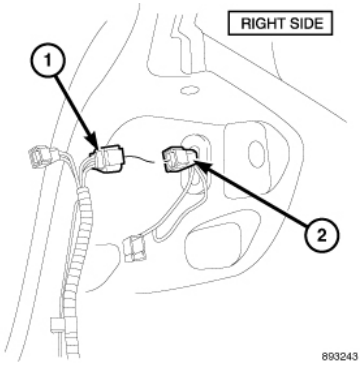


6. Position the harness (1) over the exhaust and fasten the push pin fasteners (2) to the under side of the rear bumper in the existing holes.

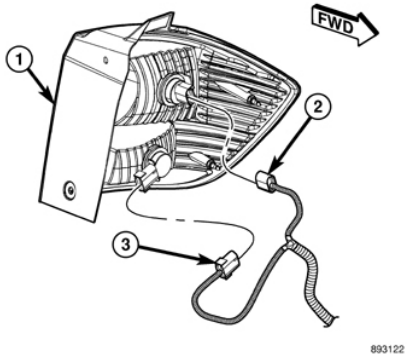
7. Position the harness (1) up the right side of the vehicle to the right tail lamp opening and secure the clips (2) to the body seem.



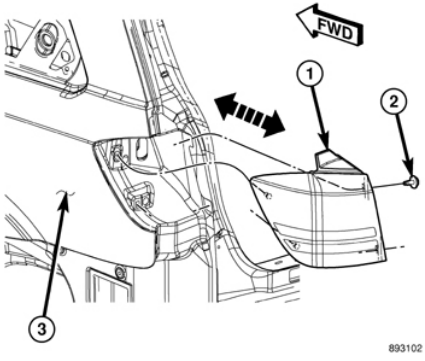
8. Connect the harness (1) to the right side tail lamp electrical connectors (2).



9. Connect the tail lamp electrical connectors (2 and 3) to the tail lamp assemblies (1).



10. Install tail lamps assemblies (1) and install the push pin fasteners (2) fully.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING:

Chrysler LLC does not manufacture any vehicles or replacement parts that contain asbestos. Aftermarket products may or may not contain asbestos. Refer to aftermarket product packaging for product information.

Whether the product contains asbestos or not, dust and dirt can accumulate on brake parts during normal use. Follow practices prescribed by appropriate regulations for the handling, processing and disposing of dust and debris.

WARNING:

Do not remove the strut rod nut while strut assembly is installed in vehicle, or before the coil spring is compressed with a compression tool. The spring is held under high pressure.

CAUTION:

At no time when servicing a vehicle can a sheet metal screw, bolt, or other metal fastener be installed in the shock tower to take the place of an original plastic clip. It may come into contact with the strut or coil spring.

CAUTION:

Wheel bearing damage will result if after loosening the axle hub nut, the vehicle is rolled on the ground or the weight of the vehicle is allowed to be supported by the tires for any length of time.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING: The A/C system contains refrigerant under high pressure. Repairs should only be performed by qualified service personnel. Serious or fatal injury may result from improper service procedures.

WARNING: Avoid breathing the refrigerant and refrigerant oil vapor or mist. Exposure may irritate the eyes, nose, and/or throat. Wear eye protection when servicing the A/C refrigerant system. Serious eye injury can result from direct contact with the refrigerant. If eye contact occurs, seek medical attention immediately.

WARNING: Do not expose the refrigerant to open flame. Poisonous gas is created when refrigerant is burned. An electronic leak detector is recommended. Serious or fatal injury may result from improper service procedures.

WARNING: If accidental A/C system discharge occurs, ventilate the work area before resuming service. Large amounts of refrigerant released in a closed work area will displace the oxygen and cause suffocation and serious or fatal injury.

WARNING: The evaporation rate of R-134a refrigerant at average temperature and altitude is extremely high. As a result, anything that comes in contact with the refrigerant will freeze. Always protect the skin or delicate objects from direct contact with the refrigerant.

WARNING: The R-134a service equipment or the vehicle refrigerant system should not be pressure tested or leak tested with compressed air. Some mixtures of air and R-134a have been shown to be combustible at elevated pressures. These mixtures are potentially dangerous, and may result in fire or explosion causing property damage and serious or fatal injury.

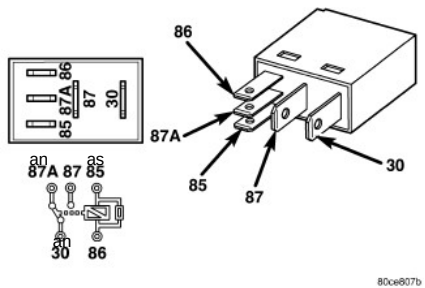
WARNING: The engine cooling system is designed to develop internal pressures up to 145 kPa (21 psi). Do not remove or loosen the coolant pressure cap, cylinder block drain plugs, radiator drain, radiator hoses, heater hoses, or hose clamps while the engine cooling system is hot and under pressure. Allow the vehicle to cool for a minimum of 15 minutes before opening the cooling system for service. Failure to observe this warning can result in serious burns from the heated engine coolant.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with an optional trailer tow preparation package have three trailer tow relays, one each for the trailer tow stop/turn right and left and one for the trailer park lamps. The trailer tow relays are conventional International Standards Organization (ISO) micro relays. Relays conforming to the ISO specifications have common physical dimensions, current capacities, terminal patterns, and terminal functions. Each relay is contained within a small, rectangular, molded plastic housing and is connected to all of the required inputs and outputs through five integral male spade-type terminals that extend from the relay base plate.



The trailer tow relays are included with the trailer tow preparation wire harness that is shipped loose in the glove box for customer or dealer installation at the rear of the vehicle. The relays are located behind the rear fascia and below the rear bumper reinforcement. Each relay and connector is wrapped within an isolator envelope for sound deadening and anti-rattle protection. Refer to the appropriate wiring information for specific relay cavity assignment information.

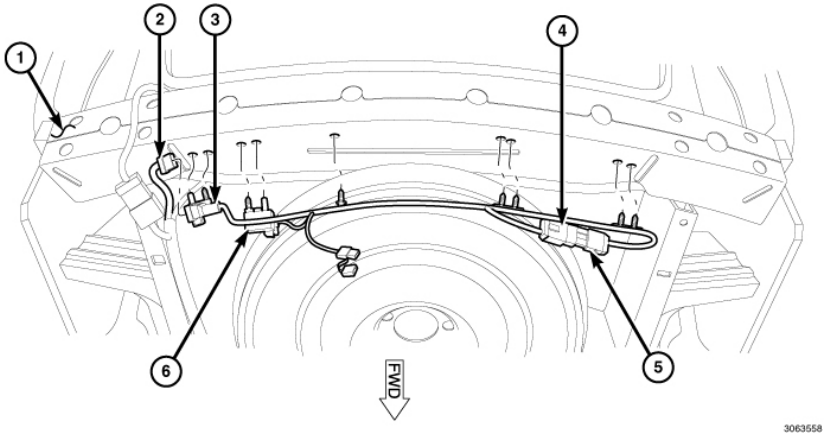
Any of the trailer tow relays cannot be adjusted or repaired and, if ineffective or damaged, the affected unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: There are three relays included with the trailer tow preparation wiring kit. They are: the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) and the trailer tow park lamps relay (6). The service procedures for all three relays are the same.

1. Align the terminals of the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) or the trailer tow park lamps relay (6) with the terminal receptacles of the trailer tow wire harness (3) relay connector secured to the underside of the rear bumper reinforcement (1).
2. Firmly and evenly push the relay into the connector until it is fully seated.
3. Reinstall the rear fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .
4. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The trailer tow relays are electromechanical switches that use a low current input from the Body Control Module (BCM) (also known as the Common Body Controller/CBC) to the tail lamps to control a high current output to either the trailer park lamps or the right or left trailer brake and turn signal lamps. Within each relay are an electromagnetic coil, a movable contact and two fixed contact points. A resistor is connected in parallel with the coil, and helps to dissipate voltage spikes and electromagnetic interference that can be generated as the field of the relay coil collapses.

The movable common supply contact point is held against the fixed normally closed contact point by spring pressure. When the relay coil is energized, an electromagnetic field is produced by the coil windings. This field draws the movable contact away from the normally closed contact, and holds it against the normally open contact. When the relay coil is de-energized, spring pressure returns the movable contact back against the normally closed contact.

The inputs and outputs of the trailer tow relays include:

- **Common Supply Terminal (30)** - The common feed terminal of both the left and right trailer tow stop/turn relays is connected to their respective left or right trailer tow stop/turn signal pins of the 4-way trailer tow connector at all times. The common feed terminal of the trailer tow park lamps relay is connected to the trailer tow park lamps pin of the 4-way trailer tow connector at all times.
- **Coil Ground Terminal (85)** - The coil ground terminal of both the left and right trailer tow stop/turn relays is connected to a fused B(+) circuit at all times. The coil ground terminal of the trailer tow park lamps relay is also connected to a fused B(+) circuit at all times.
- **Coil Battery Terminal (86)** - The coil battery terminal of both the left and right trailer tow stop/turn relays is connected to their respective left or right trailer tow stop/turn relay control circuits from the BCM at all times. The coil battery terminal of the trailer tow park lamps relay is connected to the trailer tow park lamps relay control from the BCM at all times.
- **Normally Open Terminal (87)** - The normally open terminal of both the left and right trailer tow stop/turn relays is connected to a fused B(+) circuit at all times. The normally open terminal of the trailer tow park lamps relay is also connected to a fused B(+) circuit at all times.
- **Normally Closed Terminal (87A)** - The normally closed terminal of all three trailer tow relays are connected to their respective common supply (30) terminals whenever the relay is de-energized. The normally closed terminals of the trailer tow relays are not connected to any circuit in this application.

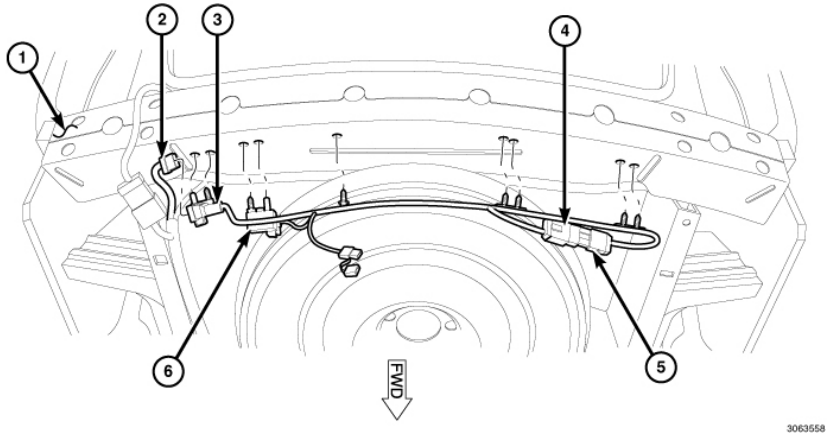
The trailer tow relays and the hard wired circuits for the relays may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and devices that provide some features of the trailer tow stop/turn and park lamps lighting system. The most reliable, efficient, and accurate means to diagnose the electronic controls and communication related to trailer tow stop/turn and park lamps lighting operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure



NOTE: There are three relays included with the trailer tow preparation wiring kit. They are: the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) and the trailer tow park lamps relay (6). The service procedures for all three relays are the same.

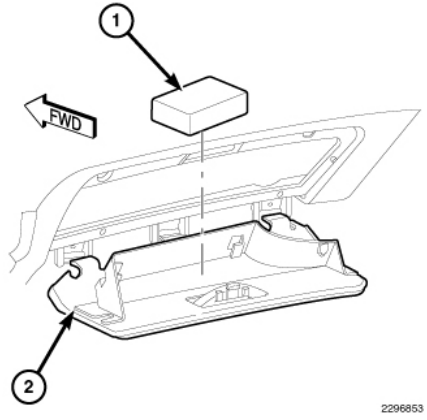
1. Disconnect and isolate the battery negative cable.
2. Remove the rear fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal)
3. Locate the trailer tow right stop/turn relay (4), the trailer tow left stop/turn relay (5) or the trailer tow park lamps relay (6) in the connector of the trailer tow wire harness (3) secured to the underside of the rear bumper reinforcement (1).
4. Pull the relay straight out from the wire harness connector.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with an optional Trailer Tow Preparation package have a trailer tow wiring harness and an instruction sheet (1) that are placed in the glove box (2) of the vehicle when it is shipped from the factory. This package also includes relays to isolate the trailer lighting from the vehicle lighting and a four-way trailer tow wiring connector that are all concealed behind the rear bumper fascia after installation is complete.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The trailer tow preparation wiring harness is connected to the body wire harness near the left side of the spare tire, just forward of the rear bumper reinforcement. After installation is complete, a trailer tow right stop/turn relay, a trailer tow left stop/turn relay and a trailer tow park lamps relay are secured to the trailer tow harness on the underside of the rear bumper reinforcement behind the rear fascia. The four-way trailer tow connector is located near the center of the rear fascia.

Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds. Also refer to the Instruction Sheet packaged with the harness for additional details.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

For more information (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Hands Free - Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The navigation system offers several new customer features for expanded usability and convenience with hands-free voice-activated operation in addition to the touch screen buttons. The navigation system uses the Bluetooth microphone in the rear view mirror. Navigation routes can be based on a variety of formats including some of the following:

- Destination entry by street intersection, city, zip code, street name, street address and number, state/province/country and phone number
- Stop/change route
- Save current position
- Personal menu, including Guide Me Home (Go Home), Trip Itinerary, List of Saved Locations, Favorite Points of Interest (from a data base), Manage Personal User and Choose User
- Personal Interests including recent routes, address book, Where Am I Now, Emergency (police stations, Dodge dealerships, fire stations, hospitals and emergency care centers), Trail and geographic coordinates
- Route options include shortest, quickest, maximize freeways, minimize freeways, avoid toll roads and avoid ferries
- Navigation can be put into DEMO mode to enhance trip planning

This navigation system will support Traffic Messaging. Traffic Messaging displays voice and pop up warning messages for medium and high priority situations on the route such as road closures due to accidents/hazardous situations and it can even generate a traffic detour for a traffic event located on the route.

2014 Dodge JC - DODGE JOURNEY

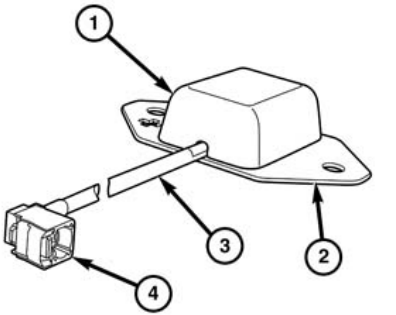
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

In vehicles equipped with the navigation system and the optional satellite audio feature the navigation antenna has been integrated into the satellite antenna on the roof of the vehicle. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite - Description) . In vehicles equipped with the navigation system, but not equipped with the optional satellite audio feature, a dedicated navigation antenna module (1) is used.

The dedicated navigation antenna module is located on the top of the instrument panel base trim near the windshield and adjacent to the sun load sensor. The navigation antenna module has a stamped metal mounting flange (2) that is secured to the instrument panel base trim by two screws. A single pigtail cable (3) with an integral connector (4) exits the antenna module and is routed down through the instrument panel to the navigation unit, which is integral to the Radio Receiver Module (RRM) (also known as the radio or the head unit). The antenna module, its mounting and the cable are all concealed beneath the defroster grille on the top of the instrument panel.

The dedicated navigation antenna module cannot be adjusted or repaired. If damaged or ineffective the entire unit must be replaced.



2014 Dodge JC - DODGE JOURNEY

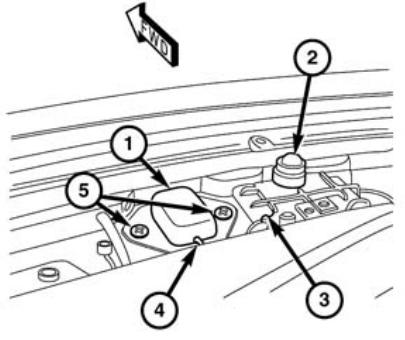
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

In vehicles equipped with the optional satellite radio system, the navigation antenna is serviced as a unit with the combination antenna located on the roof panel. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Installation) .

1. Position the navigation antenna module (1) onto the top of the instrument panel base trim (3) adjacent to the sun load sensor (2).
2. Install and tighten the two screws (5) that secure the navigation antenna module mounting flange to the instrument panel base trim. Tighten the screws securely.
3. Route the navigation antenna module cable (3) down through the instrument panel and connect it to the Radio Receiver Module (RRM) (also known as the radio or the head unit).
4. Reinstall the RRM into the instrument panel. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Telematics Gateway/Installation) .



0819003723

5. Reinstall the defroster grille onto the top of the instrument panel. (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster/Installation) .
6. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The navigation module acquires Global Positioning System (GPS) position data through a navigation antenna module. Vehicles equipped with the optional satellite radio system have a roof-mounted combination antenna that also receives satellite audio and cellular signals. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Description) . Vehicles not equipped with the optional satellite radio system have a dedicated navigation antenna module mounted on the top of the instrument panel near the windshield.

The navigation antenna module is used to provide satellite information for route calculation and vehicle positioning purposes to the navigation unit, which is integral to the Radio Receiver Module (RRM) (also known as the radio or the head unit). The antenna module receives time pulse information from the GPS satellites, then calculates and transmits altitude, latitude, longitude, number of satellites, satellite direction, satellite angle of elevation, direction, signal to noise ratio and accuracy information.

The hard wired circuits between components related to the navigation antenna module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the navigation antenna module or the electronic controls and communication between modules and other devices that provide some features of the navigation system. The most reliable, efficient and accurate means to diagnose the navigation antenna module or the electronic controls and communication related to navigation system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

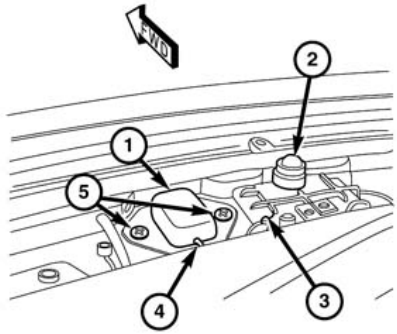
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: In vehicles equipped with the optional satellite radio system, the navigation antenna is serviced as a unit with the combination antenna located on the roof panel. (Refer to 08 - Electrical/8A - Audio and Video/ANTENNA, Satellite/Removal) .



0819003723

1. Disconnect and isolate the negative cable from the battery.
2. Remove the Radio Receiver Module (RRM) (also known as the radio or the head unit) from the instrument panel in order to access and disconnect the cable (4) of the navigation antenna module (1) from the RRM. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Telematics Gateway/Removal) .
3. Remove the defroster grille from the top of the instrument panel base trim (3). (Refer to 23 - Body/Instrument Panel/GRILLE, Defroster/Removal) .
4. Remove the two screws (5) that secure the navigation antenna module mounting flange to the top of the instrument panel base trim adjacent to the sun load sensor (2).
5. Remove the navigation antenna module from the instrument panel.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The navigation system collects data from GPS satellites in orbit around the Earth. This information is sent to the radio to be processed and provides the user with present location and is used to provide the route planing and guidance as the vehicle is driven.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPARE TIRE

A compact (temporary) spare tire and wheel assembly is standard equipment on this vehicle.

Some vehicles are equipped with a Tire Inflator/Sealant tire repair kit as standard equipment in place of a spare tire. It is to be used to repair small punctures in the tire as necessary. For additional information, refer to the Owners Manual.

The compact spare tire is designed for emergency use only. The original tire should be repaired or replaced at the first opportunity, then reinstalled. Do not exceed speeds of 80 km/h (50 mph) when using the compact spare tire. Refer to the Owner's Manual for complete details.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Route the winch cable and retainer down through the access hole in the jack storage compartment.
2. Position the spare tire winch on the floor pan, over the mounting studs.
3. Install the screw and two nuts securing the winch to the body floor pan. First, tighten the screw to 7 N·m (62 in. lbs.), then tighten the nuts to 7 N·m (62 in. lbs.).
4. Install the spare tire. Refer to the Owners Manual.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Access and remove the spare tire. Refer to the Owners Manual.
2. Remove the screw and two nuts securing the winch to the body floor pan.
3. Remove the winch from the jack storage compartment carefully extracting the cable and retainer through the access hole.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - TOWING, VEHICLE

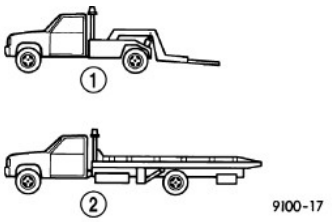
WARNINGS AND PRECAUTIONS

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

CAUTION: **Do not damage brake lines, exhaust system, shock absorbers, sway bars, or any other under vehicle components when attaching towing device to vehicle. Do not attach towing device to front or rear suspension components. Do not secure vehicle to towing device by the use of front or rear suspension or steering components. Remove or secure loose or protruding objects from a damaged vehicle before towing. Refer to state and local rules and regulations before towing a vehicle. Do not allow weight of towed vehicle to bear on lower fascia, air dams, or spoilers.**

RECOMMENDED TOWING EQUIPMENT

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



Recommended Towing Equipment

1 - WHEEL LIFT

2 - FLAT BED

TOWING A DISABLED VEHICLE

WITHOUT THE IGNITION KEY

Front Wheel Drive (FWD)

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

All Wheel Drive (AWD)

The vehicle must be transported on a flat bed truck.

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

CAUTION:

- **If the vehicle being towed requires steering, the ignition switch must be in the ON position, not in the LOCK or ACC position.**
- **Do not attempt to tow this vehicle from the front with sling type towing equipment. Damage to the front fascia will result.**
- **Do not push or tow this vehicle with another vehicle as damage to the bumper fascia and transaxle may result.**

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

Front Wheel Drive (FWD)

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

All Wheel Drive (AWD)

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

Towing This Vehicle Behind Another Vehicle With A Tow Dolly

Front Wheel Drive (FWD)

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

All Wheel Drive (AWD)

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - ENHANCED SEATBELT REMINDER PROGRAMMING

The seatbelt indicator also includes a programmable enhanced seatbelt reminder or “BeltAlert®” feature that is enabled when the vehicle is shipped from the factory. This BeltAlert® feature provides extended, and modified visual seatbelt indicator, and audible chime warning responses to an unbuckled driver, or front passenger seat belt. For front passenger seats equipped with the BeltAlert® feature, the warning system may be triggered when an animal or heavy object is on the front passenger seat, or when the seat is folded flat (if equipped). The beltminder feature may be disabled or enabled by the customer using the programming sequence that follows, or by the dealer using a diagnostic scan tool. The following sequence of events must occur within sixty (60) seconds of the ignition switch being placed in the On position in order for the programming to be completed successfully.

1. With the ignition switch in any position except On or Start, buckle the driver side front seat belt.
2. Turn the ignition switch to the On position and wait for the seatbelt indicator reminder function to conclude (about six seconds).
3. Unbuckle and buckle the driver side front seat belt three or more times, ending with the belt buckled.
4. Turn the ignition switch to any position except On or Start to toggle the BeltAlert® feature from its current setting (from active to inactive, or from inactive to active). A single chime tone will provide an audible confirmation that the programming sequence has been successfully completed.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

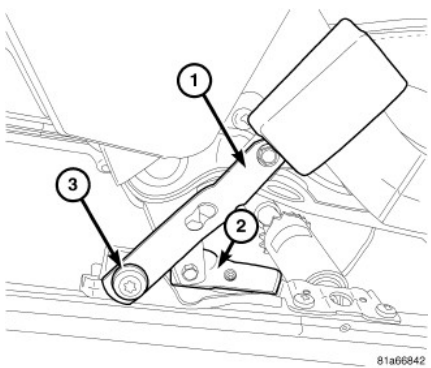
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the front seat belt buckle (1) lower anchor to the bracket at the back of the inboard seat track.
2. Install and tighten the screw (3) that secures the lower anchor to the seat track bracket. Tighten the screw to 39 N·m (29 ft. lbs.).
3. Reinstall the front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .
4. Reconnect the negative cable to the battery.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

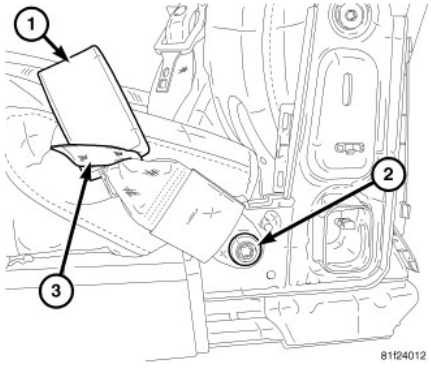
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

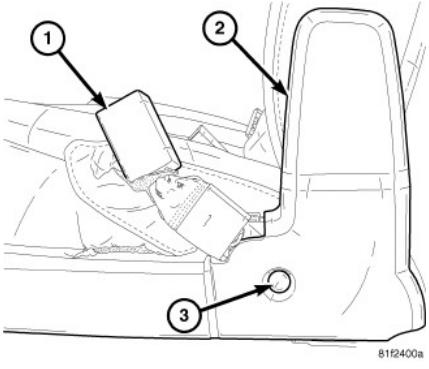
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Engage the second row center seat belt buckle (1) through the elastic loop (3) of the right seat cushion trim cover.
2. Position the buckle lower anchor to the left rear corner of the right seat frame.
3. Install and tighten the screw (2) that secures the buckle unit to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).



4. Position the outboard center seat back hinge bracket outboard trim (2) over the buckle (1) anchor on the left rear corner of the right seat frame.
5. Using hand pressure, align and press the outboard center seat back hinge bracket outboard trim toward the hinge bracket until the snap clip that secures the center of the trim snaps into the bracket.
6. Using hand pressure, squeeze the edges of the outboard center seat back hinge bracket outboard and inboard trim halves together until the four integral latch features that secure the two halves of the trim to each other are fully engaged.
7. Install the plastic push-in fastener (3) that secures the outboard center seat back hinge bracket outboard trim over the buckle anchor.
8. Restore the second row left seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

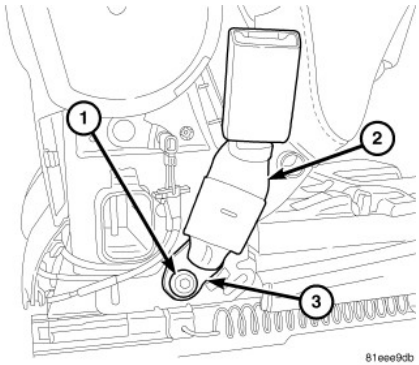
SECOND ROW - LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

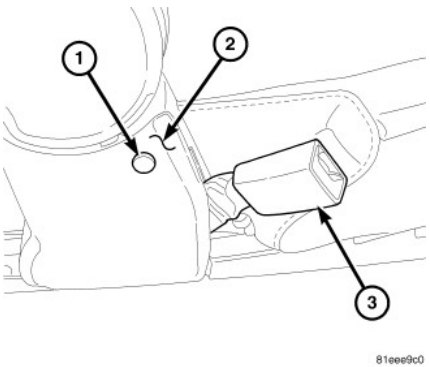
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Engage the second row left seat belt buckle through the elastic loop (2) of the left seat cushion trim cover.
2. Position the buckle lower anchor (3) to the right rear corner of the left seat frame.
3. Install and tighten the screw (1) that secures the buckle unit to the left seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).



4. Position the trim (2) over the buckle (3) anchor on the right rear corner of the left seat frame.
5. Install and tighten the screw (1) that secures the trim over the buckle anchor. Tighten the screw securely.
6. Restore the second row right seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

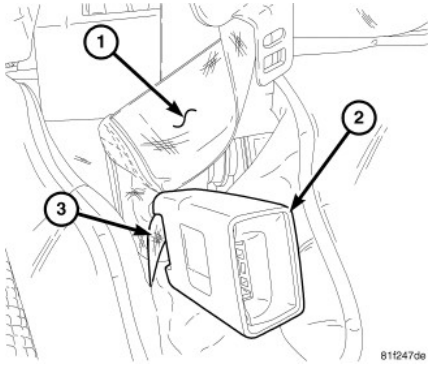
SECOND ROW - RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

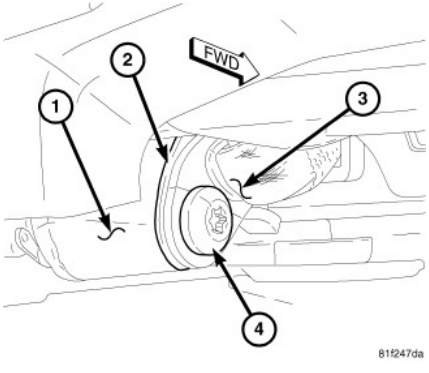
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. From the front of the second row right seat, engage the second row right buckle (2) through the elastic loop (3) of the right seat cushion trim cover and insert the buckle lower anchor between the right seat cushion and back trim covers.



2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to position the buckle lower anchor (3) and the center seat belt lower anchor (2) to the right seat frame.
3. Install and tighten the screw (4) that secures the buckle unit and the center seat belt lower anchor to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).
4. Restore the second row right seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

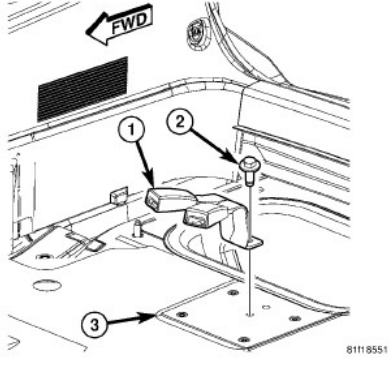
THIRD ROW

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Reach between the two third row seat back hinge brackets on the rear floor panel (3) to position the third row seat belt buckle (1) anchor plate to the rear floor.
2. Install and tighten the screw (2) that secures the anchor plate to the rear floor panel. Tighten the screw to 90 N·m (66 ft. lbs.).
3. Reinstall the third row seat cushion and cover onto the rear floor panel (3) (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

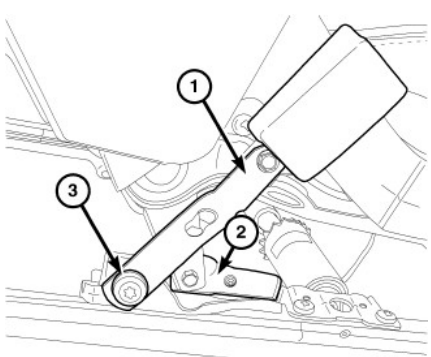
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Disconnect and isolate the negative cable from the battery.
2. Remove the front seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .
3. Remove the screw (3) that secures the front seat belt buckle (1) lower anchor to the bracket at the back of the inboard seat track.
4. Remove the buckle from the front seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

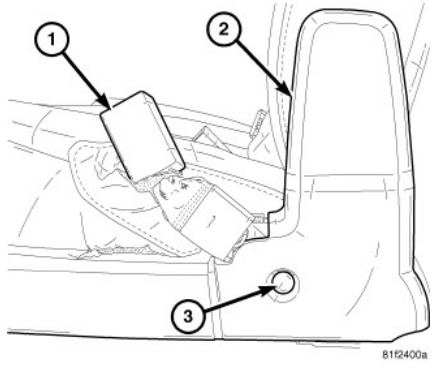
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

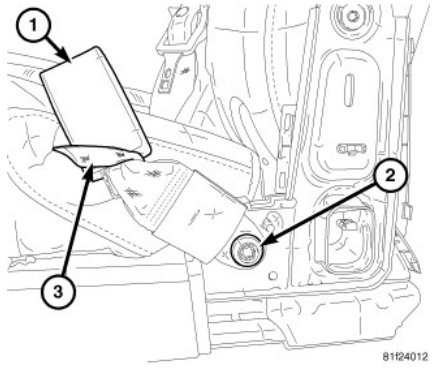
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row right seat to the fully rearward position.
2. Move the second row left seat to the fully forward position.
3. Remove the plastic push-in fastener (3) that secures the outboard center seat back hinge bracket outboard trim (2) over the buckle (1) anchor to the left rear corner of the right seat frame.
4. Carefully pry the edges of the outboard center seat back hinge bracket outboard and inboard trim halves away from each other at their front and rear parting lines far enough to disengage the four integral latch features that secure the two halves of the trim to each other.



5. Carefully pry the outboard center seat back hinge bracket outboard trim away from the hinge bracket far enough to disengage the snap clip that secures the center of the trim to the bracket.
6. Remove the outboard trim from over the buckle anchor on the left rear corner of the right seat frame.
7. Remove the screw (2) that secures the buckle (1) lower anchor to the right seat frame.
8. Disengage the buckle from the elastic loop (3) of the right seat cushion trim cover and remove the buckle unit from the seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

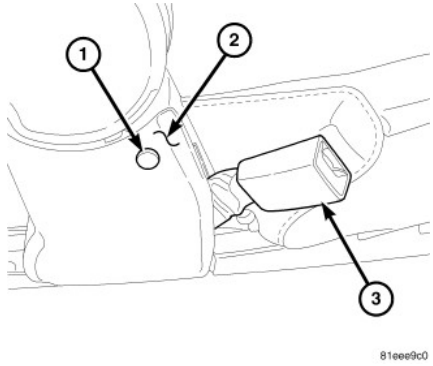
SECOND ROW - LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

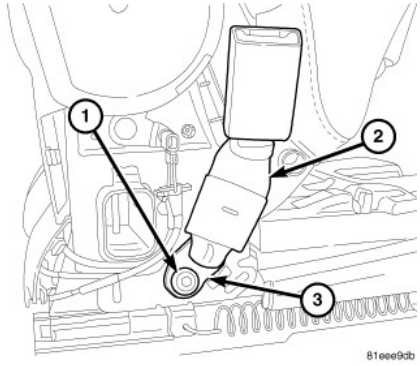
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row left seat to the fully rearward position.
2. Move the second row right seat to the fully forward position.
3. Remove the screw (1) that secures the trim (2) over the buckle (3) anchor to the right rear corner of the left seat frame.
4. Remove the trim over the buckle anchor from the right rear corner of the left seat frame.



5. Remove the screw (1) that secures the buckle lower anchor (3) to the left seat frame.
6. Disengage the buckle from the elastic loop (2) of the left seat cushion trim cover and remove the buckle unit from the seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

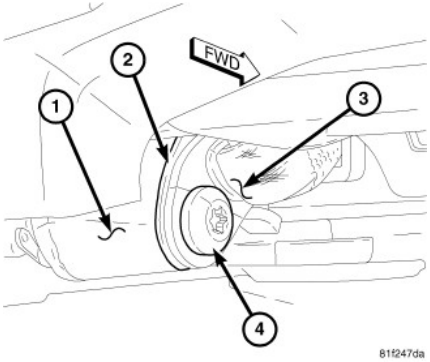
SECOND ROW - RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

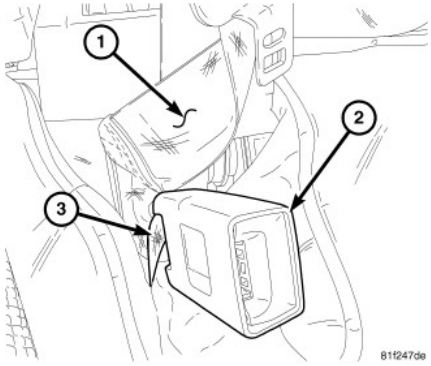
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row right seat to the fully forward position.
2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to access the right buckle lower anchor (3) and the center seat belt lower anchor (2).
3. Remove the screw (4) that secures the right buckle lower anchor and the center seat belt lower anchor to the right seat cushion frame.



4. From the front of the second row right seat, disengage the buckle (2) from the elastic loop (3) of the right seat cushion trim cover and pull the buckle lower anchor out from between the right seat cushion and back trim covers.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The seat belt retractors used in all seating positions include an inertia-type, emergency locking mechanism as standard equipment. However, the retractor locking mechanism for all seating positions except the driver side front and the second row center are mechanically switchable from an emergency locking retractor to an automatic locking retractor. The primary function of this feature is to securely accommodate a child seat in these seating positions of the vehicle without the need for a self-cinching seat belt tip half latch plate unit or another supplemental device that would be required to prevent the seat belt webbing from unwinding freely from the retractor spool of an inertia-type emergency locking retractor mechanism.

The automatic locking mechanism is integral to the seat belt retractor unit and is concealed beneath a molded plastic cover located on the side of the retractor spool. The automatic locking mechanism cannot be adjusted or repaired and, if ineffective or damaged, the entire seat belt and retractor unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

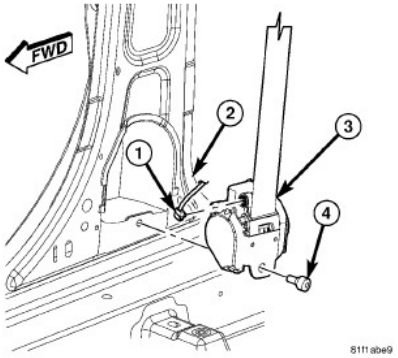
To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

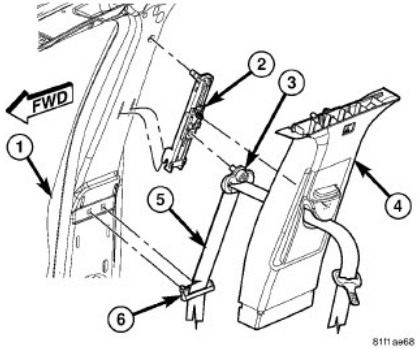
NOTE:

The following procedure is for replacement of an ineffective or damaged seat belt and retractor unit. The front retractor also includes a seat belt tensioner. If the front seat belt or retractor is ineffective or damaged, but the seat belt tensioner is not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the seat belt tensioner has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the front seat belt and retractor (3) to the inner B-pillar (2) as a unit.
2. On the driver side only, reconnect the body wire harness connector to the seat belt switch connector receptacle on the retractor.
3. Reconnect the body wire harness connector (1) to the seat belt tensioner initiator on the retractor.
4. Install and tighten the screw (4) that secures the lower retractor bracket to the inner B-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
5. Be certain to route the wiring for the seat belt tensioner behind the B-pillar flange to ensure it does not interfere with the seat belt webbing.
6. Position the web guide (6) to the B-pillar (1). Be certain the seat belt webbing (5) is not twisted between the retractor and the web guide.
7. Using hand pressure, press firmly and evenly on the web guide to snap it into place.
8. Position the seat belt turning loop onto the height adjuster (2) on the upper B-pillar. Be certain the seat belt webbing is not twisted between the web guide and the turning loop.
9. Install and tighten the screw (3) that secures the turning loop to the height adjuster. Tighten the screw to 37 N·m (27 ft. lbs.).

10. Reinstall the upper (4) and lower trim onto the B-pillar. (Refer to 23 - Body/Interior /PANEL, B-Pillar Trim - Installation) .

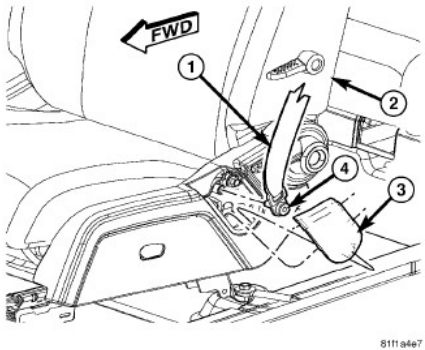


11. Position the front seat belt (1) lower anchor to the bracket on the outboard side of the front seat (2) cushion frame. Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.

12. Install and tighten the screw (4) that secures the lower anchor to the bracket on the outboard side of the front seat cushion frame. Tighten the screw to 51 N·m (38 ft. lbs.).

13. Align the seat belt anchor cover (3) to the opening near the rear of the outboard seat side shield. Using hand pressure, press firmly and evenly on the cover until it snaps into place.

14. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .



2014 Dodge JC - DODGE JOURNEY

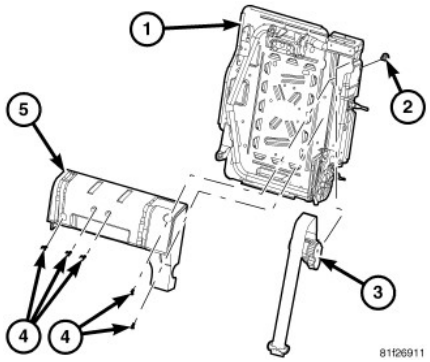
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SECOND ROW - CENTER

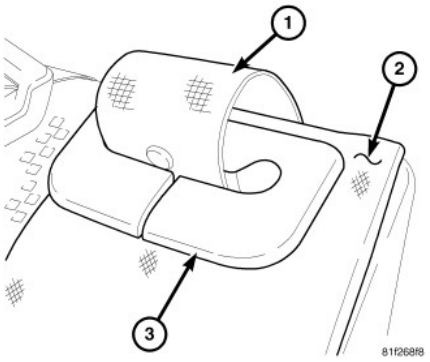
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

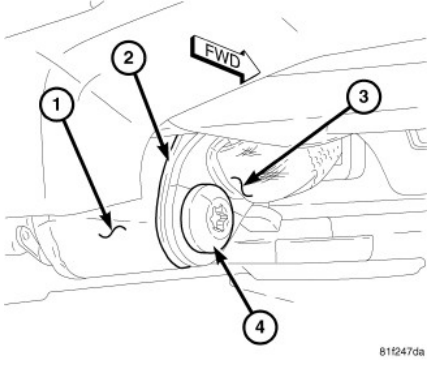


1. Guide the seat belt webbing through the slot in the top of the right seat back frame (1) while positioning the center seat belt and retractor (3) to the frame as a unit. Be certain the seat belt webbing is not twisted between the retractor and the top of the seat.
2. Engage the T-tab of the retractor bracket with the keyed slot in the seat back frame.
3. From the back side of the seat back frame, install and tighten the screw (2) that secures the retractor to the frame. Tighten the screw to 39 N·m (29 ft. lbs.).
4. Position the molded plastic shield (5) onto the top of the seat back frame.
5. Install and tighten the screws (4) that secure the molded plastic shield to the top of the seat back frame. Pull the top of the seat back foam away from the seat back frame to access the lower screws securing the shield.
6. Reinstall the trim cover, back panel and head rest to the right seat back frame. (Refer to 23 - Body/Seats/SEAT BACK - Installation) .



7. Grasp the center seat belt webbing (1) between where it exits the top of the seat and the seat belt latch plate and slide it through the slot in the belt web guide bezel (3) to engage the belt through the bezel.
8. Position the guide bezel to the top of the right seat back (2) with the slot facing forward.
9. Using hand pressure, press the guide bezel down onto the top of the right seat back far enough to engage the three barrel clips that secure the bezel to the seat back frame.
10. From the front of the second row right seat, insert the center seat belt lower anchor between the right seat cushion and back trim covers. Be certain the seat belt webbing is not twisted between the top of the seat and the belt lower anchor.
11. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to position the buckle lower anchor (3) and the center seat belt lower anchor (2) to the right seat frame.
12. Install and tighten the screw (4) that secures the buckle unit and the center seat belt lower anchor to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).

13. Reinstall the second row right seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

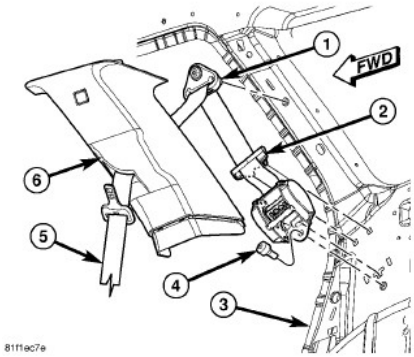
SECOND ROW - OUTBOARD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

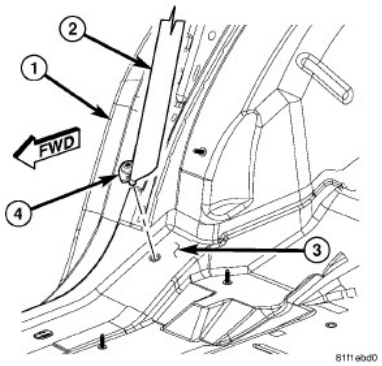
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the second row outboard seat belt and retractor (5) to the quarter inner panel just below the base of the upper C-pillar (3) as a unit.
2. Engage the tab on the retractor bracket into the keyed hole in the quarter inner panel.
3. Install and tighten the screw (4) that secures the retractor to the quarter inner panel. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Position the web guide (2) to the quarter inner panel near the base of the C-pillar. Be certain the seat belt webbing is not twisted between the retractor and the web guide.



5. Using hand pressure, press firmly and evenly on the web guide to snap it into place.
6. Position the seat belt turning loop to the inside of the upper C-pillar. Be certain the seat belt webbing is not twisted between the web guide and the turning loop.
7. Install and tighten the screw (1) that secures the turning loop to the C-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
8. Reinstall the upper trim (2) onto the inside of the C-pillar (5). (Refer to 23 - Body/Interior/PANEL, C-Pillar Trim - Installation) .
9. Position the lower seat belt (2) anchor to the rear floor panel (3) near the base of the lower C-pillar (1). Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.
10. Install and tighten the screw (4) that secures the lower seat belt anchor to the floor. Tighten the screw to 58 N·m (43 ft. lbs.).
11. Reinstall the front of the quarter trim panel onto the lower C-pillar. (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Installation) .

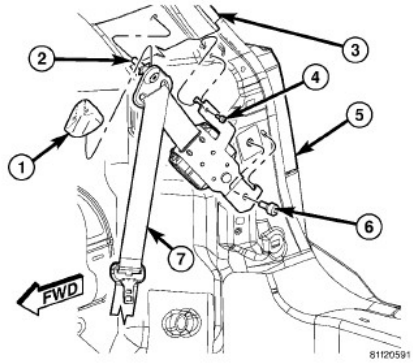


THIRD ROW SEAT BELT AND RETRACTOR

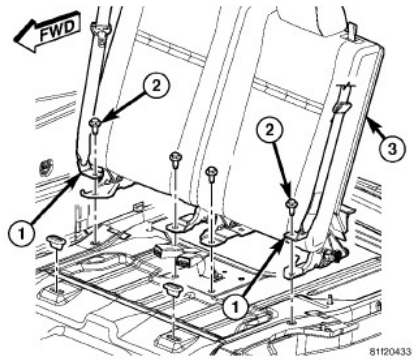
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.



1. Position the third row seat belt and retractor (7) to the inside of the D-pillar (5) as a unit.
2. Engage the tab of the upper retractor bracket into the keyed hole in the D-pillar.
3. Install and tighten the screw (6) that secures the lower retractor bracket to the inside of the D-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Install and tighten the screw (4) that secures the upper retractor bracket to the inside of the D-pillar. Tighten the screw to 10 N·m (7 ft. lbs.).
5. Reinstall the rear of the quarter trim panel to the lower D-pillar (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Installation) .
6. Reinstall the trim (3) onto the inside of the upper D-pillar (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
7. Position the seat belt turning loop to the inside of the upper D-pillar. Be certain the seat belt webbing (5) is not twisted between the retractor and the turning loop.
8. Install and tighten the screw (2) that secures the turning loop to the bracket on the inside of the upper D-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
9. Snap the trim cover (1) over the seat belt turning loop on the inside of the upper D-pillar.



10. Position the seat belt lower anchor (1) to the third row seat back (3) outboard bracket on the rear floor panel. Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.
11. Install and tighten the screw (2) that secures the lower anchor and the third row seat back outboard bracket to the rear floor panel. Tighten the screw to 90 N·m (66 ft. lbs.).
12. Reinstall the third row seat cushion and cover to the rear floor panel (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

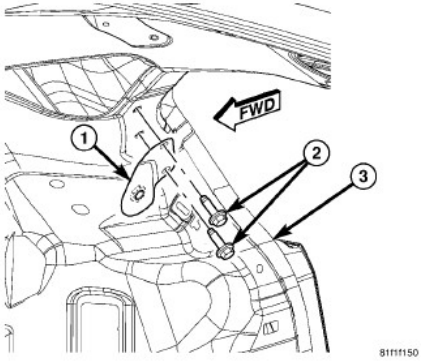
THIRD ROW TURNING LOOP BRACKET

Labor Operations: Click to display a list of Labor Operations associated with this procedure

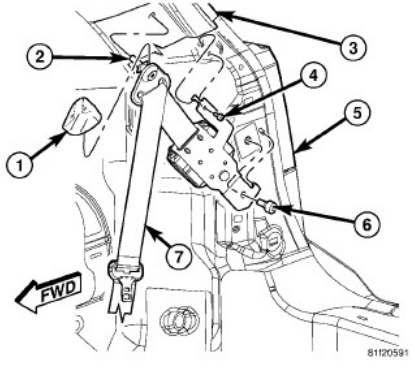
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the third row turning loop bracket (1) to the inside of the upper D-pillar (3).
2. Install and tighten the two screws (2) that secure the turning loop bracket to the D-pillar. Tighten the screws to 22 N·m (16 ft. lbs.).



3. Reinstall the trim (3) onto the inside of the upper D-pillar. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
4. Position the seat belt turning loop to the inside of the upper D-pillar. Be certain the seat belt webbing (5) is not twisted between the retractor and the turning loop as well as between the turning loop and the lower anchor.
5. Install and tighten the screw (2) that secures the turning loop to the bracket on the inside of the upper D-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
6. Snap the trim cover (1) over the seat belt turning loop on the inside of the upper D-pillar.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The locked mode of the retractor is engaged and the automatic locking retractor is switched from operating as a standard inertia-type emergency locking retractor by first buckling the combination lap and shoulder belt buckle. Then grasp the shoulder belt and pull all of the webbing out of the retractor. Once all of the belt webbing is extracted from the spool, the retractor will automatically become engaged in the pre-locked automatic locking mode and will make an audible clicking or ratchet-like sound as the shoulder belt is allowed to retract to confirm that the automatic locking mode is now engaged. Once the automatic locking mode is engaged, the retractor will remain locked and the belt will remain tight around whatever it is restraining.

The retractor is returned to standard emergency locking (inertia) mode by unbuckling the combination lap and shoulder belt buckle and allowing the belt webbing to be almost fully retracted onto the retractor spool. The emergency locking mode is confirmed by the absence of the audible clicking or ratchet-like sound as the belt webbing retracts. This mode will allow the belt to unwind from and wind onto the retractor spool freely unless and until a predetermined inertia load is sensed, or until the retractor is again switched to the automatic locking mode.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

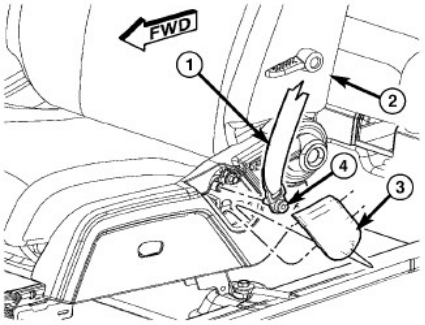
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

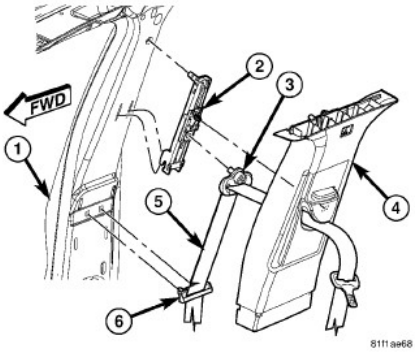
WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**

NOTE: The following procedure is for replacement of an ineffective or damaged seat belt and retractor unit. The front retractor also includes a seat belt tensioner. If the front seat belt or retractor is ineffective or damaged, but the seat belt tensioner is not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the seat belt tensioner has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



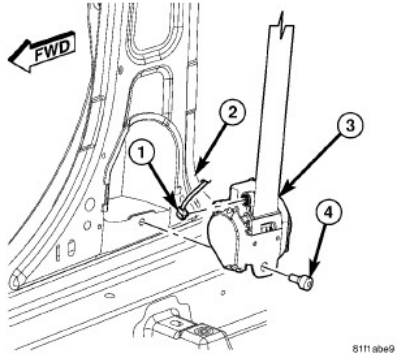
8111a4e7

1. Adjust the front seat to its most forward position for easiest access to the front seat belt lower anchor and the B-pillar trim.
2. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt anchor cover (3) to remove it from the rear of the outboard front seat (2) side shield.
4. Remove the screw (4) that secures the front seat belt (1) lower anchor to the bracket on the outboard side of the front seat cushion frame.
5. Remove the lower and upper trim (4) from the B-pillar (1). (Refer to 23 - Body/Interior /PANEL, B-Pillar Trim - Removal) .
6. Remove the screw (3) that secures the seat belt (5) turning loop to the height adjuster (2) on the upper B-pillar.
7. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt web guide (6) to unsnap it from the B-pillar.



8111ae68

8. Disconnect the body wire harness connector (1) from the seat belt tensioner initiator on the retractor (3).
9. On the driver side only, disconnect the second body wire harness connector from the seat belt switch connector receptacle on the retractor.
10. Remove the screw (4) that secures the lower retractor bracket to the inner B-pillar (2).
11. Remove the front seat belt and retractor from the B-pillar as a unit.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

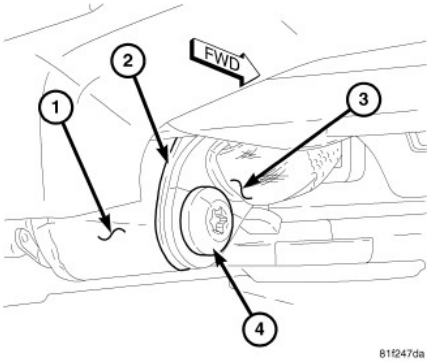
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

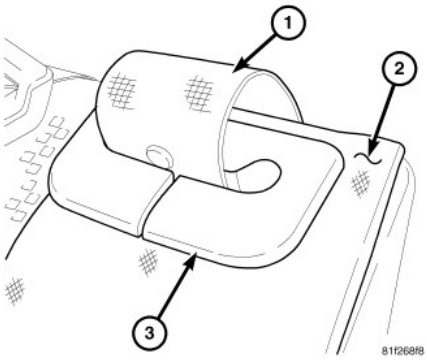
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

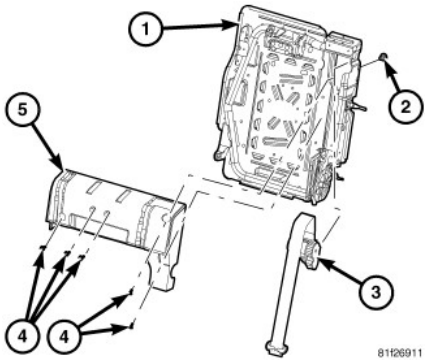
1. Remove the second row right seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .
2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to access the right buckle lower anchor (3) and the center seat belt lower anchor (2).
3. Remove the screw (4) that secures the right buckle lower anchor and the center seat belt lower anchor to the right seat cushion frame.
4. From the front of the second row right seat, pull the center seat belt lower anchor out from between the right seat cushion and back trim covers.



5. Using a trim stick or another suitable wide flat-bladed tool, carefully pry the belt web guide bezel (3) upward from the top of the right seat back (2) far enough to disengage the three barrel clips that secure the bezel to the seat back frame.
6. Slide the center seat belt webbing (1) through the slot in the guide bezel to disengage the belt from the bezel.



7. Remove the head rest, back panel and trim cover from the right seat back frame (1). It is not necessary to remove the seat back frame from the seat cushion frame. (Refer to 23 - Body/Seats/SEAT BACK - Removal) .
8. Remove the screws (4) that secure the molded plastic shield (5) to the top of the seat back frame. Pull the top of the seat back foam away from the seat back frame to access the lower screws securing the shield.
9. Remove the molded plastic shield from the top of the seat back frame.
10. From the back side of the seat back frame, remove the screw (2) that secures the retractor (3) to the frame.



11. Lift the retractor upward far enough to disengage the T-tab of the retractor bracket from the keyed slot in the seat back frame.

12. Guide the seat belt webbing through the slot in the top of the seat back frame while removing the seat belt and retractor from the seat as a unit.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

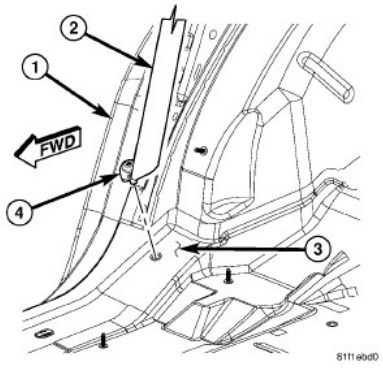
SECOND ROW - OUTBOARD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

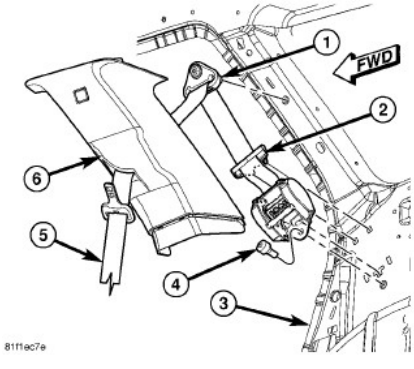
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Loosen the front of the quarter trim panel from the lower C-pillar (1) enough to access the second row outboard seat belt and retractor. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
2. Remove the screw (4) that secures the second row outboard seat belt (2) lower anchor to the rear floor panel (3) near the base of the C-pillar.



3. Remove the upper trim (6) from the inside of the C-pillar (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
4. Remove the screw (1) that secures the seat belt turning loop to the inside of the upper C-pillar (3).
5. Remove the seat belt turning loop from the C-pillar.
6. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt web guide (2) to unsnap it from the quarter inner panel near the base of the C-pillar.



7. Remove the screw (4) that secures the retractor (5) bracket to the quarter inner panel.
8. Lift the retractor upward far enough to disengage the retractor tab from the keyed hole in the quarter inner panel.
9. Remove the second row outboard seat belt and retractor from the vehicle as a unit.

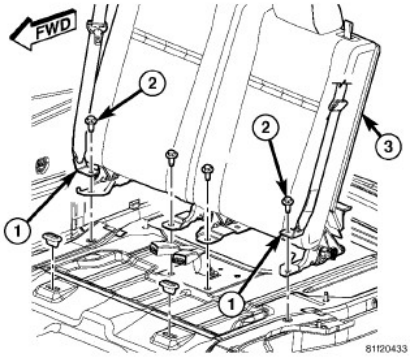
THIRD ROW SEAT BELT AND RETRACTOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

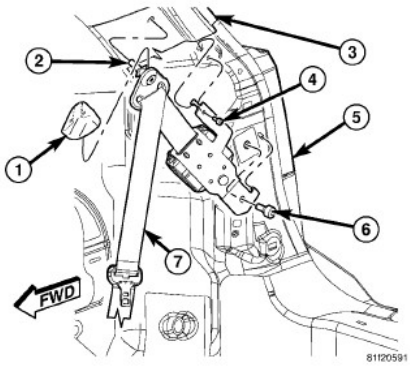
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Remove the third row seat cushion and cover from the rear floor panel (Refer to 23 - Body/Seats /COVER, Seat Cushion - Removal) .
2. Remove the screw (2) that secures the third row seat belt lower anchor (1) and the third row seat back (3) outboard bracket to the rear floor panel.
3. Remove the lower anchor from the third row seat back outboard bracket.



4. Pry between the back of the third row seat belt turning loop on the inside of the upper D-pillar trim (3) and the back of the trim cover (1) to unsnap and remove it for access to the turning loop screw (2).
5. Remove the screw (2) that secures the seat belt turning loop to the bracket on the inside of the upper D-pillar.
6. Remove the turning loop from the D-pillar.
7. Remove the trim from the inside of the upper D-pillar (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .



8. Loosen the rear of the quarter trim panel from the lower D-pillar enough to access the third row outboard seat belt and retractor (7) (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Removal) .
9. Remove the screw (4) that secures the upper retractor bracket to the inside of the D-pillar.
10. Remove the screw (6) that secures the lower retractor bracket to the inside of the D-pillar.
11. Lift the retractor upward far enough to disengage the tab of the upper retractor bracket from the keyed hole in the D-pillar.
12. Remove the third row seat belt and retractor from the vehicle as a unit.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

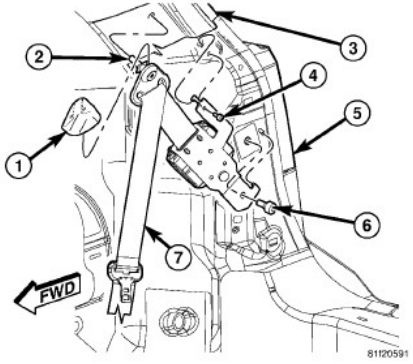
THIRD ROW TURNING LOOP BRACKET

Labor Operations: Click to display a list of Labor Operations associated with this procedure

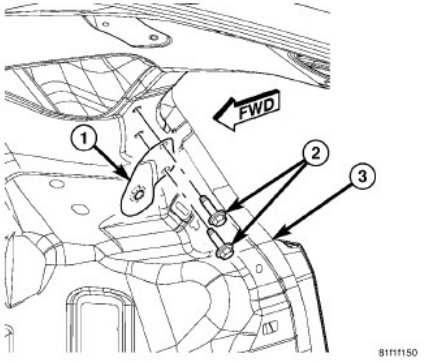
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Unsnap and remove the trim cover (1) from the third row seat belt turning loop on the inside of the upper D-pillar trim (3) to access the turning loop screw (2).
2. Remove the screw (2) that secures the seat belt turning loop to the bracket on the inside of the upper D-pillar.
3. Remove the turning loop from the D-pillar.
4. Remove the trim from the inside of the upper D-pillar. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .



5. Remove the two screws (2) that secure the seat belt turning loop bracket (1) to the inside of the upper D-pillar (3).
6. Remove the turning loop bracket from the D-pillar.



2014 Dodge JC - DODGE JOURNEY

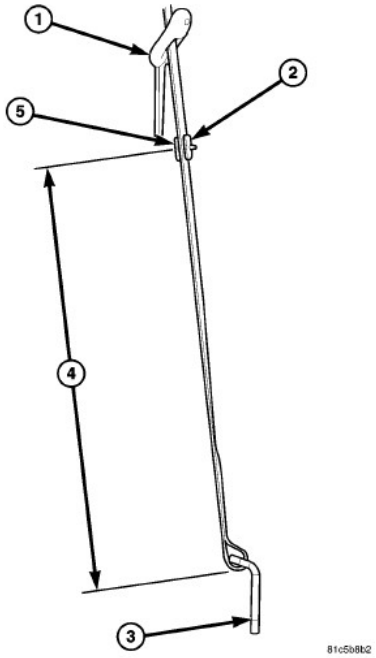
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - WEB STOP BUTTON REPLACEMENT

WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**

The webbing of the second row center seat belt tip half for this vehicle is equipped with a molded plastic web stop button, which holds the latch plate of the seat belt tip half in a readily accessible stored position and prevents it from falling to the lower belt anchor while the belt is not in use. If this button becomes damaged or separated from the belt webbing, it may be successfully replaced using the following procedure without the need for removing or replacing the entire seat belt assembly.

The web stop button replacement kit includes two molded plastic replacement button halves: a male button half with a pointed spike in its center, and a female button half with a hole in its center. The button halves are not available separately. In addition to the button replacement kit, a pair of wheel weight pliers (such as KD Tools® #3358, Snap-on® #WWPR13A or equivalent) and a gel-type super adhesive glue (such as Mopar® Bond-All Gel #04467709 or equivalent) are required.



NOTE: Avoid using heavy-duty, truck-style wheel weight pliers as the jaws may not close far enough to successfully complete web stop button replacement.

1. Carefully inspect the seat belt webbing to identify the hole or a witness mark where the original web stop button halves (2 and 5) were installed. If no distinct evidence of the prior button location is found, go to Step 2. If the original button location is clearly evident, go to Step 3.
2. Find the appropriate dimension in the Web Stop Button Location table. Measure and mark that distance (4) in the center of the belt webbing from the point where the webbing is secured to the seat belt lower anchor plate (3).

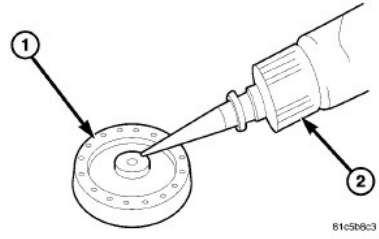
WEB STOP BUTTON LOCATION

SEATING POSITION	DIMENSION
SECOND ROW CENTER	260 plus or minus 5 millimeters (10.24 plus or minus 0.20 inches)

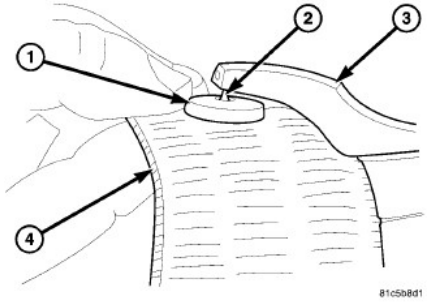
CAUTION: **Be certain that the seat belt latch plate (1) is located and secured above the web stop button location mark before installing the replacement button.**

3. Working from the side of the seat belt webbing that faces the interior of the vehicle, pierce the webbing with the spike in the center of the male button half. The male button head should face the interior of the vehicle.
4. Apply a small dot of gel-type super adhesive glue (2) around the center hole on the back side of the female button half (1).

5. Press the female button half over the spike of the male button half that protrudes through the side of the belt webbing that faces away from the interior of the vehicle.

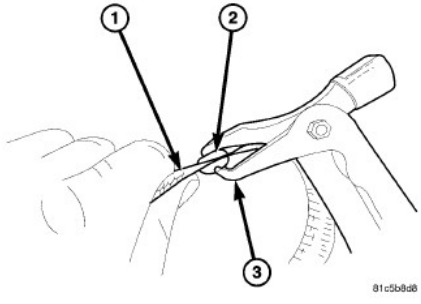


6. Use the flat anvil-like jaw (3) of the wheel weight pliers to flatten the sharp spike (2) of the male button half that protrudes through the female button half (1) on the back side of the belt webbing (4).



7. Carefully use the curved jaw (3) of the wheel weight pliers to compress and form the flattened spike of the male button half (2) on the back side of the seat belt webbing (1) until it is concave and entirely below the outer convex surface of the female button half.

8. Check to be certain that the web stop button is secure.



2014 Dodge JC - DODGE JOURNEY

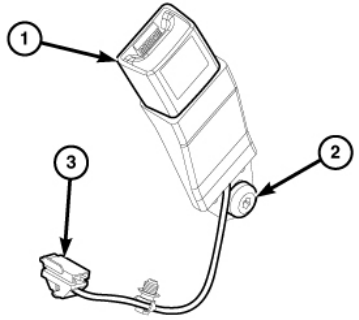
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The driver and passenger side front seat belt switches for this vehicle are actually Hall Effect-type sensors. These sensors consist of a fixed-position, Hall Effect Integrated Circuit (IC) chip and a small permanent magnet that is integral to each front seat belt buckle (1). The front seat belt buckles are located on a molded plastic scabbard and secured by a screw (2) to the inboard side of each front seat cushion frame so that the buckles travel with the seat.

The front seat belt switches are connected to the vehicle electrical system through a two-lead pigtail wire and connector (3) on the front seat belt buckle-half, which is connected to a wire harness connector and take out of the seat wire harness. A one kilohm diagnostic resistor is connected in parallel with the IC where the two pigtail wire leads connect to the IC pins.

The seat belt switches cannot be adjusted or repaired and, if ineffective or damaged, the entire front seat belt buckle-half unit must be replaced.



3085925

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The front seat belt switches are designed to control a hard wired sense input to the Occupant Restraint Controller (ORC). A spring-loaded slide with a small window-like opening is integral to the buckle latch mechanism. When a seat belt tip-half is inserted and latched into the seat belt buckle, the slide is pushed downward and the window of the slide exposes the Hall Effect Integrated Circuit (IC) chip within the buckle. The field of the permanent magnet induces a current within the chip. The chip provides this induced current as an output to the ORC. When the seat belt is unbuckled, the spring-loaded slide moves upward and shields the IC from the field of the permanent magnet, causing the output current from the seat belt switch to be reduced.

The seat belt switches receive a supply of current from the ORC, and the ORC senses the status of the front seat belt switches through its connection to the seat wire harness. The ORC provides electronic **seat belt switch status** messages to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) over the Controller Area Network (CAN) data bus. The IC uses these messages as an additional logic input for control of the seat belt indicator. The ORC monitors the condition of the seat belt switch circuits and will store a Diagnostic Trouble Code (DTC) for any fault that is detected.

The hard wired circuits between the seat belt switches and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the switches or the electronic controls and communication between other modules and devices that provide some features of the seat belt reminder system. The most reliable, efficient and accurate means to diagnose the seat belt switches or the electronic controls and communication related to seat belt switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

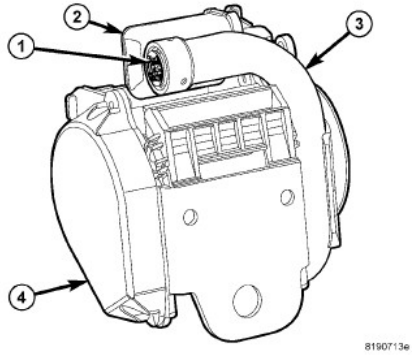
DESCRIPTION

In vehicles manufactured for domestic markets, the passenger side front seat belt incorporates dual tensioners: one integral to the retractor, and one integral to the buckle. In vehicles manufactured for export markets, the passenger side front seat belt uses a single retractor tensioner. The driver side retractor for all markets incorporates a single retractor tensioner.

RETRACTOR TENSIONER

Seat belt retractor tensioners supplement the dual front airbag system for all versions of this vehicle. These tensioners are integral to the front seat belt and retractor units (4), which are secured to the inner B-pillar on the right and left sides of the vehicle. The retractor is concealed beneath the molded plastic inner B-pillar trim. The seat belt tensioner consists primarily of a sprocket/pinion, a steel tube (3), a cast metal housing, numerous steel balls, a stamped metal ball trap (2), a torsion bar and a small pyrotechnically activated gas generator with a connector receptacle (1).

All of these components are located on one side of the retractor spool on the outside of the retractor housing except for the torsion bar, which serves as the spindle upon which the retractor spool rides. The seat belt tensioners are controlled by the Occupant Restraint Controller (ORC) and are connected to the vehicle electrical system through a dedicated take outs of the body wire harness by keyed and latching yellow molded plastic connector insulator to ensure a secure connection.



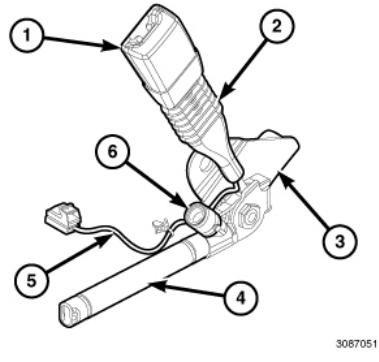
The retractor tensioners cannot be repaired and, if ineffective or damaged, the entire front seat belt and retractor unit must be replaced. If the front airbags have been deployed, the seat belt tensioners have also been deployed. The seat belt tensioners are not intended for reuse and must be replaced following any front airbag deployment. A growling or grinding sound while attempting to operate the seat belt retractor is a sure indication that the seat belt tensioner has been deployed and requires replacement. (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Removal) .

BUCKLE TENSIONER

A passenger side seat belt buckle tensioner supplements the dual front airbags for domestic market versions of this vehicle. This tensioner is integral to the right front seat belt buckle unit, which is secured by a large screw to the outside of the inboard seat cushion frame of the front seat. The buckle tensioner consists primarily of a buckle (1), a molded plastic scabbard (2), a cable and piston, a cable guide and bracket (3), a metal cylinder tube (4) and a small pyrotechnically activated gas generator (6).

The buckle tensioner is controlled by the Occupant Restraint Controller (ORC) and is connected to the vehicle electrical system through a dedicated take out of the seat wire harness by a keyed and latching yellow molded plastic connector insulator to ensure a secure connection. The buckle tensioner has a single pigtail harness (5) for the integral seat belt switch.

The buckle tensioner cannot be repaired and, if ineffective or damaged, the entire front seat belt buckle unit must be replaced. If the front airbags have been deployed, the buckle tensioners have also been deployed. The buckle tensioners are not intended for reuse and must be replaced following any front airbag deployment. (Refer to 10 - Restraints/BUCKLE, Seat Belt - Removal) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The seat belt tensioners are deployed in conjunction with the dual front airbags by a signal generated by the Occupant Restraint Controller (ORC) through the driver or passenger seat belt tensioner line 1 and line 2 (or squib) circuits. When the ORC sends the proper electrical signal to the tensioners, the electrical energy generates enough heat to initiate a small pyrotechnic gas generator.

On the retractor tensioner, the gas generator is installed in one end of a steel tube that contains numerous steel balls. As the gas expands, it pushes the steel balls through the tube into a cast metal housing, where a ball guide directs the balls into engagement with the teeth of a sprocket that is geared to one end of the retractor spool. As the balls drive past the sprocket, the sprocket turns and drives the seat belt retractor spool causing the slack to be removed from the front seat belts. The ball trap captures the balls as they leave the sprocket and are expelled from the housing.

On the buckle tensioner, the gas generator is installed in one end of the tubular metal piston housing, which contains a piston secured to one end of a cable. The cable is routed around an integral guide to the buckle, which is secured to the opposite end of the cable. As the gas expands, it pushes the piston and the cable through the tube and pulls the buckle downward, causing the slack to be removed from the passenger side front seat belt.

Removing excess slack from the front seat belts not only keeps the occupants properly positioned for an airbag deployment following a frontal impact of the vehicle, but also helps to reduce injuries that the occupants of the front seats might experience in these situations as a result of harmful contact with the steering wheel, steering column, instrument panel or windshield. The seat belt retractor also has a torsion bar mechanism that is designed to deform in order to control the loading being applied to the occupants by the seat belts during a frontal impact, further reducing the potential for occupant injuries.

The ORC monitors the condition of the seat belt tensioners through circuit resistance, and will illuminate the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the seat belt tensioner gas generator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

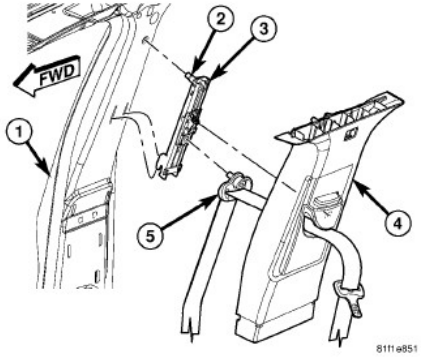
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.



1. Position the seat belt turning loop height adjuster (3) to the upper inner B-pillar (1).
2. Engage the tabs at the bottom of the height adjuster into the slots in the B-pillar.
3. Install and tighten the screw (2) that secures the height adjuster to the B-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Position the seat belt turning loop onto the height adjuster on the upper B-pillar. Be certain the seat belt webbing is not twisted between the turning loop and the web guide or between the turning loop and the lower anchor.
5. Install and tighten the screw (2) that secures the turning loop to the height adjuster. Tighten the screw to 37 N·m (27 ft. lbs.).
6. Reinstall the upper trim (4) onto the inside of the B-pillar. (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .

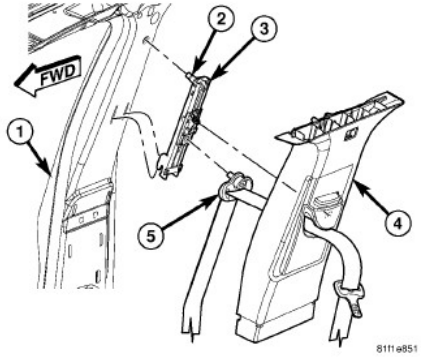
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**



1. Adjust the front seat to its most forward position for easiest access to the B-pillar trim.
2. Remove the upper trim (4) from the B-pillar (1). (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
3. Remove the screw that secures the seat belt turning loop (5) to the height adjuster (3) on the upper B-pillar.
4. Remove the seat belt turning loop from the height adjuster.
5. Remove the screw (2) that secures the top of the height adjuster to the B-pillar.
6. Disengage the tabs at the bottom of the height adjuster from the slots in the B-pillar.
7. Remove the adjuster from the B-pillar.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure

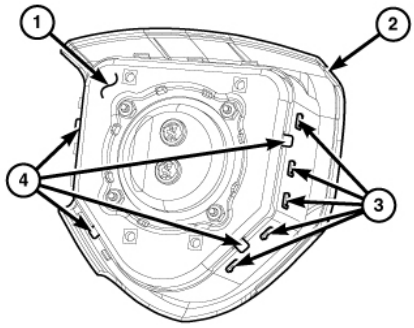
WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, service of this unit should be performed only by Chrysler-trained and authorized dealer service technicians. Failure to take the proper precautions or to follow the proper procedures could result in accidental, incomplete, or improper airbag deployment and possible occupant injuries.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the Driver AirBag (DAB) trim cover must never be painted. Replacement trim covers are serviced in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

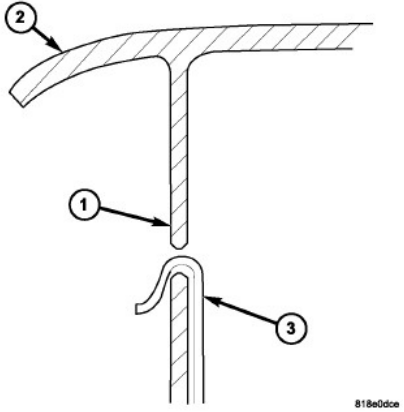
NOTE: The following procedures can be used to replace the Driver AirBag (DAB) trim cover for service of cosmetic damage issues. If the DAB is ineffective or deployed, the entire DAB and trim cover must be replaced as a unit.



2939410

1. Place the Driver AirBag (DAB) trim cover (2) on a suitable clean and dry work surface with the receptacle facing up. Be certain to take the proper precautions to prevent the trim cover from receiving cosmetic damage during the following procedures.
2. Position the DAB housing (1), inflator, and cushion as a unit over the trim cover receptacle.
3. Using hand pressure, push the airbag housing firmly and evenly down into the trim cover receptacle far enough that the hooks (3) of the housing are aligned with the windows in the vertical walls of the receptacle.
4. Work around the perimeter of the unit engaging each of the thirteen hooks on the DAB housing through the thirteen windows in the walls of the trim cover receptacle.
5. After the DAB has been assembled, try pulling the trim cover and the airbag housing away from each other. This action will fully seat the edges of the windows into the cradles of the hooks and the vertical walls of the receptacle beneath the locating tabs (4) of the housing.
6. Before reinstalling the airbag onto the steering wheel, check that the blocking tab (1) in each of the trim cover (2) windows is oriented over the airbag housing hook (3) as shown.

7. Reinstall the DAB onto the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

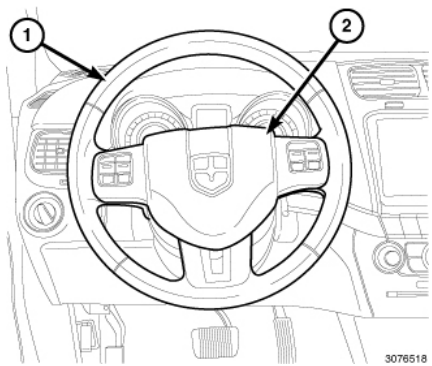


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

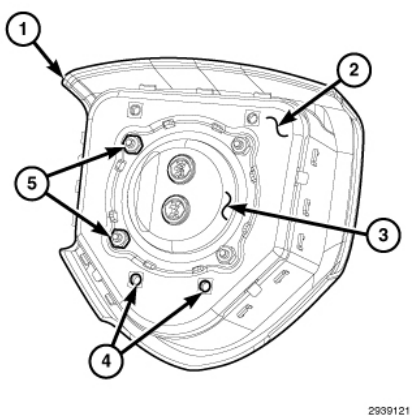
The injection molded, thermoplastic Driver AirBag (DAB) protective trim cover (2) is the most visible part of the DAB. The DAB is located in the center of the steering wheel (1), where it is secured with screws to the floating horn switch within the hub cavity of the three-spoke steering wheel. An injection molded, bright Dodge emblem is applied to the center of the trim cover.



Concealed beneath the DAB trim cover (1) are the folded airbag cushion, the airbag housing (2), the airbag inflator (3) and the retainers (5) that secure the inflator to the housing. The airbag cushion, housing and inflator are secured within an integral receptacle molded into the back of the trim cover. The vertical walls of this receptacle have numerous integral window features that are engaged by numerous hook features that are bent outward around the perimeter of the DAB housing. The DAB housing also has four well nuts (4) which are used to secure the floating horn switch to the back of the housing.

The DAB used in this vehicle is a multistage-type that complies with revised federal airbag standards to deploy with less force than those used in some prior vehicles. A radial deploying 67.3 centimeter (26.5 inch) diameter fabric airbag cushion with internal tethers is used. The airbag inflator is a dual-initiator, non-azide, pyrotechnic-type unit and is secured to the stamped metal airbag housing using four flanged hex nuts. Two keyed and color-coded connector receptacles on the DAB inflator connect the two inflator initiators to the vehicle electrical system through two jacketed, two-wire pigtail harnesses from the clockspring.

The DAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. The DAB trim cover and the floating horn switch are available for individual service replacement.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

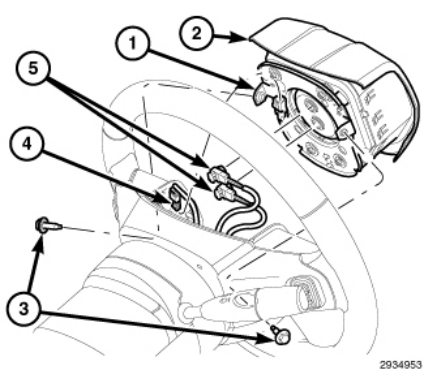
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the driver airbag trim cover must never be painted. Replacement airbags are serviced with trim covers in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the Driver AirBag (DAB) (2) and floating horn switch (1) unit close enough to the steering wheel to reconnect the electrical connections to the back of the airbag housing.
2. Reconnect the steering wheel wire harness connector (4) to the floating horn switch connector on the back of the switch.
3. Reconnect the wire connectors (5) to the airbag inflator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. You can be certain that each connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Be certain to fully engage the plastic push-in retainer of the clockspring pigtail wires into the locator hole at the 12 o'clock position on the back of the floating horn switch.
5. Carefully position the DAB and floating horn switch unit into the steering wheel hub while tugging lightly upward on the clockspring pigtail wires for the airbag and tucking the wires into the upper hub cavity of the steering wheel. Be certain that none of the steering wheel wiring is pinched between the airbag housing or the horn switch and the steering wheel armature or, on vehicles equipped with a diesel engine, the steering wheel damper weight.
6. Working through the access holes in each side of the steering wheel rear trim cover, install and tighten the two screws (3) that secure the floating horn switch and DAB unit to the steering wheel armature. Tighten the screws to 13 N·m (10 ft. lbs.).
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multistage Driver AirBag (DAB) is deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the DAB squib 1 and squib 2 circuits to the two initiators in the airbag inflator. By using two initiators, the airbag can be deployed at multiple levels of force. The force level is controlled by the ORC to suit the monitored impact conditions by providing one of several delay intervals between the electrical signals provided to the two initiators. The longer the delay between these signals, the less forcefully the airbag will deploy.

When the ORC sends the proper electrical signals to each initiator, the electrical energy generates enough heat to initiate a small pyrotechnic charge which, in turn ignites chemical pellets within the inflator. Once ignited, these chemical pellets burn rapidly and produce a large quantity of inert gas. The inflator is sealed to the back of the airbag housing and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the DAB trim cover will split at predetermined breakout lines, then fold back out of the way. Following an airbag deployment, the airbag cushion quickly deflates by venting the inert gas towards the instrument panel through vent holes within the fabric used to construct the back (steering wheel side) panel of the airbag cushion.

Some of the chemicals used to create the inert gas may be considered hazardous while in their solid state before they are burned, but they are securely sealed within the airbag inflator. Typically, both initiators are used and all potentially hazardous chemicals are burned during an airbag deployment event. However, it is possible for only one initiator to be used during a deployment due to an airbag system fault; therefore, it is necessary to always confirm that both initiators have been used in order to avoid the improper disposal of potentially live pyrotechnic or hazardous materials. (Refer to 10 - Restraints - Standard Procedure) .

The inert gas that is produced when the chemicals are burned is harmless. However, a small amount of residue from the burned chemicals may cause some temporary discomfort if it contacts the skin, eyes, or breathing passages. If skin or eye irritation is noted, rinse the affected area with plenty of cool, clean water. If breathing passages are irritated, move to another area where there is plenty of clean, fresh air to breath. If the irritation is not alleviated by these actions, contact a physician.

The ORC monitors the condition of the DAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the DAB initiator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

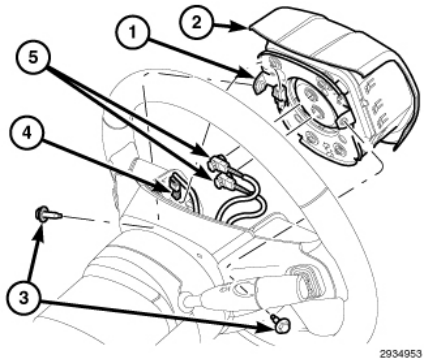
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

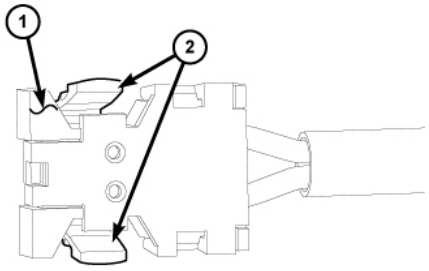
NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



2934953

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Working through the access holes in each side of the steering wheel rear trim cover, remove the two screws (3) that secure the floating horn switch (1) and Driver AirBag (DAB) (2) unit to the steering wheel armature.
3. Pull the DAB away from the steering wheel far enough to access and disengage the plastic push-in retainer of the clockspring pigtail wire harness from the locator hole at the 12 o'clock position on the back of the floating horn switch.
4. Pull the DAB and floating horn switch unit away from the steering wheel far enough to access the electrical connections (3 and 4) at the back of the airbag housing and switch unit.
5. Disconnect the steering wheel wire harness connector (4) from the floating horn switch connector on the back of the switch.

CAUTION: **Do not pull on the clockspring pigtail wires or pry on the connector insulators to disengage them from the Driver AirBag (DAB) inflator initiator connector receptacles. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or the connector insulators.**



2128307

6. The clockspring DAB pigtail wire connector insulators (1) are secured by integral latches (2) to the airbag inflator connector receptacles, which are located on the back of the DAB housing. Pinch both latches firmly, then pull the insulators straight out from the airbag inflator to disconnect them from the connector receptacles.
7. Remove the DAB from the steering wheel.

8. If the DAB has been deployed, the clockspring and the steering column must be replaced.

2014 Dodge JC - DODGE JOURNEY

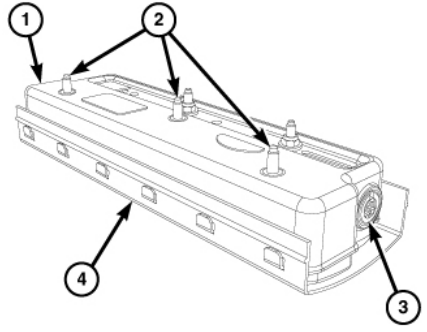
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is used on vehicles manufactured for domestic markets. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components. Vehicles with this equipment may be readily identified by the **SRS - AIRBAG** logo located on the upper outboard corner of the instrument panel steering column opening cover.

The KAB is concealed behind the steering column opening cover below the steering column on the driver side lower instrument panel. Located behind the steering column opening cover, the stamped metal airbag housing (1) is secured by three studs (2) with nuts to the stamped metal instrument panel lower reinforcement and mounting plate. A molded plastic protective cover (4) is secured over the folded airbag cushion by numerous hook formations stamped into the airbag housing that are engaged through window openings in the outer perimeter of the cover.

The airbag housing contains the airbag inflator and a heat shield. The airbag inflator is a single-initiator, non-azide hybrid-type unit that is secured to the housing by two studs with nuts and sealed within the airbag housing. The airbag is connected to the vehicle electrical system through a dedicated take out and connector insulator of the instrument panel wire harness that connects directly to the inflator initiator (3).



The KAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. If the airbag is deployed, the KAB and the steering column opening cover must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Inflatable Knee Blocker (IKB) airbag, or becoming entrapped between the IKB airbag cushion and the IKB cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

1. Position the Knee AirBag (KAB) to the mounting plate on the instrument panel lower reinforcement.
2. Install and tighten the three nuts that secure the KAB studs to the mounting plate below the instrument panel. Tighten the nuts to 6 N·m (53 in. lbs.).
3. Reconnect the connector insulator of the instrument panel wire harness take out for the KAB to the inflator initiator connector receptacle by pressing straight in on the connector. You can be certain that the connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Reinstall the steering column opening cover onto the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is deployed by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through a KAB line 1 (or squib) circuits to the initiator in the airbag inflator. The hybrid-type inflator assembly for the airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemical pellets burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the KAB protective cover will split at predetermined tear seam lines concealed on the underside of the cover, then fold open and out of the way.

The cushion protects the lower extremities of the vehicle operator and helps to keep the seat occupant properly positioned for the Driver AirBag (DAB) deployment during a frontal impact collision. Following an airbag deployment, the KAB cushion quickly deflates by venting the inert gas through the loose weave of the fabric used to construct the instrument panel side of the airbag cushion, and the deflated cushion hangs down loosely from the lower instrument panel.

The ORC monitors the condition of the KAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the KAB initiator and squib circuit requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

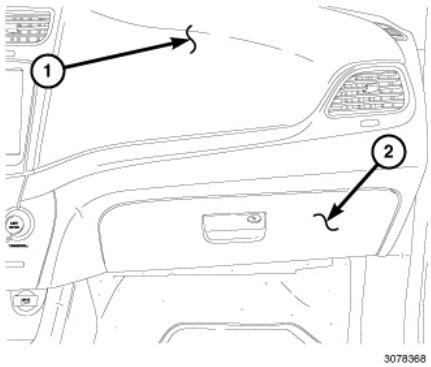
1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the steering column opening cover from the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
3. Disconnect the electrical connection that is secured by integral latches to the airbag inflator initiator connector receptacle on the inboard end of the Knee AirBag (KAB) housing. Depress the latches on each side of the connector insulator and pull the insulator straight out from the inflator initiator to disconnect it from the connector receptacle.
4. Remove the three nuts that secure the KAB to the mounting plate on the lower instrument panel reinforcement.
5. Remove the KAB from the vehicle.

2014 Dodge JC - DODGE JOURNEY

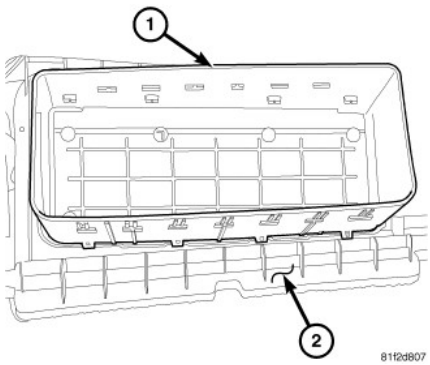
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The horizontal surface of the instrument panel top pad (1) above the glove box (2) is the most visible part of the Passenger AirBag (PAB). The PAB door is integral to the top of the instrument panel top pad forward of and above the glove box on the instrument panel in front of the front seat passenger seating position.

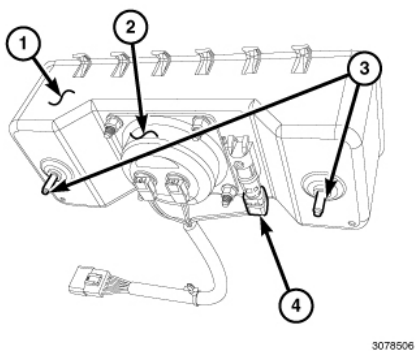


Located below the PAB door area of the instrument panel top pad (2), the molded thermoplastic PAB retainer or chute (1) is secured to the underside of the top pad. The retainer defines the airbag door breakout area of the top pad and serves as the receptacle for the PAB cushion and housing. Numerous small window openings on the forward and rearward flanges of the receptacle receive mating hook formations stamped into the airbag housing, which locate and secure the housing to the top pad.



The PAB unit (1) is also secured by two studs (3) and nuts to a bracket integral to the instrument panel structural support. The PAB unit used in this vehicle is a multistage type that complies with revised federal airbag standards to deploy with less force than those used in some prior vehicles. The PAB unit consists of a stamped metal housing, the airbag cushion, and the airbag inflator (2). The airbag inflator is secured to the housing by four screws and nuts. The airbag housing contains the folded airbag cushion. An approximately 66 centimeter (26 inch) wide by 76 centimeter (30 inch) high rectangular fabric cushion is used.

The airbag inflator is a non-azide, pyrotechnic-type unit that is secured to and sealed within the airbag housing. Two dedicated take outs and yellow connectors of the instrument panel wire harness with keyed, color-coded (black and orange) insulators connect the two inflator initiators to the vehicle electrical system. Vehicles manufactured for domestic markets also include an active vent tether cutter (4) that is connected through a third dedicated take out and connector of the instrument panel wire harness.



The PAB cannot be repaired, and must be replaced if deployed, ineffective, or in any way damaged. The PAB door and retainer are serviced only as a unit with the instrument panel top pad. If the PAB is deployed, the instrument panel top pad must also be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

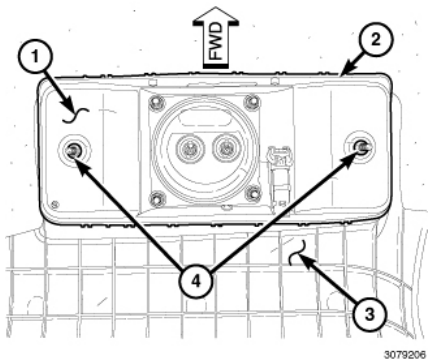
WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the passenger airbag, or becoming entrapped between the passenger airbag cushion and the instrument panel top pad. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the instrument panel top pad must never be painted. Replacement top pads are serviced in the original colors. Paint may change the way in which the material of the top pad responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Passenger AirBag (PAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the PAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Place the instrument panel top pad (3) on a suitable work surface with the Passenger AirBag (PAB) retainer or chute (2) receptacle facing up. Be certain to take the proper precautions to prevent the top pad from receiving cosmetic damage during the following procedures.
2. Carefully position the PAB housing to the PAB retainer or chute receptacle. The side of the housing with 6 hooks faces the defroster duct outlet or forward in the vehicle.
3. Engage all of the hooks on one side of the PAB housing through the windows on the same side of the PAB retainer or chute, then rotate the opposite side of the PAB housing downward into the receptacle.
4. Inspect around the perimeter of the PAB making certain each of the hooks on the PAB housing is fully engaged through the windows in the forward and rearward vertical walls of the PAB retainer or chute receptacle.
5. Reinstall the top pad onto the instrument panel. (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Installation) .
6. Be certain to tighten the nuts that secure the studs (4) of the PAB to the bracket on the instrument panel structural support. Tighten the nuts to 8 N·m (71 in. lbs.).
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multistage Passenger AirBag (PAB) is deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the PAB squib 1 and squib 2 circuits to the two initiators in the airbag inflator. By using two initiators, the PAB can be deployed at multiple levels of force. The force level is controlled by the ORC to suit the monitored impact conditions by providing one of multiple delay intervals between the electrical signals provided to the two initiators. The longer the delay between these signals, the less forcefully the airbag will deploy.

When the ORC sends the proper electrical signals to each initiator, the electrical energy generates enough heat to initiate a small pyrotechnic charge which, in turn ignites chemical pellets within the inflator. Once ignited, these chemical pellets burn rapidly and produce a large quantity of inert gas. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the PAB door will split at predetermined tear seam lines concealed on the inside surface of the door, then the door will pivot up over the top of the instrument panel and out of the way. Following an airbag deployment, the airbag cushion quickly deflates by venting the inert gas through a discrete vent hole in each fabric side panel of the airbag cushion.

Domestic market vehicles are equipped with an active vent tether cutter unit. The ORC monitors a seat track position sensor on the passenger front seat. If the seat is in the full forward position when an airbag deployment occurs, the ORC signals the tether cutter to cut the tether that normally keeps active vent flaps in the airbag cushion closed. With the tether cut, the active vents open to reduce airbag deployment force and reduce the possibility of an airbag-induced injury when the passenger is seated close to the deploying airbag. If the passenger front seat is not in the full forward position, the tether is not cut and the active vents in the cushion remain closed during deployment.

Typically, both initiators are used during a PAB deployment event. However, it is possible for only one initiator to be used during a deployment due to an airbag system fault and, it is also possible that the tether cutter was not used during a deployment. It is necessary to always confirm that both initiators and the tether cutter have been used in order to avoid the improper disposal of potentially live pyrotechnic materials. (Refer to 10 - Restraints - Standard Procedure) .

The ORC monitors the condition of the PAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the PAB inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

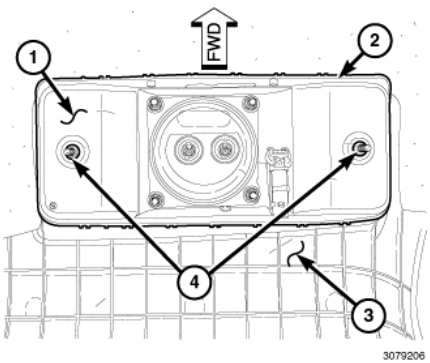
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Passenger AirBag (PAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the PAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the top pad (3) and Passenger AirBag (PAB) from the instrument panel as a unit. (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Removal) .
3. Place the top pad on a suitable work surface with the top facing down. If the top pad will be reused, be certain to take the proper precautions to prevent the top pad from receiving cosmetic damage during the following procedures.
4. Disengage each of the hooks on one side of the PAB housing (1) from the windows in the forward and rearward vertical walls of the PAB retainer or chute (2) on the underside of the top pad. To disengage the hooks, use hand pressure to pull the adjacent edge of the PAB housing firmly and evenly upward out of the retainer receptacle, while at the same time pulling the upper edge of the receptacle wall outward far enough to disengage the hooks.
5. With all of the hooks on one side of the PAB housing disengaged from the retainer, rotate that side of the housing upward far enough to disengage the hooks on the opposite side of the housing from the retainer.
6. With all of the hooks disengaged, lift the PAB housing, inflator, and cushion as a unit from the receptacle of the PAB retainer or chute on the underside of the instrument panel top pad.

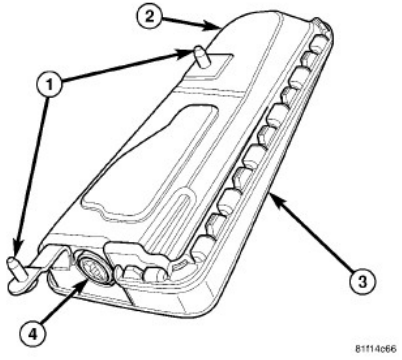
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Seat AirBags (SAB) (also known as pelvic and thoracic airbags) are standard equipment in all markets except Mexico. Vehicles with this equipment can be readily identified by a sewn tag with the **SRS - AIRBAG** logo located on the outboard side of the front seat back trim cover. These airbags are completely concealed beneath the seat back trim cover on the upper outboard sides of both front seat backs. Each SAB unit is inserted into a sewn pouch called an intensifier on the inside of the trim cover, then secured to the seat back frame by nuts on two studs (1). Both studs are installed on a stamped metal bracket. The stud on one end of the bracket exits through the SAB housing (2), while the second stud is located on the opposite end of the bracket that extends from the lower end of the housing.

The folded SAB cushion is contained within and protected by a molded plastic cover (3) secured to the outer edges of the housing. The SAB cushion is constructed of a coated nylon fabric.



The SAB housing contains the airbag inflator and a heat shield. The inflator is a single-initiator, pyrotechnic-type unit that is secured to and sealed within the SAB housing. The SAB is connected to the vehicle electrical system through a dedicated jumper wire harness with a connector insulator that connects directly to the inflator initiator (4). The connector insulators are uniquely keyed and color-coded to ensure they can only be connected to the initiator.

The SAB cannot be repaired, and must be replaced if deployed, ineffective, or in any way damaged. If the SAB is deployed, the seat back frame, the seat back foam cushion, the seat back trim cover and the seat airbag jumper wire harness must also be replaced.

2014 Dodge JC - DODGE JOURNEY

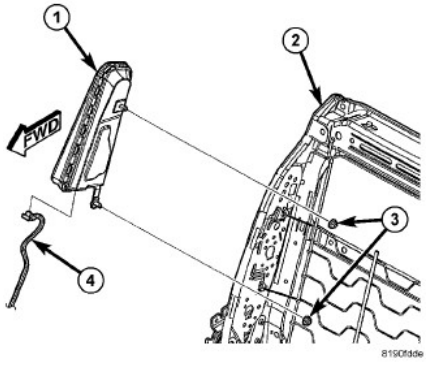
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Seat AirBag (SAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the SAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



CAUTION: **The seat airbag (1) must be installed into the nylon mesh pouch integral to the front seat back trim cover before the airbag or the trim cover are installed on the front seat back frame (2). Failure to do so will adversely affect the function of the seat airbag system.**

1. Carefully slide the Seat AirBag (SAB) into the nylon pouch (intensifier) integral to the outboard side of the front seat back trim cover and engage the two SAB studs through the holes provided in the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.
2. Position the SAB and trim cover as a unit to the outboard side of the seat back frame and insert the studs through the mounting holes in the frame.
3. Install and tighten the two nuts (3) that secure the SAB to the outboard side of the seat back frame. Tighten the nuts to 10 N·m (88 in. lbs.).
4. Reconnect the seat jumper wire harness (4) connector to the SAB inflator. Be certain that the connector latches and lock are fully engaged.

   CAUTION: **Be certain that all of the trim is properly reinstalled on the front seat back frame. Failure to do so will adversely affect the function of the seat airbag system.**

5. Reinstall the trim onto the front and back of the front seat back frame. (Refer to 23 - Body/Seats/COVER, Seat Back - Installation) .
6. Reinstall the front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Each Seat AirBag (SAB) (also known as a pelvic and thoracic airbag) is deployed individually by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through left or right SAB line 1 and line 2 (or squib) circuits. The hybrid-type inflator assembly for each SAB contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the SAB inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemicals burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator and inert gas canister are sealed and connected so that all of the released gas is directed into the folded SAB cushion, causing the cushion to inflate. As the cushion inflates it will split the retainer wrap, the sewn pouch (intensifier) and the outboard side of the seat back trim cover and expand into the area between the outboard side of the front seat and the front door to form a cushion to protect the front seat occupant during a side impact collision or a vehicle rollover incident.

Following the SAB deployment, the SAB cushion slowly deflates by venting the inert gas through the loose weave of the cushion fabric, and the deflated cushion hangs down loosely from the outboard side of the front seat back.

The ORC monitors the condition of the SAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the SAB inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

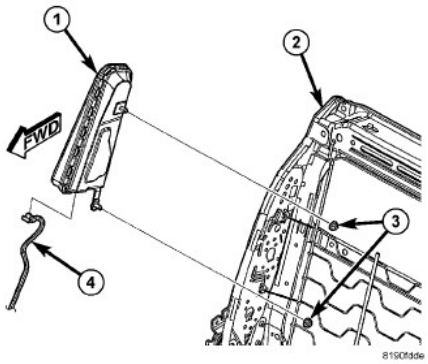
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Seat AirBag (SAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the SAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the front seat to its most forward position for easiest access to the front seat mounting hardware.
2. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Remove the front seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .

   CAUTION: **During removal of the seat back trim cover, be certain not to tear or damage the integral nylon pouch that contains the seat airbag. If the nylon pouch or the trim cover are torn or damaged, the entire front seat back trim cover must be replaced with a new unit.**

4. Remove the trim from the front and back of the front seat back frame (2), but do not remove from the outboard side of the seat back trim cover until after the Seat AirBag (SAB) has been detached from the seat. (Refer to 23 - Body/Seats/COVER, Seat Back - Removal) .

   CAUTION: **Do not pull on the seat airbag jumper wire harness (4) take out or pry on the connector insulator to disengage the connector from the seat airbag (1) inflator connector receptacle. Improper removal of this take out and its connector insulator can result in damage to the airbag circuits or the connector insulator.**

5. Disconnect the SAB jumper wire harness connector from the SAB inflator. Slide the yellow locking tab down, then squeeze the two latch tabs on the connector insulator. Pull the insulator straight out from the inflator to disconnect it from the connector receptacle.
6. Remove the two nuts (3) that secure the SAB to the side of the seat back frame.
7. Grasp the outboard side of the seat back trim cover and pull the trim cover and cushion over the top of the seat back frame. This will allow room to remove the SAB without damaging the trim cover or the cushion.
8. Working between the seat back trim cover and the seat back frame, carefully disengage the two SAB studs from the nylon pouch (intensifier and slide the SAB

out of the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

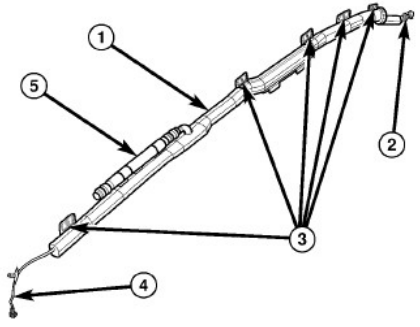
DESCRIPTION

Side curtain airbags (also known as Side AirBag Inflatable Curtains/SABIC) are standard factory installed equipment in this vehicle for all markets except Mexico. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components, and vehicles with this equipment can be readily identified by a molded identification trim button with the **SRS - AIRBAG** logo located near the top of each upper B-pillar and C-pillar trim. This system is designed to reduce injuries to the vehicle occupants in the event of a side impact collision or a vehicle rollover incident.

8098029e

Vehicles equipped with side curtain airbags have two individually controlled curtain airbag units (1). These airbag units are concealed and mounted above the headliner where they are each secured to one of the roof side rails. Each folded airbag cushion is contained within a fabric wrap that extends along the roof rail from the A-pillar at the front of the vehicle to near the D-pillar (5 passenger seating) or to the liftgate opening header (7 passenger seating) at the rear of the vehicle.

Two plastic retainer clips secure a long tether (2) to the inside of the A-pillar downward from the front of the airbag cushion, where it is retained to a slot in the base of the A-pillar near the belt line with a metal hook followed by a plastic push-in retainer to secure the hook in the slot. On vehicles with 5 passenger seating, a retainer clip on another short tether (4) at the rear of the cushion is secured by a screw to the upper liftgate opening header inner reinforcement. On vehicles with 7 passenger seating, the rear of the cushion turns inboard at the D-pillar and is secured by nuts to a weld stud on the upper liftgate opening header inner reinforcement.



81f01e30

The hybrid-type inflator (5) for each airbag is secured to the airbag unit above the C-pillar. A stamped metal bracket on the inflator is secured by two screws to the inner roof rail above the C-pillar. The inflator is connected to the airbag cushion by a tubular manifold. The entire cushion and inflator assembly is temporarily secured through plastic mounting tabs (3) with plastic push-in retainers, then is permanently secured by a combination of screws and nuts to weld studs spaced along the inside of the roof rail.

A take out and connector of the body wire harness is routed up each C-pillar to the roof rail to the connector receptacle of the initiator at the rear of the airbag inflator. This connects the airbag unit to the Occupant Restraint Controller (ORC).

The side curtain airbag unit cannot be adjusted or repaired and must be replaced if deployed, ineffective, or in any way damaged. Once a side curtain airbag has been deployed, the complete airbag unit, the headliner, the upper A, B, C and D-pillar trim, and all other visibly damaged components must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

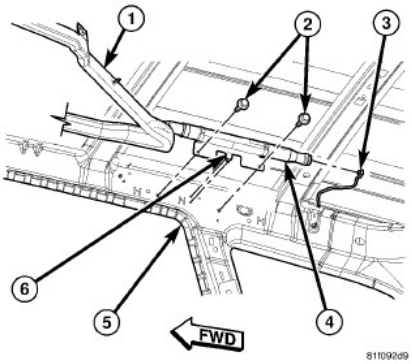
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

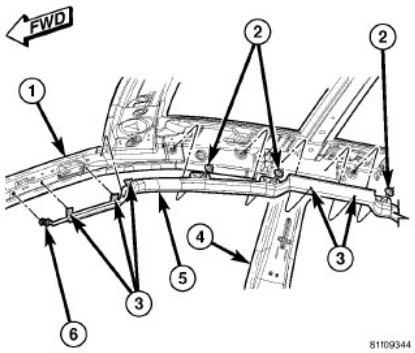
WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the side curtain airbag, or becoming entrapped between the side curtain airbag cushion and the headliner. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the side curtain airbag has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the side curtain airbag (1) and inflator (4) into the vehicle as a unit.
2. Position the inflator mounting bracket to the inner roof rail above the C-pillar (5) and engage the locating tab of the mounting bracket with the locating hole in the roof side rail.
3. Engage the plastic push-in retainer (6) that temporarily secures the inflator mounting bracket to the inner roof rail.
4. Install and tighten the two screws (2) that secure the inflator mounting bracket to the inner roof rail. Tighten the screws to 9 N·m (80 in. lbs.).
5. Reconnect the body wire harness connector (3) to the connector receptacle at the rear of the inflator (2). Be certain to route the wiring outboard of the inflator, between the inflator and the roof side rail.
6. Working from the inflator toward the front of the vehicle, engage the three mounting tabs of the side curtain airbag (5) over the weld studs on the inner roof rail above the rear and front door openings.
7. Working from the inflator toward the front of the vehicle, engage the plastic push-in retainers (3) that temporarily secure the side curtain airbag and the front tether to the inner roof rail over the B-pillar (4) and the inner A-pillar (1).
8. Install and tighten the three nuts (2) that secure the side curtain airbag mounting tabs to the weld studs on the inner roof rail above the front and rear door openings. Tighten the nuts to 9 N·m (80 in. lbs.).
9. Engage the metal hook (6) that secures the front tether to the inner A-pillar near the belt line.

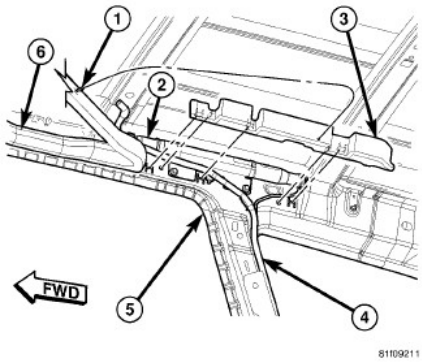
10. Engage the plastic clip that secures the front tether hook to the inner A-pillar. Both the hook and the plastic clip are secured in the same slotted hole of the A-pillar, but the hook MUST be installed prior to the clip.

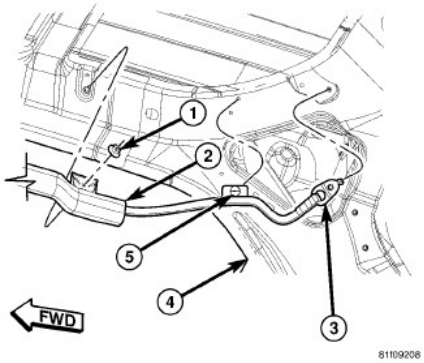


11. Position the Head Impact Countermeasure (HIC) rib cartridge (3) over the airbag inflator (2) above the C-pillar (5) and align the front and rear locating bosses of the cartridge with the slots of the inner roof rail. Be certain the wiring and, if equipped, the sunroof drain hose (4) are routed through the clearance notch at the bottom of the cartridge, between the cartridge and the roof rail.

12. Using hand pressure, press the HIC rib cartridge toward the inner roof rail until the three snap clip retainers snap into place. Be certain the snap clips are fully engaged with the slots in the roof rail.

13. Engage the plastic push-in retainer (1) that secures the side curtain airbag (6) to the HIC rib cartridge.





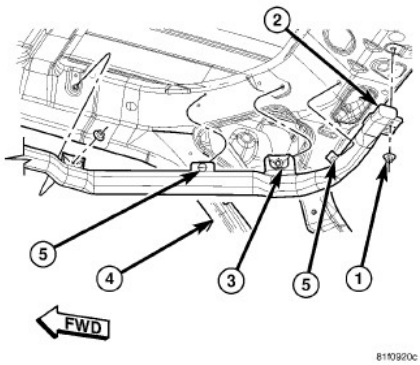
Side Airbag Rear - 5 Passenger Seating

14. Working from the inflator toward the rear of the vehicle, engage the mounting tabs of the side curtain airbag (2) to the weld studs on the inner roof rail above the quarter window opening and, if equipped with seven passenger seating, the upper liftgate opening inner reinforcement.

15. Engage the plastic push-in retainers (5) that temporarily secure the airbag or rear tether mounting tabs to the inner roof rail above the D-pillar (4).

16. Install and tighten the nut (1) that secures the side curtain airbag mounting tab to the weld stud on the inner roof rail above the quarter window opening.

17. On vehicles with 5 passenger seating, install and tighten the screw that secures the rear tether retainer clip (3) to the inner roof rail above the D-pillar (4). Be certain the anti-rotation tab of the retainer clip is engaged in the clearance hole of the roof rail. Tighten the screw to 9



N·m (80 in. lbs.).

Side Airbag Rear - 7 Passenger Seating

18. On vehicles with 7 passenger seating, install and tighten the screw (3) that secures the side curtain airbag mounting tab to the inner roof rail above the D-pillar. Tighten the screw to 9 N·m (80 in. lbs.).

19. On vehicles with 7 passenger seating, install and tighten the nut that secures the side curtain airbag rear mounting tab to the weld stud on the upper liftgate opening inner reinforcement. Tighten the nut to 9 N·m (80 in. lbs.).

20. Reinstall the headliner into the vehicle. (Refer to 23 - Body/Interior/HEADLINER - Installation) .

21. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Each side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC) is deployed individually by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through left or right curtain airbag line 1 and line 2 (or squib) circuits. The hybrid-type inflator assembly for each airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemicals burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator and inert gas canister are sealed and connected to a tubular manifold so that all of the released gas is directed into the folded curtain airbag cushion, causing the cushion to inflate. As the airbag cushion inflates it will drop down from the roof rail between the edge of the headliner and the side glass/body pillars to form a curtain-like cushion to protect the vehicle occupants during a side impact collision or a vehicle rollover incident.

The front and rear tethers keep the side airbag cushion taut to the side of the vehicle, while ramps integral to the airbag unit and the adjacent interior trim components direct the inflating cushion downward, ensuring that the airbag will deploy in the proper position. Following the airbag deployment, the airbag cushion slowly deflates by venting the inert gas through the loose weave of the cushion fabric, and the deflated cushion hangs down loosely from the roof rail.

The ORC monitors the condition of the side curtain airbags through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the side curtain airbag inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

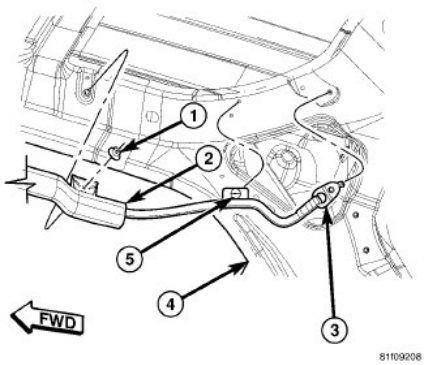
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

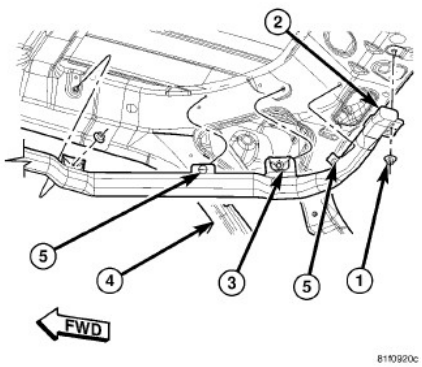
WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the side curtain airbag, or becoming entrapped between the side curtain airbag cushion and the headliner. Failure to observe this warning could result in occupant injuries upon airbag deployment.**



Side Airbag Rear - 5 Passenger Seating

NOTE: The following procedure is for replacement of an ineffective or damaged side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the side curtain airbag has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



Side Airbag Rear - 7 Passenger Seating

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the headliner from the vehicle. (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. On vehicles with 5 passenger seating, remove the screw that secures the side curtain airbag (2) rear tether retainer clip (3) to the inner roof rail above the D-pillar (4).

4. On vehicles with 7 passenger seating, remove the nut (1) that secures the side curtain airbag (2) rear mounting tab to the weld stud on the upper liftgate opening inner reinforcement.

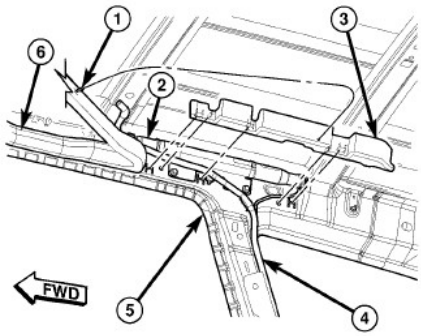
5. On vehicles with 7 passenger seating, remove the screw (3) that secures the side curtain airbag mounting tab to the inner roof rail above the D-pillar (4).

6. Remove the nut (1) that secures the side curtain airbag mounting tab to the weld stud on the inner roof rail above the quarter window opening.

7. Disengage the plastic push-in retainers (5) that secure the airbag or rear tether mounting tabs to the inner roof rail above the D-pillar.

8. Disengage the plastic push-in retainer (1) that secures the side curtain airbag (6) to the Head Impact Countermeasure (HIC) rib cartridge (3) covering the airbag inflator (2) on the inner roof rail above the C-pillar (5).

9. Using a trim stick or another suitable wide flat-bladed tool, carefully pry the HIC rib cartridge away from the inner roof rail far enough to disengage the three snap clip retainers and remove the cartridge from the roof rail. Be certain not to damage the wiring or, if equipped, the sunroof drain hose (4) routed between the cartridge and the roof rail.



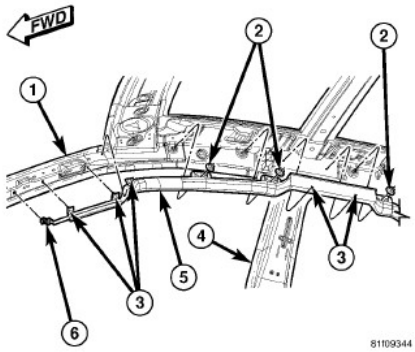
81109211

10. Disengage the plastic clip that secures the side curtain airbag (5) front tether hook (6) to the inner A-pillar (1) near the belt line.

11. Disengage the metal hook that secures the front tether to the inner A-pillar. Both the hook and the plastic clip are secured in the same slotted hole of the A-pillar.

12. Remove the three nuts (2) that secure the side curtain airbag mounting tabs to the weld studs on the inner roof rail above the front and rear door openings.

13. Disengage the plastic push-in retainers (3) that secure the side curtain airbag and the front tether to the inner A-pillar and the inner roof rail over the B-pillar (4).



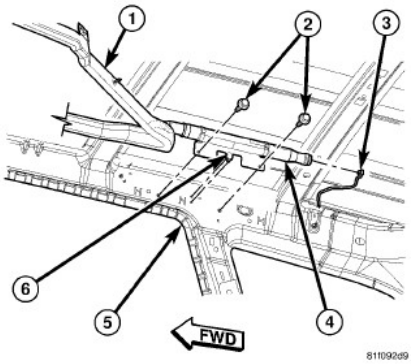
81109344

14. Disconnect the body wire harness connector (3) from the connector receptacle at the rear of the side curtain airbag inflator (4) located on the inner roof rail above the C-pillar (5).

15. Remove the two screws (2) that secure the inflator mounting bracket to the inner roof rail.

16. Disengage the plastic push-in retainer (6) that secures the inflator mounting bracket to the inner roof rail.

17. Remove the side curtain airbag (1) and inflator from the vehicle as a unit.



811092d9

2014 Dodge JC - DODGE JOURNEY

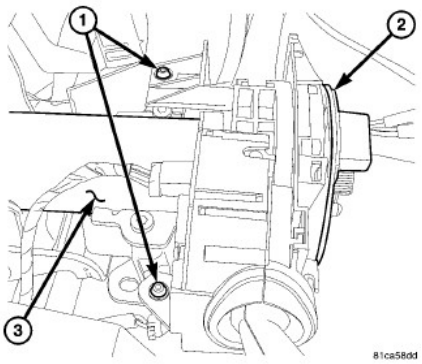
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **If the clockspring is not properly centered in relation to the Steering Angle Sensor (SAS), steering wheel, steering shaft and steering gear, it may be damaged or Diagnostic Trouble Codes (DTC) may be set in the SAS. . Service replacement clocksprings are shipped pre-centered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column.**



1. Reinstall the multi-function switch onto the clockspring. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Multifunction - Installation) .
2. With the centered clockspring rotor and case secured to each other, or with the plastic locking pin installed, carefully slide the clockspring down over the steering column upper shaft far enough to access and reconnect the following instrument panel wire harness connectors and their wiring retainers to the clockspring, as the vehicle is equipped:
   a. Multi-function switch connector
   b. Steering Angle Sensor (SAS) connector
   c. Two clockspring connectors
   d. Adjustable pedal switch connector, if the vehicle is so equipped.
3. Position the clockspring (2) onto the steering column housing (3).
4. From above the steering column, install and tighten the two captive screws (1) that secure the back of the clockspring to the steering column. Tighten the screws to 3 N·m (25 in. lbs.).
5. Install and tighten the screw (2) on the face of the clockspring that secures the clockspring (1) to the steering column. Tighten the screw to 3 N·m (25 in. lbs.).
6. Reinstall the upper and lower shrouds onto the steering column housing. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Installation) .
7. Reinstall the steering wheel onto the steering column. (Refer to 19 - Steering/Column/WHEEL, Steering - Installation) .

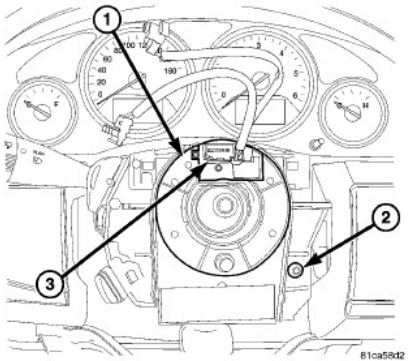
NOTE: When reinstalling the steering wheel, be certain to index the engagement dowel/drive pin on the upper surface of the clockspring rotor with the slot cast into the lower surface of the steering wheel armature hub.

8. Remove the plastic locking pin or any other device that is being used to secure the clockspring rotor to the clockspring case to maintain clockspring centering.

9. Reconnect the steering wheel wire harness connector to the upper clockspring connector receptacle. Be certain that the steering wheel wire harness is routed between the steering wheel back trim cover and the steering wheel armature.

10. Reinstall the Driver AirBag (DAB) onto the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

11. Reconnect the negative cable to the battery.



NOTE:

Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The clockspring is a mechanical electrical circuit component that is used to provide continuous electrical continuity between the fixed instrument panel wire harness and the electrical components mounted on or in the rotating steering wheel. On this vehicle the rotating electrical components include the Driver AirBag (DAB), the horn switch, the speed control switch, the remote radio switches and the Electronic Vehicle Information Center (EVIC) control switches, if the vehicle is so equipped. The clockspring case is positioned and secured near the top of the steering column. The fixed connector receptacles on the back of the fixed clockspring case connect the clockspring to the vehicle electrical system through take outs with connectors from the instrument panel wire harness.

The turn signal cancel cam is integral to the rim of the clockspring rotor hub within the clockspring case so it also moves with the rotation of the steering wheel. Two short pigtail wires on the upper surface of the clockspring rotor connect the clockspring to the DAB, while a steering wheel wire harness connected to the connector receptacle on the upper surface of the clockspring rotor completes circuits to the horn switch, the speed control switch and, if the vehicle is so equipped, to the optional remote radio switches and EVIC control switch on the steering wheel. Another connector receptacle is dedicated to the inputs and outputs of the Local Interface Network (LIN) data bus master node and Controller Area Network (CAN) data bus gateway integral to the Steering Angle Sensor (SAS) on the back of the clockspring case.

The clockspring tape has travel limits and will be damaged by being wound too tightly during full stop-to-stop steering wheel rotation. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape and the SAS integral to the clockspring to the movable steering components so that the tape can operate within its designed travel limits and the SAS can accurately monitor and communicate steering wheel inputs. However, if the clockspring is removed from the steering column or if the steering shaft is disconnected from the steering gear, the clockspring spool and the SAS can change position relative to the movable steering components and relative to each other. The clockspring must be replaced if proper centering has been compromised or the tape may be damaged and Diagnostic Trouble Codes (DTC) or faults may be set within the SAS.

Service replacement clocksprings are shipped pre-centered and with a plastic locking pin installed. This locking pin should not be removed until the clockspring and the steering wheel have been installed on the steering column. If the locking pin is removed before the clockspring is properly installed, the clockspring must be replaced with a new unit. Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

The hard wired clockspring circuits as well as the hard wired input and output circuits of the SAS may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the SAS or the electronic controls and communication between the SAS and other modules and devices. The most reliable, efficient and accurate means to diagnose the SAS or the electronic controls and communication related to clockspring or SAS operation requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

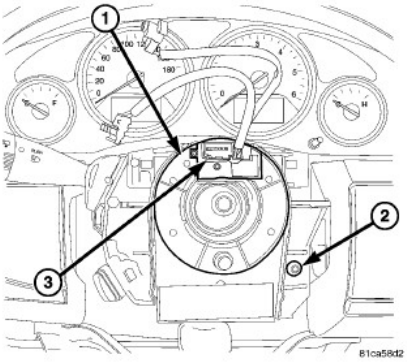
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

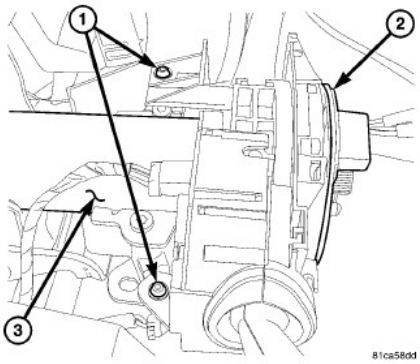
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to removing the clockspring from the steering column or disconnecting the steering column from the steering gear, lock the steering wheel to the steering column or securely fasten the clockspring rotor to the clockspring case. If clockspring centering has been compromised for ANY reason, the entire clockspring and Steering Angle Sensor (SAS) unit MUST be replaced with a new unit.**



1. Place the front wheels in the straight ahead position.
2. Disconnect and isolate the negative cable from the battery.
3. Remove the Driver AirBag (DAB) from the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .
4. Disconnect the steering wheel wire harness connector from the upper clockspring connector receptacle (3).
5. Remove the steering wheel from the steering column. (Refer to 19 - Steering/Column/WHEEL, Steering - Removal) .
6. If the removed clockspring (1) is to be reused, be certain to secure the clockspring rotor to the clockspring case to maintain clockspring centering until the steering wheel is reinstalled on the steering column. If clockspring centering is not maintained, the clockspring and Steering Angle Sensor (SAS) unit must be replaced with a new unit. (Refer to 10 - Restraints/CLOCKSPRING - Standard Procedure) .
7. Remove the upper and lower shrouds from the steering column. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Removal) .
8. Remove the screw (2) from the face of the clockspring that secures the clockspring to the steering column.
9. From above the steering column (3), fully loosen the two captive screws (1) that secure the back of the clockspring (2) to the steering column housing. These screws are captive and will remain with the clockspring after it is removed from the steering column.



10. Pull the clockspring rearward away from the top of the steering column far enough to access and disconnect the following instrument panel wire harness connectors and their wiring retainers from the clockspring, as the vehicle is equipped:
    a. Multi-function switch connector
    b. Steering Angle Sensor (SAS) connector

c. Two clockspring connectors

d. Adjustable pedal switch connector, if the vehicle is so equipped.

11. Remove the clockspring from the steering column. The clockspring cannot be repaired. It must be replaced if ineffective, damaged, centering has been compromised or the DAB has been deployed.

12. Remove the multi-function switch from the clockspring. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Multifunction - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - CLOCKSPRING CENTERING

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to removing the clockspring from the steering column or disconnecting the steering column from the steering gear, lock the steering wheel to the steering column or securely fasten the clockspring rotor to the clockspring case. If clockspring centering has been compromised for ANY reason, the entire clockspring and Steering Angle Sensor (SAS) unit MUST be replaced with a new unit.**

Like the clockspring in a timepiece, the clockspring tape has travel limits and can be damaged by being wound too tightly during full stop-to-stop steering wheel rotation. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape and the SAS integral to the clockspring to the movable steering components so that the tape can operate within its designed travel limits and the SAS can accurately monitor and communicate steering wheel inputs.

However, if the clockspring is removed from the steering column or if the steering shaft is disconnected from the steering gear, the clockspring spool and the SAS can change position relative to the movable steering components and relative to each other. The clockspring must be replaced if proper centering has been compromised or the tape may be damaged and Diagnostic Trouble Codes (DTC) or faults may be set within the SAS.

Service replacement clocksprings are shipped pre-centered and with a plastic locking pin installed. This locking pin should not be removed until the clockspring and the steering wheel have been installed on the steering column. If the locking pin is removed before the clockspring is installed on a steering column, the clockspring and SAS must be replaced with a new unit. Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACTIVE RESTRAINTS

The active restraints for this vehicle include:

- **Child Restraint Anchors** - All vehicles are equipped with three, fixed-position, child seat upper tether anchors for the second row seat. Two anchors are integral to the back of the right second row seat cushion frame, and one is integral to the left second row seat cushion frame. The upper tether anchors are accessed from behind the second row seats. Two lower anchors are also provided for each outboard second row seating position, while only one lower anchor is provided for the center seating position. These lower anchors are also integral to the second row seat cushion frames. The lower anchors are all accessed from the front of the second row seats, where the seat back meets the seat cushion.
- **Front Seat Belts** - Both front seating positions are equipped with three-point seat belt systems employing lower B-pillar mounted inertia latch-type emergency locking retractors, height-adjustable upper B-pillar mounted turning loops, a traveling lower seat belt anchor secured to the outboard side of the seat frame, and a traveling end-release seat belt buckle secured to the inboard side of the seat frame. The passenger side front seat belt retractor is switchable to an automatic locking retractor for compatibility with child seats. The driver and passenger side front seat belt buckles each include an integral seat belt switch that detects whether the front seat belts have been fastened.
- **Integrated Child Booster Seats** - Two integrated child booster seats are an available option. Vehicles with this option have a booster seat integral to each of the two outboard second row seating positions. The center section of the seat cushion of these seats is lifted up and rearward to raise the seat cushion. These booster seats raise a child aged four and older, weighing over 18.14 kilograms (40 pounds) and up to 144.78 centimeters (57 inches) tall into the belted zone of the adult seat belts.
- **Second Row Seat Belts** - All second row seating positions are equipped with three-point seat belt systems. The outboard seating position belts employ C-pillar mounted inertia latch-type emergency locking retractors, fixed position upper C-pillar mounted turning loops and fixed lower seat belt anchors secured to the floor panel. The second row center seating position belt has an inertia latch-type emergency locking retractor that is integral to the right second row seat back panel. The second row center seating position belt lower anchor is secured to the second row right seat cushion frame. All three rear seat belts have fixed end-release seat belt buckles secured to the seat cushion frames, a double buckle unit on the left side and a single buckle unit on the right side. Both outboard second row seat belt retractors are switchable to an automatic locking retractor for compatibility with child seats.
- **Third Row Seat Belts** - In vehicles equipped with the optional third row bench seat, both third row seating positions are equipped with three-point seat belt systems. These belts employ lower D-pillar mounted inertia latch-type emergency locking retractors, fixed position upper D-pillar mounted turning loops, fixed lower seat belt anchors and fixed position end-release buckles secured to the floor panel. Both third row seat belt retractors are switchable to an automatic locking retractor for compatibility with child seats.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM

A Supplemental Restraint System (SRS) is standard factory-installed safety equipment on this vehicle. Available supplemental occupant restraints for this vehicle include both active and passive types. Active restraints are those which require the vehicle occupants to take some action to employ, such as fastening a seat belt; while passive restraints require no action by the vehicle occupants to be employed.

In addition, vehicles manufactured for certain export markets include the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System), which includes both dynamic and static elements designed to enhance the protection of pedestrians. Additional information on each of these subsystems of the SRS can be found elsewhere within this service information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACTIVE RESTRAINTS

The primary passenger restraints in this or any other vehicle are the standard equipment factory-installed seat belts and child restraint anchors. Seat belts and child restraint anchors are referred to as an active restraint because the vehicle occupants are required to physically fasten and properly adjust these restraints in order to benefit from them.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM

The Supplemental Restraint System (SRS) is comprised of two primary subsystems: Active Restraints and Passive Restraints. In addition, vehicles manufactured for certain export markets include the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System), which includes both dynamic and static elements designed to enhance the protection of pedestrians. Additional operational details on each of these subsystems of the SRS can be found elsewhere within this service information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SERVICE AFTER A SUPPLEMENTAL RESTRAINT SYSTEM DEPLOYMENT

Any vehicle which is to be returned to use following a Supplemental Restraint System (SRS) component deployment must have the deployed restraints replaced. In addition, the following guidelines MUST be observed.

- **Following ANY major vehicle impact damage in the vicinity of an impact sensor or the ORC** - It is critical that the mounting surfaces and mounting brackets for the Occupant Restraint Controller (ORC), front impact sensors and side impact sensors located within the proximity of the impact damage be closely inspected and restored to their original conditions. Because the ORC and each impact sensor are used by the SRS to monitor or confirm the direction and severity of a vehicle impact, improper orientation or insecure fastening of these components may cause airbags not to deploy when required, or to deploy when not required.
- **If an active head restraint is deployed** - Deployed Active Head Restraint (AHR) units that are undamaged are designed with the intention of reuse. However, the deployed AHR units must be properly reset following deployment. (Refer to 10 - Restraints/RESTRAINT, Active Head - Standard Procedure) .
- **If the driver airbag is deployed** - If the Driver AirBag (DAB) has been deployed, the clockspring and the steering column must be replaced.
- **If the knee airbag is deployed** - On vehicles so equipped, if the Knee AirBag (also known as the Inflatable Knee Blocker/IKB) has been deployed, the instrument panel steering column opening cover must also be replaced.
- **If the passenger airbag is deployed** - If the Passenger AirBag (PAB) has been deployed, the instrument panel top pad must also be replaced.
- **If a seat airbag is deployed** - If a Seat AirBag (SAB) (also known as the pelvic and thoracic airbags) has been deployed, the seat back frame, the seat back foam and the seat back trim cover on the same side of the vehicle as the deployed airbag must also be replaced.
- **If a seat belt tensioner is deployed** - The seat belt tensioners are deployed in conjunction with the front airbags, but can also be deployed with a Seat AirBag (SAB) (also known as the pelvic and thoracic airbag) or side curtain airbags (also known as Side AirBag Inflatable Curtain/SABIC). The seat belt tensioners must be replaced if either front airbag has been deployed, and must be inspected if either SAB or side curtain airbag has been deployed.
- **If a side curtain airbag is deployed** - If a side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC) has been deployed, the headliner as well as the upper A, B, C and, on vehicles with the optional seven-passenger seating, the D-pillar trim on the same side of the vehicle as the deployed airbag must also be replaced. On vehicles with an optional sunroof, the sunroof drain tubes and hoses must be closely inspected following a side curtain airbag deployment.

The components identified with the deployed SRS components in the preceding list are not intended for reuse and will be damaged or weakened as a result of an airbag deployment, which may or may not be obvious during a visual inspection. All other vehicle components should be closely inspected following any SRS component deployment, but are to be replaced only as required by the extent of the visible damage incurred.

SQUIB CIRCUIT DAMAGE

In addition to the preceding guidelines, be aware that the heat created by the initiator during an airbag or tensioner deployment will cause collateral damage to the connected wiring (squib circuits) and connector insulators. There are two methods by which an airbag or seat belt tensioner may be connected to the vehicle electrical system. The first method involves a short pigtail harness and connector insulator that are integral to the airbag or tensioner unit and are replaced as a unit with the service replacement airbag or seat belt tensioner. This connection method typically requires no additional wiring repair following a deployment.

However, the second connection method involves a wire harness takeout and connector insulator that are connected directly to the airbag or tensioner initiator or squib. These direct-connect type take outs and connector insulators **MUST** be repaired following an airbag or seat belt tensioner deployment using the approved Supplemental Restraint System Wiring Repairs procedure. (Refer to 10 - Restraints - Standard Procedure) .

AIRBAG SQUIB STATUS

Multistage airbags with multiple initiators (squibs) must be checked to determine that all squibs were used during the deployment event. The Driver AirBag (DAB) and Passenger AirBag (PAB) in this vehicle are deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the driver or passenger squib 1 and squib 2 circuits to the two initiators in the airbag inflators. Typically, both initiators are used and all potentially hazardous chemicals are burned during an airbag deployment event. However, it is possible for only one initiator to be used; therefore, it is always necessary to confirm that both initiators have been used in order to avoid the improper handling or disposal of potentially live pyrotechnic or hazardous materials. The following procedure should be performed using a diagnostic scan tool to verify the status of both airbag squibs before either deployed airbag is removed from the vehicle for disposal.

CAUTION: **Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.**

1. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the scan tool to the 16-way Data Link Connector (DLC). The DLC is located on the driver side lower edge of the instrument panel, outboard of the steering column.
2. Transition the status of the ignition switch to On.
3. Using the scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.

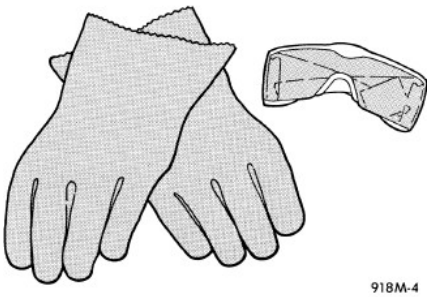
Using the active DTC information, refer to the **Airbag Squib Status** table to determine the status of both DAB squibs and both PAB squibs.

AIRBAG SQUIB STATUS		
IF THE ACTIVE DTC IS:	CONDITIONS	SQUIB STATUS
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for both Driver or Passenger squibs are within 15 minutes of each other	Both Squib 1 and 2 were used.
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for Driver or Passenger Squib 2 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 1 by 15 minutes or more	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for Driver or Passenger Squib 1 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 2 by 15 minutes or more	Squib 1 is live; Squib 2 was used.
Driver or Passenger Squib 1 open	**AND** Driver or Passenger Squib 2 open is NOT an active code	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 2 open	**AND** Driver or Passenger Squib 1 open is NOT an active code	Squib 1 is live; Squib 2 was used.

NOTE: If none of the Driver or Passenger Squib 1 or 2 open are active codes, the status of the airbag squibs is unknown. In this case the airbag should be handled and disposed of as if the squibs were both live.

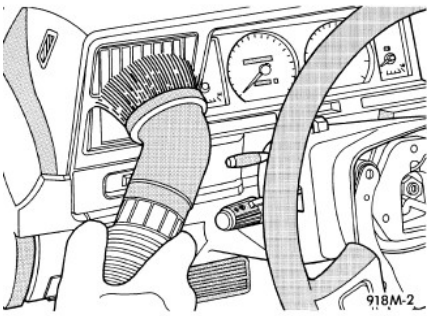
CLEANUP PROCEDURE

Following a Supplemental Restraint System (SRS) component deployment, the vehicle interior will contain a powdery residue. This residue consists primarily of harmless particulate by-products of the small pyrotechnic charge that initiates the propellant used to deploy a SRS component. However, this residue may also contain traces of sodium hydroxide powder, a chemical by-product of the propellant material that is used to generate the inert gas that inflates the airbag. Since sodium hydroxide powder can irritate the skin, eyes, nose, or throat, be certain to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup.



WARNING: **To avoid serious or fatal injury, if you experience skin irritation during cleanup, run cool water over the affected area. Also, if you experience irritation of the nose or throat, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.**

1. Begin the cleanup by using a vacuum cleaner to remove any residual powder from the vehicle interior. Clean from outside the vehicle and work your way inside, so that you avoid kneeling or sitting on a non-cleaned area.
2. Be certain to vacuum the heater and air conditioning outlets as well. Run the heater and air conditioner blower on the lowest speed setting and vacuum any powder expelled from the outlets.



CAUTION: **Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material**

within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the AIRBAG SQUIB STATUS heading within this information. All damaged, ineffective, or non-deployed Supplemental Restraint System (SRS) components which are replaced on vehicles are to be handled and disposed of properly. If an airbag or seat belt tensioner unit is ineffective or damaged and non-deployed, refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.

3. Next, remove the deployed SRS components from the vehicle. Refer to the appropriate service removal procedures.

4. You may need to vacuum the interior of the vehicle a second time to recover all of the powder.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT STORAGE

Airbags and seat belt tensioners must be stored in their original, special container until they are used for service. Also, they must be stored in a clean, dry environment away from sources of extreme heat, sparks and high electrical energy. Always place or store any airbag on a surface with its trim cover or airbag cushion side facing up, to minimize movement in case of an accidental deployment.

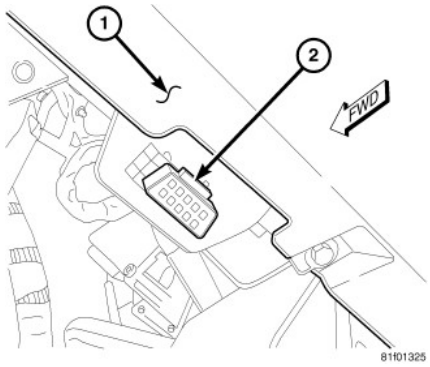
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM VERIFICATION TEST

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The following procedure should be performed using a diagnostic scan tool to verify proper Supplemental Restraint System (SRS) operation following the service or replacement of any SRS component. Refer to the appropriate diagnostic procedures.



1. During the following test, the negative cable remains disconnected and isolated from the battery, as it was during the Supplemental Restraint System (SRS) component removal and installation procedures.
2. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the scan tool to the 16-way Data Link Connector (DLC) (2). The DLC is located on the driver side lower edge of the instrument panel within a rectangular cutout in the lower instrument panel reinforcement, just forward of the instrument panel steering column opening cover (1).
3. Transition the status of the ignition switch to On and exit the vehicle with the scan tool.
4. Check to be certain that nobody is in the vehicle, then reconnect the negative cable to the battery.
5. Using the scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.
6. Next, use the scan tool to read and record any stored (historical) DTC data.
7. If any DTC is found in Step 5 or Step 6, refer to the appropriate diagnostic information.
8. Use the scan tool to erase the stored DTC data. If any problems remain, the stored DTC data will not erase. Refer to the appropriate diagnostic information to diagnose any stored DTC that will not erase. If the stored DTC information is successfully erased, go to Step 9.
9. Transition the status of the ignition switch to Off for about 15 seconds, and then back to On. Observe the airbag indicator in the instrument cluster. It should light from four to six seconds, and then go out. This indicates that the SRS is functioning normally and that the repairs are complete. If the airbag indicator fails to light, or lights and stays On, there is still an active SRS fault or malfunction. Refer to the appropriate diagnostic information to diagnose the problem.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM WIRING REPAIRS

Special Tools: Click to display a list of tools used in this procedure

It is important when repairing any Supplemental Restraint System (SRS) electrical circuits to use the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp).

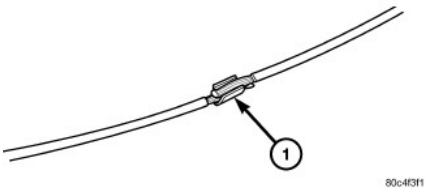
This recommended procedure involves crimping the wires together with a splice band, soldering the crimped connection and, finally, sealing and protecting the repair. The crimp and solder ensure a strong mechanical bond that will always pass a pull test while also maintaining the conductivity and current carrying capacity of the circuit. The adhesive sealant and heat shrink tubing ensures the splice repair will perform as well or better than the original wire and be safe from potential corrosion or short circuits.

There is no limit to the number of splice repairs that can be made in one harness using this procedure. However, as has been past practice, multiple adjacent splices should be offset from each other. This wiring splice repair procedure is approved for harness side repairs only. Repairs and splices to pigtail wires on SRS components such as airbag units, seat belt tensioner units or clocksprings are not approved or recommended.

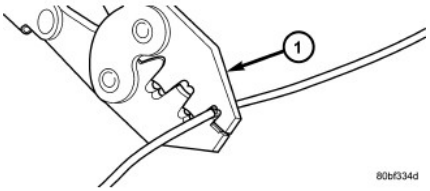
REPAIR PROCEDURE

CAUTION: **If additional wire is needed when making a splice repair to any wire, it is important that the same or next larger size wire gauge be used. Refer to the appropriate wiring diagram for the original wire gauge size.**

1. Remove 13 millimeters (0.50 inch) of insulation from each wire that needs to be spliced.
2. Place a piece of adhesive sealant-lined heat shrink tubing (Part Number 04778570 or equivalent) over the wire on one side of the splice. Be certain the length of tubing will be sufficient to cover and seal the entire repair area.
3. Place the strands of the wires being spliced so that they are overlapping each other within the splice band (1).

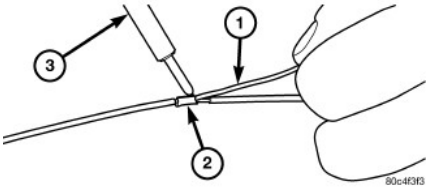


4. Using a crimping tool (1) (MOPAR Part Number 05019912AA, Miller Special Tool Number 10042 or equivalent) crimp the splice band and wires together securely.

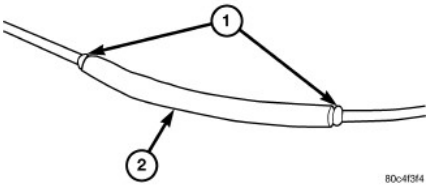


CAUTION: **Never use acid core solder for electrical wiring repairs.**

5. Using rosin core type solder (1) only and a suitable soldering iron (3), solder the wire and splice band connection (2) together.



6. Center the heat shrink tubing (2) over the splice joint repair and heat using a suitable heat gun. Heat the joint until the tubing is tightly sealed and sealant (1) begins to ooze out of both ends of the tubing.



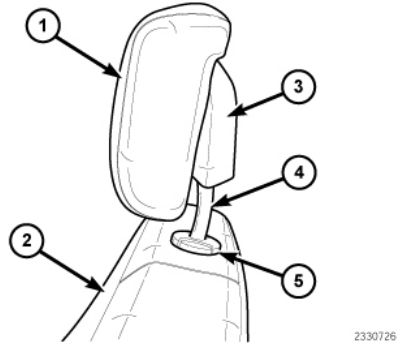
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Active Head Restraint (AHR) units are standard equipment for both front seating positions in this vehicle. One AHR unit is located atop each front seat back (2). An AHR can be readily distinguished from a non-active head restraint by the two-piece construction used for an AHR. The forward-facing pad (1) consists of a molded reinforced plastic convex form covered with a dense foam pad and is trimmed in a material coordinated with the other soft trim on the seat. The rearward-facing surface is equipped with a hard molded plastic trim cover (3) that matches the other hard trim on the seat.

Located between the pad and the trim cover are the support structure of the AHR and both the mechanical and electrical components of the unit. The support structure includes a molded plastic carrier that is securely clamped to a U-shaped, bright-plated metal tube, the legs of which form the two visible posts (4) that are used to secure the unit in the two plastic guide sleeves (5) located at the top of the seat back frame. These posts feature numerous notches that engage spring-loaded detents integral to the plastic guide sleeves which are used for manually adjusting the vertical height of the AHR unit to properly fit the seat occupant.



The mechanical components of the AHR include the linkage that permits the lower part of the pad to be tilted forward or rearward for comfort as well as the linkage that articulates the pad during deployment, a pair of heavy wire springs, a caliper-type latch mechanism and the latch striker. The single electrical component of the AHR unit is a latch-release solenoid and the pigtail wire that connects the solenoid to the vehicle electrical system. The pigtail wire and connector are routed through the center of one of the support posts and down through the guide sleeve into the interior of the seat back, where it is connected to a dedicated take out and connector of the seat wire harness.

The AHR cannot be repaired. If damaged or ineffective, it must be replaced with a new unit. However, unlike many other Supplemental Restraint System (SRS) components, following an AHR deployment, if no visible damage to the unit is observed it can usually be successfully reset and reused. (Refer to 10 - Restraints/RESTRAINT, Active Head - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Active Head Restraint (AHR) units are deployed by a signal generated by the Occupant Restraint Controller (ORC) through the first row right and left solenoid and ground signal circuits. The ORC logic monitors inputs from the front impact sensors as well as electronic message inputs received over the Controller Area Network (CAN) data bus to determine when the appropriate conditions exist to send a deployment signal to both AHR units. When the ORC detects an impact pulse of sufficient magnitude originating from the rear of the vehicle, while any transmission gear is selected except Reverse (**R**), the ORC sends the deployment signals.

When the ORC sends the proper electrical deployment signal to the solenoid of the AHR unit, the solenoid releases the AHR latch. When the AHR latch is released, the tension of the spring-loaded linkage within the AHR mechanically drives the AHR pad through a short, slightly forward and upward arc to the final deployed position. Deployment of the AHR reduces the space between the back of the head of the seat occupant and the head restraint pad. Closing this space supports the head of the seat occupant during a low speed rear impact collision event and is important in reducing or eliminating potentially debilitating cervical (also known as whiplash) injuries.

The ORC monitors the condition of the AHR unit circuits, and will illuminate the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and store a Diagnostic Trouble Code (DTC) for any fault that is detected.

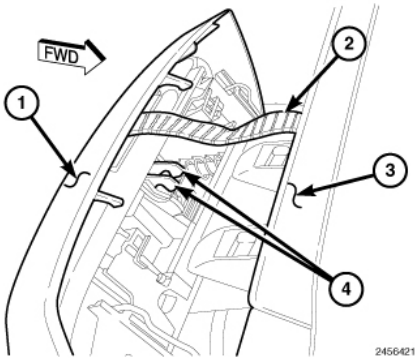
The hard wired circuits between the AHR units and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the AHR units or the electronic controls and communication between other modules and devices that provide some features of the Supplemental Restraint System (SRS). The most reliable, efficient and accurate means to diagnose the AHR units or the electronic controls and communication related to AHR unit operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - ACTIVE HEAD RESTRAINT RESET

If the Active Head Restraint (AHR) units have been deployed, both the driver and passenger side units must be reset. You can recognize that an AHR has been deployed by the forward position of the head restraint cushion and the large spacing between the cushion and the AHR rear trim cover.

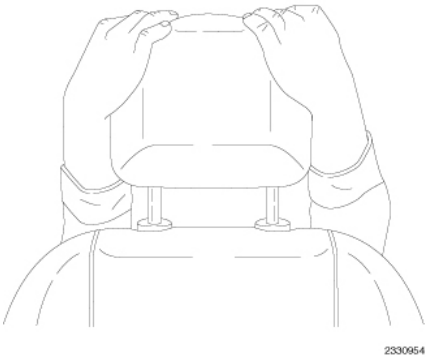


NOTE:

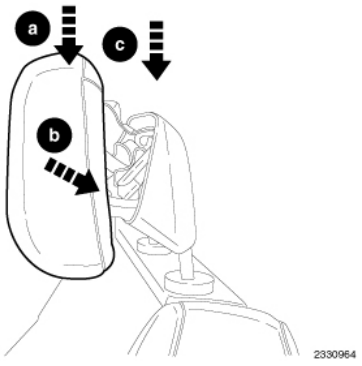
Before attempting to reset, and after each unsuccessful attempt to reset an AHR, inspect the latch mechanism within the AHR rear trim cover (1) to be certain the latch is unlatched. This can be confirmed by placing a finger on the latch catches (4) and gently rocking them rearward and forward. The catches should move freely. If the catches do not move freely, they are in the latched position and the latch must be opened using the diagnostic scan tool. Follow the steps outlined for AHR - Activate Driver And Passenger Head Restraint under System Test for the Occupant Restraint Controller/ORC menu item. Each time this routine is performed, both the driver and passenger side AHR unit latches may be opened and both AHR units may have to be reset.

1. Be certain to pull the center of AHR tether strap (2) located between the rear trim cover and the cushion (3) upward as far as possible to prevent it from becoming trapped between the latch striker and the latch catches, which could interfere with successful latching of the striker.

2. Reaching from behind the seat and below the AHR, position both hands on the top of the AHR cushion as illustrated and brace your forearms or your upper torso against the upper seat back as needed for leverage.



3. Three separate and distinct physical actions must each be completed in their entirety to successfully reset and latch an AHR. It may help to memorize these actions before attempting the reset as: **DOWN**, **BACK** and **DOWN**. A short explanation of each action follows:



   a. **DOWN**: Pull the cushion downward (arrow a) far enough to allow the AHR linkage to drop out of its locked, deployed position to its neutral position. The cushion cannot be compressed against the rear trim cover until after the AHR linkage has been moved to its neutral position.

   b. **BACK**: Pull the cushion rearward (arrow b) firmly and evenly against the pressure of the deployment springs until it is flush against the rear trim cover.

   c. **DOWN**: Finally, while still holding the cushion tightly against the rear trim cover, pull the cushion downward (arrow c) once again far enough to fully engage the latch striker with the AHR latch mechanism. Listen for an audible click as the latch catches engage the striker.

4. If the tether remains hanging out between the top of the cushion and the rear trim cover, simply use a finger to tuck it out of sight between the top of the rear trim cover and the cushion.

5. To confirm a successful reset, there should be no visually obvious space between the cushion and the rear trim cover; although, there may be enough space to physically insert your fingertips between them. Also, operation of the comfort tilt adjustment feature should be restored.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure

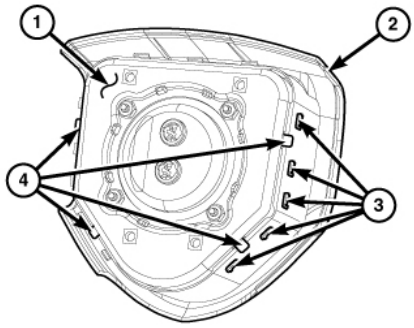
WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, service of this unit should be performed only by Chrysler-trained and authorized dealer service technicians. Failure to take the proper precautions or to follow the proper procedures could result in accidental, incomplete, or improper airbag deployment and possible occupant injuries.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the Driver AirBag (DAB) trim cover must never be painted. Replacement trim covers are serviced in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

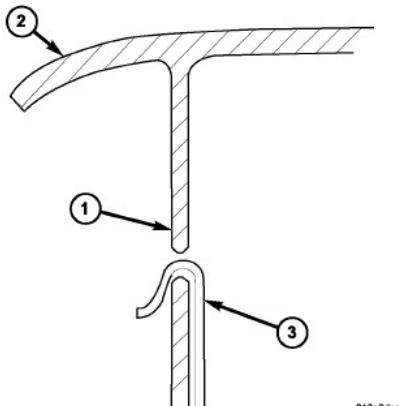
NOTE: The following procedures can be used to replace the Driver AirBag (DAB) trim cover for service of cosmetic damage issues. If the DAB is ineffective or deployed, the entire DAB and trim cover must be replaced as a unit.



2939410

1. Place the Driver AirBag (DAB) trim cover (2) on a suitable clean and dry work surface with the receptacle facing up. Be certain to take the proper precautions to prevent the trim cover from receiving cosmetic damage during the following procedures.
2. Position the DAB housing (1), inflator, and cushion as a unit over the trim cover receptacle.
3. Using hand pressure, push the airbag housing firmly and evenly down into the trim cover receptacle far enough that the hooks (3) of the housing are aligned with the windows in the vertical walls of the receptacle.
4. Work around the perimeter of the unit engaging each of the thirteen hooks on the DAB housing through the thirteen windows in the walls of the trim cover receptacle.
5. After the DAB has been assembled, try pulling the trim cover and the airbag housing away from each other. This action will fully seat the edges of the windows into the cradles of the hooks and the vertical walls of the receptacle beneath the locating tabs (4) of the housing.
6. Before reinstalling the airbag onto the steering wheel, check that the blocking tab (1) in each of the trim cover (2) windows is oriented over the airbag housing hook (3) as shown.

7. Reinstall the DAB onto the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

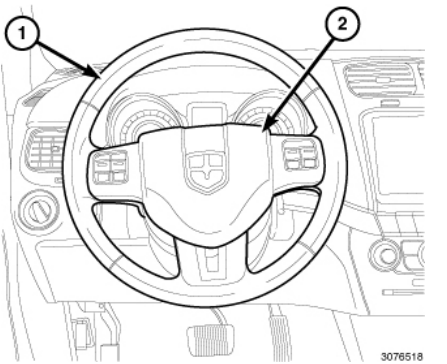


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

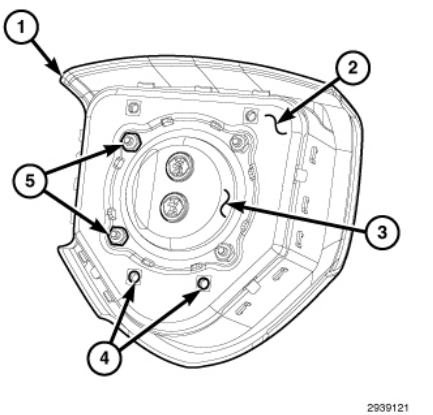
The injection molded, thermoplastic Driver AirBag (DAB) protective trim cover (2) is the most visible part of the DAB. The DAB is located in the center of the steering wheel (1), where it is secured with screws to the floating horn switch within the hub cavity of the three-spoke steering wheel. An injection molded, bright Dodge emblem is applied to the center of the trim cover.



Concealed beneath the DAB trim cover (1) are the folded airbag cushion, the airbag housing (2), the airbag inflator (3) and the retainers (5) that secure the inflator to the housing. The airbag cushion, housing and inflator are secured within an integral receptacle molded into the back of the trim cover. The vertical walls of this receptacle have numerous integral window features that are engaged by numerous hook features that are bent outward around the perimeter of the DAB housing. The DAB housing also has four well nuts (4) which are used to secure the floating horn switch to the back of the housing.

The DAB used in this vehicle is a multistage-type that complies with revised federal airbag standards to deploy with less force than those used in some prior vehicles. A radial deploying 67.3 centimeter (26.5 inch) diameter fabric airbag cushion with internal tethers is used. The airbag inflator is a dual-initiator, non-azide, pyrotechnic-type unit and is secured to the stamped metal airbag housing using four flanged hex nuts. Two keyed and color-coded connector receptacles on the DAB inflator connect the two inflator initiators to the vehicle electrical system through two jacketed, two-wire pigtail harnesses from the clockspring.

The DAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. The DAB trim cover and the floating horn switch are available for individual service replacement.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

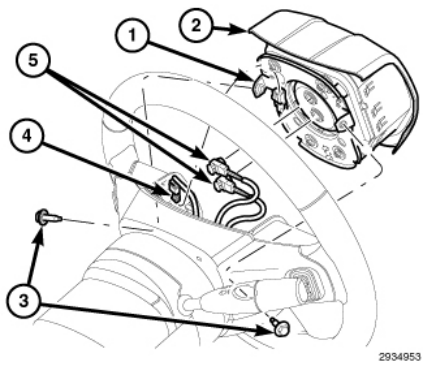
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the driver airbag trim cover must never be painted. Replacement airbags are serviced with trim covers in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the Driver AirBag (DAB) (2) and floating horn switch (1) unit close enough to the steering wheel to reconnect the electrical connections to the back of the airbag housing.
2. Reconnect the steering wheel wire harness connector (4) to the floating horn switch connector on the back of the switch.
3. Reconnect the wire connectors (5) to the airbag inflator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. You can be certain that each connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Be certain to fully engage the plastic push-in retainer of the clockspring pigtail wires into the locator hole at the 12 o'clock position on the back of the floating horn switch.
5. Carefully position the DAB and floating horn switch unit into the steering wheel hub while tugging lightly upward on the clockspring pigtail wires for the airbag and tucking the wires into the upper hub cavity of the steering wheel. Be certain that none of the steering wheel wiring is pinched between the airbag housing or the horn switch and the steering wheel armature or, on vehicles equipped with a diesel engine, the steering wheel damper weight.
6. Working through the access holes in each side of the steering wheel rear trim cover, install and tighten the two screws (3) that secure the floating horn switch and DAB unit to the steering wheel armature. Tighten the screws to 13 N·m (10 ft. lbs.).
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multistage Driver AirBag (DAB) is deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the DAB squib 1 and squib 2 circuits to the two initiators in the airbag inflator. By using two initiators, the airbag can be deployed at multiple levels of force. The force level is controlled by the ORC to suit the monitored impact conditions by providing one of several delay intervals between the electrical signals provided to the two initiators. The longer the delay between these signals, the less forcefully the airbag will deploy.

When the ORC sends the proper electrical signals to each initiator, the electrical energy generates enough heat to initiate a small pyrotechnic charge which, in turn ignites chemical pellets within the inflator. Once ignited, these chemical pellets burn rapidly and produce a large quantity of inert gas. The inflator is sealed to the back of the airbag housing and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the DAB trim cover will split at predetermined breakout lines, then fold back out of the way. Following an airbag deployment, the airbag cushion quickly deflates by venting the inert gas towards the instrument panel through vent holes within the fabric used to construct the back (steering wheel side) panel of the airbag cushion.

Some of the chemicals used to create the inert gas may be considered hazardous while in their solid state before they are burned, but they are securely sealed within the airbag inflator. Typically, both initiators are used and all potentially hazardous chemicals are burned during an airbag deployment event. However, it is possible for only one initiator to be used during a deployment due to an airbag system fault; therefore, it is necessary to always confirm that both initiators have been used in order to avoid the improper disposal of potentially live pyrotechnic or hazardous materials. (Refer to 10 - Restraints - Standard Procedure) .

The inert gas that is produced when the chemicals are burned is harmless. However, a small amount of residue from the burned chemicals may cause some temporary discomfort if it contacts the skin, eyes, or breathing passages. If skin or eye irritation is noted, rinse the affected area with plenty of cool, clean water. If breathing passages are irritated, move to another area where there is plenty of clean, fresh air to breath. If the irritation is not alleviated by these actions, contact a physician.

The ORC monitors the condition of the DAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the DAB initiator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

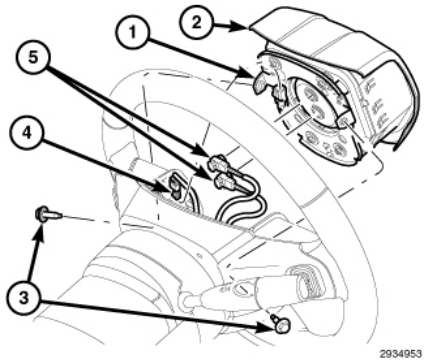
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

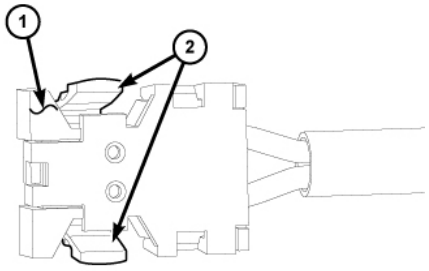
NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



2934953

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Working through the access holes in each side of the steering wheel rear trim cover, remove the two screws (3) that secure the floating horn switch (1) and Driver AirBag (DAB) (2) unit to the steering wheel armature.
3. Pull the DAB away from the steering wheel far enough to access and disengage the plastic push-in retainer of the clockspring pigtail wire harness from the locator hole at the 12 o'clock position on the back of the floating horn switch.
4. Pull the DAB and floating horn switch unit away from the steering wheel far enough to access the electrical connections (3 and 4) at the back of the airbag housing and switch unit.
5. Disconnect the steering wheel wire harness connector (4) from the floating horn switch connector on the back of the switch.

CAUTION: **Do not pull on the clockspring pigtail wires or pry on the connector insulators to disengage them from the Driver AirBag (DAB) inflator initiator connector receptacles. Improper removal of these pigtail wires and their connector insulators can result in damage to the airbag circuits or the connector insulators.**



2128307

6. The clockspring DAB pigtail wire connector insulators (1) are secured by integral latches (2) to the airbag inflator connector receptacles, which are located on the back of the DAB housing. Pinch both latches firmly, then pull the insulators straight out from the airbag inflator to disconnect them from the connector receptacles.
7. Remove the DAB from the steering wheel.

8. If the DAB has been deployed, the clockspring and the steering column must be replaced.

2014 Dodge JC - DODGE JOURNEY

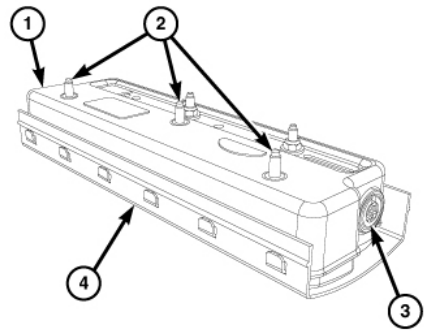
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is used on vehicles manufactured for domestic markets. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components. Vehicles with this equipment may be readily identified by the **SRS - AIRBAG** logo located on the upper outboard corner of the instrument panel steering column opening cover.

The KAB is concealed behind the steering column opening cover below the steering column on the driver side lower instrument panel. Located behind the steering column opening cover, the stamped metal airbag housing (1) is secured by three studs (2) with nuts to the stamped metal instrument panel lower reinforcement and mounting plate. A molded plastic protective cover (4) is secured over the folded airbag cushion by numerous hook formations stamped into the airbag housing that are engaged through window openings in the outer perimeter of the cover.

The airbag housing contains the airbag inflator and a heat shield. The airbag inflator is a single-initiator, non-azide hybrid-type unit that is secured to the housing by two studs with nuts and sealed within the airbag housing. The airbag is connected to the vehicle electrical system through a dedicated take out and connector insulator of the instrument panel wire harness that connects directly to the inflator initiator (3).



The KAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. If the airbag is deployed, the KAB and the steering column opening cover must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Inflatable Knee Blocker (IKB) airbag, or becoming entrapped between the IKB airbag cushion and the IKB cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

1. Position the Knee AirBag (KAB) to the mounting plate on the instrument panel lower reinforcement.
2. Install and tighten the three nuts that secure the KAB studs to the mounting plate below the instrument panel. Tighten the nuts to 6 N·m (53 in. lbs.).
3. Reconnect the connector insulator of the instrument panel wire harness take out for the KAB to the inflator initiator connector receptacle by pressing straight in on the connector. You can be certain that the connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Reinstall the steering column opening cover onto the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is deployed by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through a KAB line 1 (or squib) circuits to the initiator in the airbag inflator. The hybrid-type inflator assembly for the airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemical pellets burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the KAB protective cover will split at predetermined tear seam lines concealed on the underside of the cover, then fold open and out of the way.

The cushion protects the lower extremities of the vehicle operator and helps to keep the seat occupant properly positioned for the Driver AirBag (DAB) deployment during a frontal impact collision. Following an airbag deployment, the KAB cushion quickly deflates by venting the inert gas through the loose weave of the fabric used to construct the instrument panel side of the airbag cushion, and the deflated cushion hangs down loosely from the lower instrument panel.

The ORC monitors the condition of the KAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the KAB initiator and squib circuit requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .

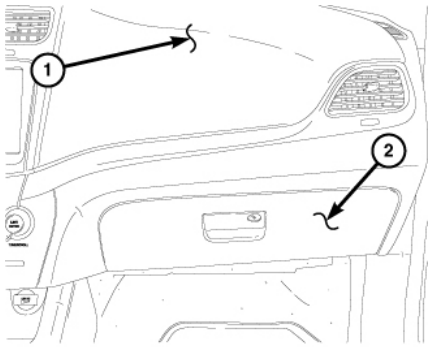
1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the steering column opening cover from the instrument panel. (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
3. Disconnect the electrical connection that is secured by integral latches to the airbag inflator initiator connector receptacle on the inboard end of the Knee AirBag (KAB) housing. Depress the latches on each side of the connector insulator and pull the insulator straight out from the inflator initiator to disconnect it from the connector receptacle.
4. Remove the three nuts that secure the KAB to the mounting plate on the lower instrument panel reinforcement.
5. Remove the KAB from the vehicle.

2014 Dodge JC - DODGE JOURNEY

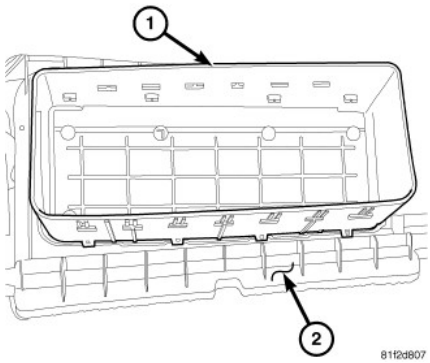
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The horizontal surface of the instrument panel top pad (1) above the glove box (2) is the most visible part of the Passenger AirBag (PAB). The PAB door is integral to the top of the instrument panel top pad forward of and above the glove box on the instrument panel in front of the front seat passenger seating position.

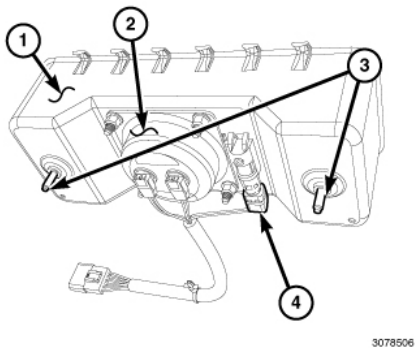


Located below the PAB door area of the instrument panel top pad (2), the molded thermoplastic PAB retainer or chute (1) is secured to the underside of the top pad. The retainer defines the airbag door breakout area of the top pad and serves as the receptacle for the PAB cushion and housing. Numerous small window openings on the forward and rearward flanges of the receptacle receive mating hook formations stamped into the airbag housing, which locate and secure the housing to the top pad.



The PAB unit (1) is also secured by two studs (3) and nuts to a bracket integral to the instrument panel structural support. The PAB unit used in this vehicle is a multistage type that complies with revised federal airbag standards to deploy with less force than those used in some prior vehicles. The PAB unit consists of a stamped metal housing, the airbag cushion, and the airbag inflator (2). The airbag inflator is secured to the housing by four screws and nuts. The airbag housing contains the folded airbag cushion. An approximately 66 centimeter (26 inch) wide by 76 centimeter (30 inch) high rectangular fabric cushion is used.

The airbag inflator is a non-azide, pyrotechnic-type unit that is secured to and sealed within the airbag housing. Two dedicated take outs and yellow connectors of the instrument panel wire harness with keyed, color-coded (black and orange) insulators connect the two inflator initiators to the vehicle electrical system. Vehicles manufactured for domestic markets also include an active vent tether cutter (4) that is connected through a third dedicated take out and connector of the instrument panel wire harness.



The PAB cannot be repaired, and must be replaced if deployed, ineffective, or in any way damaged. The PAB door and retainer are serviced only as a unit with the instrument panel top pad. If the PAB is deployed, the instrument panel top pad must also be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

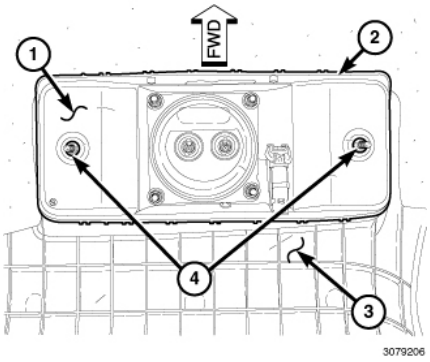
WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the passenger airbag, or becoming entrapped between the passenger airbag cushion and the instrument panel top pad. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

WARNING: **To avoid serious or fatal injury, the instrument panel top pad must never be painted. Replacement top pads are serviced in the original colors. Paint may change the way in which the material of the top pad responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Passenger AirBag (PAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the PAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Place the instrument panel top pad (3) on a suitable work surface with the Passenger AirBag (PAB) retainer or chute (2) receptacle facing up. Be certain to take the proper precautions to prevent the top pad from receiving cosmetic damage during the following procedures.
2. Carefully position the PAB housing to the PAB retainer or chute receptacle. The side of the housing with 6 hooks faces the defroster duct outlet or forward in the vehicle.
3. Engage all of the hooks on one side of the PAB housing through the windows on the same side of the PAB retainer or chute, then rotate the opposite side of the PAB housing downward into the receptacle.
4. Inspect around the perimeter of the PAB making certain each of the hooks on the PAB housing is fully engaged through the windows in the forward and rearward vertical walls of the PAB retainer or chute receptacle.
5. Reinstall the top pad onto the instrument panel. (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Installation) .
6. Be certain to tighten the nuts that secure the studs (4) of the PAB to the bracket on the instrument panel structural support. Tighten the nuts to 8 N·m (71 in. lbs.).
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The multistage Passenger AirBag (PAB) is deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the PAB squib 1 and squib 2 circuits to the two initiators in the airbag inflator. By using two initiators, the PAB can be deployed at multiple levels of force. The force level is controlled by the ORC to suit the monitored impact conditions by providing one of multiple delay intervals between the electrical signals provided to the two initiators. The longer the delay between these signals, the less forcefully the airbag will deploy.

When the ORC sends the proper electrical signals to each initiator, the electrical energy generates enough heat to initiate a small pyrotechnic charge which, in turn ignites chemical pellets within the inflator. Once ignited, these chemical pellets burn rapidly and produce a large quantity of inert gas. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the PAB door will split at predetermined tear seam lines concealed on the inside surface of the door, then the door will pivot up over the top of the instrument panel and out of the way. Following an airbag deployment, the airbag cushion quickly deflates by venting the inert gas through a discrete vent hole in each fabric side panel of the airbag cushion.

Domestic market vehicles are equipped with an active vent tether cutter unit. The ORC monitors a seat track position sensor on the passenger front seat. If the seat is in the full forward position when an airbag deployment occurs, the ORC signals the tether cutter to cut the tether that normally keeps active vent flaps in the airbag cushion closed. With the tether cut, the active vents open to reduce airbag deployment force and reduce the possibility of an airbag-induced injury when the passenger is seated close to the deploying airbag. If the passenger front seat is not in the full forward position, the tether is not cut and the active vents in the cushion remain closed during deployment.

Typically, both initiators are used during a PAB deployment event. However, it is possible for only one initiator to be used during a deployment due to an airbag system fault and, it is also possible that the tether cutter was not used during a deployment. It is necessary to always confirm that both initiators and the tether cutter have been used in order to avoid the improper disposal of potentially live pyrotechnic materials. (Refer to 10 - Restraints - Standard Procedure) .

The ORC monitors the condition of the PAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the PAB inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

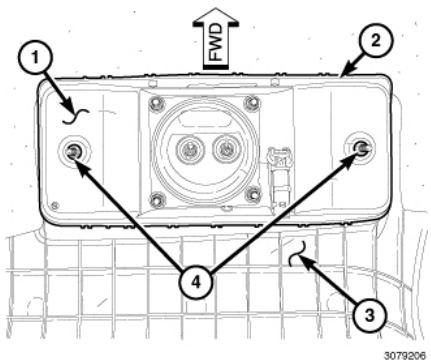
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Passenger AirBag (PAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the PAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the top pad (3) and Passenger AirBag (PAB) from the instrument panel as a unit. (Refer to 23 - Body/Instrument Panel/PAD, Instrument Panel - Removal) .
3. Place the top pad on a suitable work surface with the top facing down. If the top pad will be reused, be certain to take the proper precautions to prevent the top pad from receiving cosmetic damage during the following procedures.
4. Disengage each of the hooks on one side of the PAB housing (1) from the windows in the forward and rearward vertical walls of the PAB retainer or chute (2) on the underside of the top pad. To disengage the hooks, use hand pressure to pull the adjacent edge of the PAB housing firmly and evenly upward out of the retainer receptacle, while at the same time pulling the upper edge of the receptacle wall outward far enough to disengage the hooks.
5. With all of the hooks on one side of the PAB housing disengaged from the retainer, rotate that side of the housing upward far enough to disengage the hooks on the opposite side of the housing from the retainer.
6. With all of the hooks disengaged, lift the PAB housing, inflator, and cushion as a unit from the receptacle of the PAB retainer or chute on the underside of the instrument panel top pad.

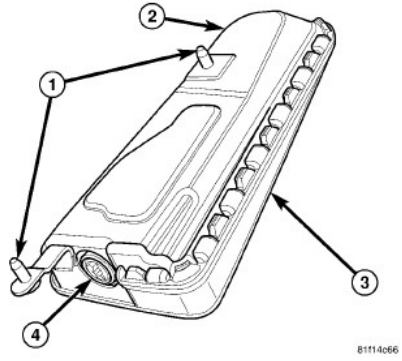
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Seat AirBags (SAB) (also known as pelvic and thoracic airbags) are standard equipment in all markets except Mexico. Vehicles with this equipment can be readily identified by a sewn tag with the **SRS - AIRBAG** logo located on the outboard side of the front seat back trim cover. These airbags are completely concealed beneath the seat back trim cover on the upper outboard sides of both front seat backs. Each SAB unit is inserted into a sewn pouch called an intensifier on the inside of the trim cover, then secured to the seat back frame by nuts on two studs (1). Both studs are installed on a stamped metal bracket. The stud on one end of the bracket exits through the SAB housing (2), while the second stud is located on the opposite end of the bracket that extends from the lower end of the housing.

The folded SAB cushion is contained within and protected by a molded plastic cover (3) secured to the outer edges of the housing. The SAB cushion is constructed of a coated nylon fabric.



The SAB housing contains the airbag inflator and a heat shield. The inflator is a single-initiator, pyrotechnic-type unit that is secured to and sealed within the SAB housing. The SAB is connected to the vehicle electrical system through a dedicated jumper wire harness with a connector insulator that connects directly to the inflator initiator (4). The connector insulators are uniquely keyed and color-coded to ensure they can only be connected to the initiator.

The SAB cannot be repaired, and must be replaced if deployed, ineffective, or in any way damaged. If the SAB is deployed, the seat back frame, the seat back foam cushion, the seat back trim cover and the seat airbag jumper wire harness must also be replaced.

2014 Dodge JC - DODGE JOURNEY

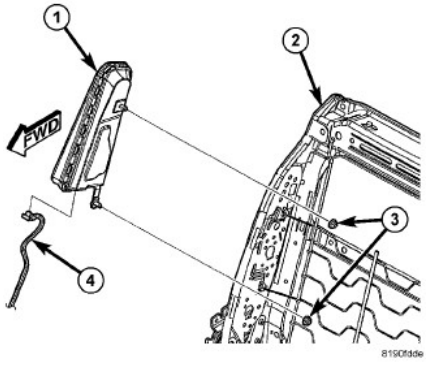
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Seat AirBag (SAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the SAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



CAUTION: **The seat airbag (1) must be installed into the nylon mesh pouch integral to the front seat back trim cover before the airbag or the trim cover are installed on the front seat back frame (2). Failure to do so will adversely affect the function of the seat airbag system.**

1. Carefully slide the Seat AirBag (SAB) into the nylon pouch (intensifier) integral to the outboard side of the front seat back trim cover and engage the two SAB studs through the holes provided in the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.
2. Position the SAB and trim cover as a unit to the outboard side of the seat back frame and insert the studs through the mounting holes in the frame.
3. Install and tighten the two nuts (3) that secure the SAB to the outboard side of the seat back frame. Tighten the nuts to 10 N·m (88 in. lbs.).
4. Reconnect the seat jumper wire harness (4) connector to the SAB inflator. Be certain that the connector latches and lock are fully engaged.

   CAUTION: **Be certain that all of the trim is properly reinstalled on the front seat back frame. Failure to do so will adversely affect the function of the seat airbag system.**

5. Reinstall the trim onto the front and back of the front seat back frame. (Refer to 23 - Body/Seats/COVER, Seat Back - Installation) .
6. Reinstall the front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Each Seat AirBag (SAB) (also known as a pelvic and thoracic airbag) is deployed individually by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through left or right SAB line 1 and line 2 (or squib) circuits. The hybrid-type inflator assembly for each SAB contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the SAB inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemicals burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator and inert gas canister are sealed and connected so that all of the released gas is directed into the folded SAB cushion, causing the cushion to inflate. As the cushion inflates it will split the retainer wrap, the sewn pouch (intensifier) and the outboard side of the seat back trim cover and expand into the area between the outboard side of the front seat and the front door to form a cushion to protect the front seat occupant during a side impact collision or a vehicle rollover incident.

Following the SAB deployment, the SAB cushion slowly deflates by venting the inert gas through the loose weave of the cushion fabric, and the deflated cushion hangs down loosely from the outboard side of the front seat back.

The ORC monitors the condition of the SAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the SAB inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

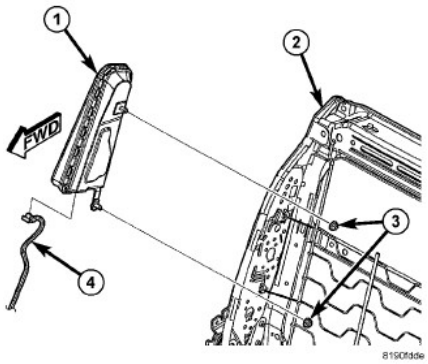
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

NOTE: The following procedure is for replacement of an ineffective or damaged Seat AirBag (SAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the SAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the front seat to its most forward position for easiest access to the front seat mounting hardware.
2. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Remove the front seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .

   CAUTION: **During removal of the seat back trim cover, be certain not to tear or damage the integral nylon pouch that contains the seat airbag. If the nylon pouch or the trim cover are torn or damaged, the entire front seat back trim cover must be replaced with a new unit.**

4. Remove the trim from the front and back of the front seat back frame (2), but do not remove from the outboard side of the seat back trim cover until after the Seat AirBag (SAB) has been detached from the seat. (Refer to 23 - Body/Seats/COVER, Seat Back - Removal) .

   CAUTION: **Do not pull on the seat airbag jumper wire harness (4) take out or pry on the connector insulator to disengage the connector from the seat airbag (1) inflator connector receptacle. Improper removal of this take out and its connector insulator can result in damage to the airbag circuits or the connector insulator.**

5. Disconnect the SAB jumper wire harness connector from the SAB inflator. Slide the yellow locking tab down, then squeeze the two latch tabs on the connector insulator. Pull the insulator straight out from the inflator to disconnect it from the connector receptacle.
6. Remove the two nuts (3) that secure the SAB to the side of the seat back frame.
7. Grasp the outboard side of the seat back trim cover and pull the trim cover and cushion over the top of the seat back frame. This will allow room to remove the SAB without damaging the trim cover or the cushion.
8. Working between the seat back trim cover and the seat back frame, carefully disengage the two SAB studs from the nylon pouch (intensifier and slide the SAB

out of the pouch. Be certain not to tear or damage the nylon pouch or the trim cover.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

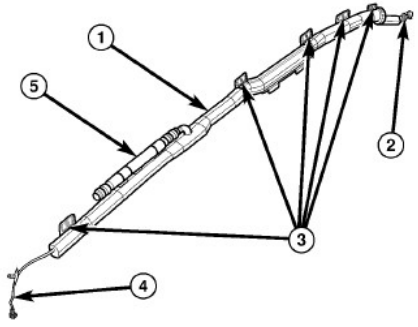
DESCRIPTION

Side curtain airbags (also known as Side AirBag Inflatable Curtains/SABIC) are standard factory installed equipment in this vehicle for all markets except Mexico. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components, and vehicles with this equipment can be readily identified by a molded identification trim button with the **SRS - AIRBAG** logo located near the top of each upper B-pillar and C-pillar trim. This system is designed to reduce injuries to the vehicle occupants in the event of a side impact collision or a vehicle rollover incident.

8098029e

Vehicles equipped with side curtain airbags have two individually controlled curtain airbag units (1). These airbag units are concealed and mounted above the headliner where they are each secured to one of the roof side rails. Each folded airbag cushion is contained within a fabric wrap that extends along the roof rail from the A-pillar at the front of the vehicle to near the D-pillar (5 passenger seating) or to the liftgate opening header (7 passenger seating) at the rear of the vehicle.

Two plastic retainer clips secure a long tether (2) to the inside of the A-pillar downward from the front of the airbag cushion, where it is retained to a slot in the base of the A-pillar near the belt line with a metal hook followed by a plastic push-in retainer to secure the hook in the slot. On vehicles with 5 passenger seating, a retainer clip on another short tether (4) at the rear of the cushion is secured by a screw to the upper liftgate opening header inner reinforcement. On vehicles with 7 passenger seating, the rear of the cushion turns inboard at the D-pillar and is secured by nuts to a weld stud on the upper liftgate opening header inner reinforcement.



81101e30

The hybrid-type inflator (5) for each airbag is secured to the airbag unit above the C-pillar. A stamped metal bracket on the inflator is secured by two screws to the inner roof rail above the C-pillar. The inflator is connected to the airbag cushion by a tubular manifold. The entire cushion and inflator assembly is temporarily secured through plastic mounting tabs (3) with plastic push-in retainers, then is permanently secured by a combination of screws and nuts to weld studs spaced along the inside of the roof rail.

A take out and connector of the body wire harness is routed up each C-pillar to the roof rail to the connector receptacle of the initiator at the rear of the airbag inflator. This connects the airbag unit to the Occupant Restraint Controller (ORC).

The side curtain airbag unit cannot be adjusted or repaired and must be replaced if deployed, ineffective, or in any way damaged. Once a side curtain airbag has been deployed, the complete airbag unit, the headliner, the upper A, B, C and D-pillar trim, and all other visibly damaged components must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

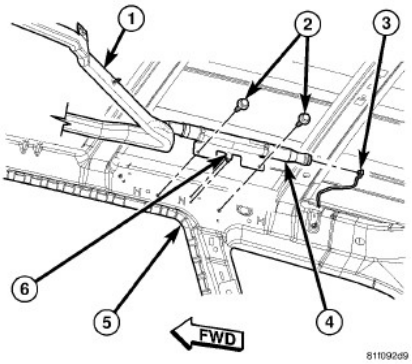
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

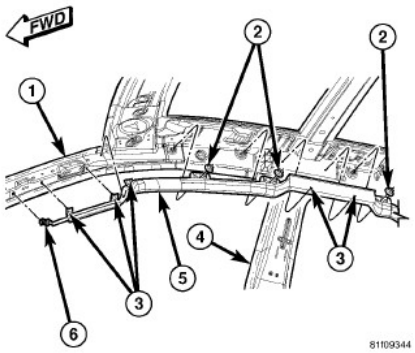
WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the side curtain airbag, or becoming entrapped between the side curtain airbag cushion and the headliner. Failure to observe this warning could result in occupant injuries upon airbag deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the side curtain airbag has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the side curtain airbag (1) and inflator (4) into the vehicle as a unit.
2. Position the inflator mounting bracket to the inner roof rail above the C-pillar (5) and engage the locating tab of the mounting bracket with the locating hole in the roof side rail.
3. Engage the plastic push-in retainer (6) that temporarily secures the inflator mounting bracket to the inner roof rail.
4. Install and tighten the two screws (2) that secure the inflator mounting bracket to the inner roof rail. Tighten the screws to 9 N·m (80 in. lbs.).
5. Reconnect the body wire harness connector (3) to the connector receptacle at the rear of the inflator (2). Be certain to route the wiring outboard of the inflator, between the inflator and the roof side rail.
6. Working from the inflator toward the front of the vehicle, engage the three mounting tabs of the side curtain airbag (5) over the weld studs on the inner roof rail above the rear and front door openings.
7. Working from the inflator toward the front of the vehicle, engage the plastic push-in retainers (3) that temporarily secure the side curtain airbag and the front tether to the inner roof rail over the B-pillar (4) and the inner A-pillar (1).
8. Install and tighten the three nuts (2) that secure the side curtain airbag mounting tabs to the weld studs on the inner roof rail above the front and rear door openings. Tighten the nuts to 9 N·m (80 in. lbs.).
9. Engage the metal hook (6) that secures the front tether to the inner A-pillar near the belt line.

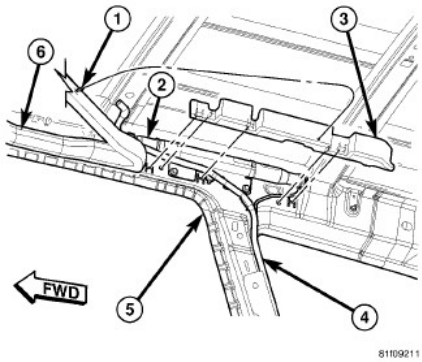
10. Engage the plastic clip that secures the front tether hook to the inner A-pillar. Both the hook and the plastic clip are secured in the same slotted hole of the A-pillar, but the hook MUST be installed prior to the clip.

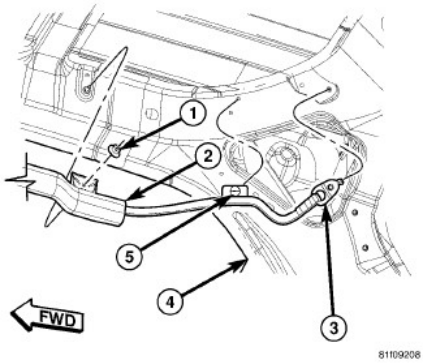


11. Position the Head Impact Countermeasure (HIC) rib cartridge (3) over the airbag inflator (2) above the C-pillar (5) and align the front and rear locating bosses of the cartridge with the slots of the inner roof rail. Be certain the wiring and, if equipped, the sunroof drain hose (4) are routed through the clearance notch at the bottom of the cartridge, between the cartridge and the roof rail.

12. Using hand pressure, press the HIC rib cartridge toward the inner roof rail until the three snap clip retainers snap into place. Be certain the snap clips are fully engaged with the slots in the roof rail.

13. Engage the plastic push-in retainer (1) that secures the side curtain airbag (6) to the HIC rib cartridge.





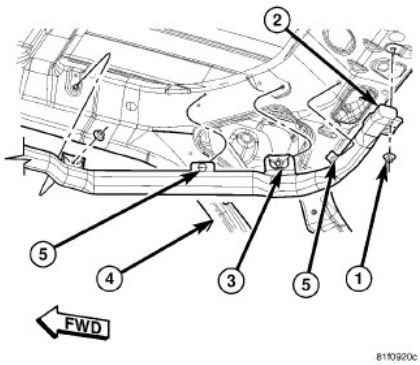
Side Airbag Rear - 5 Passenger Seating

14. Working from the inflator toward the rear of the vehicle, engage the mounting tabs of the side curtain airbag (2) to the weld studs on the inner roof rail above the quarter window opening and, if equipped with seven passenger seating, the upper liftgate opening inner reinforcement.

15. Engage the plastic push-in retainers (5) that temporarily secure the airbag or rear tether mounting tabs to the inner roof rail above the D-pillar (4).

16. Install and tighten the nut (1) that secures the side curtain airbag mounting tab to the weld stud on the inner roof rail above the quarter window opening.

17. On vehicles with 5 passenger seating, install and tighten the screw that secures the rear tether retainer clip (3) to the inner roof rail above the D-pillar (4). Be certain the anti-rotation tab of the retainer clip is engaged in the clearance hole of the roof rail. Tighten the screw to 9



N·m (80 in. lbs.).

Side Airbag Rear - 7 Passenger Seating

18. On vehicles with 7 passenger seating, install and tighten the screw (3) that secures the side curtain airbag mounting tab to the inner roof rail above the D-pillar. Tighten the screw to 9 N·m (80 in. lbs.).

19. On vehicles with 7 passenger seating, install and tighten the nut that secures the side curtain airbag rear mounting tab to the weld stud on the upper liftgate opening inner reinforcement. Tighten the nut to 9 N·m (80 in. lbs.).

20. Reinstall the headliner into the vehicle. (Refer to 23 - Body/Interior/HEADLINER - Installation) .

21. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Each side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC) is deployed individually by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through left or right curtain airbag line 1 and line 2 (or squib) circuits. The hybrid-type inflator assembly for each airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemicals burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator and inert gas canister are sealed and connected to a tubular manifold so that all of the released gas is directed into the folded curtain airbag cushion, causing the cushion to inflate. As the airbag cushion inflates it will drop down from the roof rail between the edge of the headliner and the side glass/body pillars to form a curtain-like cushion to protect the vehicle occupants during a side impact collision or a vehicle rollover incident.

The front and rear tethers keep the side airbag cushion taut to the side of the vehicle, while ramps integral to the airbag unit and the adjacent interior trim components direct the inflating cushion downward, ensuring that the airbag will deploy in the proper position. Following the airbag deployment, the airbag cushion slowly deflates by venting the inert gas through the loose weave of the cushion fabric, and the deflated cushion hangs down loosely from the roof rail.

The ORC monitors the condition of the side curtain airbags through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the side curtain airbag inflator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

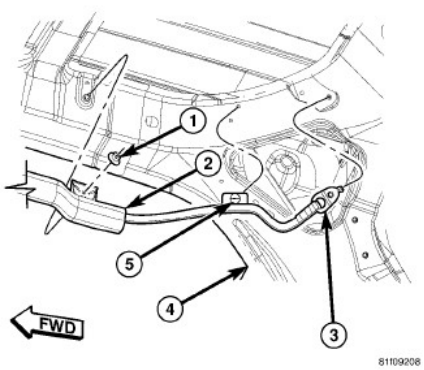
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

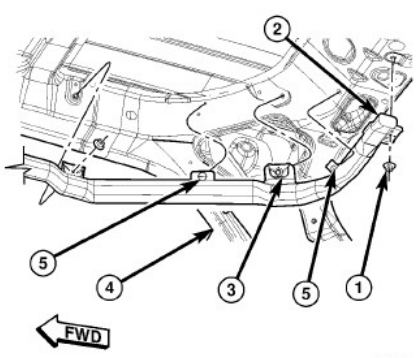
WARNING: **To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag unit and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.**

WARNING: **To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the side curtain airbag, or becoming entrapped between the side curtain airbag cushion and the headliner. Failure to observe this warning could result in occupant injuries upon airbag deployment.**



Side Airbag Rear - 5 Passenger Seating

NOTE: The following procedure is for replacement of an ineffective or damaged side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the side curtain airbag has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



Side Airbag Rear - 7 Passenger Seating

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the headliner from the vehicle. (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. On vehicles with 5 passenger seating, remove the screw that secures the side curtain airbag (2) rear tether retainer clip (3) to the inner roof rail above the D-pillar (4).

4. On vehicles with 7 passenger seating, remove the nut (1) that secures the side curtain airbag (2) rear mounting tab to the weld stud on the upper liftgate opening inner reinforcement.

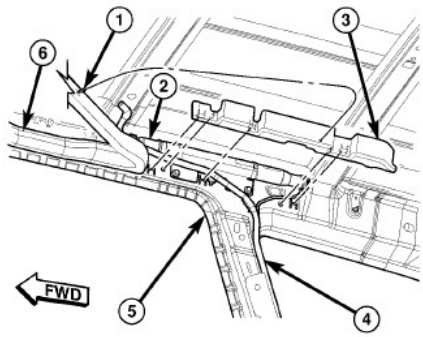
5. On vehicles with 7 passenger seating, remove the screw (3) that secures the side curtain airbag mounting tab to the inner roof rail above the D-pillar (4).

6. Remove the nut (1) that secures the side curtain airbag mounting tab to the weld stud on the inner roof rail above the quarter window opening.

7. Disengage the plastic push-in retainers (5) that secure the airbag or rear tether mounting tabs to the inner roof rail above the D-pillar.

8. Disengage the plastic push-in retainer (1) that secures the side curtain airbag (6) to the Head Impact Countermeasure (HIC) rib cartridge (3) covering the airbag inflator (2) on the inner roof rail above the C-pillar (5).

9. Using a trim stick or another suitable wide flat-bladed tool, carefully pry the HIC rib cartridge away from the inner roof rail far enough to disengage the three snap clip retainers and remove the cartridge from the roof rail. Be certain not to damage the wiring or, if equipped, the sunroof drain hose (4) routed between the cartridge and the roof rail.



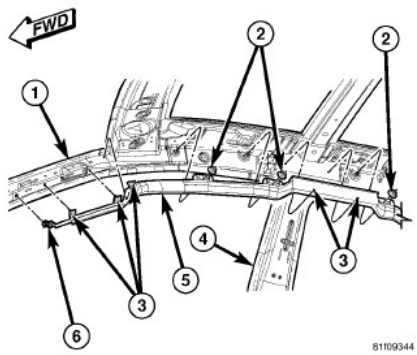
81109211

10. Disengage the plastic clip that secures the side curtain airbag (5) front tether hook (6) to the inner A-pillar (1) near the belt line.

11. Disengage the metal hook that secures the front tether to the inner A-pillar. Both the hook and the plastic clip are secured in the same slotted hole of the A-pillar.

12. Remove the three nuts (2) that secure the side curtain airbag mounting tabs to the weld studs on the inner roof rail above the front and rear door openings.

13. Disengage the plastic push-in retainers (3) that secure the side curtain airbag and the front tether to the inner A-pillar and the inner roof rail over the B-pillar (4).



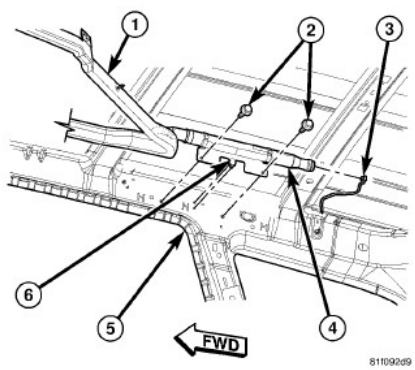
81109344

14. Disconnect the body wire harness connector (3) from the connector receptacle at the rear of the side curtain airbag inflator (4) located on the inner roof rail above the C-pillar (5).

15. Remove the two screws (2) that secure the inflator mounting bracket to the inner roof rail.

16. Disengage the plastic push-in retainer (6) that secures the inflator mounting bracket to the inner roof rail.

17. Remove the side curtain airbag (1) and inflator from the vehicle as a unit.



811092d9

2014 Dodge JC - DODGE JOURNEY

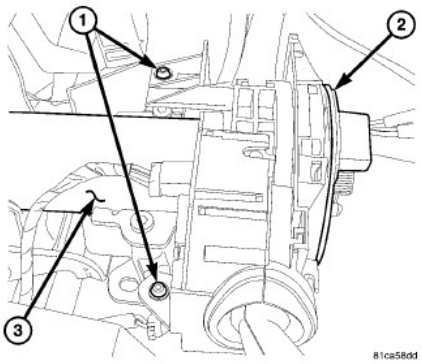
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **If the clockspring is not properly centered in relation to the Steering Angle Sensor (SAS), steering wheel, steering shaft and steering gear, it may be damaged or Diagnostic Trouble Codes (DTC) may be set in the SAS. . Service replacement clocksprings are shipped pre-centered and with a locking pin installed. This locking pin should not be removed until the clockspring has been installed on the steering column.**



1. Reinstall the multi-function switch onto the clockspring. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Multifunction - Installation) .
2. With the centered clockspring rotor and case secured to each other, or with the plastic locking pin installed, carefully slide the clockspring down over the steering column upper shaft far enough to access and reconnect the following instrument panel wire harness connectors and their wiring retainers to the clockspring, as the vehicle is equipped:
   a. Multi-function switch connector
   b. Steering Angle Sensor (SAS) connector
   c. Two clockspring connectors
   d. Adjustable pedal switch connector, if the vehicle is so equipped.
3. Position the clockspring (2) onto the steering column housing (3).
4. From above the steering column, install and tighten the two captive screws (1) that secure the back of the clockspring to the steering column. Tighten the screws to 3 N·m (25 in. lbs.).
5. Install and tighten the screw (2) on the face of the clockspring that secures the clockspring (1) to the steering column. Tighten the screw to 3 N·m (25 in. lbs.).
6. Reinstall the upper and lower shrouds onto the steering column housing. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Installation) .
7. Reinstall the steering wheel onto the steering column. (Refer to 19 - Steering/Column/WHEEL, Steering - Installation) .

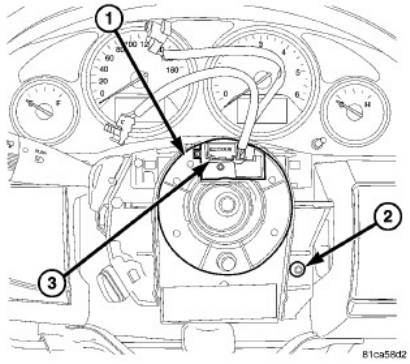
NOTE: When reinstalling the steering wheel, be certain to index the engagement dowel/drive pin on the upper surface of the clockspring rotor with the slot cast into the lower surface of the steering wheel armature hub.

8. Remove the plastic locking pin or any other device that is being used to secure the clockspring rotor to the clockspring case to maintain clockspring centering.

9. Reconnect the steering wheel wire harness connector to the upper clockspring connector receptacle. Be certain that the steering wheel wire harness is routed between the steering wheel back trim cover and the steering wheel armature.

10. Reinstall the Driver AirBag (DAB) onto the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

11. Reconnect the negative cable to the battery.



NOTE:

Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The clockspring is a mechanical electrical circuit component that is used to provide continuous electrical continuity between the fixed instrument panel wire harness and the electrical components mounted on or in the rotating steering wheel. On this vehicle the rotating electrical components include the Driver AirBag (DAB), the horn switch, the speed control switch, the remote radio switches and the Electronic Vehicle Information Center (EVIC) control switches, if the vehicle is so equipped. The clockspring case is positioned and secured near the top of the steering column. The fixed connector receptacles on the back of the fixed clockspring case connect the clockspring to the vehicle electrical system through take outs with connectors from the instrument panel wire harness.

The turn signal cancel cam is integral to the rim of the clockspring rotor hub within the clockspring case so it also moves with the rotation of the steering wheel. Two short pigtail wires on the upper surface of the clockspring rotor connect the clockspring to the DAB, while a steering wheel wire harness connected to the connector receptacle on the upper surface of the clockspring rotor completes circuits to the horn switch, the speed control switch and, if the vehicle is so equipped, to the optional remote radio switches and EVIC control switch on the steering wheel. Another connector receptacle is dedicated to the inputs and outputs of the Local Interface Network (LIN) data bus master node and Controller Area Network (CAN) data bus gateway integral to the Steering Angle Sensor (SAS) on the back of the clockspring case.

The clockspring tape has travel limits and will be damaged by being wound too tightly during full stop-to-stop steering wheel rotation. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape and the SAS integral to the clockspring to the movable steering components so that the tape can operate within its designed travel limits and the SAS can accurately monitor and communicate steering wheel inputs. However, if the clockspring is removed from the steering column or if the steering shaft is disconnected from the steering gear, the clockspring spool and the SAS can change position relative to the movable steering components and relative to each other. The clockspring must be replaced if proper centering has been compromised or the tape may be damaged and Diagnostic Trouble Codes (DTC) or faults may be set within the SAS.

Service replacement clocksprings are shipped pre-centered and with a plastic locking pin installed. This locking pin should not be removed until the clockspring and the steering wheel have been installed on the steering column. If the locking pin is removed before the clockspring is properly installed, the clockspring must be replaced with a new unit. Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

The hard wired clockspring circuits as well as the hard wired input and output circuits of the SAS may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the SAS or the electronic controls and communication between the SAS and other modules and devices. The most reliable, efficient and accurate means to diagnose the SAS or the electronic controls and communication related to clockspring or SAS operation requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

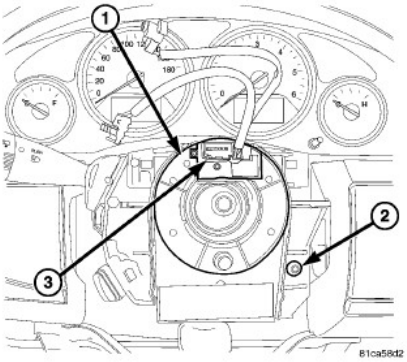
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

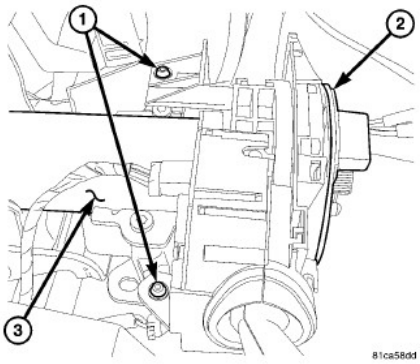
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to removing the clockspring from the steering column or disconnecting the steering column from the steering gear, lock the steering wheel to the steering column or securely fasten the clockspring rotor to the clockspring case. If clockspring centering has been compromised for ANY reason, the entire clockspring and Steering Angle Sensor (SAS) unit MUST be replaced with a new unit.**



1. Place the front wheels in the straight ahead position.
2. Disconnect and isolate the negative cable from the battery.
3. Remove the Driver AirBag (DAB) from the steering wheel. (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .
4. Disconnect the steering wheel wire harness connector from the upper clockspring connector receptacle (3).
5. Remove the steering wheel from the steering column. (Refer to 19 - Steering/Column/WHEEL, Steering - Removal) .
6. If the removed clockspring (1) is to be reused, be certain to secure the clockspring rotor to the clockspring case to maintain clockspring centering until the steering wheel is reinstalled on the steering column. If clockspring centering is not maintained, the clockspring and Steering Angle Sensor (SAS) unit must be replaced with a new unit. (Refer to 10 - Restraints/CLOCKSPRING - Standard Procedure) .
7. Remove the upper and lower shrouds from the steering column. (Refer to 19 - Steering/Column/SHROUD, Steering Column - Removal) .
8. Remove the screw (2) from the face of the clockspring that secures the clockspring to the steering column.
9. From above the steering column (3), fully loosen the two captive screws (1) that secure the back of the clockspring (2) to the steering column housing. These screws are captive and will remain with the clockspring after it is removed from the steering column.



10. Pull the clockspring rearward away from the top of the steering column far enough to access and disconnect the following instrument panel wire harness connectors and their wiring retainers from the clockspring, as the vehicle is equipped:
    a. Multi-function switch connector
    b. Steering Angle Sensor (SAS) connector

c. Two clockspring connectors

d. Adjustable pedal switch connector, if the vehicle is so equipped.

11. Remove the clockspring from the steering column. The clockspring cannot be repaired. It must be replaced if ineffective, damaged, centering has been compromised or the DAB has been deployed.

12. Remove the multi-function switch from the clockspring. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Multifunction - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - CLOCKSPRING CENTERING

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **Always turn the steering wheel until the front wheels are in the straight-ahead position. Then, prior to removing the clockspring from the steering column or disconnecting the steering column from the steering gear, lock the steering wheel to the steering column or securely fasten the clockspring rotor to the clockspring case. If clockspring centering has been compromised for ANY reason, the entire clockspring and Steering Angle Sensor (SAS) unit MUST be replaced with a new unit.**

Like the clockspring in a timepiece, the clockspring tape has travel limits and can be damaged by being wound too tightly during full stop-to-stop steering wheel rotation. To prevent this from occurring, the clockspring is centered when it is installed on the steering column. Centering the clockspring indexes the clockspring tape and the SAS integral to the clockspring to the movable steering components so that the tape can operate within its designed travel limits and the SAS can accurately monitor and communicate steering wheel inputs.

However, if the clockspring is removed from the steering column or if the steering shaft is disconnected from the steering gear, the clockspring spool and the SAS can change position relative to the movable steering components and relative to each other. The clockspring must be replaced if proper centering has been compromised or the tape may be damaged and Diagnostic Trouble Codes (DTC) or faults may be set within the SAS.

Service replacement clocksprings are shipped pre-centered and with a plastic locking pin installed. This locking pin should not be removed until the clockspring and the steering wheel have been installed on the steering column. If the locking pin is removed before the clockspring is installed on a steering column, the clockspring and SAS must be replaced with a new unit. Proper clockspring installation must also be confirmed by viewing the SAS Menu Item, Data Display function using a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACTIVE RESTRAINTS

The active restraints for this vehicle include:

- **Child Restraint Anchors** - All vehicles are equipped with three, fixed-position, child seat upper tether anchors for the second row seat. Two anchors are integral to the back of the right second row seat cushion frame, and one is integral to the left second row seat cushion frame. The upper tether anchors are accessed from behind the second row seats. Two lower anchors are also provided for each outboard second row seating position, while only one lower anchor is provided for the center seating position. These lower anchors are also integral to the second row seat cushion frames. The lower anchors are all accessed from the front of the second row seats, where the seat back meets the seat cushion.
- **Front Seat Belts** - Both front seating positions are equipped with three-point seat belt systems employing lower B-pillar mounted inertia latch-type emergency locking retractors, height-adjustable upper B-pillar mounted turning loops, a traveling lower seat belt anchor secured to the outboard side of the seat frame, and a traveling end-release seat belt buckle secured to the inboard side of the seat frame. The passenger side front seat belt retractor is switchable to an automatic locking retractor for compatibility with child seats. The driver and passenger side front seat belt buckles each include an integral seat belt switch that detects whether the front seat belts have been fastened.
- **Integrated Child Booster Seats** - Two integrated child booster seats are an available option. Vehicles with this option have a booster seat integral to each of the two outboard second row seating positions. The center section of the seat cushion of these seats is lifted up and rearward to raise the seat cushion. These booster seats raise a child aged four and older, weighing over 18.14 kilograms (40 pounds) and up to 144.78 centimeters (57 inches) tall into the belted zone of the adult seat belts.
- **Second Row Seat Belts** - All second row seating positions are equipped with three-point seat belt systems. The outboard seating position belts employ C-pillar mounted inertia latch-type emergency locking retractors, fixed position upper C-pillar mounted turning loops and fixed lower seat belt anchors secured to the floor panel. The second row center seating position belt has an inertia latch-type emergency locking retractor that is integral to the right second row seat back panel. The second row center seating position belt lower anchor is secured to the second row right seat cushion frame. All three rear seat belts have fixed end-release seat belt buckles secured to the seat cushion frames, a double buckle unit on the left side and a single buckle unit on the right side. Both outboard second row seat belt retractors are switchable to an automatic locking retractor for compatibility with child seats.
- **Third Row Seat Belts** - In vehicles equipped with the optional third row bench seat, both third row seating positions are equipped with three-point seat belt systems. These belts employ lower D-pillar mounted inertia latch-type emergency locking retractors, fixed position upper D-pillar mounted turning loops, fixed lower seat belt anchors and fixed position end-release buckles secured to the floor panel. Both third row seat belt retractors are switchable to an automatic locking retractor for compatibility with child seats.

2014 Dodge JC - DODGE JOURNEY

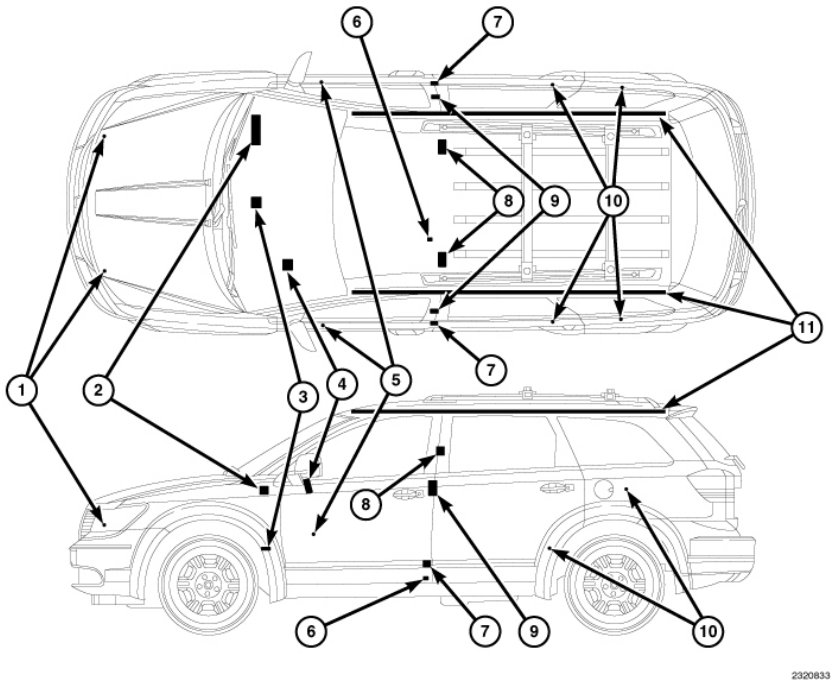
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PASSIVE RESTRAINTS

The passive restraints available for this vehicle include the following:

8098029e

- **Active Head Restraints** - Active Head Restraints (AHR) are standard equipment for both front seating positions in this vehicle. An AHR can be readily distinguished from a non-active head restraint by the two-piece construction used for an AHR. The forward-facing surface is padded and covered in a material coordinated with the other soft trim on the seat, while the rearward-facing surface is equipped with a molded plastic trim cover that matches the other hard trim on the seat.
- **Dual Front Airbags** - A multistage Driver AirBag (DAB) and front Passenger AirBag (PAB) are used in this vehicle. This airbag system consists of passive, inflatable, Supplemental Restraint System (SRS) components and vehicles with this equipment can be readily identified by the **SRS - AIRBAG** logo molded into the DAB trim cover in the center of the steering wheel and also into the PAB door on the top of the instrument panel above the glove box. Vehicles with the airbag system can also be identified by the airbag indicator, which will illuminate in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) from four to six seconds as a bulb test each time the ignition switch is turned to the On position. Pyrotechnic-type seat belt tensioners are also included for the driver and passenger front seat belts of all airbag equipped vehicles to work in conjunction with the dual front and side curtain airbags.
- **Knee Airbag** - In domestic market vehicles, the front airbag system also includes a Knee AirBag (KAB) (also known as a Inflatable Knee Blocker/IKB) that is located just below the steering column, behind the instrument panel steering column opening cover. This airbag is also a passive, inflatable, SRS component and vehicles with this equipment can be readily identified by the **SRS - AIRBAG** logo molded into the steering column opening cover on the instrument panel just beneath the steering column.
- **Seat Airbags** - Front seat integrated Seat AirBags (SAB) (also known as pelvic and thoracic airbags) are standard equipment in this vehicle in all markets except Mexico, where they are optional. This airbag system consists of passive, inflatable, SRS components and vehicles with this equipment can be readily identified by a sewn tag with the **SRS - AIRBAG** logo located on the outboard side of the front seat back trim cover.
- **Side Curtain Airbags** - Side curtain airbags (also known as Side AirBag Inflatable Curtains/SABIC) are standard equipment for this vehicle when it is also equipped with dual front airbags. This airbag system consists of passive, inflatable SRS components and vehicles with this equipment can be readily identified by a molded identification trim plug with the **SRS - AIRBAG** logo located near the tops of the B and C-pillar trim.



2320833

The SRS includes the following major components, which are described in further detail elsewhere in this service information:

- **Active Head Restraints (8)** - On vehicles with this equipment, one Active Head Restraint (AHR) is located atop each front seat back unit.

- **Airbag Indicator** - The airbag indicator is integral to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC), which is located on the instrument panel in front of the driver.
- **Clockspring** - The clockspring is located near the top of the steering column, directly beneath the steering wheel.
- **Driver Airbag (4)** - The Driver AirBag (DAB) is located in the center of the steering wheel, beneath the DAB trim cover.
- **Driver Knee Blocker** - The driver knee blocker is a static structural unit secured to the back side of and integral to the instrument panel steering column opening cover.
- **Front Impact Sensor (1)** - Two front impact sensors are used on vehicles equipped with dual front airbags, one left side and one right side. One sensor is located on the back side of the front end module carrier on either side of the radiator and inboard of the headlamp within the engine compartment.
- **Knee Airbag** - Vehicles manufactured for domestic markets are equipped with a Knee AirBag (KAB) (also known as a Inflatable Knee Blocker/IKB) feature. The KAB is mounted behind the instrument panel steering column opening cover in addition to the static driver knee blocker.
- **Occupant Restraint Controller (3)** - The Occupant Restraint Controller (ORC) is located on a mount on the floor panel transmission tunnel forward of the transmission gear selector, and is concealed beneath the center front floor mini console.
- **Passenger Airbag (2)** - The Passenger AirBag (PAB) is located in the instrument panel, beneath the PAB door on the top of the instrument panel above the glove box on the passenger side of the vehicle.
- **Passenger Knee Blocker** - The passenger knee blocker is a static structural reinforcement that is integral to and concealed within the glove box door.
- **Seat Airbag (9)** - On vehicles so equipped, a Seat AirBag (SAB) (also known as a pelvic and thoracic airbag) is secured to each outboard front seat back frame, where it is concealed beneath the seat back trim cover and foam.
- **Seat Belt Tensioner (7)** - A seat belt retractor tensioner unit is integral to both front seat belt retractor units on vehicles for all markets equipped with dual front airbags. The seat belt retractor and tensioner units are secured to each lower inner B-pillar and are concealed behind the lower B-pillar trim. In addition, a seat belt buckle tensioner unit is integral to the passenger side front seat belt buckle on all domestic market vehicles equipped with dual front airbags. The seat belt buckle tensioner units are located on the inboard rear corner of the right front seat cushion frame.
- **Seat Track Position Sensor** - Certain vehicles may include a Seat Track Position Sensor (STPS) that may be located on the inboard side of the upper inboard seat adjuster track on both the driver and the passenger front seats.
- **Side Curtain Airbag (11)** - A side curtain airbag (also known as a Side AirBag Inflatable Curtain/SABIC) is secured to each inside roof side rail above the headliner, and extends from the A-pillar to just beyond the C-pillar on vehicles with standard five-passenger seating, or from the A-pillar to the D-pillar on vehicles with optional seven-passenger seating.
- **Side Impact Sensor (5 and 10)** - Six side impact sensors are standard equipment on vehicles equipped with side curtain airbags and the five-passenger seating package, three on each side of the vehicle. Eight side impact sensors are used on vehicles equipped with side curtain airbags and the seven-passenger seating package, four on each side of the vehicle. One pressure-type sensor (5) is located on each right and left side front door hardware module carrier of all vehicles with side curtain airbags, while one acceleration-type sensor (9) is located on each B and C-pillar. The seven-passenger seating package adds another acceleration-type D-pillar sensor to each quarter inner panel above the rear wheel houses. These sensors are each concealed behind their adjacent interior trim components.

The ORC and the IC each contain a microcontroller and programming that allow them to communicate with each other using the Controller Area Network (CAN) data bus. This method of communication is used by the ORC for control of the airbag indicator in the IC. (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION - Description) .

Hard wired circuitry connects the SRS components to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system, and to the SRS components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PEDESTRIAN PROTECTION SYSTEM

An Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System) is factory-installed safety equipment, which is available only in vehicles manufactured for certain export markets. The EPP system includes the following major components, which are described in further detail elsewhere in this service information:

- **Active Hood Hinge Actuators** - The two pyrotechnic EPP active hood hinge actuators are each secured by a screw within a mounting plate located on each of the two active hood hinges, which are located near each rear corner of the hood panel.
- **Active Hood Hinges** - The active hood hinges have several features and components not found on a conventional hood hinge. In addition to a mounting plate for a pyrotechnic actuator and a reset spring, each active hood hinge includes a mid-strap joined to the hood bracket by a pivot pin at the forward end and a shear rivet at the rearward end. An up-stop pin near the center of the mid-strap fits within a slotted hole near the center of the hood bracket. Refer to Group 23 - Body for hood hinge removal and installation procedures.
- **Electronic Pedestrian Protection Module** - The Electronic Pedestrian Protection Module (EPPM) is located on a stamped metal mounting bracket on the floor panel beneath the left front seat. The mounting bracket is secured to four weld studs on the floor panel by four hex nuts. The EPPM has a molded plastic protective cover snapped over the top.
- **Front Energy Absorber Foam Material** - The front energy absorber foam material is sandwiched between the front bumper area of the front fascia and the front bumper support beam. Refer to Group 13 - Frame And Bumpers for front fascia removal and installation procedures.
- **Impact Sensors** - The EPP system includes three dedicated acceleration-type impact sensors to support the EPP feature. The impact sensors are each mounted by a hex nut to a weld stud within a dedicated bracket located on the top surface of the front bumper support beam. One sensor and bracket is located near each end of the bumper support beam, and one is located near the center. The impact sensors and brackets are concealed behind the front fascia.
- **Pedestrian Bar** - A static, tubular metal pedestrian bar (also known as a leg catcher) is concealed just behind the lower end of the front fascia. The pedestrian bar is suspended at each side from the lower end of a stamped metal bracket that is secured at the top near the same brackets that support each end of the front bumper support beam. Refer to Group 13 - Frame and Bumpers for the pedestrian bar removal and installation procedures.
- **Safing Sensors** - The EPP system includes two dedicated acceleration-type safing sensors to support the EPP feature. The safing sensors are each mounted by a hex nut to a stud within a dedicated bracket located on the inner surface of the front fascia. One sensor and bracket is located just inboard of the fog lamp opening near each end of the front fascia.

The EPPM and the Occupant Restraint Controller (ORC) each contain a microprocessor and programming that allow them to communicate with each other using the Controller Area Network (CAN) data bus. This method of communication is also used by the ORC for control of the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC). (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION - Description) .

Hard wired circuitry connects the EPP electronic components to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system, and to the EPP components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention as well as pin out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM

A Supplemental Restraint System (SRS) is standard factory-installed safety equipment on this vehicle. Available supplemental occupant restraints for this vehicle include both active and passive types. Active restraints are those which require the vehicle occupants to take some action to employ, such as fastening a seat belt; while passive restraints require no action by the vehicle occupants to be employed.

In addition, vehicles manufactured for certain export markets include the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System), which includes both dynamic and static elements designed to enhance the protection of pedestrians. Additional information on each of these subsystems of the SRS can be found elsewhere within this service information.

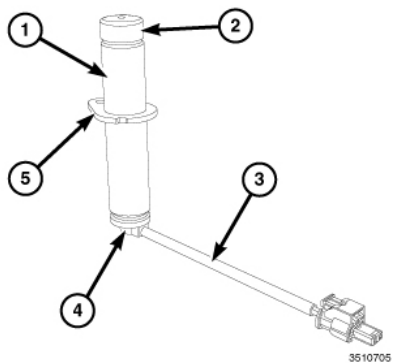
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Active hood hinge actuators are found only in vehicles equipped with the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or Active Hood System), which is available only in vehicles manufactured for certain export markets. An EPP active hood hinge actuator is located on each hinge. The actuators are secured by a self-tapping screw through an integral bracket (5) to a mounting plate integral to the rear of the lower bracket on each active hood hinge.

The actuator consists primarily of a tubular metal housing (1) containing a metal piston (2) with a molded plastic cap and a small pyrotechnically activated gas generator (4). The actuators are controlled by the Electronic Pedestrian Protection Module (EPPM). An actuator pigtail wire (3) and connector insulator are routed to a dedicated take out of the headlamp and dash wire harness and connected to the vehicle electrical system by a keyed and latching molded plastic connector insulator to ensure a secure connection.



The EPP active hood hinge actuators cannot be repaired and, if ineffective or damaged, the entire actuator unit must be replaced. The actuators are not intended for reuse and must be replaced following any EPP system deployment.

2014 Dodge JC - DODGE JOURNEY

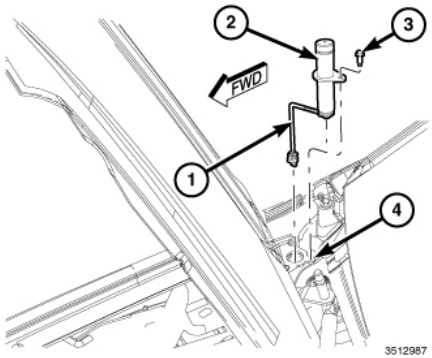
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

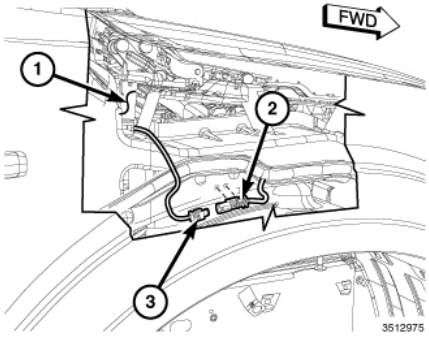
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system active hood hinge actuator. If the actuator is ineffective or damaged, but not deployed, it should be handled in the same manner as is used when handling non-deployed supplemental restraints. Review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the actuator has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Guide the pigtail wire (1) and connector of the Electronic Pedestrian Protection (EPP) active hood hinge actuator (2) through the mount (4) at the back of the hood hinge lower bracket while positioning the actuator to the hinge.
2. Align the hole in the actuator bracket with the hole in the hinge mount.
3. Install and tighten the screw (3) that secures the actuator to the hinge. Tighten the screw to 7.9 N·m (70 in. lbs.).
4. Reconnect the pigtail wire connector (3) of the actuator (1) to the headlamp and dash wire harness connector (2).
5. Reinstall the splash shield into the right or left front wheel house. (Refer to 23 - Body/Exterior /SHIELD, Splash - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any EPP system component. (Refer to 10 - Restraints - Standard Procedure) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Electronic Pedestrian Protection (EPP) active hood hinge actuators are deployed by a signal generated by the Electronic Pedestrian Protection Module (EPPM) through the right and left hood actuator line 1 and line 2 (or squib) circuits. When the EPPM sends the proper electrical signal to the actuators, the electrical energy generates enough heat to initiate a small pyrotechnic gas generator.

The gas generator is installed in one end of a steel cylinder tube where the piston is sealed to the inside circumference of the tube. As the gas expands, it pushes the piston up the tube, where it actuates the leveraging mechanism of the active hood hinge that cuts the hinge shear rivet and raises the rear edge of the hood panel.

Raising the hood panel following a frontal impact of the vehicle creates additional clearance between the hood and the hard components within the engine compartment. This clearance helps to reduce the severity of injuries that a pedestrian might experience in these situations as a result of harmful contact with those hard parts found just beneath the hood panel within the engine compartment.

The EPPM monitors the condition of the active hood hinge actuators through circuit resistance, and will register a Diagnostic Trouble Code (DTC) for any fault that is detected. The Occupant Restraint Controller (ORC) continually monitors the EPPM and when the EPPM registers a DTC, the ORC will request illumination of the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC). Proper diagnosis of the active hood hinge actuator gas generator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

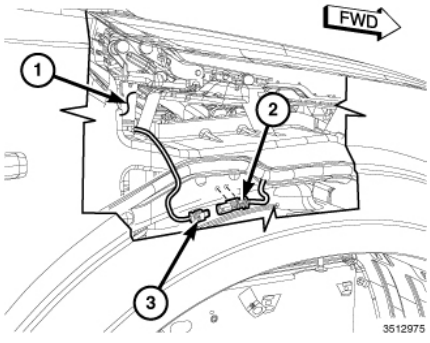
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

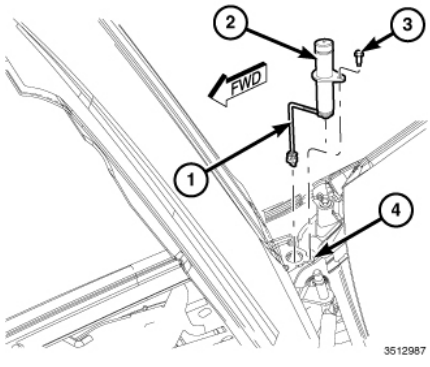
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system active hood hinge actuator. If the actuator is ineffective or damaged, but not deployed, it should be handled in the same manner as is used when handling non-deployed supplemental restraints. Review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the actuator has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. With the status of the ignition switch Off, disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the splash shield from the right or left front wheel house. (Refer to 23 - Body/Exterior/SHIELD, Splash - Removal) .
3. Disconnect the pigtail wire connector (3) of the Electronic Pedestrian Protection (EPP) active hood hinge actuator (1) from the headlamp and dash wire harness connector (2).
4. Remove the screw (3) that secures the actuator (2) bracket to the mount (4) at the back of the hood hinge lower bracket.
5. Remove the actuator from the vehicle.



2014 Dodge JC - DODGE JOURNEY

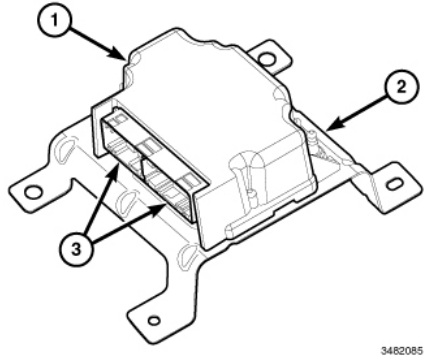
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Electronic Pedestrian Protection Module (EPPM) (1) is found only in vehicles equipped with the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System), which is available only in vehicles manufactured for certain export markets. The EPPM is secured to a stamped metal mounting bracket (2). The EPPM and mounting bracket unit is secured by four hex nuts to four weld studs on the floor panel just behind the front seat cross member under the left front seat.

Concealed within a hollow in the center of the die cast aluminum EPPM housing is the electronic circuitry of the module which includes a microcontroller and an energy storage capacitor. A stamped metal cover plate is secured to the bottom of the EPPM housing with screws to enclose and protect the internal electronic circuitry and components.

A molded plastic electrical connector (3) with two receptacles containing numerous terminal pins, exits the inboard facing side of the EPPM housing. These terminal pins connect the EPPM to the vehicle electrical system through two dedicated take outs and connectors from the body wire harness.



The EPPM cannot be repaired or adjusted and, if damaged or ineffective, it must be replaced. The EPPM and the stamped metal mounting bracket are serviced only as a unit.

2014 Dodge JC - DODGE JOURNEY

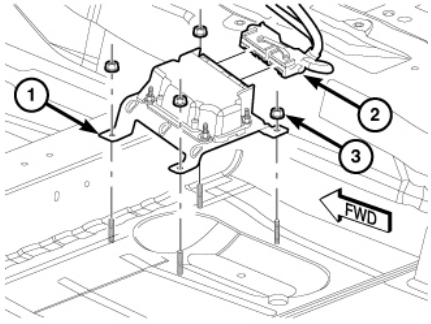
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

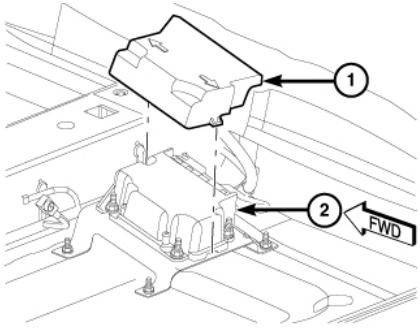
WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection Module (EPPM). If the Electronic Pedestrian Protection (EPP) system has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



3494854

1. Carefully position the Electronic Pedestrian Protection Module (EPPM) and bracket unit (1) over the four weld studs on the floor panel under the left front seat.
2. Install and tighten the four nuts (3) that secure the EPPM mounting bracket to the four weld studs on the floor panel. Tighten the nuts to 8 N·m (71 in. lbs.).
3. Reconnect the two body wire harness connectors (2) to the EPPM connector receptacles located on the inboard facing side of the module. Be certain that the latches on both connectors are each fully engaged.
4. Position the EPPM cover (1) over the top of the EPPM (2) and press it downward firmly and evenly until both latch features snap into place in the slots in the base of the EPPM housing.
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any EPP system component. (Refer to 10 - Restraints - Standard Procedure) .



3494845

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microcontroller within the Electronic Pedestrian Protection Module (EPPM) contains the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System) logic circuits. The EPPM receives battery current through a fused ignition switch output (run-start) circuit and a fuse in the Power Distribution Center (PDC). The EPPM receives ground through two ground circuits and a take out of the body wire harness that is secured by a ground screw to the body sheet metal. These connections allow the EPPM to be operational whenever the status of the ignition switch is Start or On.

The EPPM uses On-Board Diagnostics (OBD) and can communicate with other electronic modules in the vehicle as well as with the diagnostic scan tool using the Controller Area Network (CAN) data bus. This method of communication is also used by the Occupant Restraint Controller (ORC) to monitor the EPPM and for EPP system diagnosis and testing through the 16-way data link connector located on the driver side lower edge of the instrument panel.

The EPPM logic continuously monitors the three primary EPP acceleration-type electronic impact sensors located on the top of the front bumper support beam at the front of the vehicle as well as the two dedicated EPP acceleration-type electronic safing sensors located on the inside surface of the front bumper fascia. The impact sensors are accelerometers that sense the rate of vehicle deceleration, which provides an input indicating the direction and severity of an impact. The safing sensors are accelerometers that also sense the rate of vehicle deceleration, which provides additional verification of the direction and severity of an impact.

The EPPM also monitors electronic **ignition status**, **vehicle speed** and **ambient temperature** message inputs received from other electronic modules over the CAN data bus. The EPPM uses a pre-programmed decision algorithm to analyze all of these inputs, which allows the EPPM to determine both the type and severity of an impact.

When the deceleration rate as signaled by the primary impact sensors and confirmed by the safing sensors indicate an impact that requires the deployment of the pyrotechnic EPP actuator located on each active hood hinge at the rear corners of the hood panel and all other programmed conditions are met, the EPPM sends the proper electrical signals to deploy the actuators. As a safing function, the EPPM requires confirming sensor inputs from at least one of the two EPP safing sensors located on the front fascia before it will issue a deployment signal.

The EPPM also contains an energy-storage capacitor. When the status of the ignition switch is Start or On, this capacitor is continually being charged with enough electrical energy to deploy the active hood hinge actuators for up to one second following a battery disconnect or failure. The purpose of the capacitor is to provide backup EPP system protection in case there is a loss of battery current supply to the EPPM during an impact event.

An Event Data Recorder (EDR) within the EPPM stores both deployment event and near-deployment event records. The near-deployment records can be overwritten, the deployment records cannot. After three deployment records have been stored, a **Deployment Data Record Full** Diagnostic Trouble Code (DTC) is logged. Once the **Deployment Data Record Full** DTC is logged, the EPPM and both active hood hinges **must** be replaced with new units.

The EPPM microcontroller continuously monitors all of the EPP system electrical circuits to determine the system readiness. If the EPPM detects a monitored system fault, it logs an active DTC. The EPPM also stores a DTC after it has been resolved. The ORC continually monitors the EPPM and, when it detects that the EPPM has logged a DTC, it sends electronic request messages over the CAN data bus to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to turn On the airbag indicator.

The hard wired inputs and outputs for the EPPM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the EPPM or the electronic controls and communication between other modules and devices that provide features of the EPP system. The most reliable, efficient and accurate means to diagnose the EPPM or the electronic controls and communication related to EPP system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

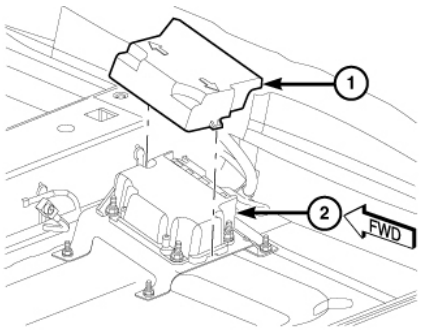
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

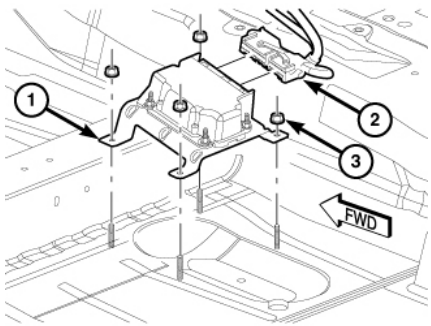
WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection Module (EPPM). If the Electronic Pedestrian Protection (EPP) system has been deployed, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



3494845

1. Move the left front seat to the most forward and most raised position for easiest access to the Electronic Pedestrian Protection Module (EPPM) (2).
2. With the status of the ignition switch Off, disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Working from behind the left front seat, locate the EPPM on the floor panel under the left front seat.
4. The EPPM cover (1) is secured to the EPPM (2) by a latch tab located on the forward and rearward sides of the cover. Gently pry both latch tabs away from the EPPM far enough to disengage the latches from the slots in the base of the EPPM housing, then lift the cover off of the EPPM.
5. Disconnect the two body wire harness connectors (2) from the EPPM connector receptacles located on the inboard facing side of the module. To disconnect the wire harness connectors from the EPPM, depress the release tab and lift the lever arm to the fully open position on each connector.
6. Remove the four nuts (3) that secure the EPPM mounting bracket to the four weld studs on the floor panel.
7. Lift the EPPM and mounting bracket unit far enough to disengage the mounting bracket from the weld studs and remove the EPPM and mounting bracket unit from under the seat.



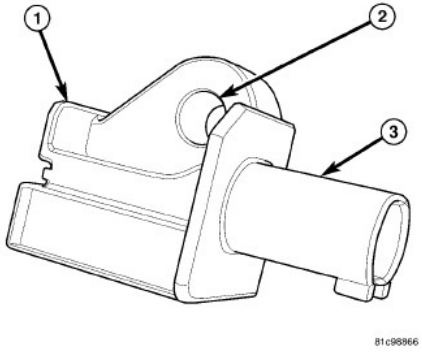
3494854

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACCELERATION TYPE

Remote or satellite acceleration-type impact sensors (1) are mounted in various locations in the vehicle. These sensors are mounted remotely from the impact sensor that is internal to the Occupant Restraint Controller (ORC). Sensors at the front of the vehicle provide an additional logic input for use by the ORC to control the front airbags and the seat belt pretensioners. Sensors on each side of the vehicle provide an additional logic input for use by the ORC to control the side curtain airbags, the seat belt pretensioners and the seat (also known as pelvic and thorax) airbags.



Although the front and side acceleration-type impact sensors are similar in appearance and construction, they may not be interchangeable. The front impact sensors may monitor acceleration forces on a different axis than those monitored by the side impact sensors. The sensor housing has an integral connector receptacle (3), an integral locating and anti-rotation pin, and an integral mounting hole (2). A cavity in the center of the molded plastic impact sensor housing contains the electronic circuitry of the sensor which includes an electronic communication chip and an electronic acceleration sensor. Potting material fills the cavity to seal and protect the internal electronic circuitry and components.

Each front sensor is secured with a screw to the back of the Front End Module (FEM) carrier on either side of the cooling module, just below the inboard end of each front lamp unit housing within the engine compartment. The front impact sensors are each connected to the vehicle electrical system through a dedicated take out and connector of the FEM wire harness.

Two B-pillar and two C-pillar side impact sensors are used on this vehicle, one each for the left and right sides of the vehicle. Each B-pillar sensor is secured with a screw to the lower B-pillar just above the sill within the passenger compartment. Each C-pillar sensor is secured with a screw to the lower C-pillar just above the rear door opening sill within the passenger compartment. The right and left B-pillar and C-pillar side impact sensors are identical in construction and calibration. However, the connector orientation in the vehicle is reversed. The connector receptacle faces forward on the right side of the vehicle, and faces rearward on the left side of the vehicle. The B-pillar and C-pillar side impact sensors are each connected to the vehicle electrical system through a dedicated take out and connector of the body wire harness.

Two D-pillar side impact sensors are used on this vehicle when it is equipped with the side curtain airbags and seven-passenger seating, one each for the left and right sides of the vehicle. Each D-pillar sensor is secured with a screw to the right or left quarter inner panel just above the right or left rear wheel housing within the passenger compartment. The right and left D-pillar side impact sensors are identical in construction and calibration. However, the connector orientation in the vehicle is reversed. The connector receptacle faces forward on the right side of the vehicle, and faces rearward on the left side of the vehicle. The D-pillar side impact sensors are each connected to the vehicle electrical system through a dedicated take out and connector of the body wire harness.

The acceleration-type impact sensors cannot be repaired or adjusted and, if damaged or ineffective, they must be replaced.

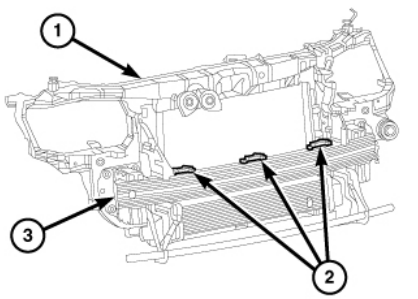
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ELECTRONIC PEDESTRIAN PROTECTION

Electronic Pedestrian Protection (EPP) impact sensors (2) are found only in vehicles equipped with the EPP system (also known as the PedPro or Active Hood System), which is available only in vehicles manufactured for certain export markets. These sensors are mounted at the front of the vehicle to provide an additional logic input for use by the Electronic Pedestrian Protection Module (EPPM) to control the pyrotechnic EPP active hood hinge actuators located on each hinge at the rear corners of the hood panel.

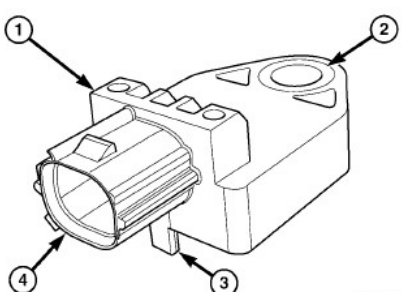
The EPP impact sensors are satellite acceleration-type sensors that are mounted to the front bumper support beam (3) at the front of the Front End Module (FEM) (1) in the vehicle. The three sensors are each secured by a nut to a weld stud within a dedicated bracket on the top of the front bumper support beam. The sensors and the front bumper support beam are concealed behind the front fascia.



3480628

Each sensor housing (1) has an integral connector receptacle (4), an integral locator pin (3) and an integral mounting hole with a metal sleeve (2) to provide crush protection. A cavity in the center of the molded plastic impact sensor housing contains the electronic circuitry of the sensor which includes an electronic communication chip and an electronic acceleration sensor. Potting material fills the cavity and a translucent molded cover is laser welded over the cavity to seal and protect the internal electronic circuitry and components.

The EPP impact sensors are each connected to the vehicle electrical system through dedicated take outs and connectors of the headlamp and dash wire harness. The two outboard EPP impact sensors are connected to the EPPM in a daisy chain through the EPP safing sensors on the back of the front fascia. These acceleration-type impact sensors cannot be repaired or adjusted and, if damaged or ineffective, they must be replaced.



811a4cf1

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

IMPACT SENSORS

Remote or satellite impact sensors are mounted in various strategic locations of the vehicle. These sensors are mounted remotely from the impact sensor that is internal to the Occupant Restraint Controller (ORC). Sensors at the front of the vehicle provide an additional logic input for use by the Occupant Restraint Controller (ORC) to control the front airbags and the seat belt pretensioners. Sensors on each side of the vehicle provide an additional logic input for use by the ORC to control the side curtain airbags, seat airbags and the seat belt pretensioners. In addition, in vehicles manufactured for sale in certain export markets where the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System) is factory-installed safety equipment, sensors located behind the front fascia provide an additional logic input for use by the ORC to control the active hood actuators.

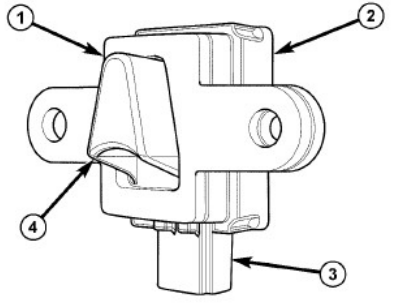
Two types of sensors are used in this vehicle. They are the acceleration-type and the pressure-type, which are described in further detail elsewhere within this service information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PRESSURE TYPE

Two pressure-type front door side impact sensors (2) are used on this vehicle when it is equipped with the side curtain airbags or the optional seat (also known as thorax) airbags, one each for the left and right sides of the vehicle. These sensors are mounted remotely from the impact sensor that is internal to the Occupant Restraint Controller (ORC). Each side sensor is secured with two screws and is sealed by a resilient gasket (1) to the front door module carrier on the inside of the front door. The sensors are concealed behind the front door trim panel within the passenger compartment.



The right and left front door side impact sensors are identical in construction and calibration. The impact sensor housing has an integral connector receptacle (3), two integral mounting tabs, and an integral hood-like water shield (4) that extends through a hole in the front door module carrier into the interior of the door cavity and protects the sensor orifice from contamination. A cavity in the center of the molded plastic impact sensor housing contains the electronic circuitry of the sensor, which includes an electronic communication chip and the pressure sensor. The housing cavity is filled with a potting material to seal and protect the internal electronic circuitry and components. A label on the sensor has a directional arrow and the word **down** imprinted upon it to provide verification of the correct sensor orientation in the vehicle. The side impact sensors are each connected to the vehicle electrical system through a dedicated take out and connector of the front door wire harness.

These pressure-type front door side impact sensors cannot be repaired or adjusted and, if damaged or ineffective, they must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

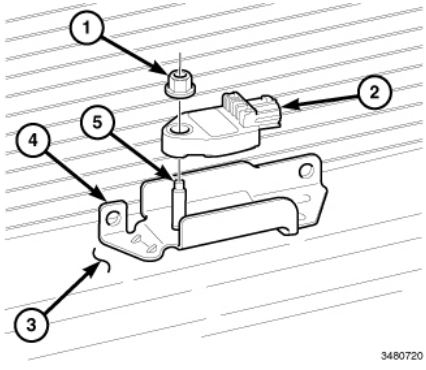
ELECTRONIC PEDESTRIAN PROTECTION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the Electronic Pedestrian Protection (EPP) system impact sensor, as it can damage the impact sensor or affect its calibration. The EPP impact sensor enables the system to deploy the EPP system active hood hinge actuators. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper EPP active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system impact sensor. Whether the EPP system has been deployed or the vehicle has had a front end collision without EPP system deployment, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Carefully position the right, left or center Electronic Pedestrian Protection (EPP) impact sensor (2) onto the weld stud (5) within the bracket (4) on the top of the front bumper support beam (3). Be certain that the anti-rotation pin on the back of the sensor is engaged in the clearance hole of the bracket.
2. Install and tighten the nut (1) that secures the sensor to the weld stud. Tighten the nut to 8 N·m (70 in. lbs.).
3. Reconnect the headlamp and dash wire harness connector to the right, left or center EPP impact sensor connector receptacle.
4. Reinstall the front fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any EPP component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

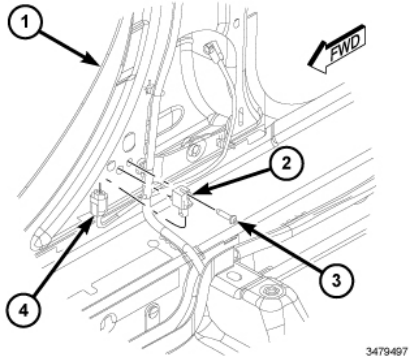
SIDE - B-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Position the side impact sensor (2) to the lower B-pillar (1).
2. Align the anti-rotation pin on the base of the sensor with the clearance hole in the lower B-pillar, then press on the sensor firmly and evenly to snap the pin into place.
3. Install and tighten the screw (3) that secures the side impact sensor to the lower B-pillar. Tighten the screw to 9 N·m (80 in. lbs.).
4. Reconnect the body wire harness connector (4) to the side impact sensor on the lower B-pillar.
5. Reinstall the trim onto the lower B-pillar. (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

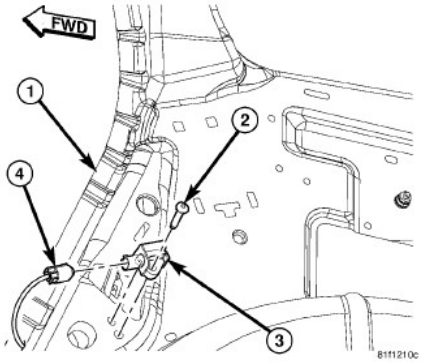
SIDE - C-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Position the side impact sensor (3) to the lower C-pillar (1).
2. Align the anti-rotation pin on the base of the sensor with the clearance hole in the lower C-pillar, then press on the sensor firmly and evenly to snap the pin into place.
3. Install and tighten the screw (2) that secures the side impact sensor to the lower C-pillar. Tighten the screw to 9 N·m (80 in. lbs.).
4. Reconnect the body wire harness connector (4) to the side impact sensor on the lower C-pillar.
5. Reinstall the quarter trim panel onto the lower C-pillar. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

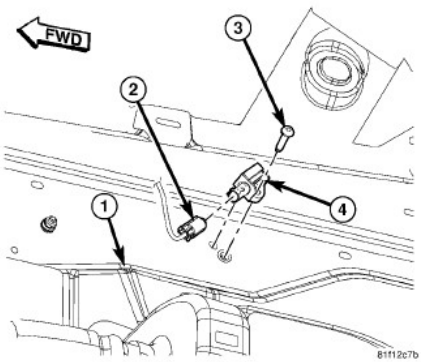
SIDE - D-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Position the side impact sensor (4) to the quarter inner panel above the rear wheel housing (1).
2. Align the anti-rotation pin on the base of the sensor with the clearance hole in the quarter inner panel, then press on the sensor firmly and evenly to snap the pin into place.
3. Install and tighten the screw (3) that secures the side impact sensor to the quarter inner panel. Tighten the screw to 9 N·m (80 in. lbs.).
4. Reconnect the body wire harness connector (2) to the side impact sensor on the quarter inner panel.
5. Reinstall the quarter trim panel onto the quarter inner panel over the rear wheel housing. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

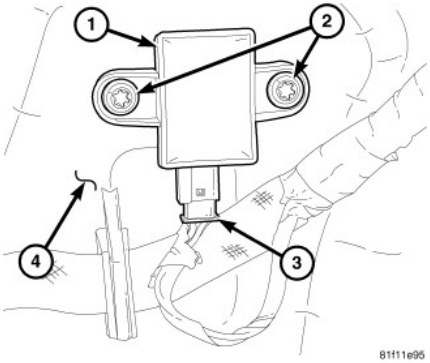
SIDE - FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: Be certain that the gasket between the pressure-type side impact sensor and the front door module carrier panel is in good condition and positioned on the back of the sensor. There MUST be a good seal between the sensor and the module carrier panel for the sensor to operate properly. If the gasket is in poor condition, replace the sensor.



1. Position the side impact sensor (1) to the right or left front door module carrier panel (4). When the sensor is correctly positioned, the arrow on the sensor label will be pointed toward the bottom of the door.
2. Install and tighten the two screws (2) that secure the side impact sensor to the door. Tighten the screws to 2.4 N·m (21 in. lbs.).
3. Reconnect the front door wire harness connector (3) to the sensor connector receptacle.
4. Reinstall the trim panel onto the inside of the right or left front door. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

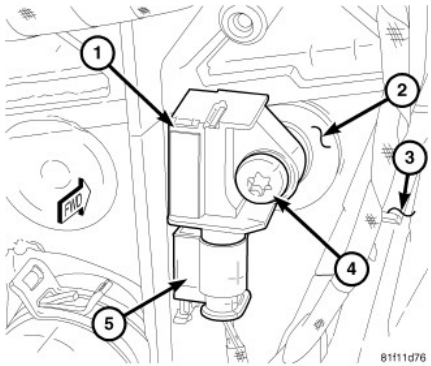
VEHICLE FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the front impact sensor, as it can damage the impact sensor or affect its calibration. The front impact sensor enables the system to deploy the front Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper front SRS component deployment.**

NOTE: The front and the second or third row seating side impact sensors are interchangeable.



1. Service access for the front impact sensors is accomplished by reaching behind the front end module carrier (2) from the top of the engine compartment and between the inboard end of either front lamp unit housing (3) and either outboard end of the cooling module.
2. Position the right or left front impact sensor (1) into the engine compartment.
3. Align and insert the anti-rotation pin on the base of the sensor into the clearance hole on the back (engine compartment side) of the front end module carrier.
4. Install and tighten the screw (4) that secures the front impact sensor to the front end module carrier. Tighten the screw to 11 N·m (97 in. lbs.).
5. Reconnect the front end module wire harness connector (5) to the connector receptacle of the front impact sensor.
6. For the left front impact sensor only, reinstall the fresh air intake snorkel and the air filter housing behind the front end module carrier.
7. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACCELERATION TYPE

The acceleration-type impact sensors are electronic accelerometers that sense the rate of vehicle deceleration, which provides verification of the direction and severity of an impact. Each sensor also contains an electronic communication chip that allows the unit to communicate the sensor status as well as sensor fault information to the microcontroller within the Occupant Restraint Controller (ORC).

The ORC microcontroller continuously monitors all of the passive restraint system electrical circuits to determine the system readiness. If the ORC detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC) and controls the airbag indicator operation accordingly. The impact sensors each receive battery current and ground through dedicated left and right sensor plus and minus circuits from the ORC. The impact sensors and the ORC communicate by modulating the voltage in the sensor plus circuit.

The hard wired circuits between the impact sensors and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the impact sensors or the electronic controls and communication between other modules and devices that provide some features of the Supplemental Restraint System (SRS). The most reliable, efficient and accurate means to diagnose the acceleration-type impact sensors or the electronic controls and communication related to impact sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ELECTRONIC PEDESTRIAN PROTECTION

The acceleration-type Electronic Pedestrian Protection (EPP) impact sensors are electronic accelerometers that sense the rate of vehicle deceleration, which provides verification of the direction and severity of an impact. Each sensor also contains an electronic communication chip that allows the unit to communicate the sensor status as well as sensor fault information to the microcontroller within the Electronic Pedestrian Protection Module (EPPM).

The EPPM microcontroller continuously monitors all of the EPP system electrical circuits to determine the system readiness. If the EPPM detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC). The ORC continually monitors the EPPM and, when it detects that the EPPM has logged a DTC, it sends electronic request messages over the CAN data bus to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to turn ON the airbag indicator. The EPPM also stores a DTC after the fault has been resolved. The impact sensors each receive battery current and ground through the dedicated left and right sensor plus and minus circuits from the EPPM. The impact sensors and the EPPM communicate by modulating the voltage in the sensor plus circuit.

The hard wired circuits between the acceleration-type EPP impact sensors and the EPPM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the impact sensors or the electronic controls and communication between other modules and devices that provide features of the EPP system. The most reliable, efficient and accurate means to diagnose the impact sensors or the electronic controls and communication related to acceleration-type EPP impact sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

IMPACT SENSORS

Two types of impact sensors are used in this vehicle. They are the acceleration-type and the pressure-type. In addition, in vehicles manufactured for sale in certain export markets where the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System) is factory-installed safety equipment have dedicated acceleration-type sensors for that feature. Additional operational details of each of these sensor types is described in further detail elsewhere within this service information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PRESSURE TYPE

The pressure-type front door side impact sensors recognize a side impact in the front door area by monitoring changes in pressure within the front door cavity, which manifests itself as a sudden pressure wave as the door collapses during an impact. Each sensor also contains an electronic communication chip that allows the unit to communicate the sensor status as well as sensor fault information to the microcontroller within the Occupant Restraint Controller (ORC).

The ORC microcontroller continuously monitors all of the side passive restraint system electrical circuits to determine the system readiness. If the ORC detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC) and controls the airbag indicator operation accordingly. The impact sensors each receive battery current and ground through dedicated left and right sensor plus and minus circuits from the ORC. The impact sensors and the ORC communicate by modulating the current in the sensor plus circuit.

The hard wired circuits between the pressure-type front door side impact sensors and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the impact sensors or the electronic controls and communication between other modules and devices that provide features of the Supplemental Restraint System (SRS). The most reliable, efficient and accurate means to diagnose the pressure-type front door side impact sensors or the electronic controls and communication related to side impact sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

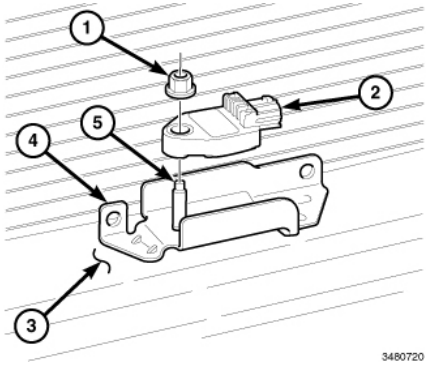
ELECTRONIC PEDESTRIAN PROTECTION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the Electronic Pedestrian Protection (EPP) system impact sensor, as it can damage the impact sensor or affect its calibration. The EPP impact sensor enables the system to deploy the EPP system active hood hinge actuators. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper EPP active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system impact sensor. Whether the EPP system has been deployed or the vehicle has had a front end collision without EPP system deployment, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. With the status of the ignition switch Off, disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the front fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .
3. Disconnect the headlamp and dash wire harness connector from the right, left or center Electronic Pedestrian Protection (EPP) impact sensor connector receptacle (2).
4. Remove the nut (1) that secures the EPP impact sensor to the weld stud (5) within the bracket (4) on the top of the front bumper support beam (3).
5. Remove the right, left or center EPP impact sensor from the front bumper support beam.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

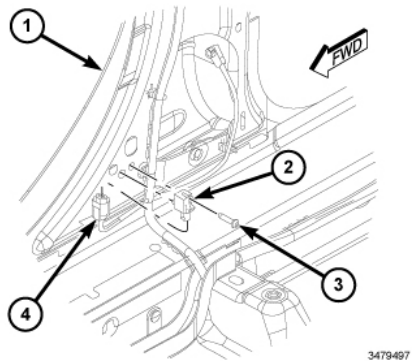
SIDE - B-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the trim from the lower B-pillar (1). (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
3. Disconnect the body wire harness connector (4) from the side impact sensor (2) connector receptacle.
4. Remove the screw (3) that secures the side impact sensor to the lower B-pillar.
5. Pull the side impact sensor straight out from the mounting location to unsnap the anti-rotation pin on the base of the sensor from the clearance hole in the lower B-pillar.
6. Remove the side impact sensor from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

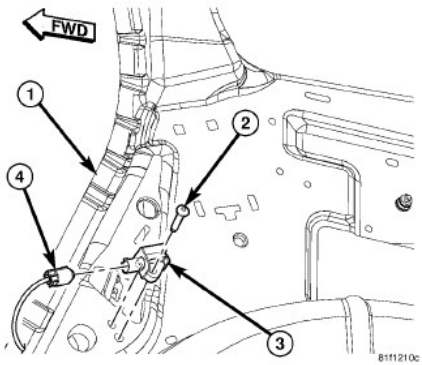
SIDE - C-PILLAR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

NOTE: The front and the B, C or D-pillar side impact sensors are interchangeable.



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the quarter trim panel from the lower C-pillar (1). (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
3. Disconnect the body wire harness connector (4) from the side impact sensor (3) connector receptacle.
4. Remove the screw (2) that secures the side impact sensor to the lower C-pillar.
5. Pull the side impact sensor straight out from the mounting location to unsnap the anti-rotation pin on the base of the sensor from the clearance hole in the lower C-pillar.
6. Remove the side impact sensor from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

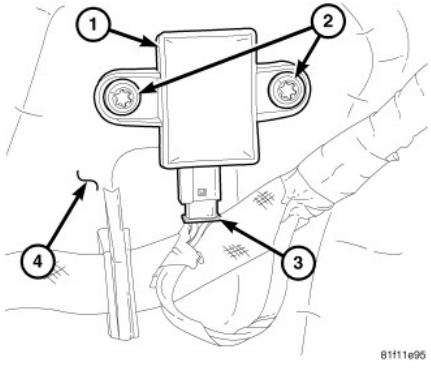
SIDE - FRONT DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the side impact sensor, as it can damage the impact sensor or affect its calibration. The side impact sensor enables the system to deploy the side Supplemental Restraint System (SRS) components. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper side SRS component deployment.**

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the trim panel from the inside of the right or left front door. (Refer to 23 - Body/Door - Front/PANEL, Door Trim - Removal) .
3. Disconnect the front door wire harness connector (3) from the side impact sensor (1) connector receptacle.
4. Remove the two screws (2) that secure the side impact sensor to the front door module carrier panel (4).
5. Remove the side impact sensor from the door.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

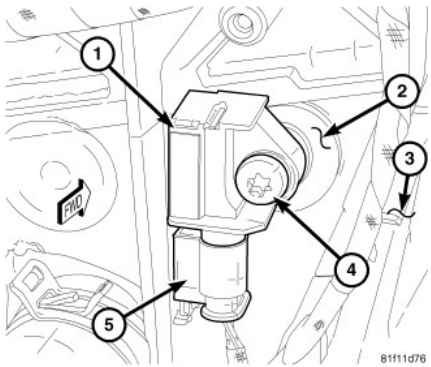
VEHICLE FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the front impact sensor, as it can damage the impact sensor or affect its calibration. The front impact sensor enables the system to deploy the front supplemental restraints. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper front supplemental restraint deployment.**

NOTE: The front and the second or third row seating side impact sensors are interchangeable.



1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Service access for the front impact sensors is accomplished by reaching behind the front end module carrier (2) from the top of the engine compartment and between the inboard end of either front lamp unit housing (3) and either outboard end of the cooling module.
3. For the left front impact sensor only, remove the fresh air intake snorkel and the air filter housing from behind the front end module carrier for service access.
4. Disconnect the front end module wire harness connector (5) from the connector receptacle of the right or left front impact sensor (1).
5. Remove the screw (4) that secures the front impact sensor to the back (engine compartment side) of the front end module carrier.
6. Pull the front impact sensor straight back from the mounting location to disengage the anti-rotation pin on the base of the sensor from the clearance hole in the front end module carrier.
7. Remove the right or left front impact sensor from the engine compartment.

2014 Dodge JC - DODGE JOURNEY

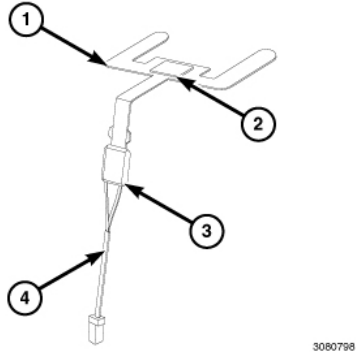
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

An Occupant Detection Sensor (ODS) is located below the passenger side front seat cushion trim cover. On vehicles without the optional heated seats, the sensor is located on top of the cushion foam directly beneath the trim cover. On vehicles with the optional heated seats, the sensor is still located on top of the cushion foam, but is covered by the seat cushion heater mat. This sensor provides information to the Occupant Restraint Controller (ORC) used for control of the passenger belt alert feature.

The ODS consists of a flexible clear plastic sensor mat (1) containing several resistive membrane, force sensing resistor cells that is secured by adhesive strips (2) to the top surface of the seat cushion foam and, if the vehicle is so equipped, beneath the heater element mat. There are two versions of the sensor used that are similar, but not interchangeable. One version is for vehicles with a base seat without the fold flat seat option, and one version is for vehicles with the fold flat seat option.

On the base seat, the short, two-conductor pigtail wire and connector (4) are oriented toward the rear of the seat cushion, while the fold flat seat has the pigtail wire oriented toward the front of the seat cushion. Either pigtail wire connects the sensor to the vehicle electrical system through a dedicated take out and connector of the seat wire harness. A hot melt adhesive block (3) encapsulates and protects the connections between the electrical conductors in the tail of the sensor mat and the pigtail wires as well as a diagnostic resistor.



The ODS cannot be adjusted or repaired, and must be replaced if damaged or ineffective. On vehicles without the heated seat option, the sensor is available for separate service replacement. On vehicles with the heated seat option, the sensor is serviced as a unit with the seat cushion foam and the heater mat.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

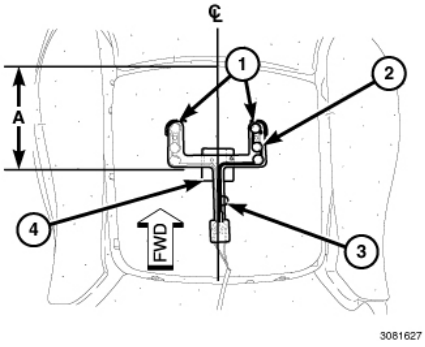
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

CAUTION: **When handling a new Occupant Detection Sensor (ODS), it should never be bent, creased, torn, cut or abraded. The ODS should not be handled with or come into contact with hard or sharp-edged tools or objects. Do not allow the ODS to drop more than 2 meters (6.5 feet). Prior to installation, do not sit on, stand on or place boxes, tools or any other foreign object on the ODS. If the ODS adhesive patches become inadvertently adhered to any seat materials or foreign objects prior to proper positioning on the seat cushion, the ODS must be scrapped and replaced with a new unit. Do not modify the seat foam or trim materials of a seat that contains an ODS. Failure to observe these cautions may result in an inoperative ODS, or an ODS that provides inaccurate inputs to the Occupant Restraint Controller (ORC).**

BASE SEAT

NOTE: On vehicles without the heated seat option, the Occupant Detection Sensor (ODS) is available for separate service replacement. On vehicles with the heated seat option, the ODS is serviced ONLY as a unit with the seat cushion foam and the cushion heater mat.



3081627

1. Mark the Center Line (CL) of the seat cushion on the top of the seat cushion foam.

CAUTION: **The adhesive used to secure the ODS to the seat is heat activated and requires that both the adhesive and the material it is applied to be ideally between 21° and 38° C (between 70° and 100° F). Application of the ODS to surfaces below 10° C (50° F) is not recommended as the adhesive becomes too firm to readily adhere. Do not touch or allow the adhesive patches to contact any foreign materials with the release paper removed. Do not attempt to add adhesive materials to the ODS.**

2. Peel the release paper (4) off of the two adhesive patches on the underside of the Occupant Detection Sensor (ODS) mat (2).
3. Carefully position the ODS mat onto the seat cushion with the label between the branches containing the circular sensor cells centered on the marked seat cushion center line ± 5 millimeters (0.196 inches), and front-to-rear (A) with the back edge of the ODS mat positioned 185 ± 5 millimeters (7.283 inches ± 0.196 inches) rearward of the back edge of the front crimp channel in the seat cushion foam. The foam has cutouts (1) to aid in proper ODS mat positioning.
4. Apply hand pressure (0.8 bar or 12 psi) over each of the two adhesive patches of the ODS mat for at least four seconds to activate and adhere the adhesive to the seat cushion foam.
5. Feed the ODS pigtail wires and the hot melt connection block through the clearance hole (3) in the seat cushion foam just rearward of the ODS mat.
6. Route the ODS pigtail wire under the rear of the seat cushion foam.
7. Reach under the back of the front seat cushion frame to access and reconnect the ODS pigtail wire connector to the seat wire harness.

8. Reinstall the trim onto the front seat cushion foam and frame. (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .

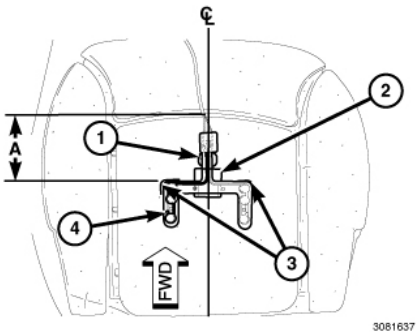
9. Reinstall the passenger side front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .

10. Reconnect the negative cable to the battery.

FOLD FLAT SEAT

NOTE:

On vehicles without the heated seat option, the Occupant Detection Sensor (ODS) is available for separate service replacement. On vehicles with the heated seat option, the ODS is serviced ONLY as a unit with the seat cushion foam and the cushion heater mat.



1. Mark the Center Line (CL) of the seat cushion on the top of the seat cushion foam.

CAUTION:

The adhesive used to secure the ODS to the seat is heat activated and requires that both the adhesive and the material it is applied to be ideally between 21° and 38° C (between 70° and 100° F). Application of the ODS to surfaces below 10° C (50° F) is not recommended as the adhesive becomes too firm to readily adhere. Do not touch or allow the adhesive patches to contact any foreign materials with the release paper removed. Do not attempt to add adhesive materials to the ODS.

2. Peel the release paper (2) off of the two adhesive patches on the underside of the Occupant Detection Sensor (ODS) mat (4).

3. Carefully position the ODS mat onto the seat cushion with the label between the branches containing the circular sensor cells centered on the marked seat cushion center line ± 5 millimeters (0.196 inches), and front-to-rear (A) with the back edge of the ODS mat positioned 120 ± 5 millimeters (4.724 inches ± 0.196 inches) rearward of the back edge of the front crimp channel in the seat cushion foam. The foam has cutouts (3) to aid in proper ODS mat positioning.

4. Apply hand pressure (0.8 bar or 12 psi) over each of the two adhesive patches of the ODS mat for at least four seconds to activate and adhere the adhesive to the seat cushion foam.

5. Feed the ODS pigtail wires and the hot melt connection block through the clearance hole (1) in the seat cushion foam just forward of the ODS mat.

6. Route the ODS pigtail wire under the front of the seat cushion foam.

7. Reach under the front of the front seat cushion frame to access and reconnect the ODS pigtail wire connector to the seat wire harness.

8. Reinstall the trim onto the front seat cushion foam and frame. (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .

9. Reinstall the passenger side front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .

10. Reconnect the negative cable to the battery.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Occupant Detection Sensor (ODS) acts as a simple switch to detect loads placed upon the passenger side front seat cushion. The sensor circuits are connected to and monitored by the Occupant Restraint Controller (ORC) whenever the ignition switch is in the ON position. The ORC uses an algorithm logic in monitoring the changing states of the sensor input to determine whether the seat cushion load is static or dynamic.

The ORC microcontroller continuously monitors all of the Supplemental Restraint System (SRS) electrical circuits to determine the system status and readiness. If the ORC detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC). However, because the ODS input is only used for control of the passenger belt alert feature, which has no effect on SRS component features or functions, the airbag indicator is **NOT** illuminated in response to a detected ODS circuit fault.

The ODS receives source current and a clean ground through dedicated sensor plus and minus circuits from the ORC. The ORC then sends the appropriate sensor status information to the Body Control Module (BCM) (also known as the Common Body Controller/CBC), which uses this information as an additional logic input used for control of the seat belt indicator and the passenger belt alert feature in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC).

The hard wired circuits between the ODS and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the ODS or the electronic controls and communication between other modules and devices that provide some features of the passenger belt alert feature. The most reliable, efficient and accurate means to diagnose the ODS or the electronic controls and communication related to the passenger belt alert feature operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

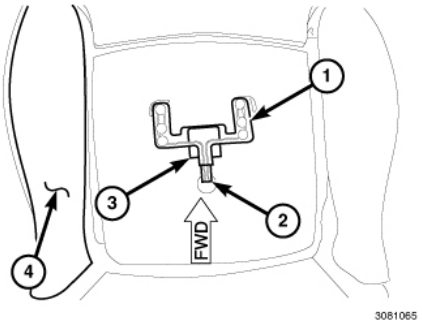
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

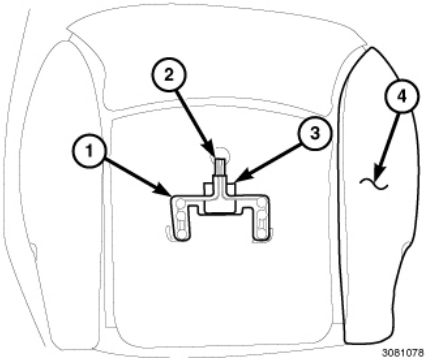
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**



Base Seat

NOTE: On vehicles with the heated seat option, the ODS is serviced ONLY as a unit with the seat cushion foam and the cushion heater mat.



Fold Flat Seat

1. Position the passenger side front seat to its most forward position for easiest access to the front seat mounting hardware.
2. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Remove the passenger side front seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .
4. Remove the trim from the front seat cushion foam and frame. (Refer to 23 - Body/Seats/COVER, Seat Cushion - Removal) .

NOTE: The Occupant Detection Sensor pigtail wire is routed under the rear of the seat cushion foam on base seats, and under the front of the seat cushion foam on fold flat seats.

5. Reach under the seat cushion frame to access and disconnect the Occupant Detection Sensor (ODS) (1) pigtail wire connector from the seat wire harness.
6. Disengage the ODS hot melt block and pigtail wire from the clearance hole (2) in the seat cushion foam (4).

7. Disengage the two adhesive strips (3) of the ODS from the top surface of the seat cushion foam.

8. Remove the ODS from the seat cushion.

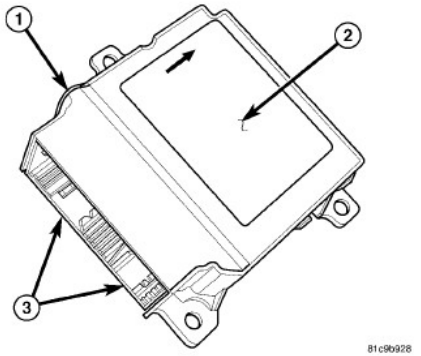
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Occupant Restraint Controller (ORC) (1) is secured with three screws to a stamped steel mounting bracket welded onto the top of the floor panel transmission tunnel near the base of the dash panel and just forward on the center instrument panel support in the passenger compartment of the vehicle. Concealed within a hollow in the center of the die cast aluminum ORC housing is the electronic circuitry of the ORC which includes a microcontroller, electronic impact sensors and an energy storage capacitor. A stamped metal cover plate is secured to the bottom of the ORC housing with five screws to enclose and protect the internal electronic circuitry and components.

An arrow printed on the label (2) on the top of the ORC housing provides a visual verification of the proper orientation of the unit, and should always be pointed toward the front of the vehicle. The ORC housing has three integral mounting tabs and two integral locating pins. The molded plastic electrical connector (3), with two receptacles containing numerous terminal pins, exits the rearward facing side of the ORC housing. These terminal pins connect the ORC to the vehicle electrical system through two dedicated take outs and connectors, one from the body wire harness and one from the instrument panel wire harness.



The impact sensors internal to the ORC are calibrated for the specific vehicle, and are only serviced as a unit with the ORC. In addition, there are unique versions of the ORC for vehicles with or without side curtain airbags or seat (thorax) airbags, with or without third row seating as well as for those vehicles with domestic or export applications. These variations are necessary for both equipment needs and for compliance with certain regulatory requirements. The ORC cannot be repaired or adjusted and, if damaged or ineffective, it must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

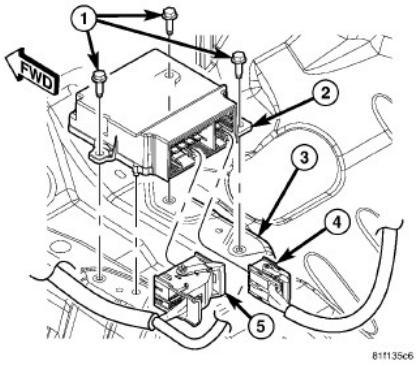
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with side curtain airbags, disable the Supplemental Restraint System (SRS) before attempting any Occupant Restraint Controller (ORC) diagnosis or service. The ORC may contain a rollover sensor, which enables the system to deploy the side SRS components in the event of a vehicle rollover event. If an ORC containing a rollover sensor is accidentally rolled during service while still connected to battery power, the side SRS components will deploy. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the Occupant Restraint Controller (ORC), as it can damage the impact sensor or affect its calibration. The ORC contains the impact sensor, which enables the system to deploy the Supplemental Restraint System (SRS) components. If an ORC is accidentally dropped during service, the module must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper SRS component deployment.**

1. Carefully position the Occupant Restraint Controller (ORC) (2) to the ORC bracket that is welded onto the top of the floor panel transmission tunnel. When the ORC is correctly positioned, the arrow on the ORC label will be pointed forward in the vehicle and the locating pins on the bottom of the ORC will be engaged into the locating holes in the ORC bracket.
2. Install and tighten the three screws (1) that secure the ORC to the ORC bracket. Tighten the screws to 12.5 N·m (9 ft. lbs.).



CAUTION: **The lever arms of the wire harness connectors for the ORC MUST be in the unlatched position before they are inserted into their connector receptacles on the ORC or they may become damaged.**

3. First reconnect the body wire harness connector (5), followed by the instrument panel wire harness connector (4) to the ORC connector receptacles located on the rearward facing side of the module. Be certain that the latches on both connectors are each fully engaged.
4. Reinstall the mini console onto the top of the floor panel transmission tunnel. (Refer to 23 - Body/Instrument Panel/BIN, Instrument Panel - Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .

NOTE: Service replacement ORC modules are shipped in a LOCKED OUT state and after installed will set a ORC UNLOCKED - ALL DEPLOYMENT DISABLED fault. Use a diagnostic scan tool to access the ORC module and go to the MISCELLANEOUS FUNCTIONS menu item to perform the MODULE INITIALIZATION procedure to erase the fault and initialize the new replacement ORC.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microcontroller within the Occupant Restraint Controller (ORC) contains the Supplemental Restraint System (SRS) logic circuits and controls all of the SRS components. The ORC uses On-Board Diagnostics (OBD) and can communicate with other electronic modules in the vehicle as well as with the diagnostic scan tool using the Controller Area Network (CAN) data bus. This method of communication is used for control of the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and for SRS diagnosis and testing through the 16-way data link connector located on the driver side lower edge of the instrument panel.

The ORC microcontroller continuously monitors all of the SRS electrical circuits to determine the system readiness. If the ORC detects a monitored system fault, it sets an active and stored Diagnostic Trouble Code (DTC) and sends electronic messages to the IC over the CAN data bus to turn ON the airbag indicator. An active fault only remains for the duration of the fault, or in some cases for the duration of the current ignition cycle, while a stored fault causes a DTC to be stored in memory by the ORC. For some DTCs, if a fault does not recur for a number of ignition cycles, the ORC will automatically erase the stored DTC. For other internal faults, the stored DTC is latched forever.

The ORC receives battery current through two circuits; a fused ignition switch output (run) circuit through a fuse in the Body Control Module (BCM) (also known as the Common Body Controller/CBC) and a fused ignition switch output (run-start) circuit through a second fuse in the BCM. The ORC receives ground through a ground circuit and take out of the instrument panel wire harness that is secured by a ground screw to the body sheet metal. These connections allow the ORC to be operational whenever the ignition switch is in the START or ON positions.

The ORC also contains an energy-storage capacitor. When the ignition switch is in the START or ON positions, this capacitor is continually being charged with enough electrical energy to deploy the SRS components for up to one second following a battery disconnect or failure. The purpose of the capacitor is to provide backup SRS protection in case there is a loss of battery current supply to the ORC during an impact.

Various sensors within the ORC are continuously monitored by the ORC logic. These internal sensors, along with several external impact sensor inputs allow the ORC to determine both the severity of an impact and to verify the necessity for deployment of any SRS components. Two remote front impact sensors are located on the back of the right and left ends of the Front End Module (FEM) carrier inboard of the headlamps near the front of the vehicle. The electronic impact sensors are accelerometers that sense the rate of vehicle deceleration, which provides verification of the direction and severity of an impact.

The ORC also monitors inputs from an internal rollover sensor, a seat track position sensor, a seat belt switch and up to eight additional remote side impact sensors located on the left and right front door module carriers, on the right and left lower B and C-pillars and, on vehicles equipped with optional third row seating, on the right and left quarter inner panels to control deployment of the side curtain airbag units and seat (thorax) airbags.

The impact sensors within the ORC are electronic accelerometer sensors that provide an additional logic input to the ORC microcontroller. These sensors are used to verify the need for a SRS component deployment by detecting impact energy of a lesser magnitude than that of the primary electronic impact sensors, and must exceed a safing threshold in order for the SRS components to deploy. On vehicles equipped with side curtain airbags or seat airbags, a separate impact sensor within the ORC provides confirmation to the ORC microcontroller of side impact forces. This separate sensor is a bi-directional unit that detects impact forces from either side of the vehicle.

Pre-programmed decision algorithms in the ORC microcontroller determine when the deceleration rate as signaled by the impact sensors indicate an impact that is severe enough to require SRS protection and, based upon the severity of the monitored impact, determines the level of front airbag deployment force required for each front seating position. When the programmed conditions are met, the ORC sends the proper electrical signals to deploy the dual multistage front airbags at the programmed force levels, the Passenger AirBag (PAB) active vent tether cutter, the front seat belt tensioners, the Active Head Restraint (AHR) units and either side curtain or seat airbag unit.

The hard wired inputs and outputs for the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the ORC or the electronic controls and communication between other modules and devices that provide some features of the SRS. The most reliable, efficient and accurate means to diagnose the ORC or the electronic controls and communication related to SRS operation requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

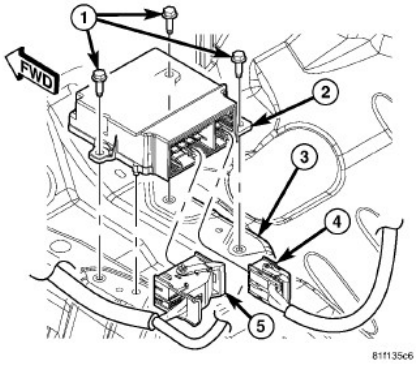
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with side curtain airbags, disable the Supplemental Restraint System (SRS) before attempting any Occupant Restraint Controller (ORC) diagnosis or service. The ORC may contain a rollover sensor, which enables the system to deploy the side SRS components in the event of a vehicle rollover event. If an ORC containing a rollover sensor is accidentally rolled during service while still connected to battery power, the side SRS components will deploy. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the Occupant Restraint Controller (ORC), as it can damage the impact sensor or affect its calibration. The ORC contains the impact sensor, which enables the system to deploy the Supplemental Restraint System (SRS) components. If an ORC is accidentally dropped during service, the module must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper SRS component deployment.**

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the mini console from the top of the floor panel transmission tunnel (3). (Refer to 23 - Body/Instrument Panel/BIN, Instrument Panel - Removal) .
3. First disconnect the instrument panel wire harness connector (4), followed by the body wire harness connector (5) from the Occupant Restraint Controller (ORC) (2) connector receptacles located on the rearward facing side of the module. To disconnect the wire harness connectors from the ORC, depress the release tab and lift the lever arm to the fully open position on each connector.
4. Remove the three screws (1) that secure the ORC to the ORC bracket that is welded onto the top of the floor panel transmission tunnel.
5. Lift the ORC far enough to disengage the locating pins and remove the ORC from the bracket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ACTIVE RESTRAINTS

The primary passenger restraints in this or any other vehicle are the standard equipment factory-installed seat belts and child restraint anchors. Seat belts and child restraint anchors are referred to as an active restraint because the vehicle occupants are required to physically fasten and properly adjust these restraints in order to benefit from them.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PASSIVE RESTRAINTS

The passive restraints are referred to as Supplemental Restraint System (SRS) components because they were designed and are intended to enhance the protection for the occupants of the vehicle **only** when used in conjunction with the seat belts. They are referred to as passive restraints because the vehicle occupants are not required to do anything to make them operate; however, the vehicle occupants must be wearing their seat belts in order to obtain the maximum safety benefit from the factory-installed SRS components. In addition, each front seat occupant must have their Active Head Restraint (AHR) unit properly adjusted in order to obtain its maximum safety benefit.

The SRS electrical circuits are continuously monitored and controlled by a microcontroller and software contained within the Occupant Restraint Controller (ORC). An airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) illuminates from four to six seconds as a bulb test each time the status of the ignition switch transitions to On or Start. Following the bulb test, the airbag indicator is turned On or Off by the ORC to indicate the status of the SRS. If the airbag indicator comes On at any time other than during the bulb test, it indicates that there is a problem in the SRS electrical circuits. Such a problem may cause airbags not to deploy when required, or to deploy when not required.

Deployment of the SRS components depends upon the angle and severity of an impact. Deployment is not based upon vehicle speed; rather, deployment is based upon the rate of deceleration as measured by the forces of gravity (G force) upon the acceleration-type impact sensors, or by a pressure wave within a front door as measured by the pressure-type impact sensor. When an impact is severe enough, the microcontroller within the ORC signals the inflator of the appropriate airbag units to deploy their airbag cushions.

The front seat belt retractor tensioners and, if equipped, the Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) are provided with a deployment signal by the ORC in conjunction with the front airbags. The side curtain airbags (also known as the Side AirBag Inflatable Curtains/SABIC) and, on vehicles so equipped, the Seat AirBags (SAB) (also known as pelvic and thoracic airbags) are provided with a deployment signal individually by the ORC based upon a side impact sensor input for the same side of the vehicle. The ORC also contains a rollover sensor. Should the vehicle roll over and not cause any acceleration-type or pressure-type impact sensor to signal the need for a deployment, the rollover sensor in the ORC will deploy the side curtain air bags, the SAB units and under certain conditions, will also actuate the seat belt retractor tensioners.

The two AHR units are provided with a simultaneous deployment signal by the ORC independent from any of the other passive restraints only as a result of an impact pulse originating at the rear of the vehicle, but will not deploy with the transmission gear selector in the Reverse **(R)** position.

During a frontal vehicle impact, the static knee blockers work in concert with properly fastened and adjusted seat belts to restrain both the driver and the front seat passenger in the proper position for an airbag deployment. The knee blockers also absorb and distribute the crash energy from the driver and the front seat passenger to the structure of the instrument panel. The seat belt tensioners remove the slack from the front seat belts to provide further assurance that the driver and front seat passenger are properly positioned and restrained for an airbag deployment.

Typically, the vehicle occupants recall more about the events preceding and following a collision than they do of an airbag deployment itself. This is because the airbag deployment and deflation occur very rapidly. In a typical 48 kilometer-per-hour (30 mile-per-hour) barrier impact, from the moment of impact until the airbags are fully inflated takes about 40 milliseconds. Within one to two seconds from the moment of impact, the airbags are almost entirely deflated. The times cited for these events are approximations, which apply only to a barrier impact at the given speed. Actual times will vary somewhat, depending upon the vehicle speed, impact angle, severity of the impact, and the type of collision.

When the ORC monitors a problem in any of the SRS circuits or components, including the seat belt tensioners and AHR units, it stores a fault code or Diagnostic Trouble Code (DTC) in its memory circuit and sends an electronic message to the IC to turn On the airbag indicator. The hard wired circuits between components related to the SRS may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the SRS or the electronic controls and communication between other modules and devices that provide features of the SRS. The most reliable, efficient and accurate means to diagnose the SRS or the electronic controls and communication related to SRS operation, as well as the retrieval or erasure of a DTC requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

PEDESTRIAN PROTECTION SYSTEM

In the event of a frontal vehicle impact, the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System) components are designed and intended to enhance the protection for pedestrians from the hard components found just beneath the hood of the vehicle within the engine compartment. The EPP system has three primary acceleration-type impact sensors located in the front bumper area of the vehicle, two additional acceleration-type safing sensors located on the back of the front bumper fascia, a microcontroller-based Electronic Pedestrian Protection Module (EPPM) located within the passenger compartment of the vehicle and an active hood hinge with a pyrotechnic-type actuator at each rear corner of the hood panel.

The impact sensors and safing sensors continually transmit sensor data to the EPPM that give an indication of the forces of gravity (G force) upon the sensors. The two outboard impact sensors are each connected in a daisy chain to the EPPM through the adjacent right or left safing sensor, while the center impact sensor provides a direct input to the EPPM. The EPPM also receives electronic message inputs over the Controller Area Network (CAN) data bus indicating the ignition status, vehicle speed and ambient temperature.

If the vehicle has a collision, the EPPM uses algorithms to analyze all of the input data to determine whether to deploy the hood. If the algorithm makes a deployment decision and the vehicle speed is between 22 kilometers-per-hour (14 miles-per-hour) and 52 kilometers-per-hour (32 miles-per-hour), then the EPPM will send electrical signals to deploy the actuators on the active hood hinges.

When the Micro Gas Generator (MGG) in each actuator is energized, it produces a large quantity of expanding gas. The expanding gas moves a piston within the actuator that pushes upward against the hood bracket of the active hood hinge. The force of the actuator on the hinge bracket creates a lever action that shears a rivet between the hood bracket and the mid-strap of both hood hinges, allowing the actuators to lift the rear of the hood at the hinges. Lifting the rear of the hood in this manner provides additional clearance between the hood and the hard components found within the engine compartment.

Each active hood hinge functions normally during routine opening and closing of the hood. However, upon active hood hinge deployment the rear of the hood is lifted to a predetermined height, which is controlled by an up-stop pin on the mid-strap that is engaged within a slotted hole in the hood bracket of each hinge.

During a frontal pedestrian impact, the purpose of the front energy absorber foam material and the pedestrian bar (also known as the leg catcher) that supports the lower front fascia is to reduce the severity of leg injuries and to position the pedestrian onto the hood of the vehicle rather than onto the pavement. These goals are intended to reduce both the severity and the debilitating nature of potential pedestrian injuries. It should be noted that the front energy absorber foam material and the pedestrian bar **must** be inspected and replaced if visually damaged following **any** frontal vehicle impact, regardless of whether a pedestrian is involved.

The EPP system electrical circuits are continuously monitored and controlled by the EPPM microcontroller. If the EPPM detects a problem it stores a fault code or Diagnostic Trouble Code (DTC) in its memory circuit. The Occupant Restraint Controller (ORC) continually monitors the EPPM. If the ORC detects that the EPPM has stored a DTC, the ORC responds by sending an electronic request message to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to illuminate the airbag indicator. The airbag indicator may be turned On or Off by the ORC to indicate a problem in either the Supplemental Restraint System (SRS) or the EPP system electrical circuits.

The hard wired circuits between components related to the EPP system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the EPP system or the electronic controls and communication between other modules and devices that provide inputs to the EPPM. The most reliable, efficient and accurate means to diagnose the EPPM or the electronic controls and communication related to EPP system operation, as well as the retrieval or erasure of a DTC requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM

The Supplemental Restraint System (SRS) is comprised of two primary subsystems: Active Restraints and Passive Restraints. In addition, vehicles manufactured for certain export markets include the Electronic Pedestrian Protection (EPP) system (also known as the PedPro or the Active Hood System), which includes both dynamic and static elements designed to enhance the protection of pedestrians. Additional operational details on each of these subsystems of the SRS can be found elsewhere within this service information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

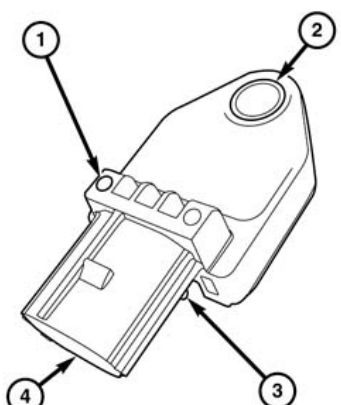
DESCRIPTION

Electronic Pedestrian Protection (EPP) safing sensors (2) are found only in vehicles equipped with the EPP system (also known as the PedPro or Active Hood System), which is available only in vehicles manufactured for certain export markets. These sensors are mounted at the front of the vehicle to provide a redundant logic input for use by the Electronic Pedestrian Protection Module (EPPM) to confirm inputs from the two outboard EPP impact sensors.

The EPP safing sensors are satellite acceleration-type sensors that are mounted to the inner surface of the front bumper fascia at the front of the vehicle. The two safing sensors are each secured by a nut to a weld stud within a dedicated bracket located just inboard of each front fog lamp on the inside of the front bumper fascia.

Each sensor housing (1) has an integral 4 pin connector receptacle (4), an integral locator pin (3) and an integral mounting hole with a metal sleeve (2) to provide crush protection. A cavity in the center of the molded plastic safing sensor housing contains the electronic circuitry of the sensor which includes an electronic communication chip and an electronic acceleration sensor. Potting material fills the cavity and a translucent molded cover is laser welded over the cavity to seal and protect the internal electronic circuitry and components.

The EPP safing sensors are each connected to the vehicle electrical system through dedicated take outs and connectors of the headlamp and dash wire harness. These acceleration-type safing sensors cannot be repaired or adjusted and, if damaged or ineffective, they must be replaced.



0831010868

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

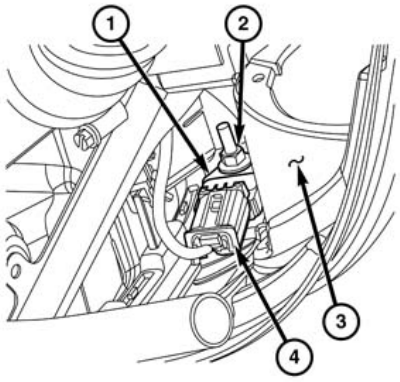
To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.

WARNING:

To avoid serious or fatal injury, never strike or drop the Electronic Pedestrian Protection (EPP) system impact sensor, as it can damage the impact sensor or affect its calibration. The EPP impact sensor enables the system to deploy the EPP system active hood hinge actuators. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper EPP active hood hinge actuator deployment.

NOTE:

The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system safing sensor. Whether the EPP system has been deployed or the vehicle has had a front end collision without EPP system deployment, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



0831010867

1. Carefully position the right or left Electronic Pedestrian Protection (EPP) safing sensor (1) onto the stud within the bracket on the back of the front fascia just inboard of the front fog lamp opening (3). Be certain that the anti-rotation pin on the back of the sensor is engaged in the clearance hole of the bracket.
2. Install and tighten the nut (2) that secures the sensor to the stud. Tighten the nut to 8 N·m (70 in. lbs.).
3. Reconnect the headlamp and dash wire harness connector (4) to the right or left EPP safing sensor connector receptacle.
4. Reinstall the front fascia lower closeout onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front Lower, Closeout/Installation) .
5. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any EPP component. (Refer to 10 - Restraints - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The acceleration-type Electronic Pedestrian Protection (EPP) safing sensors are electronic accelerometers that sense the rate of vehicle deceleration, which provides a redundant verification of the direction and severity of an impact sensed by the EPP impact sensors. Each sensor also contains an electronic communication chip that allows the unit to communicate the sensor status as well as sensor fault information to the microcontroller within the Electronic Pedestrian Protection Module (EPPM).

The EPPM microcontroller continuously monitors all of the EPP system electrical circuits to determine the system readiness. If the EPPM detects a monitored system fault, it sets a Diagnostic Trouble Code (DTC). The ORC continually monitors the EPPM and, when it detects that the EPPM has logged a DTC, it sends electronic request messages over the CAN data bus to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) to turn On the airbag indicator. The EPPM also stores a DTC after the fault has been resolved. The safing sensors each receive battery current and ground through the dedicated left and right safing sensor plus and minus circuits from the EPPM. The safing sensors and the EPPM communicate by modulating the voltage in the sensor plus circuit.

The hard wired circuits between the acceleration-type EPP safing sensors and the EPPM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the safing sensors or the electronic controls and communication between other modules and devices that provide features of the EPP system. The most reliable, efficient and accurate means to diagnose the safing sensors or the electronic controls and communication related to acceleration-type EPP safing sensor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

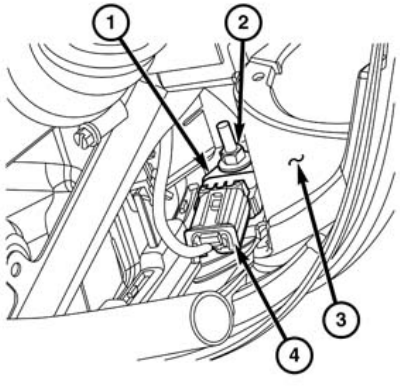
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with the Electronic Pedestrian Protection (EPP) system, disable the system before attempting any EPP system component diagnosis or service. With the ignition switch in the OFF position, disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the EPP system. Failure to take the proper precautions could result in accidental active hood hinge actuator deployment.**

WARNING: **To avoid serious or fatal injury, never strike or drop the Electronic Pedestrian Protection (EPP) system impact sensor, as it can damage the impact sensor or affect its calibration. The EPP impact sensor enables the system to deploy the EPP system active hood hinge actuators. If an impact sensor is accidentally dropped during service, the sensor must be scrapped and replaced with a new unit. Failure to observe this warning could result in accidental, incomplete, or improper EPP active hood hinge actuator deployment.**

NOTE: The following procedure is for replacement of an ineffective or damaged Electronic Pedestrian Protection (EPP) system safing sensor. Whether the EPP system has been deployed or the vehicle has had a front end collision without EPP system deployment, review the recommended procedures for Service After A Pedestrian Protection Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



0831010867

1. With the status of the ignition switch Off, disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Partially remove the front fascia lower closeout from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front Lower, Closeout/Removal) .
3. Locate the left or right Electronic Pedestrian Protection (EPP) safing sensor (1) on the back of the front fascia just inboard of the front fog lamp opening (3).
4. Disconnect the headlamp and dash wire harness connector (4) from the right or left EPP safing sensor connector receptacle.
5. Remove the nut (2) that secures the EPP safing sensor to the stud within the bracket on the back of the front fascia.
6. Remove the right or left EPP safing sensor from the front fascia.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

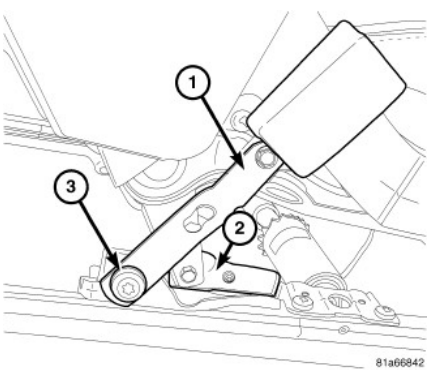
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the front seat belt buckle (1) lower anchor to the bracket at the back of the inboard seat track.
2. Install and tighten the screw (3) that secures the lower anchor to the seat track bracket. Tighten the screw to 39 N·m (29 ft. lbs.).
3. Reinstall the front seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .
4. Reconnect the negative cable to the battery.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

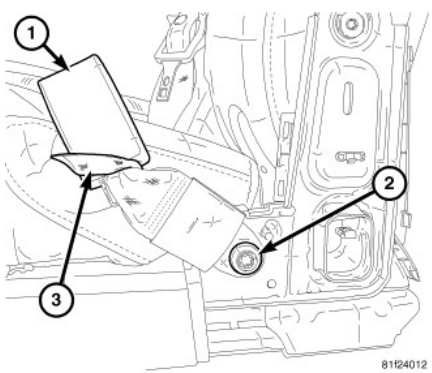
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

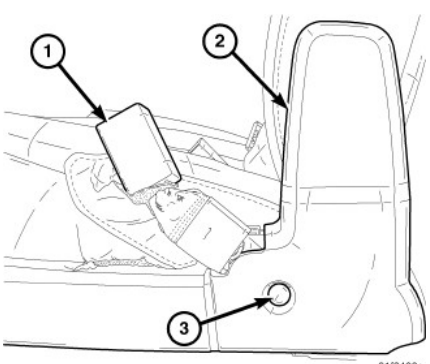
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Engage the second row center seat belt buckle (1) through the elastic loop (3) of the right seat cushion trim cover.
2. Position the buckle lower anchor to the left rear corner of the right seat frame.
3. Install and tighten the screw (2) that secures the buckle unit to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).



4. Position the outboard center seat back hinge bracket outboard trim (2) over the buckle (1) anchor on the left rear corner of the right seat frame.
5. Using hand pressure, align and press the outboard center seat back hinge bracket outboard trim toward the hinge bracket until the snap clip that secures the center of the trim snaps into the bracket.
6. Using hand pressure, squeeze the edges of the outboard center seat back hinge bracket outboard and inboard trim halves together until the four integral latch features that secure the two halves of the trim to each other are fully engaged.
7. Install the plastic push-in fastener (3) that secures the outboard center seat back hinge bracket outboard trim over the buckle anchor.
8. Restore the second row left seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

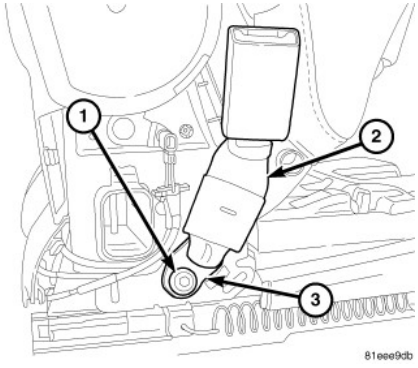
SECOND ROW - LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

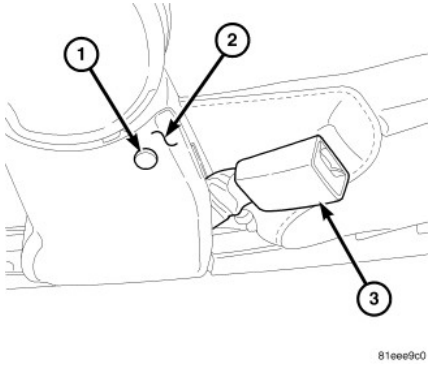
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Engage the second row left seat belt buckle through the elastic loop (2) of the left seat cushion trim cover.
2. Position the buckle lower anchor (3) to the right rear corner of the left seat frame.
3. Install and tighten the screw (1) that secures the buckle unit to the left seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).



4. Position the trim (2) over the buckle (3) anchor on the right rear corner of the left seat frame.
5. Install and tighten the screw (1) that secures the trim over the buckle anchor. Tighten the screw securely.
6. Restore the second row right seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

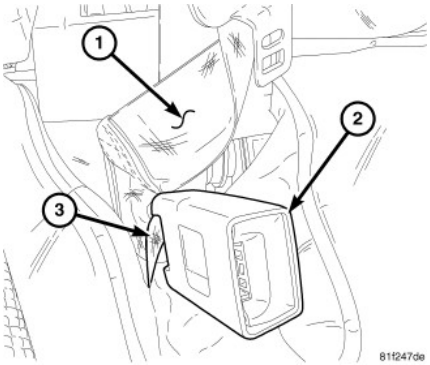
SECOND ROW - RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

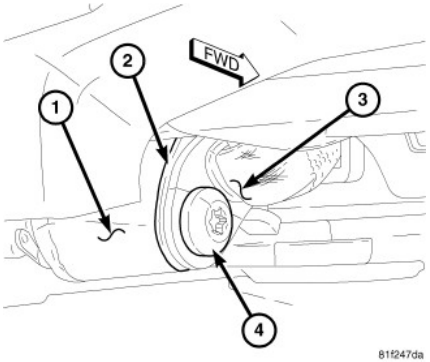
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. From the front of the second row right seat, engage the second row right buckle (2) through the elastic loop (3) of the right seat cushion trim cover and insert the buckle lower anchor between the right seat cushion and back trim covers.



2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to position the buckle lower anchor (3) and the center seat belt lower anchor (2) to the right seat frame.
3. Install and tighten the screw (4) that secures the buckle unit and the center seat belt lower anchor to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).
4. Restore the second row right seat to the fully rearward position.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

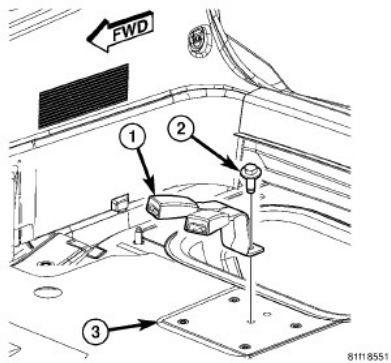
THIRD ROW

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Reach between the two third row seat back hinge brackets on the rear floor panel (3) to position the third row seat belt buckle (1) anchor plate to the rear floor.
2. Install and tighten the screw (2) that secures the anchor plate to the rear floor panel. Tighten the screw to 90 N·m (66 ft. lbs.).
3. Reinstall the third row seat cushion and cover onto the rear floor panel (3) (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

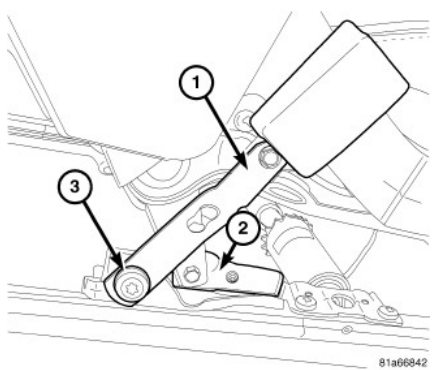
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Disconnect and isolate the negative cable from the battery.
2. Remove the front seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .
3. Remove the screw (3) that secures the front seat belt buckle (1) lower anchor to the bracket at the back of the inboard seat track.
4. Remove the buckle from the front seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

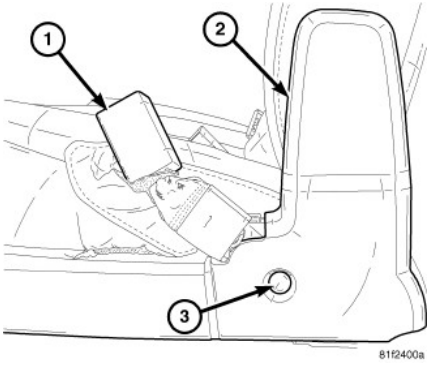
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

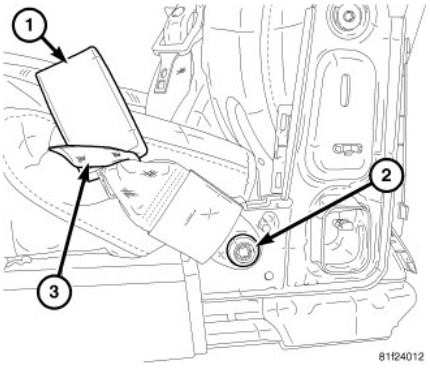
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row right seat to the fully rearward position.
2. Move the second row left seat to the fully forward position.
3. Remove the plastic push-in fastener (3) that secures the outboard center seat back hinge bracket outboard trim (2) over the buckle (1) anchor to the left rear corner of the right seat frame.
4. Carefully pry the edges of the outboard center seat back hinge bracket outboard and inboard trim halves away from each other at their front and rear parting lines far enough to disengage the four integral latch features that secure the two halves of the trim to each other.



5. Carefully pry the outboard center seat back hinge bracket outboard trim away from the hinge bracket far enough to disengage the snap clip that secures the center of the trim to the bracket.
6. Remove the outboard trim from over the buckle anchor on the left rear corner of the right seat frame.
7. Remove the screw (2) that secures the buckle (1) lower anchor to the right seat frame.
8. Disengage the buckle from the elastic loop (3) of the right seat cushion trim cover and remove the buckle unit from the seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

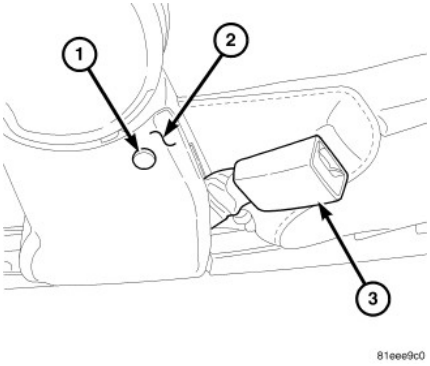
SECOND ROW - LEFT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

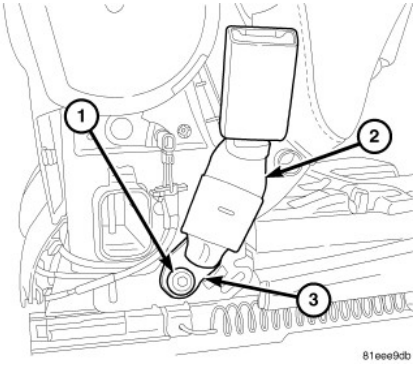
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row left seat to the fully rearward position.
2. Move the second row right seat to the fully forward position.
3. Remove the screw (1) that secures the trim (2) over the buckle (3) anchor to the right rear corner of the left seat frame.
4. Remove the trim over the buckle anchor from the right rear corner of the left seat frame.



5. Remove the screw (1) that secures the buckle lower anchor (3) to the left seat frame.
6. Disengage the buckle from the elastic loop (2) of the left seat cushion trim cover and remove the buckle unit from the seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

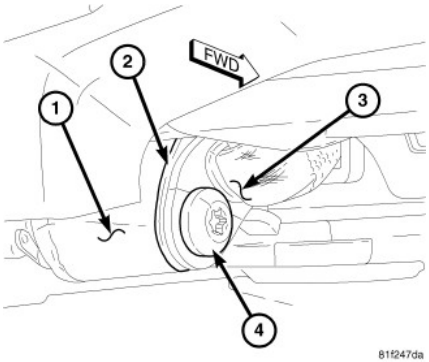
SECOND ROW - RIGHT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

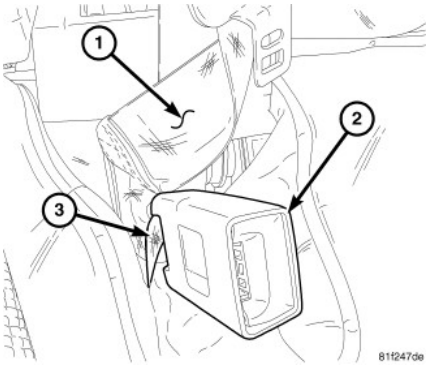
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Move the second row right seat to the fully forward position.
2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to access the right buckle lower anchor (3) and the center seat belt lower anchor (2).
3. Remove the screw (4) that secures the right buckle lower anchor and the center seat belt lower anchor to the right seat cushion frame.



4. From the front of the second row right seat, disengage the buckle (2) from the elastic loop (3) of the right seat cushion trim cover and pull the buckle lower anchor out from between the right seat cushion and back trim covers.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The seat belt retractors used in all seating positions include an inertia-type, emergency locking mechanism as standard equipment. However, the retractor locking mechanism for all seating positions except the driver side front and the second row center are mechanically switchable from an emergency locking retractor to an automatic locking retractor. The primary function of this feature is to securely accommodate a child seat in these seating positions of the vehicle without the need for a self-cinching seat belt tip half latch plate unit or another supplemental device that would be required to prevent the seat belt webbing from unwinding freely from the retractor spool of an inertia-type emergency locking retractor mechanism.

The automatic locking mechanism is integral to the seat belt retractor unit and is concealed beneath a molded plastic cover located on the side of the retractor spool. The automatic locking mechanism cannot be adjusted or repaired and, if ineffective or damaged, the entire seat belt and retractor unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

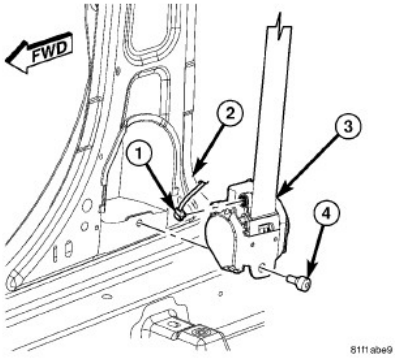
To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

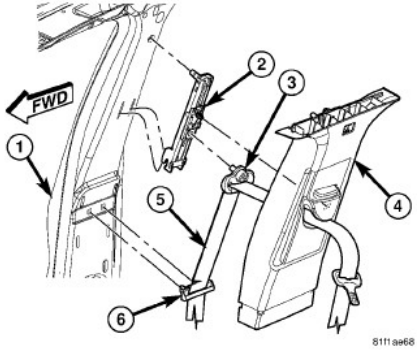
NOTE:

The following procedure is for replacement of an ineffective or damaged seat belt and retractor unit. The front retractor also includes a seat belt tensioner. If the front seat belt or retractor is ineffective or damaged, but the seat belt tensioner is not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the seat belt tensioner has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



1. Position the front seat belt and retractor (3) to the inner B-pillar (2) as a unit.
2. On the driver side only, reconnect the body wire harness connector to the seat belt switch connector receptacle on the retractor.
3. Reconnect the body wire harness connector (1) to the seat belt tensioner initiator on the retractor.
4. Install and tighten the screw (4) that secures the lower retractor bracket to the inner B-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
5. Be certain to route the wiring for the seat belt tensioner behind the B-pillar flange to ensure it does not interfere with the seat belt webbing.
6. Position the web guide (6) to the B-pillar (1). Be certain the seat belt webbing (5) is not twisted between the retractor and the web guide.
7. Using hand pressure, press firmly and evenly on the web guide to snap it into place.
8. Position the seat belt turning loop onto the height adjuster (2) on the upper B-pillar. Be certain the seat belt webbing is not twisted between the web guide and the turning loop.
9. Install and tighten the screw (3) that secures the turning loop to the height adjuster. Tighten the screw to 37 N·m (27 ft. lbs.).

10. Reinstall the upper (4) and lower trim onto the B-pillar. (Refer to 23 - Body/Interior /PANEL, B-Pillar Trim - Installation) .

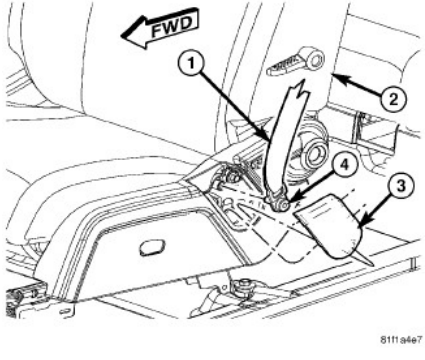


11. Position the front seat belt (1) lower anchor to the bracket on the outboard side of the front seat (2) cushion frame. Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.

12. Install and tighten the screw (4) that secures the lower anchor to the bracket on the outboard side of the front seat cushion frame. Tighten the screw to 51 N·m (38 ft. lbs.).

13. Align the seat belt anchor cover (3) to the opening near the rear of the outboard seat side shield. Using hand pressure, press firmly and evenly on the cover until it snaps into place.

14. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. (Refer to 10 - Restraints - Standard Procedure) .



2014 Dodge JC - DODGE JOURNEY

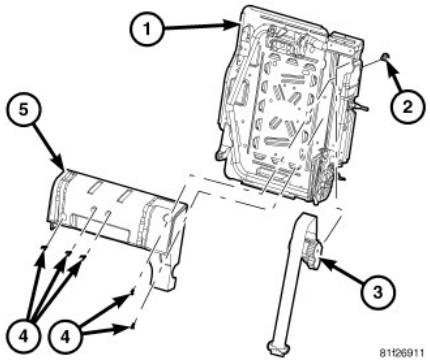
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SECOND ROW - CENTER

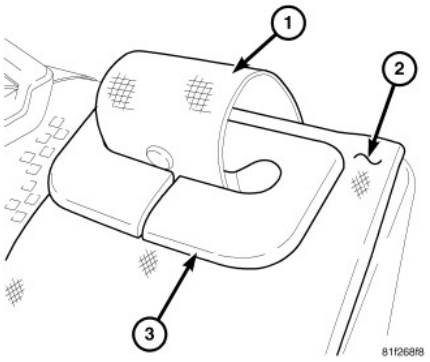
Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

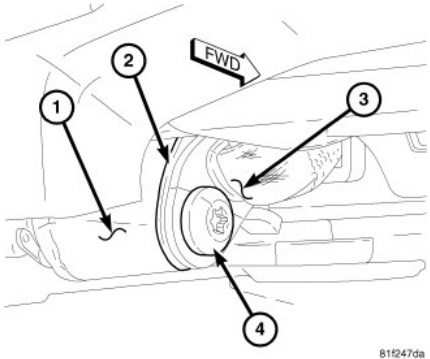


1. Guide the seat belt webbing through the slot in the top of the right seat back frame (1) while positioning the center seat belt and retractor (3) to the frame as a unit. Be certain the seat belt webbing is not twisted between the retractor and the top of the seat.
2. Engage the T-tab of the retractor bracket with the keyed slot in the seat back frame.
3. From the back side of the seat back frame, install and tighten the screw (2) that secures the retractor to the frame. Tighten the screw to 39 N·m (29 ft. lbs.).
4. Position the molded plastic shield (5) onto the top of the seat back frame.
5. Install and tighten the screws (4) that secure the molded plastic shield to the top of the seat back frame. Pull the top of the seat back foam away from the seat back frame to access the lower screws securing the shield.
6. Reinstall the trim cover, back panel and head rest to the right seat back frame. (Refer to 23 - Body/Seats/SEAT BACK - Installation) .



7. Grasp the center seat belt webbing (1) between where it exits the top of the seat and the seat belt latch plate and slide it through the slot in the belt web guide bezel (3) to engage the belt through the bezel.
8. Position the guide bezel to the top of the right seat back (2) with the slot facing forward.
9. Using hand pressure, press the guide bezel down onto the top of the right seat back far enough to engage the three barrel clips that secure the bezel to the seat back frame.
10. From the front of the second row right seat, insert the center seat belt lower anchor between the right seat cushion and back trim covers. Be certain the seat belt webbing is not twisted between the top of the seat and the belt lower anchor.
11. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to position the buckle lower anchor (3) and the center seat belt lower anchor (2) to the right seat frame.
12. Install and tighten the screw (4) that secures the buckle unit and the center seat belt lower anchor to the right seat frame. Tighten the screw to 39 N·m (29 ft. lbs.).

13. Reinstall the second row right seat into the vehicle. (Refer to 23 - Body/Seats/SEAT - Installation) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

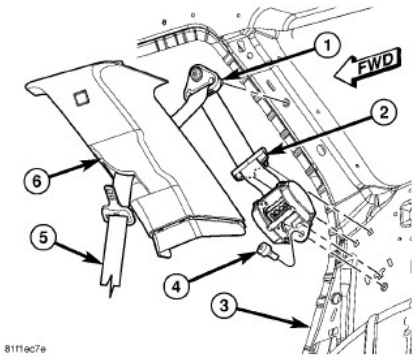
SECOND ROW - OUTBOARD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

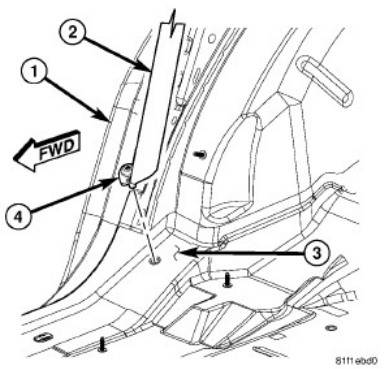
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the second row outbound seat belt and retractor (5) to the quarter inner panel just below the base of the upper C-pillar (3) as a unit.
2. Engage the tab on the retractor bracket into the keyed hole in the quarter inner panel.
3. Install and tighten the screw (4) that secures the retractor to the quarter inner panel. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Position the web guide (2) to the quarter inner panel near the base of the C-pillar. Be certain the seat belt webbing is not twisted between the retractor and the web guide.



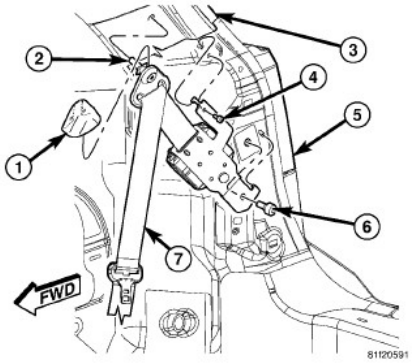
5. Using hand pressure, press firmly and evenly on the web guide to snap it into place.
6. Position the seat belt turning loop to the inside of the upper C-pillar. Be certain the seat belt webbing is not twisted between the web guide and the turning loop.
7. Install and tighten the screw (1) that secures the turning loop to the C-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
8. Reinstall the upper trim (2) onto the inside of the C-pillar (5). (Refer to 23 - Body/Interior/PANEL, C-Pillar Trim - Installation) .
9. Position the lower seat belt (2) anchor to the rear floor panel (3) near the base of the lower C-pillar (1). Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.
10. Install and tighten the screw (4) that secures the lower seat belt anchor to the floor. Tighten the screw to 58 N·m (43 ft. lbs.).
11. Reinstall the front of the quarter trim panel onto the lower C-pillar. (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Installation) .



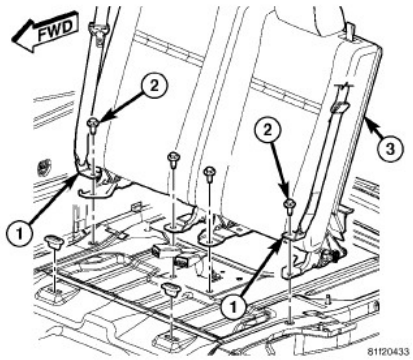
THIRD ROW SEAT BELT AND RETRACTOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**



1. Position the third row seat belt and retractor (7) to the inside of the D-pillar (5) as a unit.
2. Engage the tab of the upper retractor bracket into the keyed hole in the D-pillar.
3. Install and tighten the screw (6) that secures the lower retractor bracket to the inside of the D-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Install and tighten the screw (4) that secures the upper retractor bracket to the inside of the D-pillar. Tighten the screw to 10 N·m (7 ft. lbs.).
5. Reinstall the rear of the quarter trim panel to the lower D-pillar (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Installation) .
6. Reinstall the trim (3) onto the inside of the upper D-pillar (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
7. Position the seat belt turning loop to the inside of the upper D-pillar. Be certain the seat belt webbing (5) is not twisted between the retractor and the turning loop.
8. Install and tighten the screw (2) that secures the turning loop to the bracket on the inside of the upper D-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
9. Snap the trim cover (1) over the seat belt turning loop on the inside of the upper D-pillar.



10. Position the seat belt lower anchor (1) to the third row seat back (3) outboard bracket on the rear floor panel. Be certain the seat belt webbing is not twisted between the turning loop and the lower anchor.
11. Install and tighten the screw (2) that secures the lower anchor and the third row seat back outboard bracket to the rear floor panel. Tighten the screw to 90 N·m (66 ft. lbs.).
12. Reinstall the third row seat cushion and cover to the rear floor panel (Refer to 23 - Body/Seats/COVER, Seat Cushion - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

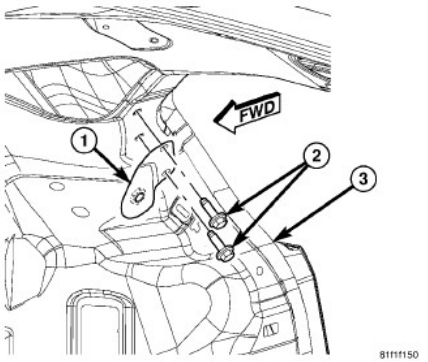
THIRD ROW TURNING LOOP BRACKET

Labor Operations: Click to display a list of Labor Operations associated with this procedure

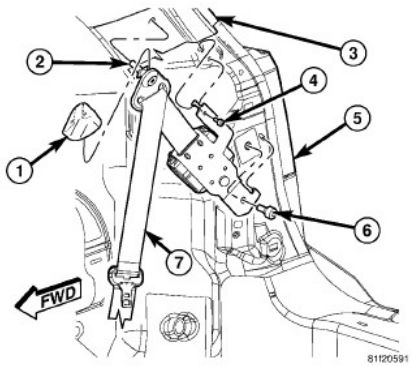
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Position the third row turning loop bracket (1) to the inside of the upper D-pillar (3).
2. Install and tighten the two screws (2) that secure the turning loop bracket to the D-pillar. Tighten the screws to 22 N·m (16 ft. lbs.).



3. Reinstall the trim (3) onto the inside of the upper D-pillar. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
4. Position the seat belt turning loop to the inside of the upper D-pillar. Be certain the seat belt webbing (5) is not twisted between the retractor and the turning loop as well as between the turning loop and the lower anchor.
5. Install and tighten the screw (2) that secures the turning loop to the bracket on the inside of the upper D-pillar. Tighten the screw to 43 N·m (32 ft. lbs.).
6. Snap the trim cover (1) over the seat belt turning loop on the inside of the upper D-pillar.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The locked mode of the retractor is engaged and the automatic locking retractor is switched from operating as a standard inertia-type emergency locking retractor by first buckling the combination lap and shoulder belt buckle. Then grasp the shoulder belt and pull all of the webbing out of the retractor. Once all of the belt webbing is extracted from the spool, the retractor will automatically become engaged in the pre-locked automatic locking mode and will make an audible clicking or ratchet-like sound as the shoulder belt is allowed to retract to confirm that the automatic locking mode is now engaged. Once the automatic locking mode is engaged, the retractor will remain locked and the belt will remain tight around whatever it is restraining.

The retractor is returned to standard emergency locking (inertia) mode by unbuckling the combination lap and shoulder belt buckle and allowing the belt webbing to be almost fully retracted onto the retractor spool. The emergency locking mode is confirmed by the absence of the audible clicking or ratchet-like sound as the belt webbing retracts. This mode will allow the belt to unwind from and wind onto the retractor spool freely unless and until a predetermined inertia load is sensed, or until the retractor is again switched to the automatic locking mode.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

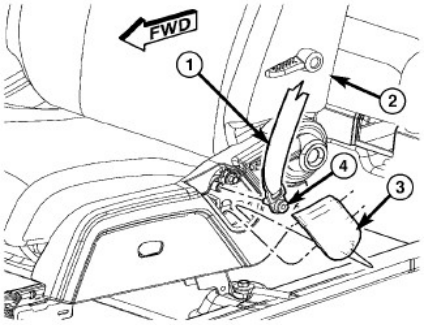
FRONT

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

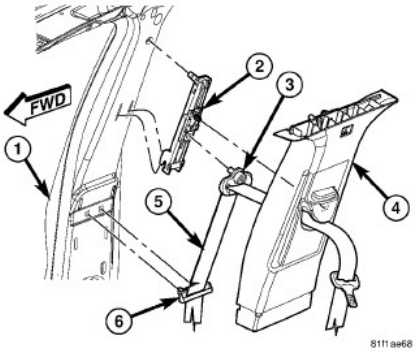
WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**

NOTE: The following procedure is for replacement of an ineffective or damaged seat belt and retractor unit. The front retractor also includes a seat belt tensioner. If the front seat belt or retractor is ineffective or damaged, but the seat belt tensioner is not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. (Refer to 10 - Restraints - Standard Procedure) . If the seat belt tensioner has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the unit from the vehicle. (Refer to 10 - Restraints - Standard Procedure) .



8111a4e7

1. Adjust the front seat to its most forward position for easiest access to the front seat belt lower anchor and the B-pillar trim.
2. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
3. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt anchor cover (3) to remove it from the rear of the outboard front seat (2) side shield.
4. Remove the screw (4) that secures the front seat belt (1) lower anchor to the bracket on the outboard side of the front seat cushion frame.
5. Remove the lower and upper trim (4) from the B-pillar (1). (Refer to 23 - Body/Interior /PANEL, B-Pillar Trim - Removal) .
6. Remove the screw (3) that secures the seat belt (5) turning loop to the height adjuster (2) on the upper B-pillar.
7. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt web guide (6) to unsnap it from the B-pillar.



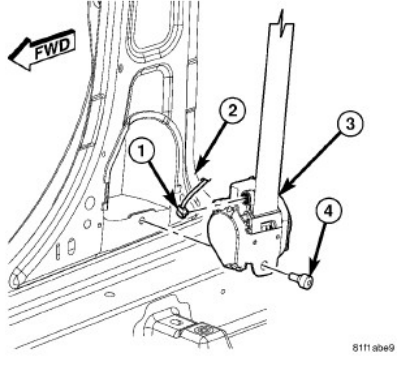
8111ae68

8. Disconnect the body wire harness connector (1) from the seat belt tensioner initiator on the retractor (3).

9. On the driver side only, disconnect the second body wire harness connector from the seat belt switch connector receptacle on the retractor.

10. Remove the screw (4) that secures the lower retractor bracket to the inner B-pillar (2).

11. Remove the front seat belt and retractor from the B-pillar as a unit.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

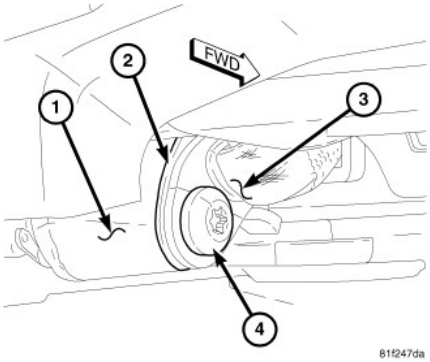
SECOND ROW - CENTER

Labor Operations: Click to display a list of Labor Operations associated with this procedure

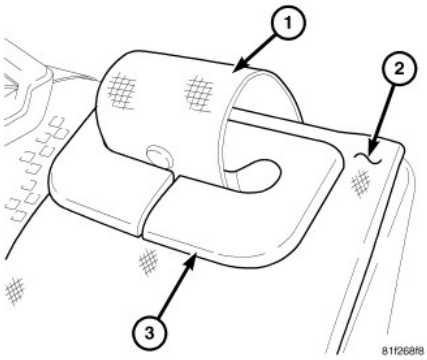
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

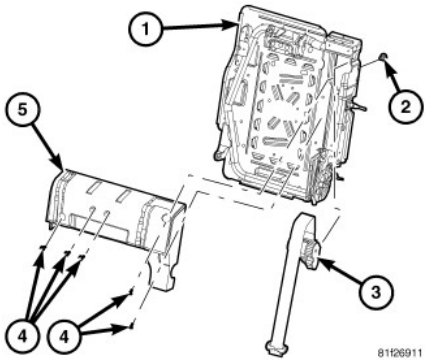
1. Remove the second row right seat from the vehicle. (Refer to 23 - Body/Seats/SEAT - Removal) .
2. Reach under the rear edge of the second row right seat cushion frame just to the right of the lower end of the inboard center seat back hinge bracket (1) to access the right buckle lower anchor (3) and the center seat belt lower anchor (2).
3. Remove the screw (4) that secures the right buckle lower anchor and the center seat belt lower anchor to the right seat cushion frame.
4. From the front of the second row right seat, pull the center seat belt lower anchor out from between the right seat cushion and back trim covers.



5. Using a trim stick or another suitable wide flat-bladed tool, carefully pry the belt web guide bezel (3) upward from the top of the right seat back (2) far enough to disengage the three barrel clips that secure the bezel to the seat back frame.
6. Slide the center seat belt webbing (1) through the slot in the guide bezel to disengage the belt from the bezel.



7. Remove the head rest, back panel and trim cover from the right seat back frame (1). It is not necessary to remove the seat back frame from the seat cushion frame. (Refer to 23 - Body/Seats/SEAT BACK - Removal) .
8. Remove the screws (4) that secure the molded plastic shield (5) to the top of the seat back frame. Pull the top of the seat back foam away from the seat back frame to access the lower screws securing the shield.
9. Remove the molded plastic shield from the top of the seat back frame.
10. From the back side of the seat back frame, remove the screw (2) that secures the retractor (3) to the frame.



11. Lift the retractor upward far enough to disengage the T-tab of the retractor bracket from the keyed slot in the seat back frame.

12. Guide the seat belt webbing through the slot in the top of the seat back frame while removing the seat belt and retractor from the seat as a unit.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

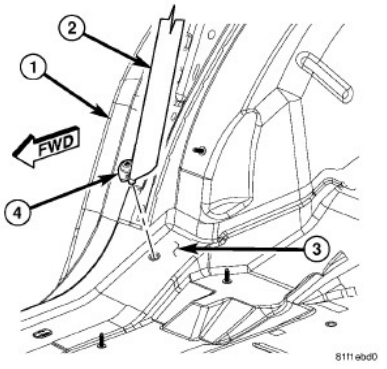
SECOND ROW - OUTBOARD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

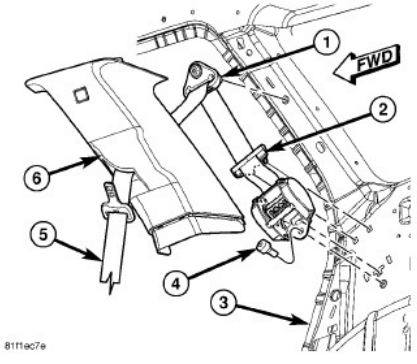
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Loosen the front of the quarter trim panel from the lower C-pillar (1) enough to access the second row outboard seat belt and retractor. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
2. Remove the screw (4) that secures the second row outboard seat belt (2) lower anchor to the rear floor panel (3) near the base of the C-pillar.



3. Remove the upper trim (6) from the inside of the C-pillar (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
4. Remove the screw (1) that secures the seat belt turning loop to the inside of the upper C-pillar (3).
5. Remove the seat belt turning loop from the C-pillar.
6. Using a trim stick or another suitable wide flat-bladed tool, gently pry the seat belt web guide (2) to unsnap it from the quarter inner panel near the base of the C-pillar.



7. Remove the screw (4) that secures the retractor (5) bracket to the quarter inner panel.
8. Lift the retractor upward far enough to disengage the retractor tab from the keyed hole in the quarter inner panel.
9. Remove the second row outboard seat belt and retractor from the vehicle as a unit.

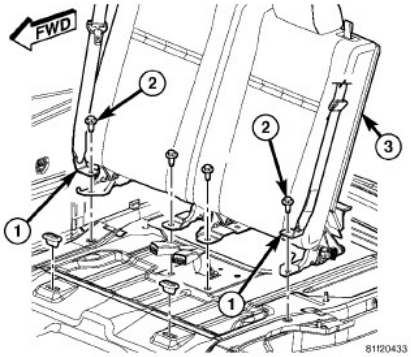
THIRD ROW SEAT BELT AND RETRACTOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

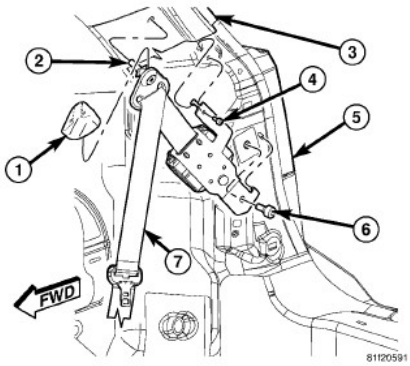
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Remove the third row seat cushion and cover from the rear floor panel (Refer to 23 - Body/Seats /COVER, Seat Cushion - Removal) .
2. Remove the screw (2) that secures the third row seat belt lower anchor (1) and the third row seat back (3) outboard bracket to the rear floor panel.
3. Remove the lower anchor from the third row seat back outboard bracket.



4. Pry between the back of the third row seat belt turning loop on the inside of the upper D-pillar trim (3) and the back of the trim cover (1) to unsnap and remove it for access to the turning loop screw (2).
5. Remove the screw (2) that secures the seat belt turning loop to the bracket on the inside of the upper D-pillar.
6. Remove the turning loop from the D-pillar.
7. Remove the trim from the inside of the upper D-pillar (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .



8. Loosen the rear of the quarter trim panel from the lower D-pillar enough to access the third row outboard seat belt and retractor (7) (Refer to 23 - Body/Interior /PANEL, Quarter Trim - Removal) .
9. Remove the screw (4) that secures the upper retractor bracket to the inside of the D-pillar.
10. Remove the screw (6) that secures the lower retractor bracket to the inside of the D-pillar.
11. Lift the retractor upward far enough to disengage the tab of the upper retractor bracket from the keyed hole in the D-pillar.
12. Remove the third row seat belt and retractor from the vehicle as a unit.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

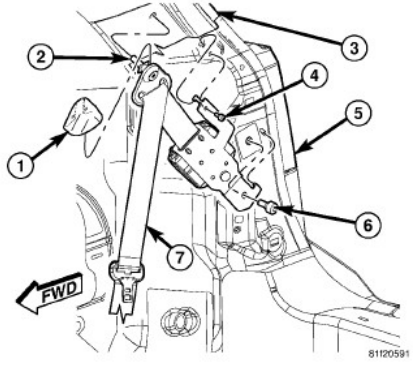
THIRD ROW TURNING LOOP BRACKET

Labor Operations: Click to display a list of Labor Operations associated with this procedure

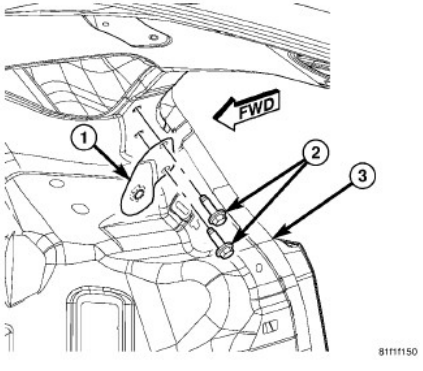
WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

1. Unsnap and remove the trim cover (1) from the third row seat belt turning loop on the inside of the upper D-pillar trim (3) to access the turning loop screw (2).
2. Remove the screw (2) that secures the seat belt turning loop to the bracket on the inside of the upper D-pillar.
3. Remove the turning loop from the D-pillar.
4. Remove the trim from the inside of the upper D-pillar. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .



5. Remove the two screws (2) that secure the seat belt turning loop bracket (1) to the inside of the upper D-pillar (3).
6. Remove the turning loop bracket from the D-pillar.



2014 Dodge JC - DODGE JOURNEY

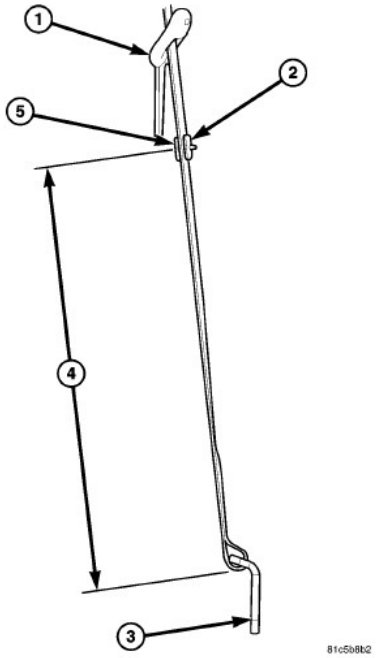
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - WEB STOP BUTTON REPLACEMENT

WARNING: **To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.**

The webbing of the second row center seat belt tip half for this vehicle is equipped with a molded plastic web stop button, which holds the latch plate of the seat belt tip half in a readily accessible stored position and prevents it from falling to the lower belt anchor while the belt is not in use. If this button becomes damaged or separated from the belt webbing, it may be successfully replaced using the following procedure without the need for removing or replacing the entire seat belt assembly.

The web stop button replacement kit includes two molded plastic replacement button halves: a male button half with a pointed spike in its center, and a female button half with a hole in its center. The button halves are not available separately. In addition to the button replacement kit, a pair of wheel weight pliers (such as KD Tools® #3358, Snap-on® #WWPR13A or equivalent) and a gel-type super adhesive glue (such as Mopar® Bond-All Gel #04467709 or equivalent) are required.



NOTE: Avoid using heavy-duty, truck-style wheel weight pliers as the jaws may not close far enough to successfully complete web stop button replacement.

1. Carefully inspect the seat belt webbing to identify the hole or a witness mark where the original web stop button halves (2 and 5) were installed. If no distinct evidence of the prior button location is found, go to Step 2. If the original button location is clearly evident, go to Step 3.
2. Find the appropriate dimension in the Web Stop Button Location table. Measure and mark that distance (4) in the center of the belt webbing from the point where the webbing is secured to the seat belt lower anchor plate (3).

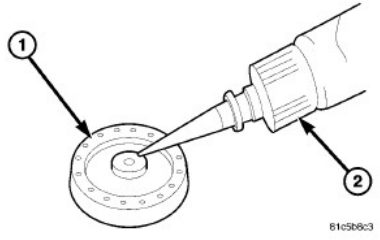
WEB STOP BUTTON LOCATION

SEATING POSITION	DIMENSION
SECOND ROW CENTER	260 plus or minus 5 millimeters (10.24 plus or minus 0.20 inches)

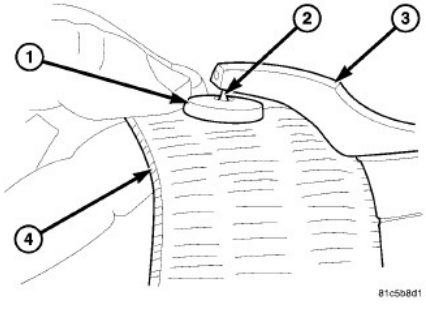
CAUTION: **Be certain that the seat belt latch plate (1) is located and secured above the web stop button location mark before installing the replacement button.**

3. Working from the side of the seat belt webbing that faces the interior of the vehicle, pierce the webbing with the spike in the center of the male button half. The male button head should face the interior of the vehicle.
4. Apply a small dot of gel-type super adhesive glue (2) around the center hole on the back side of the female button half (1).

5. Press the female button half over the spike of the male button half that protrudes through the side of the belt webbing that faces away from the interior of the vehicle.

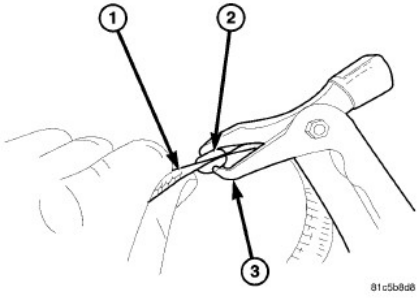


6. Use the flat anvil-like jaw (3) of the wheel weight pliers to flatten the sharp spike (2) of the male button half that protrudes through the female button half (1) on the back side of the belt webbing (4).



7. Carefully use the curved jaw (3) of the wheel weight pliers to compress and form the flattened spike of the male button half (2) on the back side of the seat belt webbing (1) until it is concave and entirely below the outer convex surface of the female button half.

8. Check to be certain that the web stop button is secure.



2014 Dodge JC - DODGE JOURNEY

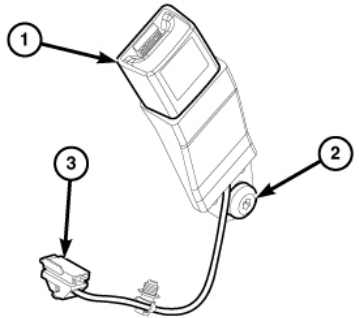
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The driver and passenger side front seat belt switches for this vehicle are actually Hall Effect-type sensors. These sensors consist of a fixed-position, Hall Effect Integrated Circuit (IC) chip and a small permanent magnet that is integral to each front seat belt buckle (1). The front seat belt buckles are located on a molded plastic scabbard and secured by a screw (2) to the inboard side of each front seat cushion frame so that the buckles travel with the seat.

The front seat belt switches are connected to the vehicle electrical system through a two-lead pigtail wire and connector (3) on the front seat belt buckle-half, which is connected to a wire harness connector and take out of the seat wire harness. A one kilohm diagnostic resistor is connected in parallel with the IC where the two pigtail wire leads connect to the IC pins.

The seat belt switches cannot be adjusted or repaired and, if ineffective or damaged, the entire front seat belt buckle-half unit must be replaced.



3085925

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The front seat belt switches are designed to control a hard wired sense input to the Occupant Restraint Controller (ORC). A spring-loaded slide with a small window-like opening is integral to the buckle latch mechanism. When a seat belt tip-half is inserted and latched into the seat belt buckle, the slide is pushed downward and the window of the slide exposes the Hall Effect Integrated Circuit (IC) chip within the buckle. The field of the permanent magnet induces a current within the chip. The chip provides this induced current as an output to the ORC. When the seat belt is unbuckled, the spring-loaded slide moves upward and shields the IC from the field of the permanent magnet, causing the output current from the seat belt switch to be reduced.

The seat belt switches receive a supply of current from the ORC, and the ORC senses the status of the front seat belt switches through its connection to the seat wire harness. The ORC provides electronic **seat belt switch status** messages to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) over the Controller Area Network (CAN) data bus. The IC uses these messages as an additional logic input for control of the seat belt indicator. The ORC monitors the condition of the seat belt switch circuits and will store a Diagnostic Trouble Code (DTC) for any fault that is detected.

The hard wired circuits between the seat belt switches and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the switches or the electronic controls and communication between other modules and devices that provide some features of the seat belt reminder system. The most reliable, efficient and accurate means to diagnose the seat belt switches or the electronic controls and communication related to seat belt switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

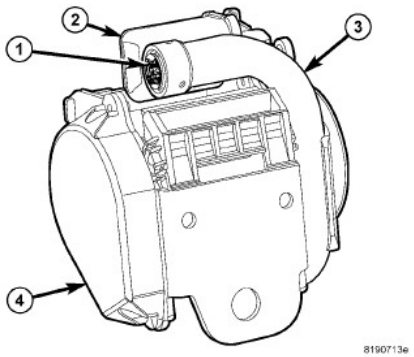
DESCRIPTION

In vehicles manufactured for domestic markets, the passenger side front seat belt incorporates dual tensioners: one integral to the retractor, and one integral to the buckle. In vehicles manufactured for export markets, the passenger side front seat belt uses a single retractor tensioner. The driver side retractor for all markets incorporates a single retractor tensioner.

RETRACTOR TENSIONER

Seat belt retractor tensioners supplement the dual front airbag system for all versions of this vehicle. These tensioners are integral to the front seat belt and retractor units (4), which are secured to the inner B-pillar on the right and left sides of the vehicle. The retractor is concealed beneath the molded plastic inner B-pillar trim. The seat belt tensioner consists primarily of a sprocket/pinion, a steel tube (3), a cast metal housing, numerous steel balls, a stamped metal ball trap (2), a torsion bar and a small pyrotechnically activated gas generator with a connector receptacle (1).

All of these components are located on one side of the retractor spool on the outside of the retractor housing except for the torsion bar, which serves as the spindle upon which the retractor spool rides. The seat belt tensioners are controlled by the Occupant Restraint Controller (ORC) and are connected to the vehicle electrical system through a dedicated take outs of the body wire harness by keyed and latching yellow molded plastic connector insulator to ensure a secure connection.



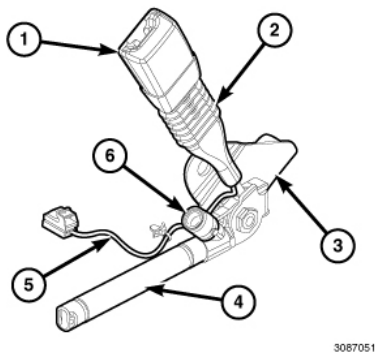
The retractor tensioners cannot be repaired and, if ineffective or damaged, the entire front seat belt and retractor unit must be replaced. If the front airbags have been deployed, the seat belt tensioners have also been deployed. The seat belt tensioners are not intended for reuse and must be replaced following any front airbag deployment. A growling or grinding sound while attempting to operate the seat belt retractor is a sure indication that the seat belt tensioner has been deployed and requires replacement. (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Removal) .

BUCKLE TENSIONER

A passenger side seat belt buckle tensioner supplements the dual front airbags for domestic market versions of this vehicle. This tensioner is integral to the right front seat belt buckle unit, which is secured by a large screw to the outside of the inboard seat cushion frame of the front seat. The buckle tensioner consists primarily of a buckle (1), a molded plastic scabbard (2), a cable and piston, a cable guide and bracket (3), a metal cylinder tube (4) and a small pyrotechnically activated gas generator (6).

The buckle tensioner is controlled by the Occupant Restraint Controller (ORC) and is connected to the vehicle electrical system through a dedicated take out of the seat wire harness by a keyed and latching yellow molded plastic connector insulator to ensure a secure connection. The buckle tensioner has a single pigtail harness (5) for the integral seat belt switch.

The buckle tensioner cannot be repaired and, if ineffective or damaged, the entire front seat belt buckle unit must be replaced. If the front airbags have been deployed, the buckle tensioners have also been deployed. The buckle tensioners are not intended for reuse and must be replaced following any front airbag deployment. (Refer to 10 - Restraints/BUCKLE, Seat Belt - Removal) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The seat belt tensioners are deployed in conjunction with the dual front airbags by a signal generated by the Occupant Restraint Controller (ORC) through the driver or passenger seat belt tensioner line 1 and line 2 (or squib) circuits. When the ORC sends the proper electrical signal to the tensioners, the electrical energy generates enough heat to initiate a small pyrotechnic gas generator.

On the retractor tensioner, the gas generator is installed in one end of a steel tube that contains numerous steel balls. As the gas expands, it pushes the steel balls through the tube into a cast metal housing, where a ball guide directs the balls into engagement with the teeth of a sprocket that is geared to one end of the retractor spool. As the balls drive past the sprocket, the sprocket turns and drives the seat belt retractor spool causing the slack to be removed from the front seat belts. The ball trap captures the balls as they leave the sprocket and are expelled from the housing.

On the buckle tensioner, the gas generator is installed in one end of the tubular metal piston housing, which contains a piston secured to one end of a cable. The cable is routed around an integral guide to the buckle, which is secured to the opposite end of the cable. As the gas expands, it pushes the piston and the cable through the tube and pulls the buckle downward, causing the slack to be removed from the passenger side front seat belt.

Removing excess slack from the front seat belts not only keeps the occupants properly positioned for an airbag deployment following a frontal impact of the vehicle, but also helps to reduce injuries that the occupants of the front seats might experience in these situations as a result of harmful contact with the steering wheel, steering column, instrument panel or windshield. The seat belt retractor also has a torsion bar mechanism that is designed to deform in order to control the loading being applied to the occupants by the seat belts during a frontal impact, further reducing the potential for occupant injuries.

The ORC monitors the condition of the seat belt tensioners through circuit resistance, and will illuminate the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the seat belt tensioner gas generator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

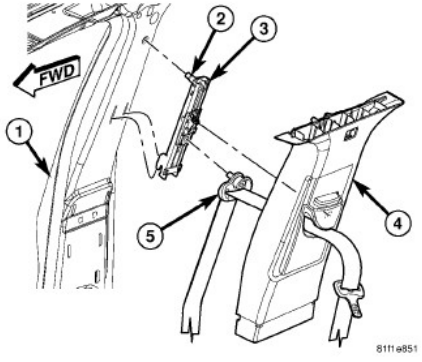
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.



1. Position the seat belt turning loop height adjuster (3) to the upper inner B-pillar (1).
2. Engage the tabs at the bottom of the height adjuster into the slots in the B-pillar.
3. Install and tighten the screw (2) that secures the height adjuster to the B-pillar. Tighten the screw to 58 N·m (43 ft. lbs.).
4. Position the seat belt turning loop onto the height adjuster on the upper B-pillar. Be certain the seat belt webbing is not twisted between the turning loop and the web guide or between the turning loop and the lower anchor.
5. Install and tighten the screw (2) that secures the turning loop to the height adjuster. Tighten the screw to 37 N·m (27 ft. lbs.).
6. Reinstall the upper trim (4) onto the inside of the B-pillar. (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Installation) .

2014 Dodge JC - DODGE JOURNEY

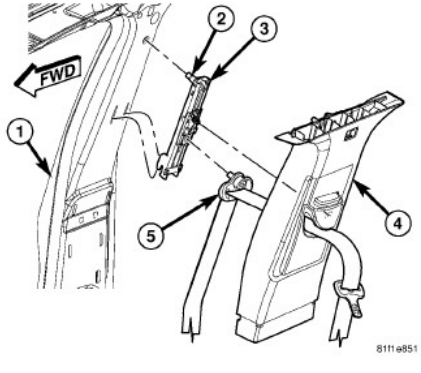
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.



1. Adjust the front seat to its most forward position for easiest access to the B-pillar trim.
2. Remove the upper trim (4) from the B-pillar (1). (Refer to 23 - Body/Interior/PANEL, B-Pillar Trim - Removal) .
3. Remove the screw that secures the seat belt turning loop (5) to the height adjuster (3) on the upper B-pillar.
4. Remove the seat belt turning loop from the height adjuster.
5. Remove the screw (2) that secures the top of the height adjuster to the B-pillar.
6. Disengage the tabs at the bottom of the height adjuster from the slots in the B-pillar.
7. Remove the adjuster from the B-pillar.

2014 Dodge JC - DODGE JOURNEY

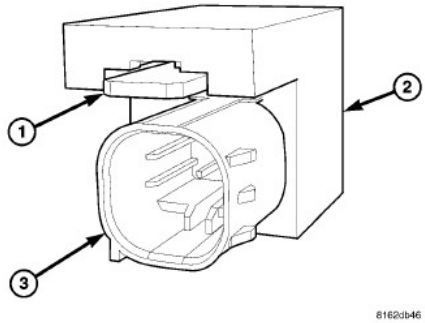
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Seat Track Position Sensor (STPS) (2) is a Hall Effect-type sensor used on some vehicles. This sensor consists of a Hall Effect Integrated Circuit (IC) chip encased in potting material within a cavity of the molded plastic sensor housing.

The STPS housing has a mounting slot containing an integral latch feature (1) and slides and latches onto a stamped metal blade-type bracket located on the inboard side of the upper inboard seat adjuster track near the rear of the driver or passenger side front seat. A molded connector receptacle (3) integral to the STPS housing is connected to the vehicle electrical system through a connector and take out of the driver or passenger side front seat wire harness beneath the front seat cushion frame.

The STPS cannot be adjusted or repaired and, if ineffective or damaged, the entire STPS unit must be replaced.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Seat Track Position Sensor (STPS) is designed to provide a seat position data input to the Occupant Restraint Controller (ORC) indicating whether the driver or passenger side front seat is in a full forward or a not full forward position. The ORC uses this data as an additional logic input for use in determining the appropriate deployment force to be used when deploying the multistage Driver AirBag (DAB) or Passenger AirBag (PAB).

The STPS receives a nominal five volt supply from the ORC. The STPS communicates the seat position by modulating the voltage returned to the ORC on a sensor data circuit. The ORC also monitors the condition of the STPS circuits and will store a Diagnostic Trouble Code (DTC) for any fault that is detected. The ORC sends messages over the CAN data bus to control the illumination of the airbag indicator in the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC).

The hard wired circuits between the STPS and the ORC may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the STPS or the electronic controls and communication between other modules and devices that provide features of the Supplemental Restraint System (SRS). The most reliable, efficient and accurate means to diagnose the STPS or the electronic controls and communication related to STPS operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

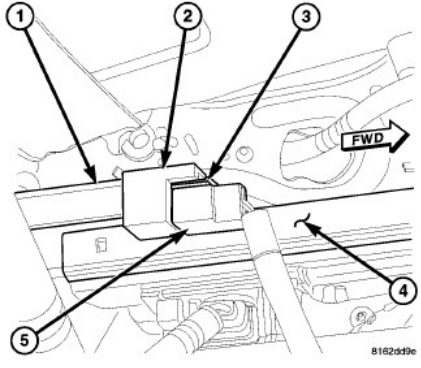
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the supplemental restraint system before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the supplemental restraint system. Failure to take the proper precautions could result in accidental airbag deployment.**

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Reach under the rear edge of the front seat cushion to access the Seat Track Position Sensor (STPS) (2) on a bracket (1) located on the inboard side near the rear of the upper inboard seat track (4).
3. Using a small screwdriver, hold the latch feature (3) depressed while sliding the connector end of the STPS off of the bracket.
4. Disconnect the seat wire harness connector (5) from the STPS connector receptacle.
5. Remove the STPS from under the front seat.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

10042 - Crimper, Wire/Terminal

Originally Shipped In Kit Number(s) *10042*.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HANDLING NON-DEPLOYED SUPPLEMENTAL RESTRAINTS

At no time should any source of electricity be permitted near the inflator on the back of a non-deployed airbag or seat belt tensioner. When carrying a non-deployed airbag, the trim cover or airbag cushion side of the unit should be pointed away from the body to minimize injury in the event of an accidental deployment. If the airbag unit is placed on a bench or any other surface, the trim cover or airbag cushion side of the unit should be face up to minimize movement in the event of an accidental deployment.

When handling a non-deployed seat belt tensioner, take proper care to keep fingers out from under the retractor cover and away from the seat belt webbing where it exits from the retractor cover. In addition, the Supplemental Restraint System (SRS) should be disarmed whenever any steering wheel, steering column, seat belt tensioner, airbag, impact sensor or instrument panel components require diagnosis or service. Failure to observe this warning could result in accidental airbag deployment and possible personal injury.

All damaged, ineffective or non-deployed airbags and seat belt tensioners which are replaced on vehicles are to be handled and disposed of properly. If an airbag or seat belt tensioner unit is ineffective or damaged and non-deployed, refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SERVICE AFTER A PEDESTRIAN PROTECTION DEPLOYMENT

COMPONENT REPLACEMENT AND INSPECTION REQUIREMENTS

There are two types of Electronic Pedestrian Protection (EPP) system deployments that may occur: pedestrian and non-pedestrian. Following either type of deployment, the Electronic Vehicle Information Center (EVIC) within the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC) will display a **SERVICE ACTIVE HOOD** message and the airbag indicator will be illuminated. To ensure continued system integrity, certain components must be replaced or inspected following a deployment based upon the deployment type.

NON-PEDESTRIAN DEPLOYMENT

The following components **must** be replaced following a non-pedestrian Electronic Pedestrian Protection (EPP) system deployment:

- Right and left EPP hood hinge actuators
- Right and left active hood hinge reset buttons
- Right and left active hood hinge shear rivets (see **NOTE 1**)

Following three EPP deployments the Electronic Pedestrian Protection Module (EPPM) will log a **DEPLOYMENT DATA RECORD FULL** Diagnostic Trouble Code (DTC). This DTC cannot be overwritten or cleared. In this instance, the EPPM **must** also be replaced with a new unit.

The following components **must** be closely inspected, then replaced if any damage is visually evident following a non-pedestrian deployment:

- EPP impact sensors
- EPP impact sensor wiring
- EPP safing sensors
- EPP safing sensor wiring
- Front bumper energy absorber foam material (inspect for compression, cracks and any other signs of deformation or deterioration)
- Front bumper support beam (reinforcement)
- Front fascia
- Front fascia brackets
- Hood hinges
- Hood latch/secondary catch unit
- Hood latch striker
- Hood panel
- Pedestrian bar (see **NOTE 2**)

NOTE:

1. In order to guarantee continued Electronic Pedestrian Protection (EPP) system integrity, the active hood hinges and hood panel MUST be replaced following three EPP deployments, regardless of how the active hood is deployed or the results of any visual inspection.

2. The pedestrian bar MUST be inspected and replaced if visually damaged following ANY frontal vehicle impact, regardless of whether the active hood is deployed or how the impact occurred.

PEDESTRIAN DEPLOYMENT

The following Electronic Pedestrian Protection (EPP) system components **must** be replaced following a pedestrian deployment:

- Right and left EPP hood hinge actuators
- Right and left active hood hinges
- Hood panel

Following three EPP system deployments the Electronic Pedestrian Protection Module (EPPM) will log a **DEPLOYMENT DATA RECORD FULL** Diagnostic Trouble Code (DTC). This DTC cannot be overwritten or cleared. In this instance, the EPPM **must** also be replaced with a new unit.

The following components **must** be closely inspected, then replaced if any damage is visually evident following a pedestrian deployment:

- EPP impact sensors
- EPP impact sensor wiring
- EPP safing sensors
- EPP safing sensor wiring
- Front bumper energy absorber foam material (inspect for compression, cracks and any other signs of deformation or deterioration)
- Front bumper support beam (reinforcement)
- Front fascia
- Front fascia brackets
- Hood latch/secondary catch unit
- Hood latch striker
- Pedestrian bar (see **NOTE 2**)

NOTE:

1. In order to guarantee continued Electronic Pedestrian Protection (EPP) system integrity, the active hood hinges and hood panel MUST be replaced following three EPP deployments, regardless of how the active hood is deployed or the results of any visual inspection.

2. The pedestrian bar MUST be inspected and replaced if visually damaged following ANY frontal vehicle impact, regardless of whether the active hood is deployed or how the impact occurred.

ACTIVE HOOD HINGE RESET

If the vehicle remains otherwise safely operable following an Electronic Pedestrian Protection (EPP) deployment, a customer reset position for the active hood hinges is provided to restore adequate forward visibility to drive the vehicle to the nearest dealer for service. Proceed as follows to engage the deployed active hood hinges in the reset position:

1. Push downward on one rear corner of the hood panel.

NOTE: The initial 15 millimeters (0.60 inch) of travel will require significant effort, up to 300 Newtons (68 pounds) of force. After the initial travel, the deployed EPP actuators will vent and the required force to push the hood downward will be reduced.

2. Continue pushing the hood downward until the active hinge reset mechanism engages. The rear edge of the hood will be raised about 5 millimeters (0.20 inch) higher than the fender when the active hood hinge is in the reset position.

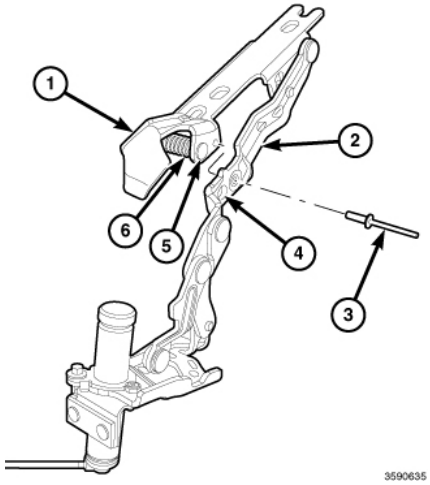
3. Repeat Steps 1 and 2 on the opposite rear corner of the hood panel.

ACTIVE HOOD HINGE SHEAR RIVET REPLACEMENT

In order to guarantee continued Electronic Pedestrian Protection (EPP) system integrity the active hood hinge shear rivet and the reset button in each active hood hinge **must** be replaced following any non-pedestrian deployment using **only** replacement parts specified in the Chrysler Mopar® Parts Catalog and the following procedure.

WARNING: **Following a pedestrian deployment or three non-pedestrian deployments, both active hood hinges and the hood panel MUST be replaced with new units. . Failure to comply with these instructions could result in an improper or incomplete active hood deployment**

and increased or fatal pedestrian injuries.



1. Open and prop the hood up in the open position.
2. Remove the remnants of the used shear rivets (3) from both the right and left hinge mid-straps (2) using one of the following methods:
    a. Firmly grasp the end of the shear rivet with side cutters and pull it out of the mid-strap using care not to damage or enlarge the hole from which the rivet is removed.
    b. Use a punch no larger than 4.76 millimeters (0.187 inch) to drive the remnant of the used shear rivet out of the mid-strap using care not to damage or enlarge the hole from which the rivet is removed.
3. Disengage the reset cap (6) from the mid-strap by pushing inward on the cap through the reset hole (4) and pulling lightly upward on the rear corner of the hood panel.
4. Place the concave surface of the new reset button (5) against the convex surface of the reset cap protruding from the hinge hood bracket (1).
5. While holding the reset button against the reset cap, push the rear corner of the hood panel downward far enough to capture the button between the hood bracket and the mid-strap, preventing the spring-actuated reset cap from engaging in the reset hole.
6. Move the rear corner of the hood panel up or down as needed to align the shear rivet holes in the hinge hood bracket and the mid-strap.
7. Insert the new shear rivet through the outboard side of the mid-strap, then through the hood bracket.

WARNING: **Be certain to hold the blind rivet installation tool so that the head of the shear rivet remains flush against the hinge mid-strap during rivet expansion. Do not twist the installation tool or rock it from side-to-side to break the rivet mandrel. The rivet mandrel must be broken in tension to ensure the mandrel does not extend through the shear joint, which will prevent the hood from lifting as designed during a subsequent deployment. Failure to comply with these instructions could result in improper or incomplete active hood deployment and increased or fatal pedestrian injuries.**

8. Expand the shear rivet using a blind rivet installation tool and nose piece with adequate capacity to break the rivet mandrel in tension.
9. Following shear rivet installation, verify that the rivet mandrel is at least 5.5 millimeters (0.22 inch) below the head of the rivet by measuring the depth that a pin or drill bit less that 2.5 millimeters (0.10 inch) in diameter can be inserted into the mandrel hole in the head of the rivet.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SERVICE AFTER A SUPPLEMENTAL RESTRAINT SYSTEM DEPLOYMENT

Any vehicle which is to be returned to use following a Supplemental Restraint System (SRS) component deployment must have the deployed restraints replaced. In addition, the following guidelines MUST be observed.

- **Following ANY major vehicle impact damage in the vicinity of an impact sensor or the ORC** - It is critical that the mounting surfaces and mounting brackets for the Occupant Restraint Controller (ORC), front impact sensors and side impact sensors located within the proximity of the impact damage be closely inspected and restored to their original conditions. Because the ORC and each impact sensor are used by the SRS to monitor or confirm the direction and severity of a vehicle impact, improper orientation or insecure fastening of these components may cause airbags not to deploy when required, or to deploy when not required.
- **If an active head restraint is deployed** - Deployed Active Head Restraint (AHR) units that are undamaged are designed with the intention of reuse. However, the deployed AHR units must be properly reset following deployment. (Refer to 10 - Restraints/RESTRAINT, Active Head - Standard Procedure) .
- **If the driver airbag is deployed** - If the Driver AirBag (DAB) has been deployed, the clockspring and the steering column must be replaced.
- **If the knee airbag is deployed** - On vehicles so equipped, if the Knee AirBag (also known as the Inflatable Knee Blocker/IKB) has been deployed, the instrument panel steering column opening cover must also be replaced.
- **If the passenger airbag is deployed** - If the Passenger AirBag (PAB) has been deployed, the instrument panel top pad must also be replaced.
- **If a seat airbag is deployed** - If a Seat AirBag (SAB) (also known as the pelvic and thoracic airbags) has been deployed, the seat back frame, the seat back foam and the seat back trim cover on the same side of the vehicle as the deployed airbag must also be replaced.
- **If a seat belt tensioner is deployed** - The seat belt tensioners are deployed in conjunction with the front airbags, but can also be deployed with a Seat AirBag (SAB) (also known as the pelvic and thoracic airbag) or side curtain airbags (also known as Side AirBag Inflatable Curtain/SABIC). The seat belt tensioners must be replaced if either front airbag has been deployed, and must be inspected if either SAB or side curtain airbag has been deployed.
- **If a side curtain airbag is deployed** - If a side curtain airbag (also known as Side AirBag Inflatable Curtain/SABIC) has been deployed, the headliner as well as the upper A, B, C and, on vehicles with the optional seven-passenger seating, the D-pillar trim on the same side of the vehicle as the deployed airbag must also be replaced. On vehicles with an optional sunroof, the sunroof drain tubes and hoses must be closely inspected following a side curtain airbag deployment.

The components identified with the deployed SRS components in the preceding list are not intended for reuse and will be damaged or weakened as a result of an airbag deployment, which may or may not be obvious during a visual inspection. All other vehicle components should be closely inspected following any SRS component deployment, but are to be replaced only as required by the extent of the visible damage incurred.

SQUIB CIRCUIT DAMAGE

In addition to the preceding guidelines, be aware that the heat created by the initiator during an airbag or tensioner deployment will cause collateral damage to the connected wiring (squib circuits) and connector insulators. There are two methods by which an airbag or seat belt tensioner may be connected to the vehicle electrical system. The first method involves a short pigtail harness and connector insulator that are integral to the airbag or tensioner unit and are replaced as a unit with the service replacement airbag or seat belt tensioner. This connection method typically requires no additional wiring repair following a deployment.

However, the second connection method involves a wire harness takeout and connector insulator that are connected directly to the airbag or tensioner initiator or squib. These direct-connect type take outs and connector insulators **MUST** be repaired following an airbag or seat belt tensioner deployment using the approved Supplemental Restraint System Wiring Repairs procedure. (Refer to 10 - Restraints - Standard Procedure) .

AIRBAG SQUIB STATUS

Multistage airbags with multiple initiators (squibs) must be checked to determine that all squibs were used during the deployment event. The Driver AirBag (DAB) and Passenger AirBag (PAB) in this vehicle are deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the driver or passenger squib 1 and squib 2 circuits to the two initiators in the airbag inflators. Typically, both initiators are used and all potentially hazardous chemicals are burned during an airbag deployment event. However, it is possible for only one initiator to be used; therefore, it is always necessary to confirm that both initiators have been used in order to avoid the improper handling or disposal of potentially live pyrotechnic or hazardous materials. The following procedure should be performed using a diagnostic scan tool to verify the status of both airbag squibs before either deployed airbag is removed from the vehicle for disposal.

CAUTION: **Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.**

1. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the scan tool to the 16-way Data Link Connector (DLC). The DLC is located on the driver side lower edge of the instrument panel, outboard of the steering column.
2. Transition the status of the ignition switch to On.
3. Using the scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.

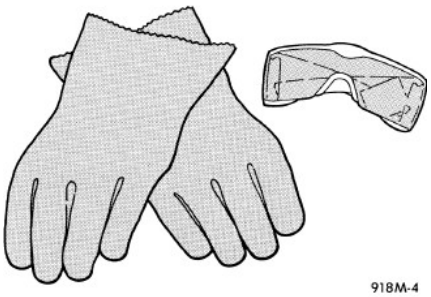
Using the active DTC information, refer to the **Airbag Squib Status** table to determine the status of both DAB squibs and both PAB squibs.

AIRBAG SQUIB STATUS		
IF THE ACTIVE DTC IS:	CONDITIONS	SQUIB STATUS
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for both Driver or Passenger squibs are within 15 minutes of each other	Both Squib 1 and 2 were used.
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for Driver or Passenger Squib 2 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 1 by 15 minutes or more	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 1 open Driver or Passenger Squib 2 open	**AND** the stored DTC minutes for Driver or Passenger Squib 1 open is GREATER than the stored DTC minutes for Driver or Passenger Squib 2 by 15 minutes or more	Squib 1 is live; Squib 2 was used.
Driver or Passenger Squib 1 open	**AND** Driver or Passenger Squib 2 open is NOT an active code	Squib 1 was used; Squib 2 is live.
Driver or Passenger Squib 2 open	**AND** Driver or Passenger Squib 1 open is NOT an active code	Squib 1 is live; Squib 2 was used.

NOTE: If none of the Driver or Passenger Squib 1 or 2 open are active codes, the status of the airbag squibs is unknown. In this case the airbag should be handled and disposed of as if the squibs were both live.

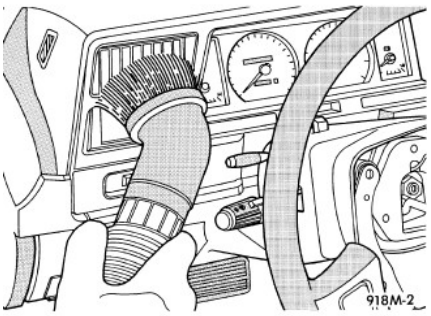
CLEANUP PROCEDURE

Following a Supplemental Restraint System (SRS) component deployment, the vehicle interior will contain a powdery residue. This residue consists primarily of harmless particulate by-products of the small pyrotechnic charge that initiates the propellant used to deploy a SRS component. However, this residue may also contain traces of sodium hydroxide powder, a chemical by-product of the propellant material that is used to generate the inert gas that inflates the airbag. Since sodium hydroxide powder can irritate the skin, eyes, nose, or throat, be certain to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup.



WARNING: **To avoid serious or fatal injury, if you experience skin irritation during cleanup, run cool water over the affected area. Also, if you experience irritation of the nose or throat, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.**

1. Begin the cleanup by using a vacuum cleaner to remove any residual powder from the vehicle interior. Clean from outside the vehicle and work your way inside, so that you avoid kneeling or sitting on a non-cleaned area.
2. Be certain to vacuum the heater and air conditioning outlets as well. Run the heater and air conditioner blower on the lowest speed setting and vacuum any powder expelled from the outlets.



CAUTION: **Deployed front airbags having two initiators (squibs) in the airbag inflator may or may not have live pyrotechnic material**

within the inflator. Do not dispose of these airbags unless you are certain of complete deployment. Refer to the AIRBAG SQUIB STATUS heading within this information. All damaged, ineffective, or non-deployed Supplemental Restraint System (SRS) components which are replaced on vehicles are to be handled and disposed of properly. If an airbag or seat belt tensioner unit is ineffective or damaged and non-deployed, refer to the Hazardous Substance Control System for information regarding the potentially hazardous properties of the subject component and the proper safe handling procedures. Then dispose of all non-deployed and deployed airbags and seat belt tensioners in a manner consistent with state, provincial, local and federal regulations.

3. Next, remove the deployed SRS components from the vehicle. Refer to the appropriate service removal procedures.

4. You may need to vacuum the interior of the vehicle a second time to recover all of the powder.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT STORAGE

Airbags and seat belt tensioners must be stored in their original, special container until they are used for service. Also, they must be stored in a clean, dry environment away from sources of extreme heat, sparks and high electrical energy. Always place or store any airbag on a surface with its trim cover or airbag cushion side facing up, to minimize movement in case of an accidental deployment.

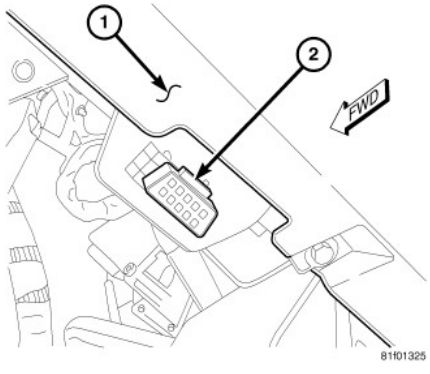
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM VERIFICATION TEST

WARNING: **To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.**

NOTE: The following procedure should be performed using a diagnostic scan tool to verify proper Supplemental Restraint System (SRS) operation following the service or replacement of any SRS component. Refer to the appropriate diagnostic procedures.



1. During the following test, the negative cable remains disconnected and isolated from the battery, as it was during the Supplemental Restraint System (SRS) component removal and installation procedures.
2. Be certain that the diagnostic scan tool contains the latest version of the proper diagnostic software. Connect the scan tool to the 16-way Data Link Connector (DLC) (2). The DLC is located on the driver side lower edge of the instrument panel within a rectangular cutout in the lower instrument panel reinforcement, just forward of the instrument panel steering column opening cover (1).
3. Transition the status of the ignition switch to On and exit the vehicle with the scan tool.
4. Check to be certain that nobody is in the vehicle, then reconnect the negative cable to the battery.
5. Using the scan tool, read and record the active (current) Diagnostic Trouble Code (DTC) data.
6. Next, use the scan tool to read and record any stored (historical) DTC data.
7. If any DTC is found in Step 5 or Step 6, refer to the appropriate diagnostic information.
8. Use the scan tool to erase the stored DTC data. If any problems remain, the stored DTC data will not erase. Refer to the appropriate diagnostic information to diagnose any stored DTC that will not erase. If the stored DTC information is successfully erased, go to Step 9.
9. Transition the status of the ignition switch to Off for about 15 seconds, and then back to On. Observe the airbag indicator in the instrument cluster. It should light from four to six seconds, and then go out. This indicates that the SRS is functioning normally and that the repairs are complete. If the airbag indicator fails to light, or lights and stays On, there is still an active SRS fault or malfunction. Refer to the appropriate diagnostic information to diagnose the problem.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SUPPLEMENTAL RESTRAINT SYSTEM WIRING REPAIRS

Special Tools: Click to display a list of tools used in this procedure

It is important when repairing any Supplemental Restraint System (SRS) electrical circuits to use the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp).

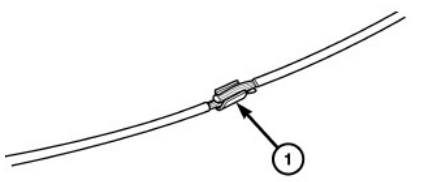
This recommended procedure involves crimping the wires together with a splice band, soldering the crimped connection and, finally, sealing and protecting the repair. The crimp and solder ensure a strong mechanical bond that will always pass a pull test while also maintaining the conductivity and current carrying capacity of the circuit. The adhesive sealant and heat shrink tubing ensures the splice repair will perform as well or better than the original wire and be safe from potential corrosion or short circuits.

There is no limit to the number of splice repairs that can be made in one harness using this procedure. However, as has been past practice, multiple adjacent splices should be offset from each other. This wiring splice repair procedure is approved for harness side repairs only. Repairs and splices to pigtail wires on SRS components such as airbag units, seat belt tensioner units or clocksprings are not approved or recommended.

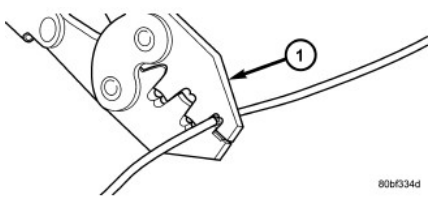
REPAIR PROCEDURE

CAUTION: **If additional wire is needed when making a splice repair to any wire, it is important that the same or next larger size wire gauge be used. Refer to the appropriate wiring diagram for the original wire gauge size.**

1. Remove 13 millimeters (0.50 inch) of insulation from each wire that needs to be spliced.
2. Place a piece of adhesive sealant-lined heat shrink tubing (Part Number 04778570 or equivalent) over the wire on one side of the splice. Be certain the length of tubing will be sufficient to cover and seal the entire repair area.
3. Place the strands of the wires being spliced so that they are overlapping each other within the splice band (1).

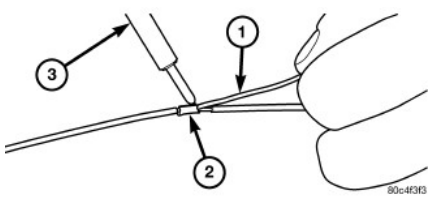


4. Using a crimping tool (1) (MOPAR Part Number 05019912AA, Miller Special Tool Number 10042 or equivalent) crimp the splice band and wires together securely.

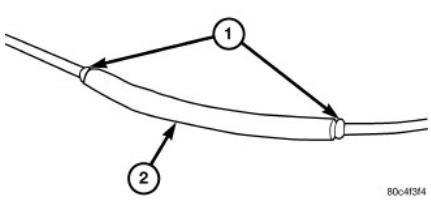


CAUTION: **Never use acid core solder for electrical wiring repairs.**

5. Using rosin core type solder (1) only and a suitable soldering iron (3), solder the wire and splice band connection (2) together.



6. Center the heat shrink tubing (2) over the splice joint repair and heat using a suitable heat gun. Heat the joint until the tubing is tightly sealed and sealant (1) begins to ooze out of both ends of the tubing.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING:

To avoid serious or fatal injury on vehicles equipped with the Supplemental Restraint System (SRS), never attempt to repair the electrically conductive circuits or wiring components related to the SRS for which there is no MOPAR wiring repair kit. It is important to use ONLY the recommended splicing kit and procedure. For applicable and available MOPAR wiring repair kits, please visit the MOPAR® Connector Web Site at the following address on the internet: (http://dto.vftis.com/mopar/disclaimer.asp). Inappropriate repairs can compromise the conductivity and current carrying capacity of those critical electrical circuits, which may cause SRS components not to deploy when required, or to deploy when not required. Only minor cuts or abrasions of wire and terminal insulation where the conductive material has not been damaged, or connector insulators where the integrity of the latching and locking mechanisms have not been compromised may be repaired using appropriate methods.

WARNING:

To avoid serious or fatal injury during and following any seat belt or child restraint anchor service, carefully inspect all seat belts, buckles, mounting hardware, retractors, tether straps, and anchors for proper installation, operation, or damage. Replace any belt that is cut, frayed, or torn. Straighten any belt that is twisted. Tighten any loose fasteners. Replace any belt that has a damaged or ineffective buckle or retractor. Replace any belt that has a bent or damaged latch plate or anchor plate. Replace any child restraint anchor or the unit to which the anchor is integral that has been bent or damaged. Never attempt to repair a seat belt or child restraint component. Always replace damaged or ineffective seat belt and child restraint components with the correct, new and unused replacement parts listed in the Chrysler Mopar® Parts Catalog. Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury on vehicles equipped with side curtain or seat (pelvic and thorax) airbags, disable the Supplemental Restraint System (SRS) before attempting any Occupant Restraint Controller (ORC) diagnosis or service. The ORC contains a rollover sensor, which enables the system to deploy the side curtains or seat airbags in the event of a vehicle rollover event. If an ORC is accidentally rolled during service while still connected to battery power, the side curtain and seat airbags will deploy. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING:

To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING:

To avoid potential physical injury or damage to sensitive electronic circuits and systems, always disconnect and isolate the battery negative (ground) cable and the positive cable, then ground the positive cable to discharge the Occupant Restraint Controller (ORC) capacitor before performing any welding operations on the vehicle. Failure to take the proper precautions could result in accidental airbag deployment, possible damage to the Supplemental Restraint System (SRS) circuits and components, and possible damage to other electronic circuits and components. Whenever a welding process is being performed within 12 inches (30 centimeters) of an electronic module or wiring harness, then that module or harness should be relocated out of the way, or disconnected. Always protect against component or vehicle damage from weld spatter by using weld blankets and screens.

WARNING:

To avoid serious or fatal injury, do not attempt to dismantle an airbag unit or tamper with its inflator. Do not puncture, incinerate or bring into contact with electricity. Do not store at temperatures exceeding 93° C (200° F). An airbag inflator unit may contain sodium azide and potassium nitrate. These materials are poisonous and extremely flammable. Contact with acid, water, or heavy metals may produce harmful and irritating gases (sodium hydroxide is formed in the presence of moisture) or combustible compounds. An airbag inflator unit may also contain a gas canister pressurized to over 17.24 kPa (2500 psi). Failure to follow these instructions may result in possible serious or fatal injury.

WARNING:

To avoid serious or fatal injury when handling a seat belt tensioner retractor or buckle, proper care should be exercised to keep fingers out from under the retractor or buckle cover and away from the seat belt webbing or cable where it exits from the retractor or buckle cover.

WARNING:

To avoid serious or fatal injury, replace all Supplemental Restraint System (SRS) components only with parts specified in the Chrysler Mopar® Parts Catalog. Substitute parts may appear interchangeable, but internal differences may result in inferior occupant protection.

WARNING:

To avoid serious or fatal injury, the fasteners, screws, and bolts originally used for the Supplemental Restraint System (SRS) components must never be replaced with any substitutes. These fasteners have special coatings and are specifically designed for the SRS. Anytime a new fastener is needed, replace it with the correct fasteners provided in the service package or specified in the

Chrysler Mopar® Parts Catalog.

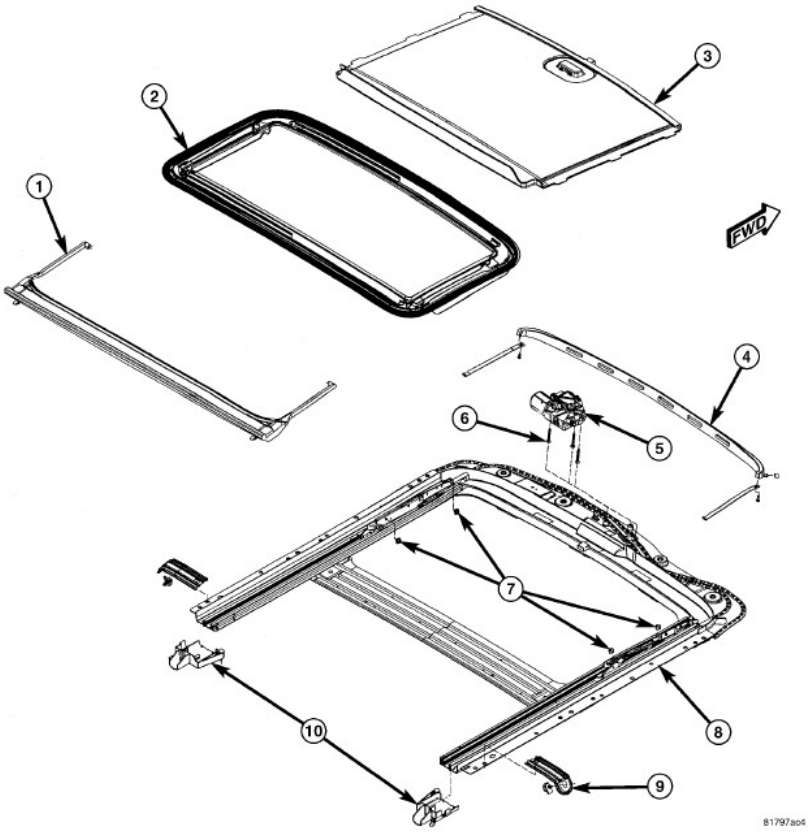
WARNING:

To avoid serious or fatal injury when a steering column has an airbag unit attached, never place the column on the floor or any other surface with the steering wheel or airbag unit face down. Failure to follow these instructions may result in possible serious or fatal injury.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



EXPLODED VIEW

SUNROOF ASSEMBLY BREAKDOWN

1 - DRAIN TROUGH	6 - MOTOR SCREWS (3) 3 N·m (26 in. lbs.)
2 - GLASS ASSEMBLY	7 - GLASS ASSEMBLY SCREWS (4) 3.5 N·m (31 in. lbs.)
3 - SUN SHADE	8 - FRAME ASSEMBLY
4 - WIND DEFLECTOR	9 - BRACKETS
5 - MOTOR	10 - END CAPS

WARNING: **Keep fingers and other body parts out of sunroof opening at all times.**

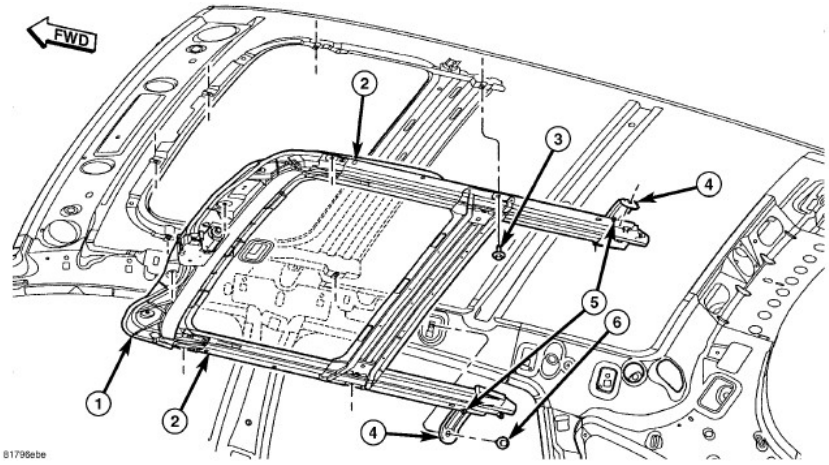
The sunroof features a power sliding glass panel and a sunshade which can be manually positioned anywhere along its travel, rearward of glass panel front edge.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

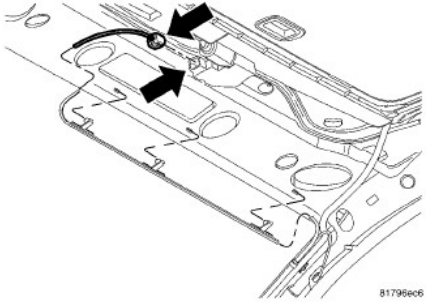
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

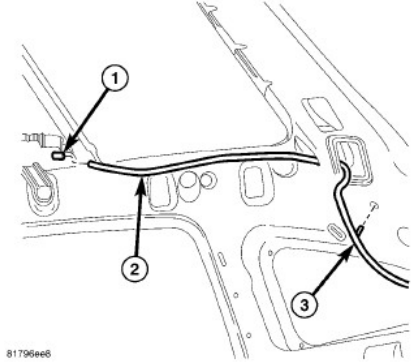


1. Install the trough guides (Refer to 23 - Body/Sunroof/TROUGH, Sunroof - Installation) .
2. Install the drive motor (Refer to 08 - Electrical/8N - Power Systems/Power Top/MOTOR, Sunroof - Installation) .
3. Install the sunshade (Refer to 23 - Body/Sunroof/SUNSHADE, Sunroof - Installation) .
4. Install the glass panel (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Installation) .
5. Raise rear end of sunroof module assembly (1) and guide into position and start the six fasteners (3).
6. Visually line up the alignment guide holes (2) with the guide holes in the roof of the vehicle.
7. Tighten the six fasteners (3) to 9 N·m (80 in. lbs.).
8. Tighten the two side bracket fasteners (6) to 9 N·m (80 in. lbs.).
9. Connect the drain tubes (2) to the assembly (1).
10. Connect the electrical connector.
11. Connect the battery negative cable.
12. Test sunroof operation, adjust glass as necessary (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Adjustments) .

13. Partially install the headliner and connect the sunroof wiring electrical connectors (Refer to 23 - Body/Interior /HEADLINER - Installation) .



14. Temporarily install sunroof switch and perform the sunroof motor teach procedure, (Refer to 08 - Electrical/8N - Power Systems/Power Top/MOTOR, Sunroof - Standard Procedure) .



15. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation) .

16. Verify correct sunroof operation.

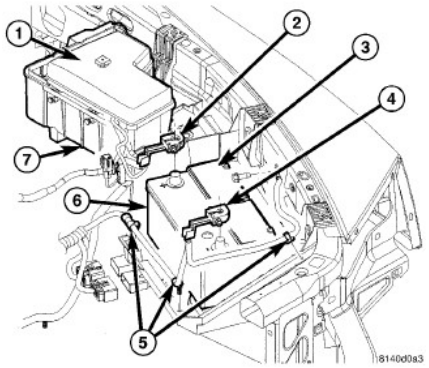
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

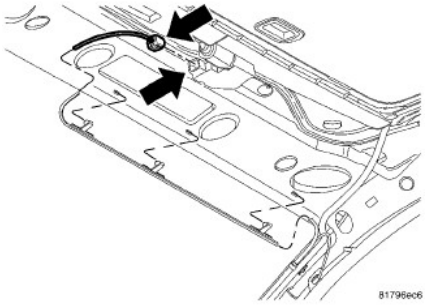
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

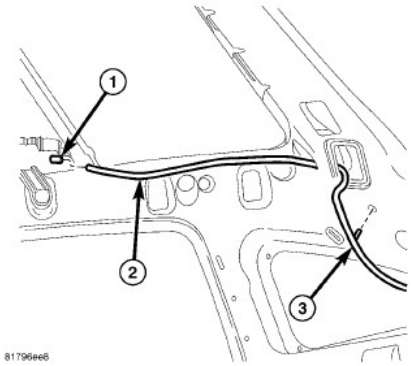
1. Move glass panel to fully closed position.
2. Disconnect and isolate negative battery cable (4).
3. Remove control switch, (Refer to 08 - Electrical/8N - Power Systems/Power Top/SWITCH, Sunroof - Removal) .
4. Drop headliner to seat. (Refer to 23 - Body/Interior/HEADLINER - Removal) .

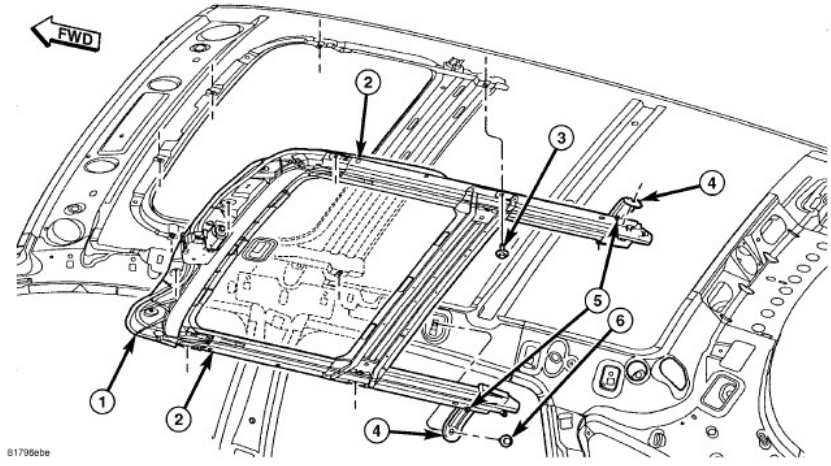


5. Disconnect the electrical connector.



6. Disconnect drain tubes (2) from sunroof housing (1).





7. Remove two module side bracket (4) bolts (6) and loosen the six remaining fasteners (3).
8. Remove the six (3) fasteners attaching sunroof module assembly (1) to roof panel.
9. Remove the glass panel (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Removal) .
10. Remove the sunshade (Refer to 23 - Body/Sunroof/SUNSHADE, Sunroof - Removal) .
11. Remove the drive motor (Refer to 08 - Electrical/8N - Power Systems/Power Top/MOTOR, Sunroof - Removal) .
12. Remove the wire harness.
13. Remove the trough guides, (Refer to 23 - Body/Sunroof/TROUGH, Sunroof - Removal)

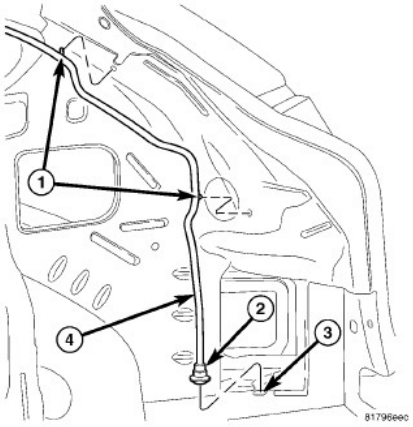
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

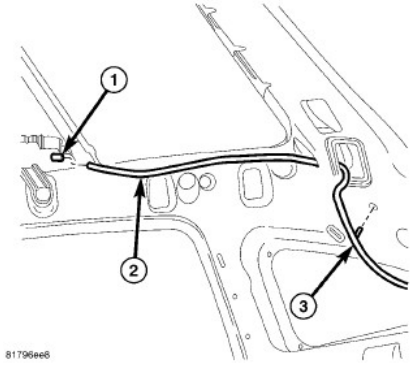
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

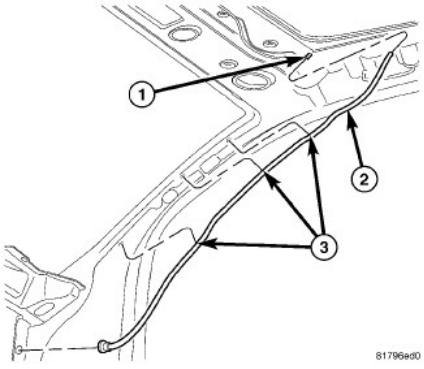
1. Install the rear hoses (4) and connect the grommets (2) to the body (3).
2. Connect the support clips (1).



3. Route the hose as required and connect the remaining support clips (3).
4. Connect the hoses (2) to the sunroof assembly (1).



5. Connect the front hose lower grommet to the body.
6. Connect the front hose (2) to the sunroof assembly (1) and connect the support clips (3).



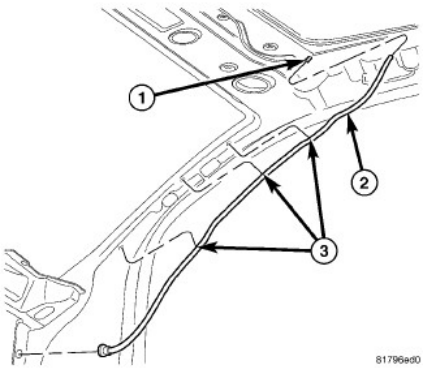
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

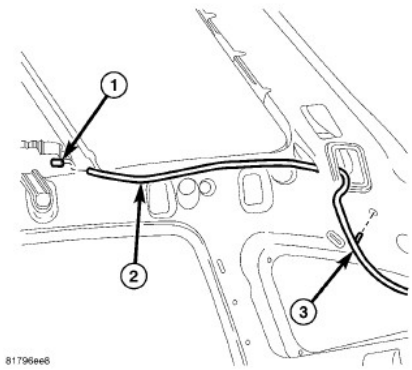
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

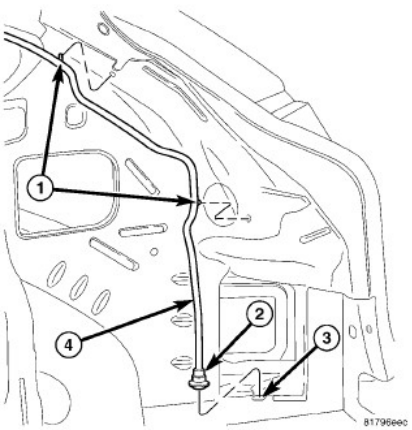
1. Drop down the headliner as necessary to gain access to the drain hoses (Refer to 23 - Body/Interior/HEADLINER - Removal) .
2. Disconnect the front hoses (2) from the sunroof assembly (1).
3. Release the support clips (3) and disconnect the lower grommet and remove the hose.



4. Disconnect the rear hoses (2) from the sunroof assembly (1) and release the support clips (3).



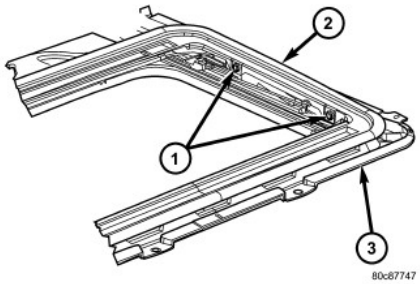
5. Separate the remaining support clips (1).
6. Disconnect the grommet (2) from the body (3) and remove the rear hoses as necessary.



2014 Dodge JC - DODGE JOURNEY

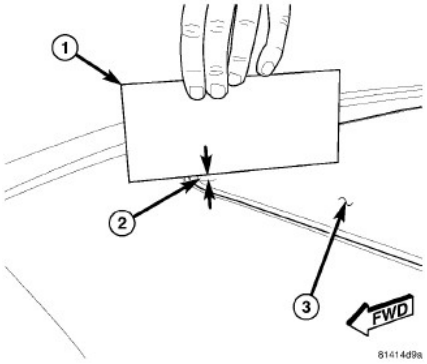
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS



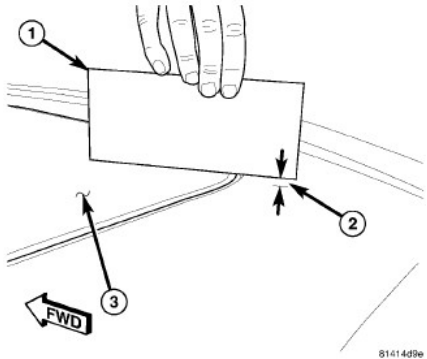
1. Move the sunshade rearward to the open position.
2. Move the sunroof glass panel to the fully closed position.
3. Adjust the glass one corner at a time.
    a. Loosen four glass screws (1).
    b. Lift glass assembly and align the top of the glass panel to the top of the roof panel.
    c. Tighten screw to 3 N·m (26 in. lbs.).
    d. Repeat steps a. and b. for each corner of the glass panel.
    e. When properly adjusted, the front of the glass panel is 1.0 mm (0.04 in.) to 2.0 mm (0.08 in.) lower than the roof surface and the rear edge of the glass panel is 1.0 mm (0.04 in.) to 2.0 mm (0.08 in.) higher than the roof surface.

NOTE: When properly adjusted, the front of the glass panel (3) is 1.0 mm (0.04 in.) to 2.0 mm (0.08 in.) lower than the roof surface (2).



NOTE: When properly adjusted, the rear edge of the glass panel (3) is 1.0 mm (0.04 in.) to 2.0 mm (0.08 in.) higher than the roof surface (2).

4. Verify sunroof operation and alignment. Check fit and re-adjust as necessary.



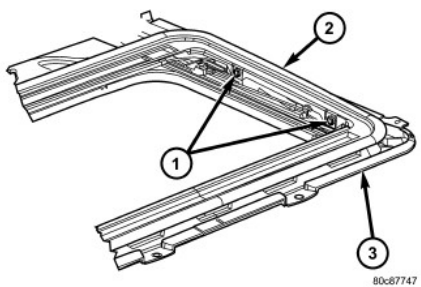
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position glass panel (2) on to mechanism lift arm.
2. Start the four attaching screws (1).
3. Center glass in opening by running a business card around the glass.
4. Adjust glass panel (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Adjustments) .



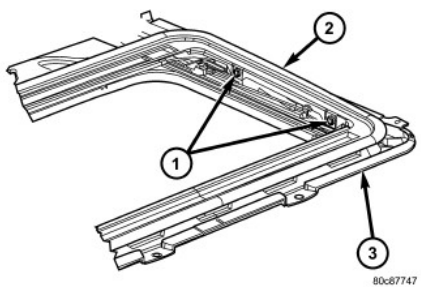
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Slide sunshade rearward to the open position.
2. Move the glass panel to the closed position.
3. Remove the four glass panel screws (1).
4. Lift off glass panel and remove from vehicle.



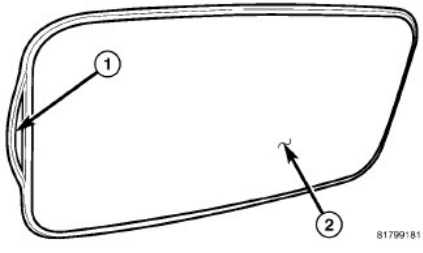
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Always position seal seam on center of the passenger side of glass panel.



1. Place seal (1) into position.
2. Seat the seal into the glass channel fully. Using care working the seal around the glass (2), being careful not to over stretch the seal while installing.
3. Install the glass panel (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Installation) .

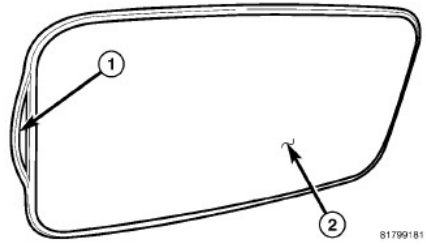
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove sunroof glass panel (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Removal) .
2. Place glass panel on clean work area with the top side up. Support the glass assembly from underside to avoid bending or otherwise damaging the mounting tabs.
3. Grasp the seal (1) and pull seal away from the glass panel (2). The seal is a one piece seal.



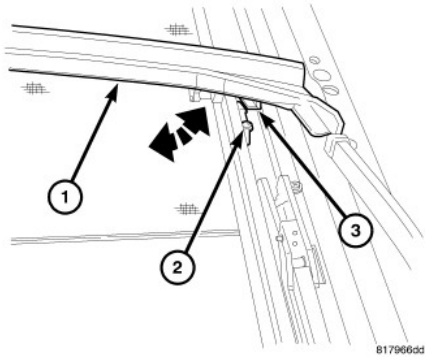
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

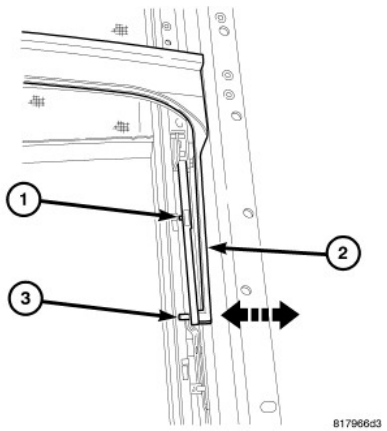
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Insert one of the trough guides (3) and guide shoe (2) into the track.
2. Push down on the center of the trough (1) to flatten it out and install the remaining trough guide (3) and guide shoe (2) into the track.



3. Install the trough guide pins into the glass lift mechanism (3) and seat fully.
4. Install the glass (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Installation) .



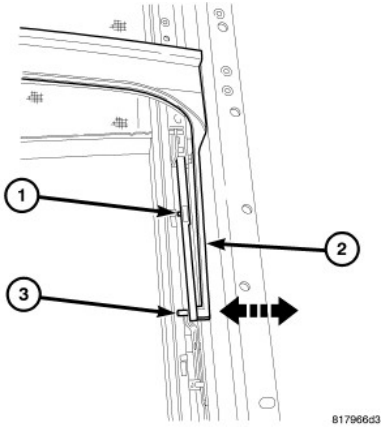
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

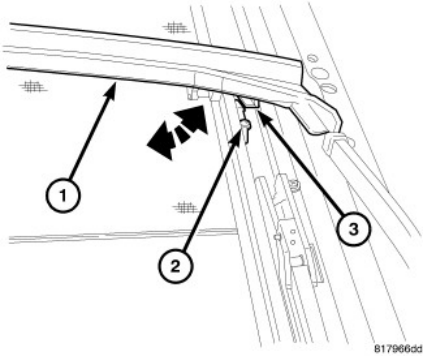
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the glass (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Removal) .
2. Separate the trough pins (3) from the glass lift mechanisms (1).



3. Slide trough (1) to one side and push down on the center of the trough until the guide shoe tab (3) releases from the track (2).
4. Slide the trough in the opposite direction to release the other shoe and lift the trough out of the sunroof opening.



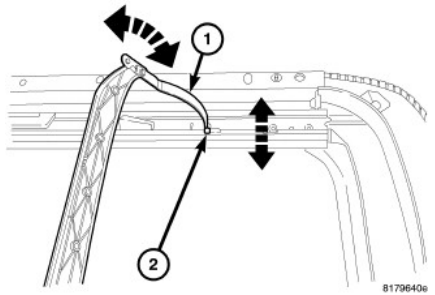
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

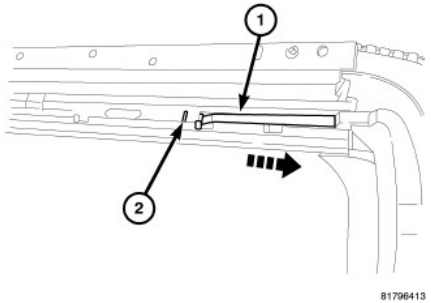
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the wind deflector springs (1) into the mounting holes (2) in the sunroof frame.
2. Rotate forward and down into position.



3. Slide the wind deflector and spring (1) forward under the car top lip and make sure the spring lock snaps into place (2) fully.



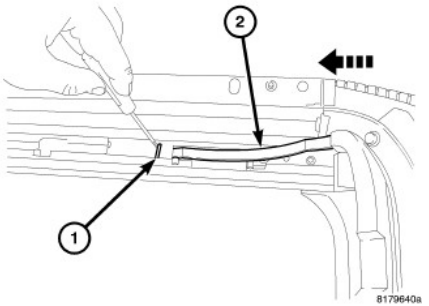
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

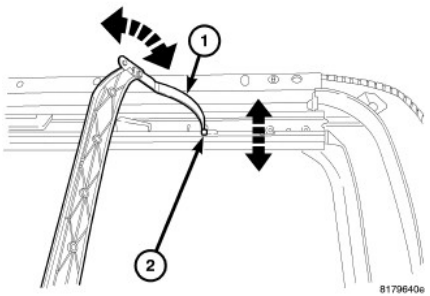
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the sunroof glass to the full open position.
2. Press the spring lock (1) with a small flat bladed tool and push the wind deflector (2) reward to release from the car top opening.
3. Repeat the previous step on the opposite side.



4. Rotate the wind deflector (1) up and release from the mounting hole (2) in the sunroof frame.



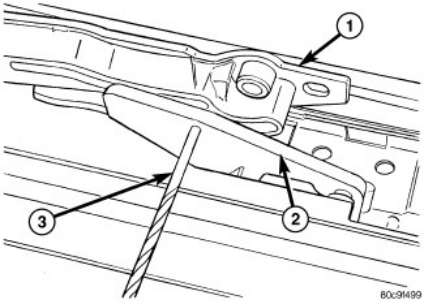
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

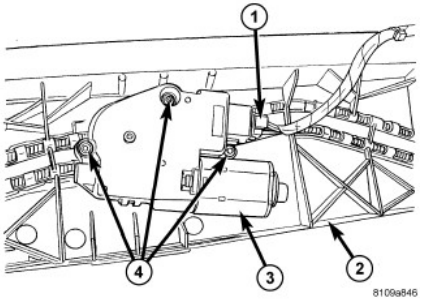
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If sunroof was open when drive motor was removed, carefully move glass panel into closed position and remove glass panel. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Removal)
2. Set lifter arm timing by manually sliding the mechanisms (1) in the track until timing holes in the trollies are aligned with the timing holes in the lifter arm cams (2) and insert pins (3) into the mechanisms to hold mechanisms in closed position.



3. Place motor (3) into position and install screws (4) attaching motor to bracket (2).
4. Tighten the screws (4) to 3 N·m (26 in. lbs.).
5. If sunroof glass panel was removed previously, remove the timing pins and install the sunroof glass panel. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Installation)
6. Partially install the headliner and connect the sunroof wiring electrical connectors. (Refer to 23 - Body/Interior/HEADLINER - Installation)



7. Temporarily install sunroof switch and perform the sunroof motor teach procedure. (Refer to 23 - Body/Sunroof/MOTOR, Sunroof - Standard Procedure)
8. Test sunroof operation, adjust glass as necessary. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Adjustments)
9. Raise headliner to roof. Complete the headliner installation. (Refer to 23 - Body/Interior/HEADLINER - Installation)

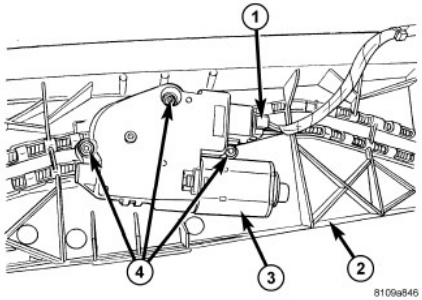
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Drop headliner to dash. (Refer to 23 - Body/Interior/HEADLINER - Removal)
2. Disconnect the electrical connector (1).
3. Remove three motor assembly attaching screws (4) from bottom side of motor assembly (3) and remove motor assembly from the motor bracket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - DRIVE MOTOR TEACH PROCEDURE

REPLACEMENT DRIVE MOTOR

1. Press and hold the sunroof switch open until the sunroof glass fully opens, automatically reverses direction, and stops at a position just forward of the full open position.
2. Release sunroof switch.
3. Within five seconds of releasing sunroof switch, press and hold the sunroof switch open again until the sunroof glass closes, goes into vent position, and then finally stops in the closed position.
4. Release sunroof switch. Sunroof will now operate normally.

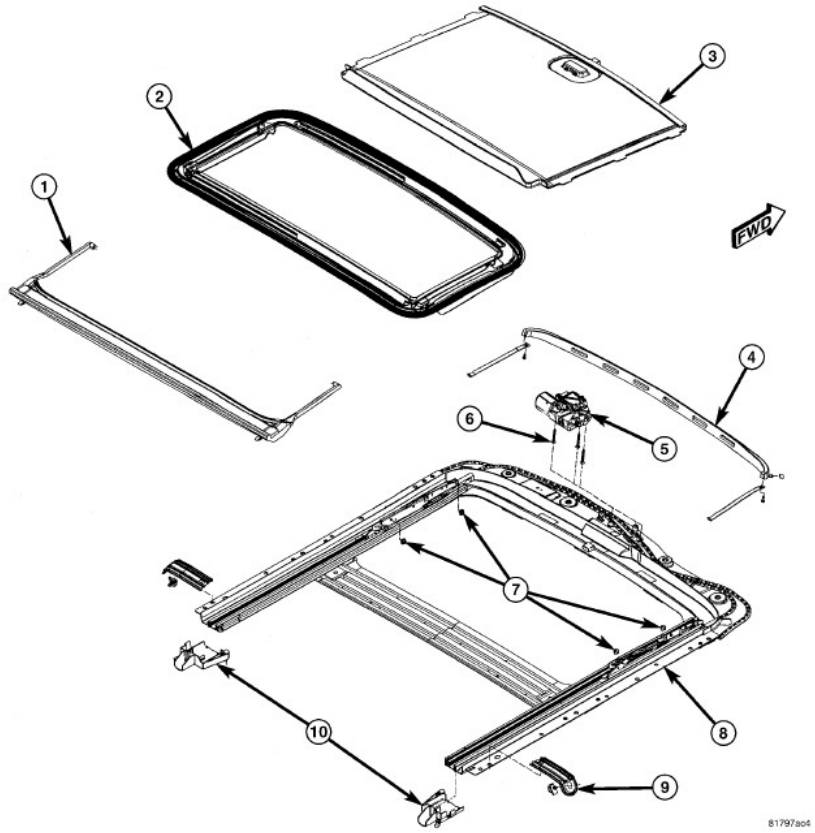
ORIGINAL DRIVE MOTOR

1. Press and hold sunroof switch open until the sunroof glass opens and stops.
2. Release sunroof switch.
3. Press and hold sunroof switch open once again for at least 10 seconds. After 10 seconds of pressing the switch open, the sunroof glass will automatically move and stop at a new location.
4. Release sunroof switch.
5. Within five seconds of releasing the sunroof switch, press and hold the switch open again until the sunroof glass closes, goes into vent position, and then finally stops in the closed position.
6. Release sunroof switch. The sunroof will now operate normally.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



WARNING: **Keep fingers and other body parts out of sunroof opening at all times.**

The sunroof features a power sliding glass panel and a sunshade which can be manually positioned anywhere along its travel, rearward of glass panel front edge.

The sunroof is electrically operated from two switches located on the windshield header, between the map lamp. To operate the sunroof the ignition switch must be in either the Accessory or On/Run position. One switch (vent) is a push button type and opens the sunroof to the vent position only. The other switch (open/close) is a rocker type for opening and closing the sunroof. Pressing and releasing the open button once the sunroof will express open and the wind deflector will raise. If the button is pressed a second time the sunroof will stop in that position. Pressing and holding the close button will close the sunroof. If the close button is released the sunroof will stop in that position. Also, by pressing the close button the sunroof will close automatically.

SUNROOF OPERATION INSTRUCTIONS

SWITCH INPUTS	OPEN	CLOSE	VENT
FULL VENT	1. Push and hold switch until glass stops in flush closed position glass will then express open 2. Press switch for less than 0.65 seconds for express to	1. Push and hold switch until glass stops in flush closed position. 2. Press switch for less than 0.65 seconds for express to	No action

SWITCH INPUTS			
	full open.	flush closed.	
VENT RANGE	1. Push and hold switch until glass passes through flush closed position. Glass will then open	1. Push and hold switch until glass stops in flush closed position.	1. Push and hold switch until glass stops in full vent position.
	2. Press switch for less than 0.65 seconds for express to full open.	2. Press switch for less than 0.65 seconds for express to flush closed.	2. Press switch for less than 0.65 seconds for express to full vent.
FLUSH	1. Press switch for less than 0.65 seconds for express to full open.	No action	1. Press and hold switch. Glass will travel through flush closed to full vent. Glass will stop when switch is released or when fully vented.
	2. Press switch for more than 0.65 seconds and glass will stop when switch is released		2. Press switch for less than 0.65 seconds for express to full vent.
FULL OPEN	No action	1. Press and hold switch until glass stops in flush closed position or anywhere in between.	1. Press and hold switch. Glass will travel through flush closed to full vent. Glass will stop when switch is released.
		2. Press switch for less than 0.65 seconds for express to flush closed.	2. Press switch for less than 0.65 seconds for express to full vent.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

This vehicle has a vent, tilt and slide power sunroof system with express (one-touch) open/close feature. The sunroof system receives battery feed through the “sunroof” relay and a 25 amp mini fuse located in the Totally Integrated Power Module (TIPM). The sunroof system power is supplied when the ignition switch is in the RUN and ACCESSORY positions. The sunroof will operate normally with the key in any position while the Accessory Delay system is active.

The sunroof is electrically operated from two switches located in the overhead console in between the two reading lamps. The “VENT” switch is a push button type switch and opens the sunroof to the vent position only. The other switch “OPEN/CLOSED” is a rocker type switch for opening and closing the sunroof. Pressing and releasing the open button once, the sunroof will express open and the wind deflector will raise. If the button is pressed a second time the sunroof will stop in that position. Pressing and releasing the close button once will express close the sunroof. If the close button is pressed a second time during the express close operation the sunroof will stop in that position.

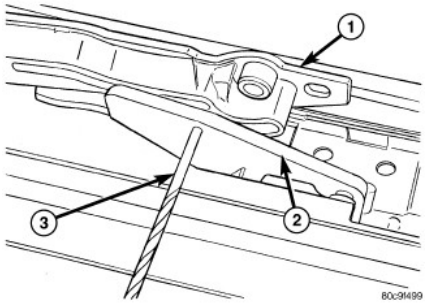
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

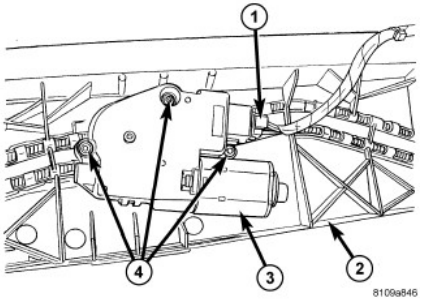
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If sunroof was open when drive motor was removed, carefully move glass panel into closed position and remove glass panel. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Removal)
2. Set lifter arm timing by manually sliding the mechanisms (1) in the track until timing holes in the trollies are aligned with the timing holes in the lifter arm cams (2) and insert pins (3) into the mechanisms to hold mechanisms in closed position.



3. Place motor (3) into position and install screws (4) attaching motor to bracket (2).
4. Tighten the screws (4) to 3 N·m (26 in. lbs.).
5. If sunroof glass panel was removed previously, remove the timing pins and install the sunroof glass panel. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Installation)
6. Partially install the headliner and connect the sunroof wiring electrical connectors. (Refer to 23 - Body/Interior/HEADLINER - Installation)



7. Temporarily install sunroof switch and perform the sunroof motor teach procedure. (Refer to 08 - Electrical/8N - Power Systems/Power Top/MOTOR, Sunroof - Standard Procedure) .
8. Test sunroof operation, adjust glass as necessary. (Refer to 23 - Body/Sunroof/GLASS, Sunroof - Adjustments)
9. Complete the headliner installation. (Refer to 23 - Body/Interior/HEADLINER - Installation)

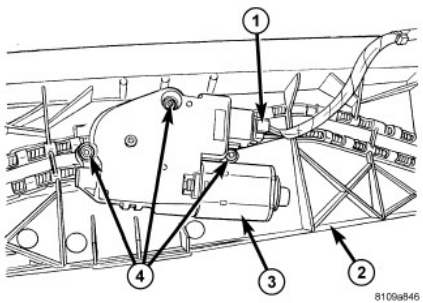
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove headliner. (Refer to 23 - Body/Interior/HEADLINER - Removal)
2. Disconnect the electrical connector (1).
3. Remove three motor assembly attaching screws (4) from bottom side of motor assembly (3) and remove motor assembly from the motor bracket.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - DRIVE MOTOR TEACH PROCEDURE

REPLACEMENT DRIVE MOTOR

1. Upon first powering up the sunroof, **continuously** press the close button on the power sunroof switch. The sunroof will begin moving in the tilt up direction.
2. The glass panel will move to the hard stop (just past the full tilt position) and then reverse to the soft stop (the full tilt position).
3. Once the sunroof has reversed **immediately** (within 5 seconds of stopping travel), release the switch and **continuously** press the close button again.
4. The sunroof glass will continue to move to the fully closed position. Once fully closed the close button can be released.

ORIGINAL DRIVE MOTOR

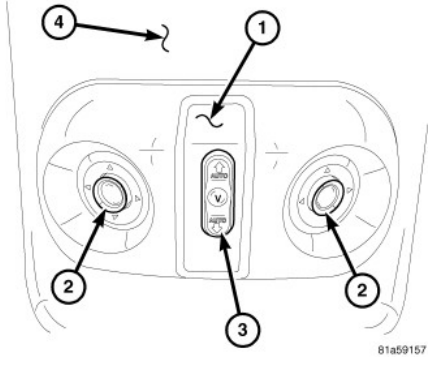
1. Cycle the sunroof to full close position and release close button on the power sunroof switch.
2. Once the sunroof is in the fully closed position, press and **continuously** hold the close button again.
3. After a ten second delay the sunroof will begin to move past the normal vent position to the hard stop position. It will then reverse to the normal full vent position (also called the soft stop).
4. Once the sunroof has reversed to the vent soft stop, **immediately** (within 5 seconds of stopping travel) release the close button and **continuously** press it again.
5. After a three second delay the sunroof glass will continue to move to the fully closed position. Once fully closed the close button can be released.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The power sunroof switch (3) is a combination push-button and rocker switch module mounted in the overhead console assembly (1). The sunroof switch is a direct contact unit that is directly wired to the sunroof motor/module assembly. The sunroof switch performs the following functions:



- Power sunroof open (back of switch pushed)
- Power sunroof express open (back of switch pushed and released)
- Power sunroof closed (front of switch pushed)
- Power sunroof express closed (front of switch pushed and released)
- Power sunroof vent (switch center button pushed)

The power sunroof switch cannot be repaired. If the individual components are damaged or inoperative the switch assembly must be replaced, (Refer to 08 - Electrical/8N - Power Systems/Power Top/SWITCH, Sunroof - Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Insert the sunroof control switch into the overhead console assembly. Push the switch until it is securely held in place by the mounting tabs.
2. Install the overhead console.
3. Connect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The sunroof is electrically operated from two switches located in the headliner on the courtesy/reading lamp assembly. The power sunroof switch is hard wired to the sunroof motor/module assembly. The “VENT” switch is a push button type switch and opens the sunroof to the vent position only. The other switch “OPEN/CLOSED” is a rocker type switch for opening and closing the sunroof. Pressing and releasing the open button once, the sunroof will express open and the wind deflector will raise. If the button is pressed a second time the sunroof will stop in that position. Pressing and releasing the close button once will express close the sunroof. If the close button is pressed a second time during the express close operation the sunroof will stop in that position.

The switch is grounded at one terminal and receives a 5 volt signal from the sunroof motor/module on the remaining three terminals. The switch pulls down the 5 volt reference voltage from the module signaling it to perform the desired function.

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove overhead console.
3. Using a suitable flat bladed tool, release the mounting tabs from the sides of the sunroof control switch and pull the switch out of the overhead console assembly.

2014 Dodge JC - DODGE JOURNEY

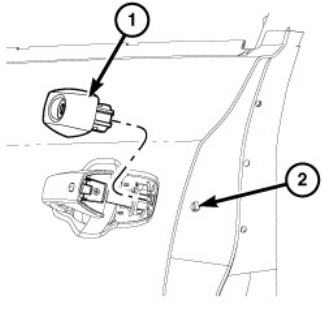
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

Lock cylinder is only present on the front driver door. The remaining doors are equipped with a delete cap. The delete caps are removed/installed similar to the lock cylinder.



3328990

1. Position the door lock cylinder (1) to the front door, once properly positioned, tighten the PIA fastener (2) accessible rearward of the handle. Tighten the fastener securely and install the protective plug over the fastener opening.

2. Connect the negative battery cable.

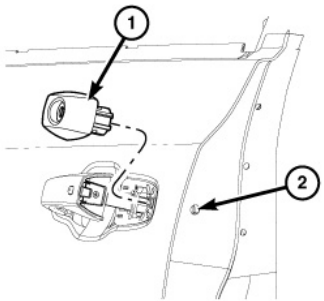
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Lock cylinder is only present on the front driver door. The remaining doors are equipped with a delete cap. The delete caps are removed/installed similar to the lock cylinder.



3328990

1. Disconnect the negative battery cable.
2. Open the front door.
3. Remove the protective plug used to cover the PIA fastener (2) located rearward of the door lock cylinder/delete cap (1).
4. Remove the door lock cylinder/delete cap (1) from the front door by loosening the PIA fastener (2) accessed rearward of the handle and gently prying door lock cylinder/delete cap (1) away. **Do not attempt to remove the PIA fastener.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

(Refer to 08 - Electrical/8Q - Vehicle Theft Security/MODULE, Intrusion/Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

(Refer to 08 - Electrical/8Q - Vehicle Theft Security/MODULE, Intrusion/Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

(Refer to 08 - Electrical/8Q - Vehicle Theft Security/MODULE, Intrusion/Operation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

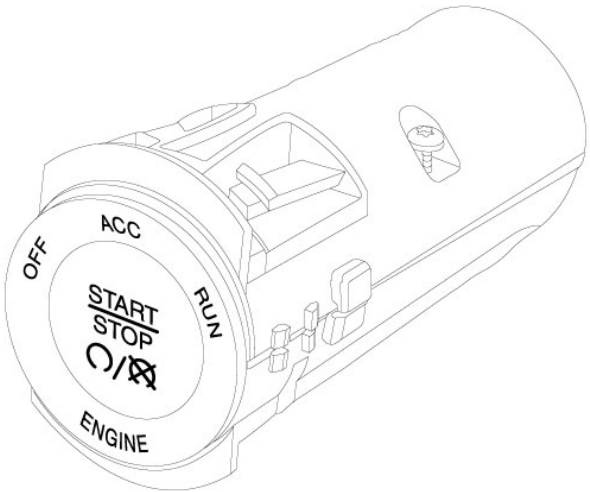
Labor Operations: Click to display a list of Labor Operations associated with this procedure

(Refer to 08 - Electrical/8Q - Vehicle Theft Security/MODULE, Intrusion/Removal) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



Keyless Ignition Node (KIN) is part of the new ignition system.

The KIN module is located in the instrument panel to the left of the center stack.

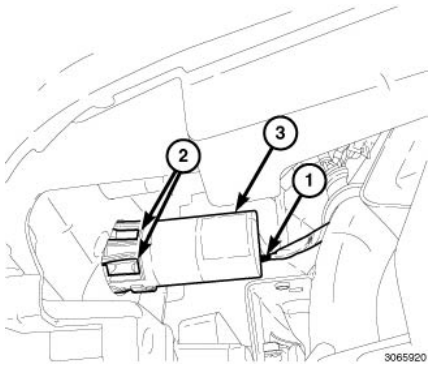
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

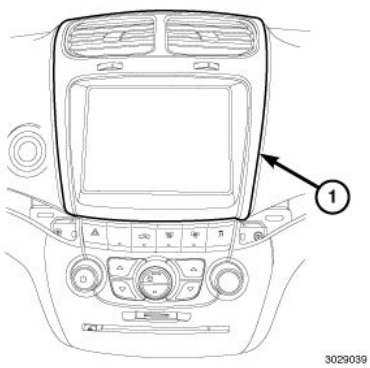
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

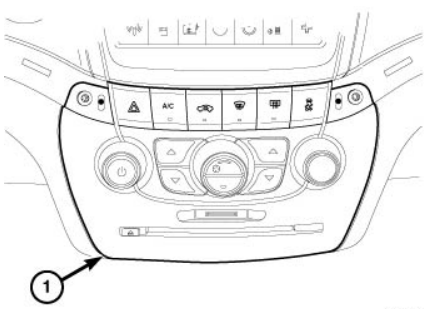
1. Push the Keyless Ignition Node (KIN) (3) into the instrument panel. Tab on KIN will line up with notch in the instrument panel, push in until the KIN clips securely into place.
2. Connect the wire connector (1)to the KIN module.



3. Install the instrument panel center bezel (1) (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Panel - Installation) .



4. Install the switch bank assembly (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Installation) .
5. Connect the negative battery cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

There are 5 other component categories that make up the new ignition system.

The components are:

- Radio Frequency (RF) HUB (1)
- LF Antennas (5)
- FOB (2, 4 for Police)
- Special Door Handles (2)
- Special Liftgate Handle (1)

This new ignition system operation begins when an owner approaches their vehicle with a FOB somewhere on their person or belongings, i.e., in their gym bag. When the owner touches the handle to pull the door open, door handle electronics signal the RF HUB with a “request to open”. The RF HUB uses all of the 5 LF (low frequency) antennas to communicate with the FOB. Once located, the FOB’s response is evaluated by the RF HUB to determine if the person pulling on the door handle is in fact the owner. This process completes ‘FOB authentication’.

Once authentication is successfully completed, the RF HUB requests the Body Control Module (BCM) to unlock the affected door. Once the doors unlock, the owner is then free to continue pulling the door handle in an attempt to enter their vehicle. This process of opening the door without actively using a FOB or key is called ‘passive entry’. This vehicle when activating the passive entry switch activates the door unlock motor only. The vehicle owner must subsequently pull on the handle to open the liftgate itself.

After the vehicle’s owner is buckled, he/she pushes the KIN’s SSB (Keyless Ignition Node’s Start/Stop Button) while pushing the brake pedal as if braking while coming to a stoplight. (For manual transmission vehicles the clutch pedal is depressed instead of the brake pedal to initiate a start procedure). Before the vehicle is allowed to start, another ‘FOB authentication’ cycle must be completed. Once successfully completed, the RF HUB next sends the BCM the ignition switch position, which equates to a ‘request to start’ command. The process of starting a vehicle without the act of using a bladed key or FOB is called ‘Keyless Go’.

The passive entry works when the FOB can be located outside the vehicle using the LF antennas. Keyless go operates when the RF HUB can locate the FOB inside the vehicle. Please refer to the owner’s manual for more information on authentication zones.

After putting the vehicle into park, pushing the KIN’s SSB allows the vehicle’s engine to be shut off. In an emergency, pressing the SSB continuously for 2 seconds or repeatedly (one hit every 30- 500msec) shuts off the engine.

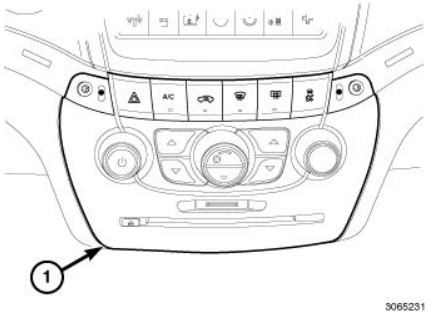
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

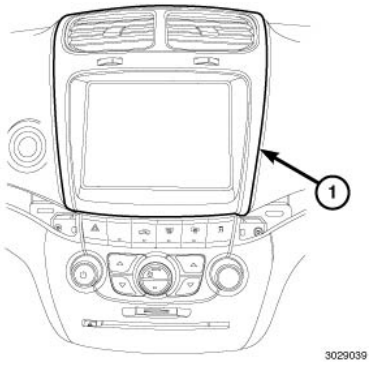
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

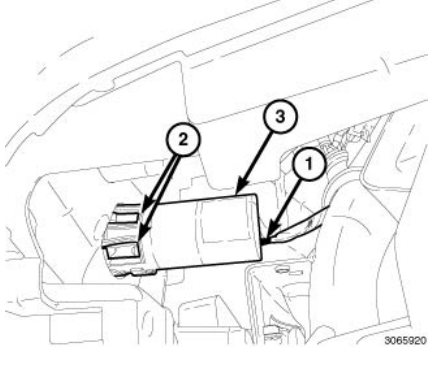
1. Disconnect the negative battery cable.
2. Remove the switch-bank and bezel assembly (1) (Refer to 08 - Electrical/8J - Instrument Cluster/POD, Switch Bank - Removal) .



3. Remove the instrument panel center bezel (1) (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Panel - Removal) .



4. Disconnect the wire connector (1) from the Keyless Ignition Node (KIN).
5. Push down on the release clips (2) (two on top and one on the bottom) and push the KIN (3) out the front of the instrument panel.

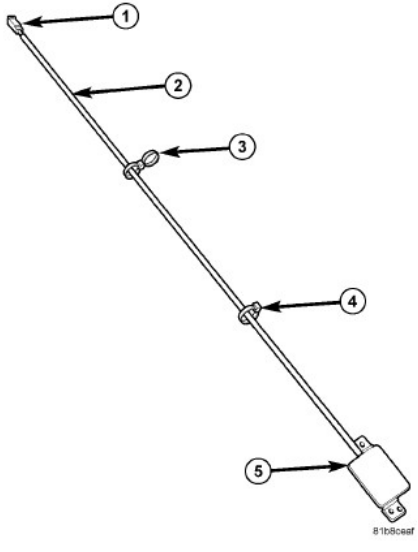


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The Remote Start Antenna Module Assembly consists of an electrical connection to the RF Hub (1), a length of coaxial cable (2), two mounting clips (3 and 4) and a control module/antenna (5).



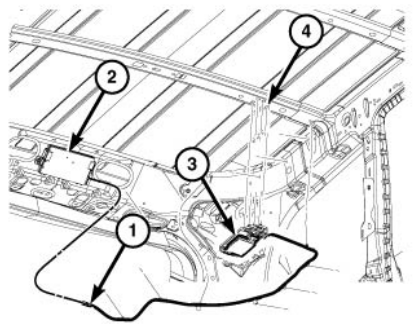
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Align and insert the remote start antenna assembly (3) clips to the left side roof bow (4) holes, manually push the clips until they are fully seated.
2. Connect the remote start connector (1) to the RF Hub (2).
3. Route and secure the clips of the antenna coax cable to the left side rail, "D" pillar and rear header holes. Push the clips until they are fully seated.
4. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation) .
5. Connect the negative battery cable.



3090457

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The remote start antenna is an external hidden antenna located between the headliner and the roof on the first support rib from the back of the vehicle. The antenna interfaces with the Radio Frequency Hub (RF Hub) through a coaxial cable. The antenna helps to amplify the signal for the Remote Keyless Entry (RKE) key fob.

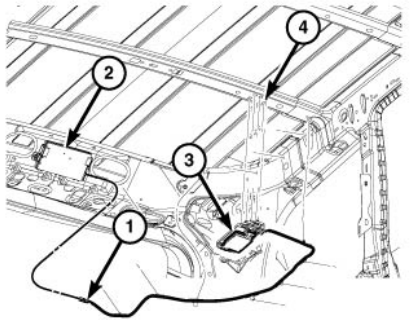
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the negative battery cable.
2. Remove the headliner (Refer to 23 - Body/Interior/HEADLINER - Removal) .
3. Disconnect the remote start antenna connector (1) from the Radio Frequency Hub (RF Hub) (2).
4. Using a trim stick 4755 or equivalent remove the coax remote start harness push pins from the roof support.
5. Using a trim stick 4755 or equivalent remove the remote start antenna (3) from the roof bow (4).



3090457

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A power operated door and liftgate lock system is standard factory-installed equipment on this vehicle. The power lock system allows all of the doors and the liftgate to be locked or unlocked electrically. Locking or unlocking the vehicle using the power lock system can be accomplished by up to three different methods:

- **Power Lock System** - Operating a power lock system switch on either front door inside trim panel will lock or unlock the latches of all four doors and the liftgate.
- **Remote Keyless Entry System** - Depressing the **Lock** or **Unlock** button of the standard equipment Remote Keyless Entry (RKE) system transmitter (also known as the FOB with Integrated Key/FOBIK) can also be used to lock or unlock the latches of the doors and the liftgate. The specific locks operated and the number of FOBIK button presses required varies depending upon the Customer Programmable settings chosen by the vehicle operator.
- **Passive Entry System** - On vehicles equipped with the optional Passive Entry (PE) system, contacting the capacitive **Unlock** switch on the inside of either exterior front door Smart handle grip or depressing the tactile **Lock** button of either front door Smart handle while a valid FOBIK is identified in that same zone can be used to lock or unlock the door and liftgate latches. Also depressing the tactile **Lock/Unlock** button on the liftgate light bar/handle unit while a valid FOBIK is identified in that same zone can be used to lock or unlock the door and liftgate latches. The specific locks operated varies depending upon the Customer Programmable settings chosen by the vehicle operator.

Additional details of each of these subsystems and their components can be found in the subheadings and paragraphs that follow.

POWER LOCK SYSTEM

The power lock system includes the following major components, which are described in further detail elsewhere in this service information:

- **Body Control Module** - The Body Control Module (BCM) (also known as the Common Body Controller/CBC) is located beneath the instrument panel on the passenger side of the vehicle. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Body Control - Description) .
- **Door Modules** - The Driver Door Module (DDM) and Passenger Door Module (PDM) are located on their respective driver and passenger front door hardware module carriers and are concealed behind the front door inside trim panels. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Door - Description) .
- **Electronic Vehicle Information Center** - The Electronic Vehicle Information Center (EVIC) includes the EVIC switches and the U-Connect Touch™ screen module in the Integrated Center Stack (ICS) located in the center stack area of the instrument panel. (Refer to 08 - Electrical/8M - Message Systems/Message Center/CENTER, Electronic Vehicle Information - Description) .
- **Power Lock Motors** - A reversible electric power lock motor is integral to the latch of each front and rear door and the liftgate.
- **Power Lock Switches** - A power lock switch is integral to the switch module located on the forward end of the arm rest of each front door inside trim panel.

These components and their controls are combined to provide the following power lock system central locking and unlocking features:

- **Automatic Door Locking** - Automatic door locking (also known as rolling door locks) automatically locks any unlocked door when the vehicle speed exceeds about 25.7 kilometers per hour (15 miles per hour). This is a Customer Programmable feature except in vehicles manufactured for certain export markets. For vehicles manufactured for sale in markets where a signed authorization is required for enabling this feature, it can only be enabled and disabled by the dealer.
- **Automatic Door Unlocking** - Automatic door unlocking (also known as automatic unlock doors on exit) automatically unlocks the doors after they were automatically locked when the vehicle speed exceeded about 25.7 kilometers per hour (15 miles per hour), the vehicle speed has returned to zero, the transmission shift lever is in the **Neutral** or **Park** positions and the driver side front door is opened. This is a Customer Programmable feature except in vehicles manufactured for certain export markets. For vehicles manufactured for sale in markets where a signed authorization is required for enabling this feature, it can only be enabled and disabled by the dealer.
- **Customer Programmable Features** - The vehicle operator interfaces with the BCM, which is the power lock system controller, using the EVIC. EVIC switches allow the vehicle operator to set or change the power lock system Customer Programmable Features through the U-Connect Touch™ screen module EVIC display, except for some features in vehicles manufactured for certain export markets where these settings can only be changed by the dealer.
- **Door Lock Inhibit** - Prevents locking the doors using a power door lock switch or the **Lock** button of the Remote Keyless Entry (RKE) system transmitter (also known as the FOB with Integrated Key/FOBIK) if the key is in the ignition and the driver side front door is open.
- **Enhanced Accident Response System** - In the event of a vehicle impact that causes airbag deployment but leaves vehicle electrical power intact, the Enhanced Accident Response System (EARS) automatically turns OFF the supply of fuel to the engine, turns ON the interior courtesy lamps, turns ON the hazard warning flashers and unlocks the doors after the vehicle speed has returned to zero. This helps emergency responders in their efforts to render the appropriate assistance. The courtesy lamps and hazard flashers remain ON as long as the battery has power or until the key is removed from the ignition.
- **Illuminated Entry** - Automatic illumination of the interior courtesy lamps when the vehicle is unlocked using the power lock system.

Hard wired circuitry connects the power lock system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the power lock system components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

REMOTE KEYLESS ENTRY SYSTEM

The Remote Keyless Entry (RKE) system is standard factory-installed equipment on this vehicle. The RKE system includes the following major components, which are described in further detail elsewhere in this service information:

- **Electronic Vehicle Information Center** - The Electronic Vehicle Information Center (EVIC) includes the EVIC switches and the U-Connect Touch™ screen module in the Integrated Center Stack (ICS) located in the center stack area of the instrument panel. (Refer to 08 - Electrical/8M - Message Systems/Message Center/CENTER, Electronic Vehicle Information - Description) .
- **Radio Frequency Hub** - The Radio Frequency Hub (also known as the RF Hub) is the RKE system control module and RF receiver located on the upper liftgate opening header inner reinforcement. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Radio Frequency (RF Hub) - Description).
- **Remote Keyless Entry System Transmitter** - The RKE system transmitter (also known as the FOB with Integrated Key/FOBIK) is the battery powered, wireless and portable Radio Frequency (RF) user controller for all of the features of the RKE system.

These components and their controls are combined to provide the following RKE system features:

- **Customer Programmable Features** - The vehicle operator interfaces with the RF Hub, which is the RKE system controller, using the EVIC. EVIC switches allow the vehicle operator to set or change the RKE system Customer Programmable Features through the U-Connect Touch™ screen module EVIC display.
- **Flash Lights With Lock And Unlock?** - This is a Customer Programmable feature of the RKE system. The first option has the park lamps flash as an optical verification that the RKE system has received a valid **Lock** or **Unlock** request from the FOBIK. The second option disables the optical verification feature.
- **Panic Feature** - In certain markets the FOBIK may also be equipped with a red **Panic** button. Depressing the **Panic** button of the FOBIK while within transmitter range will sound the vehicle signal horn and flash the exterior lighting of the vehicle for about three minutes or until the **Panic** button is depressed a second time, whichever occurs first. Attaining a vehicle speed of about 25.7 kilometers per hour (15 miles per hour) will also cancel the panic event.
- **Programming Additional Transmitters** - Two RKE transmitters are shipped with the vehicle from the factory, but the RKE system can retain the vehicle access codes of up to a total of eight transmitters. The transmitter codes are retained in the RKE system controller memory, even if the battery is disconnected. If a FOBIK is ineffective, lost or an additional FOBIK is desired, new transmitter vehicle access codes can be programmed into the system using a diagnostic scan tool.
- **Remote Liftgate Unlocking** - Depressing the **Liftgate** button of the FOBIK once while within transmitter range will unlock the liftgate of the vehicle.
- **Remote Locking** - Depressing the **Lock** button of the FOBIK while within transmitter range will lock all of the vehicle doors and the liftgate.
- **Remote Engine Start** - On vehicles equipped with the optional Remote Starting System, depressing the **Remote Start** button of the FOBIK twice while within transmitter range will start the engine of the vehicle. Refer to 08 - Electrical/8F - Engine Systems/Starting - Description.
- **Remote Unlocking** - Depressing the **Unlock** button of the FOBIK while within transmitter range will unlock the vehicle and activate the Illuminated Entry System. The specific locks operated and the number of FOBIK button presses required varies depending upon the Customer Programmable settings chosen by the vehicle operator.
- **Remote Unlock Sequence** - This is a Customer Programmable feature of the RKE system. There are two options available. The first option allows only the driver side front door to unlock when the FOBIK **Unlock** button is depressed one time, and the remaining doors unlock when the button is depressed a second time within 5 seconds of the first press. The second option allows all doors and the liftgate to unlock upon a single press of the FOBIK **Unlock** button.
- **Sound Horn On Lock?** - This is a Customer Programmable feature of the RKE system. There are two options available. The first option has the signal horn of the vehicle sound a short chirp as an audible verification that the RKE system received a valid **Lock** request from the FOBIK. The second option disables the audible verification feature.
- **Vehicle Theft Security System Arming** - If the vehicle is equipped with the optional Vehicle Theft Security System (VTSS), depressing the **Lock** button of the FOBIK while within transmitter range will arm the VTSS in addition to activating the remote locking feature. (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Description) .
- **Vehicle Theft Security System Disarming** - If the vehicle is equipped with the optional Vehicle Theft Security System (VTSS), depressing the **Unlock** button of the FOBIK while within transmitter range will disarm the VTSS in addition to activating the remote unlocking feature. (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Description) .

Hard wired circuitry connects many of the RKE system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the RKE system components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

PASSIVE ENTRY SYSTEM

An optional Passive Entry (PE) system is available factory-installed equipment for this vehicle. The PE system allows this vehicles front doors to be unlocked without the use of a key, as long as an authorized FOB with Integrated Key (FOBIK) is in the possession of, or in close proximity to the individual and the aperture of the vehicle that is to be unlocked. All other features and Customer Programmable feature settings of the power lock system and the Remote Keyless Entry (RKE) system function the same as they would on vehicles without the PE system option.

The PE system includes the following major components, which are described in further detail elsewhere in this service information:

- **Door Handle Switches** - Each PE front door outside handle (also known as a Smart handle) is equipped with three switches and an Integrated Circuit (IC). A tactile **Lock** switch is located on the outer vertical surface of each front door handle grip, a capacitive **Unlock** switch membrane is located on the inner vertical surface of the handle grip, while a Hall effect switch and an IC are concealed within the handle grip.
- **Low Frequency Antennas** - The PE system includes four Low Frequency (LF) antennas, one mounted on the instrument panel support structure below the air conditioning and heater control, one on each rear door hardware module carrier concealed behind the inside trim panel and one at the rearward edge of the cargo area frame beneath the cargo load floor panel at the rear of the vehicle.
- **Radio Frequency Hub** - The Radio Frequency Hub (also known as the RF Hub) is the Passive Entry Keyless Go (PEKG) system control module and RF receiver.

Hard wired circuitry connects many of the PE system components to the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other, to the vehicle electrical system and to the PE system components through the use of a combination of soldered splices, splice block connectors, and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

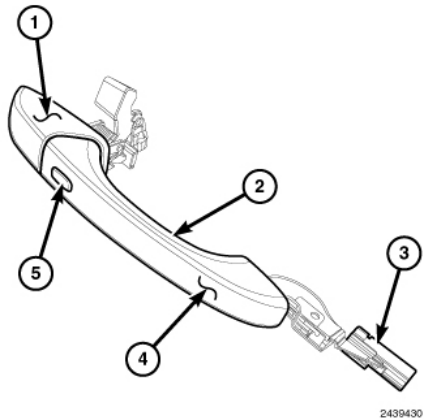
DESCRIPTION

Vehicles equipped with the optional Passive Entry (PE) system have unique outside front door handles that incorporate three switches and a logic circuit. These unique PE door handles are sometimes referred to as smart handles. The handle itself is very similar in appearance to those used in conventional non-PE applications, consisting primarily of a grip (4) and a base (1).

The PE door handles can be readily identified by a tactile, resistive membrane lock switch (5) located on the outward facing vertical surface at the rearward end of the handle grip, and by a capacitive sensor or switch membrane patch on the inside surface (2) of the grip. A third, Hall-effect type switch as well as an Integrated Circuit (IC) chip are concealed within the grip near the handle base.

The mechanical functions and mounting provisions of the PE handle are identical to those of a conventional outside door handle. However, an integral connector receptacle (3) is located at the forward end of the handle grip where it is concealed within the door interior. The PE handle is connected to the vehicle electrical system through a dedicated take out and connector of the PE door jumper wire harness.

The individual switches of the PE outside front door handles cannot be adjusted or repaired. If any one of the switches, the IC or any of the mechanical handle components is damaged or ineffective, the entire handle unit must be replaced. (Refer to 23 - Body/Door - Front/HANDLE - Removal) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The three switches of each Passive Entry (PE) outside front door handle are powered by and provide a direct input to the Integrated Circuit (IC) of that door handle. The IC of each PE outside front door handle receives power from the Radio Frequency Hub (also known as the RF Hub) on a signal circuit, and a clean ground from the RF Hub on a return circuit. The PE handle IC and the RF Hub communicate with each other by modulating the current in the signal circuit.

Each PE outside front door handle has three switches. The inputs from those three switches and the handle logic circuit allow each handle to send the RF Hub up to four different signals: Unlock Request, Hall, Lock Request and Error. The RF Hub determines the system response based upon the inputs it receives from each handle as well as the inputs it receives through the authentication process with each detected FOB with Integrated Key (FOBIK).

The tactile, mechanical, resistive membrane lock switch allows the user to actively lock the vehicle. The capacitive switch senses a hand approaching the handle grip to passively unlock the vehicle. The Hall-effect switch senses handle grip movement. An adaptation algorithm in the logic circuit of each handle can modify the sensitivity of the capacitive switches as well as system responses to the Hall-effect switch inputs to compensate for sensed repeated or continuous actuations such as might be caused by the switch membrane being wetted, but restores normal sensitivity about one minute after the repeated or continuous actuation input ceases.

The hard wired inputs and outputs of the PE outside front door handle may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient and accurate means to diagnose this component requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Power operated front door, rear door and liftgate locking mechanisms are standard equipment in this vehicle. The lock mechanisms of each door and liftgate latch are actuated by a reversible electric motor integral to each latch unit. A connector receptacle integral to each latch connects the power lock motor and the integral door or liftgate ajar micro switch to the vehicle electrical system through a dedicated take out and connector of the door or liftgate wire harness.

The power lock motors cannot be adjusted or repaired and, if ineffective or damaged, the entire door or liftgate latch unit must be replaced.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The power lock motors are controlled by outputs received from the Body Control Module (BCM) (also known as the Common Body Controller/CBC). The BCM acts upon programming as well as electronic **lock** or **unlock** command message inputs received over the Controller Area Network (CAN) data bus from the driver or passenger door modules indicating the power lock switch status, or from the Radio Frequency Hub (also known as the RF Hub) based upon inputs from the Remote Keyless Entry (RKE) transmitters or, on vehicles so equipped, from the Passive Entry (PE) system door handle switches.

A positive and negative battery connection to the two lock motor terminals will cause the motor to move in one direction, locking or unlocking the latch. Reversing the current will cause the motor to move in the opposite direction.

The power lock motors and the hard wired circuits between the motors and the BCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the power lock system or the electronic controls or communication between other modules and devices that provide some features of the power lock system. The most reliable, efficient, and accurate means to diagnose the power lock motors or the electronic controls and communication related to power lock motor operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

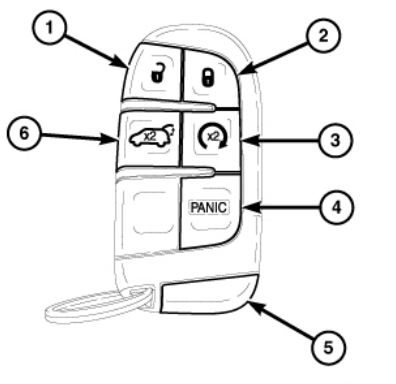
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles are shipped from the factory with two FOB with Integrated Key (FOBIK) Remote Keyless Entry (RKE) transmitters programmed to the vehicle as standard equipment. The FOBIK circuitry is contained and protected within a molded black plastic case with a black soft rubber touch pad on the face divided into six sections. The rearward end of the FOBIK case houses a mechanical, metal, coded emergency key (5) that is released by sliding a latch button on the back of the FOBIK case.

Depending upon vehicle equipment, each FOBIK has at least three and no more than five functional resistive membrane switches located beneath the six touch pad sections. Each functional touch pad section is clearly identified by white icons or white text and icons identifying the specific function obtained by pushing that button. Domestic market vehicles also include a touch pad section on the FOBIK with the red text **PANIC** applied to it. Not counting the **PANIC** touch pad (4), the available switches include:



- **Unlock (1)** - Standard equipment.
- **Lock (2)** - Standard equipment.
- **Remote Start (3)** - Only for vehicles equipped with the factory-installed remote start system.
- **Liftgate (6)** - Standard equipment.

The FOBIK RKE transmitter is the primary customer active interface for remotely operating the power lock system, the RKE system and the remote start system components and features. However, the FOBIK also has an important passive role in each of the following vehicle systems:

- **Keyless Go System**
- **Passive Entry System**
- **Sentry Key® Theft Deterrent System**
- **Vehicle Theft Security System (VTSS)**

Other than battery replacement, the FOBIK cannot be adjusted or repaired. Once a FOBIK has been programmed to a vehicle, it cannot be reprogrammed for use on any other vehicle. If damaged or ineffective, the FOBIK must be replaced with a new unit. A new and unused FOBIK unit must be properly programmed in order to function properly with the systems of the vehicle. The mechanical emergency key of the new FOBIK must also be cut to match the coding of the lock cylinders in the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Special Tools: Click to display a list of tools used in this procedure

The FOB with Integrated Key (FOBIK) incorporates many useful functions into a single, compact unit. The transducer on the internal circuit board of the FOBIK uses low frequency Radio Frequency (RF) communication to ensure vehicle security through an electronic validation or handshake process that is performed with the RF Hub each time the engine is started.

When any one of the Remote Keyless Entry (RKE), liftgate or remote start buttons of the FOBIK is depressed, the on-board transmitter of the FOBIK generates a high frequency RF request signal that is received and validated by the RF Hub. If the RF Hub determines the RF signal was generated by a FOBIK that is valid for the vehicle, the RF Hub relays electronic request messages to the appropriate electronic modules in the vehicle over the Controller Area Network (CAN) data bus to invoke the functions or features associated with the request.

The integrated mechanical emergency key of the FOBIK provides emergency access to the vehicle in case the battery in the vehicle or the transmitter becomes discharged. The emergency key can also be retained to keep any locked on-board vehicle storage compartments such as the glove box secured, for example: While the vehicle is being attended to by a parking valet.

Each vehicle owner is provided with a four-digit Personal Identification Number (PIN) by the dealer at the time of vehicle purchase. This number is required along with a diagnostic scan tool for the dealer to program an additional or replacement FOBIK into the electronics of the vehicle. The emergency key included with a new additional or replacement blank FOBIK must also be cut to match the coding of the lock cylinders in the vehicle.

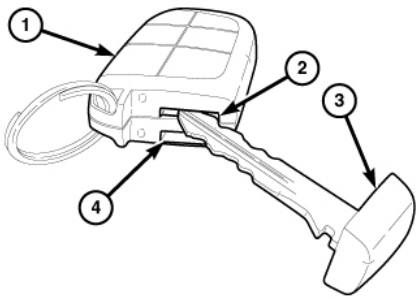
Diagnosis of a FOBIK transmitter requires the use of a Radio Frequency Detector such as special tool # 9001 . Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

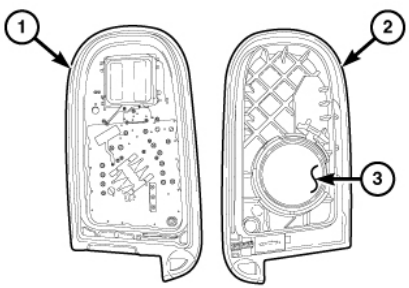
BATTERY REPLACEMENT

CAUTION: **Do not touch or disturb the metal contacts for the battery. Avoid touching the new battery. Battery contamination from oils on your skin may result in shortened battery life. If the battery or contacts are contaminated, clean them thoroughly with rubbing alcohol.**



3068797

1. Unlatch and remove the emergency key (3) from the storage slot (4) of the FOB with Integrated Key (FOBIK) case (1).
2. With the front of the FOBIK case facing upward, insert the tip of the emergency key into the notch (2) between the case halves and twist the key to unsnap and separate the front case half from the back case half.
3. Lift the battery (3) out of the receptacle in the back half of the FOBIK case (2).
4. Replace the battery with a recommended replacement battery. (Refer to 08 - Electrical/8N - Power Systems/Power Locks/TRANSMITTER, Integrated Key FOB - Specifications) .
5. Install the new battery into the receptacle in the back half of the FOBIK case with the negative terminal facing upward.
6. Align the front half of the FOBIK case (1) with the back half.
7. Using hand pressure, squeeze the two FOBIK case halves around their perimeters until they snap back together.
8. Reinsert the emergency key into the storage slot of the FOBIK case.
9. Test the FOBIK operation.



3068870

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FOBIK PROGRAMMING

FOB with Integrated Key (FOBIK) programming may require the use of the Personal Identification Number PIN) for the vehicle, a diagnostic scan tool and the appropriate diagnostic information. Also be certain that the FOBIK and any replaced electronic modules are programmed in the proper sequence. (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

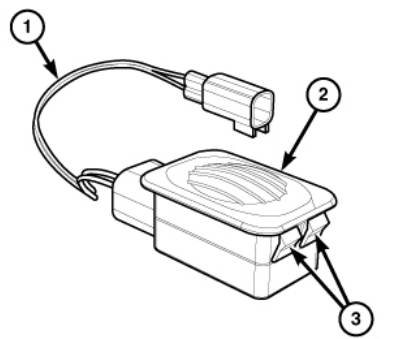
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with the Passive Entry (PE) system have a unique liftgate handle and light bar unit that incorporates a PE liftgate lock and unlock switch and push button (2). This tactile switch is secured to the underside of the left side of the handle and light bar unit by two latch features (3) integral to the switch housing. The switch button extends through a clearance hole in the handle housing so that it can be accessed on the outer surface of the handle to the left side of center.

A short two-wire pigtail and connector (1) connects the switch to the vehicle electrical system through a dedicated take out and connector of the liftgate wire harness.

The PE liftgate lock and unlock switch cannot be adjusted or repaired. If the switch is damaged or ineffective, the entire switch unit must be replaced.



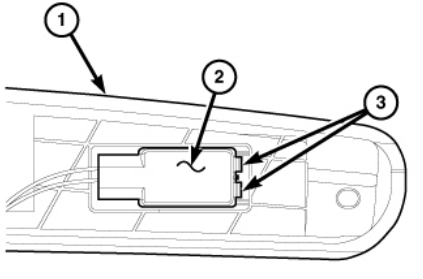
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. With the liftgate lock and unlock switch latch tabs (3) oriented toward the outboard side of the mounting hole, insert switch pigtail wire and connector through the mounting hole from the outside of the handle and light bar unit (1).
2. Engage the fixed locator tabs on the pigtail wire end of the switch (2) above the inboard side of the mounting hole in the handle and light bar unit.
3. While holding the pigtail wire end of the switch firmly against the inboard side of the mounting hole, push the latch tab end of the switch through the mounting hole far enough for the two latch tabs to snap into place above the outboard side of the mounting hole in the handle and light bar unit.



3126517

4. Reinstall the handle and light bar unit onto the liftgate outer panel. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/HANDLE, Exterior - Installation) .
5. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Passive Entry (PE) liftgate lock and unlock switch is a normally open switch that is hard wired to the Radio Frequency Hub (RF Hub) through a signal circuit and a return circuit. The RF Hub continually monitors the condition of the PE liftgate lock and unlock switch and circuits, and will store a Diagnostic Trouble Code (DTC) for any fault that is detected in these circuits.

When the switch button is depressed, it provides a signal to the RF Hub. The RF Hub determines the system response based upon the inputs it receives through the authentication process with each detected FOB with Integrated Key (FOBIK). If the authentication process is successful, the RF Hub sends an electronic **lock request** or **unlock request** message to the Body Control Module (BCM) (also known as the Common Body Controller/CBC) over the Controller Area Network (CAN) data bus, and the BCM energizes the liftgate latch lock motor accordingly.

The hard wired circuits between the PE liftgate lock and unlock switch and the RF Hub may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the switch or the electronic controls and communication between other modules and devices that provide some features of the PE system. The most reliable, efficient, and accurate means to diagnose the PE system or the electronic controls and communication related to liftgate lock and unlock switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

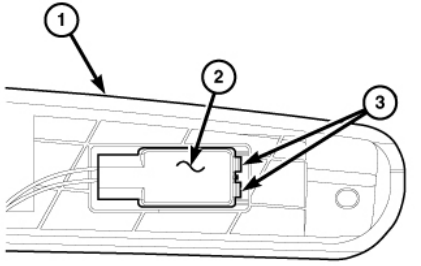
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the handle and light bar unit (1) from the liftgate outer panel. (Refer to 23 - Body/Decklid /Hatch/Liftgate/Tailgate/HANDLE, Exterior - Removal) .
3. Working from the inside of the handle and light bar unit, depress the two latch features (3) of the liftgate lock and unlock switch (2).
4. While holding the latch features depressed, push the switch out through the outside of the switch mounting hole in the handle and light bar unit.



3126517

2014 Dodge JC - DODGE JOURNEY

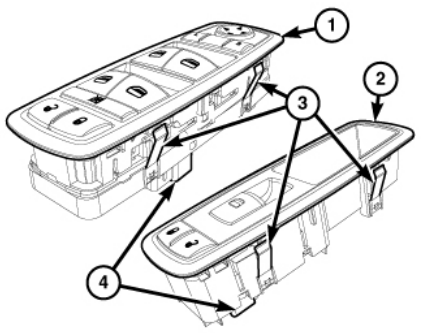
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A front door power switch module and bezel unit is located near the forward end of the arm rest of each front door trim panel. Two different modules are used: a driver side module (1), and a passenger side module (2). Each switch button in both modules is identified with either an International Control and Display Symbol icon or text that clearly identifies the switch function, and each switch button has a Light Emitting Diode (LED) unit soldered to the switch circuit board that provides back lighting of the icon or text for night visibility.

Each switch module housing is secured within the trim panel armrest by four spring clip retainers (3), two on each side of the switch module housing. The passenger side switch module includes a small cubby bin. A connector receptacle (4) integral to each switch module housing connects the switches to the vehicle electrical system through dedicated take outs and connectors of the door wire harnesses.

The front door power switch modules include the following switches:



2824067

- **Power Lock Switch** - A momentary switch button to control the **Lock** function of the power lock system.
- **Power Unlock Switch** - A momentary switch button to control the **Unlock** function of the power lock system.
- **Power Mirror Selector Switch (Driver Side Switch Only)** - Three mirror selector switch buttons choose the power mirror to be adjusted, **R** (right), **L** (left) or a power fold position (both mirrors).
- **Power Mirror Direction Control Switch (Driver Side Switch Only)** - After a power mirror is selected, pressing down on one of the arrows on the momentary mirror direction switch will move the selected mirror in that direction for as long as it is held down until the limit of the mirror travel is reached.
- **Power Window Lockout Switch (Driver Side Switch Only)** - A latching push-button power window lockout switch allows the vehicle operator to lock out the power window switches on each front and rear passenger door so that those windows may be operated only from the driver side front door master switches. When the lockout switch is engaged, the LED back lighting for each front and rear passenger door power window switch is extinguished.
- **Power Window Switches** - A single two-way, momentary power window switch with a push-to-open and a lift-to-close tab is provide for each passenger door window while the driver side switch module contains four of these power window switches, one switch dedicated to each door window. The switch tab for the driver side front door power window has a second detent in the down direction which is used to activate the **Auto-Down** (also known as express down or one-touch down) feature. A second detent in the up direction on both front door power window switches activates the **Express-Up** feature.

The front door power switch modules cannot be adjusted or repaired. If damaged or ineffective, the entire driver side or passenger side front door switch module must be replaced as a unit.

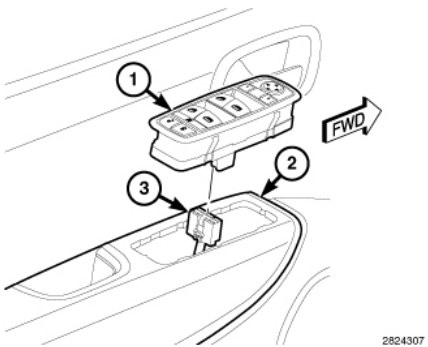
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the front door switch module (1) close enough to the mounting hole in the arm rest (2) of the front door trim panel to access and reconnect the front door wire harness connector (3) to the switch connector receptacle.
2. Align the switch module to the arm rest mounting hole.
3. Using hand pressure, press the switch module firmly and evenly into the mounting hole until the four spring steel retainers of the switch are fully engaged and the switch bezel is fully seated against the arm rest.
4. Reconnect the battery negative cable.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The driver side front door power switch module combines a power lock switch, a power window switch for each of the four door windows including auto-down (also known as one-touch down or express down) and express up features for both front door windows, a power window lockout switch, a power mirror selector switch, and a power mirror adjustment switch in a single unit. The passenger side power door switch module combines a power lock switch and a passenger side front door power window switch with the auto-down and express up features.

The driver side front door power switch module provides resistor multiplexed outputs to the driver door module indicating the power lock switch selection, hard wired analog outputs indicating the power mirror selector switch and adjustment switch selections, and electronic message outputs over a Local Interface Network (LIN) data bus connection indicating the power window switch selections. The passenger side front door power switch module provides resistor multiplexed outputs to the passenger door module indicating both the power lock and power window switch selections.

The hard wired circuits between the driver side front door power switch module and the driver side door module or the rear door power window switches may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between the switch module and the door module or in the diagnosis of the electronic controls and communication between other modules and the door module that provide some features of the power lock, power mirror or power window systems. The most reliable, efficient, and accurate means to diagnose the driver side power switch module or the electronic controls and communication related to power lock, power mirror or power window system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

The hard wired circuits between the passenger side front door power switch module and the passenger side door module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the electronic controls and communication between other modules and the door module that provide some features of the power lock or power window systems. The most reliable, efficient, and accurate means to diagnose the power switch module or the electronic controls and communication related to power lock or power window system operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

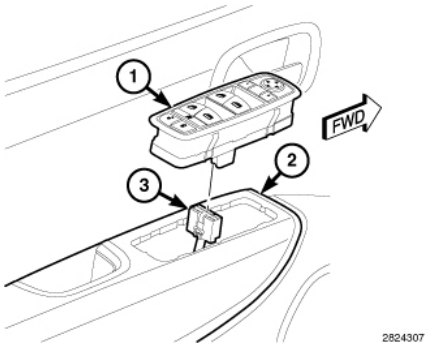
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick or another suitable wide flat-bladed tool, pry the bezel of the front door switch module (1) up and away from the front door trim panel arm rest (2) far enough to disengage the four spring steel retainers of the switch from the arm rest opening.
3. Pull the switch module away from the mounting hole of the arm rest far enough to access and disconnect the door wire harness connector (3) from the switch connector receptacle.
4. Remove the switch module from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

POWER LOCK SYSTEM

The power lock system uses non-switched battery current received through a fused B(+) fuse in the Body Control Module (BCM) (also known as the Common Body Controller/CBC) so that the system remains operational regardless of the ignition switch position. The BCM is the primary power lock system controller. The power lock switches are hard wired to their respective Driver Door Module (DDM) or Passenger Door Module (PDM). The BCM, the DDM and the PDM all communicate with each other and with other electronic modules in the vehicle over the Controller Area Network (CAN) data bus.

When a door module receives an input from a power lock switch, it sends the appropriate electronic **Lock Request** or **Unlock Request** message to the BCM over the CAN data bus. The BCM responds to these request messages by providing the appropriate outputs to each of the power lock motors to lock or unlock each of the door and liftgate latches. The BCM also stores the power lock system Customer Programmable feature settings received over the CAN data bus from the Electronic Vehicle Information Center (EVIC). The BCM uses these settings and internal programming along with hard wired and electronic message inputs to determine the proper outputs needed to produce each of the appropriate power lock system features.

The power lock system circuits are continually monitored and controlled by the microprocessor and software contained within the BCM, the DDM and the PDM. When one of these modules monitors a problem in any of the power lock system circuits or components, it stores a fault code or Diagnostic Trouble Code (DTC) in its memory circuit. The hard wired circuits between components related to the power lock system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the power lock system or the electronic controls or communication between other modules and devices that provide features of the power lock system. The most reliable, efficient, and accurate means to diagnose the power lock system or the electronic controls and communication related to power lock system operation, as well as the retrieval or erasure of a DTC requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

REMOTE KEYLESS ENTRY SYSTEM

The Remote Keyless Entry (RKE) system uses non-switched battery current received through a fused B(+) fuse in the Body Control Module (BCM) (also known as the Common Body Controller/CBC) so that the system remains operational regardless of the ignition switch position. The Radio Frequency Hub (also known as the RF Hub) is the primary RKE system controller as well as the Radio Frequency (RF) RKE receiver. The RF Hub validates the vehicle access code of each RKE transmitter (also known as FOB with Integrated Key/FOBIK) from which it receives RF signal inputs. It ignores requests from any transmitter for which it has no stored vehicle access code.

The RF Hub communicates and shares resources with the BCM and many other electronic modules in the vehicle over the CAN data bus. The RF Hub also stores the RKE system Customer Programmable feature settings received over the CAN data bus from the Electronic Vehicle Information Center (EVIC). When the RF Hub receives an input from a valid transmitter source, it uses these settings and internal programming to send the appropriate electronic request messages to the BCM and other electronic modules over the CAN data bus to invoke the proper RKE system features and responses.

The RKE system circuits and transmitter inputs are continually monitored by the microprocessor and software contained within the RF Hub. When the RF Hub monitors a problem in any of the RKE system circuits or transmitters, it stores a Diagnostic Trouble Code (DTC) in its memory circuit. The hard wired circuits between components related to the RKE system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the RKE system or the electronic controls or communication between other modules and devices that provide features of the RKE system. The most reliable, efficient, and accurate means to diagnose the RKE system or the electronic controls and communication related to RKE system operation, as well as the retrieval or erasure of a DTC requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

PASSIVE ENTRY SYSTEM

In the Passive Entry (PE) system the doors and the liftgate are unlocked passively; however, they must still be locked actively after exiting the vehicle using the tactile **Lock** button on either front door handle or the liftgate handle and light bar unit. When the system senses a hand approaching the capacitive switch in the door handle grip or detects a button press of the liftgate **Lock** and **Unlock** switch, it sends out challenge messages through the Low Frequency (LF) antennas to authenticate the presence and location of a valid FOB with Integrated Key (FOBIK).

The FOBIK responds by sending a Very High Frequency (VHF) message back to the receiver within the Radio Frequency Hub (also known as the RF Hub). If the RF Hub determines the FOBIK is valid and that it is located outside the vehicle in the same zone or vicinity as the door handle or liftgate switch being activated, it sends an electronic**Unlock Request** message over the Controller Area Network (CAN) data bus to the Body Control Module (BCM) (also known as the Common Body Controller/CBC) to automatically unlock and allow entry to that door.

The PE system circuits and FOBIK inputs are continually monitored by the microprocessor and software contained within the RF Hub. When the RF Hub monitors a problem in any of the PE system circuits or FOBIK inputs, it stores a Diagnostic Trouble Code (DTC) in its memory circuit. The hard wired circuits between components related to the PE system may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the PE system or the electronic controls or communication between other modules and devices that provide features of the PE system. The most reliable, efficient, and accurate means to diagnose the PE system or the electronic controls and communication related to PE system operation, as well as the retrieval or erasure of a DTC requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

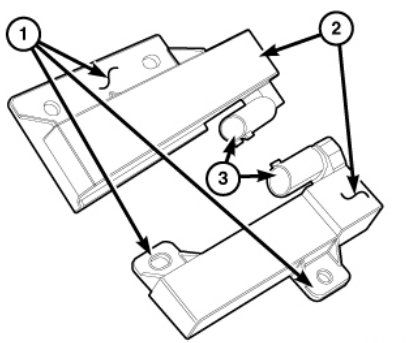
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with the optional Passive Entry (PE) and Keyless Go (KG) systems have several Low Frequency (LF), ferrite antenna units (2) located within the vehicle. Each ferrite PE antenna unit is contained within a molded black plastic housing with an integral connector receptacle (3) molded into one end. The connector receptacle contains terminal pins that connect the antenna to the vehicle electrical system through a twisted pair of conductors and a connector that are part of the adjacent body or instrument panel wire harness.

Each antenna housing also includes an integral mounting flange or flanges (1) which can be used to mount the unit with screws. This vehicle platform uses five PE antenna units. One is secured to the outside of the liftgate opening lower cross member concealed by the rear fascia, one is secured to each rear door inner panel concealed by the inside door trim panels, one is secured to the rear floor panel cross member just forward of the cargo or third row seating area and one is located on the underside of the shifter bracket beneath the center floor console.

The antennas are each connected to the Radio Frequency Hub (also known as the RF Hub) on dedicated and sequentially numbered circuits. The left rear door antenna is connected through the antenna 1 circuits, the right rear door antenna is connected through the antenna 2 circuits, the cargo or third row seating area antenna is connected through the antenna 3 circuits, the center floor console area antenna is connected through the antenna 4 circuits and the liftgate opening antenna is connected through the antenna 5 circuits.



JC LOW FREQUENCY ANTENNA AND CIRCUIT NUMBERING	
Location	Antenna And Circuit Number
Left Rear Door	1
Right Rear Door	2
Cargo or Third Row Seating Area	3
Center Floor Console Area	4
Liftgate Opening	5

An LF antenna unit cannot be adjusted or repaired. If ineffective or damaged, it must be replaced with a new unit. For applications where it is used, the antenna unit adapter or retainer may be serviced only as a unit with the LF antenna.

2014 Dodge JC - DODGE JOURNEY

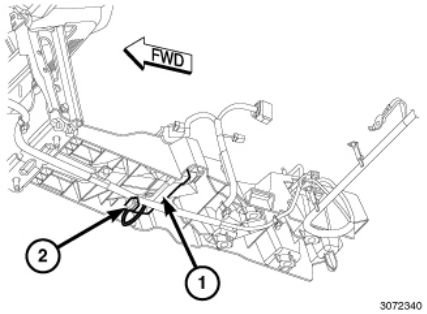
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

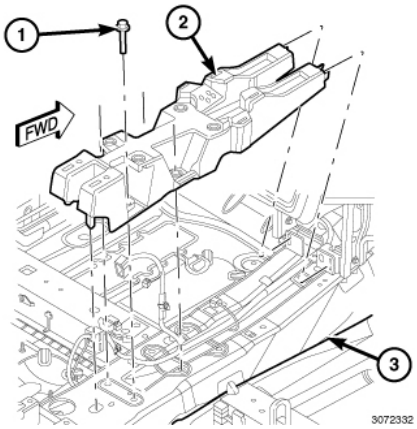
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Position the Low Frequency (LF) antenna (1) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.
3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (2) to the connector receptacle for the LF antenna.



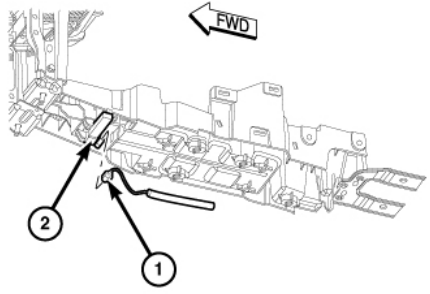
4. Engage the alignment pin and the two snap clips at the front of the shift bracket (2) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (3).
5. Install and tighten the four screws (1) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).
6. Reinstall the automatic transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
7. Reconnect the battery negative cable.



MANUAL TRANSMISSION

1. Position the Low Frequency (LF) antenna (2) to the underside of the console floor shift bracket.
2. Install and tighten the two screws that secure the LF antenna to the underside of the shift bracket. Tighten the screws securely.

3. Position the shift bracket close enough to the floor panel transmission tunnel to access and reconnect the wire harness connector (1) to the connector receptacle for the LF antenna.

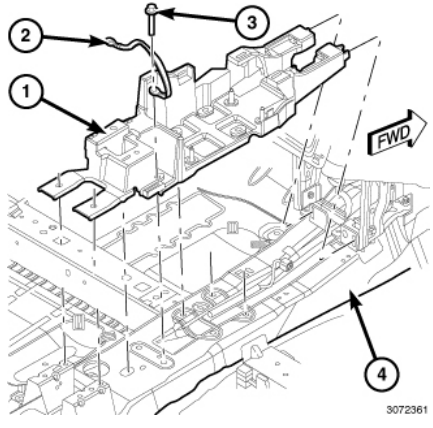


4. Engage the alignment pin and the two snap clips at the front of the shift bracket (1) into the holes in the instrument panel center support bracket, then lower the rear of the shift bracket far enough to engage the alignment pin into the hole in the floor panel transmission tunnel (4).

5. Position the ground strap (2) to the shift bracket mounting hole.

6. Install and tighten the four screws (3) that secure the shift bracket to the tunnel. Tighten the screws to 8 N·m (71 in. lbs.).

7. Reinstall the manual transmission floor shift assembly onto the shift bracket. Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.



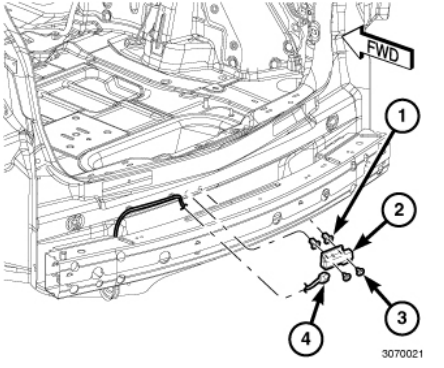
8. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the lower liftgate opening cross member.
2. Position the Low Frequency (LF) antenna (2) onto the lower liftgate opening cross member.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the cross member. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.
5. Reinstall the rear fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .
6. Reconnect the battery negative cable.

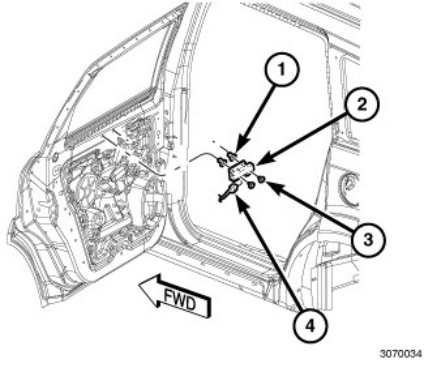
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the rear door.
2. Position the Low Frequency (LF) antenna (2) to the rear door.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the rear door. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.



5. Reinstall the trim panel onto the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Installation) .
6. Reconnect the battery negative cable.

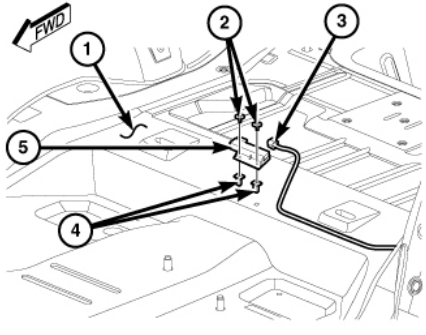
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR FLOOR PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (4) are in good condition and properly installed in the rear floor panel (1).
2. Raise the rear edge of the rear floor carpet far enough to position the Low Frequency (LF) antenna (5) onto the rear floor panel.
3. Install and tighten the two screws (2) that secure the LF antenna to the two plastic nuts in the rear floor panel.
4. Reconnect the wire harness connector (3) to the connector receptacle for the LF antenna.
5. Reinstall the second row seat cushion onto the rear floor panel. (Refer to 23 - Body/Seats/SEAT - Installation) .
6. Reconnect the battery negative cable.



3069914

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Passive Entry (PE) antenna units allow the transmitter within the Radio Frequency Hub (also known as the RF Hub) to communicate via Low Frequency (LF) radio transmission with a FOB with Integrated Key (FOBIK) that is located inside the vehicle or, at most, about 2 meters (6.5 feet) horizontally in all directions around the outside of the vehicle. The RF Hub uses communication through the antenna units to wake up and challenge a FOBIK that is within range in order to authenticate whether that FOBIK is valid (programmed) to the vehicle. The RF Hub communication with the FOBIK is on 20 kilohertz using Frequency-Shift Keying (FSK) modulation.

Each antenna unit has two dedicated connections to the RF Hub. One connection is the LF antenna output circuit, while the other connection Is the LF antenna return circuit. These circuits to each antenna unit are a twisted pair to help reduce the potential for induced electrical interference. The RF Hub microprocessor continuously monitors all of the antenna units and will store a Diagnostic Trouble Code (DTC) for any fault that it detects.

The hard wired inputs and outputs of the antenna units may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, the most reliable, efficient, and accurate means to diagnose the antenna units requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

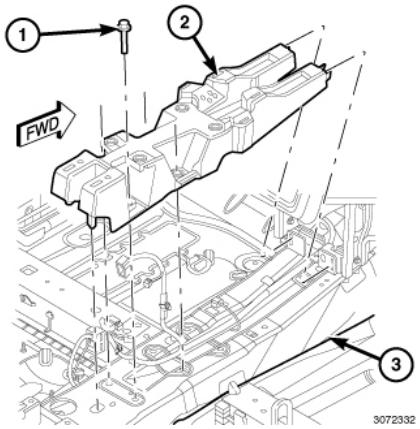
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CENTER FLOOR CONSOLE

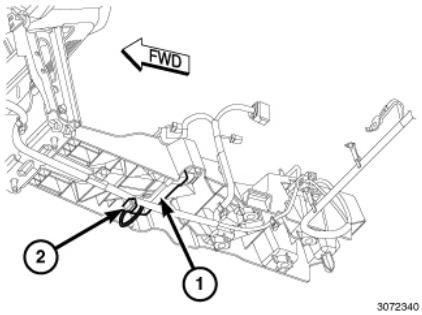
Labor Operations: Click to display a list of Labor Operations associated with this procedure

AUTOMATIC TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the automatic transmission floor shift assembly from the console floor shift bracket (2). Refer to 21 - Transaxle for the procedures covering the transaxle model and shifter type found in the vehicle.
3. Remove the four screws (1) that secure the console floor shift bracket to the floor panel transmission tunnel (3).
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



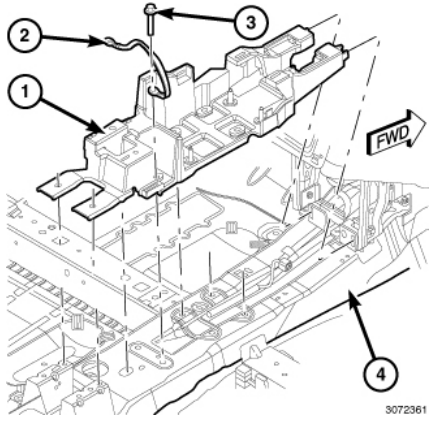
5. Turn the shift bracket over to access and disconnect the wire harness connector (2) from the connector receptacle for the Low Frequency (LF) antenna (1).
6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.
7. Remove the LF antenna from the shift bracket.



MANUAL TRANSMISSION

1. Disconnect and isolate the battery negative cable.
2. Remove the manual transmission floor shift assembly from the console floor shift bracket (1). Refer to 21 - Transaxle for the procedures covering the manual transaxle model and shifter type found in the vehicle.
3. Remove the four screws (3) that secure the console floor shift bracket and the ground strap (2) to the floor panel transmission tunnel (4).

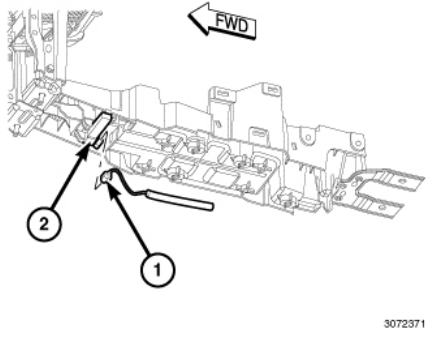
4. Raise the rear of the shift bracket far enough to disengage the alignment pin from the hole in the tunnel, then pull the shift bracket rearward far enough to disengage the two snap clips and the alignment pin from the instrument panel center support bracket.



5. Turn the shift bracket over to access and disconnect the wire harness connector (1) from the connector receptacle for the Low Frequency (LF) antenna (2).

6. Remove the two screws that secure the LF antenna to the underside of the shift bracket.

7. Remove the LF antenna from the shift bracket.

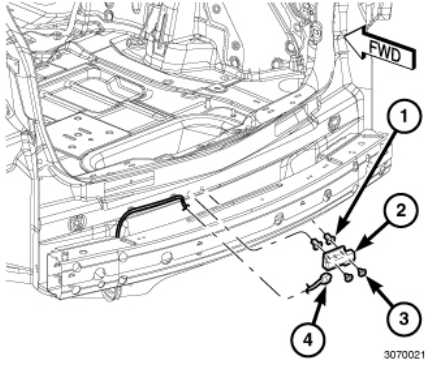


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Disconnect and isolate the battery negative cable.
2. Remove the rear fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2) on the lower liftgate opening cross member.
4. Remove the two screws (3) that secure the LF antenna to the two plastic nuts (1) in the cross member.
5. Remove the LF antenna from the vehicle.

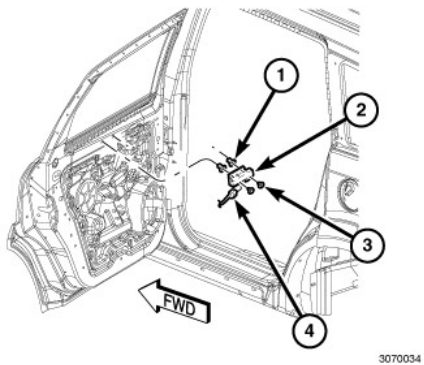
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR DOOR

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the trim panel from the inside of the rear door. (Refer to 23 - Body/Doors - Rear/PANEL, Rear Door Trim - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2).
4. Remove the two screws (3) that secure the to the LF antenna to the two plastic nuts (1) in the rear door.
5. Remove the LF antenna from the rear door.



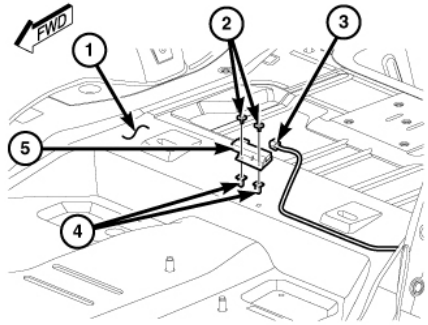
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REAR FLOOR PANEL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the second row seat cushion from the rear floor panel. (Refer to 23 - Body/Seats/SEAT - Removal) .
3. Raise the rear edge of the rear floor carpet far enough to access and disconnect the wire harness connector (3) from the connector receptacle for the Low Frequency (LF) antenna (5) on the rear floor panel (1).
4. Remove the two screws (2) that secure the LF antenna to the two plastic nuts (4) in the rear floor panel.
5. Remove the LF antenna from the vehicle.



3069914

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SENTRY KEY IMMOBILIZER SYSTEM

The Sentry Key Immobilizer System (SKIS) is factory-installed standard equipment on this model. The SKIS provides passive vehicle protection, immobilizing the vehicle by preventing the engine from operating unless a valid electronically encoded key or FOB with Integrated Key (FOBIK) is detected. In vehicles not equipped with the Passive Entry Keyless Go (PEKG) system, a valid encoded key or FOBIK must be present within the Keyless Ignition Node (KIN) (also known as the IGnition Node Module/IGNM) for the engine to continue to operate. In vehicles equipped with the PEKG system, the FOBIK must only be present somewhere within the passenger compartment of the vehicle for the engine to continue to operate.

The SKIS used in combination with the export premium version of the Vehicle Theft Alarm (VTA) adds a steering shaft lock feature that provides passive protection by preventing the vehicle from being steered unless a valid encoded key or FOBIK is present within the KIN (without PEKG), or a valid FOBIK is present somewhere within the passenger compartment of the vehicle (with PEKG). The export premium version of the VTA is only available in vehicles manufactured for sale in certain markets where it is required equipment.

The SKIS includes the following major components, which are described in further detail elsewhere in this service information:

- **Keyless Ignition Node** - The Keyless Ignition Node (KIN) (also known as the IGnition Node Module/IGNM) is located in the instrument panel just inboard of the steering column. (Refer to 08 - Electrical/8E - Electronic Control Modules/RECEIVER, Keyless Ignition Node/Description) .
- **Low Frequency Antenna** - Vehicles equipped with the optional Passive Entry Keyless Go (PEKG) system have several low frequency antenna units strategically placed within the vehicle.
- **Powertrain Control Module** - The Powertrain Control Module (PCM) (also known as the Engine Control Module/ECM) is located in the engine compartment. The PCM provides the SKIS engine control logic. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Powertrain Control - Description) .
- **Radio Frequency Hub Module** - The Radio Frequency Hub Module (RFHM) (also known as the RF Hub) is located above the headliner at the liftgate opening. The RFHM is hard wired to the Keyless Ignition Node (KIN). The RFHM performs the functions previously performed by a Wireless Control Module (WCM) (also known as the Sentry Key REmote Entry Module/SKREEM or the Sentry Key Immobilizer Module/SKIM), a Wireless Ignition Node (WIN) and a Passive Entry Module (PEM). (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Radio Frequency (RF Hub) /Description).
- **Security Indicator** - A security indicator is integral to the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC). (Refer to 08 - Electrical/8J - Instrument Cluster/Description) .
- **Sentry Key Transponder** - A Sentry Key transponder microchip is located within each key or FOB with Integrated Key (FOBIK), which also includes an integral Remote Keyless Entry (RKE) transmitter and an integral mechanical valet key. (Refer to 08 - Electrical/8Q - Vehicle Theft Security/KEY, Transponder - Description) .
- **Shaft Lock Module** - A shaft lock module (also known as the Electronic Steering Column Lock/ESCL module) is located on the lower end of the steering column below the instrument panel in the passenger compartment of vehicles built for sale in certain export markets and equipped with the export premium version of the VTA where it is required equipment.

The PCM and the RFHM each contain a microcontroller and programming that allow them to communicate with each other and other electronic modules in the vehicle using the Controller Area Network (CAN) data bus. In addition, the KIN, the RFHM and the shaft lock module communicate with each other using a Local Interface Network data bus. (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION - Description) .

Hard wired circuitry connects the various SKIS system components to each other through the electrical system of the vehicle. These hard wired circuits are integral to several wire harnesses, which are routed throughout the vehicle and retained by many different methods. These circuits may be connected to each other and to the vehicle electrical system through the use of a combination of soldered splices, splice block connectors and many different types of wire harness terminal connectors and insulators. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention as well as pin out and location views for the various wire harness connectors, splices and grounds.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SENTRY KEY IMMOBILIZER SYSTEM

The Sentry Key Immobilizer System (SKIS) is designed to provide passive protection against unauthorized vehicle use by disabling the engine whenever any method other than a valid FOBIK is used to start the vehicle. The SKIS is considered a passive protection system, because it is always active when the ignition system is energized and it does not require any customer intervention. The SKIS uses Low Frequency (LF) communication to obtain confirmation that the FOBIK in the interior of the vehicle is valid for operating the vehicle. The microprocessor-based SKIS hardware and software also uses electronic messages to communicate with other electronic modules in the vehicle over the Controller Area Network (CAN) data bus. (Refer to 08 - Electrical/8E - Electronic Control Modules/COMMUNICATION - Operation) .

Two pre-programmed FOBIK transponders are provided with the vehicle from the factory. Each RF-Hub will recognize a maximum of eight FOBIK transponders. If the customer would like additional FOBIKs, other than those provided with the vehicle, they may be purchased from any authorized dealer. These additional FOBIKs must be programmed to the RF-Hub in the vehicle in order for the system to recognize them as valid. This can be done by the dealer using a diagnostic scan tool. All FOBIKs used on that particular vehicle must be in the vehicle when programming takes place. (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Standard Procedure) .

The RF Hub performs a self-test of the SKIS each time the ignition is pressed to the ON position, and will store fault information in the form of a Diagnostic Trouble Code (DTC) if a system malfunction is detected. The WIN will also send an electronic message to the instrument cluster if a fault is detected, and the instrument cluster illuminates the security indicator.

The hard wired circuits between components related to the SKIS may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, procedures for proper wire and connector repair, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the SKIS or the electronic controls and communication between other modules and devices that provide some features of the SKIS. The most reliable, efficient and accurate means to diagnose the SKIS or the electronic controls and communication related to SKIS operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information for any Diagnostic Trouble Code (DTC) procedures.

For any Body Control Module DTC: (Refer to 28 - DTC-Based Diagnostics/MODULE, Body Control (BCM) - Diagnosis and Testing).

For any Radio Frequency Hub DTC: (Refer to 28 - DTC-Based Diagnostics/MODULE, Radio Frequency (RF Hub) - Diagnosis and Testing).

For any Powertrain Control Module DTC: (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Diagnosis and Testing).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The functions and features of the Sentry Key Immobilizer Module (SKIM) (also previously known as the Sentry Key REmote Entry Module/SKREEM, the Wireless Control Module/WCM or the Wireless Ignition Node/WIN) are all integral to the Radio Frequency Hub Module (RFHM) (also known as the RF Hub) and the Keyless Ignition Node (KIN) (also known as the IGnition Node Module/IGNM) in this vehicle.

The RFHM is the primary component of the Sentry Key Immobilizer System (SKIS). It is also the receiver for the Remote Keyless Entry (RKE) system and the Tire Pressure Monitor (TPM) system. The RFHM is located on the upper liftgate opening reinforcement near the back of the vehicle, where it is concealed above the headliner trim. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Radio Frequency (RF Hub) /Description).

The KIN includes the integral ignition switch push button. The KIN is located in the instrument panel, just to the right of the steering column. The remainder of the KIN including its mounting provisions and electrical connections are concealed within the instrument panel. (Refer to 08 - Electrical/8E - Electronic Control Modules/RECEIVER, Keyless Ignition Node/Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The functions and features of the Sentry Key Immobilizer Module (SKIM) (also previously known as the Sentry Key REmote Entry Module/SKREEM, the Wireless Control Module/WCM or the Wireless Ignition Node/WIN) are all integral to the Radio Frequency Hub Module (RFHM) (also known as the RF Hub) and the Keyless Ignition Node (KIN) (also known as the IGnition Node Module/IGNM) in this vehicle. The RFHM contains a Radio Frequency (RF) transceiver and a microcontroller. The RFHM transmits Low Frequency (LF) signals to, and receives LF signals from the Sentry Key transponder integral to the FOB with Integrated Key (FOBIK) through a tuned antenna internal to the RFHM housing. The KIN allows the vehicle operator to select and monitor the status of the ignition switch and also transmits the selected ignition switch status to the RFHM.

The RFHM also serves as the Remote Keyless Entry (RKE) RF receiver and, if the vehicle is so equipped, the receiver for the Tire Pressure Monitoring (TPM) system. (Refer to 08 - Electrical/8N - Power Systems/Power Locks - Description) or (Refer to 22 - Tires and Wheels/Tire Pressure Monitoring - Description) . The RFHM communicates over the Controller Area Network (CAN) data bus with the Body Control Module (BCM) (also known as the Common Body Controller/CBC), the Instrument Cluster (IC) (also known as the Common Instrument Cluster/CIC), the Powertrain Control Module (PCM) (also known as the Engine Control Module/ECM) or the diagnostic scan tool. It also communicates over a dedicated Local Interface Network (LIN) data bus circuit with the KIN.

The RFHM and the PCM both use software that includes a rolling code algorithm strategy, which helps to reduce the possibility of unauthorized Sentry Key Immobilizer System (SKIS) disarming. The rolling code algorithm ensures security by preventing an override of the SKIS through the unauthorized substitution of the RFHM or the PCM. However, the use of this strategy also means that replacement of either the RFHM or the PCM units will require a system initialization procedure to restore system operation.

The RFHM retains in memory the ID numbers of any Sentry Key FOBIK transponder that is programmed into it. A maximum of eight Sentry Key FOBIK transponders can be programmed into the RFHM. For added system security, each RFHM is programmed with a unique Secret Key code. This code is stored in memory, sent over the CAN data bus to the PCM, and is encoded to the transponder of every Sentry Key FOBIK that is programmed into the RFHM. Therefore, the Secret Key code is a common element that is found in every component of the SKIS.

Another security code called a PIN is used to gain access to the RFHM Secured Access Mode. The Secured Access Mode is required during service to perform the SKIS initialization and Sentry Key FOBIK transponder programming procedures. The RFHM also stores the Vehicle Identification Number (VIN) in its memory, which it learns through a CAN data bus message from the PCM during SKIS initialization.

In the event that a RFHM replacement is required, the Secret Key code can be transferred to the new RFHM from the PCM using the diagnostic scan tool and the SKIS initialization procedure. Proper completion of the SKIS initialization will allow the existing Sentry Key FOBIK units to be programmed into the new RFHM so that new FOBIK units will not be required. In the event that the original Secret Key code cannot be recovered, RFHM replacement will also require new Sentry Key FOBIK units. The diagnostic scan tool will alert the technician during the SKIS initialization procedure if new Sentry Key FOBIK units are required. (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

When the status of the ignition switch transitions to On, the RFHM transmits a LF signal to excite the transponder in the FOBIK. The RFHM then waits for a LF signal response from the transponder. If the response received identifies the FOBIK as valid, the RFHM sends an electronic **valid key** message to the PCM over the CAN data bus. If the response received identifies the FOBIK as invalid or if no response is received from the FOBIK transponder, the RFHM sends an **invalid key** message to the PCM. The PCM will enable or disable engine operation based upon the status of the RFHM messages. It is important to note that the default condition in the PCM is an **invalid key**; therefore, if no message is received from the RFHM by the PCM, the engine will be disabled and the vehicle immobilized after two seconds of running.

The RFHM also sends electronic **security indicator** request messages to the IC over the CAN data bus to tell the IC how to operate the security indicator. The **security indicator** request message from the RFHM tells the IC to turn the indicator On for about three seconds each time the status of the ignition switch transitions to On as a bulb test. After completion of the bulb test, the RFHM sends **security indicator** request messages to the IC to turn the indicator Off, turn the indicator On or to flash the indicator On and Off. If the security indicator flashes or stays On solid after the bulb test, it signifies a SKIS fault. If the RFHM detects a system malfunction or the SKIS has become ineffective, the security indicator will stay On solid. If the RFHM detects an invalid FOBIK or if a FOBIK transponder-related fault exists, the security indicator will flash.

The SKIS performs a self-test each time the status of the ignition switch transitions to On, and will store fault information in the form of a Diagnostic Trouble Code (DTC) in RFHM memory if a system malfunction is detected. The hard wired circuits of the RFHM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the RFHM or the electronic controls and communication between other modules and devices that provide some features of the SKIS. The most reliable, efficient and accurate means to diagnose the RFHM or the electronic controls and communication related to RFHM operation requires the use of a diagnostic scan tool.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

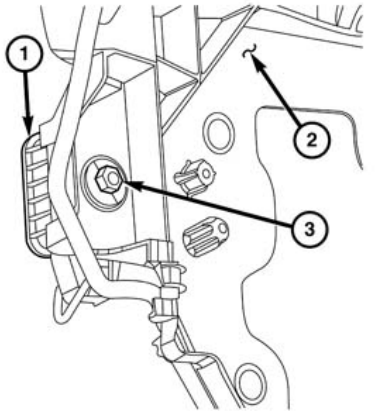
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1.

2. Position the siren (1) to the face of the Front End Module (FEM) carrier (2) below the left front lamp unit.

3. Install the washer over the stud of the siren on the engine compartment side of the FEM carrier.

4. Install and tighten the nut (3) that secures the siren to the engine compartment side of the FEM carrier. Tighten the nut to 5 N·m (44 in. lbs.).

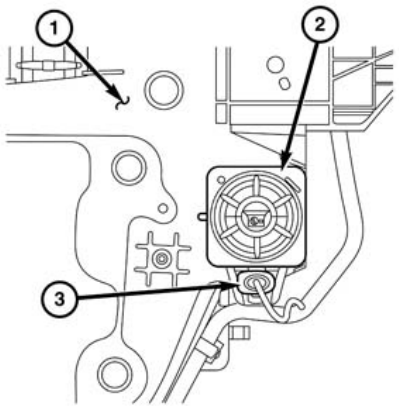


0831010865

5. Reconnect the FEM wire harness connector (3) to the connector receptacle of the siren (2) on the face of the FEM carrier (1).

6. Reinstall the front bumper fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Installation) .

7. Reconnect the negative cable to the battery.



0831010866

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The microcontroller within the alarm siren module provides the siren unit features and functions based upon internal programming and electronic **arm** and **disarm** messages received from the Intrusion Transceiver Module (ITM) over a dedicated serial bus communication circuit. The siren module receives battery voltage on a fused B(+) circuit through a fuse in the Body Control Module (BCM) (also known as the Common Body Controller/CBC) and receives a path to ground through a ground circuit in the Front End Module (FEM) wire harness. These connections allow the siren to remain operational, regardless of the status of the ignition switch.

When the premium version of the Vehicle Theft Alarm (VTA) is armed, the siren module continuously monitors electronic message inputs from the BCM to sound its internal siren. While armed, the siren also enters its auto-detect mode. While in the auto-detect mode, if the siren module detects that its power supply or communication circuits are being tampered with or have been sabotaged, it will sound an audible alarm and continue to operate through an on-board backup battery. If the siren module is in its disarmed mode when its power supply or communication circuits are interrupted, the siren will not sound.

The alarm siren module will also notify the BCM when the backup battery requires charging, and the BCM will send electronic messages that will allow the backup battery to be recharged through the battery voltage and ground circuits to the alarm siren module only while the status of the ignition switch is On and the engine is running. This prevents the potential discharge of the main battery while the vehicle is not being operated.

The alarm siren module will self-detect problems with its internal and external power supply and communication circuits, then send electronic messages indicating the problem to the BCM upon receiving an **arm** or **disarm** request message. The BCM will store a Diagnostic Trouble Code (DTC) for any detected alarm siren module fault. The DTC can then be retrieved with a diagnostic scan tool through the 16-way Data Link Connector (DLC) located under the driver side lower edge of the instrument panel over the Controller Area Network (CAN) data bus.

The hard wired inputs and outputs for the alarm siren module may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the alarm siren module or the electronic controls and communication between other modules and devices that provide some features of the VTA system. The most reliable, efficient and accurate means to diagnose the alarm siren module or the electronic controls and communication related to alarm siren module operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

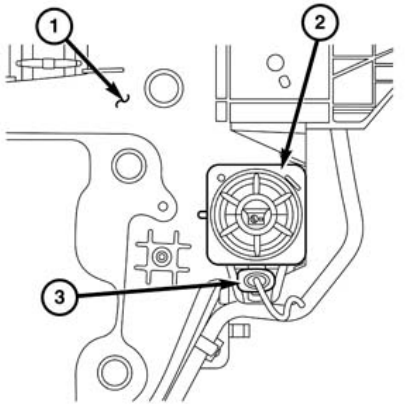
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1.

2. Disconnect and isolate the negative cable from the battery.

3. Remove the front bumper fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Front - Removal) .

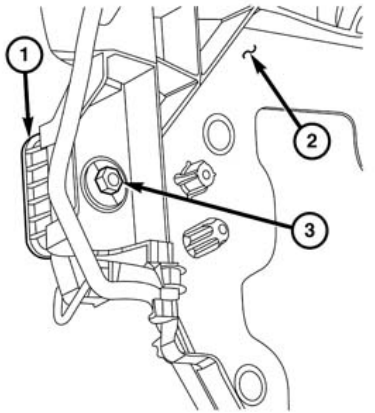
4. Disconnect the Front End Module (FEM) wire harness connector (3) from the siren (2) on the left end of the FEM carrier (1) below the left front lamp unit.



0831010866

5. Remove the nut (3) and washer that secure the stud of the siren (1) to the engine compartment side of the FEM carrier (2).

6. Remove the siren from the face of the FEM carrier.



0831010865

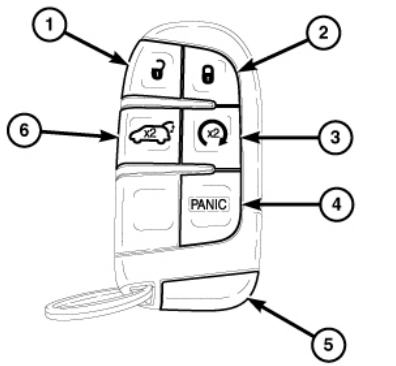
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles are shipped from the factory with two FOB with Integrated Key (FOBIK) Remote Keyless Entry (RKE) transmitters programmed to the vehicle as standard equipment. The FOBIK circuitry is contained and protected within a molded black plastic case with a black soft rubber touch pad on the face divided into six sections. The rearward end of the FOBIK case houses a mechanical, metal, coded emergency key (5) that is released by sliding a latch button on the back of the FOBIK case.

Depending upon vehicle equipment, each FOBIK has at least three and no more than five functional resistive membrane switches located beneath the six touch pad sections. Each functional touch pad section is clearly identified by white icons or white text and icons identifying the specific function obtained by pushing that button. Domestic market vehicles also include a touch pad section on the FOBIK with the red text **PANIC** applied to it. Not counting the **PANIC** touch pad (4), the available switches include:



3068587

- **Unlock (1)** - Standard equipment.
- **Lock (2)** - Standard equipment.
- **Remote Start (3)** - Only for vehicles equipped with the factory-installed remote start system.
- **Liftgate/Deck Lid (6)** - Standard equipment.

The FOBIK RKE transmitter is the primary customer active interface for remotely operating the power lock system, the RKE system, and the remote start system components and features. However, the FOBIK also has an important passive role in each of the following vehicle systems:

- **Keyless Go System**
- **Passive Entry System**
- **Sentry Key® Theft Deterrent System**
- **Vehicle Theft Security System (VTSS)**

Other than battery replacement, the FOBIK cannot be adjusted or repaired. If damaged or ineffective, the FOBIK must be replaced with a new unit. A new and unused FOBIK unit must be properly programmed in order to function properly with the systems of the vehicle. The mechanical emergency key of the new FOBIK must also be cut to match the coding of the lock cylinders in the vehicle.

Programming A FOBIK - For FOBIK programming, (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Special Tools: Click to display a list of tools used in this procedure

The FOB with Integrated Key (FOBIK) incorporates many useful functions into a single, compact unit. The transducer on the internal circuit board of the FOBIK uses low frequency Radio Frequency (RF) communication to ensure vehicle security through an electronic validation or handshake process that is performed with the Radio Frequency Hub (RF Hub) each time the engine is started.

When any one of the Remote Keyless Entry (RKE), liftgate/deck lid or remote start buttons of the FOBIK is depressed, the on-board transmitter of the FOBIK generates a high frequency RF request signal that is received and validated by the RF Hub. If the RF Hub determines the RF signal was generated by a FOBIK that is valid for the vehicle, the RF Hub relays electronic request messages to the appropriate electronic modules in the vehicle over the Controller Area Network (CAN) data bus to invoke the functions or features associated with the request.

Each vehicle owner is provided with a four-digit Personal Identification Number (PIN) by the dealer at the time of vehicle purchase. This number is required along with a diagnostic scan tool for the dealer to program an additional or replacement FOBIK into the electronics of the vehicle. The emergency key included with a new additional or replacement blank FOBIK must also be cut to match the coding of the lock cylinders in the vehicle.

Diagnosis of a FOBIK transmitter requires the use of a Radio Frequency Detector such as: 9001 or Analyzer, TPM/RKE CH9936 . Refer to the appropriate diagnostic information. (Refer to 28 - DTC-Based Diagnostics/MODULE, Radio Frequency (RF Hub) - Diagnosis and Testing).

EMERGENCY STARTING

The integrated mechanical key of the FOBIK provides emergency access to the vehicle in case the battery in the vehicle or the transmitter becomes discharged.

In the event that the battery in the FOBIK is low or there is a Low Frequency Antenna problem:

- Hold the FOBIK with the key ring away from the Keyless Ignition Node (KIN).
- With the **Lock/Unlock** button end of the FOBIK, press the Start/Stop Button (SSB) of the Keyless Ignition Node (KIN) switch.
- Push gently to prevent scratching the surface of the SSB in the KIN.

Programming FOBIKs For FOBIK Programming, (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

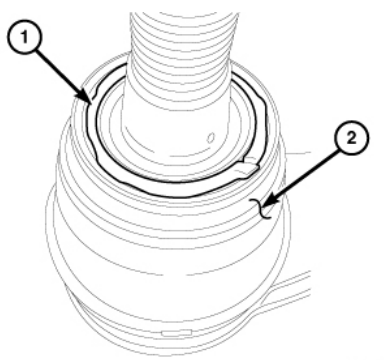
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - OUTER TIE ROD END LUBRICATION

NOTE: View is typical.

NOTE: If a new tie rod end is to be installed, make sure the boot (2) is properly lubricated.

Any time the outer tie rod end is disconnected from the knuckle, before assembly, clean all old grease and debris from the boot with a clean cloth and apply outer tie rod grease P/N 68088623AA (1) to the boot (2) as shown.



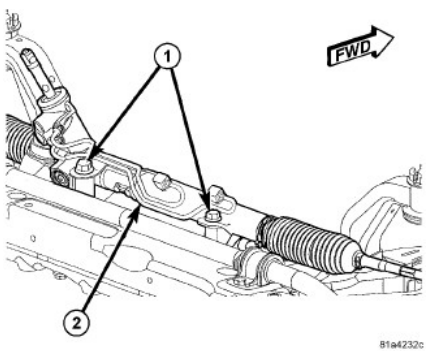
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The steering gear (2) used is the rack-and-pinion type with power assist. It is mounted on the front suspension crossmember. The outer ends of the outer tie rods attach to the front (steering) knuckles.

NOTE: The power steering gear should not be serviced or adjusted. If a malfunction or oil leak occurs with the steering gear, the complete steering gear needs to be replaced.



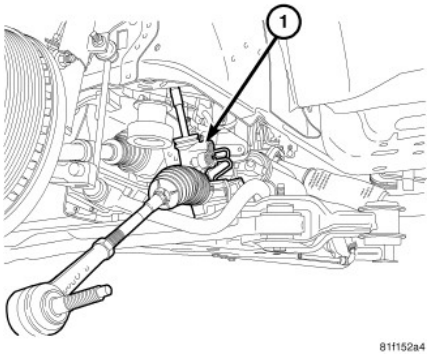
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

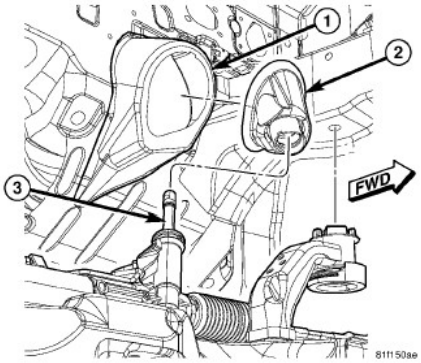
LEFT HAND DRIVE - FWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

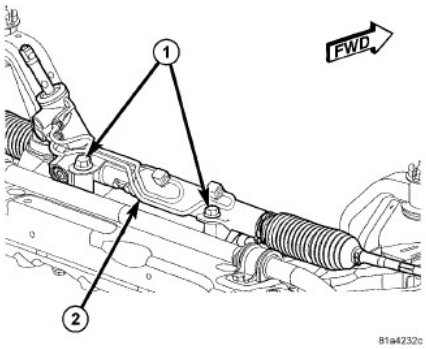
1. If necessary, install the outer tie rods onto the inner tie rod threads. As the outer tie rods are installed, count out same number of rotations as were counted on tie rod removal. This will get the toe setting somewhat close to specification before the vehicle is aligned at the end of this procedure. Snug the tie rod jam nuts on both ends of gear. Tighten the tie rod jam nuts to specification while performing the wheel alignment at the end of this procedure.
2. Carefully install the steering gear (1) through the left wheel opening using the reverse of how it was removed. Move it across the crossmember until centered.



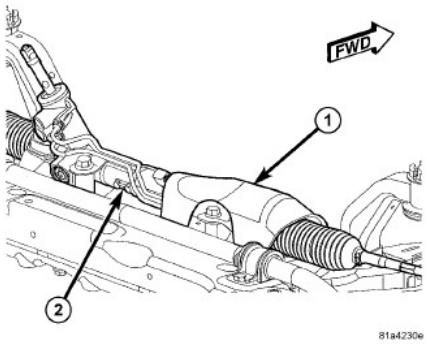
3. Tip the steering gear pinion shaft (3) straight up and install the dash seal (2) matching it to the contour of the steering gear housing.



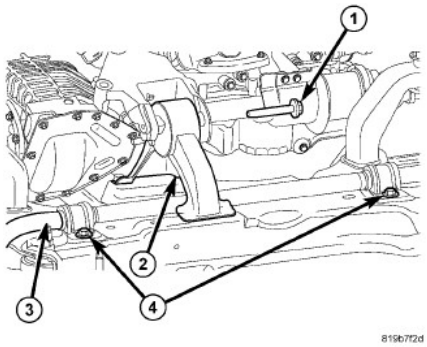
4. Position the steering gear in mounted position on the crossmember.
5. Install the two bolts (1) securing the steering gear (2) to the crossmember. Tighten the gear mounting bolts to 115 N·m (85 ft. lbs.).



6. Install the heat shield (1) over the steering gear (2). Install the mounting screws and push-pins. Tighten the screws to 6 N·m (53 in. lbs.).



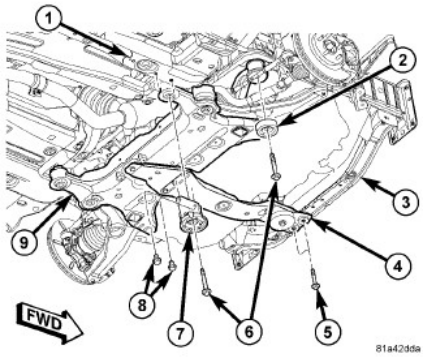
7. Install the rear isolator (1) to the crossmember.
8. Install the four mounting bolts that hold the rear isolator to the crossmember and tighten to 50 N·m (37 ft. lbs.).
9. Install the rear engine mount through-bolt (1). (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Installation)



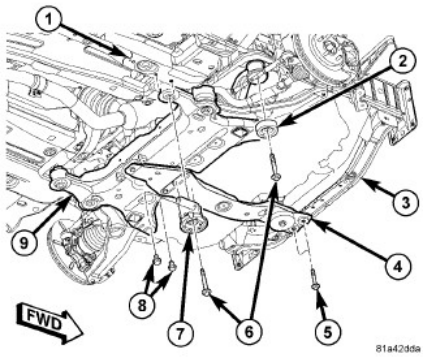
10. Center the power steering gear rack in its travel as necessary.

NOTE: When installing the front suspension crossmember (1) it is very important that the crossmember be attached to the body in exactly the same spot as when it was removed. Otherwise, the vehicle's wheel alignment settings (caster and camber) will be lost making wheel alignment more difficult.

11. Slowly raise the crossmember (9) into mounted position using the transmission jack matching the crossmember to the marked locations on the body made during removal.

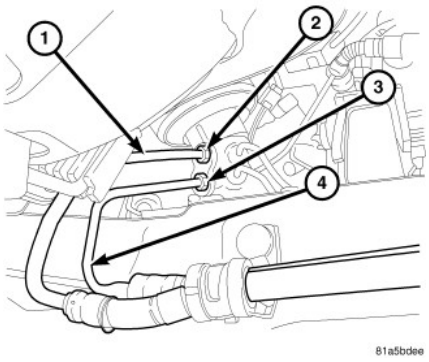


12. Position the front crossmember reinforcement brackets (7) (one each side of vehicle) over the crossmember rear mounting bushings and install the mounting screws (8), but do not tighten at this time.
13. Install the four mounting bolts (6) securing the front crossmember (1) to the body. Tighten the crossmember mounting bolts to 135 N·m (100 ft. lbs.).
14. Tighten the crossmember reinforcement bracket mounting screws (8) to 50 N·m (37 ft. lbs.).
15. Remove the transmission jack.

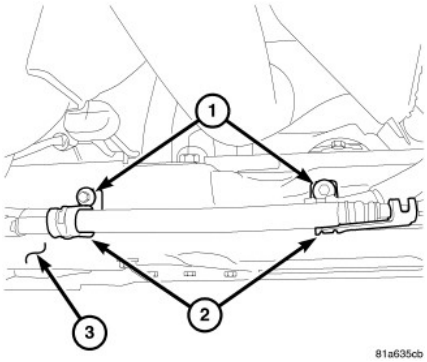


16. Install the pressure hose tube (4) at the gear. Tighten the tube nut (3) to 32 N·m (24 ft. lbs.).

17. Install the return hose tube (1) at the gear. Tighten the tube nut (2) to 32 N·m (24 ft. lbs.).



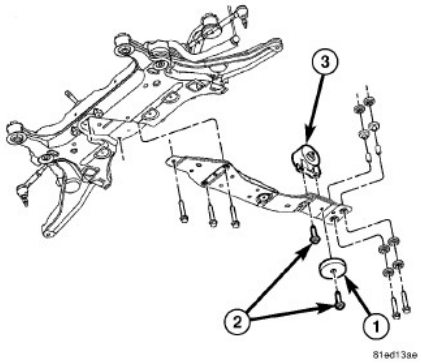
18. Position the power steering hose routing clamps (2) on the crossmember. Install and tighten the screws to 8 N·m (71 in. lbs.).



19. Position the fore-aft crossmember in the engine compartment and install the mounting bolts.

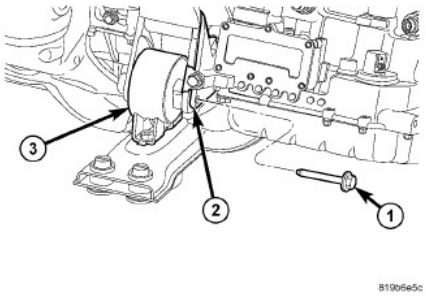
20. Tighten the forward mounting bolts at the radiator support to 55 N·m (41 ft. lbs.).

21. Tighten the rearward mounting bolts at the suspension crossmember to 55 N·m (41 ft. lbs.).



22. Install the front engine mount through-bolt (1) and tighten to 60 N·m (44 ft. lbs.).

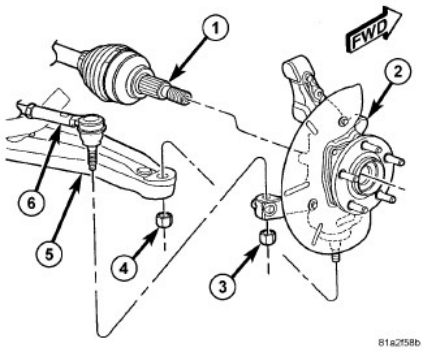
23. If equipped, install the engine belly pan.



NOTE: Prior to attaching the outer tie rod end to the knuckle, inspect the tie rod seal boot. If the seal boot is

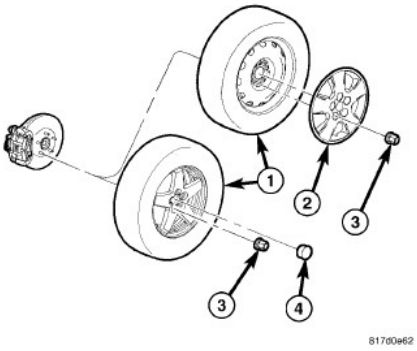
damaged, replace the outer tie rod end.

24. On each side of the gear, install the outer tie rod end (6) into the hole in the knuckle (2) arm. Start a NEW tie rod mounting nut (3) onto the stud. While holding the tie rod end stud with a wrench, tighten the nut with a wrench or crowfoot wrench. Tighten the nut to 85 N·m (63 ft. lbs.).

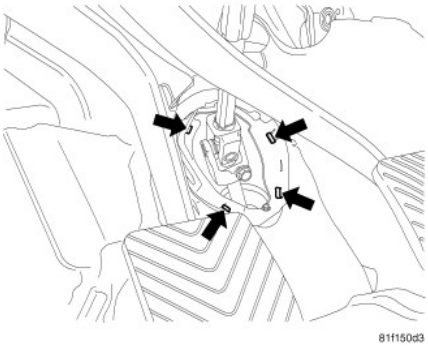


25. On each side of the vehicle, install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

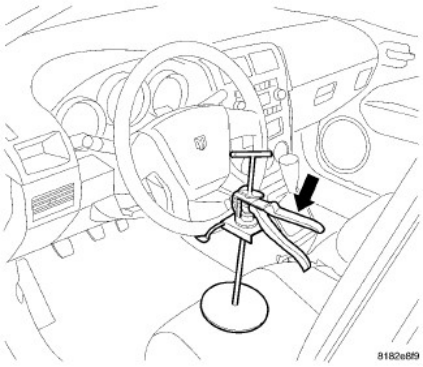
26. Lower the vehicle.



27. Lift the dash seal into position and engage the retaining clips securing the dash seal to the dash panel.



28. Remove the steering wheel holder using care not to rotate the steering wheel.



29. Verify the front wheels of vehicle are in the STRAIGHT-AHEAD position.

30. Center the intermediate shaft coupling (1) over the steering gear pinion shaft (3), then slide the intermediate shaft onto the steering gear pinion shaft.

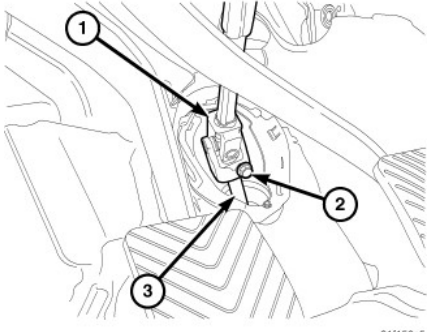
31. Install the intermediate shaft coupling bolt (2). Tighten the bolt to 42 N·m (31 ft. lbs.).

32. Position the sound deadening insulation and floor carpet back into place.

33. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)

34. Check for fluid leaks.

35. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



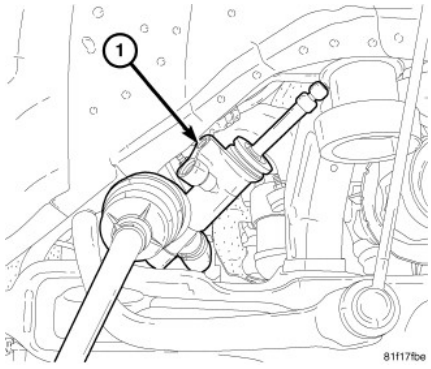
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

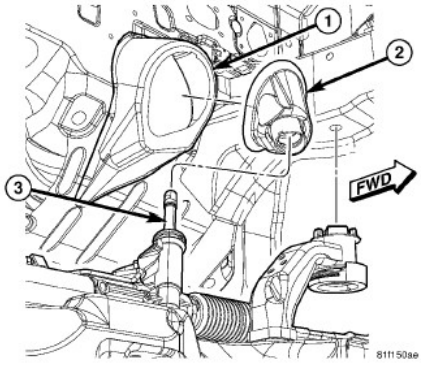
RIGHT-HAND DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

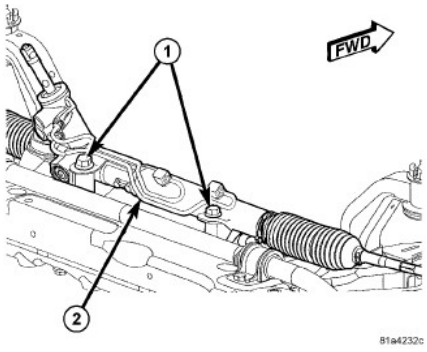
1. If necessary, install the outer tie rods onto the inner tie rod threads. As the outer tie rods are installed, count out same number of rotations as were counted on tie rod removal. This will get the toe setting somewhat close to specification before the vehicle is aligned at the end of this procedure. Snug the tie rod jam nuts on both ends of gear. Tighten the tie rod jam nuts to specification while performing the wheel alignment at the end of this procedure.
2. Tip the steering gear input shaft forward as needed, then slide the steering gear across the crossmember and out through right wheel opening.
3. Carefully install the steering gear (1) through the right wheel opening using the reverse of how it was removed. Slide it under the heat shield and move it across the crossmember until centered.



4. Tip the steering gear pinion shaft (3) straight up and install the dash seal (2) matching it to the contour of the steering gear housing.

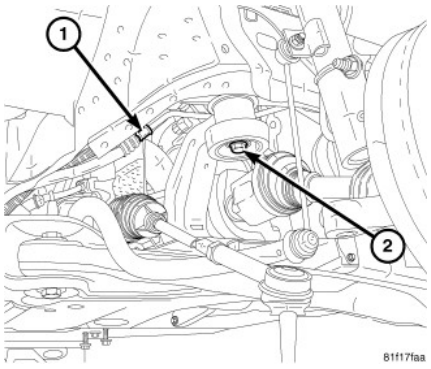


5. Place the steering gear in mounted position and install the two bolts (1) securing the steering gear (2) to the crossmember. Tighten the gear mounting bolts to 100 N·m (74 ft. lbs.).

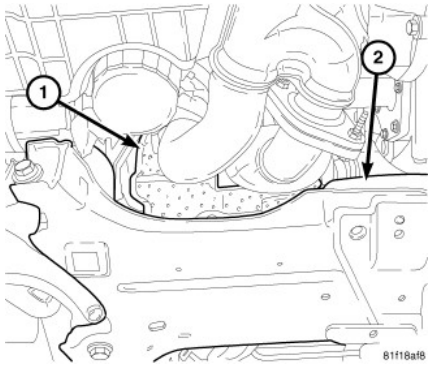


6. Install the right front crossmember mounting bolt (2). Tighten the mounting bolt to 135 N·m (100 ft. lbs.).

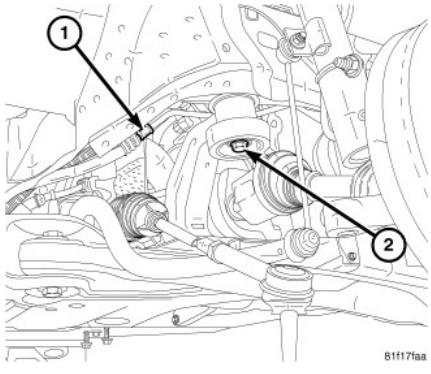
7. Center the power steering gear rack in its travel as necessary.



8. Install the heat shield over the steering gear. Install the mounting screws and push pins. Tighten the screws to 6 N·m (53 in. lbs.).

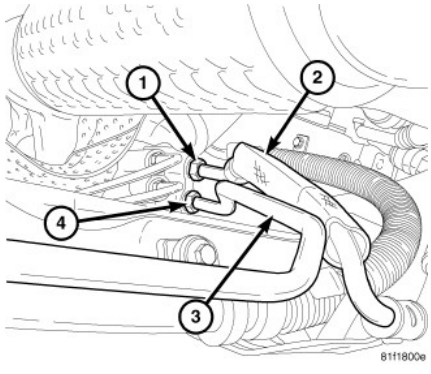


9. Position the power steering hose routing clamp on the right frame rail. Install and tighten the screw to 8 N·m (71 in. lbs.).

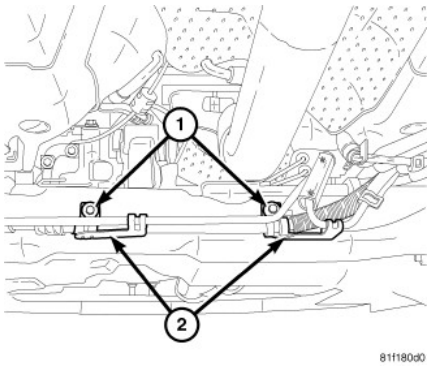


10. Install the pressure hose (3) tube at the gear. Tighten the tube nut (4) to 32 N·m (24 ft. lbs.).

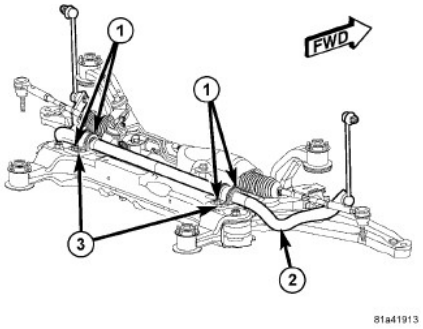
11. Install the return hose (2) tube at the gear. Tighten the tube nut (1) to 32 N·m (24 ft. lbs.).



12. Position the power steering hose routing clamps (2) on the rear of the crossmember. Install and tighten the screws (1) to 8 N·m (71 in. lbs.).



13. Install the screws (1) securing the stabilizer bushing retainers (3) to the crossmember. Tighten all four stabilizer bar cushion retainer screws to 60 N·m (44 ft. lbs.).

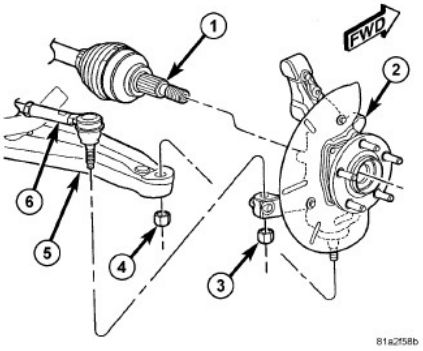


14. Install the rear engine mount. (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Installation)

15. If equipped, install the engine belly pan.

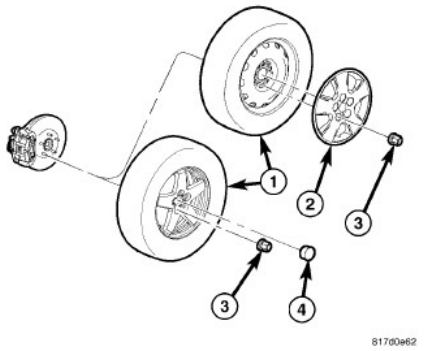
NOTE: Prior to attaching the outer tie rod end to the knuckle, inspect the tie rod seal boot. If the seal boot is damaged, replace the outer tie rod end.

16. On each side of the gear, install the outer tie rod end (6) into the hole in the knuckle (2) arm. Start a NEW tie rod mounting nut (3) onto the stud. While holding the tie rod end stud with a wrench, tighten the nut with a wrench or crowfoot wrench. Tighten the nut to 85 N·m (63 ft. lbs.).

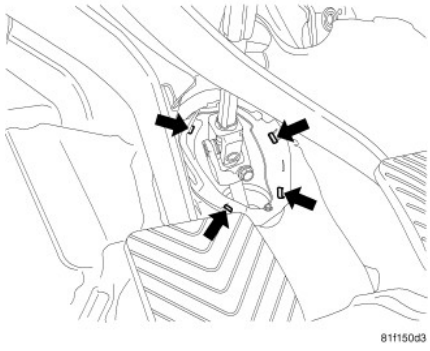


17. On each side of the vehicle, install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

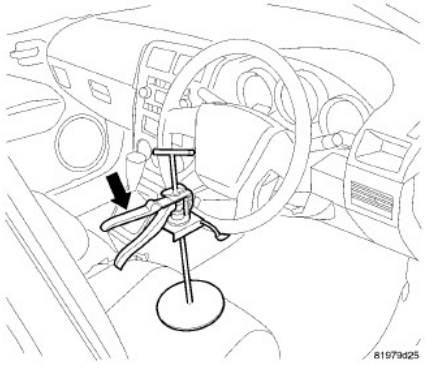
18. Lower the vehicle.



19. Lift the dash seal into position and engage the retaining clips securing the dash seal to the dash panel.



20. Remove the steering wheel holder.



21. Verify the front wheels of vehicle are in the STRAIGHT-AHEAD position.

22. Center the intermediate shaft coupling (1) over the steering gear pinion shaft (3), then slide the intermediate shaft onto the steering gear pinion shaft.

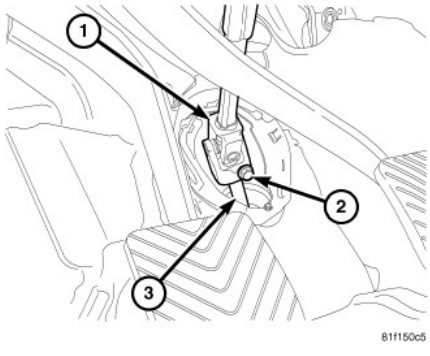
23. Install the intermediate shaft coupling bolt (2). Tighten the bolt to 42 N·m (31 ft. lbs.).

24. Position the sound deadening insulation and floor carpet back into place.

25. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)

26. Check for fluid leaks.

27. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



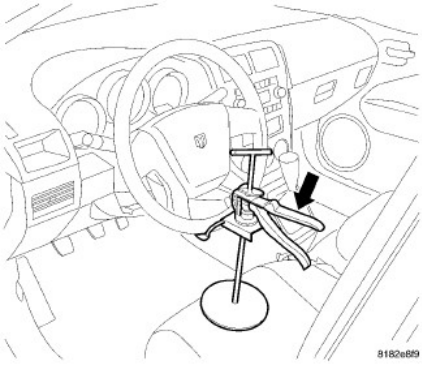
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

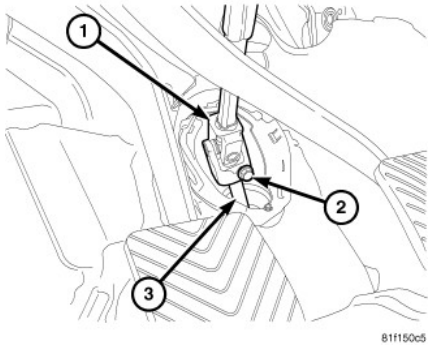
LEFT-HAND DRIVE - AWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

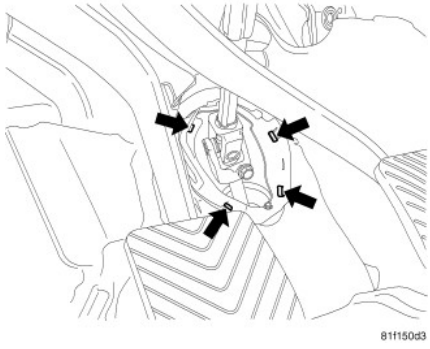
NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .



1. Siphon out as much power steering fluid as possible from the reservoir.
2. Place the front wheels of vehicle (and steering wheel) in the STRAIGHT-AHEAD position. Using a steering wheel holder, lock the steering wheel in place to keep it from rotating. This keeps the clockspring in the proper orientation while the intermediate shaft is disconnected.

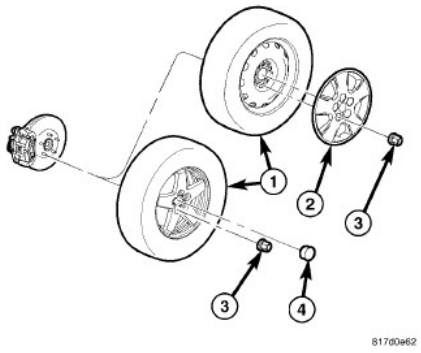


3. Reposition the floor carpeting and sound deadening insulation to access the intermediate shaft coupling (1) at the base of the column.
4. Remove the intermediate shaft coupling bolt (2).
5. Separate the intermediate shaft coupling (1) from the steering gear pinion shaft (3).

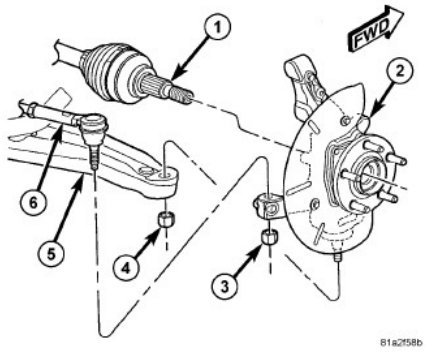


6. Release the clips securing the dash seal to the dash panel and push the seal away from the dash panel.
7. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

8. On each side of the vehicle, remove the wheel mounting nuts (3), then the tire and wheel assembly (1).

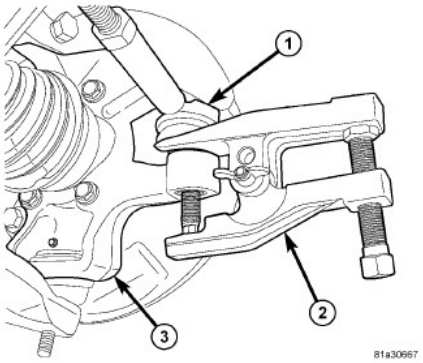


9. On each side of the gear, remove the nut (3) from the out tie rod end (6) at the knuckle (2).

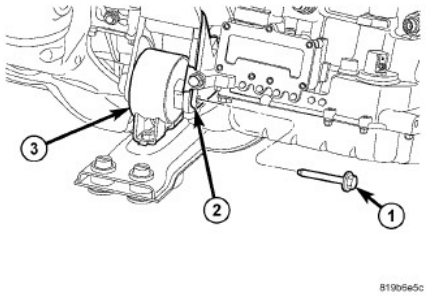


10. On each side of the gear, separate the outer tie rod end (1) from the knuckle (3) using Remover (2), Special Tool 9360 .

11. If equipped, remove the engine belly pan.



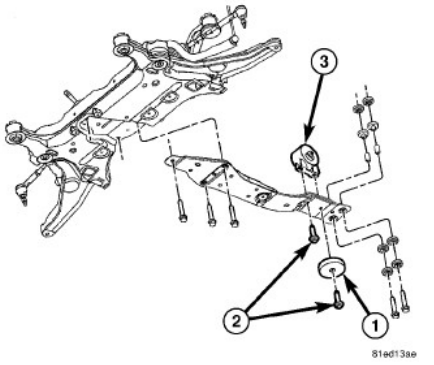
12. Remove the front engine mount through-bolt (1).



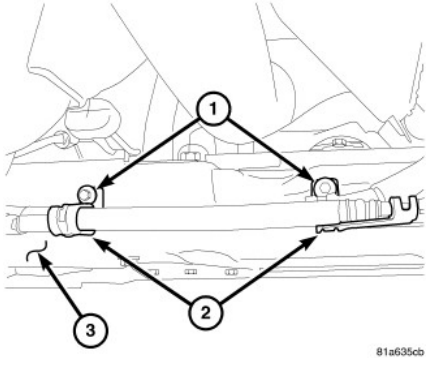
13. Remove the fore-aft crossmember forward mounting bolts at the radiator support.

14. Remove the fore-aft crossmember rearward mounting bolts at the crossmember.

15. Remove the fore-aft crossmember.



16. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

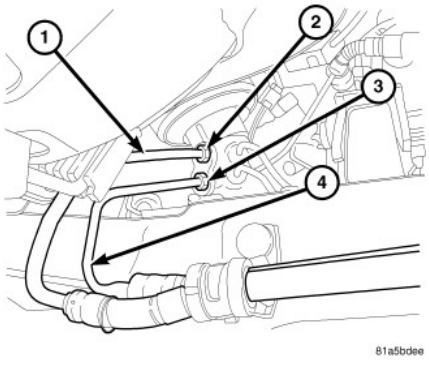


17. Unscrew the tube nut (2), then remove the return hose (1) at the steering gear.

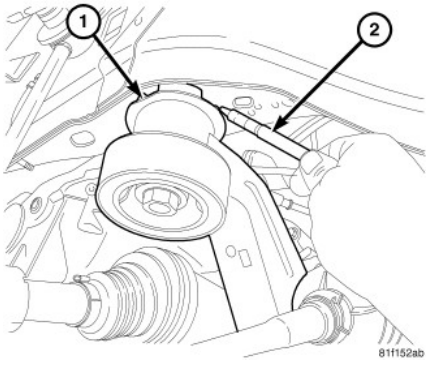
18. Unscrew the tube nut (3), then remove the pressure hose (4) at the steering gear.

NOTE:

Before lowering the front suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the front suspension crossmember is not reinstalled in exactly the same location as before removal, the preset front wheel alignment settings (caster and camber) may be lost.



19. Using a crayon or marker (2) that will not break the paint surface, mark the location of the front crossmember (1) on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**

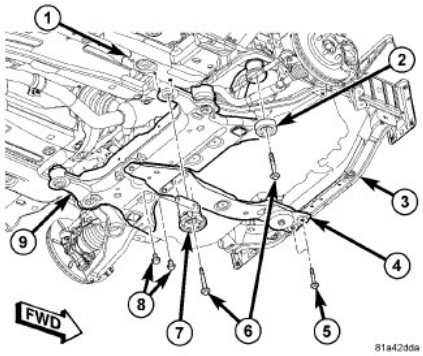


20. Support the crossmember (9) with a transmission jack.

21. Remove the four mounting bolts (6) securing the front crossmember (9) to the body.

22. Remove the mounting screws (8) securing the front crossmember reinforcement brackets (7) (one each side of vehicle) to the body (1). Remove the brackets.

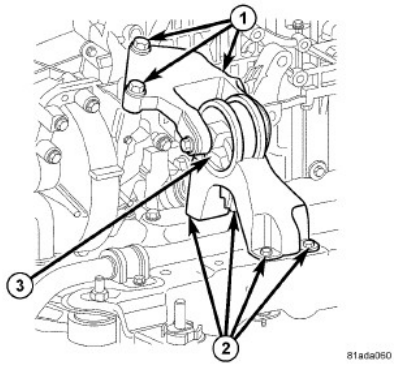
23. Using the jack, slowly lower the crossmember approximately 3 inches (76 mm) (as measured at the rear crossmember mounts). **Do not lower the crossmember more than necessary as damage may occur.**



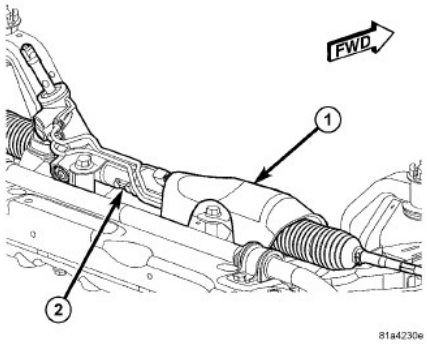
24. Remove the rear mount through bolt.

25. Remove the four bolts (2) from the rear isolator (3) to crossmember.

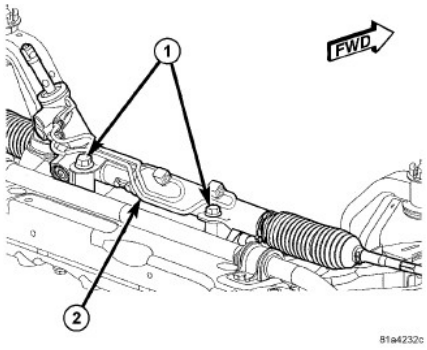
26. Remove the rear isolator (3) from the vehicle.



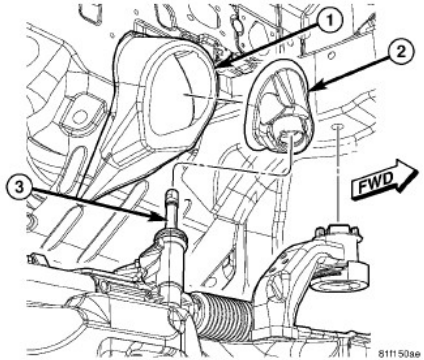
27. Remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2). Remove the shield.



28. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

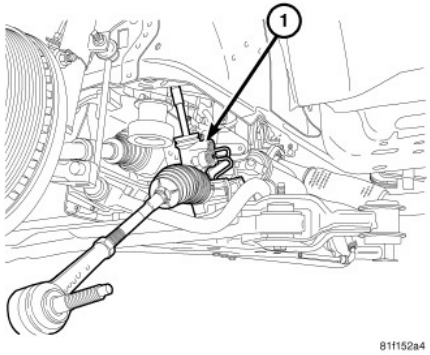


29. Tip the steering gear pinion shaft (3) straight up and remove the dash seal (2) from the steering gear.



30. Slide the steering gear across the crossmember and out through left wheel opening.

31. If necessary, remove outer tie rods from inner tie rod threads. Count how many rotations it takes to remove each outer tie rod for installation reference.



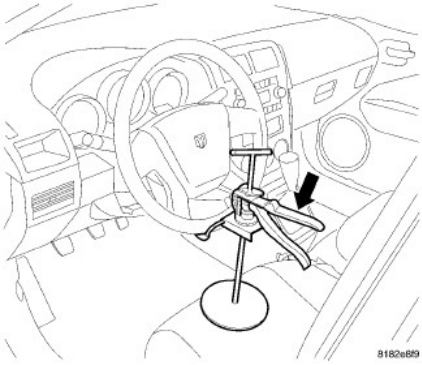
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

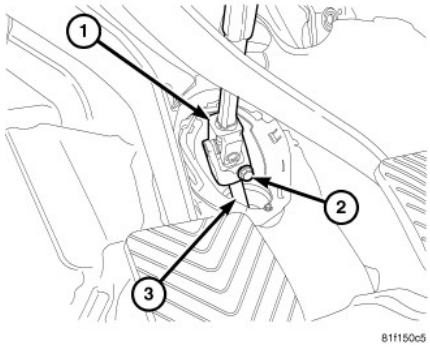
LEFT-HAND DRIVE - FWD

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

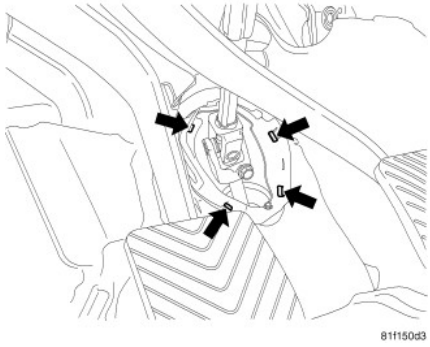
NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .



1. Siphon out as much power steering fluid as possible from the reservoir.
2. Place the front wheels of vehicle (and steering wheel) in the STRAIGHT-AHEAD position. Using a steering wheel holder, lock the steering wheel in place to keep it from rotating. This keeps the clockspring in the proper orientation while the intermediate shaft is disconnected.

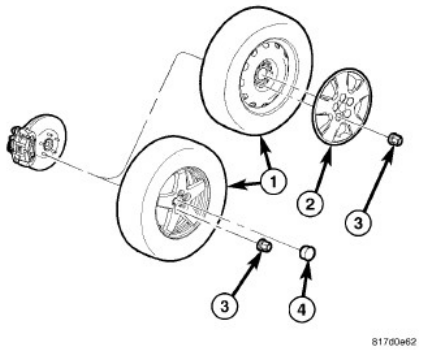


3. Reposition the floor carpeting and sound deadening insulation to access the intermediate shaft coupling (1) at the base of the column.
4. Remove the intermediate shaft coupling bolt (2).
5. Separate the intermediate shaft coupling (1) from the steering gear pinion shaft (3).

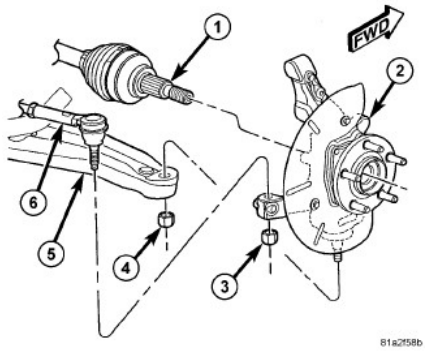


6. Release the clips securing the dash seal to the dash panel and push the seal away from the dash panel.
7. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

8. On each side of the vehicle, remove the wheel mounting nuts (3), then the tire and wheel assembly (1).

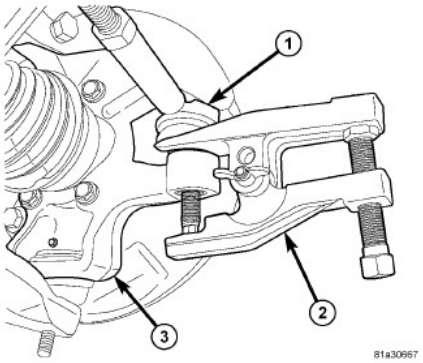


9. On each side of the gear, remove the nut (3) from the out tie rod end (6) at the knuckle (2).

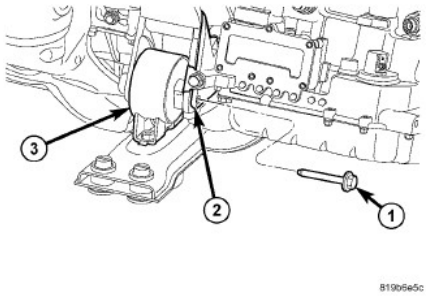


10. On each side of the gear, separate the outer tie rod end (1) from the knuckle (3) using Remover (2), Special Tool 9360 .

11. If equipped, remove the engine belly pan.



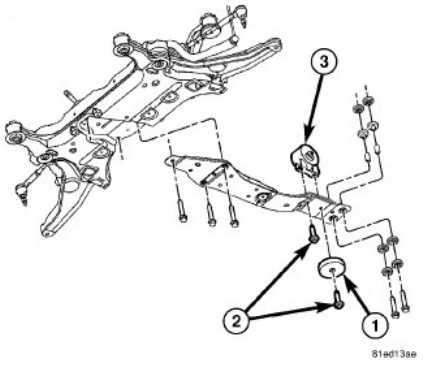
12. Remove the front engine mount through-bolt (1).



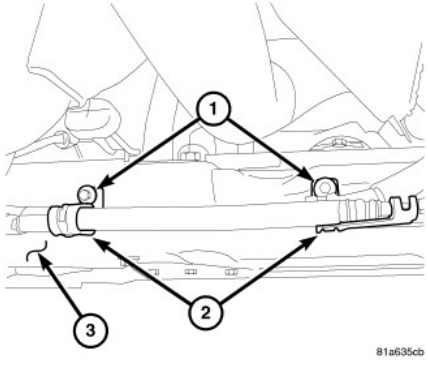
13. Remove the fore-aft crossmember forward mounting bolts at the radiator support.

14. Remove the fore-aft crossmember rearward mounting bolts at the crossmember.

15. Remove the fore-aft crossmember.

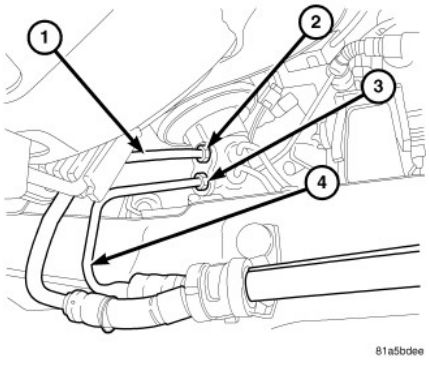


16. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.



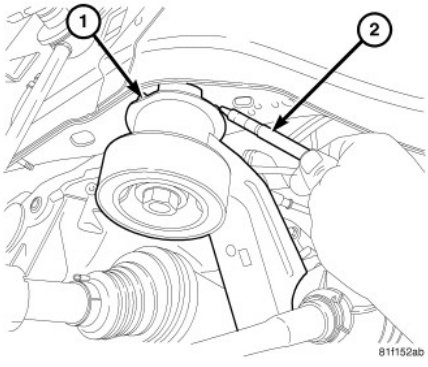
17. Unscrew the tube nut (2), then remove the return hose (1) at the steering gear.

18. Unscrew the tube nut (3), then remove the pressure hose (4) at the steering gear.



NOTE:

Before lowering the front suspension crossmember, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the front suspension crossmember is not reinstalled in exactly the same location as before removal, the preset front wheel alignment settings (caster and camber) may be lost.



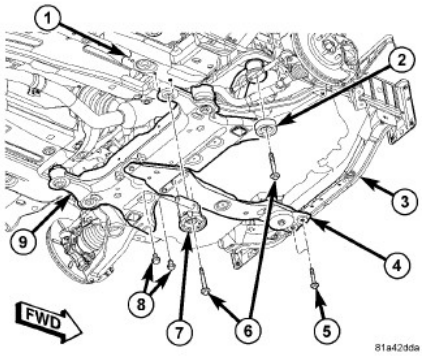
19. Using a crayon or marker (2) that will not break the paint surface, mark the location of the front crossmember (1) on the body near each mounting bolt. **Do not use any type of sharp instrument that will damage the underbody of the vehicle.**

20. Support the crossmember (9) with a transmission jack.

21. Remove the four mounting bolts (6) securing the front crossmember (9) to the body.

22. Remove the mounting screws (8) securing the front crossmember reinforcement brackets (7) (one each side of vehicle) to the body (1). Remove the brackets.

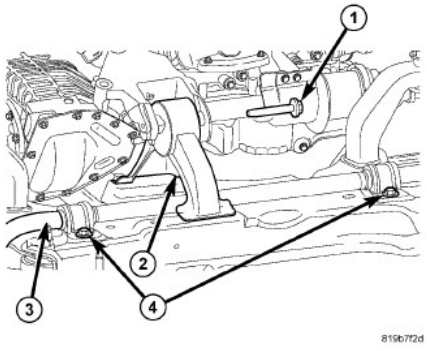
23. Using the jack, slowly lower the crossmember approximately 3 inches (76 mm) (as measured at the rear crossmember mounts). **Do not lower the crossmember more than necessary as the fore/aft crossmember is still attached to the radiator support and damage may occur.**



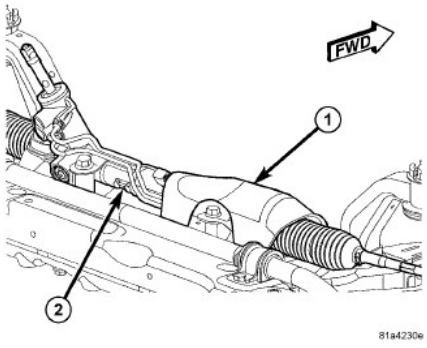
24. Remove the rear engine mount through-bolt (1).

25. Remove the four bolts that hold the rear isolator to the cross member.

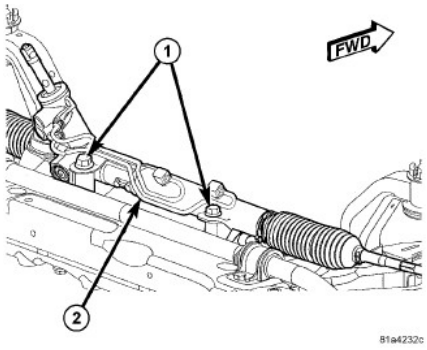
26. Remove the rear isolator (2) from the vehicle.



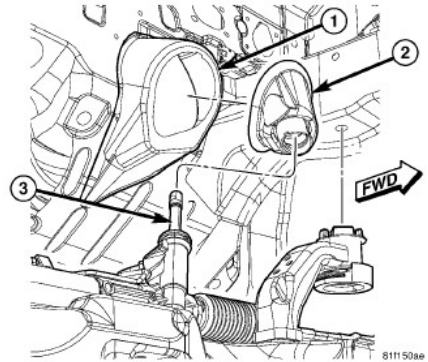
27. Remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2). Remove the shield.



28. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

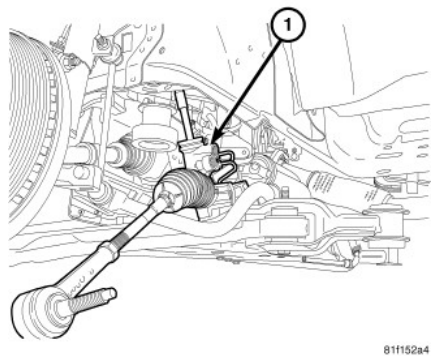


29. Tip the steering gear pinion shaft (3) straight up and remove the dash seal (2) from the steering gear.



30. Slide the steering gear across the crossmember and out through left wheel opening.

31. If necessary, remove outer tie rods from inner tie rod threads. Count how many rotations it takes to remove each outer tie rod for installation reference.



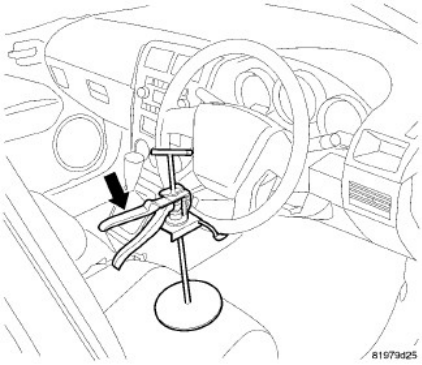
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

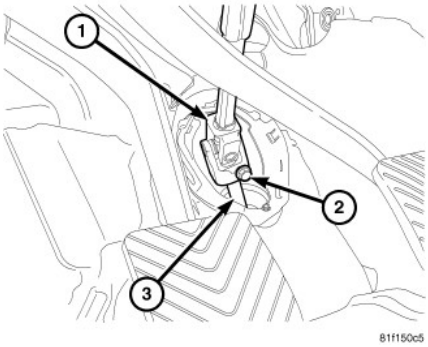
RIGHT HAND DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

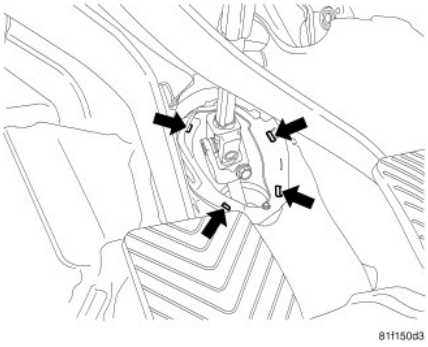
NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .



1. Siphon out as much power steering fluid as possible from the reservoir.
2. Place the front wheels of the vehicle (and steering wheel) in the STRAIGHT-AHEAD position. Using a steering wheel holder, lock the steering wheel in place to keep it from rotating. This keeps the clockspring in the proper orientation while the intermediate shaft is disconnected.

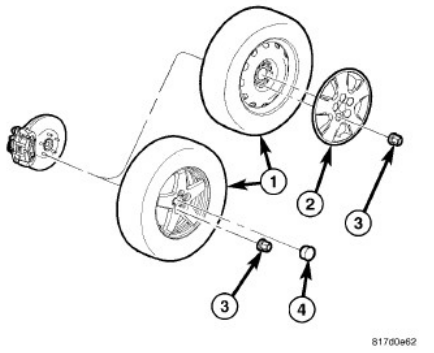


3. Reposition the floor carpeting and sound deadening insulation to access the intermediate shaft coupling (1) at the base of the column.
4. Remove the intermediate shaft coupling bolt (2).
5. Separate the intermediate shaft coupling (1) from the steering gear pinion shaft (3).

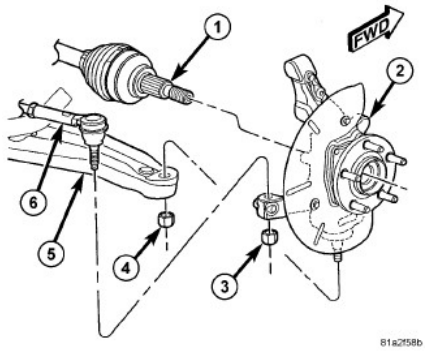


6. Release the clips securing the dash seal to the dash panel and push the seal away from the dash panel.
7. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

8. On each side of the vehicle, remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



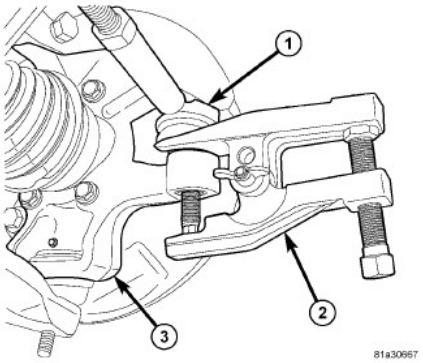
9. On each side of the gear, remove the nut (3) from the out tie rod end (6) at the knuckle (2).



10. On each side of the gear, separate the outer tie rod end (1) from the knuckle (3) using Remover (2), Special Tool 9360 .

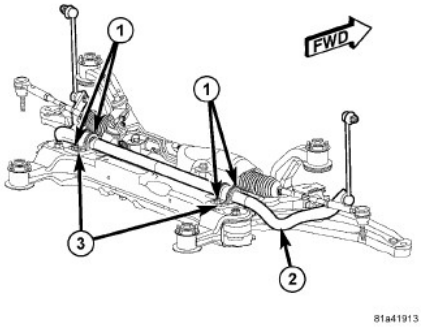
11. If equipped, remove the engine belly pan.

12. Remove the rear engine mount. (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Removal)

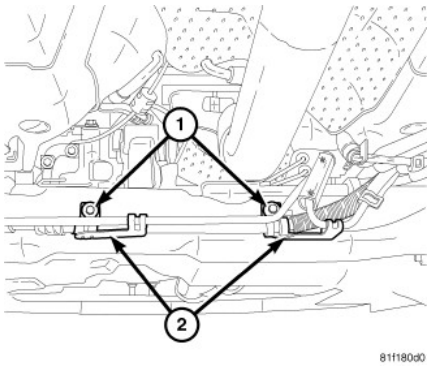


13. Remove the screws (1) securing the stabilizer bushing retainers (3) to the crossmember.

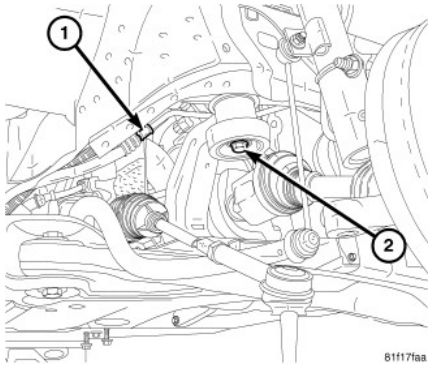
14. Move the stabilizer bar rearward on the crossmember.



15. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

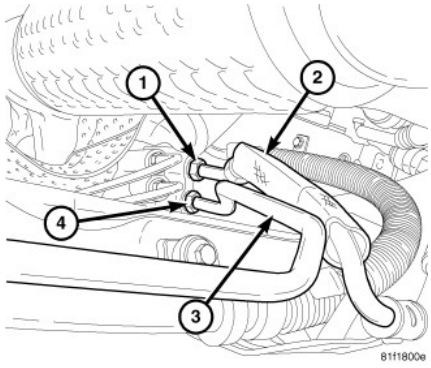


16. Remove the screw securing the power steering hose routing clamp (1) to right frame rail.

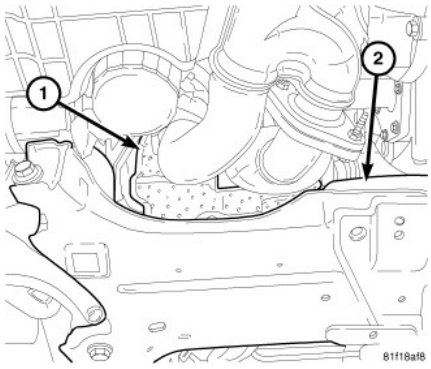


17. Unscrew the tube nut (1), then remove the return hose (2) from the steering gear. Move the hose away from the gear.

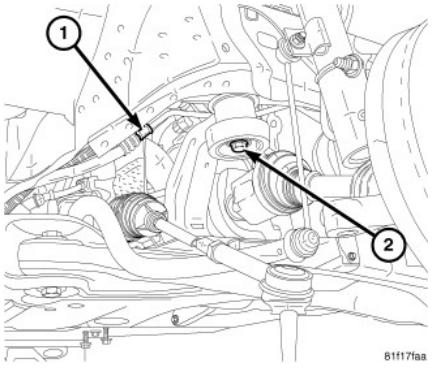
18. Unscrew the tube nut (4), then remove the pressure hose (3) from the steering gear. Move the hose away from the gear.



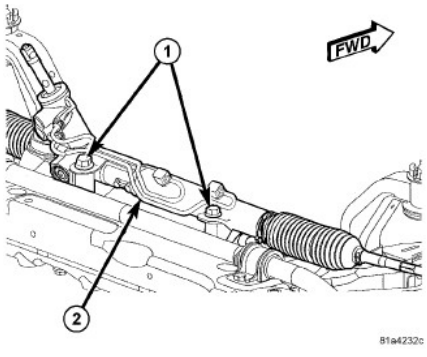
19. Remove the screws and push-pins securing the heat shield (1) over the steering gear.



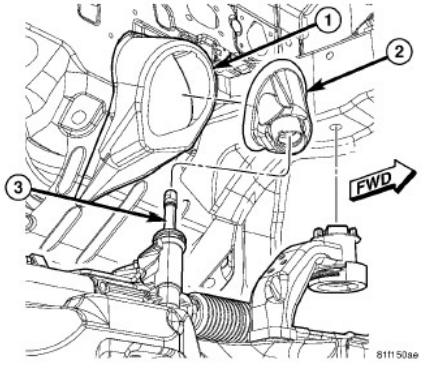
20. Remove the right front crossmember mounting bolt (2) allowing that corner of the front crossmember to sag downward.



21. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

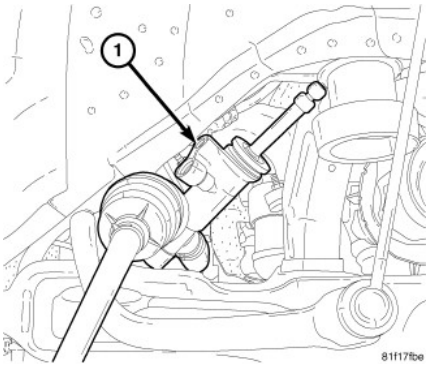


22. Tip the steering gear pinion shaft (3) straight up and remove the dash seal (2) from the steering gear. Move the seal upward, away from the gear and support there.



23. Tip the steering gear input shaft forward as needed, then slide the steering gear across the crossmember and out through right wheel opening.

24. If necessary, remove outer tie rods from inner tie rod threads. Count how many rotations it takes to remove each outer tie rod for installation reference.



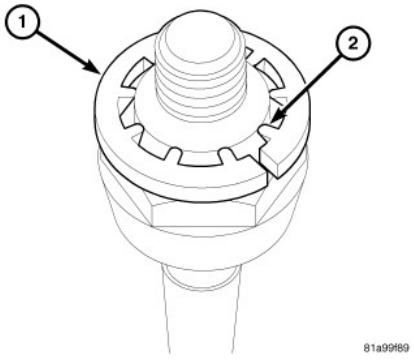
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

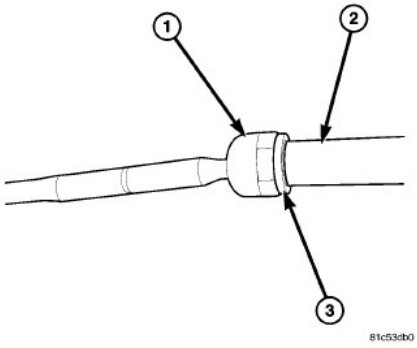
INNER TIE ROD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

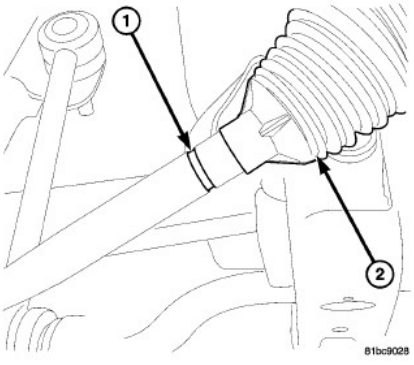
CAUTION: **When installing the travel restrictor, be sure to use the same color and thickness travel restrictor as was removed. This action is necessary to properly set gear travel for the steering gear being serviced. Travel restrictor thickness can vary side-to-side on the steering gear.**



1. Install the travel restrictor (1), flat side of teeth (2) facing out, on the inboard end of the inner tie rod ball joint.
2. Apply Mopar® Lock AND Seal Adhesive or equivalent medium thread locker adhesive to the inboard end threads of the inner tie rod.

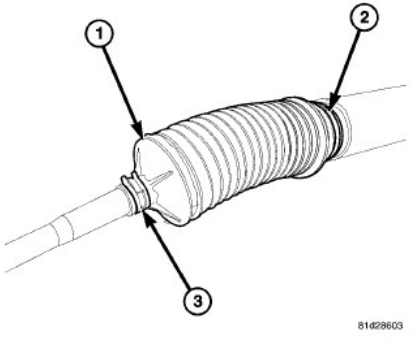


3. Install the inner tie rod (1) onto the gear (2) using an appropriate inner tie rod installation tool or crows foot wrench on the hex. Tighten the inner tie rod to 78 N·m, (58 ft. lbs.).
4. Loosely place a NEW clamp over the large end of the NEW bellows.
5. Slide the NEW bellows with clamp over the end of the inner tie rod and onto the gear body.

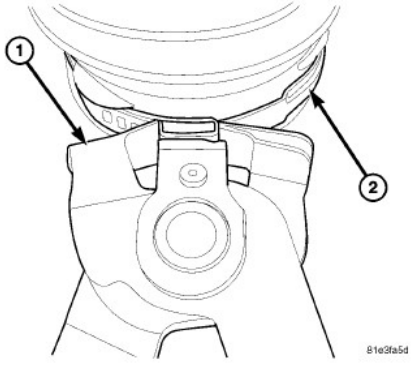


6. Push the small end of the bellows (2) past the groove (1) machined into the inner tie rod.
7. Apply a small amount of Mopar® Lubriplate or equivalent uniformly to the groove (1) in the inner tie rod shaft. This allows for toe adjustment without twisting the bellows.
8. Pull the small end of the bellows outward until the ridge inside the bellows engages the groove.

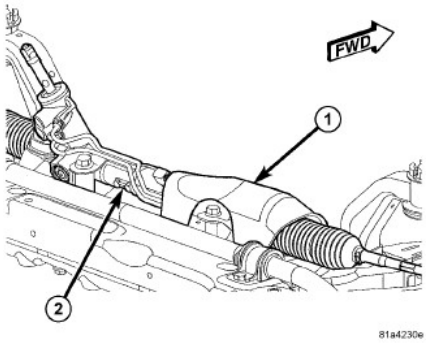
9. Install a NEW clamp (3) over the small end of the bellows (1).



10. Using crimping pliers (1), crimp the large clamp (2) securing the bellows to the gear body.



11. If servicing the right inner tie rod, position the heat shield (1) over the steering gear (2). Install mounting screws and push-pins. Tighten the screws to 6 N·m (53 in. lbs.).



12. Thread the tie rod jam nut onto the inner tie rod far enough to install the outer tie rod.

13. Install the outer tie rod. (Refer to 19 - Steering/Gear/TIE ROD, Steering - Installation)

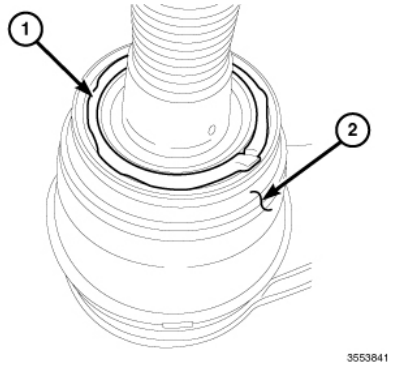
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

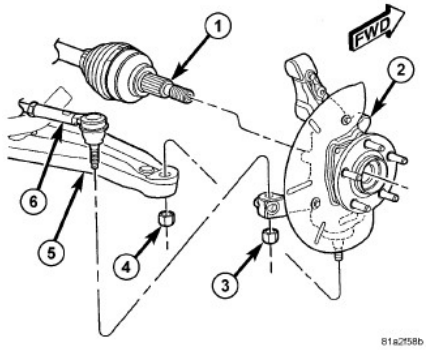
OUTER TIE ROD END

Labor Operations: Click to display a list of Labor Operations associated with this procedure

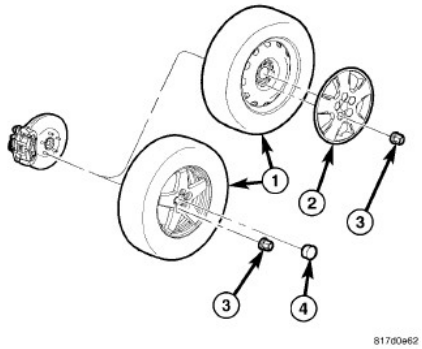
NOTE: If a new tie rod end is to be installed, make sure the boot (2) is properly lubricated.



1. Clean all old grease and debris from the boot (2) with a clean cloth.
2. Apply outer tie rod grease P/N 68088623AA (1) to the tie rod end boot (2).



3. If it is not already installed, install the jam nut on the inner tie rod threads. Thread the jam nut down the inner tie rod far enough to allow for outer tie rod installation.
4. Thread the outer tie rod onto the inner tie rod approximately the same amount of revolutions as the original was installed. Do not tighten the jam nut at this time.
5. Install the outer tie rod end (6) into the hole in the knuckle (2) arm. Start a NEW tie rod mounting nut (3) onto the stud. While holding the tie rod end stud with a wrench, tighten the nut with a wrench or crowfoot wrench. Tighten the nut to 85 N·m (63 ft. lbs.).

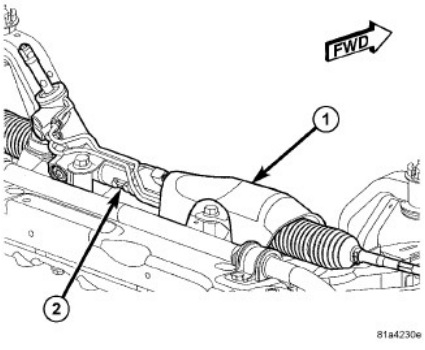


6. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).
7. Lower the vehicle.
8. Adjust the front wheel toe setting. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .
9. Tighten the tie rod jam nut to 75 N·m (55 ft. lbs.) once wheel toe is set.

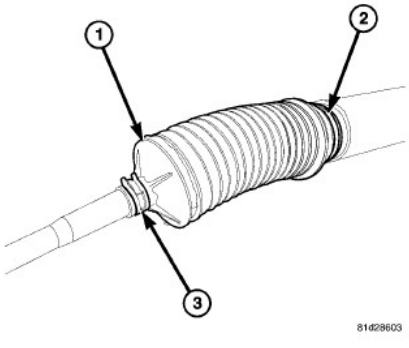
INNER TIE ROD

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the outer tie rod. (Refer to 19 - Steering/Gear/TIE ROD, Steering - Removal)
2. Remove the tie rod jam nut from the inner tie rod.
3. If servicing the right inner tie rod, remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2). Remove the heat shield from over the bellows.



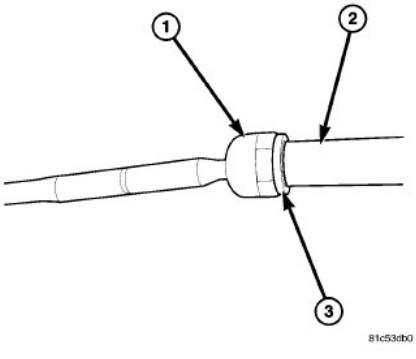
4. Remove the clamp (3) securing the bellows (1) to the inner tie rod.
5. Remove the clamp (2) securing the bellows (1) to the steering gear body.
6. Remove the bellows.



7. Remove the travel restrictor (3) from the inner tie rod (1).
8. Install an appropriate inner tie rod removal tool on the inner tie rod (1) hex.

CAUTION: **If the inner tie rod cannot be removed using the specified tools, do not use a hammer or heat to loosen. Damage to the steering gear will occur. Replace the entire steering gear.**

9. Unthread and remove the inner tie rod (1) from the steering gear (2).



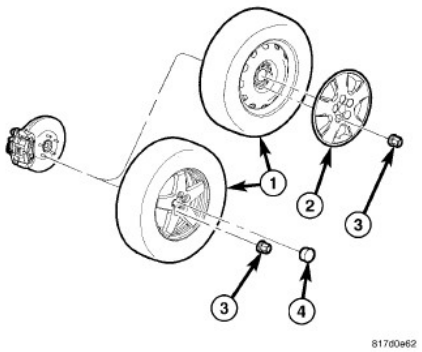
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

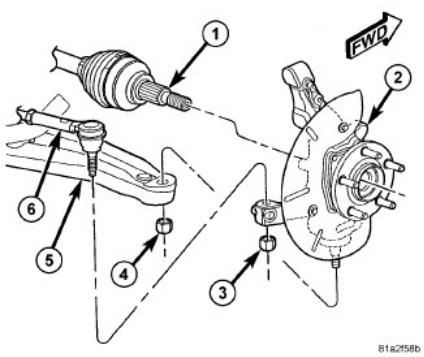
OUTER TIE ROD END

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3) , then the tire and wheel assembly (1).



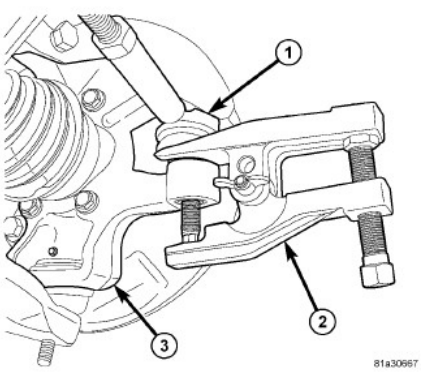
3. Loosen the tie rod jam nut.
4. Remove the nut (3) attaching the outer tie rod end (6) to the knuckle (2). To do this, hold the tie rod end stud with a wrench while loosening and removing the nut with a standard wrench or crowfoot wrench.



5. Separate the outer tie rod end (1) from the knuckle (3) using Remover (2), Special Tool 9360 . Remove the outer tie rod from the knuckle.

NOTE: When unscrewing the outer tie rod from inner, count the number of revolutions to take it off. This action will aid in installation, getting the toe close to where it needs to be when setting the wheel alignment.

6. Remove the outer tie rod from the inner tie rod.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

Turning of the steering wheel is converted into linear (side-to-side) travel through the meshing of the helical pinion teeth with the rack teeth within the steering gear. The lateral travel pushes and pulls the tie rods to change the direction of the vehicle's front wheels.

Power assist steering is provided by a belt driven rotary type pump. It directs fluid through power steering fluid hoses to the power steering gear where it is used to assist the driver's turning effort.

Manual steering control of the vehicle can be maintained if power steering assist is lost. However, under this condition, steering effort is significantly increased.

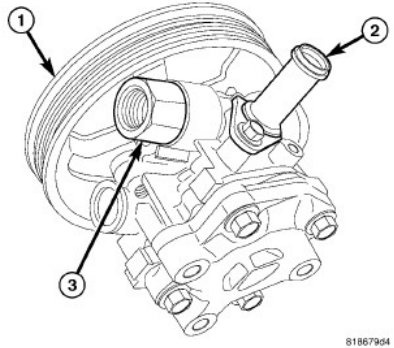
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Hydraulic pressure for operation of the power steering gear is provided by a droop-flow type power steering pump.

The power steering pump is belt driven. The pulley (1) cannot be serviced separately on four-cylinder engine mounted pumps.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

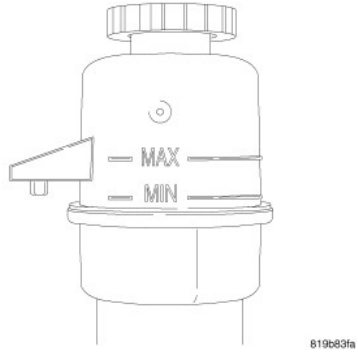
STANDARD PROCEDURE - POWER STEERING FLUID LEVEL CHECKING

WARNING: **Fluid level should be checked with the engine OFF to prevent personal injury from moving parts and to assure an accurate fluid level reading.**

CAUTION: **Mopar® Power Steering Fluid + 4 or Mopar® ATF+4 Automatic Transmission Fluid is to be used in the power steering system. Both Fluids have the same material standard specifications (MS-9602). No other power steering or automatic transmission fluid is to be used in the system. Damage may result to the power steering pump and system if another fluid is used. Do not overfill the system.**

NOTE: Although not required at specific intervals, the fluid level may be checked periodically. Check the fluid level anytime there is a system noise or fluid leak suspected.

The power steering fluid level can be viewed through the side of the power steering fluid reservoir. Compare the fluid level to the markings on the side of the reservoir. When the fluid is at normal ambient temperature, approximately 21°C to 27°C (70°F to 80°F), the fluid level should read between the MAX. and MIN. markings. When the fluid is hot, fluid level is allowed to read up to the MAX. line.



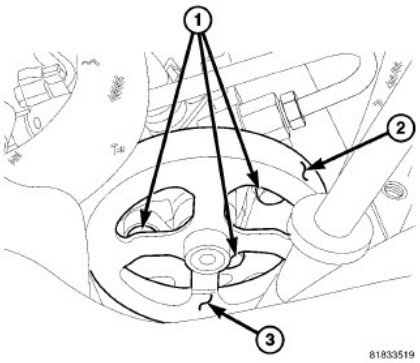
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

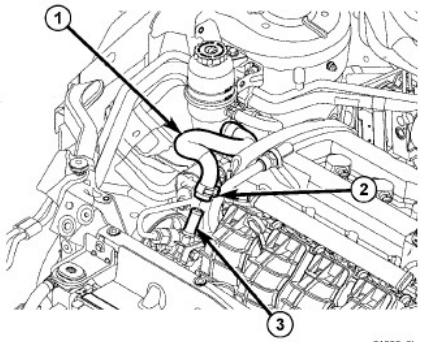
2.0L/2.4L ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

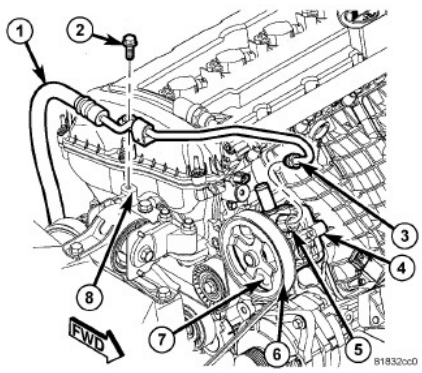
1. Using a lint free towel, wipe clean the open power steering pressure hose end and the power steering pump port. Replace any used O-rings with new. Lubricate the O-ring with clean power steering fluid.
2. Place the pump in mounting position. Install the three bolts (1) through the pulley (3) openings. Tighten the mounting bolts (1) to 20 N·m (15 ft. lbs.).
3. Install the drive belt (2). (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation)



4. Install the supply hose (1) at the pump (3).
5. Clamp the hose clamp (2) securing the supply hose (1) to the pump.



6. Install the pressure hose (3) at the pump pressure port (5). Tighten the tube nut to 32 N·m (24 ft. lbs.).
7. Install the pressure hose routing bracket bolt (2) to the engine mount (8). Tighten the bolt to 24 N·m (18 ft. lbs.).
8. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
9. Check for leaks.
10. Install the engine appearance cover.



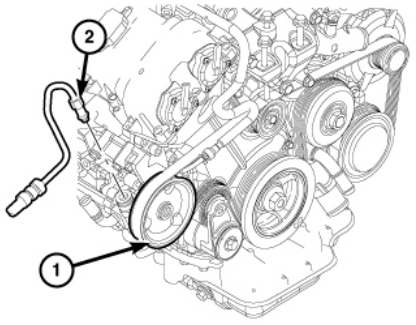
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L ENGINE

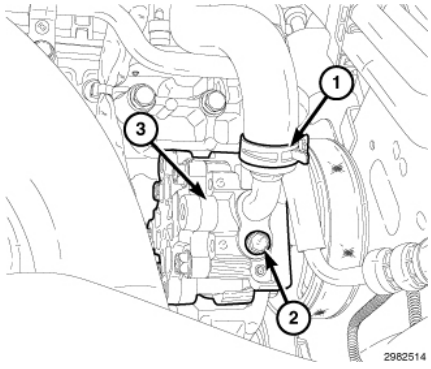
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before installing power steering pressure hose on power steering pump, replace O-ring on end of power steering pressure hose. Lubricate O-ring using clean power steering fluid.



2982496

1. Install power steering pump (1) onto its mounting bracket.
2. Install three power steering pump mounting bolts through pulley (not shown in figure). Tighten pump mounting bolts to 30 N·m (22 ft. lbs.).
3. Install power steering pump pressure fitting (2) and tighten to 32 N·m (24 ft. lbs.).
4. Slide fluid supply hose onto pump (3) fitting and install clamp (1) securing it in place.



2982514

5. Install heat shield (1) and secure with 3 mounting bolts (2). Tighten bolts to 25 N·m (18 ft. lbs.)
6. Install exhaust pipe (Refer to 11 - Exhaust System/PIPE, Exhaust Crossunder/Installation) .
7. Lower vehicle.
8. Install accessory drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation)
9. Connect negative (-) battery cable on negative battery post.
10. Fill and bleed power steering system (Refer to 19 - Steering - Standard Procedure) .
11. Inspect for leaks.

2982480

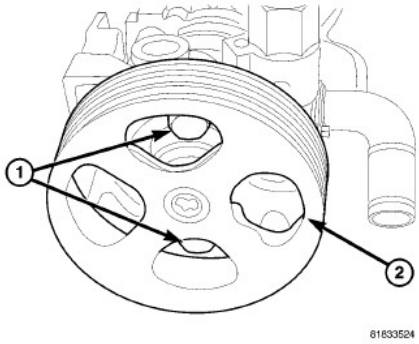
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

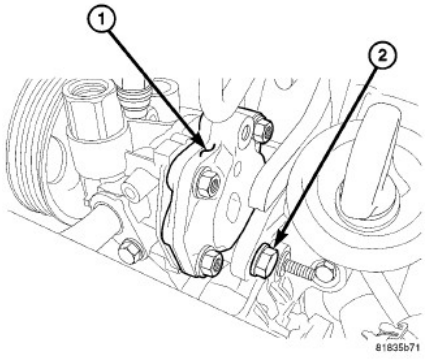
DIESEL ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

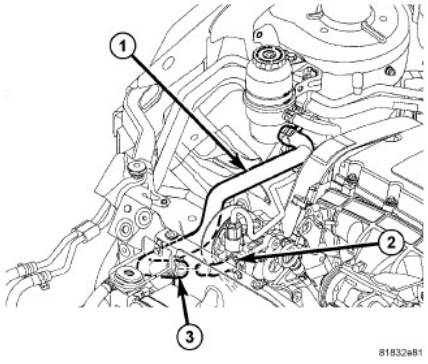
1. Using a lint free towel, wipe clean the open power steering pressure hose end and the power steering pump port. Replace any used O-rings with new. Lubricate the O-ring with clean power steering fluid.
2. Place the pump in mounting position. Install the two mounting bolts (1) through the pulley (2) openings. Tighten the mounting bolts to 20 N·m (15 ft. lbs.).



3. Install the rear mounting bolt (2) securing the rear of the pump (1). Tighten the mounting bolt to 30 N·m (22 ft. lbs.).
4. Install the drive belt. (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Installation)

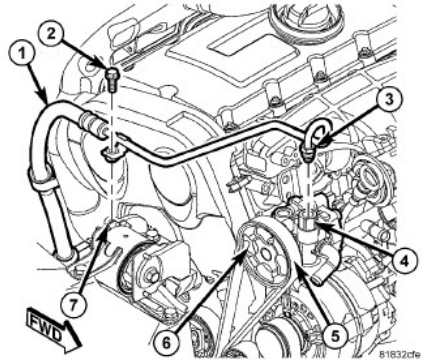


5. Install the supply hose (1) at the pump (2).
6. Clamp the hose clamp (3) securing the supply hose (1) to the pump.



7. Install the pressure hose (3) at the pump pressure port (4). Tighten the tube nut to 32 N·m (24 ft. lbs.).
8. Install the pressure hose routing bracket bolt (2) to the engine mount (7). Tighten the bolt to 24 N·m (18 ft. lbs.).

9. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
10. Check for leaks.
11. Install the engine appearance cover.

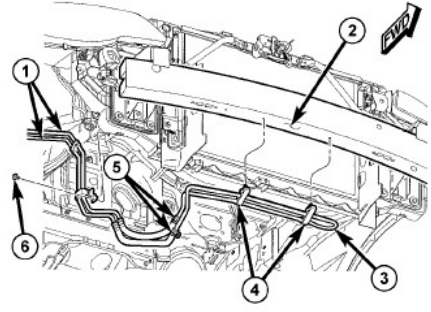


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The cooler (3) is placed in series with the power steering fluid return hose, between the steering gear fluid outlet port and the fluid return hose leading to the power steering fluid reservoir. It is attached to the front bumper reinforcement (2).



2014 Dodge JC - DODGE JOURNEY

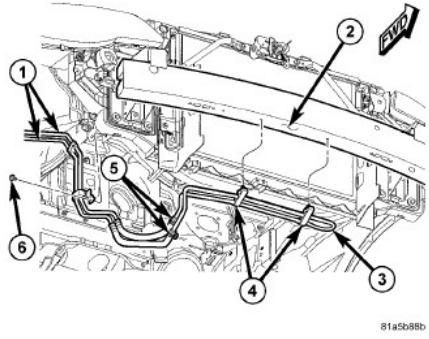
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
3. If equipped, remove the belly pan below the engine.
4. Remove the lower fascia valance.
5. Remove the hose clamps (5) attaching the fluid return hoses (1) to the power steering fluid cooler line (3). Separate the return hoses from the cooler line.
6. Remove the two cooler mounting push pins (4) at the bumper reinforcement (2).
7. Remove the cooler line (3) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The pulley mounted on power steering pumps used on six cylinder engines can serviced separately from the pump. It has a center hub incorporating a flange used for pump removal. The pulley used on pumps mounted on four cylinder engines is not serviced separately.

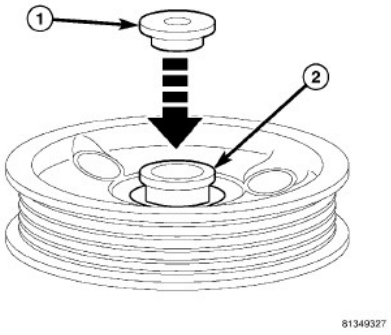
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

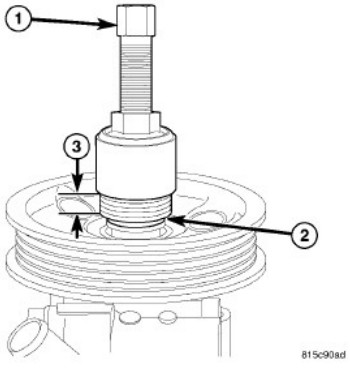
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

CAUTION: **Do not hammer on power steering pump pulley (2) or pump shaft to install pulley. This action will damage pulley and power steering pump.**



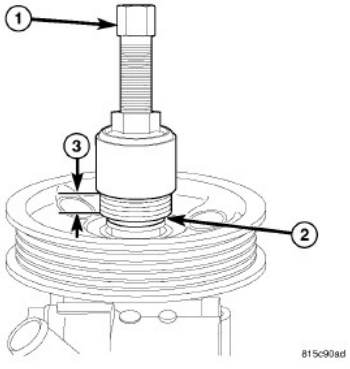
1. Place power steering pump pulley (2) squarely on end of power steering pump shaft.
2. Place Installation Spacer 6936 (1), on top of pump pulley (2).

NOTE: Later build pumps feature a shaft with internal threads that are not as deep as earlier production, thus requiring a stack of washers, approximately 13 mm (0.5 in.) thickness (3), placed over Spacer 6936 (2), before mounting Installer C-4063C (1) on the pump. To know if a replacement pump requires the stack of washers, measure the depth of the shaft hole. A later build pump will have a depth of 20 mm (0.78 in.) while an earlier build pump will have a depth of 32 mm (1.25 in.).



3. As necessary (see above note), place a stack of washers approximately 13 mm (0.5 in.) thickness (3) over Spacer 6936 (2).

NOTE: It is important to use Forcing Screw C-4063-2 when performing this procedure.



4. Thread Installer C-4063C (1), completely into internal threads of power steering pump shaft, then rotate Installer Nut down against washers (as necessary) and Spacer (2) on pump pulley.
5. Ensuring that the tools and pulley remain aligned with pump shaft, tighten Installer Nut, forcing pulley onto power steering pump shaft until Spacer (2) comes in contact with end of pump shaft. **When Spacer (2) is against shaft of power steering pump, Installer (1) Nut will no longer rotate.**
6. Install power steering pump on engine. (Refer to 19 - Steering/Pump - Installation) .

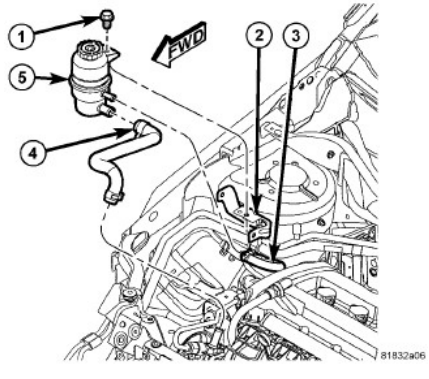
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the plastic shield over the reservoir neck.
2. Attach the reservoir (5) to the strut tower bracket (2) using the mounting screw (1). Tighten mounting screw (1) to 12 N·m (106 in. lbs.).
3. Slide the pump supply hose (4) onto reservoir fitting. Expand hose clamp and slide it over hose on reservoir fitting. Secure clamp once it is past bead formed into fluid reservoir fitting.
4. Slide cooler return hose (3) onto reservoir fitting. Expand hose clamp and slide it over hose on reservoir fitting. Secure clamp once it is past bead formed into fluid reservoir fitting.



5. Install the coolant recovery bottle. (Refer to 07 - Cooling/Engine/BOTTLE, Coolant Recovery - Installation)
6. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
7. Check for leaks.
8. Install the engine appearance cover.

2014 Dodge JC - DODGE JOURNEY

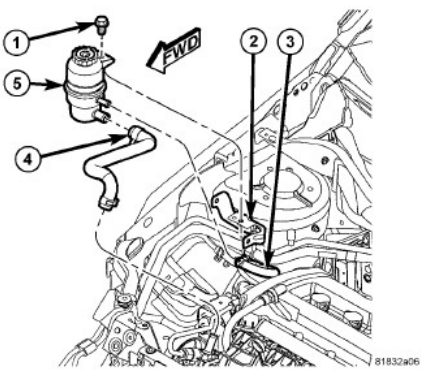
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Remove engine appearance cover.
2. Remove the fasteners securing the coolant recovery bottle to its mounts and move it away from the power steering fluid reservoir. It is not necessary to disconnect the coolant recovery bottle fluid lines. (Refer to 07 - Cooling/Engine/BOTTLE, Coolant Recovery - Removal)
3. Siphon as much fluid as possible from the power steering fluid reservoir (5).
4. Remove hose clamp securing cooler return hose (3) to fluid reservoir fitting. Slide the hose off the end of the reservoir fitting.
5. Remove hose clamp securing pump supply hose (4) to the fluid reservoir fitting. Slide the hose off the end of the reservoir fitting.
6. Remove the reservoir mounting screw (1) used to secure the reservoir in place.
7. Remove the reservoir (5).
8. Remove the plastic shield from the reservoir.



2014 Dodge JC - DODGE JOURNEY

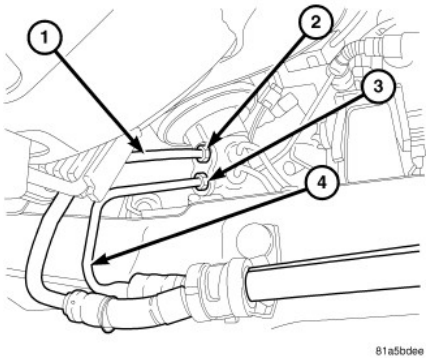
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L/2.4L ENGINE

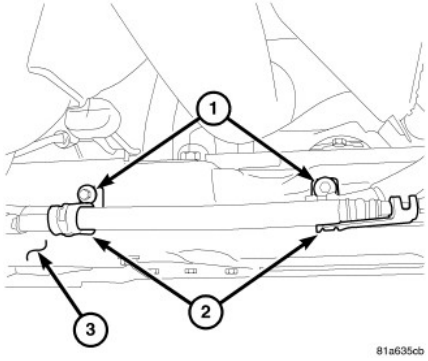
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Power steering fluid hoses must remain away from the exhaust system, driveshafts, vehicle components and any unfriendly surface that can possibly damage the hoses.**

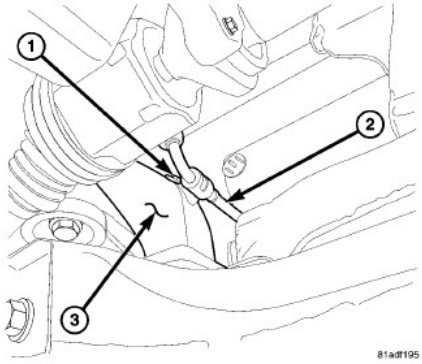
1. Install the pressure hose tube (4) at the gear. Tighten the tube nut (3) to 32 N·m (24 ft. lbs.).



2. Position the power steering hose routing clamps (2) on the crossmember. Install and tighten the screws to 8 N·m (71 in. lbs.).

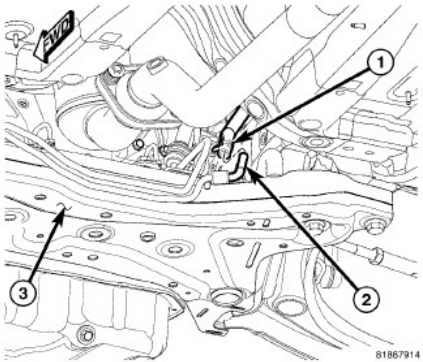


3. Position the power steering hose (2) routing clamp at the right side of the crossmember (3). Install and tighten the routing clamp screw to 8 N·m (71 in. lbs.).

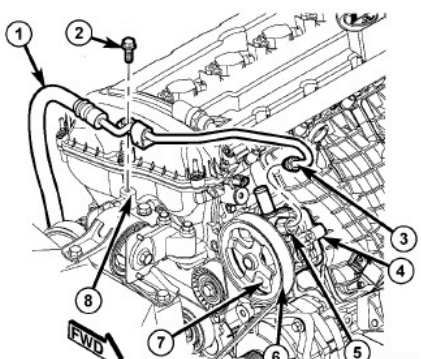


4. Install the return hose (1) at the return tube (2) and install the clamp. If a screw-clamp is used, tighten it to 2.5 N·m (20 in. lbs.).

5. Lower the vehicle.



6. Install the pressure hose (3) at the pump pressure port (5). Tighten the tube nut to 32 N·m (24 ft. lbs.).
7. Install the pressure hose routing bracket bolt (2) to the engine mount (8). Tighten the bolt to 24 N·m (18 ft. lbs.).
8. Fill and bleed the power steering system (Refer to 19 - Steering - Standard Procedure) .
9. Check for leaks.
10. Install the engine appearance cover.



2014 Dodge JC - DODGE JOURNEY

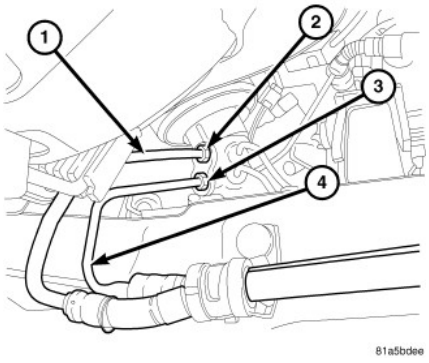
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L DIESEL ENGINE

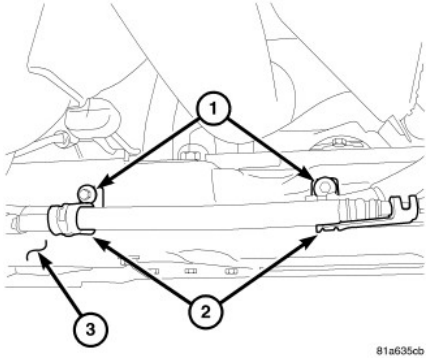
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Power steering fluid hoses must remain away from the exhaust system, driveshafts, vehicle components and any unfriendly surface that can possibly damage hoses.**

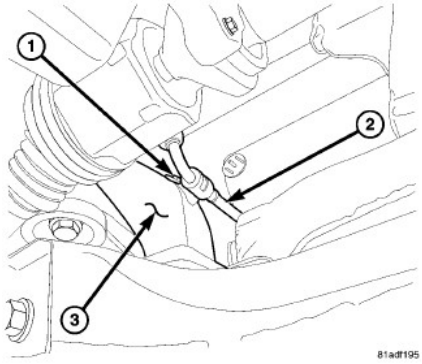
1. Install the pressure hose tube (4) at the gear. Tighten the tube nut (3) to 32 N·m (24 ft. lbs.).



2. Position the power steering hose routing clamps (2) on the crossmember. Install and tighten the screws to 8 N·m (71 in. lbs.).

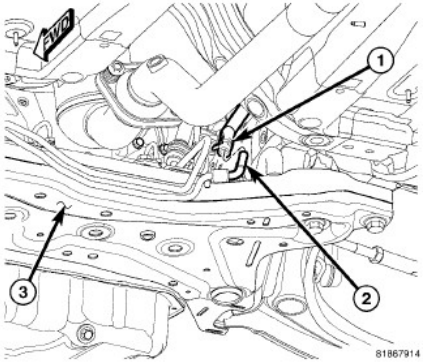


3. Position the power steering hose (2) routing clamp at the right side of the crossmember (3). Install and tighten the routing clamp screw (1) to 8 N·m (71 in. lbs.).
4. Install the belly pan below the engine.

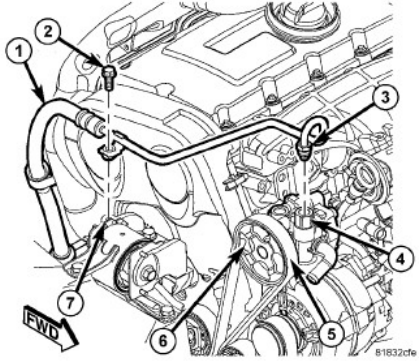


5. Install the return hose (1) at the return tube (2) and install the clamp. If a screw-clamp is used, tighten it to 2.5 N·m (20 in. lbs.).

6. Lower the vehicle.



7. Install the pressure line (3) at the pump pressure port (4). Tighten the tube nut to 32 N·m (24 ft. lbs.).
8. Install the pressure line routing bracket bolt (2) to the engine mount (7). Tighten the bolt to 24 N·m (18 ft. lbs.).
9. Fill and bleed the power steering system (Refer to 19 - Steering - Standard Procedure) .
10. Check for leaks.
11. Install the engine appearance cover.



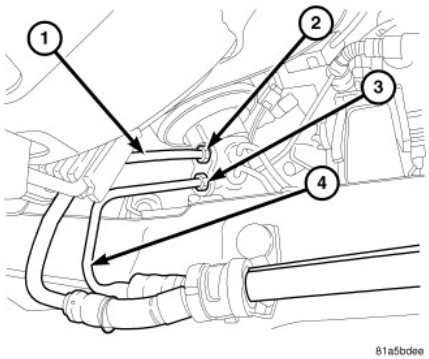
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

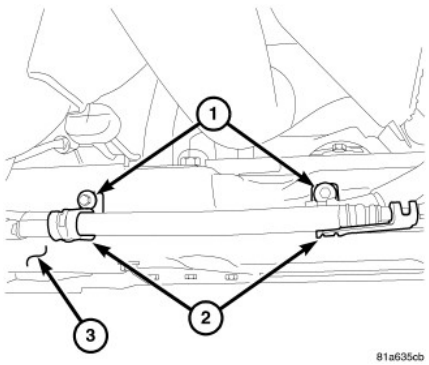
3.6L ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

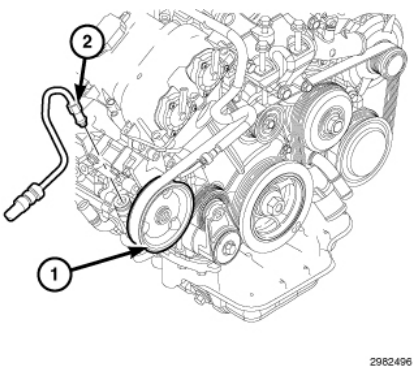
CAUTION: **Power steering fluid hoses must remain away from the exhaust system, driveshafts, vehicle components and any unfriendly surface that can possibly damage the hoses.**



1. Install the pressure hose tube (4) at the gear. Tighten the tube nut (3) to 32 N·m (24 ft. lbs.).



2. Position the power steering hose routing clamps (2) on the crossmember. Install and tighten the screws to 8 N·m (71 in. lbs.).



3. Using a lint free towel, wipe clean the open power steering pressure hose end and the power steering pump port. Replace any used O-rings with new. Lubricate the O-ring with clean power steering fluid.
4. Install the pressure hose (2) at the pump pressure port. Tighten the tube nut to 32 N·m (24 ft. lbs.).
5. Lower the vehicle.
6. Fill and bleed the power steering system (Refer to 19 - Steering - Standard Procedure) .
7. Check for leaks.

2014 Dodge JC - DODGE JOURNEY

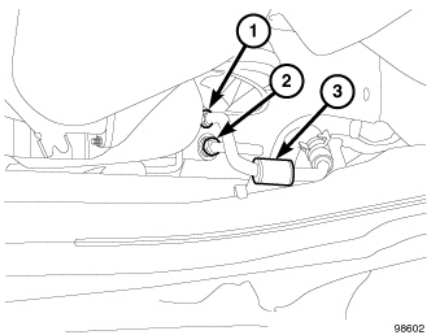
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT-HAND-DRIVE - 2.0L DIESEL ENGINE

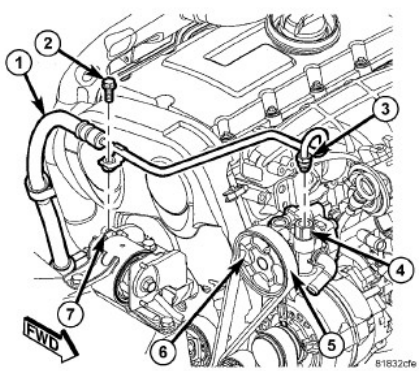
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Power steering fluid hoses must remain away from the exhaust system, driveshafts, vehicle components and any unfriendly surface that can possibly damage the hoses.**

1. Using a lint free towel, wipe clean the open power steering hose end and the power steering gear port. Replace any used O-rings with new. Lubricate the O-ring with power steering fluid.
2. Install the power steering pressure hose into the engine compartment from below.
3. Install the pressure hose at the gear. Tighten the tube nut (2) to 32 N·m (24 ft. lbs.).
4. Lower the vehicle.



5. Install the pressure line (3) at the pump pressure port (4). Tighten the tube nut to 32 N·m (24 ft. lbs.).
6. Install the pressure line routing bracket bolt (2) to the upper mount (7). Tighten the bolt to 24 N·m (18 ft. lbs.).
7. Fill and bleed the power steering system (Refer to 19 - Steering - Standard Procedure) .
8. Check for leaks.
9. Install the engine appearance cover.



2014 Dodge JC - DODGE JOURNEY

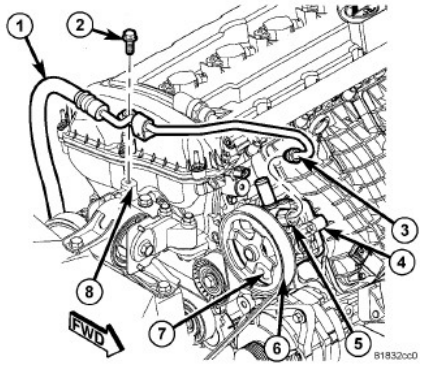
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L/2.4L ENGINE

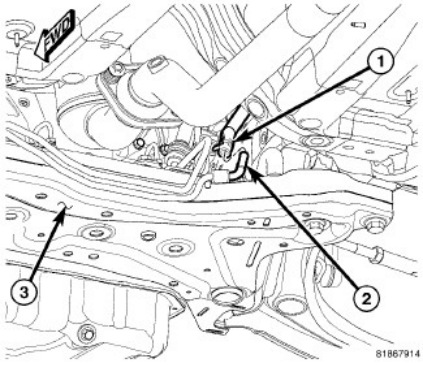
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

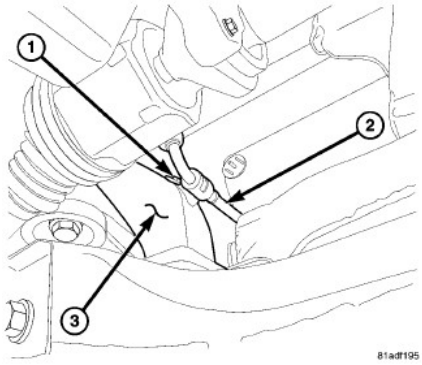
1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure hose (3) at the pump pressure port (5).
4. Remove the pressure hose routing bracket bolt (2) at the upper mount (8).
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .



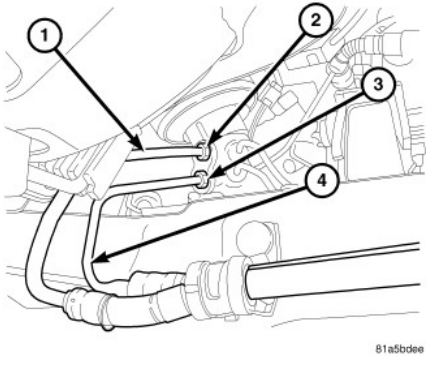
6. Remove the return hose (1) at the return tube (2) and allow any fluid in the hose to drain. If equipped with a screw-clamp, be sure to save the original clamp for reinstallation.



7. Remove the routing clamp screw (1) securing the pressure hose (2) to the right side of the crossmember (3).

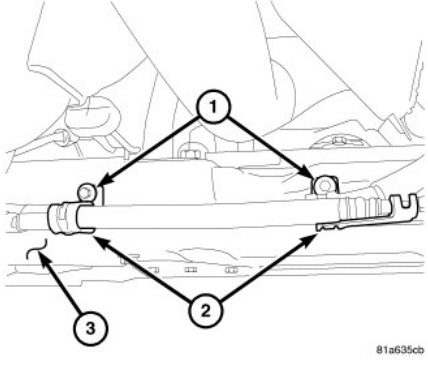


8. Unscrew the tube nut (3), then remove the pressure hose (4) at the steering gear.



9. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember (3).

10. Remove the power steering pressure hose from the vehicle.



2014 Dodge JC - DODGE JOURNEY

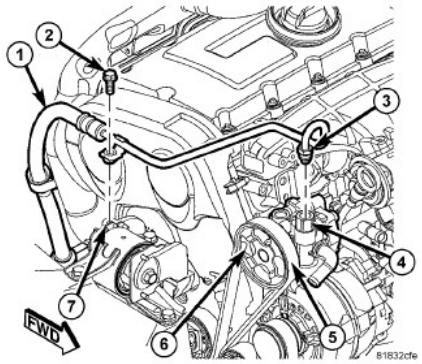
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L DIESEL ENGINE

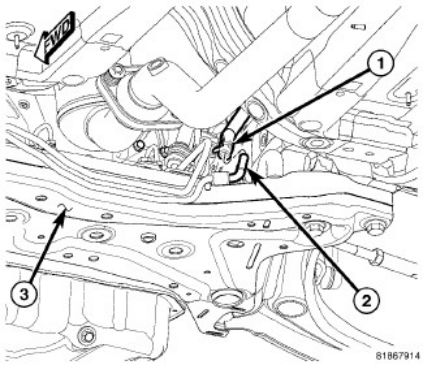
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

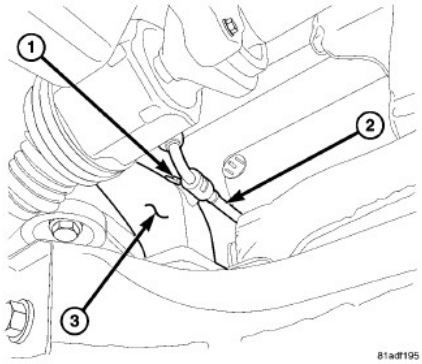
1. Siphon as much fluid as possible from power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure line (3) at the pump (4).
4. Remove the pressure line routing bracket bolt (2) at the upper mount (7).
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .



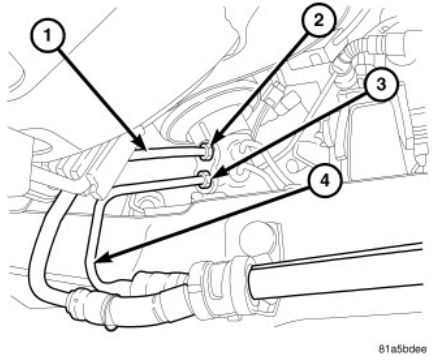
6. Remove the return hose (1) at the return tube (2) and allow any fluid in the hose to drain. If equipped with a screw-clamp, be sure to save the original clamp for reinstallation.
7. Remove belly pan below engine.



8. Remove the routing clamp screw (1) securing the pressure hose (2) to the right side of the crossmember (3).

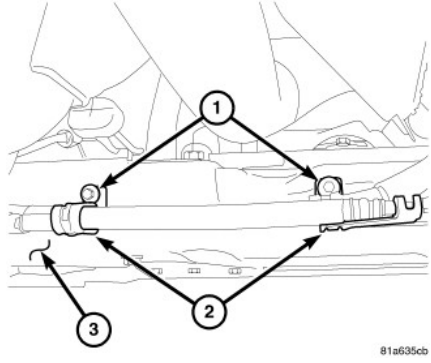


9. Unscrew the tube nut (3), then remove the pressure hose (4) at the steering gear.



10. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

11. Remove the power steering pressure hose from the vehicle.



2014 Dodge JC - DODGE JOURNEY

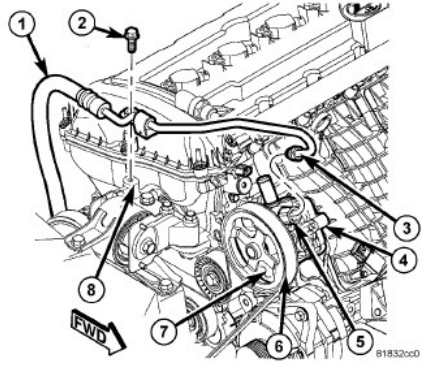
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT-HAND-DRIVE - 2.0L/2.4L ENGINE

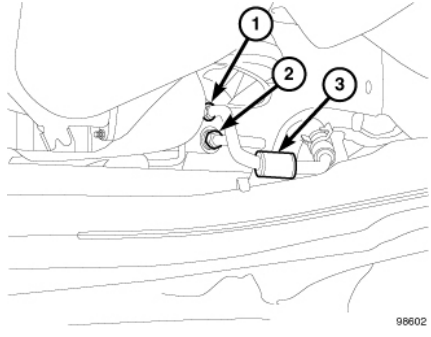
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure Hose (3) at the pump pressure port (5).
4. Remove the pressure hose routing bracket bolt (2) at the upper mount (8).
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .



6. Unthread the tube nut (2) and remove the pressure hose at the steering gear.
7. Remove the power steering pressure hose from the vehicle.



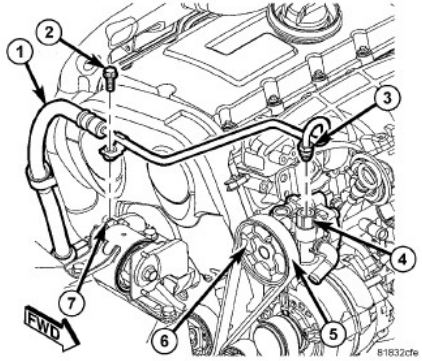
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

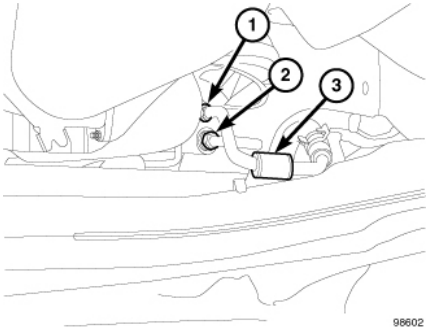
RIGHT-HAND-DRIVE - 2.0L DIESEL ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .



1. Siphon as much fluid as possible from power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure line (3) at the pump (4).
4. Remove the pressure line routing bracket bolt (2) at the upper mount (7).
5. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .



6. Unthread the tube nut (2) and remove the pressure hose (2) at the steering gear.
7. Remove the power steering pressure hose from the vehicle.

2014 Dodge JC - DODGE JOURNEY

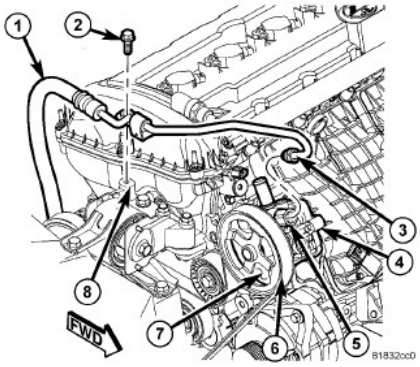
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L/2.4L ENGINE

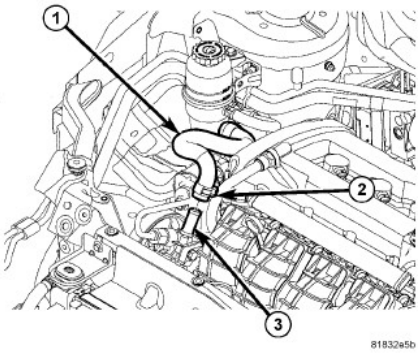
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure hose routing bracket bolt (2) at the upper mount (8).
4. Remove the pressure hose (3) at the pump pressure port (5).

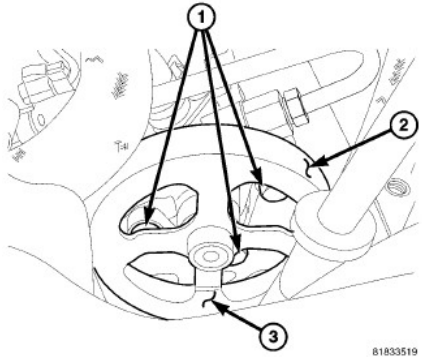


5. Remove the hose clamp (2) securing the supply hose (1) at the pump.
6. Remove the supply hose (1) from the pump (3).



7. Remove the drive belt (2). (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)
8. Remove the three pump mounting bolts (1) through the pulley (3) openings.

9. Remove the power steering pump.



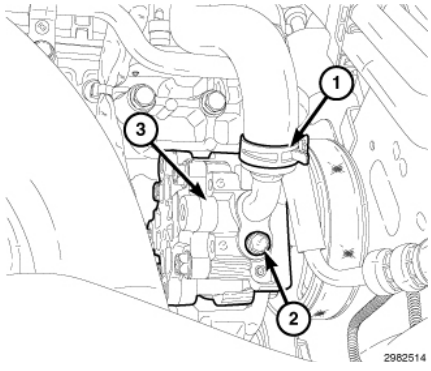
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

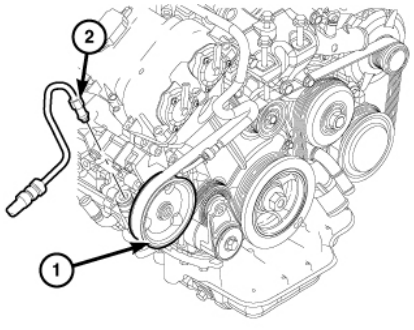
3.6L ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove negative (-) battery cable from battery and isolate cable.
2. Remove cap from power steering fluid reservoir.
3. Using a siphon pump, remove as much power steering fluid as possible from power steering fluid reservoir.
4. Remove accessory drive belt (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)
5. Raise and support vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
6. Remove exhaust pipe (Refer to 11 - Exhaust System/PIPE, Exhaust Crossunder/Removal) .
7. Remove 3 heat shield mounting bolts (2). Remove heat shield (1) from vehicle.
8. Remove supply hose clamp (1) and remove supply hose from power steering pump fitting.



9. Remove power steering pump pressure hose fitting (2).
10. Remove three pump mounting bolts through pump pulley (not shown in figure).
11. Remove pump (1) (with pulley) from below.
12. If pulley needs removal (Refer to 19 - Steering/Pump/PULLEY, Power Steering Pump - Removal) .



2014 Dodge JC - DODGE JOURNEY

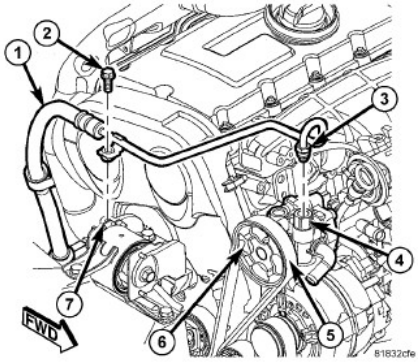
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DIESEL ENGINE

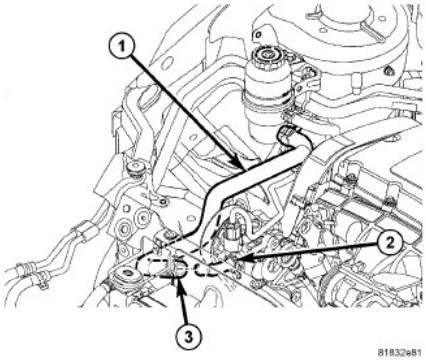
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the engine appearance cover.
3. Remove the pressure hose routing bracket bolt (2) to the upper mount (7).
4. Remove the pressure hose (3) at the pump pressure port (4).

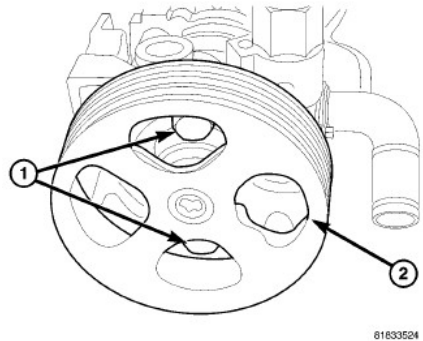


5. Remove the hose clamp (3) securing the supply hose (1) at the pump.
6. Remove the supply hose (1) from the pump (2).



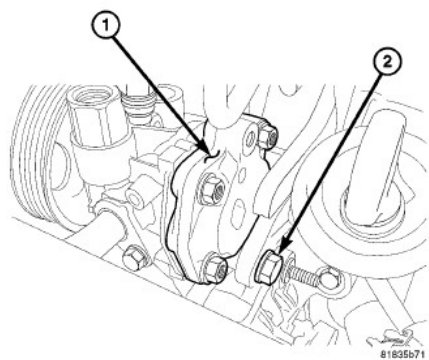
7. Remove the drive belt. (Refer to 07 - Cooling/Accessory Drive/BELT, Serpentine - Removal)

8. Remove the two pump mounting bolts (1) through the pulley (2) openings.



9. Remove the rear pump mounting bolt (2) behind the pump (1).

10. Remove the power steering pump (1).

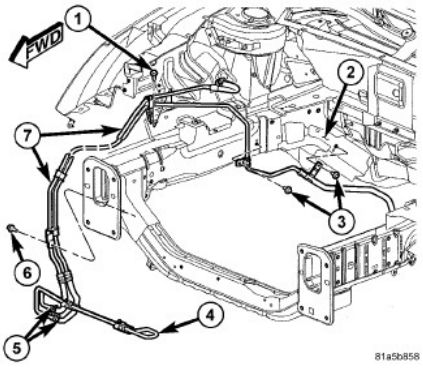


2014 Dodge JC - DODGE JOURNEY

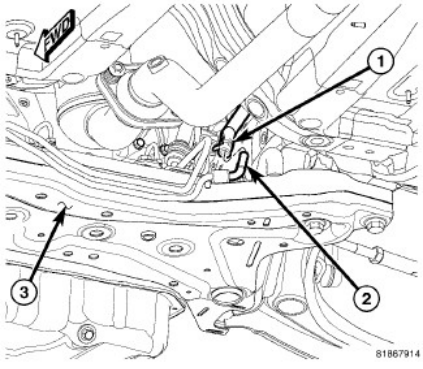
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Install the power steering return hose (7) into the engine compartment.
2. Install the return hose routing clamp screw (1) securing the return hose (7) to the body.
3. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
4. Install the return hose routing clamp screw (6) securing the return hose (7) to the frame rail. Tighten the screw to 8 N·m (71 in. lbs.).
5. Install the screws (3) securing the return hose to the frame rail (2). Tighten the screws to 8 N·m (71 in. lbs.).
6. Install the return hose onto the cooler line (4) and install the hose clamps (5).
7. Install the return hose (1) at the return tube (2) and install the clamp. If a screw-clamp is used, tighten it to 2.5 N·m (20 in. lbs.).



8. Install the lower fascia valance.
9. If equipped, install the belly pan below the engine.
10. Lower the vehicle.
11. Install the coolant recovery bottle. (Refer to 07 - Cooling/Engine/BOTTLE, Coolant Recovery - Installation)
12. Install the power steering fluid reservoir. (Refer to 19 - Steering/Pump/RESERVOIR, Power Steering Pump - Installation)
13. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
14. Check for leaks.

2014 Dodge JC - DODGE JOURNEY

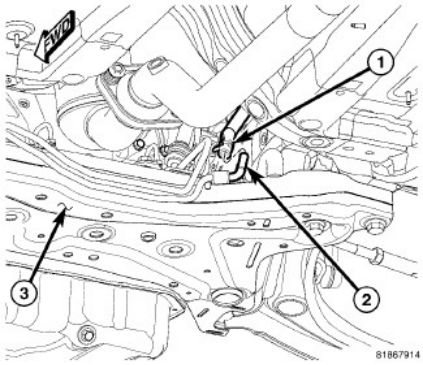
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

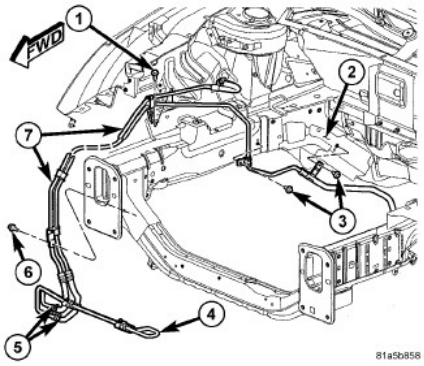
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the power steering fluid reservoir. (Refer to 19 - Steering/Pump/RESERVOIR, Power Steering Pump - Removal)
3. Remove the coolant recovery bottle. (Refer to 07 - Cooling/Engine/BOTTLE, Coolant Recovery - Removal)
4. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
5. If equipped, remove the belly pan below the engine.
6. Remove the lower fascia valance.
7. Remove the return hose (1) at the return tube (2). If equipped with a screw-clamp, be sure to save the original clamp for reinstallation.



8. Remove the hose clamps (5) attaching the fluid return hoses (7) to the power steering fluid cooler line (4). Separate the return hoses from the cooler line.
9. Remove the return hose routing clamp screws (3) securing the return hose (7) to the frame rail.
10. Remove the return hose routing clamp screw (6) securing the return hose (7) to the frame rail.
11. Lower the vehicle.



12. Remove the return hose routing clamp screw (1) securing the return hose (7) to the body.
13. Remove the return hose from the vehicle.

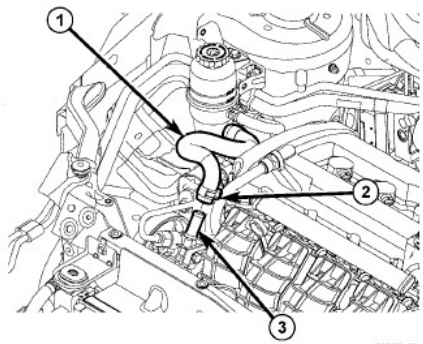
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

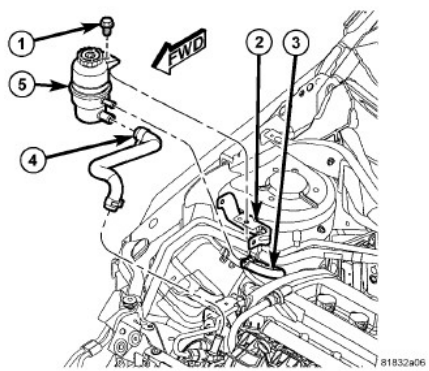
2.0L/2.4L ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Slide hose clamps (2) onto both ends of the power steering fluid supply hose (1) far enough to clear the fittings on the reservoir and pump once the hose is installed.
2. Place the pump end of the supply hose (1) onto the pump supply fitting (3). Expand the hose clamp (2) and slide it over the hose and pump supply fitting. Secure the clamp once it is past the bead formed into the fluid supply fitting.



3. Place the fluid reservoir end of the supply hose (4) onto the reservoir (5) supply fitting. Expand the hose clamp and slide it over the hose and fitting. Secure the clamp once it is past the bead formed into the fluid reservoir fitting.
4. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
5. Check for leaks.



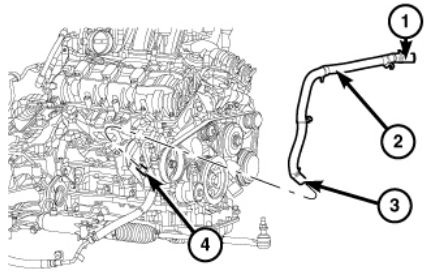
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

3.6L ENGINE

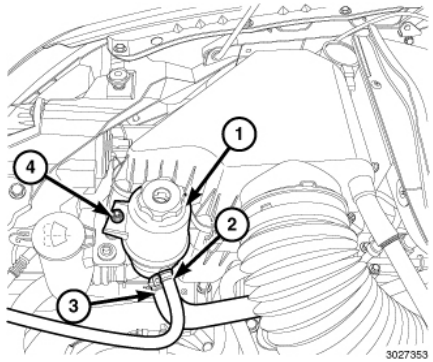
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place the pump end of the supply hose onto the pump (4) supply fitting. Expand the hose clamp (3) and slide it over the hose and pump supply fitting. Secure the clamp once it is past the bead formed into the fluid supply fitting.
2. Lower the vehicle.



3027472

3. Place the reservoir end of the supply hose onto the reservoir (1) supply fitting. Expand the hose clamp (3) and slide it over the hose and supply fitting. Secure the clamp once it is past the bead formed into the fitting.
4. Fill and bleed the power steering system (Refer to 19 - Steering - Standard Procedure) .
5. Check for leaks.



3027353

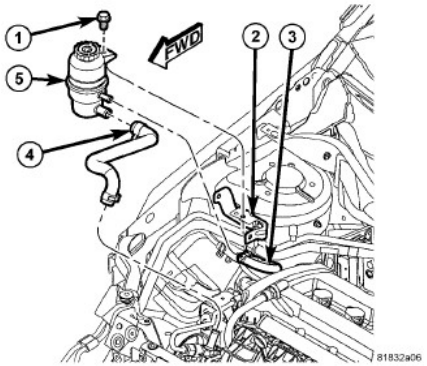
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

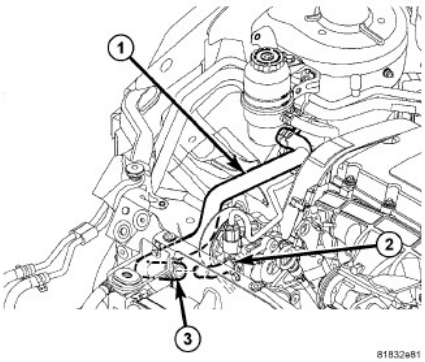
DIESEL ENGINE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Slide hose clamps onto both ends of the power steering fluid supply hose far enough to clear the fittings on the reservoir and pump once hose is installed.
2. Place the fluid reservoir end of the supply hose (4) onto the reservoir (5) supply fitting. Expand the hose clamp and slide it over the hose and fitting. Secure the clamp once it is past the bead formed into the fluid reservoir fitting.



3. Place the pump end of the supply hose (1) onto the pump supply fitting (2). Expand the hose clamp and slide it over the hose and pump supply fitting. Secure the clamp (3) once it is past the bead formed into the fluid supply fitting.
4. Fill and bleed the power steering system. (Refer to 19 - Steering - Standard Procedure)
5. Check for leaks.
6. Install the engine appearance cover.



2014 Dodge JC - DODGE JOURNEY

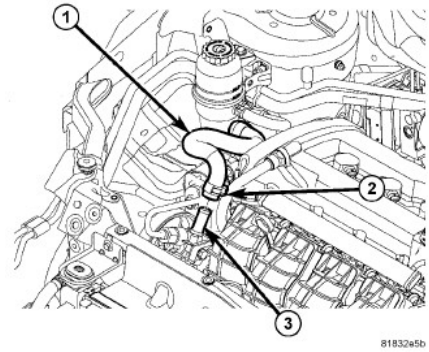
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

2.0L/2.4L ENGINE

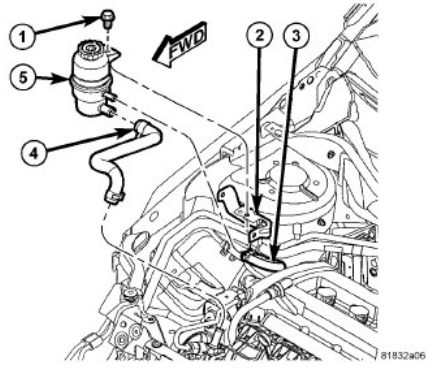
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Siphon as much fluid as possible from the power steering fluid reservoir.
2. Remove the clamp (2) securing the supply hose to the power steering pump supply fitting (3), then remove the hose from the supply fitting.



3. Remove the hose clamp securing the supply hose (4) to the power steering fluid reservoir (5). Slide the hose off the end of the reservoir fitting and remove from vehicle.



2014 Dodge JC - DODGE JOURNEY

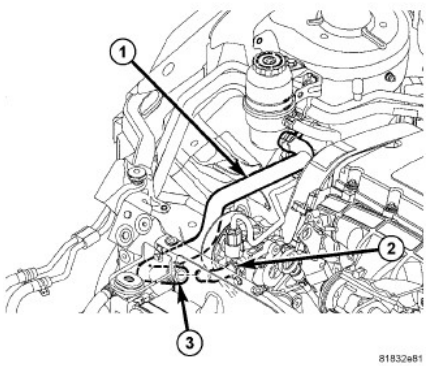
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DIESEL ENGINE

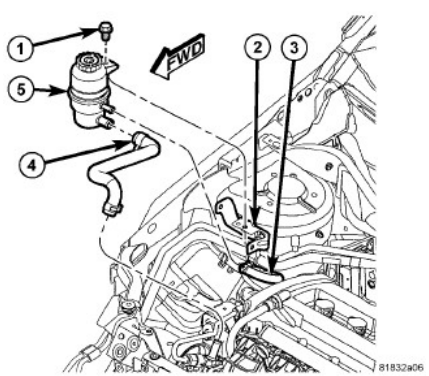
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 19 - Steering - Warning) .

1. Remove the engine top appearance cover.
2. Siphon as much fluid as possible from power steering fluid reservoir.
3. Remove the clamp (3) securing the supply hose (1) to the power steering pump supply fitting (2), then remove the hose from the fitting.



4. Remove the hose clamp (4) securing supply hose to the power steering fluid reservoir (5). Slide the hose off the end of the reservoir fitting and remove from vehicle.



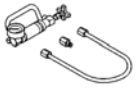
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS

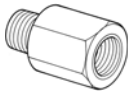
6713 - Hose, Power Steering

6800 - Analyzer, Power Steering



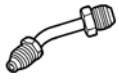
6815 - Kit, Power Steering

Originally Shipped In Kit Number(s) *6784, 6809, 6898*.



6826 - Adapter, LH P/S Tester

Originally Shipped In Kit Number(s) *6893A, 6894, 6895, 6897, 6898*.



6844 - Adapter, Power Steering (Truck)

Originally Shipped In Kit Number(s) *6896*.

6893A - Kit, Power Steering

Originally Shipped In Kit Number(s) *6896*.

6905 - Assembly, Hose

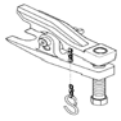
Originally Shipped In Kit Number(s) *6896*.

6936 - Spacer

Originally Shipped In Kit Number(s) *6945, 6946, 6947, 6948*.

6959 - Assembly, Hose

Originally Shipped In Kit Number(s) *6945, 6946, 6947, 6948, 6949*.



Primary Tool Number/Name - 9360 - Remover, Ball Joint
Alternate Tool Number/Name - 1871000700 - Extractor

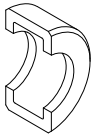
Originally Shipped In Kit Number(s) *9329, 9515, 9516, 9516-CAN, 9517, 9517-CAN, 9518, 9519, 9540, 9541*.

9688A - Cap Adapter, Power Steering Pump

Originally Shipped In Kit Number(s) *10075A-DOD, 10075-CHRYSLER, 10075-DODGE*.

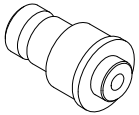
9962 - Puller, P/S Pulley

Originally Shipped In Kit Number(s) *9962*.



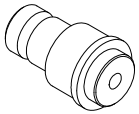
9962-2 - Collet, Half, Pulley Remover

Originally Shipped In Kit Number(s) *9962*.



9962-3 - Button, Thrust

Originally Shipped In Kit Number(s) *9962*.



9962-4 - Button, Thrust

Originally Shipped In Kit Number(s) *9962*.

C-4063-2 - Forcing Screw

Originally Shipped In Kit Number(s) *9398, C-4063-2*.

C-4063C - Installer, P/S Pulley

C-4207-A - Vacuum Pump, Hand

2014 Dodge JC - DODGE JOURNEY

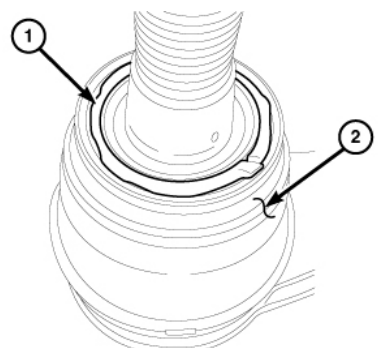
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - OUTER TIE ROD END LUBRICATION

NOTE: View is typical.

NOTE: If a new tie rod end is to be installed, make sure the boot (2) is properly lubricated.

Any time the outer tie rod end is disconnected from the knuckle, before assembly, clean all old grease and debris from the boot with a clean cloth and apply outer tie rod grease P/N 68088623AA (1) to the boot (2) as shown.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - POWER STEERING SYSTEM BLEEDING

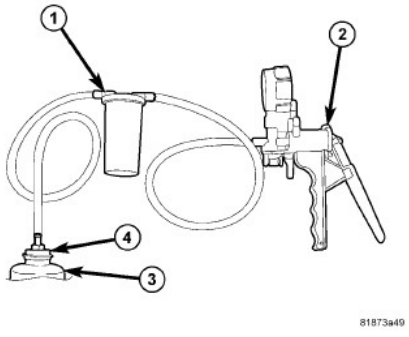
Special Tools: Click to display a list of tools used in this procedure

WARNING: **The fluid level should be checked with engine off to prevent injury from moving components.**

CAUTION: **Mopar® Power Steering Fluid + 4 or Mopar® ATF+4 Automatic Transmission Fluid is to be used in the power steering system. Both Fluids have the same material standard specifications (MS-9602). No other power steering or automatic transmission fluid is to be used in the system. Damage may result to the power steering pump and system if another fluid is used. Do not overfill the system.**

CAUTION: **If the air is not purged from the power steering system correctly, pump failure could result.**

NOTE: Be sure the vacuum tool used in the following procedure is clean and free of any fluids.



1. Check the fluid level. As measured on the side of the reservoir, the level should indicate between MAX and MIN when the fluid is at normal ambient temperature. Adjust the fluid level as necessary. (Refer to 19 - Steering/Pump/FLUID - Standard Procedure)
2. Tightly insert Power Steering Cap Adapter (4), Special Tool 9688A , into the mouth of the reservoir (3).

CAUTION: **Failure to use a vacuum pump reservoir (1) may allow power steering fluid to be sucked into the hand vacuum pump.**

3. Attach Hand Vacuum Pump (2), Special Tool C-4207-A or equivalent, with reservoir (1) attached, to the Power Steering Cap Adapter (4).

CAUTION: **Do not run the engine while vacuum is applied to the power steering system. Damage to the power steering pump can occur.**

NOTE: When performing the following step make sure the vacuum level is maintained during the entire time period.

4. Using Hand Vacuum Pump (2), apply 68-85 kPa (20-25 in. Hg) of vacuum to the system for a minimum of three minutes.
5. Slowly release the vacuum and remove the special tools.
6. Adjust the fluid level as necessary. Refer to **Step #1**.
7. Repeat **Step #1** through **Step #6** until the fluid no longer drops when vacuum is applied.

8. Start the engine and cycle the steering wheel lock-to-lock three times.

NOTE: Do not hold the steering wheel at the stops.

9. Stop the engine and check for leaks at all connections.

10. Check for any signs of air in the reservoir and check the fluid level. If air is present, repeat the procedure as necessary.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING: **Power steering fluid, engine parts and exhaust system may be extremely hot if engine has been running. Do not start engine with any loose or disconnected hoses. Do not allow hoses to touch hot exhaust manifold or catalyst.**

WARNING: **Fluid level should be checked with the engine off to prevent personal injury from moving parts.**

CAUTION: **When the system is open, cap all open ends of the hoses, power steering pump fittings or power steering gear ports to prevent entry of foreign material into the components.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

POWER STEERING FLUID

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

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

The power steering system is filled-for-life at the factory and requires no regular maintenance. Although not required at specific intervals, the fluid level may be checked periodically. Check the fluid level anytime there is a system noise or fluid leak suspected. (Refer to 19 - Steering/Pump/FLUID - Standard Procedure)

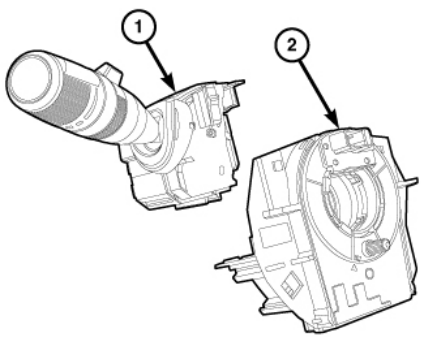
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

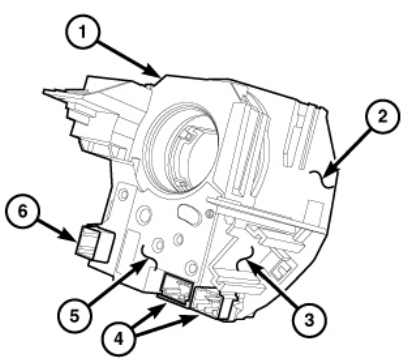
The steering angle sensor (SAS) is an integral part of the clockspring (2) mounted on the steering column (Refer to 10 - Restraints/CLOCKSPRING - Description) .

The SAS detects steering wheel direction, angular magnitude and rotational velocity and transmits this data over the high speed serial communication bus (CAN-C) for the Electronic Stability Control (ESC) system.



3605373

The SAS (5) includes an integral Local Interface Network (LIN) data bus master node and is also a gateway to the Controller Area Network (CAN) data bus network. The SAS relays switch status data from the following:



3605675

- Horn Switch
- Right Steering Wheel Switch
- Left Steering Wheel Switch
- Remote Radio Switches
- Multi-Function Switch, which includes:
  - Headlamp Beam Selection
  - Front and Rear Wipers
  - Turn Signals

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Steering Angle Sensor (SAS) is part of the clockspring. The SAS detects steering wheel direction, angular magnitude, and rotational velocity, and transmits this data over the vehicle high speed serial communication bus (CAN-C). The SAS is a LIN bus master for the Multi Function Switch (MFS), and for switches that are mounted on the steering wheel (except for cruise control switches). The SAS is the gateway for the LIN bus data, and will transmit this data (switch status, including front wiper, turn signal, cruise control, EVIC) to the CAN-C bus. The SAS shall go into a “Sleep Mode,” with ignition off, and shall “Wake Up” and transmit switch position when the flash to pass and horn functions are actuated. The SAS has dedicated inputs for the decoding of the cruise control switch functions. The cruise control switches are resistor multiplexed (RMUX), and are a “Dual Ladder” type of design. The SAS has primary and backup microprocessors (Master and Slave) to calculate steering angle and cruise control switch functionality. The SAS is able to detect a faulted condition and set a Diagnostic Trouble Code and transmit a Signal Not Available (SNA). The MFS and steering wheel LIN communications do not require redundant calculations. The clockspring portion of this assembly provides circuitry for the steering wheel mounted switches, and the driver airbag inflators.

The steering wheel rotational direction message that the SAS sensor sends out across the CAN-C is one of the following: counterclockwise is positive and clockwise is negative. The neutral or centered position is with the front wheels straight and the steering wheel at top dead center. Rotating the wheel to the left sends a positive value across the CAN-C and rotating the wheel to the right sends a negative value.

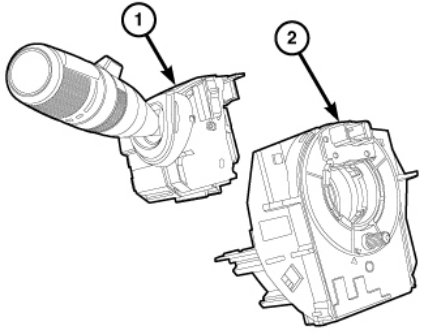
The SAS provides steering angle input data to the Electronic Stability Control (ESC) system when the ignition switch is in RUN Position.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

This vehicle is equipped with a Steering Column Control Module (SCCM), which combines the following components in a single assembly to ease manufacturing complexity:



3605373

- **Clockspring** - The clockspring (2) is completely concealed beneath the shrouds at the top of the steering column, just below the steering wheel. The clockspring also includes a Steering Angle Sensor (SAS) that is secured to the back of the clockspring housing and is serviced only as a unit with the clockspring. The clockspring housing is constructed of molded black plastic and is secured to the steering column by three screws. (Refer to 10 - Restraints/CLOCKSPRING - Description) .
- **Multifunction Switch** - The only visible component of the multifunction switch (1) is the control stalk, which includes a control sleeve or ring and a control knob that extend through the shrouds on the left side of the steering column. The switch housing and control stalk are constructed of molded black plastic. A single integral latch feature and slide tabs on the switch housing engage channels and a striker that are integral to the left side of the mounting bracket that is integral to the clockspring, which is secured at the top of the steering column, just below the steering wheel. The multifunction switch includes an integral Local Interface Network (LIN) data bus slave node. The multifunction switch is available for separate service replacement. (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps /Lighting - Exterior/SWITCH, Multifunction - Description) .
- **Steering Angle Sensor** - The Steering Angle Sensor (SAS) is completely concealed on the back of the clockspring housing beneath the shrouds at the top of the steering column. The SAS housing is constructed of molded black plastic and is serviced only as a unit with the clockspring. The SAS includes an integral Local Interface Network (LIN) data bus master node and is also a gateway to the Controller Area Network (CAN) data bus network. (Refer to 05 - Brakes/Electrical/SENSOR, Steering Wheel Angle - Description) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The Steering Control Module (SCM) is internal and integral to the Steering Angle Sensor (SAS), which is integral to the clockspring for this vehicle. (Refer to 10 - Restraints/CLOCKSPRING - Installation) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The components of the Steering Column Control Module (SCCM) each have one or more integral connector receptacles that connect them to each other and to the vehicle electrical system through dedicated take outs and connectors of the instrument panel wire harness. For additional details, see the service information covering the individual SCCM component as follows:

- **Clockspring** - (Refer to 10 - Restraints/CLOCKSPRING - Operation) .
- **Multifunction Switch** - (Refer to 08 - Electrical/8L - Lamps and Lighting/Lamps/Lighting - Exterior/SWITCH, Multifunction - Operation) .
- **Steering Angle Sensor** - (Refer to 05 - Brakes/Electrical/SENSOR, Steering Wheel Angle - Description) .

The hard wired circuits between components related to the SCCM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin out information and location views for the various wire harness connectors, splices and grounds.

However, conventional diagnostic methods will not prove conclusive in the diagnosis of the SCCM electronic components or the electronic controls and communication between modules and other devices that rely upon inputs from the SCCM components to provide some features. The most reliable, efficient and accurate means to diagnose the SCCM components or the electronic controls and communication related to SCCM component operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

The Steering Control Module (SCM) is internal and integral to the Steering Angle Sensor (SAS), which is integral to the clockspring for this vehicle. (Refer to 10 - Restraints/CLOCKSPRING - Removal) .

2014 Dodge JC - DODGE JOURNEY

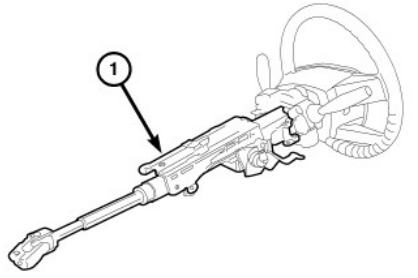
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

This vehicle is equipped with a tilt/telescoping type steering column (1). It is of the Corporate Low Pivot Column (CLPC) design family. When the lever is in the released position, the column can be tilted or telescoped manually.

The steering column is designed to be serviced only as a complete assembly if an internal component is found to be defective. The shaft, bearings and intermediate shaft are all serviced with the column.

The major components on the steering column assembly are:

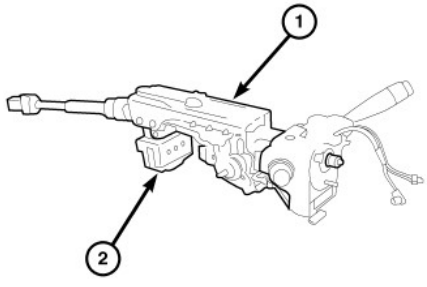


81a63f65

- Clockspring (Integral part of Steering Column Control Module (SCCM))
- Driver Airbag
- Multi-Function Switches (left and right)
- Tilt Lever
- Shrouds
- Steering Wheel

These components can be serviced without removal of the steering column from the vehicle. Refer to the appropriate section for servicing these components separately.

A theft deterrent devise, shaft lock module (2), is located on some steering columns (1). The electronically controlled shaft lock module locks the steering column shaft in place when the key is removed from the ignition key cylinder.



81a63f93

2014 Dodge JC - DODGE JOURNEY

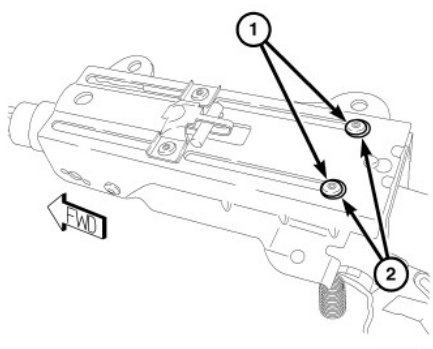
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSPECTION

Inspect the column for damage any time the driver airbag has deployed.

Lower the steering column from its mount and inspect the column collapse feature. If the rearmost rivets (1) have dislodged from top of their mounting pads (2), into the mounting bracket slots, the column must be replaced. **NO attempt should be made to return the rivets to the top of the pads.**

If any physical damage or stress cracks are present on the column, the column must be replaced.



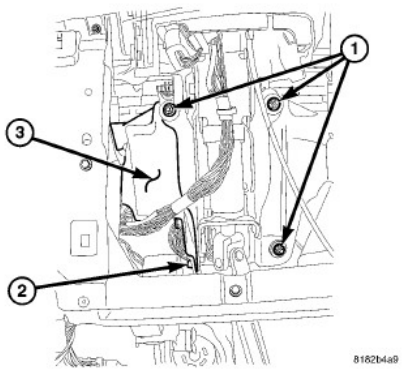
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LEFT-HAND DRIVE

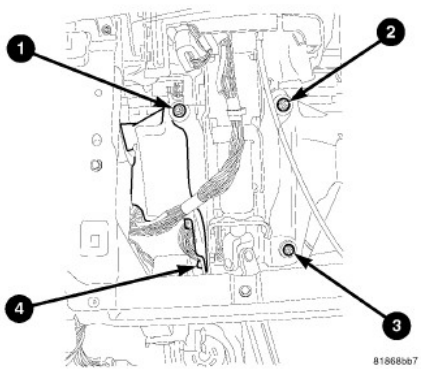
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: When installing a tilt column, do not release the tilt lever from the locked position until after the column is installed on the instrument panel.

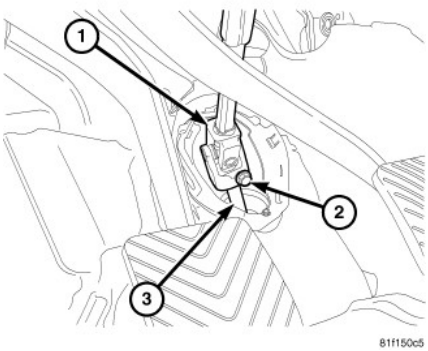


1. Install the steering column through the steering column opening.
2. Raise the column onto the mounting studs and install the three mounting nuts (1) on the studs and the one bolt (2).

NOTE: When tightening the fasteners in the following step, make sure there is no gap between the column flange and the instrument panel support at bolt (4).

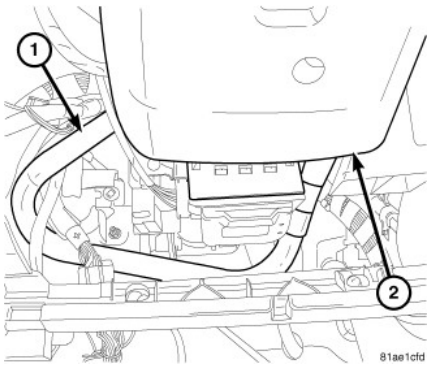


3. Starting with the left upper nut and proceeding in a clockwise tightening sequence ending at the bolt (left lower), tighten all four mounting fasteners to 28 N·m (21 ft. lbs.).
4. Verify the front wheels of vehicle are in the STRAIGHT-AHEAD position.

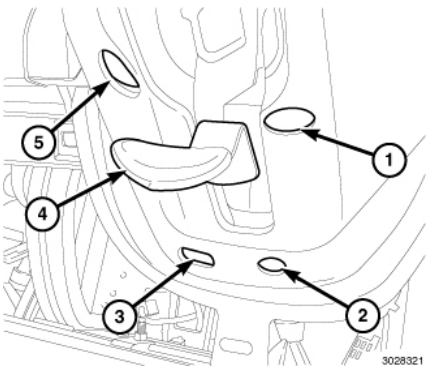


5. Collapse the intermediate shaft (2). Center the intermediate shaft coupling (1) over the steering gear pinion shaft (3), then slide the intermediate shaft onto the steering gear pinion shaft.
6. Install the intermediate shaft coupling bolt (2). Tighten the bolt to 42 N·m (31 ft. lbs.).
7. Position the sound deadening insulation and floor carpet back into place.

8. If equipped, Install the clutch pedal blocker (1) using three mounting screws.

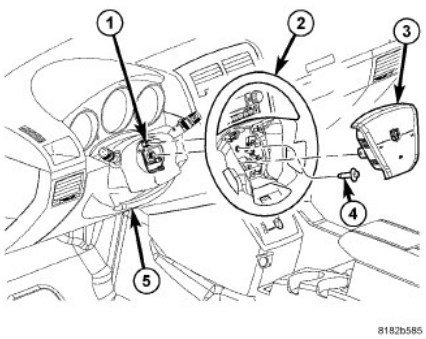


9. Push the tilt lever (4) downward (released position).
10. Install the lower shroud over the tilt lever and onto the column.
11. Install the upper shroud onto the lower shroud, clipping the shrouds to one another.
12. Install the three screws (1, 2, 5) attaching the lower shroud to the steering column.
13. Snap the gap hider clips (3) into the lower shroud.
14. Position the column tilt at the full-upward position.
15. Push the tilt lever (4) upward, locking the column in place.



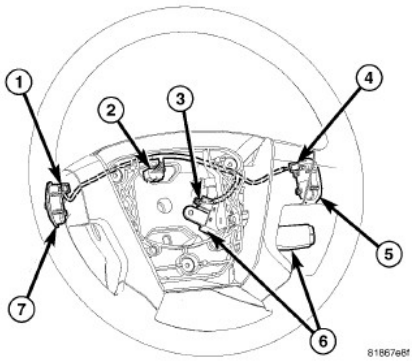
CAUTION: **When installing the steering wheel, the clockspring must be centered in its travel to avoid overextending the clockspring inner parts, causing the clockspring to become inoperative. If removed and handled properly using the correct procedures, it should be in the “centered” position. If there is any question as to whether the clockspring is in the “centered” position of travel, perform the clockspring centering procedure before proceeding. .**

NOTE: Do not reuse the old steering wheel bolt, a new bolt must be used every time.

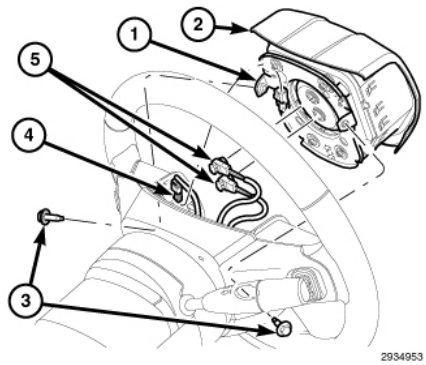


16. Install the steering wheel (2) and a **NEW** retaining bolt (4). Tighten the steering wheel retaining bolt to 50 N·m (37 ft. lbs.) (Refer to 19 - Steering/Column /WHEEL, Steering - Installation) .

17. Connect the wiring connector (2) at the clockspring.



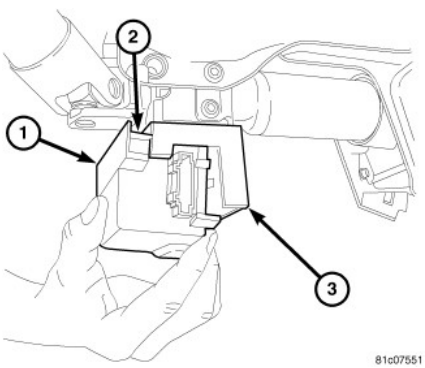
18. Install the driver airbag (2). (Refer to 10 - Restraints/AIR BAG, Driver - Installation)



WARNING: **Do not connect the battery ground cable without following the proper procedure as indicated in the following step. Personal injury or death may result if the Airbag System Test is not performed first.**

19. Reconnect the battery ground terminal following the Airbag System Test found in Restraints (Refer to 10 - Restraints - Diagnosis and Testing) .

20. If the steering column being installed requires the installation of a shaft lock module, perform the following:



a. If not present, insert the ignition key into the ignition lock cylinder. This will move the shaft lock module locking bolt to the unlocked position. Leave the key in the lock cylinder while the shaft lock module service is being completed.

b. Make sure the wiring harness connector is properly connected to the module.

c. Align the engagement and slide tabs (2) on the shaft lock module housing (1) with the slots and channels in the mounting bracket (3) on the steering column.

d. Carefully slide the module toward the top (steering wheel end) of the column until it is in mounted position and the spring clips on the module have engaged the bracket, locking it in place.

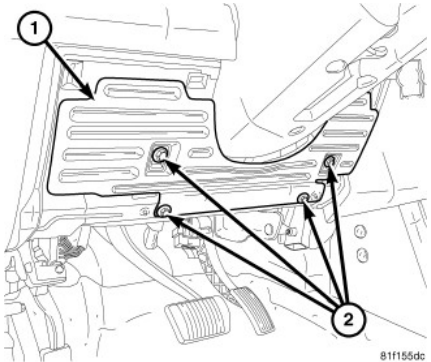
NOTE: If a NEW shaft lock module has been installed, a Wireless Ignition Node (WIN) must also be installed, then a diagnostic scan tool MUST be used to initialize the new module before the vehicle can be operated (perform WIN Verification Test). (Refer to 08 - Electrical/8Q - Vehicle Theft Security - Standard Procedure)

21. Install the steering column cover reinforcement (1) using the four mounting screws (2).

22. Install the steering column opening cover (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Installation) .

23. Test the operation of the all column mounted components. If applicable, reset the radio and the clock as necessary.

24. Road test the vehicle to ensure proper operation of the steering system.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT-HAND DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

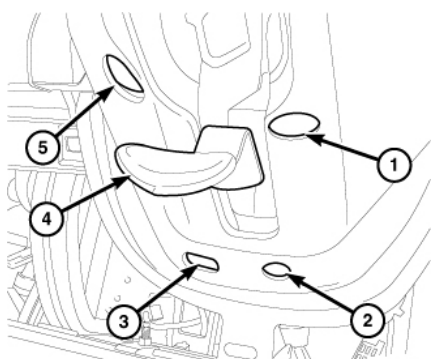
Right-Hand Drive steering column is typical of Left-Hand Drive. (Refer to 19 - Steering/Column - Installation)

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Push the tilt lever (4) downward (released position).
2. Install the lower shroud over the tilt lever and onto the column.
3. Install the upper shroud onto the lower shroud, clipping the shrouds to one another.
4. Install the three screws (1, 2, 5) attaching the lower shroud to the steering column.
5. Snap the gap hider clips (3) into the lower shroud.
6. Position the column tilt at the full-upward position.
7. Push the tilt lever (4) upward, locking the column in place.

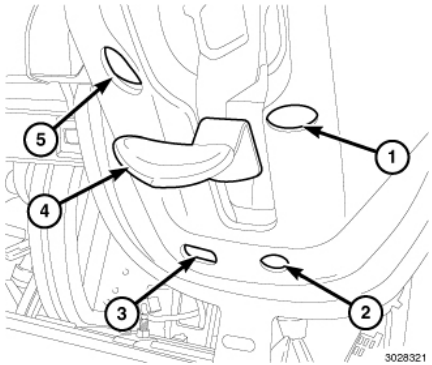
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the column tilt at the full-upward position.
2. Release the clips (3) that hold the gap hider to the lower shroud, and separate the gap hider.
3. Remove the screws (1, 2, 5) attaching the lower shroud. After removing the screws, un-clip the shrouds from one another by applying hand pressure along the seams where the shrouds connect on the sides.
4. Remove the lower shroud.



2014 Dodge JC - DODGE JOURNEY

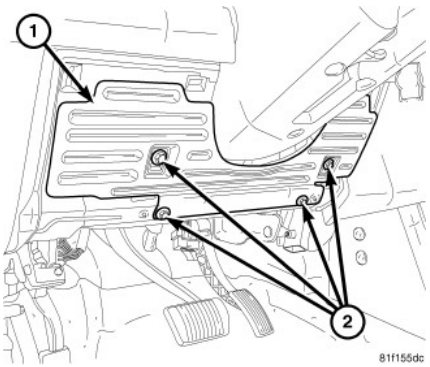
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LEFT-HAND DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

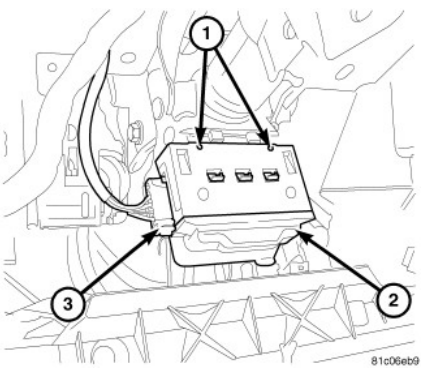
NOTE: Before proceeding, (Refer to 19 - Steering/Column - Warning) .

1. Remove the steering column opening cover (Refer to 23 - Body/Instrument Panel/COVER, Steering Column Opening - Removal) .
2. Remove the steering column cover reinforcement mounting screws (2). Remove the steering column cover reinforcement (1).



NOTE: If equipped with a shaft lock module, the module cannot be removed from the steering column while the locking bolt is in the locked position without irreversibly damaging the column. Before attempting service, the ignition key must be inserted into the ignition lock cylinder. Once inserted, rotate the steering wheel from side to side. If the steering wheel can be rotated, the locking bolt is in the unlocked position. Leave the key in the ignition lock cylinder until shaft lock module removal has been completed.

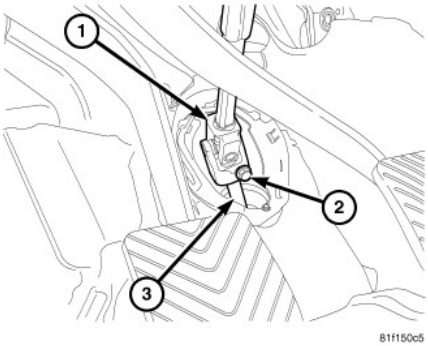
3. If equipped with a shaft lock module (2), perform the following steps.



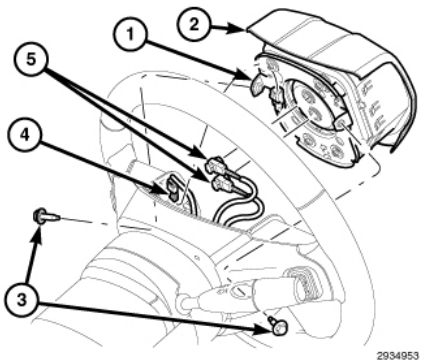
   a. Insert the ignition key into the ignition lock cylinder. This will move the shaft lock module locking bolt to the unlocked position. Leave the key in the lock cylinder while the shaft lock module is being removed.
   b. Insert a suitable drift or pin punch (no more than 4 mm (5/32 in.) in diameter) into each release hole (1) on the module mounting bracket. Insert each drift or punch until it bottoms and leave in place. This will depress the two spring clips that secure the shaft lock module to the mounting bracket.
   c. Slide (and wiggle) the module toward the base of the column far enough to disengage the module from the mounting bracket.
   d. Remove the module from the steering column.
   e. Leave the wiring connector in place, but support the module to keep it away from the column and avoid wiring harness overextention.

WARNING: **When an undeployed airbag module is to be removed from the vehicle, first disconnect the battery ground cable and isolate it. Allow the system capacitor to discharge for a minimum of two minutes before starting any removal.**

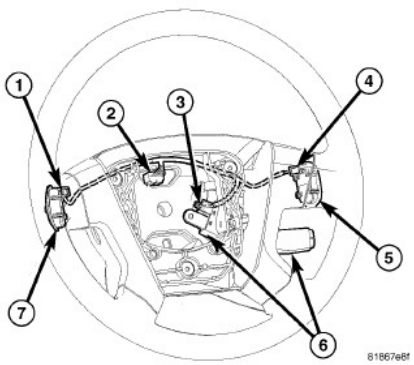
4. Disconnect the negative (-) cable from the battery and isolate the cable.
5. Reposition the floor carpeting and sound deadening insulation to access the intermediate shaft coupling (1) at the base of the column.
6. Place the front wheels of the vehicle (and steering wheel) in the STRAIGHT-AHEAD position.
7. Remove the intermediate shaft coupling bolt (2). **Do not separate the intermediate shaft coupling (1) from the steering gear pinion shaft (3) at this time.**



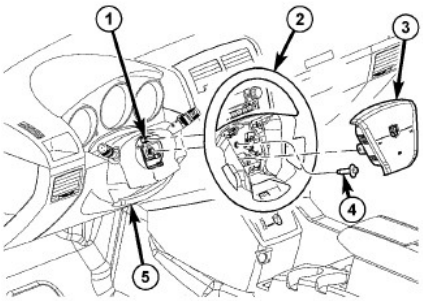
8. Return the front wheels of vehicle (and steering wheel) to the STRAIGHT-AHEAD position.
9. Remove the driver airbag (2) (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .



10. Disconnect the wiring connector (2) at the clockspring.

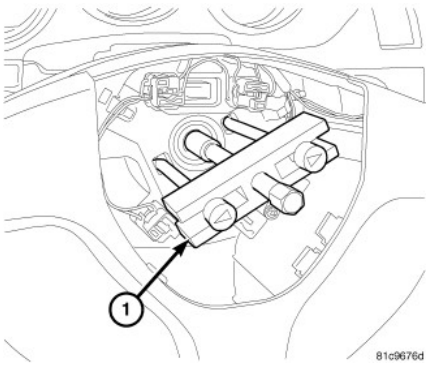


11. While holding the steering wheel firmly in place, remove the steering wheel retaining bolt (4) from the steering column shaft.



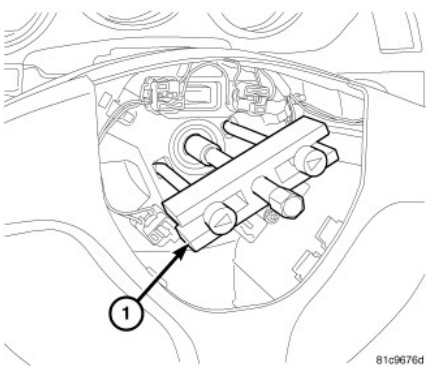
CAUTION: **Do not bump or hammer on the steering wheel or steering column shaft when removing the steering wheel.**

12. Install an appropriate wheel puller with hooked legs (1) on the steering wheel over the steering shaft (Refer to 19 - Steering/Column/WHEEL, Steering - Removal) .



CAUTION: **Do not attempt to rotate the clockspring rotor once the steering wheel is removed. The clockspring must remain centered in its travel to avoid overextending the clockspring inner parts, causing the clockspring to become inoperative. If removed and handled properly using the correct procedures, it should remain in the “centered” position. If there is any question as to whether the clockspring is in the “centered” position of travel, perform the clockspring centering procedure before installing the steering wheel .**

13. While holding the steering wheel firmly in the STRAIGHT-AHEAD position, release the steering wheel from the steering column shaft splines using the wheel puller (1). Remove the steering wheel from the column.

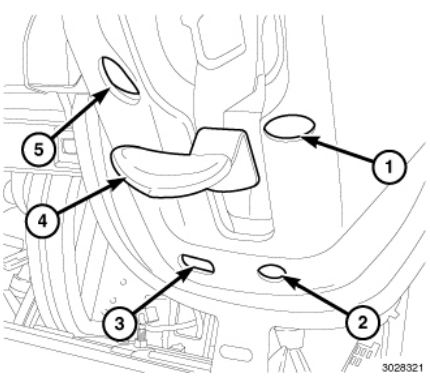


14. Push the tilt lever (4) downward to the released position.

15. Remove the three screws (1, 2, 5) attaching the lower shroud. After removing the screws, un-clip the upper and lower shrouds from one another by applying hand pressure along the seams where the shrouds connect on the sides.

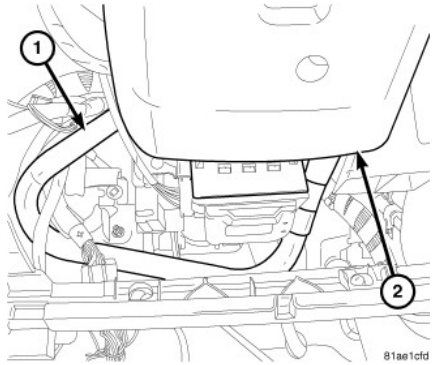
16. Separate the gap hider clips (3) from the lower shroud.

17. Remove the upper and lower shrouds.

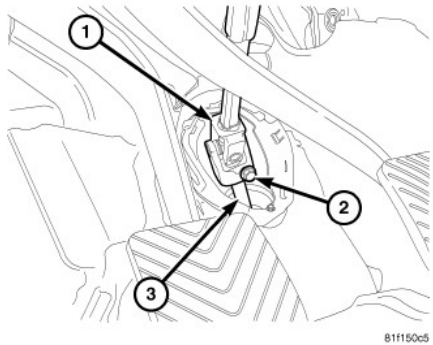


18. Push the tilt lever upward, locking the column in place.

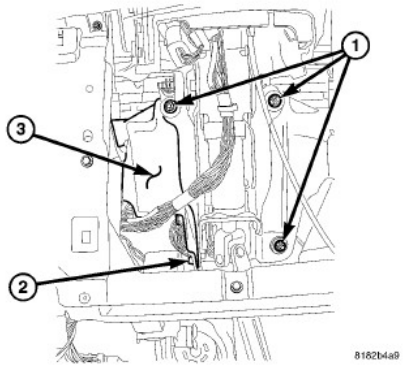
19. If equipped, remove the three clutch pedal blocker mounting screws, then remove the blocker (1).



20. Separate the intermediate shaft coupling (1) at the base of the column from the steering gear pinion shaft (3).



NOTE: If the same steering column is to be reinstalled, clamp the tilt lever to lock the column in place so that it can be easily reinstalled in the same orientation.



21. Remove the one mounting bolt (left lower) (2) attaching the steering column to the instrument panel (3).

22. Remove the three mounting nuts (1) attaching the steering column to the instrument panel (3).

23. Remove the steering column from the vehicle.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RIGHT-HAND DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

Right-Hand Drive steering column is typical of Left-Hand Drive. (Refer to 19 - Steering/Column - Removal)

2014 Dodge JC - DODGE JOURNEY

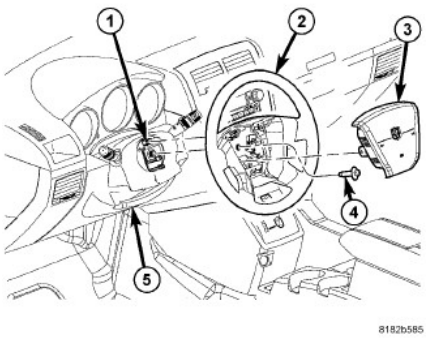
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

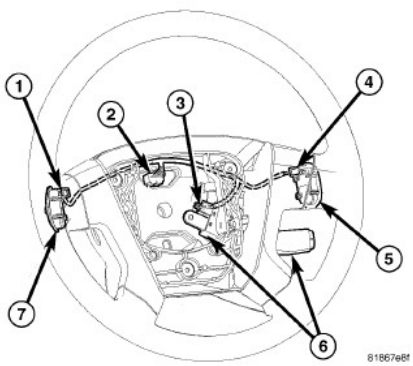
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not install the steering wheel onto the shaft of the steering column by driving it onto the shaft.**

NOTE: Do not reuse the old steering wheel bolt, a new bolt must be used every time.



1. Confirm that:
   a. The front wheels are in the STRAIGHT-AHEAD position.
   b. The turn signal stalk is in the NEUTRAL position.
2. Align the wide mounting spline of the steering wheel (2) with the missing spline area of the steering column shaft (1) and push the wheel onto the shaft. Make sure the clockspring lines up with the back of the wheel and does not bind.
3. Install a **NEW** steering wheel retaining bolt (4) and tighten 50 N·m (37 ft. lbs.).
4. Connect the wiring connector (2) at the clockspring.

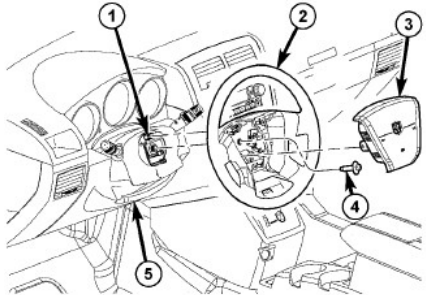


5. Install the driver airbag (3) (Refer to 10 - Restraints/AIR BAG, Driver - Installation) .

WARNING: **Do not reconnect the battery without first performing the Airbag System Test procedure . Failure to perform the Airbag System Test may result in accidental airbag deployment and serious or fatal injury.**

6. Reconnect the battery using the Airbag System Test procedure (Refer to 10 - Restraints - Diagnosis and Testing) .

7. Verify vehicle and system operation.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

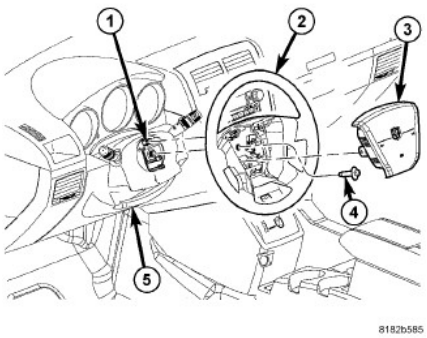
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

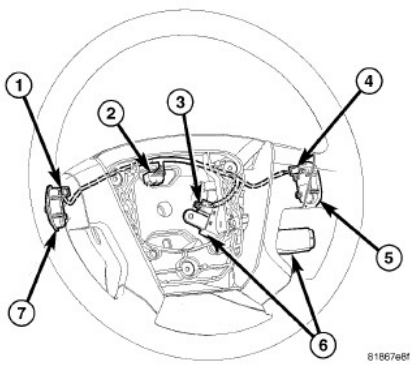
WARNING:

- **Do not place a non-deployed airbag face down on a hard surface. The airbag will propel into the air if accidentally deployed. Failure to follow this instruction may result in possible serious or fatal injury.**
- **Disconnect and isolate the battery negative (ground) cable before beginning steering wheel removal or installation. This will disable the airbag system. Failure to follow this instruction may result in accidental airbag deployment and possible serious or fatal injury.**
- **Allow the airbag system capacitor to discharge for two minutes before removing the steering wheel or any airbag system component. Failure to follow this instruction may result in accidental airbag deployment and possible serious or fatal injury.**

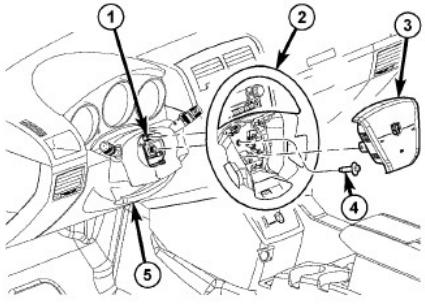
1. Adjust the steering wheel so that the tires are in the STRAIGHT-AHEAD position.
2. Disconnect and isolate the negative battery cable.
3. Remove the driver airbag (3) (Refer to 10 - Restraints/AIR BAG, Driver - Removal) .



4. Disconnect the wiring connector (2) at the clockspring.



5. Holding the steering wheel (4) firmly in place, remove the steering wheel retaining bolt (4) from the steering column shaft.



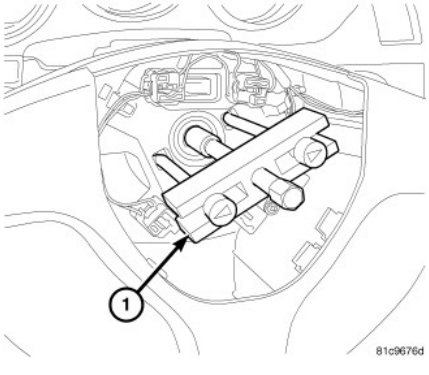
CAUTION: **Do not bump or hammer on the steering wheel or steering column shaft when removing the steering wheel.**

NOTE: The jaws should point outward from the center of the steering wheel for removal.

6. Install Gear Puller L-4407A (1) and OTC® 7929A Steering Wheel Puller Leg Set or equivalent and loosen the steering wheel.

CAUTION: **Do not attempt to rotate the clockspring rotor once the steering wheel is removed. The clockspring must remain centered in its travel to avoid overextending the clockspring inner parts, causing the clockspring to become inoperative. If removed and handled properly using the correct procedures, it should remain in the "centered" position. If there is any question as to whether the clockspring is in the "centered" position of travel, perform the clockspring centering procedure before installing the steering wheel.**

7. Holding the steering wheel firmly in the STRAIGHT-AHEAD position, release the steering wheel from the steering column shaft splines using the wheel puller (1). Remove the steering wheel from the column.



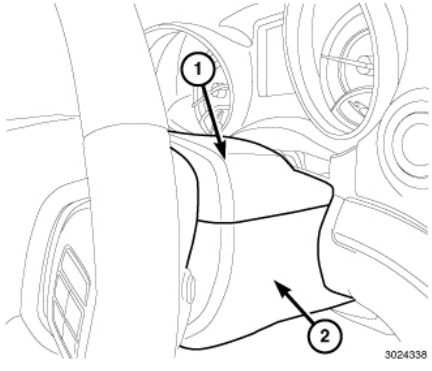
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

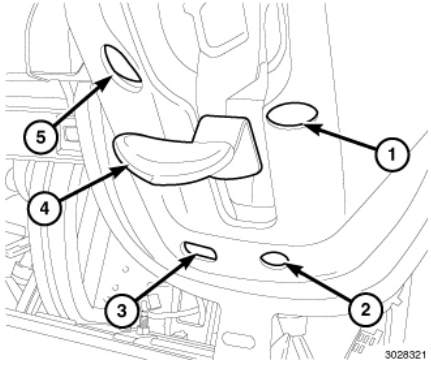
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the upper shroud (1) onto the lower shroud (2), clipping the shrouds to one another.



2. Install the three screws (1, 2, 5) attaching the lower shroud to the steering column.
3. Push the tilt lever (4) upward, locking the column in place.



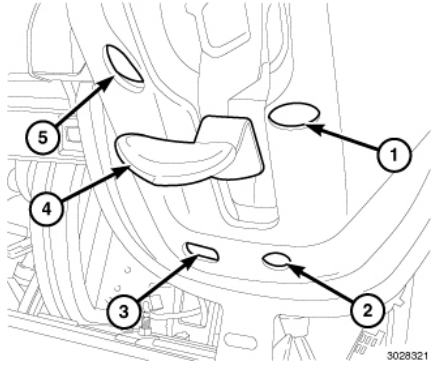
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

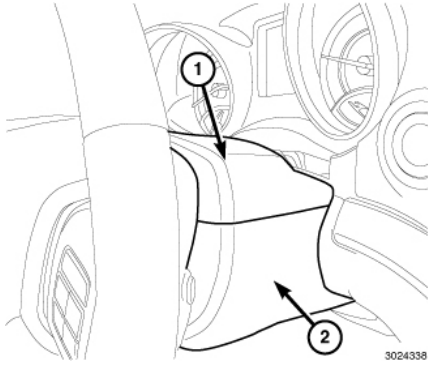
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the column tilt at the full-upward position.
2. Remove the screws (1, 2, 5) attaching the lower shroud.



3. After removing the screws, un-clip the shrouds from one another by applying hand pressure along the seams where the shrouds connect on the sides.
4. Remove the upper shroud (1).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING: **Safety goggles should be worn at all times when working on steering columns.**

WARNING: **Before beginning any service procedure that involves removing the air bag: Remove and isolate the negative (-) battery cable (ground) from the vehicle battery. This is the only sure way to disable the air bag system. Failure to do this could result in accidental air bag deployment and possible personal injury.**

WARNING: **The air bag system is a sensitive, complex electro-mechanical unit. Before attempting to diagnose, remove or install the air bag system components you must first disconnect and isolate the battery negative (ground) cable. Failure to do so could result in accidental deployment of the air bag and possible personal injury. The fasteners, screws, and bolts, originally used for the air bag components, have special coatings and are specifically designed for the air bag system. They must never be replaced with any substitutes. Anytime a new fastener is needed, replace with the correct fasteners provided in the service package or fasteners listed in the parts books. Before servicing a steering column equipped with an air bag,**

WARNING: **When handling an undeployed air bag during servicing of the steering column, the following precautions should be observed:**

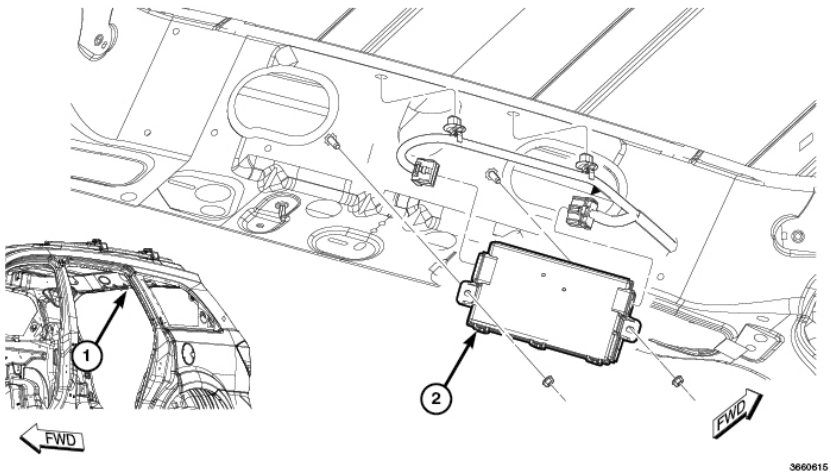
- **At no time should any source of electricity be permitted near the inflator on the back of the air bag.**
- **When carrying a live air bag, the trim cover should be pointed away from the body to minimize injury if the air bag should accidently deploy.**
- **If the air bag is placed on a bench or other surface, the plastic cover should be face-up to minimize movement, in case of accidental deployment.**

CAUTION: **Disconnect negative (ground) cable from the battery before servicing any column component.**

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION



The RF Hub (2) is located above the headliner at the tailgate opening (1). The Remote Start Antenna (if equipped) is connected directly to it.

The electronic functions of the Radio Frequency Hub (RF-Hub) supports or controls the following:

- **Immobilizer** - Kills the engine when there is an unauthorized attempt to steal the vehicle.
- **Remote Keyless Entry** - This feature allows the FOBIK to lock, unlock or activate the Panic alert. If the vehicle is equipped with the Remote Start feature the operating distance is approximately 91.5 meters (300 feet). If it is not equipped with Remote Start the operating distance is approximately 20 meters (66 ft.).
- **Keyless Go** - With an authorized FOBIK in the vehicle this allows the operator to start and run the vehicle by pressing the Start/Stop Button (SSB) on the Keyless Ignition Node (KIN).
- **Passive Entry** - The Passive Entry feature of the RF-Hub allows the operator, with an authorized FOBIK in their possession, to open a locked front door or liftgate by simply lifting the handle. The FOBIK must be within approximately 1.5 meters (5 ft.) of the door/liftgate. Once all the doors and the liftgate are closed, the operator can lock the vehicle by pressing the lock switch on the door handle.
- **Electronic Steering Column Lock** - The ELV/ESCL is only used on some export vehicles. When there is an authorized FOBIK in the front seat area, the Steering Column Lock will unlock the column when the Start/Stop button on the KIN is pressed to the Run position and will lock the column when the button is pressed to the Stop position.
- **Keyless Ignition Node (KIN) dimming control** - The RF-Hub controls the illumination to the Keyless Ignition Node (KIN).
- **Remote Start** - This feature allows the operator to start or stop the engine from outside the vehicle. The FOBIK cannot be farther from the vehicle than approximately 91.5 meters (300 ft.).

2014 Dodge JC - DODGE JOURNEY

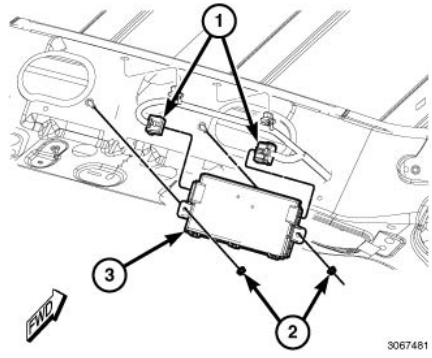
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

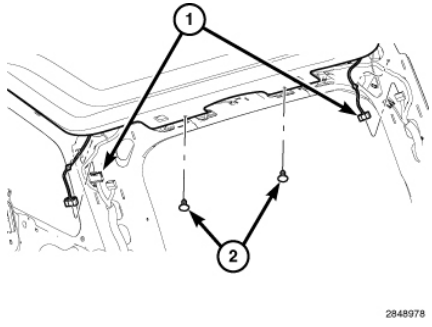
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Replace and Program the module(s) per the RF-Hub, BCM, PCM FOBik and ELV Replacement and Programming Order Guide (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

1. Position the RF Hub (3) to the vehicle and install the retainers (2).
2. If equipped, connect the remote start antenna connector.
3. Connect the electrical connectors (1).



4. Install the headliner (Refer to 23 - Body/Interior/HEADLINER - Installation)
5. Connect the Intelligent Battery Sensor (IBS) to the negative battery post.



NOTE: Program the RF-Hub (Refer to 08 - Electrical/8E - Electronic Control Modules - Standard Procedure) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Radio Frequency Hub Module (RFHM) (also known as the RF Hub/RFH) is an integrated receiver (or base station) in the vehicle that communicates with other electronic modules in the vehicle over either the Controller Area Network (CAN) data bus or a private serial bus to support the following standard and optional vehicle features or systems.

- **Brake Transmission Shift Interlock System (for automatic Transmission only)** - The RFHM contains the controlling logic for the Brake Transmission Shift Interlock (BTSI) solenoid. The RFHM monitors the key postion from the IGnition Node Module (IGNM) received over a private serial bus, hard wires brake input as well as inputs received over the CAN data bus to perform the BTSI solenoid control functions.
- **Ignition Systems** - Depending upon how the vehicle is equipped, Rotary Switch system or Keyess GO system. For rotary system, IGnition Node Module IGNM coil communicate with FOBIK through LF signals (125 KHz) then communicates it to RFHM through a private serial bus, then RFHM sends CAN data bus to BCM for IGNTION status after valid key is verified. The RFHM also contains the controlling logic for the KG (KIN) back lighting features.
- **Passive Entry** - If Smart door handles or exterior deck lid release switch is activated, RFHM fires and monitors LF signals from five Low Frequency (LF) antennas which wake up and communicate with the FOBIK, and RF signals from FOBIK to verify the key, , if valid key is recognized by RFHM then RFHM sends CAN data bus to BCM to lock or unlock the vehicle.
- **Remote Keyless Entry** - The RFHM is an RF receiver that monitors RF signals from Remote Keyless Entry (RKE) transmitter (FOBIK) and relays the appropriate electronic messages BCM module over the CAN data bus to support the features of RKE functions.
- **Remote Start System** - The RFHM is an RF receiver that monitors RF signals received through the remote start antenna (longer range) from the Remote Keyless Entry (RKE) transmitter or the Passive Entry Keyless Go (PEKG) FOBIK and relays the appropriate electronic messages to BCM over the CAN data bus to support all RKE functions including optional remote start function.
- **Sentry Key Immobilizer System** - RFHM uses a new high security encryption system called “Advanced Encryption Stanandard –AES” for Sentry Key Immobilizer System (SKIS). The new system marries FOBIKs, RFHM, BCM, ELV (if so equipped” and ECM with unique secret keys for each vehicle. Swapping parts ARE NOT ALLOWED in the new system, FOBIK are not allow to program for more than one Vehicle. Replacing any part of the system shall be done only in Chrysler authorize dealers using Chrysler diagnostic tool.
- **Vehicle Theft Alarm System** - The RFHM is an RF receiver that monitors RF signals received from the Remote Keyless Entry (RKE) transmitter or the Passive Entry Keyless Go (PEKG) FOB with Integrated Key (FOBIK) and relays the appropriate electronic messages to other electronic modules in the vehicle over the CAN data bus to support the features of the optionnal VTA system.

The RFHM is connected to a fused B(+) circuit and has a path to a clean ground at all times. These connections allow it to remain functional regardless of the ignition switch status. Any input to the RFHM that controls a vehicle system function that does not require that the ignition switch status be ON such as depressing a button on an RKE or FOBIK transmitter, prompts the RFHM to wake up and transmit on the CAN data bus.

The Body Control Module (BCM) stores and compares vehicle configuration data with the RFHM as well as with other Electronic Control Units (ECU) in the vehicle. This process is referred to as PRogramming Of Configuration of Systems Integrated (PROCSI) (also known as PROXI). If a configuration mismatch is detected, the BCM sets a DTC. A configuration mismatch DTC will require the performance of a Restore BCM PROXI Configuration routine, or a PROXI Configuration Alignment routine using a diagnostic scan tool.

RFHM uses On-Board Diagnostics (OBD) to monitor all of the Functions and circuits it controls, then sets active and stored Diagnostic Trouble Codes (DTC) for any monitored function faults it detects. RFHM will also send electronic message requests to the Instrument Cluster (IC) (also known as the Instrument Panel Cluster/IPC) through the gate way module (BCM) for the display of certain textual warning messages related to some detected functions conditions or faults.

The hard wired inputs and outputs of the RFHM may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the RFHM electronic controls or the communication between modules and other devices that provide some features of the RFHM-controlled systems. The most reliable, efficient and accurate means to diagnose the RFHM or the electronic controls and communication related to RFHM-controlled systems operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

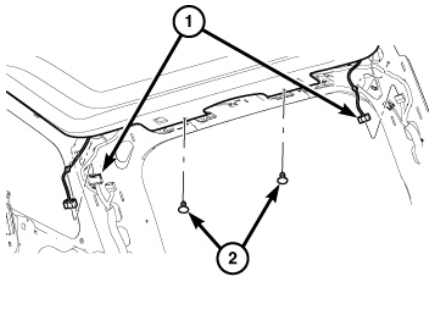
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

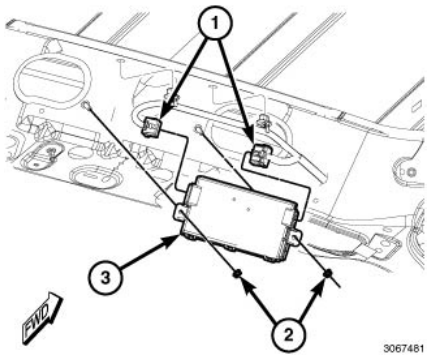
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect the negative battery cable.
2. Remove the headliner (Refer to 23 - Body/Interior/HEADLINER - Removal) .



3. Disconnect the electrical connectors (1).
4. If equipped, disconnect the remote start antenna connector.
5. Remove the retainers (2) and remove the RF Hub (3) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RADIO FREQUENCY HUB MODULE INITIALIZATION - EXPORT WITH COLUMN LOCK MODULE

CAUTION: **On vehicles equipped with the optional export premium Vehicle Theft System, when either the Radio Frequency Hub RF-Hub) or the shaft lock module (also known as Elektrische Lenksäulen Verriegelung/ELV or Electric Steering Column Lock/ESCL) is replaced with a new unit, the existing RF-Hub or ELV/ESCL MUST also be replaced with a new unit. In other words, any time either the RF-Hub or the ELV/ESCL is replaced with a new unit, BOTH the RF-Hub and the ELV/ESCL MUST be replaced with new units, WITHOUT EXCEPTION. Following replacement of BOTH the RF-Hub and the column lock module/ELV/ESCL, the two modules MUST be initialized using diagnostic scan tool routines in the EXACT SEQUENCE that follows. Failure to follow this sequence may result in BOTH the new RF-Hub and the new ELV/ESCL being rendered unusable, requiring BOTH units to be replaced a second time.**

NOTE: Do not put a laptop or any wireless device (cell phones, audio devices etc.) near the top of the center console (the RKE antenna is located below the center console).

1. After both the RF Hub and the ELV/ESCL have been replaced with new units, connect the diagnostic scan tool to the Data Link Connector (DLC).
2. Turn the ignition ON.
3. Navigate to the RF Hub in the ECU View of the diagnostic scan tool.
4. Turn the ignition OFF.
5. Put all the FOBIKs used in this vehicle on the front seat away from the console.
6. With the scan tool select: **Program Ignition FOBIKs** in the **Miscellaneous Functions** menu and follow the instructions on the screen.

   NOTE: When programming a FOBIK, have it in your hand resting on the console.

7. After all of the FOBIKs have been programmed, run the **RF Hub Replace** routine.
8. Turn the ignition ON.
9. Run the **ELV Replaced** routine, also found under the **Miscellaneous Functions** menu item of the **RF Hub** in the **ECU View** of the diagnostic scan tool.
10. Turn the ignition to the OFF position, wait 30 seconds, then cycle the ignition back to the ON/RUN position.
11. Verify that the ELV locks the steering column when the ignition is turned OFF and unlocks the steering column when the ignition is turned ON.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

RF-HUB, BCM, PCM, FOBiK and ELV REPLACEMENT AND PROGRAMMING ORDER GUIDE

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)							
	Condition 1	Condition 2	Condition 3	Condition 4	Condition 5	Condition 6	Condition 7	Conditi 8
RF-HUB (and ELV/ESCL if equipped)	New	Existing	Existing	Existing	New	New	New	Existir
BCM	Existing	New	Existing	Existing	New	Existing	Existing	New
FOBIKs	Existing	Existing	New	Existing	Existing	New	Existing	New
PCM	Existing	Existing	Existing	New	Existing	Existing	New	Existir
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**							
1	Program Ignition FOBIKs (ignition off)	Cycle ignition on and wait 10 seconds	Program Ignition FOBIKs (ignition off)	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Progra Ignitio FOBIK (ignitic off)
2	RF-HUB Replace	----	----	Check PCM VIN and other PCM routines	Program Ignition FOBIKs (ignition off)	RF-HUB Replace	Flash PCM (if PCM arrives in a generic state)	Cycle ignitior on and wait 1(second
3	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	----	----	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Check PCM VIN and other PCM routines	----
4	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace	----
5	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----

Module	MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)						
	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
RF-HUB (and ELV/ESCL if equipped)	Existing	Existing	Existing	New	New	New	New
BCM	New	Existing	New	Existing	New	New	New
FOBiKs	Existing	New	New	New	Existing	New	New

MODULE REPLACEMENT GUIDE (RF-HUB, BCM, PCM, FOBiK and ELV)

Module	Condition 9	Condition 10	Condition 11	Condition 12	Condition 13	Condition 14	Condition 15
PCM	New	New	New	New	New	Existing	New
PROGRAMMING ORDER	**ASSOCIATED MODULE MISC. FUNCTION (SCAN TOOL FUNCTION)**						
1	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)	Run Restore Vehicle Configuration (should enable PCM and RF-HUB)
2	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Flash update PCM (if PCM arrives in a generic state)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)	Program Ignition FOBIKs (ignition off)
3	----	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Check PCM VIN and other PCM routines	Flash update PCM (if PCM arrives in a generic state)	Run Restore Vehicle Configuration again to write full configuration	Flash update PCM (if PCM arrives in a generic state)
4	----	----	----	RF-HUB Replace	Check PCM VIN and the other needed PCM routines	RF-HUB Replace	Check PCM VIN and the other needed PCM routines
5	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	Run Restore Vehicle Configuration again to write full configuration
6	----	----	----	----	RF-HUB Replace	----	RF-HUB Replace
7	----	----	----	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)	----	ELV or ESCL Replace (if ELV/ESCL equipped) (ignition on)

2014 Dodge JC - DODGE JOURNEY

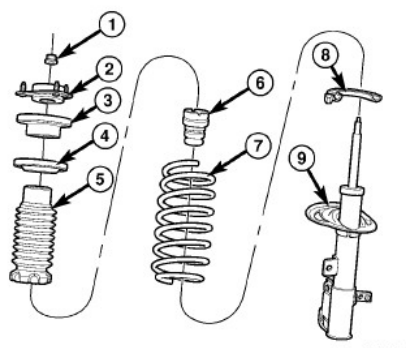
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A Macpherson type design strut assembly is used in place of the traditional front suspension upper control arm and upper ball joint. The bottom of the strut mounts directly to the steering knuckle using two attaching bolts and nuts going through the strut clevis bracket and knuckle. The top of the strut mounts directly to the strut tower of the vehicle using the three threaded studs on the strut assembly's upper mount.

The strut assembly includes the following components:

- Upper mount (2)
- Bearing and upper spring seat (3)
- Upper spring isolator (4)
- Dust shield (5)
- Jounce bumper (6)
- Coil spring (7)
- Lower spring isolator (8)
- Strut (damper) (9)



Each component is serviced by removing the strut assembly from the vehicle and disassembling it.

Coil springs are rated separately for each corner or side of the vehicle depending on optional equipment and type of vehicle service. If a coil spring requires replacement, be sure that it is replaced with a spring meeting the correct load rating for the vehicle and its specific options.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DISASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

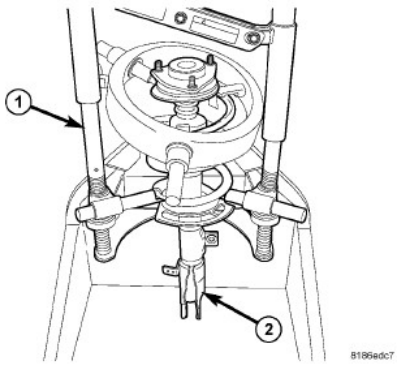
CAUTION: **Do not use any type of pliers on the chrome machined surface of shock/strut rod to assist in the disassembly/assembly of shocks or struts. Use only tools designed to hold the shock/strut rod stationary when servicing shock or strut components.**

NOTE: The strut assembly must be removed from the vehicle for it to be disassembled and assembled. (Refer to 02 - Front Suspension/Front /STRUT, Suspension - Removal)

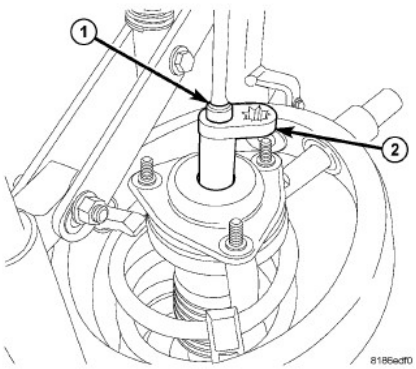
For the disassembly and assembly of the strut assembly, use strut spring compressor, teamPSE tool 223-7400, or the equivalent, to compress the coil spring. Follow the manufacturer's instructions closely.

WARNING: **Do not remove the strut rod nut before the coil spring is properly compressed. The coil spring is held under pressure. The coil spring must be compressed, removing spring tension from the upper mount and bearing, before the strut rod nut is removed.**

1. If both struts are being serviced at the same time, mark both the coil spring and strut assembly according to which side of the vehicle the strut is being removed from.
2. Position the strut assembly (2) in the strut coil spring compressor (1) following the manufacturer's instructions and set the lower and upper hooks of the compressor on the coil spring. Position the strut clevis bracket (2) straight outward, away from the compressor.
3. Compress the coil spring until all coil spring tension is removed from the upper mount and bearing.



CAUTION: **Never use impact or high speed tools to remove the strut rod nut. Damage to the strut internal bearings can occur.**



4. Once the spring is sufficiently compressed, install Strut Nut Wrench (2) 9362 , on the strut rod nut. Next, install a deep socket (1) on the end of the strut rod. While holding the strut rod from turning, remove the nut using the strut nut wrench.

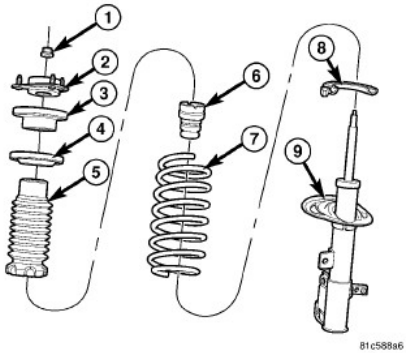
5. Remove the clamp (if installed) from the bottom of the coil spring and remove the strut (damper) (9) out through the bottom of the coil spring.

6. Remove the lower spring isolator (8) from the strut seat.

7. remove the dust shield (5) and jounce bumper (6).

8. Remove the upper strut mount (2) from the top of the bearing and upper spring seat (3).

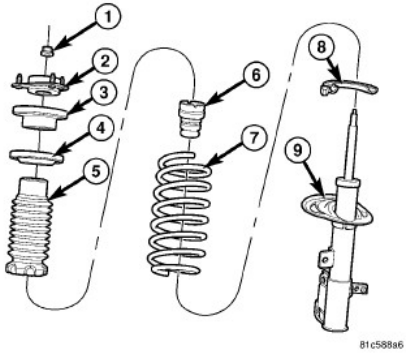
9. Remove the upper spring seat (3) and isolator (4) from the top of the coil spring (5).



NOTE: If the coil spring needs to be serviced, proceed with the next step, otherwise, proceed with Step #11.

10. Release the tension from the coil spring by backing off the compressor drive completely. Push back the compressor hooks and remove the coil spring.

11. Inspect the strut assembly components for the following and replace as necessary:



- Inspect the strut (damper) (9) for shaft binding over the full stroke of the shaft.
- Inspect the jounce bumper (6) for cracks and signs of deterioration.
- Inspect the dust shield (5) for cracks and tears.
- Check the upper mount (2) for cracks and distortion and its retaining studs for any sign of damage.
- Check the bearing and upper spring seat (3) for any binding.
- Inspect the upper and lower spring isolators (4, 8) for material deterioration and distortion.
- Inspect the coil spring (7) for any sign of damage to the coating.

NOTE: For reassembly, (Refer to 02 - Front Suspension/Front/STRUT, Suspension - Assembly) .

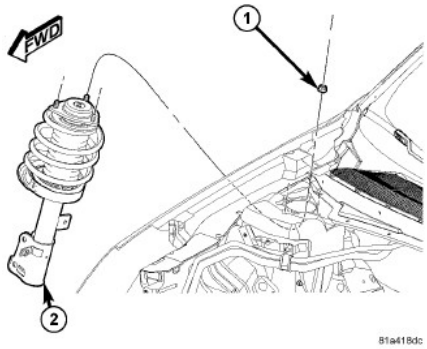
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

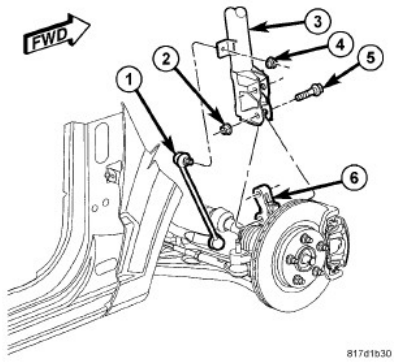
1. Raise the strut assembly (2) into the strut tower, aligning the three studs on the strut assembly upper mount with the holes in strut tower. Install the three mounting nuts (1) on the studs. Tighten the three nuts to 55 N·m (41 ft. lbs.).



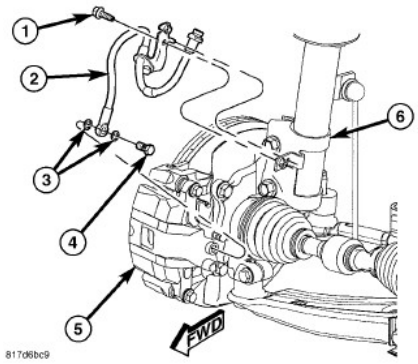
CAUTION: **The strut clevis-to-knuckle bolts (5) are serrated and must not be turned during installation. Install the nuts while holding the bolts stationary in the knuckle.**

2. Position the lower end of the strut assembly (3) in line with the upper end of the knuckle (6), aligning the mounting holes. Install the two attaching bolts (5). Install the nuts (2). While holding the bolts in place, tighten the nuts to 140 N·m (103 ft. lbs.).

3. Attach the stabilizer bar link (1) to the strut (3). Install and tighten the nut (4) while holding the stabilizer bar link stud stationary. Tighten the nut to 100 N·m (74 ft. lbs.).

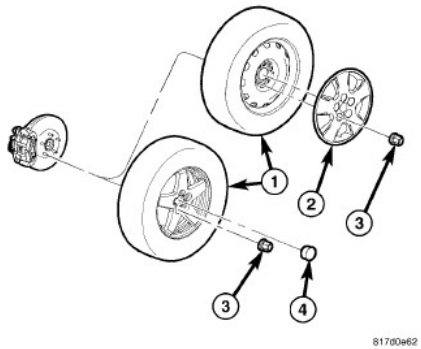


4. Secure the flex hose (2) routing bracket to the strut (6) with the mounting screw (1). Tighten the mounting screw to 13 N·m (120 in. lbs.).



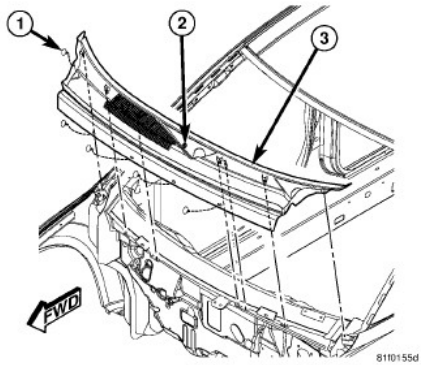
5. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

6. Lower the vehicle.



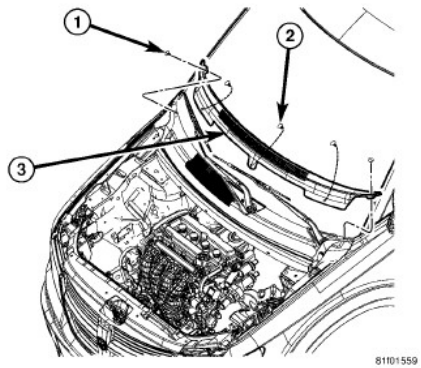
7. Install the cowl screen. Install the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw (2) in the center of the cowl screen 90° counterclockwise to lock the screen in place.

8. Install the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Installation)



9. Install the cowl top screen (3). Install the two push-pins (1) securing the cowl top screen at the ends. Install the remaining push-pins (2).

10. Install the engine appearance cover.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The strut assembly cushions the ride of the vehicle, controlling vibration, jounce and rebound of the suspension.

The coil spring controls ride quality and maintains proper ride height.

The spring isolators isolate the coil spring at the top and bottom from coming into metal-to-metal contact with the upper mounting seat and the strut.

The jounce bumper limits suspension travel and metal-to-metal contact under full jounce condition.

The strut dampens jounce and rebound motions of the coil spring and suspension.

2014 Dodge JC - DODGE JOURNEY

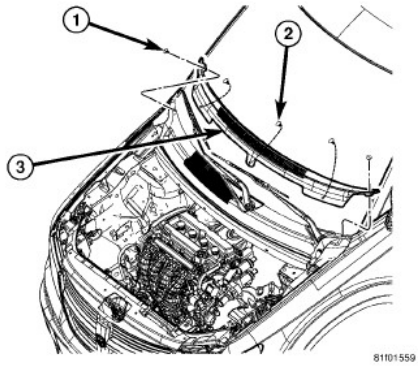
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

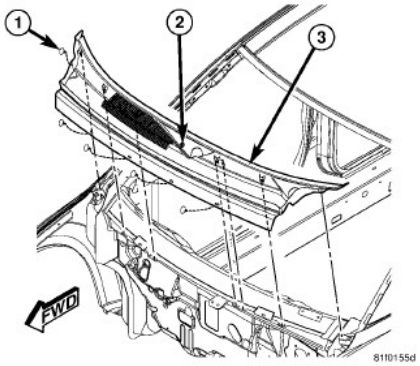
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 02 - Front Suspension/Front - Warning) .

1. Remove the engine appearance cover.
2. Remove the two push-pins (1) securing the cowl top screen at the ends. Remove the remaining push-pins (2). Remove the cowl top screen (3).
3. Remove the wiper arms. (Refer to 08 - Electrical/8R - Wipers/Washers/ARM, Wiper - Removal)

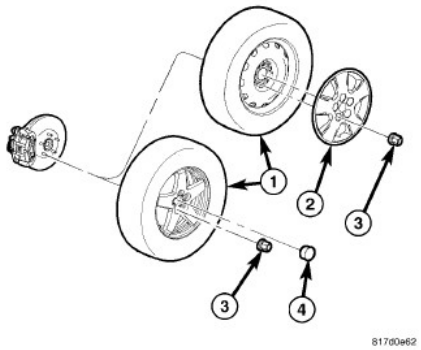


4. Remove the push-pins (1) securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw (2) in the center of the cowl screen 90° clockwise to release the screen. Remove the cowl screen (3).



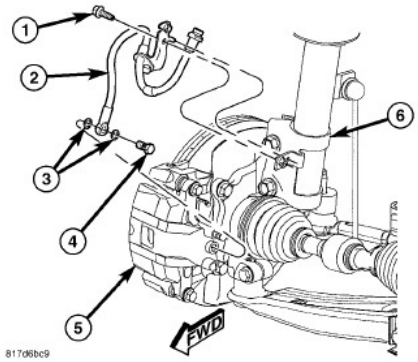
5. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

6. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



NOTE: If both strut assemblies are to be removed, mark the strut assemblies right or left and keep the parts separated to avoid mix-up. Not all parts of the strut assembly are interchangeable side-to-side.

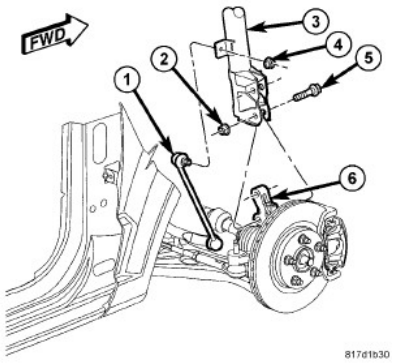
7. Remove the screw (1) securing the flex hose (2) routing bracket to the strut (6).



8. While holding the stabilizer bar link (1) stud stationary, remove the nut (4) securing the link to the strut (3).

CAUTION: **The strut assembly-to-knuckle attaching bolts (5) are serrated and must not be turned during removal. Hold the bolts stationary in the knuckle while removing the nuts, then tap the bolts out using a pin punch.**

9. While holding the bolt heads stationary, remove the two nuts (2) from the bolts (5) attaching the strut (3) to the knuckle (6).



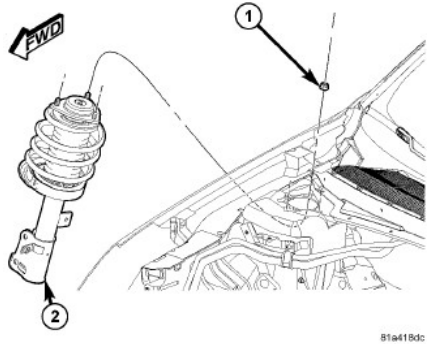
10. Remove the two bolts (5) attaching the strut (3) to the knuckle (6) using a pin punch.

11. Lower the vehicle just enough to open the hood without allowing the tires to touch the floor.

12. Remove the three nuts (1) attaching the strut assembly (2) upper mount to the strut tower.

13. Remove the strut assembly (2) from the vehicle.

14. For disassembly, (Refer to 02 - Front Suspension/Front/STRUT, Suspension - Disassembly) .



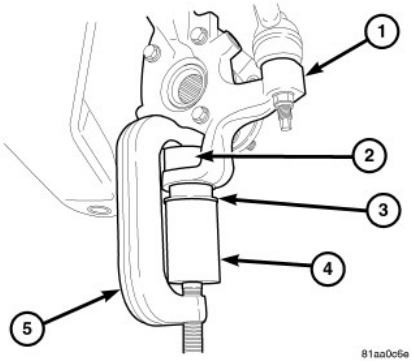
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

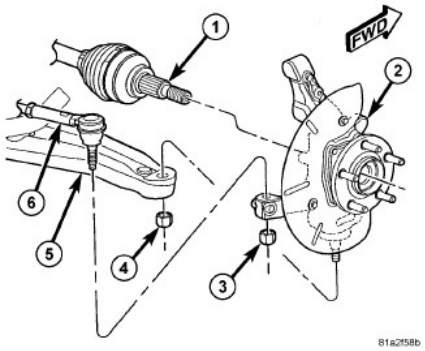
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

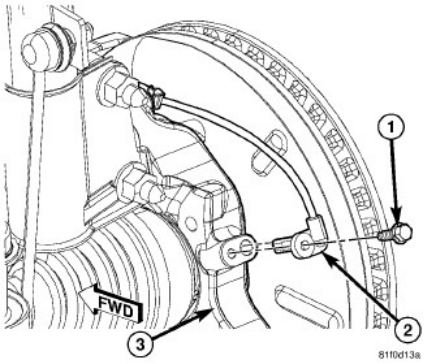
1. Install Installer (2), Special Tool 9964-1 , and Installer (4), Special Tool 9964-2 on Remover/Installer (5), Special Tool 8441-1 . Place a new ball joint (stem down) into Installer 9964-2 .
2. Position the assembly onto the knuckle as shown, then hand tighten the screw-drive.
3. Using hand-tools, tighten the screw-drive forcing the ball joint (3) into the knuckle (1). Continue to install the ball joint until the flange on the ball joint comes to a stop against the bottom of the knuckle.



4. Loosen the screw-drive and remove the tools.
5. Install a NEW snap-ring into the groove in the ball joint using a drift punch.
6. Slide the hub and bearing in the knuckle (2) onto the splines of the half shaft outer C/V joint (1).
7. Insert the lower ball joint stud into the mounting hole in the lower control arm.
8. Install a NEW ball joint stud nut (4). Tighten the nut to 95 N·m (70 ft. lbs.).

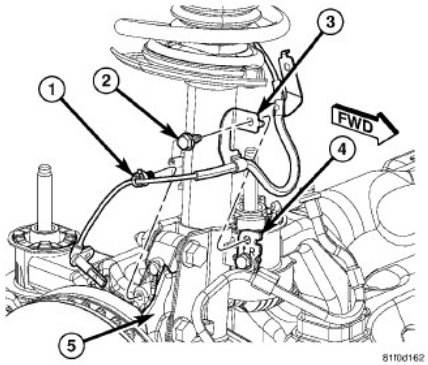


9. Install the wheel speed sensor head (2) into the knuckle (3). Install the mounting screw (1) and tighten it to 12 N·m (106 in. lbs.).

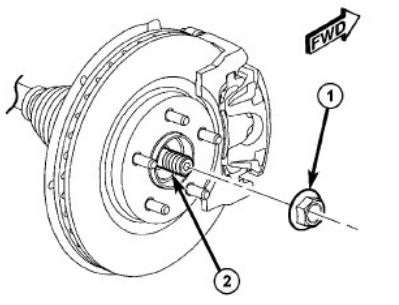


10. Install the routing clip (1) securing the wheel speed sensor cable to the knuckle (5).

11. Install the brake rotor, disc brake caliper and adapter. (Refer to 05 - Brakes/Hydraulic /Mechanical/ROTOR, Brake - Installation)



NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.



12. Clean all foreign matter from the threads of the half shaft outer C/V joint.

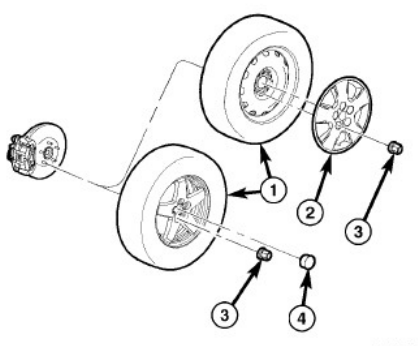
13. Install the hub nut (1) on the end of the half shaft (2) and snug it.

14. While a helper applies the brakes to keep the hub from rotating, tighten the hub nut (3) to 132 N·m (97 ft. lbs.).

15. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

16. Lower the vehicle.

17. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



2014 Dodge JC - DODGE JOURNEY

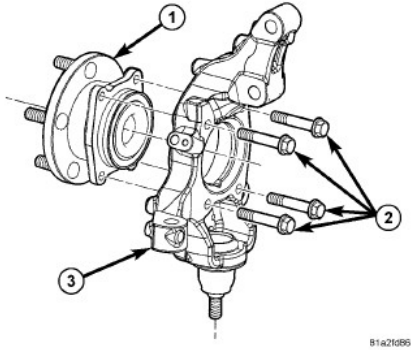
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The front wheel bearing and wheel hub of this vehicle are a one piece sealed unit or hub and bearing unit type assembly.

The hub and bearing (1) is mounted to the knuckle using four mounting bolts (2) and to the axle half shaft using a retaining nut. The center of the hub and bearing is splined to match the outer joint of the axle half shaft.

Each front hub and bearing has five wheel mounting studs on the hub flange for mounting the wheel to the vehicle. The wheel mounting studs are the only replaceable components of the hub and bearing. Otherwise, the hub and bearing is serviced as a complete assembly.



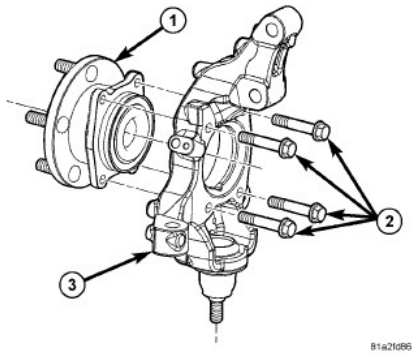
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

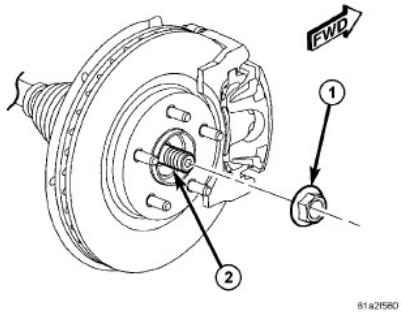
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the hub and bearing (1) by sliding it over the half shaft and into the knuckle.
2. Install the four bolts (2) fastening the hub and bearing (1) to the knuckle (3). Tighten the four bolts to 48 N·m (35 ft. lbs.).
3. Install the brake rotor, disc brake caliper and adapter. (Refer to 05 - Brakes/Hydraulic/Mechanical /ROTOR, Brake - Installation)

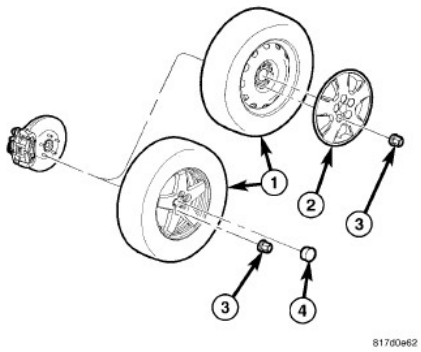


NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

4. Clean all foreign matter from the threads of the half shaft outer C/V joint.
5. Install the hub nut (1) on the end of the half shaft (2) and lightly tighten it.
6. While a helper applies the brakes to keep the hub from rotating, tighten the hub nut (1) to 160 N·m (118 ft. lbs.).



7. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).
8. Lower the vehicle.



2014 Dodge JC - DODGE JOURNEY

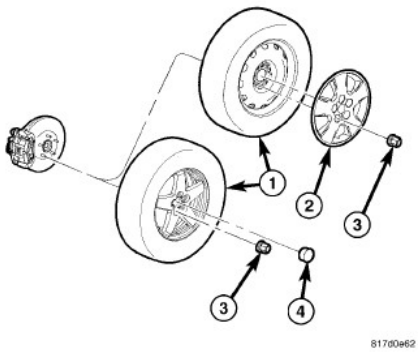
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

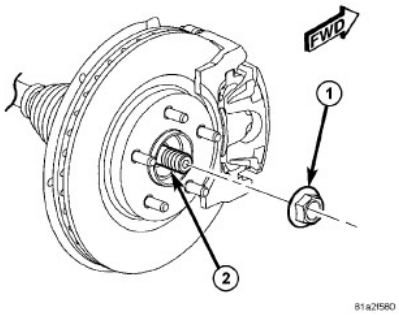
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, review all Warnings and Cautions. (Refer to 02 - Front Suspension/Front - Warning)

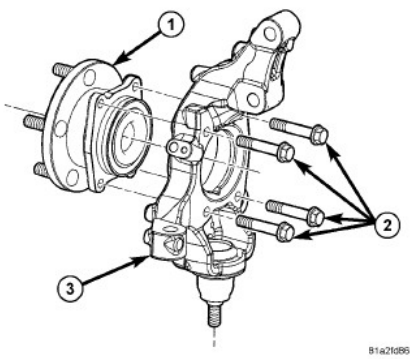
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



3. While a helper applies the brakes to keep the hub from rotating, remove the hub nut (1) from the axle half shaft (2).
4. Access and remove the front brake rotor. (Refer to 05 - Brakes/Hydraulic/Mechanical /ROTOR, Brake - Removal)



5. Remove the four bolts (2) fastening the hub and bearing to the knuckle (3).



6. Slide the hub and bearing (1) off the half shaft and out of the knuckle.

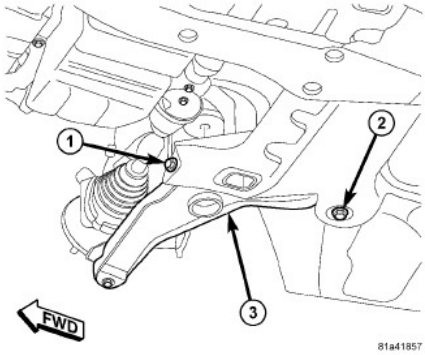
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

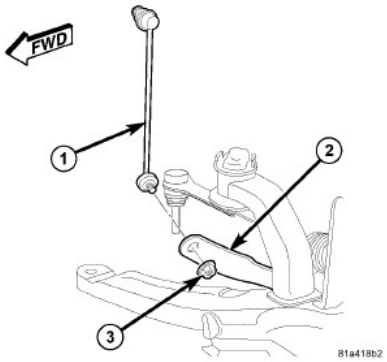
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place the lower control arm (3) into the front suspension crossmember.
2. Insert the rear bolt (2) up through the crossmember and lower control arm (3). Install the nut on the top-end of the bolt, but do not tighten it at this time.
3. Install, but do not fully tighten, the front bolt (1) attaching the lower control arm (3) to the crossmember.
4. With no weight or obstruction on the lower control arm, tighten the lower control arm **front** mounting bolt (1) to 175 N·m (129 ft. lbs.).



5. With no weight or obstruction on the lower control arm, tighten the lower control arm **rear** mounting bolt nut to 145 N·m (107 ft. lbs.).
6. Attach the stabilizer bar link (1) at each end of the stabilizer bar (2). At each link, install and tighten the nut (3) while holding the stabilizer bar link lower stud stationary. Tighten the nuts to 48 N·m (35 ft. lbs.).

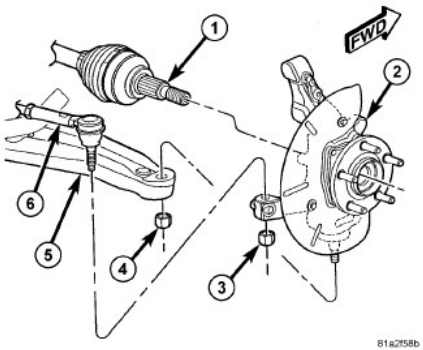


NOTE:

If a new or cleaned lower control arm is being installed, it is important to have a film of general purpose grease around the ball joint mounting hole on the lower control arm to avoid any future corrosion issues. Make sure the grease does not get inside the ball joint mounting hole or on the ball joint stud during installation.

7. Insert the lower ball joint stud into the mounting hole in the lower control arm (5).

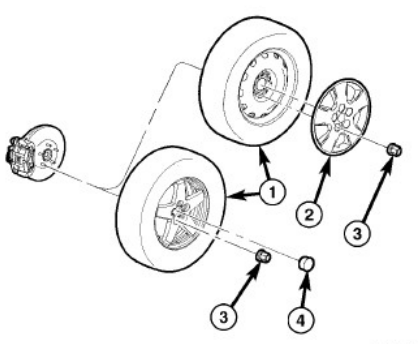
8. Install a NEW ball joint stud nut (4). Tighten the nut to 95 N·m (70 ft. lbs.).



9. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

10. Lower the vehicle.

11. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

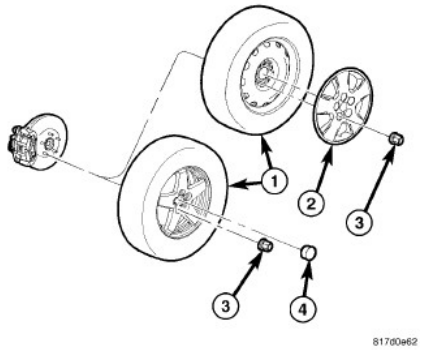
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

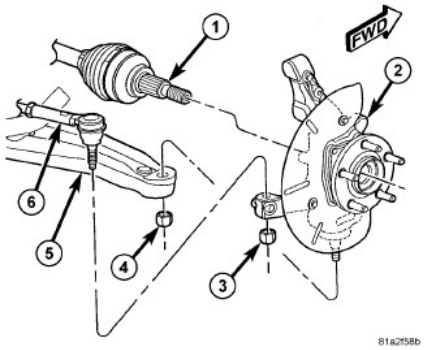
NOTE: Before proceeding, (Refer to 02 - Front Suspension/Front - Warning) .

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)

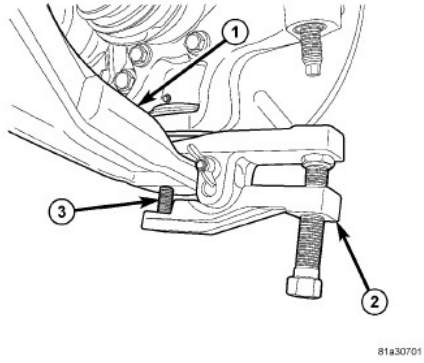
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



3. Remove the nut (4) attaching the lower ball joint to the lower control arm (5).



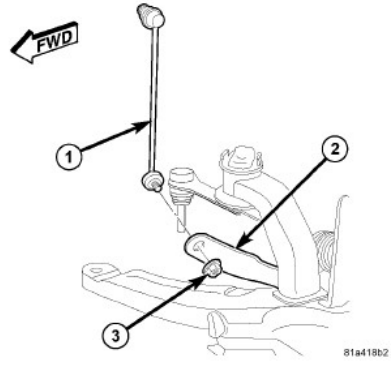
4. Release the lower ball joint (3) from the lower control arm (1) using Remover (2) 9360 . Do not lift the knuckle out of the lower control arm at this time.



CAUTION: **Upon removing the knuckle from the ball joint stud, do not pull outward on the knuckle. Pulling the knuckle outward at this point can separate the inner C/V joint on the half shaft thus damaging it.**

5. At each end of the stabilizer bar, while holding the stabilizer bar link (1) lower stud stationary, remove the nut (3) securing the link to the stabilizer bar (2).

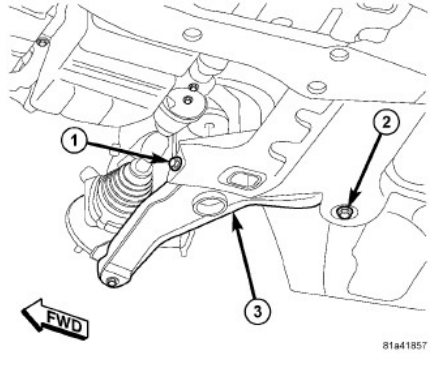
6. Rotate the ends of the stabilizer bar (2) upward away from the lower control arm.



7. Remove the front bolt (1) attaching the lower control arm (3) to the front suspension crossmember.

8. Remove the nut on the rear bolt (2) attaching the lower control arm (3) to the front suspension crossmember. Remove the bolt.

9. Remove the lower control arm (3) from the crossmember.



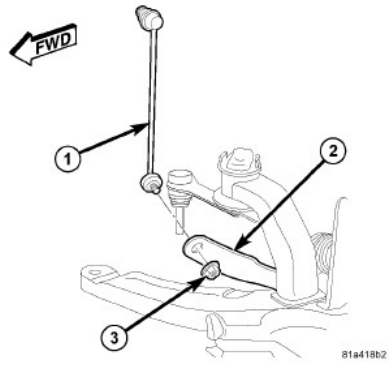
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

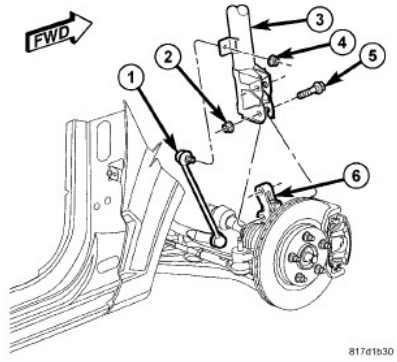
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Attach the stabilizer bar link (1) to the stabilizer bar (2). Install and tighten the nut (3) while holding the stabilizer bar link lower stud stationary. Tighten the nut to 48 N·m (35 ft. lbs.).

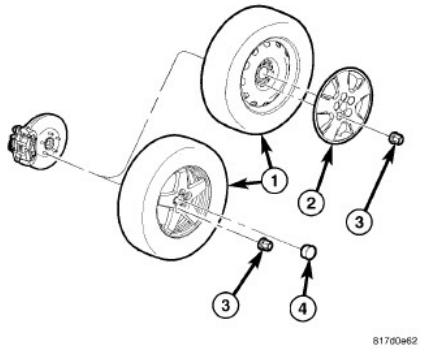


2. Attach the stabilizer bar link (1) to the strut (3). Install and tighten the nut (4) while holding the stabilizer bar link stud stationary. Tighten the nut to 48 N·m (35 ft. lbs.).



3. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

4. Lower the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

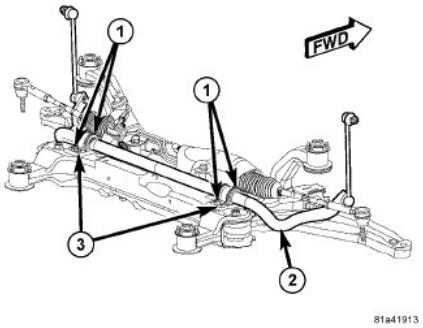
NOTE:

Before stabilizer bar installation, inspect the cushions and links for excessive wear, cracks, damage and distortion. Replace any pieces failing inspection.

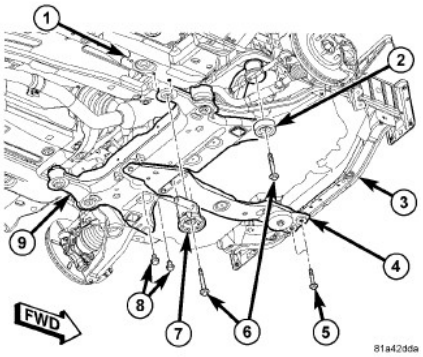
NOTE:

Before installing the stabilizer bar, make sure the bar is not upsidedown. The stabilizer bar must be installed so that when in mounted position, the ends of the bar curve under the steering gear tie rods, up to the links.

1. Install the stabilizer bar, link ends first, from the rear over top of the crossmember. Curve the ends of the bar (2) under the steering gear.
2. Install the two cushions (bushings) on the stabilizer bar utilizing the slit cut into the cushion sides.
3. Install the two stabilizer bushing retainers (3) over the cushions.
4. Install the screws (1) securing the stabilizer bushing retainers (3) to the crossmember. Tighten all four stabilizer bar cushion retainer screws to 60 N·m (44 ft. lbs.).

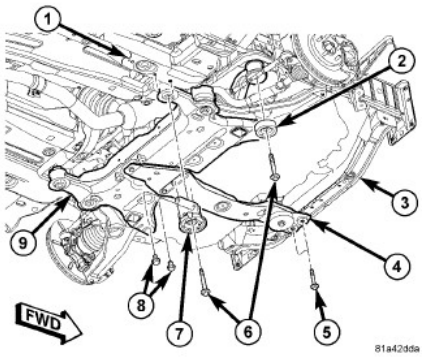


5. Slowly raise the crossmember (9) into mounted position using the transmission jack matching the crossmember to the marked locations on the body made during removal.
6. Position the front crossmember reinforcement brackets (7) (one each side of vehicle) over the crossmember rear mounting bushings and install the mounting screws (8), but do not tighten at this time.



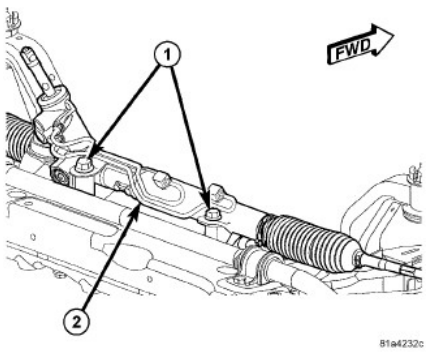
7. Install the four mounting bolts (6) securing the front crossmember (1) to the body. Tighten the crossmember mounting bolts to 135 N·m (100 ft. lbs.).
8. Tighten the crossmember reinforcement bracket mounting screws (8) to 50 N·m (37 ft. lbs.).

9. Remove the transmission jack.

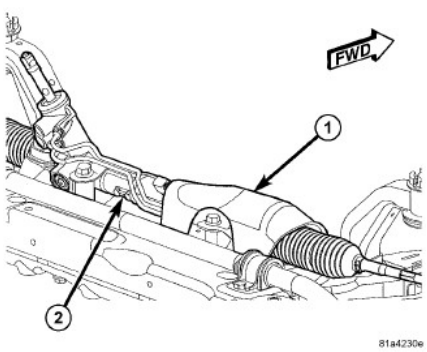


10. Remove the bungee cord or other supporting the steering gear (2).

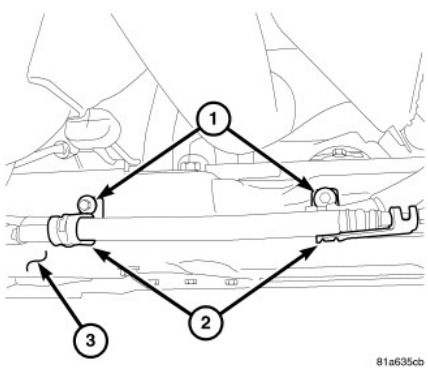
11. Install the two bolts (1) securing the steering gear (2) to the crossmember. Tighten the steering gear mounting bolts to 100 N·m (74 ft. lbs.).



12. Position the heat shield (1) over the steering gear (2). Install the mounting screws and push-pins. Tighten the screws to 6 N·m (53 in. lbs.).

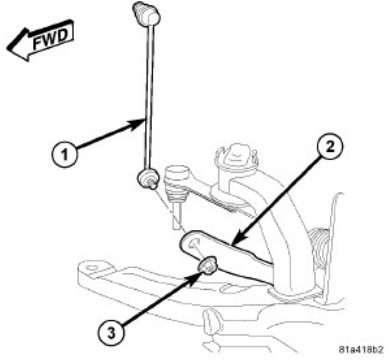


13. Position the power steering hose routing clamps (2) on the crossmember. Install and tighten the screws to 8 N·m (71 in. lbs.).



14. Attach the stabilizer bar link (1) at each end of the stabilizer bar (2). At each link, install and tighten the nut (3) while holding the stabilizer bar link lower stud stationary. Tighten the nuts to 100 N·m (74 ft. lbs.).

15. Install the rear engine mount (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Installation) .
16. Install the front engine mount through-bolt.
17. If equipped, install the engine belly pan.
18. Lower the vehicle.



2014 Dodge JC - DODGE JOURNEY

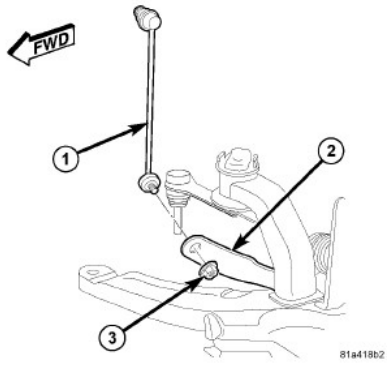
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

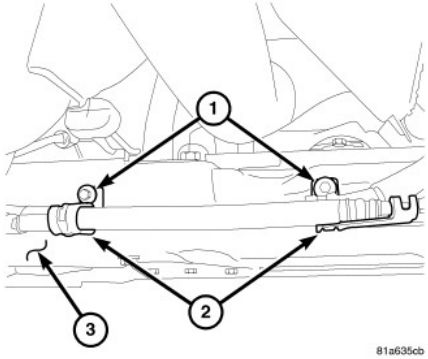
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 02 - Front Suspension/Front - Warning) .

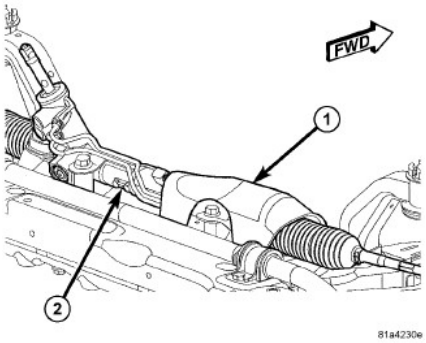
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. If equipped, remove the engine belly pan.
3. Remove the rear engine mount, (Refer to 09 - Engine/Engine Mounting/INSULATOR, Engine Mount - Removal) .
4. Remove the front engine mount through-bolt.
5. At each end of the stabilizer bar, while holding the stabilizer bar link (1) lower stud stationary, remove the nut (3) securing the link to the stabilizer bar (2).



6. Remove the screws (1) securing the power steering hose routing clamps (2) to the rear of the crossmember.

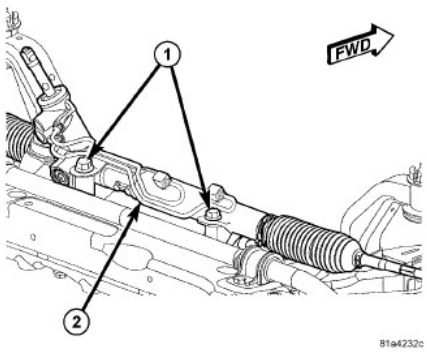


7. Remove the screws and push-pins securing the heat shield (1) over the right side of the steering gear (2).



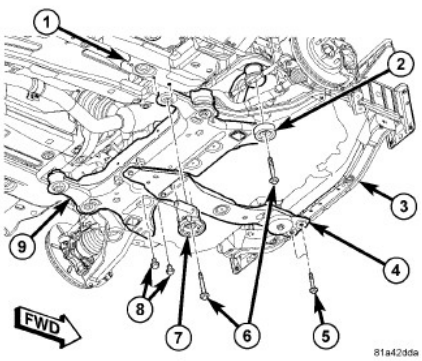
8. Remove the two bolts (1) securing the steering gear (2) to the crossmember.

9. Support the steering gear using a bungee cord or other to keep the steering gear from lowering when the crossmember is lowered.



NOTE:

Before removing the front suspension crossmember from the vehicle, the location of the crossmember must be marked on the body of the vehicle. Do this so the crossmember can be relocated, upon reinstallation, against the body of vehicle in the same location as before removal. If the front suspension crossmember is not reinstalled in exactly the same location as before removal, the preset front wheel alignment settings (caster and camber) may be lost.



10. Mark the location of the front crossmember (9) on the body near each mounting bolt.

11. Support the crossmember (9) with a transmission jack.

12. Remove the four mounting bolts (6) securing the front crossmember (9) to the body.

13. Remove the mounting screws (8) securing the front crossmember reinforcement brackets (7) (one each side of vehicle) to the body (1). Remove the brackets.

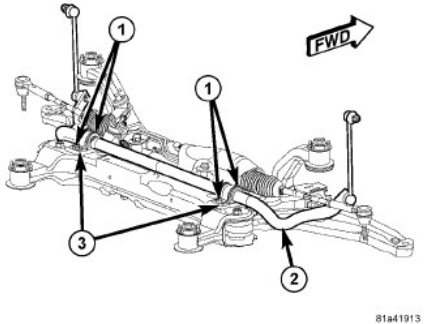
14. Slowly lower the crossmember using the jack until there is enough space present to remove the stabilizer bar between the rear of the crossmember and the body. Due to the fact that the fore-and-aft crossmember is still attached, do not lower crossmember any more than necessary to remove the stabilizer bar.

15. Remove the screws (1) securing the stabilizer bushing retainers (3) to the crossmember.

16. Remove the two stabilizer bushing retainers (3).

17. Utilizing the slit cut into the cushions (bushings), remove the two cushions from the stabilizer bar .

18. Remove the stabilizer bar (2) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

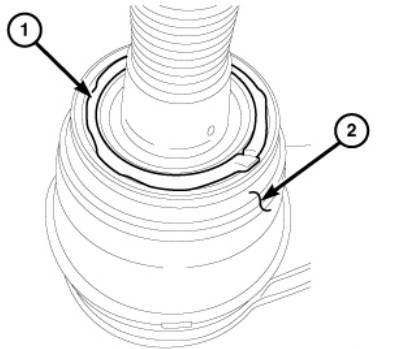
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - OUTER TIE ROD END LUBRICATION

NOTE: View is typical.

NOTE: If a new tie rod end is to be installed, make sure the boot (2) is properly lubricated.

Any time the outer tie rod end is disconnected from the knuckle, before assembly, clean all old grease and debris from the boot with a clean cloth and apply outer tie rod grease P/N 68088623AA (1) to the boot (2) as shown.



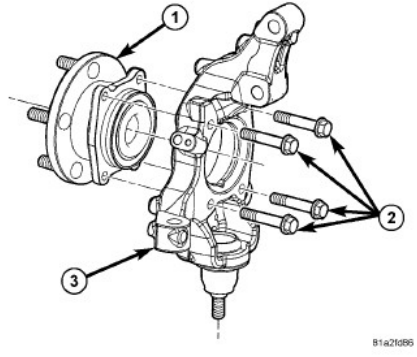
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

The knuckle (3) is a single casting with legs machined for attachment to the front strut assembly on the top and steering linkage on the trailing end. A ball joint is located on the bottom of the knuckle which attaches to the lower control arm. The knuckle also has two machined, drilled legs on the leading end casting to support and align the front disc brake caliper adapter.

The knuckle supports the hub and bearing (1). A shield (not shown in figure) is fastened to the knuckle.



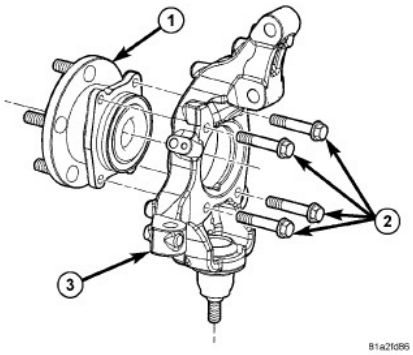
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

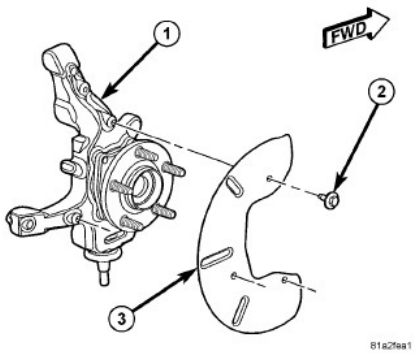
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

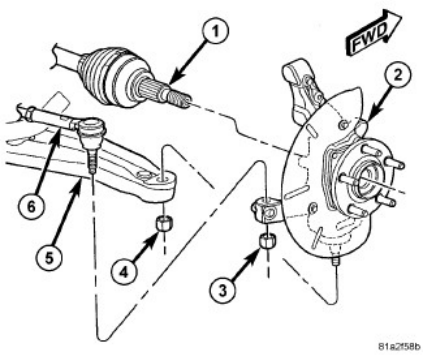
1. If required, install the hub and bearing (1) by sliding it into the knuckle.
2. If installing hub and bearing, install the four bolts (2) fastening the hub and bearing (1) to the knuckle (3). Tighten the four bolts to 48 N·m (35 ft. lbs.).



3. If required, install the shield on the knuckle. Install and tighten the three mounting screws (2) to 10 N·m (89 in. lbs.).



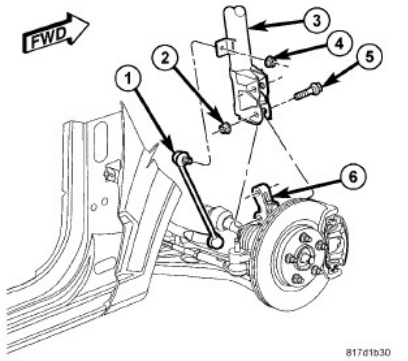
4. Slide the hub and bearing in the knuckle (2) onto the splines of the half shaft outer C/V joint (1).
5. Insert the lower ball joint stud into the mounting hole in the lower control arm.
6. Install a NEW ball joint stud nut (4). Tighten the nut to 95 N·m (70 ft. lbs.).



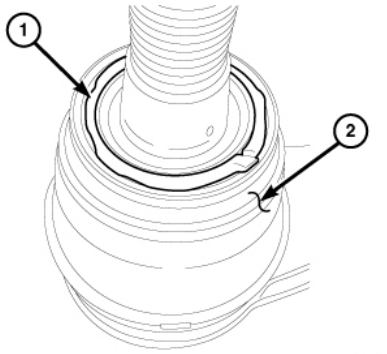
CAUTION: **The strut clevis-to-knuckle bolts (5) are serrated and must not be turned during installation. Install the nuts while holding the bolts stationary in the steering knuckle. Refer to the following step.**

7. Position the lower end of the strut assembly (3) in line with the upper end of the knuckle (6), aligning the mounting holes. Install the two mounting bolts (5).

8. Install the nuts (2) on the two bolts (5). While holding the bolts in place, tighten the nuts to 140 N·m (103 ft. lbs.).



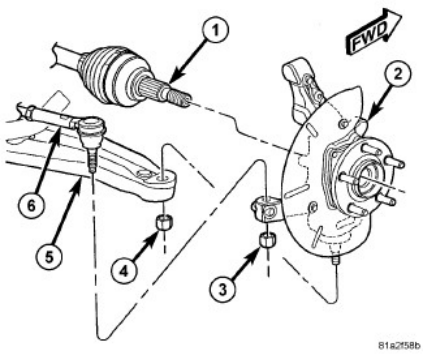
NOTE: If a new tie rod end is to be installed, make sure the boot (2) is properly lubricated.



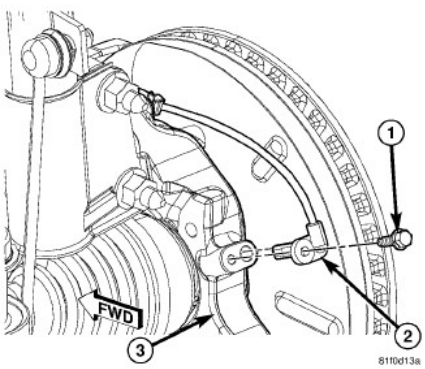
9. Clean all old grease and debris from the boot (2) with a clean cloth.

10. Apply outer tie rod grease P/N 68088623AA (1) to the tie rod end boot (2).

11. Install the outer tie rod (6) ball stud into the hole in the knuckle (2) arm. Start the tie rod end-to-knuckle nut (4) onto the stud. While holding the tie rod end stud with a wrench, tighten the nut with a wrench or crowfoot wrench to 85 N·m (63 ft. lbs.).

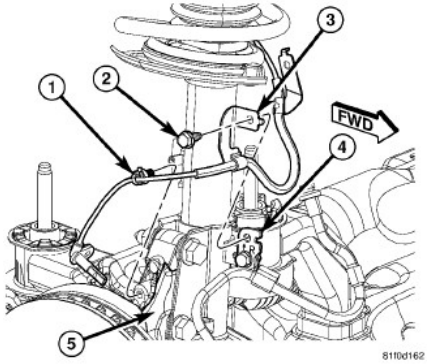


12. Install the wheel speed sensor head (2) into the knuckle (3). Install the mounting screw (1) and tighten it to 12 N·m (106 in. lbs.).

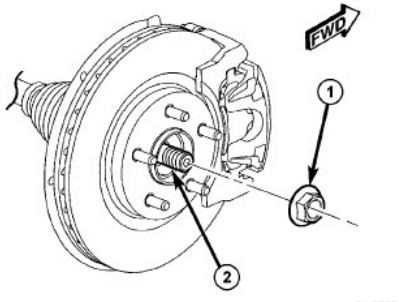


13. Install the routing clip (1) securing the wheel speed sensor cable to the knuckle (5).

14. Install the brake rotor, disc brake caliper and adapter. (Refer to 05 - Brakes/Hydraulic /Mechanical/ROTOR, Brake - Installation)



NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.



15. Clean all foreign matter from the threads of the half shaft outer C/V joint.

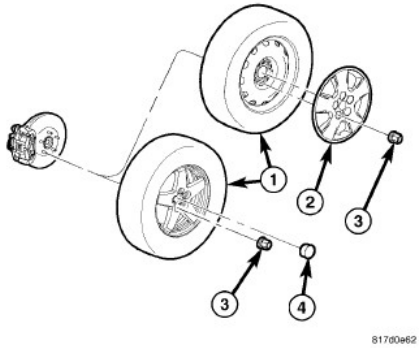
16. Install the hub nut (1) on the end of the half shaft (2) and snug it.

17. While a helper applies the brakes to keep the hub from rotating, tighten the hub nut (3) to 132 N·m (97 ft. lbs.).

18. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

19. Lower the vehicle.

20. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



2014 Dodge JC - DODGE JOURNEY

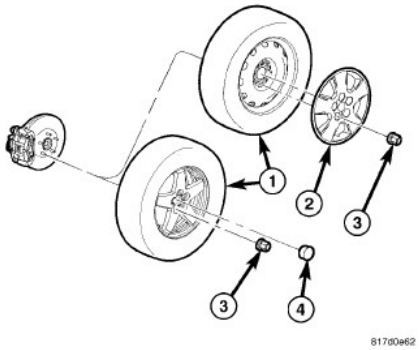
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

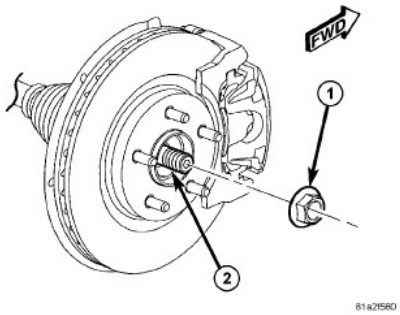
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

NOTE: Before proceeding, review all Warnings and Cautions. (Refer to 02 - Front Suspension/Front - Warning)

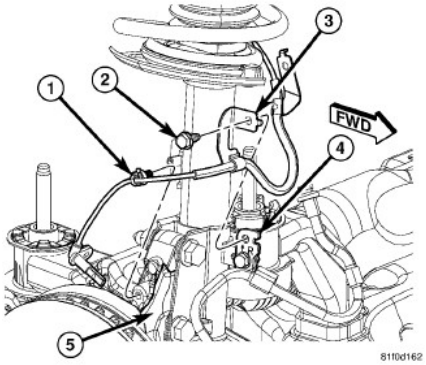
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



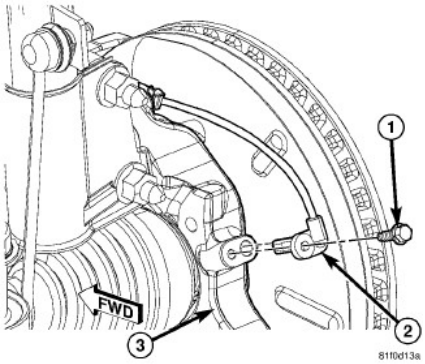
3. While a helper applies the brakes to keep the hub from rotating, remove the hub nut (1) from the axle half shaft (2).
4. Access and remove the front brake rotor. (Refer to 05 - Brakes/Hydraulic/Mechanical /ROTOR, Brake - Removal)



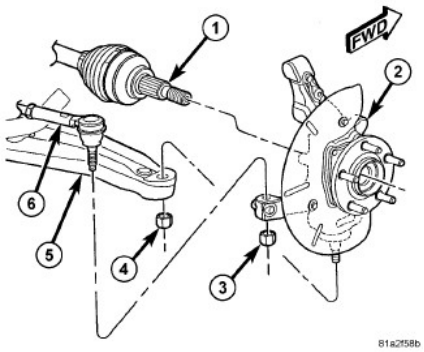
5. Remove the routing clip (1) securing wheel speed sensor cable to the knuckle (5).



6. Remove the screw (1) fastening the wheel speed sensor head (2) to the knuckle (3). Pull the sensor head out of the knuckle.

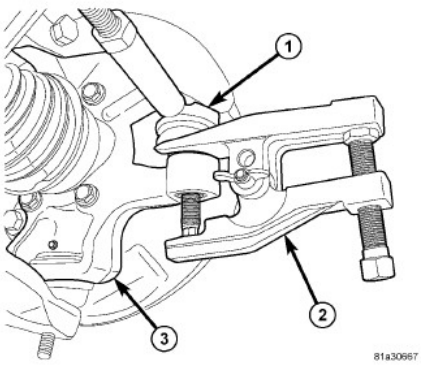


7. Remove the nut (3) attaching the outer tie rod (6) to the knuckle (2). To do this it might be necessary to hold the tie rod end stud with a wrench while loosening and removing the nut with a standard wrench or crowfoot wrench.

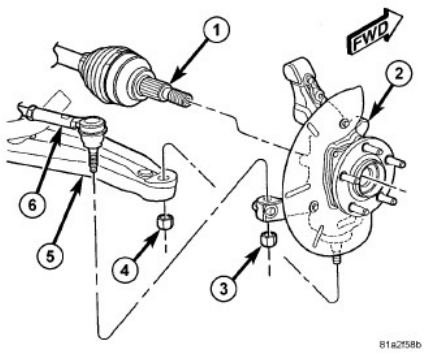


8. Release the outer tie rod end (1) from the knuckle (3) using Remover (2), Special Tool 9360 .

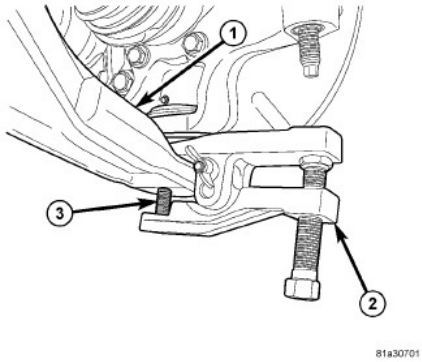
9. Remove the outer tie rod from the knuckle.



10. Remove the nut (4) attaching the lower ball joint to the lower control arm (5).



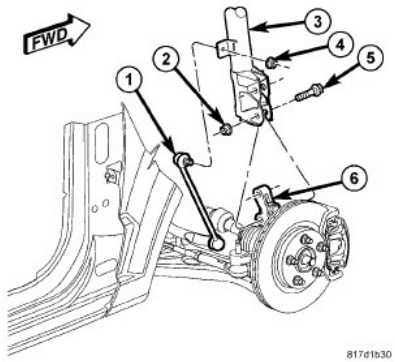
11. Release the lower ball joint (3) from the lower control arm (1) using Remover (2), Special Tool 9360 . Do not lift the knuckle out of the lower control arm at this time.



CAUTION: **The strut assembly-to-knuckle attaching bolts (5) are serrated and must not be turned during removal. Proper removal is required. Refer to the following steps for the correct method.**

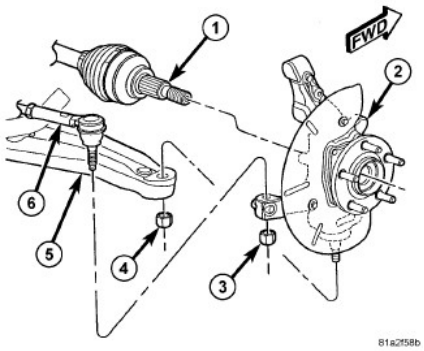
12. While holding the bolt heads stationary, remove the two nuts (2) from the bolts (5) attaching the strut (3) to the knuckle (6).

13. Remove the two bolts (5) attaching the strut (3) to the knuckle (6) using a pin punch.

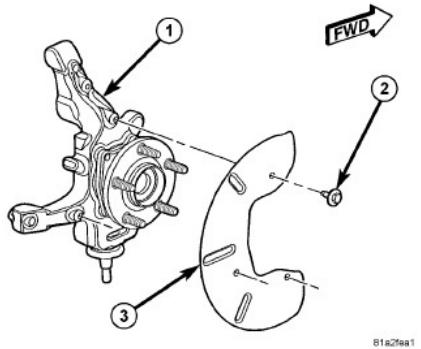


NOTE: Do not allow the half shaft (1) to hang by the inner C/V joint; it must be supported to keep the joint from separating during this operation.

14. Pull the knuckle (2) off the half shaft (1) outer C/V joint splines and remove the knuckle from the vehicle.

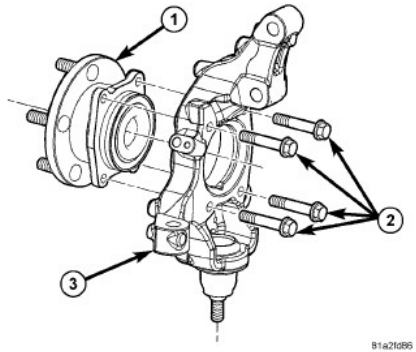


15. If required, remove the three screws (2) fastening the shield (3) to the knuckle (1). Remove the shield.



16. If required, remove the four bolts (2) fastening the hub and bearing (1) to the knuckle (3).

17. If required, slide the hub and bearing (1) out of the knuckle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING:

Chrysler LLC does not manufacture any vehicles or replacement parts that contain asbestos. Aftermarket products may or may not contain asbestos. Refer to aftermarket product packaging for product information.

Whether the product contains asbestos or not, dust and dirt can accumulate on brake parts during normal use. Follow practices prescribed by appropriate regulations for the handling, processing and disposing of dust and debris.

WARNING:

Do not remove the strut rod nut while strut assembly is installed in vehicle, or before the coil spring is compressed with a compression tool. The spring is held under high pressure.

CAUTION:

At no time when servicing a vehicle can a sheet metal screw, bolt, or other metal fastener be installed in the shock tower to take the place of an original plastic clip. It may come into contact with the strut or coil spring.

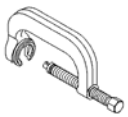
CAUTION:

Wheel bearing damage will result if after loosening the axle hub nut, the vehicle is rolled on the ground or the weight of the vehicle is allowed to be supported by the tires for any length of time.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS



8441-1 - Assembly, C-Frame And Screw

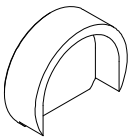
Originally Shipped In Kit Number(s) *8665, 8665CC, 8702*.

Primary Tool Number/Name - 9360 - Remover, Ball Joint
Alternate Tool Number/Name - 1871000700 - Extractor

Originally Shipped In Kit Number(s) *9329, 9515, 9516, 9516-CAN, 9517, 9517-CAN, 9518, 9519, 9540, 9541*.

9362 - Wrench, Strut Nut

Originally Shipped In Kit Number(s) *9329, 9515, 9516, 9516-CAN, 9517, 9517-CAN, 9518, 9519, 9540, 9541*.

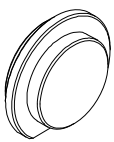


9964-1 - Receiver, Install

Originally Shipped In Kit Number(s) *10015, 10016*.

9964-2 - Installer, Ball Joint

Originally Shipped In Kit Number(s) *10015, 10016*.



9964-3 - Remover, Ball Joint

Originally Shipped In Kit Number(s) *10015, 10016*.

9964-4 - Receiver, Remover

Originally Shipped In Kit Number(s) *10015, 10016*.

C-3339A - Set, Dial Indicator

Originally Shipped In Kit Number(s) *9202*.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - LUBRICATION

There are no serviceable lubrication points on the front or rear suspension. The ball joints and tie rod ends are sealed for life and require no maintenance.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

CURB HEIGHT MEASUREMENT

The wheel alignment is to be checked and all alignment adjustments made with the vehicle at its required curb height specification.

Vehicle height is to be checked with the vehicle on a flat, level surface, preferably a vehicle alignment rack. The tires are to be inflated to the recommended pressure. All tires are to be the same size as standard equipment. **Vehicle height is checked with the fuel tank full of fuel, and no passenger or luggage compartment load.**

Vehicle height is not adjustable. If the measurement is not within specifications, inspect the vehicle for bent or weak suspension components. Compare the parts tag on the suspect coil spring(s) to the parts book and the vehicle sales code, checking for a match. Once removed from the vehicle, compare the coil spring height to a correct new or known good coil spring. The heights should vary if the suspect spring is weak.

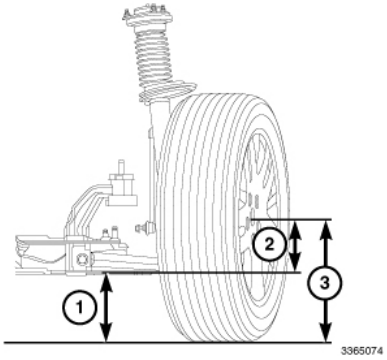
NOTE: Prior to reading the curb height measurement, the front and rear of the vehicle must be jounced to settle the suspension. Induce jounce by pushing down on the center of the bumper (fascia), using care not to damage the vehicle, moving the vehicle up and down, gradually increasing the suspension travel with each stroke. Release the bumper at the bottom of each stroke, repeating this action several times. Perform this to both front and rear suspensions an equal amount of times.

Measure curb height as follows:

1. Jounce the vehicle. Refer to above note.

NOTE: On some vehicles it may be necessary to remove an engine belly pan in order to gain access to the lower control arm pivot bolt.

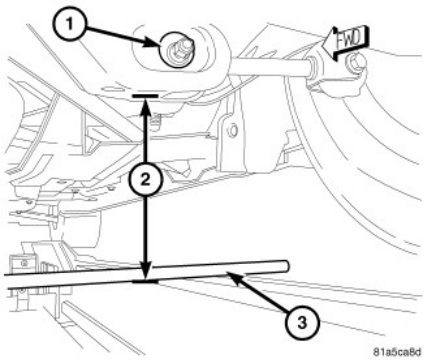
2. FRONT – On each side of the vehicle, measure the distance (1) from the flat surface on the crossmember to the floor or alignment rack/lift runway surface. It may be necessary to measure to the bottom of a straight edge placed from lift runway to runway to get an accurate measurement.



3. FRONT – Measure and record the distance (3) from the center of the spindle to the same surface or straight edge used to measure from the flat surface on the crossmember.

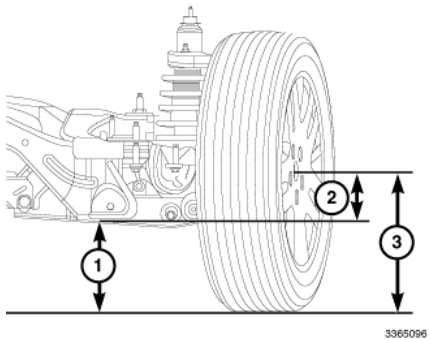
4. Subtract the flat surface area on the crossmember (1) from the spindle height (3) to obtain the curb height value (2). Compare the curb height value (2) to specifications listed in the following CURB HEIGHT SPECIFICATIONS chart. **Maximum left-to-right differential is not to exceed 12 mm (0.5 in.).**

5. REAR – On each side of the vehicle, measure and record the distance (2) from the flat surface below the rear toe adjustment cam bolt (1) to the floor or alignment rack/lift runway surface. It may be necessary to measure to the bottom of a straight edge (3), placed from lift runway to runway, to get an accurate measurement.



6. REAR – On each side of the vehicle, measure and record the distance (3) from the center of the rear spindle to the same surface that was used to measure to below the bolt in the previous step.

7. REAR – Subtract the mounting bolt height (1) (found in **Step #5**) from the spindle height (3) to obtain the curb height value (2). Compare the curb height value (2) to specifications listed in the following CURB HEIGHT SPECIFICATIONS chart.
Maximum left-to-right differential is not to exceed 12 mm (0.5 in.).



8. If curb height is found to be out of specification and there is no sign of excessive body damage, curb height can be changed by replacing the applicable spring with a spring offering a different check load. (Refer to 02 - Front Suspension/Front/STRUT, Suspension - Removal)

CURB HEIGHT SPECIFICATIONS

VEHICLE	FRONT	REAR
ALL WHEEL DRIVE	134.4 mm ± 12 mm 5.29 in. ± 0.47 in.	105.5 mm ± 12 mm 4.15 in. ± 0.47 in.
FRONT WHEEL DRIVE	140.4 mm ± 12 mm 5.53 in. ± 0.47 in.	112.5 mm ± 12 mm 4.43 in. ± 0.47 in.

2014 Dodge JC - DODGE JOURNEY

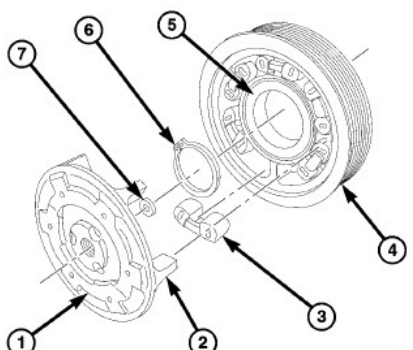
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HUB AND PULLEY - VARIABLE DISPLACEMENT A/C COMPRESSOR

NOTE: Typical clutchless A/C compressor pulley and drive hub shown.

The non-servicable hub and pulley assembly for the Denso 6SEU16 and the Valeo variable displacement A/C compressors provides the means to drive the compressor using the engine accessory drive belt. The hub and pulley assembly consists of an aluminum drive hub (1) with composite tabs (2) that are positioned between rubber dampeners (3), which are located inside of a composite pulley (4).

The A/C pulley has a bearing (5) which is retained to the front of the A/C compressor with a snap ring (6). The drive hub and shim (7) are retained to the compressor shaft by use of left handed threads.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HUB AND PULLEY INSPECTION - VARIABLE DISPLACEMENT A/C COMPRESSOR

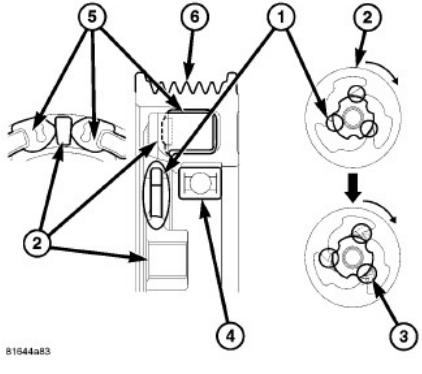
NOTE: The compressor drive hub and the pulley and bearing assembly can not be serviced separately from the A/C compressor. In the event of drive hub or pulley and bearing assembly damage or failure, the A/C compressor, drive hub and pulley and bearing must be replaced as an assembly.

NOTE: Typical clutchless compressor drive hub and pulley and bearing assembly shown.

The bridges (1) located on the non-servicable compressor hub (2) are designed to break away in the event of compressor seizure. Examine the bridges for separation or cracks (3). Damage to the bridges are an indication of excessive compressor torque, which is most likely caused by compressor failure.

Check the non-servicable pulley bearing (4) for roughness or excessive noise. Check the pulley dampeners (5) for excessive play which can be caused by deterioration or damage. Inspect the belt surfaces of the non-servicable pulley (4) for wear. If the pulley surfaces are oily, inspect the shaft and nose area of the A/C compressor for refrigerant oil. If refrigerant oil is found, the compressor shaft seal is leaking and the A/C compressor must be replaced.

Replace the A/C compressor if wear or damage is found to the drive hub or pulley and bearing assembly (Refer to 24 - Heating and Air Conditioning/Plumbing/COMPRESSOR, A/C - Removal) .

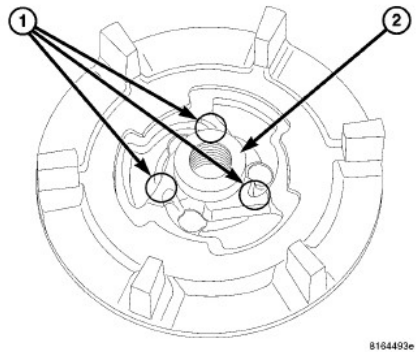


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

HUB AND PULLEY - VARIABLE DISPLACEMENT A/C COMPRESSOR

NOTE: Typical clutchless compressor pulley drive hub shown.



The design of the Denso 6SEU16 and Valeo variable displacement A/C compressors does not require the use of an electromagnetic clutch, as the compressor is controlled by an integral control valve that allows refrigerant to bypass within the compressor (Refer to 24 - Heating and Air Conditioning/Plumbing /COMPRESSOR, A/C - Description) .

The bridges (1) located on the compressor drive hub (2) are designed to break away in the event of compressor seizure. This action prevents damage to the serpentine accessory drive belt (Refer to 24 - Heating and Air Conditioning/Plumbing/COMPRESSOR, A/C - Inspection) .

NOTE: The compressor drive hub and the pulley and bearing assembly can not be serviced separately from the A/C compressor. In the event of drive hub or pulley and bearing assembly damage or failure, the A/C compressor, drive hub and pulley and bearing must be replaced as an assembly.

The compressor drive hub and the pulley and bearing assembly can not be serviced separately from the A/C compressors. The A/C compressors must be replaced if the drive hub or pulley and bearing assembly is worn or damaged.

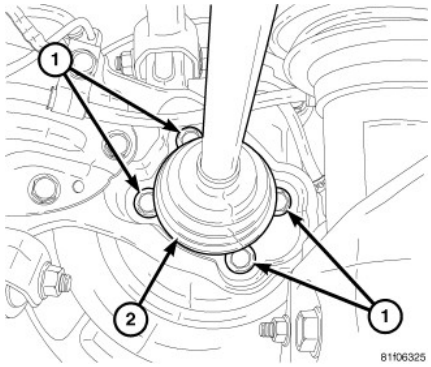
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

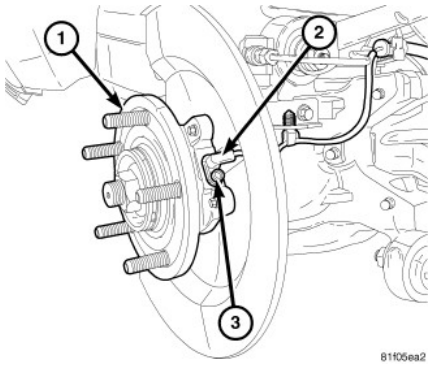
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. With the brake shield in place on the knuckle, slide the hub and bearing over the axle half shaft and position it on the knuckle.
2. Install the four bolts (1) securing the hub and bearing to the knuckle. Tighten the bolts to 61 N·m (45 ft. lbs.).

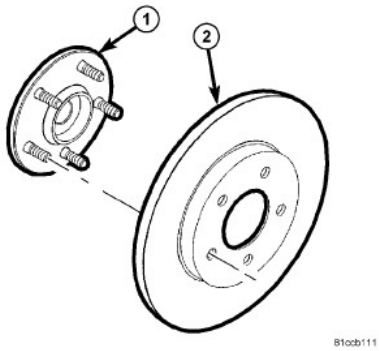


CAUTION: **Ensure that sensor mounting surface on bearing is clean before sensor installation.**

3. Pass the wheel speed sensor head (2) through the hole in the brake shield, then push it into the mounting hole in hub and bearing (1) and align the mounting screw hole.
4. Install a NEW mounting screw (2). Tighten the mounting screw to 6 N·m (55 in. lbs.).

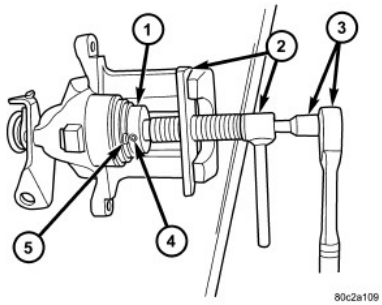


5. Clean the rotor mounting face of the hub and bearing (1) to remove any dirt or corrosion.
6. Install the brake rotor (2) over the hub and bearing (1).



CAUTION: **If the brake rotor or brake pads are being replaced, the rear caliper piston must be seated (bottomed) to compensate for the new brake rotor or lining. Because the parking brake self-adjuster mechanism is attached to the piston, a special seating method is required. The only acceptable method is by rotating the piston back into the bore using Retractor, Special Tool , as described below. Any other seating method will damage the self-adjuster mechanism.**

7. If necessary, seat (bottom) the caliper piston in the bore as follows:



   a. Assemble a 3/8 in. drive ratchet handle and an extension (3).

   b. Insert the extension through Special Tool 8807-1 (2).

   c. Place Special Tool 8807-2 (1) on the end of the extension.

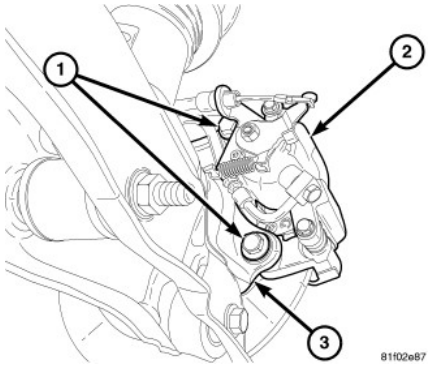
   d. Insert lugs on Special Tool 8807-2 into notches in face of caliper piston (5).

   e. Thread the screw drive on 8807-1 down until it contacts the top of 8807-2 which is against the caliper piston. **Do not over tighten the screw-drive. Damage to the piston can occur.**

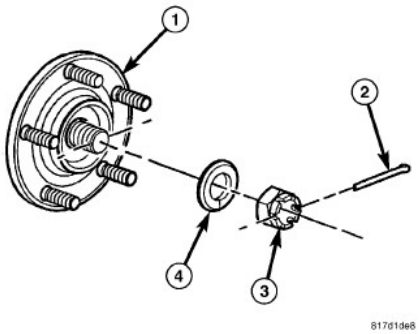
   f. Turn 8807-2 with the ratchet, rotating the piston in a **clockwise** direction until fully seated (bottomed) in the bore. **It may be necessary to turn** 8807-1 **with** 8807-2 **to start the process of piston retraction.**

8. Install the disc brake caliper and adapter bracket (2) over the knuckle and rotor as an assembly.

9. Install the two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle. Tighten the mounting bolts to 100 N·m (74 ft. lbs.).



NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.



10. Clean all foreign matter from the threads of the half shaft outer C/V joint.

11. Install the washer (4) and hub nut (3) on the end of the half shaft and snug it.

12. While a helper applies the brakes to keep the hub (1) from rotating, tighten the hub nut (3) to 245 N·m (181 ft. lbs.).

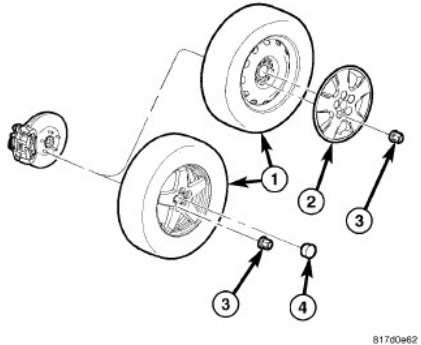
13. Insert the cotter pin (2) through the notches in the nut and the hole in half shaft. If the notches in the nut do not line up with the hole in the half shaft, continue to tighten the nut until they do. **Do not loosen the nut.**

14. Wrap the cotter pin (2) ends tightly around the lock nut.

15. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

16. Lower the vehicle.

17. Pump the brake pedal several times to ensure the vehicle has a firm brake pedal before moving it. Check the brake fluid level.



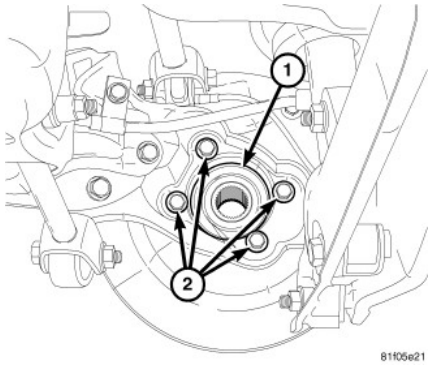
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT-WHEEL-DRIVE

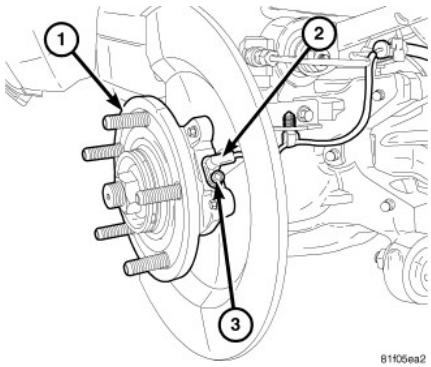
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. With the brake shield in place on the knuckle, slide and position the hub and bearing into the knuckle.
2. Install the four bolts (2) securing the hub and bearing to the knuckle. Tighten the bolts to 61 N·m (45 ft. lbs.).

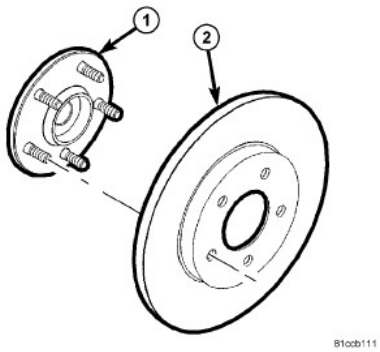


CAUTION: **Ensure that sensor mounting surface on bearing is clean before sensor installation.**

3. Pass the wheel speed sensor head (2) through the hole in the brake shield, then push it into the mounting hole in hub and bearing (1) and align the mounting screw hole.
4. Install a NEW mounting screw (2). Tighten the mounting screw to 6 N·m (55 in. lbs.).

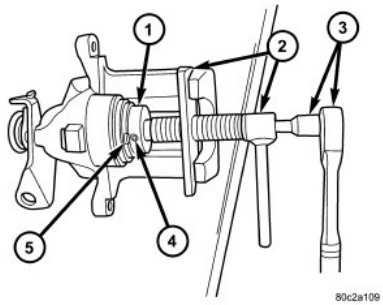


5. Clean the rotor mounting face of the hub and bearing (1) to remove any dirt or corrosion.
6. Install the brake rotor (2) over the hub and bearing (1).



CAUTION: **If the brake rotor or brake pads are being replaced, the rear caliper piston must be seated (bottomed) to compensate for the new brake rotor or lining. Because the parking brake self-adjuster mechanism is attached to the piston, a special seating method is required. The only acceptable method is by rotating the piston back into the bore using Retractor, Special Tool , as described below. Any other seating method will damage the self-adjuster mechanism.**

7. If necessary, seat (bottom) the caliper piston in the bore as follows:



   a. Assemble a 3/8 in. drive ratchet handle and an extension (3).

   b. Insert the extension through Special Tool 8807-1 (2).

   c. Place Special Tool 8807-2 (1) on the end of the extension.

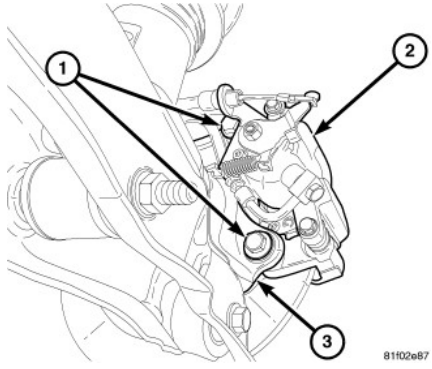
   d. Insert lugs on Special Tool 8807-2 into notches in face of caliper piston (5).

   e. Thread the screw drive on 8807-1 down until it contacts the top of 8807-2 which is against the caliper piston. **Do not over tighten the screw-drive. Damage to the piston can occur.**

   f. Turn 8807-2 with the ratchet, rotating the piston in a **clockwise** direction until fully seated (bottomed) in the bore. **It may be necessary to turn** 8807-1 **with** 8807-2 **to start the process of piston retraction.**

8. Install the disc brake caliper and adapter bracket (2) over the knuckle and rotor as an assembly.

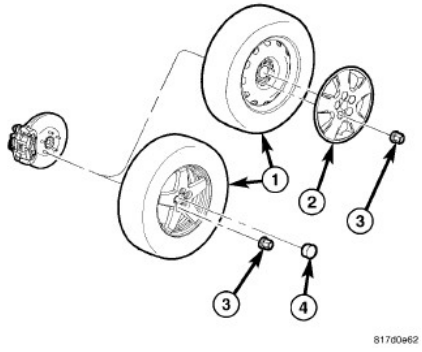
9. Install the two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle. Tighten the mounting bolts to 100 N·m (74 ft. lbs.).



10. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

11. Lower the vehicle.

12. Pump the brake pedal several times to ensure the vehicle has a firm brake pedal before moving it. Check the brake fluid level.



2014 Dodge JC - DODGE JOURNEY

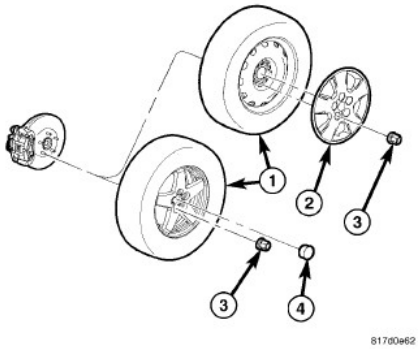
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ALL-WHEEL-DRIVE

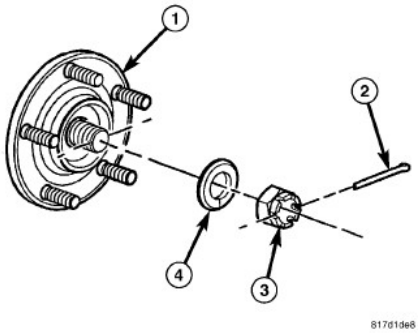
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 17 - Rear Suspension - Warning) .

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



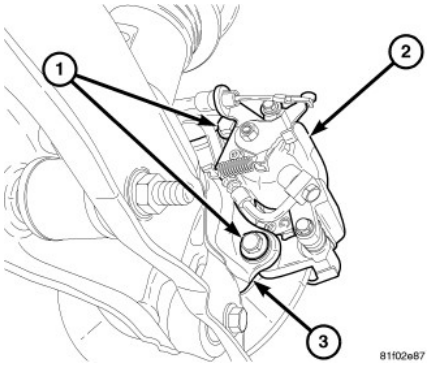
3. Remove the cotter pin (2) from the hub nut (3) on the end of the axle half shaft.
4. While a helper applies the brakes to keep the hub (1) from rotating, remove the hub nut (3) and washer (4) from the axle half shaft.
5. Tap the end of the half shaft inward, loosening it from the hub and bearing. This will also allow more room to access the hub and bearing mounting bolts in a later step.



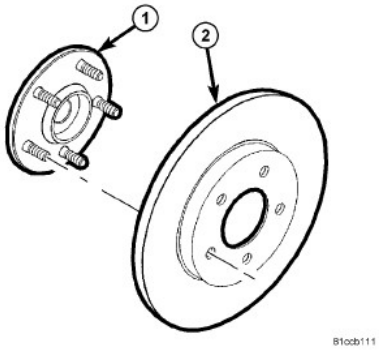
NOTE: In some cases, it may be necessary to retract the caliper piston in its bore a small amount in order to provide sufficient clearance between the pads and the rotor to easily remove the caliper from the knuckle. This can usually be accomplished before removal by grasping the inboard side of the caliper and pulling outward working with the guide pins, thus retracting the piston. Never push on the piston directly as it may get damaged.

6. Remove two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle (3).

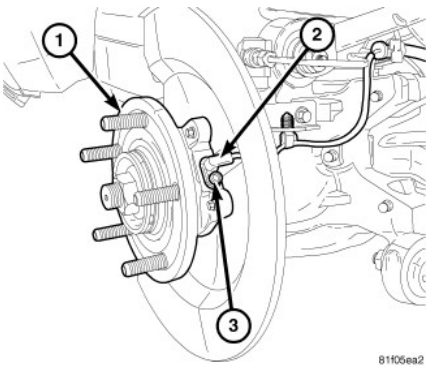
7. Remove the disc brake caliper and adapter bracket (2) as an assembly from the knuckle (3) and rotor. Hang the assembly out of the way using wire or a bungee cord. Use care not to overextend the brake hose when doing this.



8. Remove any retaining clips, then slide the brake rotor (2) off the hub and bearing (1).



CAUTION: **Prior to removal, clean area around sensor head to help prevent contaminants from entering bearing when sensor head is removed.**

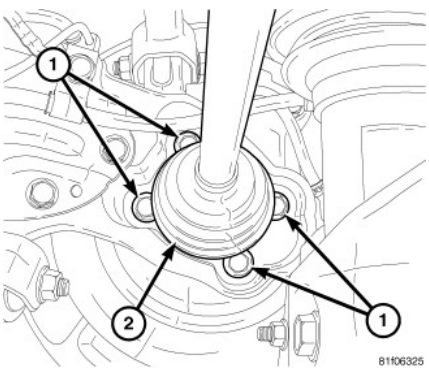


9. Remove the screw (3) fastening the speed sensor head (2) to the hub and bearing (1).

10. Remove the wheel speed sensor head (2) from the hub and bearing (1), then pass it through the brake shield.

11. Remove the four bolts (1) securing the hub and bearing to the knuckle.

12. Remove the hub and bearing from the knuckle and half shaft (2).



2014 Dodge JC - DODGE JOURNEY

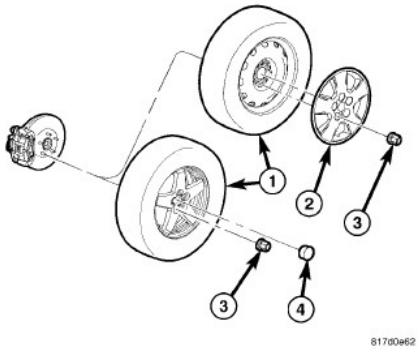
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FRONT-WHEEL-DRIVE

Labor Operations: Click to display a list of Labor Operations associated with this procedure

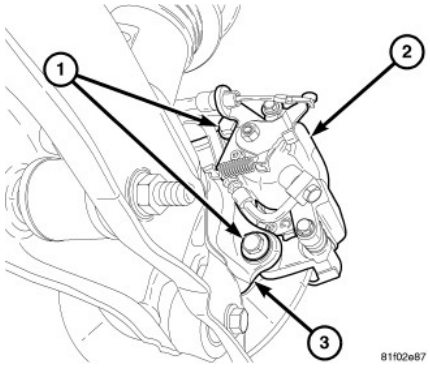
NOTE: Before proceeding, (Refer to 17 - Rear Suspension - Warning) .

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

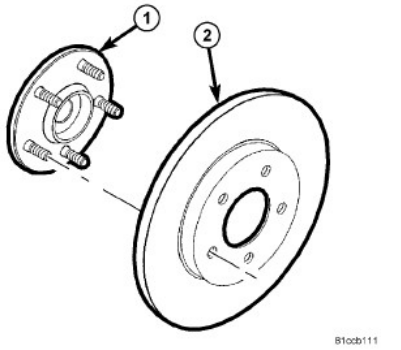


NOTE: In some cases, it may be necessary to retract the caliper piston in its bore a small amount in order to provide sufficient clearance between the pads and the rotor to easily remove the caliper from the knuckle. This can usually be accomplished before removal by grasping the inboard side of the caliper and pulling outward working with the guide pins, thus retracting the piston. Never push on the piston directly as it may get damaged.

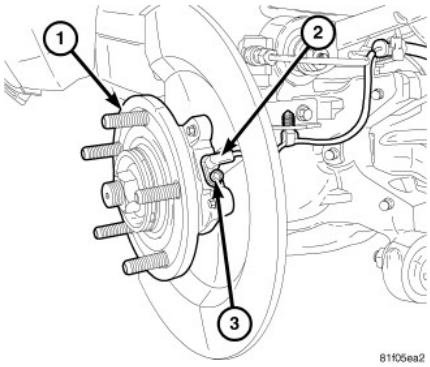
3. Remove two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle (3).
4. Remove the disc brake caliper and adapter bracket (2) as an assembly from the knuckle (3) and rotor. Hang the assembly out of the way using wire or a bungee cord. Use care not to overextend the brake hose when doing this.



5. Remove any retaining clips, then slide the brake rotor (2) off the hub and bearing (1).



CAUTION: **Prior to removal, clean area around sensor head to help prevent contaminants from entering bearing when sensor head is removed.**

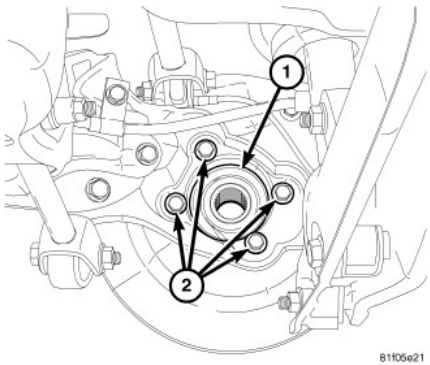


6. Remove the screw (3) fastening the speed sensor head (2) to the hub and bearing (1).

7. Remove the wheel speed sensor head (2) from the hub and bearing (1), then pass it through the brake shield.

8. Remove the four bolts (21) securing the hub and bearing (1) to the knuckle.

9. Remove the hub and bearing.



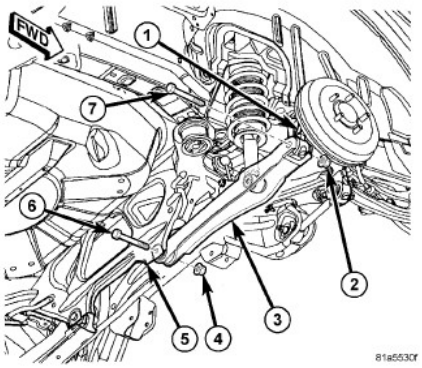
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

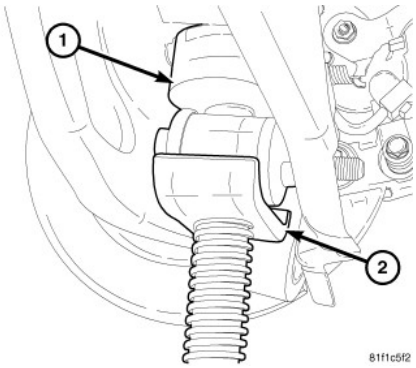
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

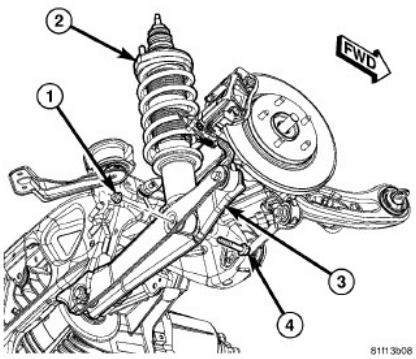
1. Position the lower control arm (3) and install the bolt (6) and nut (4) securing the lower control arm to the crossmember (5). Do not tighten at this time.
2. Install the bolt (7) and nut (2) securing the lower control arm (3) to the knuckle (1). Do not tighten at this time.



3. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.



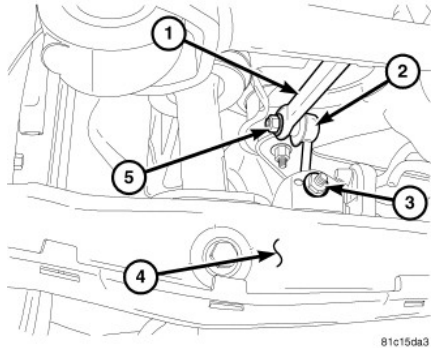
4. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.



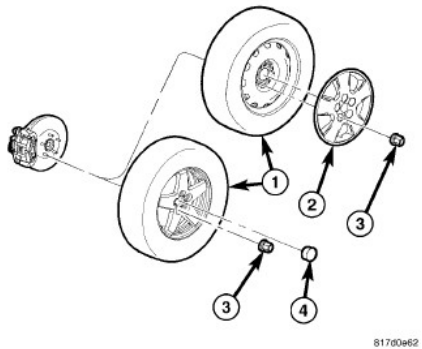
NOTE:

When attaching a stabilizer bar link to the lower control arm it is important that the lower mounting stud be positioned properly. The lower mounting stud on the right side link needs to point toward the front of the vehicle when inserted through the lower control arm mounting flange. The left side link lower stud needs to point toward the rear of the vehicle. Otherwise the suspension geometry will not function properly.

CAUTION: **Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**



5. If equipped, attach the stabilizer bar link (2) to the lower control arm (4). Install the nut (3) and while holding the stabilizer bar link lower stud stationary, tighten the nut (3) to 100 N·m (74 ft. lbs.).



6. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).
7. Lower the vehicle.
8. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.
9. Tighten the lower control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).
10. Tighten the lower control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).
11. Tighten the shock assembly lower mounting bolt nut to 99 N·m (73 ft. lbs.).
12. Perform wheel alignment as necessary (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .

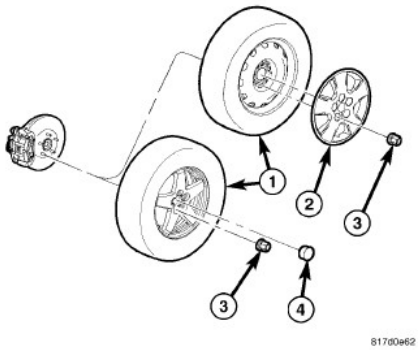
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

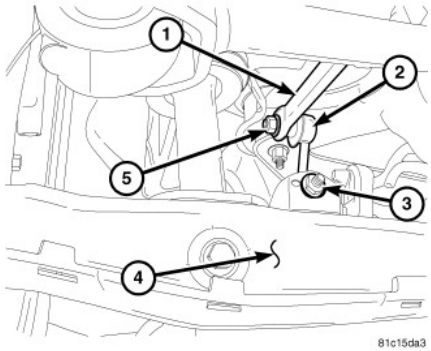
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

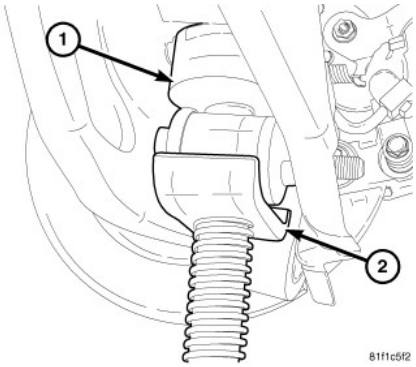
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



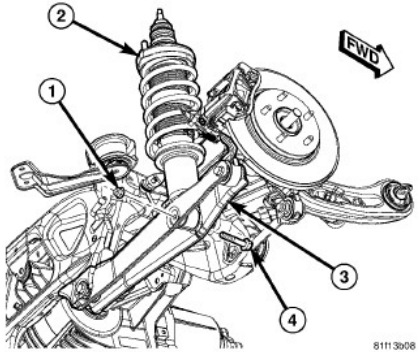
3. If equipped, while holding the stabilizer bar link lower stud stationary, remove the nut (3) securing the link (2) to the lower control arm (4).



4. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



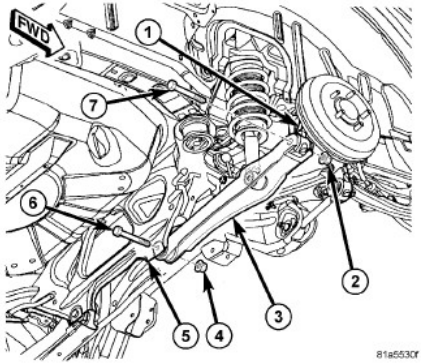
5. Remove the lower shock mounting nut (1) and bolt (4).



6. Remove the nut (2) and bolt (7) securing the lower control arm (3) to the knuckle (1).

7. Remove the nut (4) and bolt (6) securing the lower control arm (3) to the rear crossmember (5).

8. Remove the lower control arm (3).

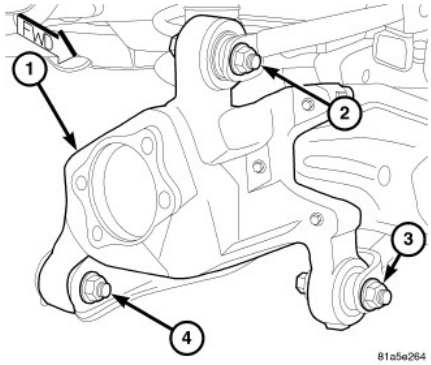


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

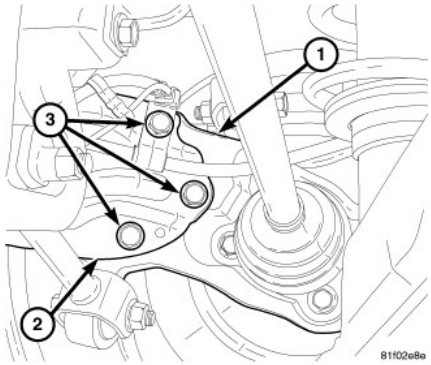
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

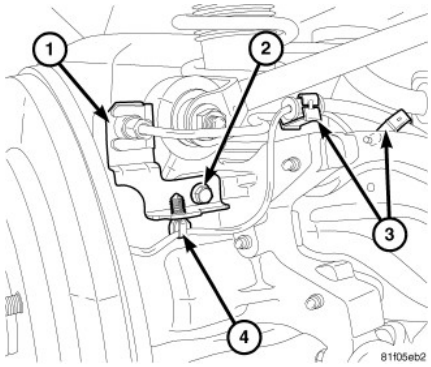


1. Position the knuckle (1) on the upper and lower control arm, and the toe link.
2. Install the bolt and nut (2) securing the upper control arm to the knuckle. Do not tighten the mounting bolt nut at this time.
3. Install the bolt and nut (4) securing the lower control arm to the knuckle. Do not tighten the mounting bolt nut at this time.
4. Install the bolt and nut (3) securing the toe link to the knuckle. Do not tighten the mounting bolt nut at this time.

CAUTION: **Before installing the bolts in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

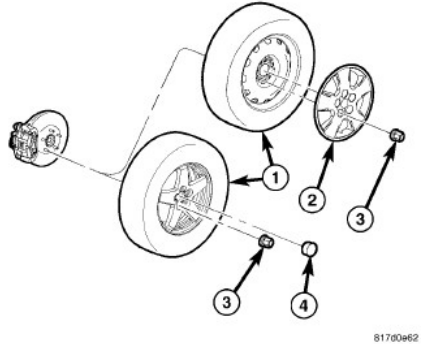


5. Install the three bolts (3) securing the trailing link (2) to the knuckle (1). Be sure to include the parking brake cable routing clamp when installing the top mounting bolt. Tighten the mounting bolts to 70 N·m (52 ft. lbs.).
6. Install the hub and bearing, then the brake rotor and caliper (Refer to 17 - Rear Suspension/HUB AND BEARING - Installation) .



7. Position the brake tube routing bracket (1) at the knuckle and install the mounting screw. Tighten the screw to 15 N·m (11 ft. lbs.).
8. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).
9. Lower the vehicle.
10. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access yet to be tightened mounting bolts and nuts.

11. Tighten the upper control arm bolt nut at the knuckle to 105 N·m (77 ft. lbs.).
12. Tighten the lower control arm bolt nut at the knuckle to 105 N·m (77 ft. lbs.).
13. Tighten the toe link mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).
14. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)



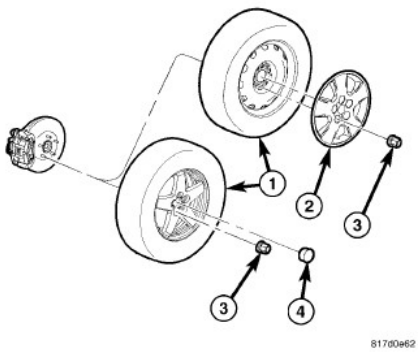
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

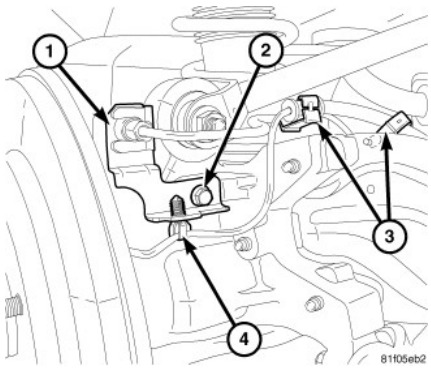
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

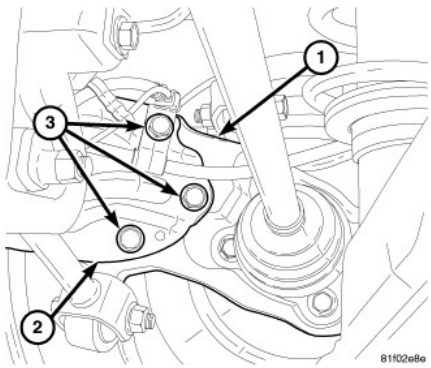
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



3. Remove the bolt (2) securing the brake tube routing bracket (1) to the knuckle.

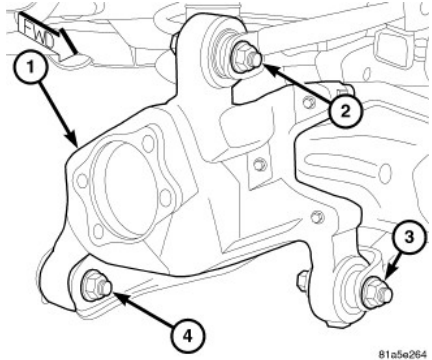


4. Remove the brake rotor or brake drum, then the hub and bearing. (Refer to 17 - Rear Suspension/HUB AND BEARING - Removal)
5. Remove the three bolts (3) securing the knuckle (1) to the trailing link (2).



6. Remove the nut (3) and bolt securing the toe link to the knuckle (1).

7. Remove the nut (4) and bolt securing the lower control arm to the knuckle (1).
8. Remove the nut (2) and bolt securing the upper control arm to the knuckle (1).
9. Remove the knuckle.



2014 Dodge JC - DODGE JOURNEY

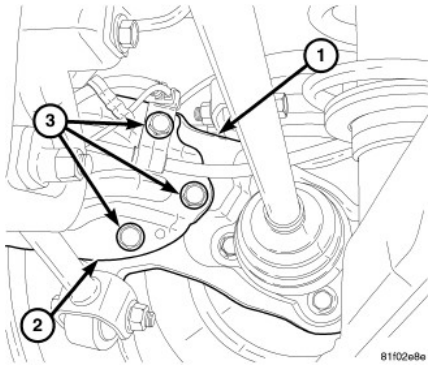
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

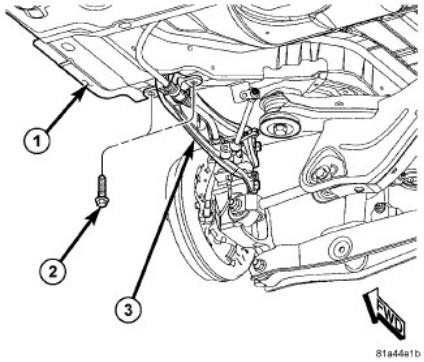
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Before installing the bolts in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

1. Position the trailing link (2) and install the three bolts (3) securing the trailing link to the knuckle (1). Be sure to include the parking brake cable routing clamp when installing the top mounting bolt. Tighten the mounting bolts to 80 N·m (59 ft. lbs.).

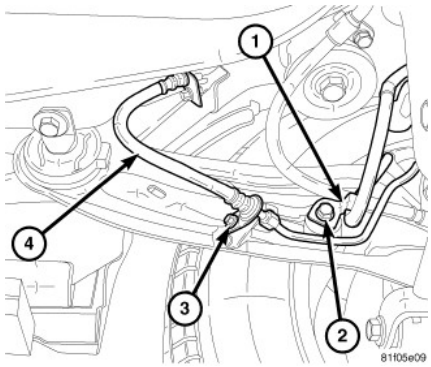


2. Position the forward end of the trailing link (3) on the body (1) and install the two mounting bolts (2). Do not tighten the bolts at this time.



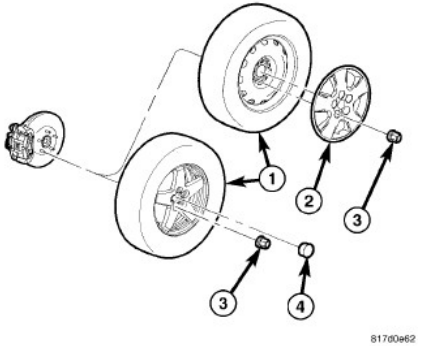
3. Position the brake flex hose and tube bracket (4) on the trailing link and install the mounting screw (3). Tighten the screw to 23 N·m (17 ft. lbs.).

4. Attach the wheel speed sensor routing clip (1) to the trailing link using the mounting screw (2).



5. Install tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

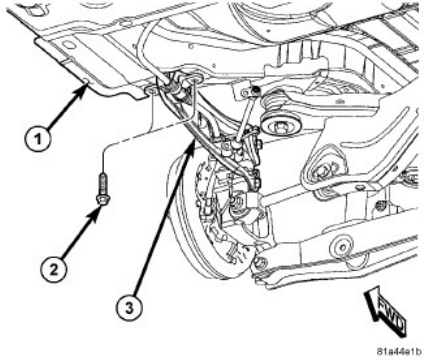
6. Lower the vehicle.



7. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access yet to be tightened mounting bolts.

8. Tighten the two mounting bolts fastening the leading end of the trailing link (3) to the body (1) to 110 N·m (81 ft. lbs.).

9. Perform wheel alignment as necessary (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure) .



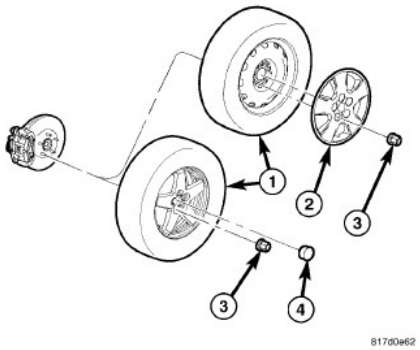
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

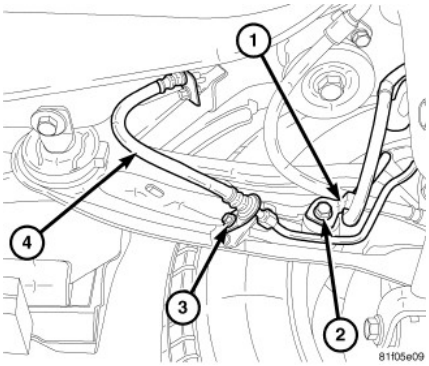
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

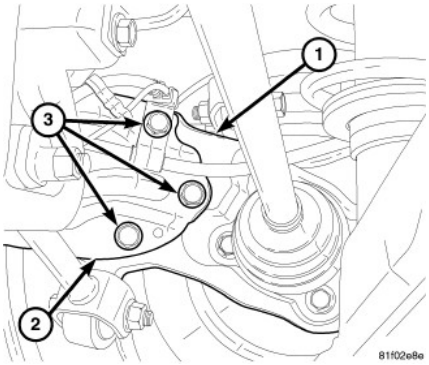
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



3. Remove the screw (3) securing the brake flex hose and tube bracket (4) to the trailing link.
4. Remove the screw (2) securing the wheel speed sensor routing clip (1) to the trailing link.

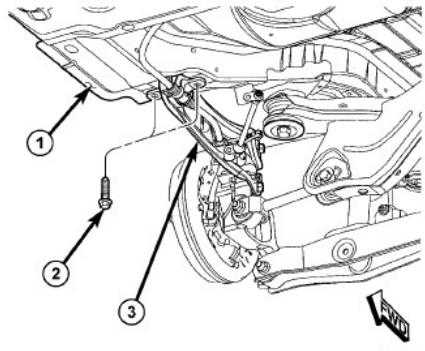


5. Remove the three bolts (3) securing the knuckle (1) to the trailing link (2).



6. Remove the two bolts (2) fastening the leading end of the trailing link (3) to the body (1).

7. Remove the trailing link.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ASSEMBLY

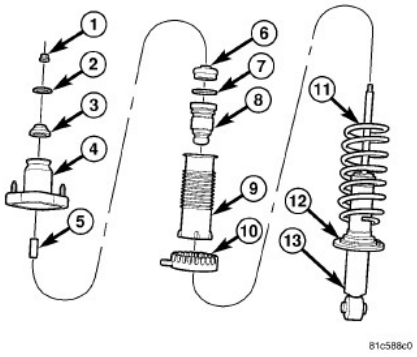
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Do not use any type of pliers on the chrome machined surface of shock/strut rod to assist in the disassembly/assembly of shocks or struts. Use only tools designed to hold the shock/strut rod stationary when servicing shock or strut components.**

NOTE: If the coil spring has been removed from the spring compressor, proceed with the next step, otherwise, proceed with Step #3.

NOTE: To determine the flat coil end of the coil spring for the following step, attempt to stand the coil spring on end on a flat, level surface. If the coil spring stands on end, the end on the flat surface is the flat coil end. If the coil spring falls over, the end on the flat surface is not the flat coil end. Stand the coil spring on the opposite end to verify.

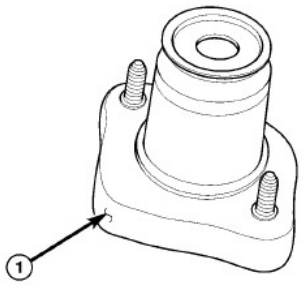
1. Place the coil spring flat coil end downward (see above note) in the spring compressor following the manufacturer's instructions.
2. Slowly compress the coil spring until enough room is available for shock assembly reassembly.



3. Assemble the bushings (3, 6) and sleeve (5) through the upper mounting bracket (4).

NOTE:

When installing the upper spring isolator on the upper mounting bracket in the following step, make sure the tab on the isolator is positioned toward the forward mounting stud on the mounting bracket. To determine the forward mounting stud on the mounting bracket, position the angular formed side (as viewed from above; opposite side of bracket is rounded) of the mounting bracket flange (1) toward you with the mounting studs pointing upwards. The stud to the left would be the forward mounting stud for a left rear shock assembly. The stud to the right would be the forward mounting stud for a right rear shock assembly.

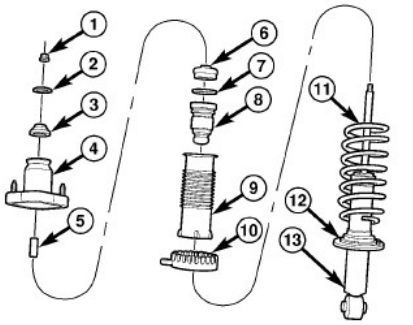


81f837fc

4. If not already together, install the upper spring isolator (10) on the upper mounting bracket (4). Make sure the tab on the isolator is positioned toward the forward mounting stud on the mounting bracket (See above note).

5. Install the upper mounting bracket (4) on top of the coil spring (11) matching the step in the isolator to the end of the coil.

6. Install the lower spring isolator (12) on the spring seat of the shock absorber (13).

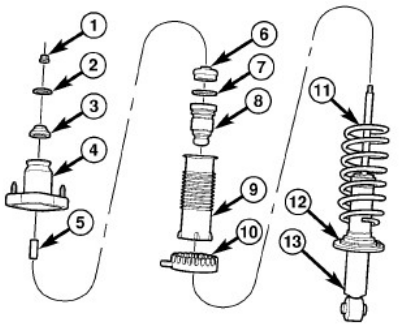


81c588c0

7. Slide the dust shield (9), jounce bumper (8) and washer (7) onto the shock rod.

8. Install the shock absorber (13) up through the bottom of the coil spring (11) and upper mounting bracket until the lower spring seat contacts the lower end of the coil spring.

9. While holding the shock absorber in position, install the washer (2) and nut (1) on the end of the shock rod.

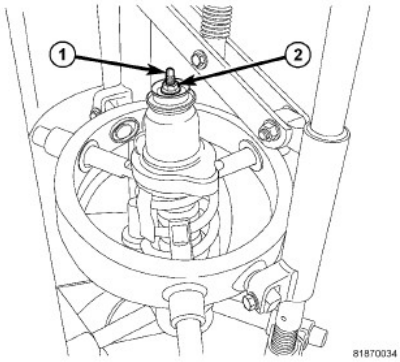


81c588c0

CAUTION:

Never use impact or high speed tools to remove the shock rod nut. Damage to the shock internal bearings can occur.

10. Install Snap-On® Shock Absorber Socket A139, or equivalent, on the end of the shock rod (1). While holding the shock rod from turning, tighten the nut (2) using a crows foot wrench and a torque wrench. Tighten the shock rod nut to 41 N·m (30 ft. lbs.).



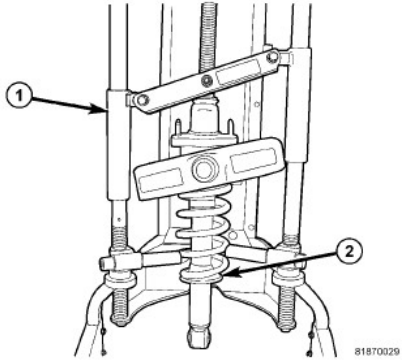
81870034

11. Turn the upper mounting bracket or shock absorber as necessary until the mounting studs on the mounting bracket line up with the lower mounting bolt eyelet at the bottom of the shock absorber.

12. Slowly release the tension from the coil spring by backing off the compressor (1) drive completely.

13. Remove the shock assembly from the spring compressor.

14. Install the shock assembly on the vehicle. (Refer to 17 - Rear Suspension/SHOCK ABSORBER, Suspension - Installation)



2014 Dodge JC - DODGE JOURNEY

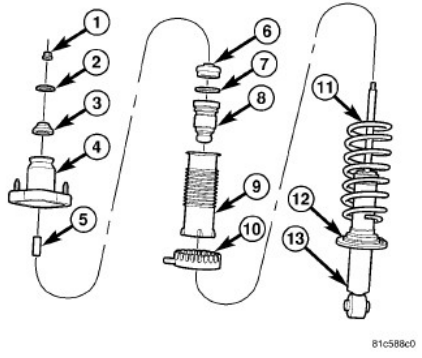
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

A coil-over shock absorber assembly supports each side of the vehicle. The bottom of the shock assembly mounts to the lower control arm. The top of the shock assembly mounts to the body.

The shock assembly includes the following major components:

- Upper bushing (3)
- Upper mounting bracket (4)
- Sleeve (5)
- Lower bushing (6)
- Jounce bumper (8)
- Dust shield (9)
- Upper spring isolator (10)
- Coil spring (11)
- Lower spring isolator (12)
- Shock absorber (damper) (13)



Each component is serviced by removing the shock assembly from the vehicle and disassembling it.

Coil springs are rated separately for each corner or side of the vehicle depending on optional equipment and type of vehicle service. If a coil spring requires replacement, be sure that it is replaced with a spring meeting the correct load rating for the vehicle and its specific options.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DISASSEMBLY

Labor Operations: Click to display a list of Labor Operations associated with this procedure

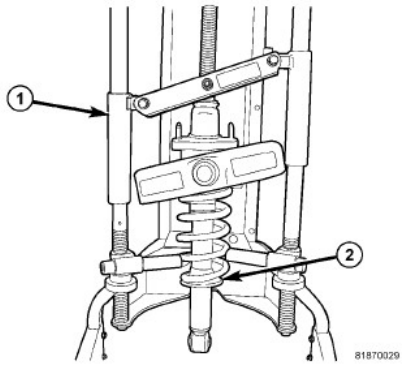
CAUTION: **Do not use any type of pliers on the chrome machined surface of shock/strut rod to assist in the disassembly/assembly of shocks or struts. Use only tools designed to hold the shock/strut rod stationary when servicing shock or strut components.**

NOTE: The shock assembly must be removed from the vehicle for it to be disassembled and assembled. (Refer to 17 - Rear Suspension/SHOCK ABSORBER, Suspension - Removal)

For the disassembly and assembly of the shock assembly, use Strut Spring Compressor, teamPSE tool 223-7400, or the equivalent, to compress the coil spring. Follow the manufacturer's instructions closely.

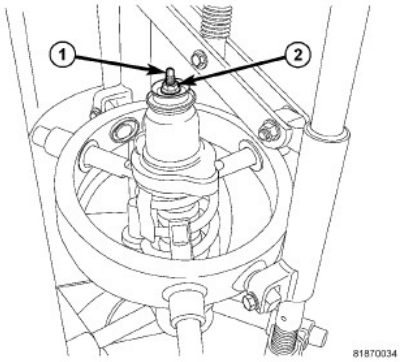
WARNING: **Do not remove the shock rod nut before the coil spring is properly compressed. The coil spring is held under pressure. The coil spring must be compressed, removing spring tension from the upper mounting bracket, before the shock rod nut is removed.**

1. If both shocks are being serviced at the same time, mark both the coil spring and shock assembly according to which side of the vehicle the shock is being removed from.
2. Position the shock assembly (2) in the strut spring compressor (1) following the manufacturer's instructions and set the lower and upper hooks of the compressor on the coil spring.
3. Compress the coil spring until all spring tension is removed from the upper mounting bracket and bushings.



CAUTION: **Never use impact or high speed tools to remove the shock rod nut. Damage to the shock internal bearings can occur.**

4. Once the spring is sufficiently compressed, install Snap-On® Shock Absorber Socket A139, or equivalent, on the end of the shock rod (1). While holding the shock rod from turning, remove the nut (2) using a wrench. Remove the washer below the nut.



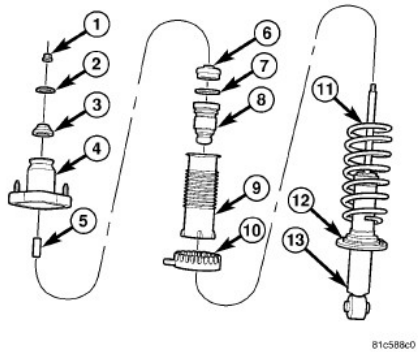
5. Remove the shock absorber (13) out through the bottom of the coil spring (11). The washer (7), jounce bumper (8), dust shield (9) and lower spring isolator (12) will come out with the shock.

6. Slide the washer (7), jounce bumper (8), and dust shield (9) from the shock rod.

7. Remove the lower spring isolator (12) from the shock spring seat.

8. Remove the upper mounting bracket (4), bushings (3, 6), sleeve (5) and upper spring isolator (10) from the top of the spring.

9. Remove the bushings (3, 6), sleeve (5) and upper spring isolator (10) from the upper mounting bracket (4).

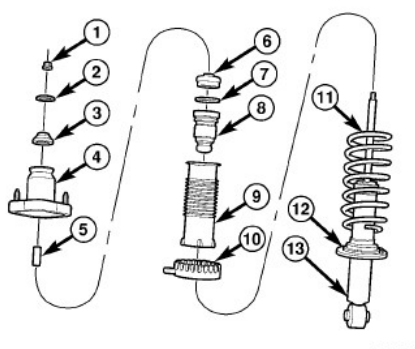


81c588c0

NOTE: If the coil spring needs to be serviced, proceed with the next step, otherwise, proceed with Step #11.

10. Release the tension from the coil spring by backing off the compressor drive completely. Push back the compressor hooks and remove the coil spring.

11. Inspect the shock assembly components for the following and replace as necessary:



81c588c0

- Inspect the shock absorber (damper) (13) for shaft binding over the full stroke of the shaft.
- Inspect the jounce bumper (8) for cracks and signs of deterioration.
- Inspect the dust shield (9) for cracks and tears.
- Check the upper mounting bracket (4) for cracks and distortion and its retaining studs for any sign of damage.
- Inspect the upper (3) and lower (6) bushings for material deterioration and signs of deterioration. Inspect the sleeve (5) for wear and distortion.
- Inspect the upper (10) and lower (12) spring isolators for material deterioration and distortion.
- Inspect the coil spring (11) for any sign of damage to the coating.

NOTE: For reassembly, (Refer to 17 - Rear Suspension/SHOCK ABSORBER, Suspension - Assembly)

2014 Dodge JC - DODGE JOURNEY

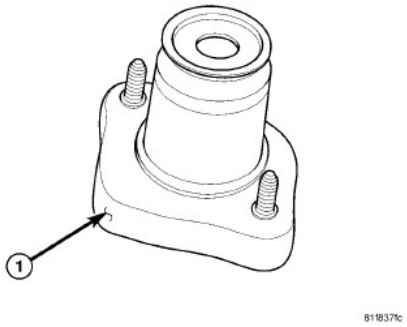
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WITH THIRD ROW SEATING

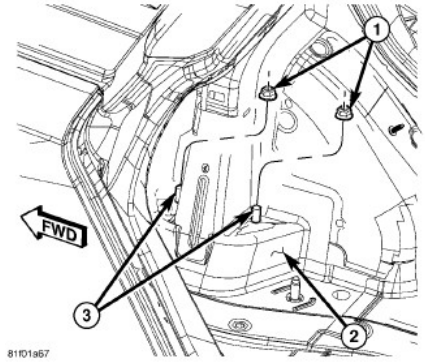
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

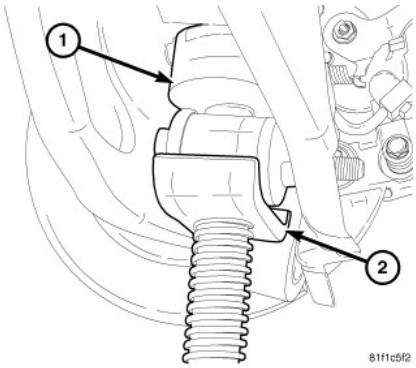
When installing the shock assembly into the body bracket in the following step, be sure to position the upper mounting bracket so that the angular formed side (as viewed from above) of the mounting bracket flange (1) is facing outboard of vehicle (opposite side of bracket is rounded).



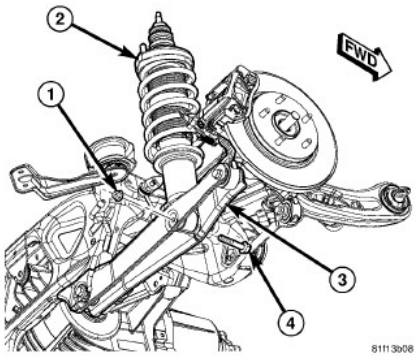
1. Insert the lower end of the shock assembly down though the lower control arm from above just enough to clear the body with the upper mount, then lift it up, inserting the upper mounting studs (3) through the body bracket (2).



2. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.

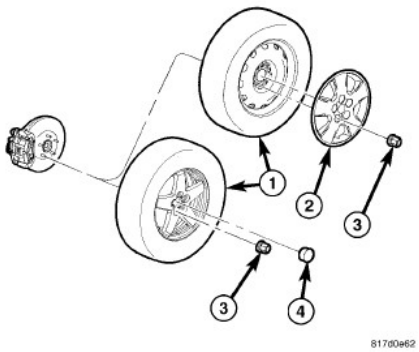


3. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

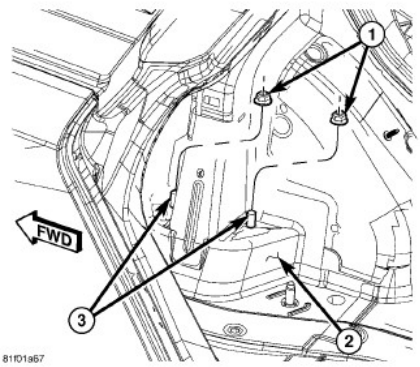


4. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

5. Lower the vehicle.



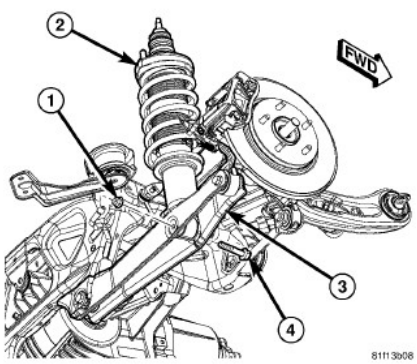
6. Install the two nuts (1) on the studs (3) securing the shock assembly to the body bracket (2). Tighten the mounting nuts to 45 N·m (33 ft. lbs.).



7. Install the rear quarter trim panel and components removed to access it. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation)

8. Position the vehicle on an alignment rack/drive-on lift. Raise the lift as necessary to access the shock mounting bolt and nut.

9. Tighten the shock assembly lower mounting bolt nut (1) to 99 N·m (73 ft. lbs.).



2014 Dodge JC - DODGE JOURNEY

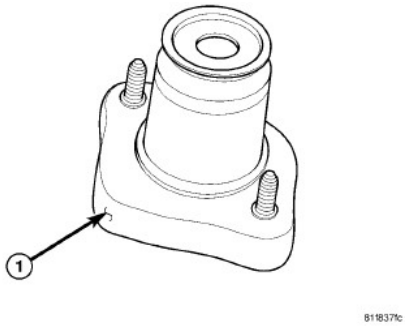
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WITHOUT THIRD ROW SEATING

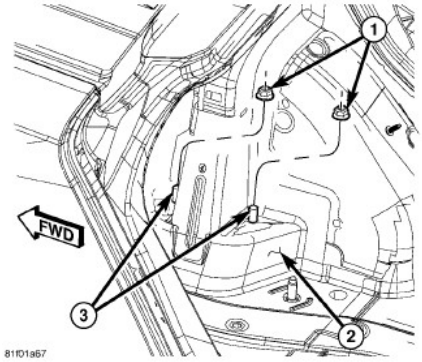
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE:

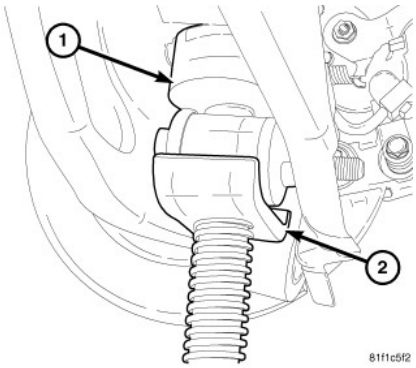
When installing the shock assembly into the body bracket in the following step, be sure to position the upper mounting bracket so that the angular formed side (as viewed from above) of the mounting bracket flange (1) is facing outboard of vehicle (opposite side of bracket is rounded).



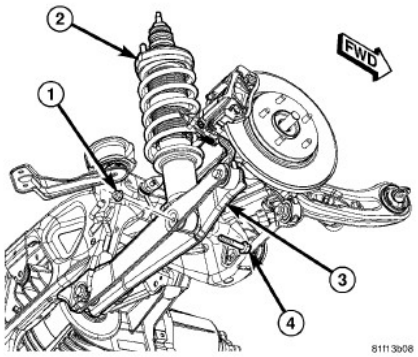
1. Insert the lower end of the shock assembly down though the lower control arm from above just enough to clear the body with the upper mount, then lift it up, inserting the upper mounting studs (3) through the body bracket (2).



2. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.

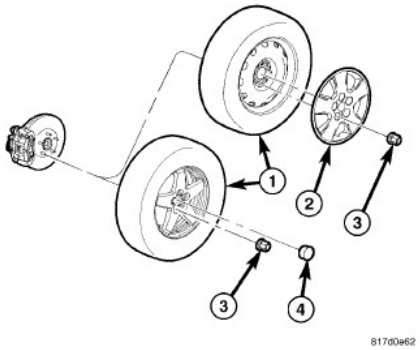


3. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

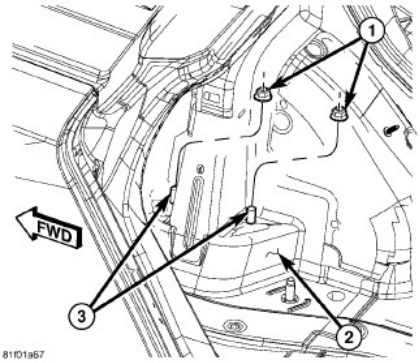


4. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).

5. Lower the vehicle.



6. Install the two nuts (1) on the studs (3) securing the shock assembly to the body bracket (2). Tighten the mounting nuts to 45 N·m (33 ft. lbs.).



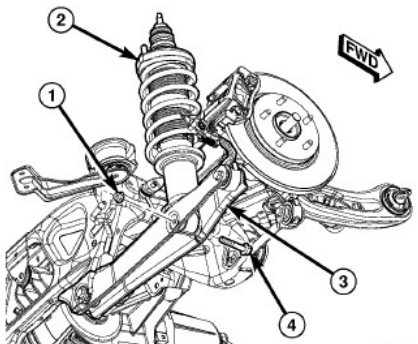
7. Remove four nuts, remove load floor.

8. Fold the access panel back into place.

9. Install the load floor.

10. Position the vehicle on an alignment rack/drive-on lift. Raise the lift as necessary to access the shock mounting bolt and nut.

11. Tighten the shock assembly lower mounting bolt nut (1) to 99 N·m (73 ft. lbs.).



2014 Dodge JC - DODGE JOURNEY

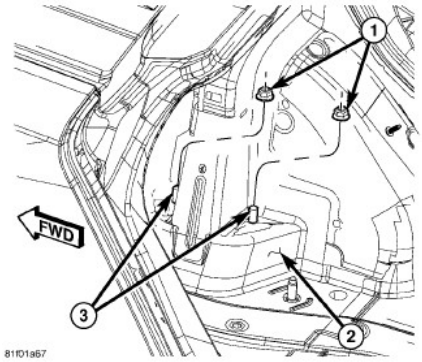
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WITH THIRD ROW SEATING

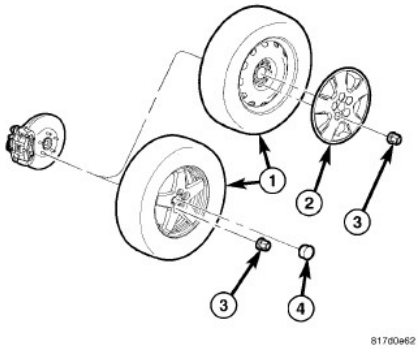
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 17 - Rear Suspension - Warning) .

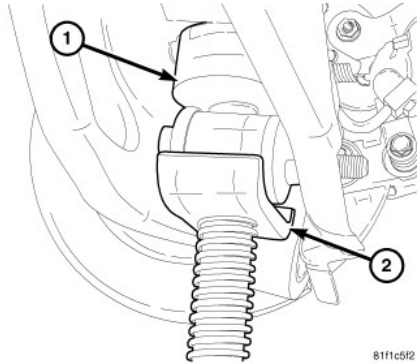
1. Access and remove the rear quarter trim panel. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal)
2. Move insulation out of the way to access the shock assembly upper mounting nuts.
3. Remove the two nuts (1) securing the shock assembly to the body bracket (2).



4. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
5. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

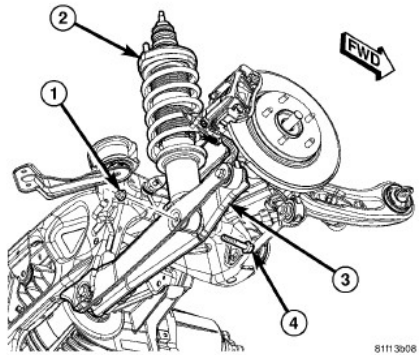


6. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



7. Remove the lower shock mounting nut (1) and bolt (4).

8. Lower the shock assembly (2) out of the body bracket and lift out over rear suspension.



2014 Dodge JC - DODGE JOURNEY

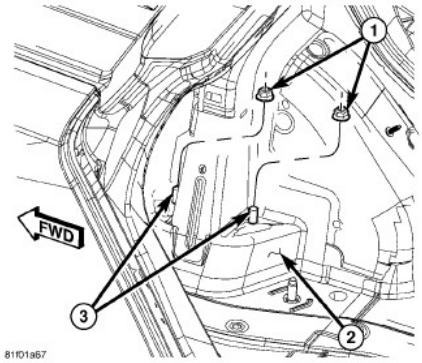
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WITHOUT THIRD ROW SEATING

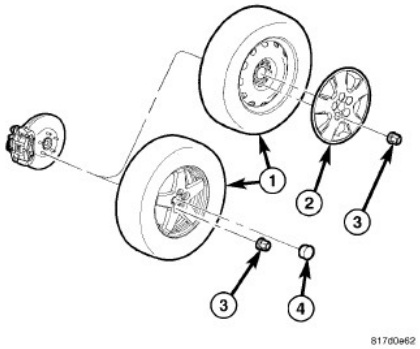
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 17 - Rear Suspension - Warning) .

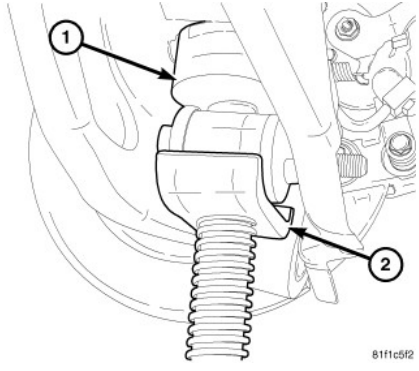
1. Remove four nuts, remove load floor.
2. Open access panel by breaking perforations along panel, then folding panel upward.
3. Move insulation out of the way to access shock assembly upper mounting nuts.
4. Remove the two nuts (1) securing the shock assembly to the body bracket (2).



5. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
6. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

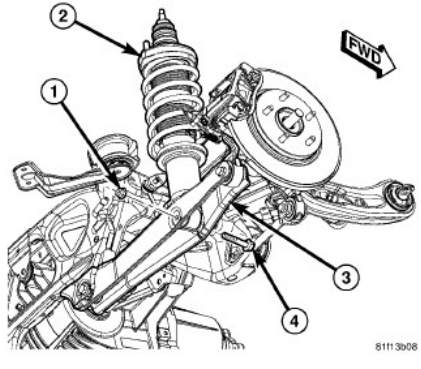


7. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



8. Remove the lower shock mounting nut (1) and bolt (4).

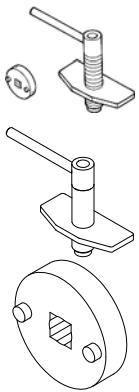
9. Lower the shock assembly (2) out of the body bracket and lift out over rear suspension.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIAL TOOLS



8807 - Retractor, Rear Caliper Piston

Originally Shipped In Kit Number(s) *10105, 8632*.

8807-1 - Assembly, Forcing Screw

Originally Shipped In Kit Number(s) *10105, 8632*.

8807-2 - Adapter

Originally Shipped In Kit Number(s) *10105, 8632*.

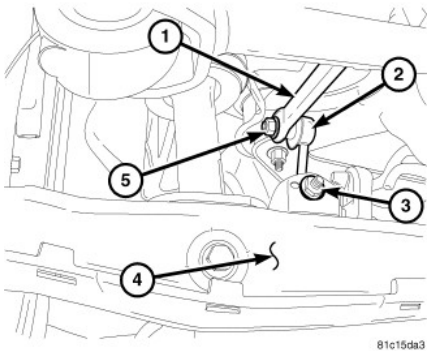
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **Before installing the nuts in the following steps, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**



1. Install the stabilizer link (2) upper stud in the end of the stabilizer bar (1) from the inboard side. Install the nut (5) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 100 N·m (74 ft. lbs.).

NOTE: When attaching a stabilizer bar link to the lower control arm it is important that the lower mounting stud be positioned properly. The lower mounting stud on the right side link needs to point toward the front of the vehicle when inserted through the lower control arm mounting flange. The left side link lower stud needs to point toward the rear of the vehicle. Otherwise the suspension geometry will not function properly.

2. Attach the stabilizer bar link (2) to the lower control arm (4). Install the nut (3) and while holding the stabilizer bar link lower stud stationary, tighten the nut (3) to 100 N·m (74 ft. lbs.).

3. Lower the vehicle.

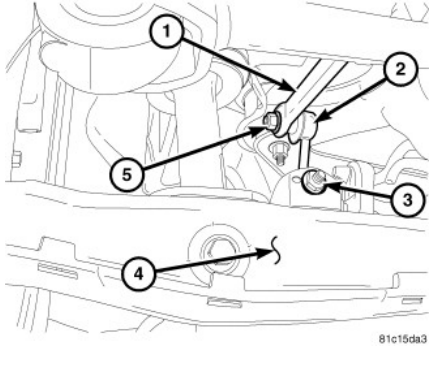
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

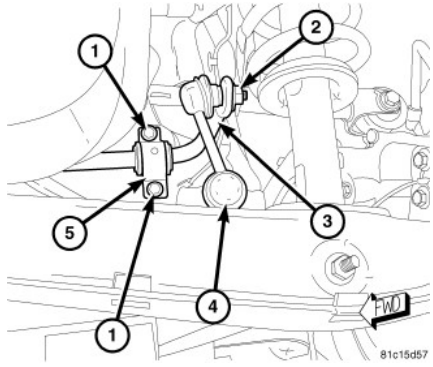
1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. While holding the stabilizer bar link lower stud stationary, remove the nut (3) securing the link (2) to the lower control arm (4).
3. While holding the stabilizer bar link upper stud stationary, remove the nut (5) securing the link (2) to the stabilizer bar (1).
4. Remove the stabilizer bar link (2).



INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. If required, install the two cushions (bushings) on the stabilizer bar (one on each side) utilizing the slit cut into the cushions.



NOTE: When installing the stabilizer bar on a vehicle with all-wheel-drive, position the bar so that the bar loops over the axle half shafts once installed, not under the axle half shafts.

2. Position the stabilizer bar (3) on the rear crossmember.

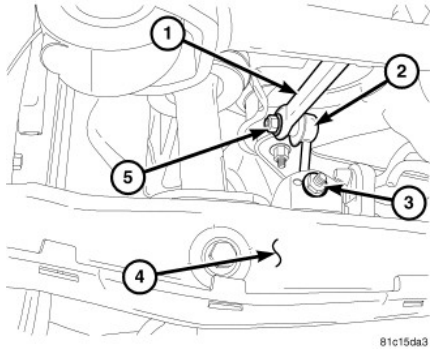
CAUTION: **Before installing the screws in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

3. Install the two retainers (5 - right side shown) over the cushions at the mounting holes and install the retainer screws (1). Do not tighten the screws at this time.

4. If equipped with all-wheel-drive, install the rear driveline module (Refer to 03 - Differential and Driveline/Rear Driveline Module - Installation) .

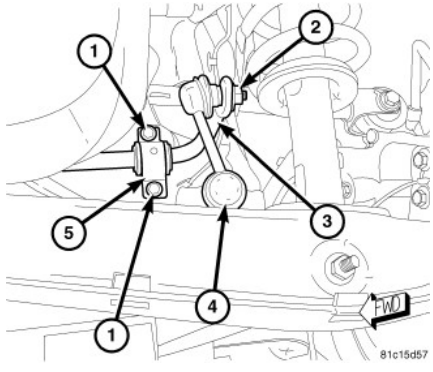
CAUTION: **Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.**

5. On each side of the vehicle, install the stabilizer link (2) upper stud in the end of the stabilizer bar (1). Install the nut (5) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 100 N·m (74 ft. lbs.).



6. On each side of the vehicle, tighten the stabilizer bar retainer screws (1) to 25 N·m (18 ft. lbs.).

7. Lower the vehicle.



2014 Dodge JC - DODGE JOURNEY

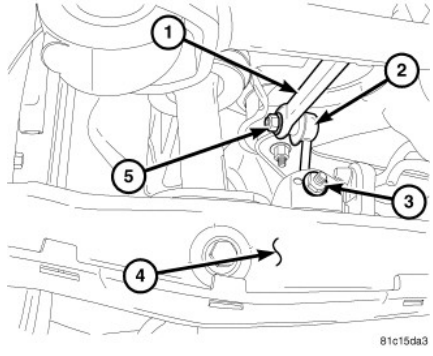
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

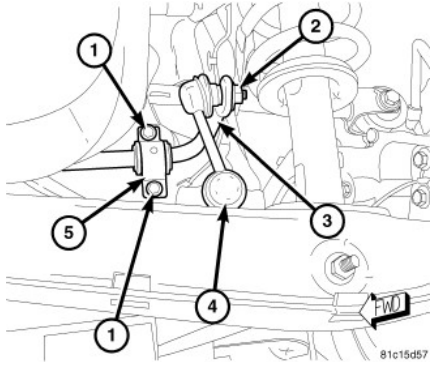
Labor Operations: Click to display a list of Labor Operations associated with this procedure

NOTE: Before proceeding, (Refer to 17 - Rear Suspension - Warning) .

1. Raise and support the vehicle (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure) .
2. On each side of the vehicle, while holding the stabilizer bar link upper stud stationary, remove the nut (5) securing the link (2) to the stabilizer bar (1).
3. If equipped with all-wheel-drive, remove the rear driveline module.



4. On each side of the vehicle, remove the screws (1) securing the stabilizer bar retainer (5) to the crossmember.
5. Remove the two stabilizer bar retainers.
6. Remove the stabilizer bar (3) from the vehicle.
7. If required, remove the two cushions (bushings) from the stabilizer bar utilizing the slit cut into the cushions.



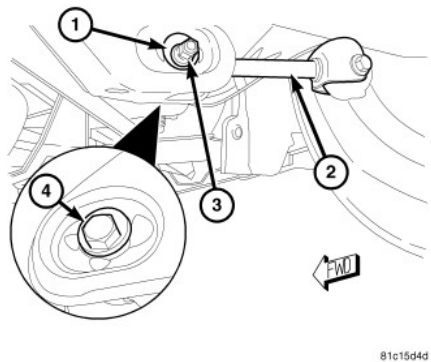
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

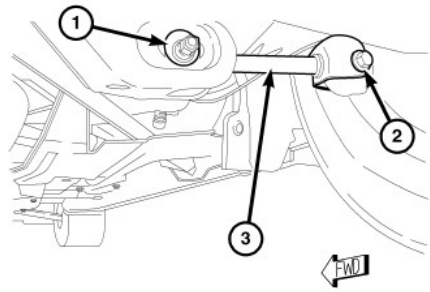
CAUTION: **When installing the cam bolt (4) and washer make sure the cams stay inside the abutments built into the crossmember. Failure to do so can damage the abutments and make toe adjustment difficult.**



1. Position the toe link (2) and install the cam bolt (4) from the front through the crossmember and link. Match the cam on the bolt to the marks made during removal or position the top of the cam to the 12 O'clock position.

2. Install the cam washer (1) and nut (3) securing the toe link (2) to the crossmember. Do not tighten at this time.

3. Install the mounting bolt (2) and nut securing the link to the knuckle. To install the bolt it may be necessary to flex the trailing link at the body mount bushing inward or outward using an appropriate prying tool. Do not tighten at this time.



81c15d38

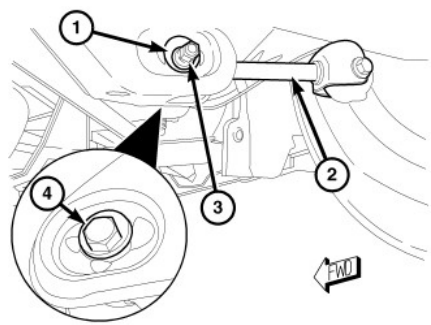
4. Lower the vehicle.

5. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.

6. Tighten the toe link mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).

7. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

8. Once rear toe is set, while holding the cam bolt (4) head stationary, tighten the toe link mounting cam bolt nut (3) to 95 N·m (70 ft. lbs.).



81c15d4d

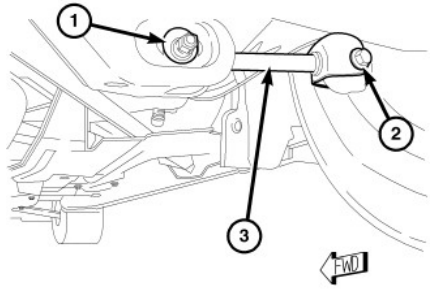
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

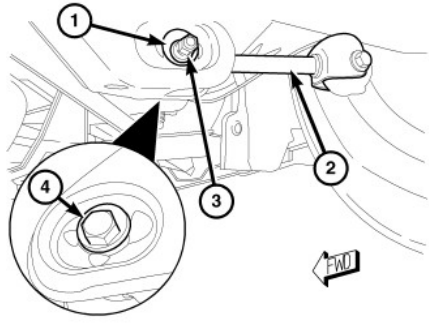
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the mounting bolt (2) and nut securing the toe link (3) to the knuckle.



81c15d38

3. Mark the position of the cam bolt cam on the crossmember using a paint marker or crayon. Do not use any type marker that will scratch or damage the surface of the crossmember.
4. While holding the cam bolt (4) head stationary, loosen and remove the toe link mounting cam bolt nut (3) and washer (1). Remove the cam bolt.
5. Remove the toe link (2).



81c15d4d

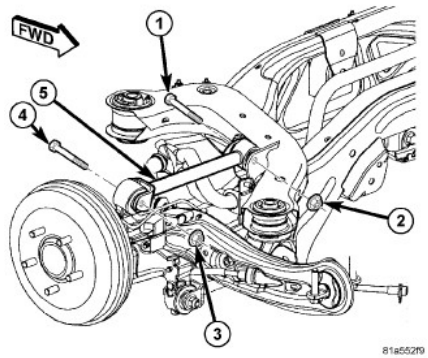
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

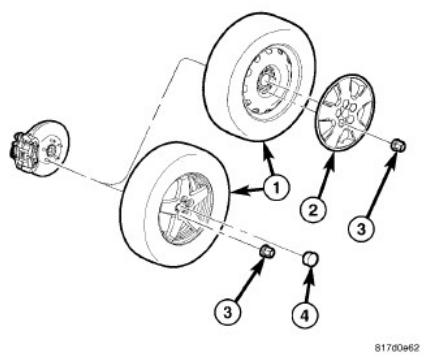
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the upper control arm (5) and install the bolt (1) and nut (2) securing the arm to the crossmember. Do not tighten at this time.
2. Install the bolt (4) and nut (3) securing the upper control arm (5) to the knuckle. Do not tighten at this time.



3. Install the tire and wheel assembly (1) (Refer to 22 - Tires and Wheels - Installation) . Install and tighten the wheel mounting nuts (3) to 135 N·m (100 ft. lbs.).
4. Lower the vehicle.
5. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.
6. Tighten the upper control arm mounting bolt nut at the crossmember to 105 N·m (77 ft. lbs.).
7. Tighten the upper control arm mounting bolt nut at the knuckle to 105 N·m (77 ft. lbs.).



8. Perform wheel alignment as necessary. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

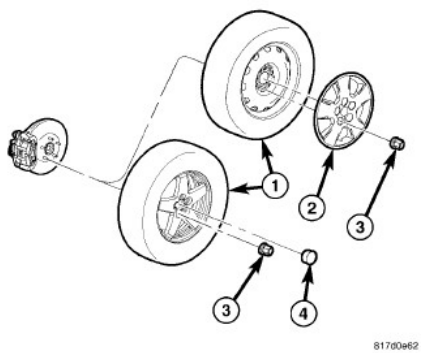
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

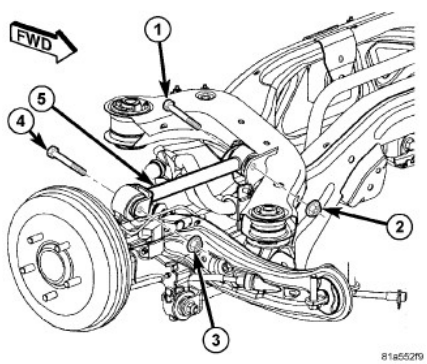
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Raise and support the vehicle. (Refer to 04 - Vehicle Quick Reference/Hoisting - Standard Procedure)
2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



3. Remove the nut (3) and bolt (4) securing the upper control arm (5) to the knuckle.
4. Remove the nut (2) and bolt (1) securing the upper control arm (5) to the crossmember.
5. Remove the upper control arm (5).



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

WARNING

WARNING:

Chrysler LLC does not manufacture any vehicles or replacement parts that contain asbestos. Aftermarket products may or may not contain asbestos. Refer to aftermarket product packaging for product information.

Whether the product contains asbestos or not, dust and dirt can accumulate on brake parts during normal use. Follow practices prescribed by appropriate regulations for the handling, processing and disposing of dust and debris.

CAUTION:

Only frame contact or wheel lift hoisting equipment can be used on this vehicle. It cannot be hoisted using equipment designed to lift a vehicle by the rear axle. If this type of hoisting equipment is used, damage to rear suspension components will occur.

CAUTION:

All-Wheel-Drive only - Wheel bearing damage will result if after loosening the hub nut, the vehicle is rolled on the ground or the weight of the vehicle is allowed to be supported by the tires for a length of time.

NOTE:

If a rear suspension component becomes bent, damaged or fails, no attempt should be made to straighten or repair it. Always replace it with a new component.

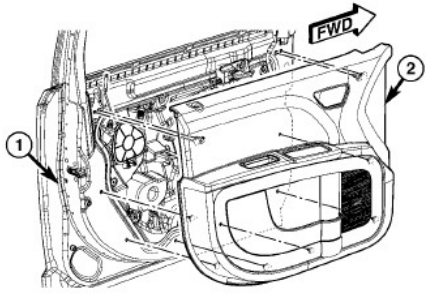
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position door trim panel near to door.
2. Raise trim panel such that the backside of trim edge can be engaged with inner belt molding.
3. Press downward on top edge of trim panel while rotating bottom edge of panel towards door.
4. Position the locators at the top of the backside of the trim panel into the corresponding sheet metal holes ensuring fit.



81e7cb4e

5. Install the screw to the interior handle cover.
6. Install the screw to the pull handle.
7. Snap screw covers closed.
8. Install the power window controls. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/SWITCH, Power Window - Installation) .
9. Close door window.

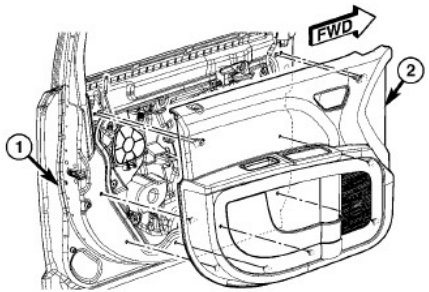
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove pull handle screw.
2. Remove screw from inside door handle.
3. Remove the power window controls. (Refer to 08 - Electrical/8N - Power Systems/Power Windows/SWITCH, Power Window - Removal) .
4. Using trim stick C-4755 , pry trim panel from door (1).
5. Transfer trim panel (2) to bench



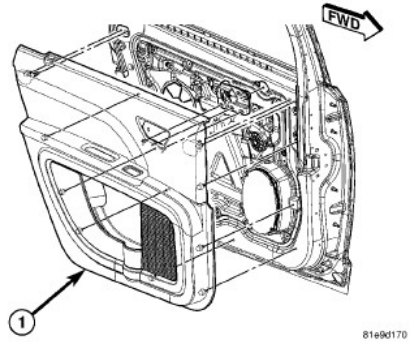
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install trim panel (1) to door assembly.
2. Connect the power window switch if equipped.
3. Install fastener located in pull handle.
4. Install fastener near inside door handle.



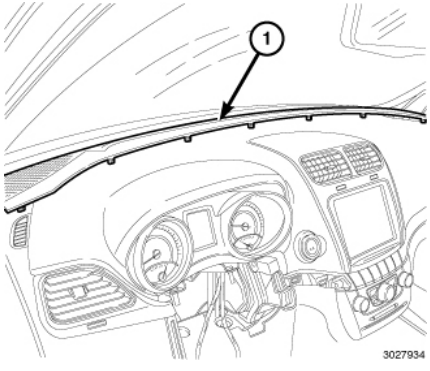
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the defroster grille (1) in place and align the spring retainers with the instrument panel.
2. Hand tap defroster grille (1) in place ensuring proper seat.
3. Install the left and right A-pillar trim panels, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Installation) .



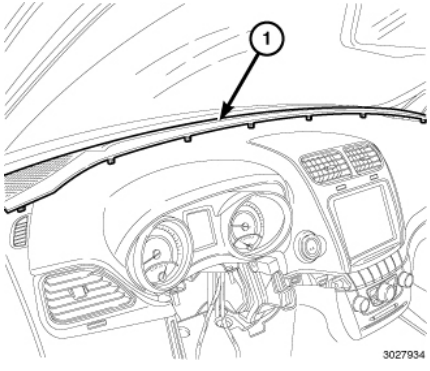
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the left and right A-pillar trim panels, (Refer to 23 - Body/Interior/PANEL, A-Pillar Trim - Removal) .
2. Using trim stick C4755 or equivalent, pry up on the defroster grille's retaining clips.
3. Remove the defroster grille (1) from the vehicle.



2014 Dodge JC - DODGE JOURNEY

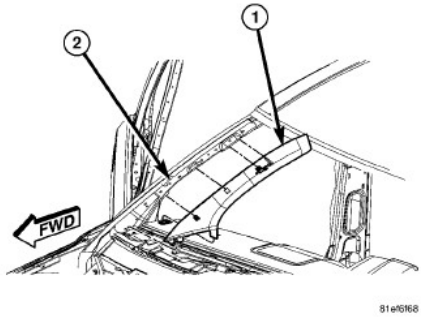
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

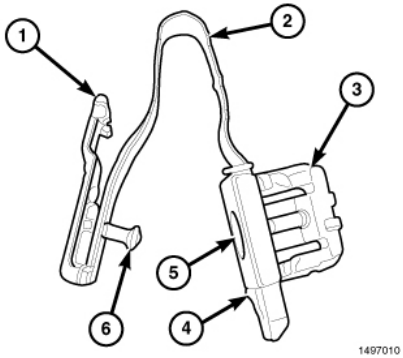
CAUTION: **If the high-retention snap clip (3) is removed from the sheet metal, it will be damaged and must be replaced with a new tether and snap clip unit. Also, if the rosebud on the plastic tether is damaged due to misalignment and does not engage, it must be replaced with a new plastic tether.**

1. Place A-pillar trim (1) into position.
2. Carefully push the bottom end of the trim onto the A-pillar to engage the spring clip retainer.



81e6168

3. Carefully slide the tether (2) into the housing on the A-pillar trim panel and engage the tether clip (1).
4. Carefully engage the rosebud retainer (6) and push the upper end of the trim to the A-pillar and engage the spring clip retainer.



1497010

2014 Dodge JC - DODGE JOURNEY

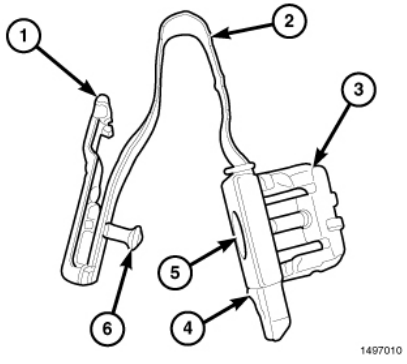
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

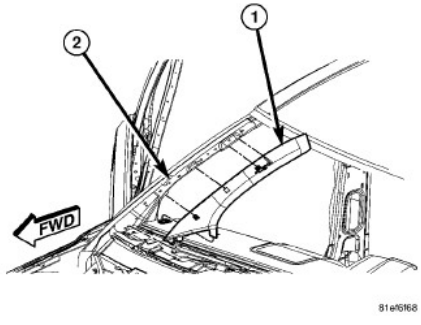
Labor Operations: Click to display a list of Labor Operations associated with this procedure

CAUTION: **If the high-retention snap clip (3) is removed from the sheet metal, it will be damaged and must be replaced with a new tether and snap clip unit. Also, if the rosebud on the plastic tether is damaged due to misalignment and does not engage, it must be replaced with a new plastic tether.**

1. Carefully pull the upper end of the trim away from the A-pillar far enough to disengage the rosebud retainer (6) and unfold the tether (2).
2. Using a screwdriver or equivalent, carefully disengage the tether clip (1) and slide from housing on the A-pillar trim panel.



3. Carefully pull the bottom end of the trim away from the A-pillar to disengage the spring clip retainer.
4. Remove A-pillar trim from vehicle.



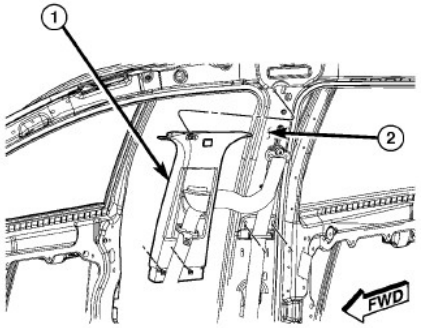
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

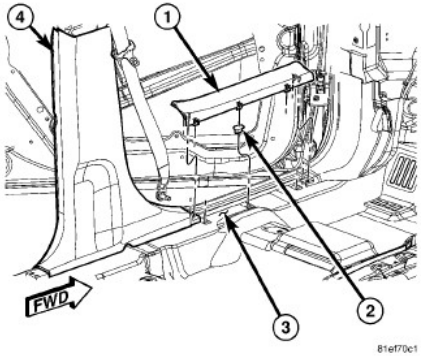
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Insert top of B-pillar trim locator into position.
2. Before hinging B-pillar upward into place, route seat belt anchor through seat belt adjuster opening.
3. Fasten seat belt anchor to seat. (Refer to 10 - Restraints/ADJUSTER, Seat Belt Turning Loop - Installation)
4. Hinge B-pillar trim downward, engaging clips ensuring proper seat.
5. Install B-pillar screw into B-pillar.
6. Snap SRS airbag anchor cover into place ensuring proper seat.
7. Install the lower B-pillar trim panel.
8. Install the sill trim panel. (Refer to 23 - Body/Interior/PLATE, Scuff - Installation) .



81ef70a9



81ef70c1

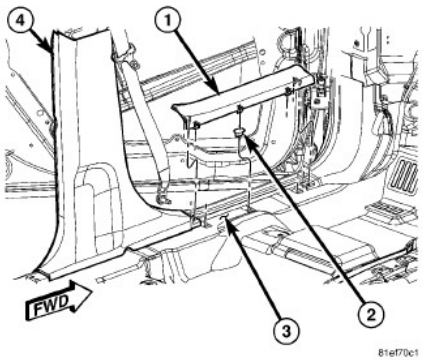
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

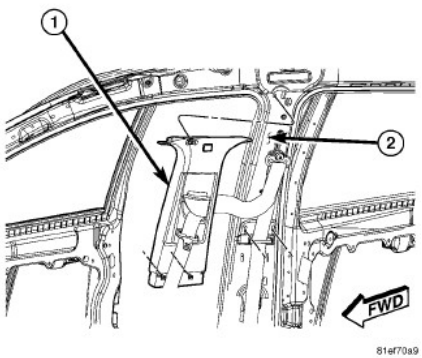
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove sill trim panel. (Refer to 23 - Body/Interior/PLATE, Scuff - Removal)
2. Remove seat belt anchor. (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Removal)
3. Remove the lower B-pillar trim panel.
4. Using trim stick C-4755 , remove SRS airbag cover located at top of B-pillar.



5. Move seat belt adjuster all the way down exposing the B-pillar screw. Remove B-pillar screw.
6. Using trim stick C-4755 , pry up B-pillar and route seat belt through B-pillar trim. Remove B-pillar bottom first and remove trim from B-pillar.



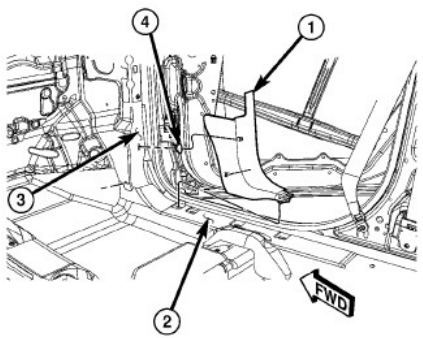
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Ensure plastic retaining nut (3) is installed.
2. Position cowl trim panel (1) to vehicle.
3. Hand press cowl trim panel to corresponding holes in sheet metal.
4. Install door sill trim panel. (Refer to 23 - Body/Interior/PLATE, Scuff - Installation) .



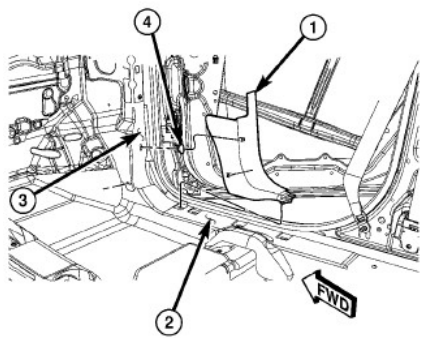
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove door sill trim panel. (Refer to 23 - Body/Interior/PLATE, Scuff - Removal) .
2. Using trim stick C-4755 , disengage cowl trim panel clips from the corresponding locations in the sheet metal.
3. Remove cowl trim panel from vehicle.



81ef7092

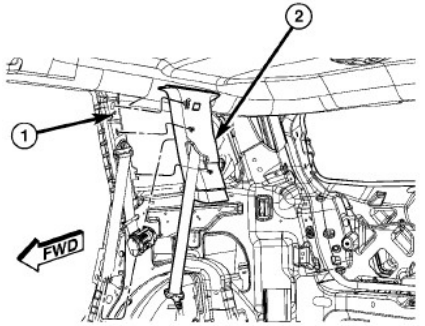
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place upper C-pillar trim into position.
2. Route seat belt through opening in C-Pillar Trim
3. Firmly seat the retaining clips to the C-pillar.
4. Install the mounting fastener and access hole cover.
5. Install bolt attaching seat belt lower anchor to floor, (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Installation) .
6. Install quarter panel trim. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Installation) .



81ef70b6

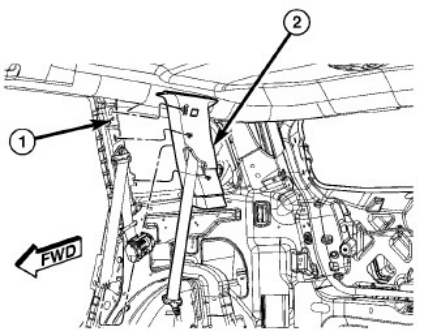
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the quarter trim panel. (Refer to 23 - Body/Interior/PANEL, Quarter Trim - Removal) .
2. Remove seat belt anchor bolt, (Refer to 10 - Restraints/RETRACTOR, Seat Belt - Removal) .
3. Remove the access hole cover and remove the mounting fastener.
4. Using trim stick C-4755 , carefully pry the C-pillar out disengaging the retaining clips.
5. Route seat belt through opening and remove C-pillar trim panel from vehicle.



81ef70b6

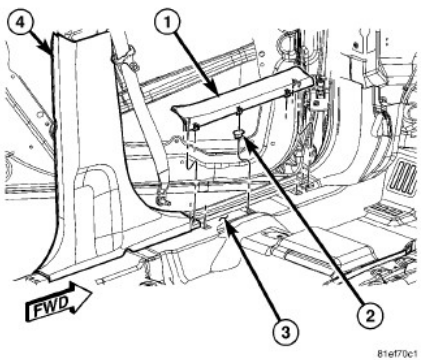
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Place door sill trim panel into position.
2. Ensure plastic retaining nut is installed.
3. Pushing downward on sill trim panel to engage tabs and attaching clips to the door sill.



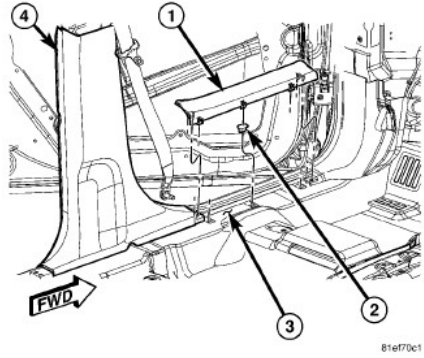
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Using trim stick C-4755 disengage clips holding door sill scuff panel and to door sill.
2. Starting at forward end of door sill scuff panel, pull upward on sill scuff panel in order to disengage clips attaching sill scuff panel to door opening flange.
3. Remove door sill scuff panel from vehicle.



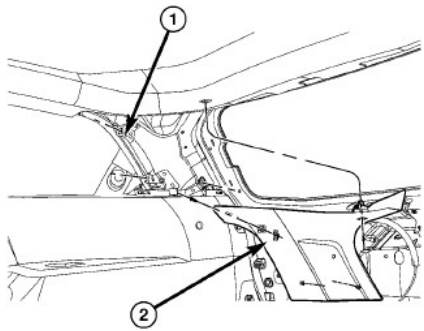
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the D-pillar into position.
2. Firmly seat the retaining clips securing the D-pillar.
3. Install mounting fasteners and access hole covers.
4. Install the rear header trim panel.



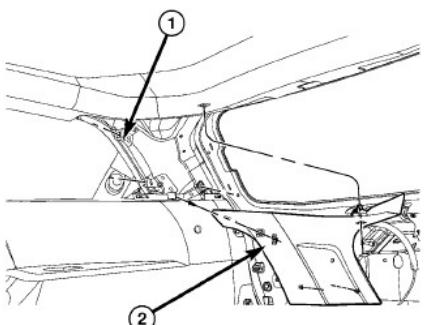
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the rear header trim panel.
2. Remove the access hole covers and remove the mounting fasteners.
3. Using trim stick C-4755 , carefully pry the D-pillar out disengaging the retaining clips.
4. Remove the D-pillar from the vehicle.



81ef70d2

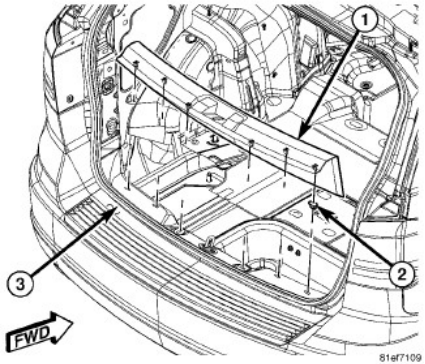
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the liftgate sill plate into the vehicle.
2. Firmly press the sill plate downward securing the retaining clips.
3. Close the liftgate.



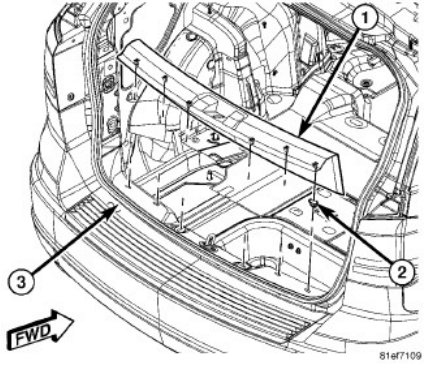
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Open the liftgate.
2. Using trim stick C-4755 , carefully pry the liftgate sill plate out disengaging the retaining clips.
3. Remove the liftgate sill plate from the vehicle.



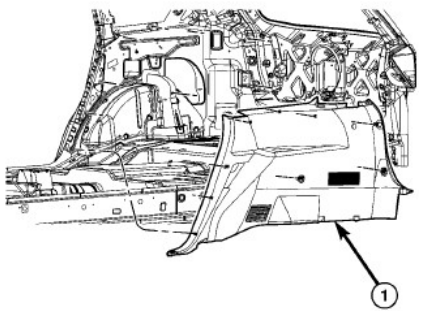
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the quarter trim panel.
2. Install the mounting fasteners.
3. Install the door sill plate. (Refer to 23 - Body/Interior/PLATE, Scuff - Installation) .
4. Install the D-pillar trim panel. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Installation) .
5. Install the storage box, if equipped. (Refer to 23 - Body/Interior/BOX, Storage - Installation) .
6. Install the third row seats, if equipped. (Refer to 23 - Body/Seats/SEAT - Installation) .
7. Install the second row seats. (Refer to 23 - Body/Seats/SEAT - Installation) .



81ef70c5

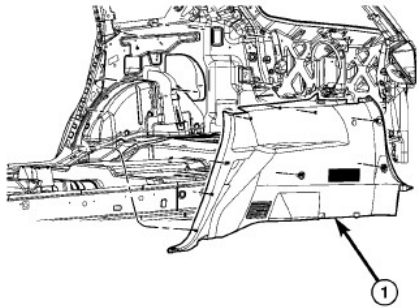
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

1. Remove the second row seats. (Refer to 23 - Body/Seats/SEAT - Removal) .
2. Remove the third row seats, if equipped. (Refer to 23 - Body/Seats/SEAT - Removal)
3. Remove the storage box, if equipped. (Refer to 23 - Body/Interior/BOX, Storage - Removal) .
4. Remove the door sill plate. (Refer to 23 - Body/Interior/PLATE, Scuff - Removal) .
5. Remove the D-pillar trim panel. (Refer to 23 - Body/Interior/PANEL, D-Pillar Trim - Removal) .
6. Remove the mounting fasteners.
7. Using trim stick C-4755 , carefully pry the quarter trim panel out disengaging the retaining clips.



81ef70c5

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

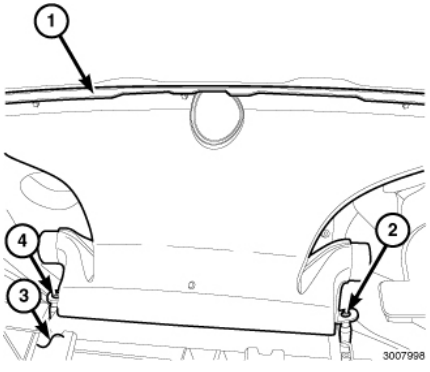
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

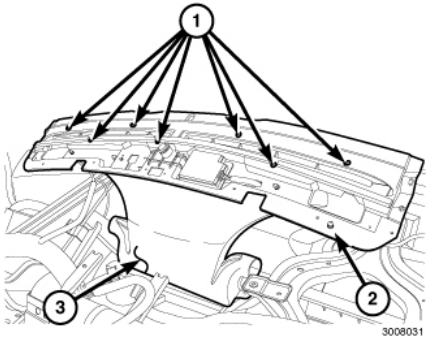
WARNING: **Disable the airbag system before attempting any steering wheel, steering column or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.**

NOTE: LHD model shown. RHD model similar.

1. Disconnect and isolate the negative battery cable.
2. Remove the instrument panel cover (Refer to 23 - Body/Instrument Panel).
3. Remove the instrument panel ducts (Refer to 24 - Heating and Air Conditioning/Distribution /DUCT, Instrument Panel - Removal) .
4. Remove the two screws (2 and 4) that secure the defroster duct (1) to the top of the HVAC housing (3).



5. Remove the seven screws (1) that secure the center panel (2) to the top of the defroster duct (3).
6. Remove the center panel from the defroster duct and position the panel out of the way.
7. Remove the defroster duct.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

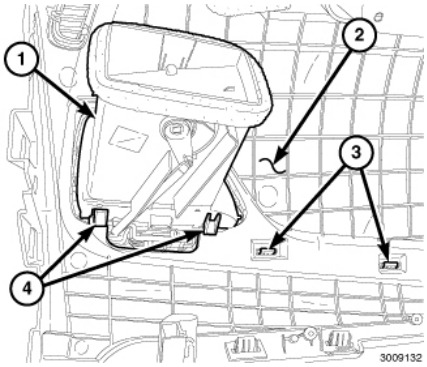
AIR OUTLETS

Labor Operations: Click to display a list of Labor Operations associated with this procedure

OUTBOARD OUTLETS

NOTE: Underside of instrument panel cover shown. Instrument panel duct removed from view for clarity.

NOTE: Make sure that the air outlet is properly aligned to the instrument panel opening and that the foam seal on the outlet is properly installed.



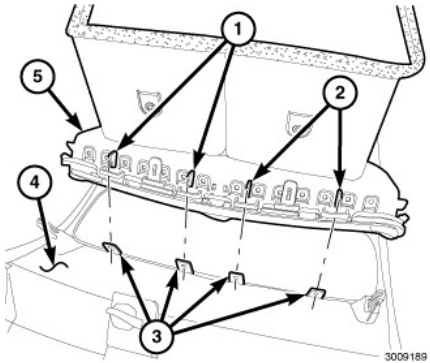
1. Install the outboard instrument panel air outlet (1) through the opening in the instrument panel cover (2) and connect it to the duct
2. Engage the two retaining tabs located on the top of each outlet to the instrument panel cover.
3. Engage the two retaining tabs (4) located on the bottom of each outlet to the instrument panel cover. Make sure all four retaining tabs are fully engaged.
4. Engage the retaining tabs (3) that secure the outboard air outlet trim panel to the face of the instrument panel cover. Make sure all the retaining tabs are fully engaged.
5. When servicing the passenger side air outlet, install the glove box (Refer to 23 - Body/Instrument Panel/GLOVE BOX, Instrument Panel - Installation)
6. When servicing the driver side air outlet, install the knee blocker (Refer to 23 - Body/Instrument Panel/PANEL, Instrument - Installation)
7. Reconnect the negative battery cable.

CENTER OUTLETS

NOTE: Take the proper precautions to protect the front face of the center bezel from cosmetic damage while performing this procedure.

1. Position the center instrument panel air outlet assembly (5) to the four center bezel tabs (3).

2. Engage the four retaining tabs (1 and 2) that secure the center instrument panel air outlet assembly to the center bezel (4). Make sure all the retaining tabs are fully engaged.

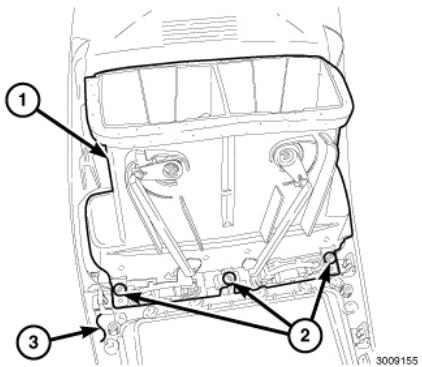


3. Install the three screws (2) that secure the center instrument panel air outlet assembly (1) to the center bezel (3). Tighten the screws to 1.2 N·m (10 in. lbs.).

NOTE:

Make sure that the air outlets are properly aligned to the instrument panel center duct.

4. Install the center bezel (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Panel - Installation) .



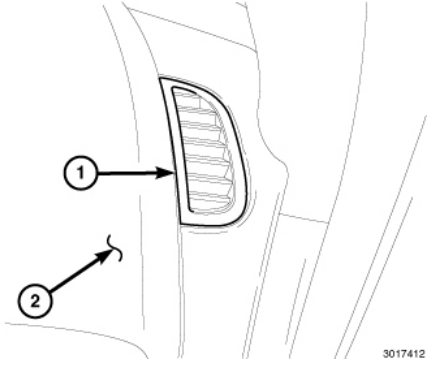
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DEMISTER OUTLETS

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the demister air outlet (1) to the opening in the instrument panel cover (2) and engage the four retaining tabs. Make sure the retaining tabs are fully engaged.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

AIR OUTLETS

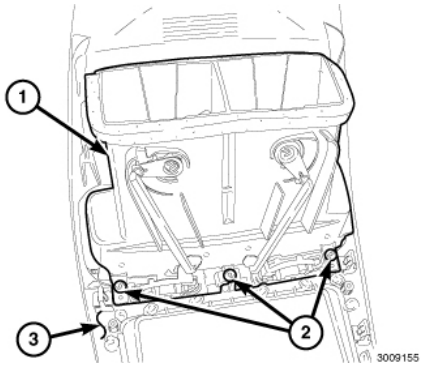
Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

WARNING: **Disable the airbag system before attempting any steering wheel, steering column, or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to take the proper precautions may result in accidental airbag deployment and possible serious or fatal injury.**

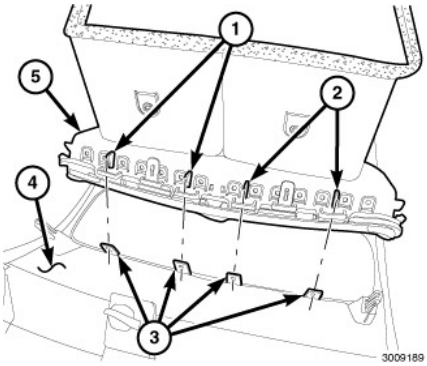
CENTER OUTLETS

NOTE: Take the proper precautions to protect the front face of the center bezel from cosmetic damage while performing this procedure.

1. Remove the center bezel (3) from the instrument panel and place it on a workbench (Refer to 23 - Body/Instrument Panel/BEZEL, Instrument Panel - Removal) .
2. Remove the three screws (2) that secure the center instrument panel air outlet assembly (1) to the center bezel (3).



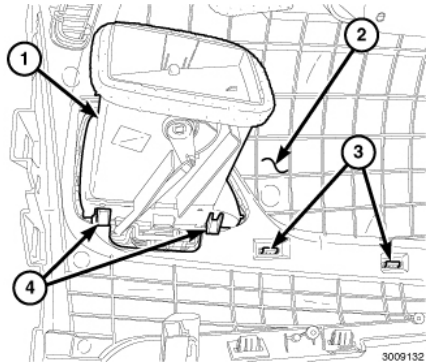
3. Using Trim Stick C-4755 or equivalent, carefully disengage the four retaining tabs (1 and 2) that secure the center instrument panel air outlet assembly (5) to the center bezel (4).
4. Separate the center instrument panel air outlet assembly from the four center bezel tabs (3) by carefully pulling the outlet assembly straight off the bezel.



OUTBOARD OUTLETS

NOTE: The outboard air outlets can be serviced without removing the instrument panel cover.

NOTE: Underside of instrument panel cover shown. Instrument panel duct removed from view for clarity.



1. Disconnect and isolate the negative battery cable.
2. When servicing the passenger side air outlet, remove the glove box (Refer to 23 - Body/Instrument Panel/GLOVE BOX, Instrument Panel - Removal)
3. When servicing the driver side air outlet, remove the knee blocker (Refer to 23 - Body/Instrument Panel/PANEL, Instrument - Removal)

NOTE: The air outlet trim panels are serviced with the air outlets as an assembly.

4. Using Trim Stick C-4755 or equivalent, disengage the retaining tabs (3) that secure the outboard air outlet trim panel to the face of the instrument panel cover (2).
5. Reach up behind the instrument panel and disengage the two lower retaining tabs (4) that secure each outboard air outlet (1) to the back of the instrument panel cover.

NOTE: If the foam seal on an air outlet is deformed or damaged, the seal must be replaced.

6. Carefully twist and rock the outboard air outlet to disengage the two retaining tabs located on the top of each outlet from the instrument panel cover.
7. Push the outboard air outlet(s) straight out of the instrument panel cover.

2014 Dodge JC - DODGE JOURNEY

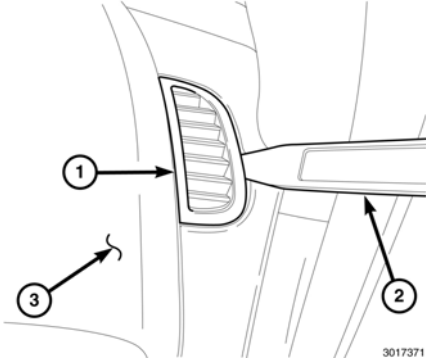
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DEMISTER OUTLETS

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

WARNING: **Disable the airbag system before attempting any steering wheel, steering column, or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable, then wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to take the proper precautions may result in accidental airbag deployment and possible serious or fatal injury.**

1. Using Trim Stick C-4755 or equivalent (2), carefully disengage the four retaining tabs that secure each demister air outlet (1) to the instrument panel cover (3) and remove the outlet.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

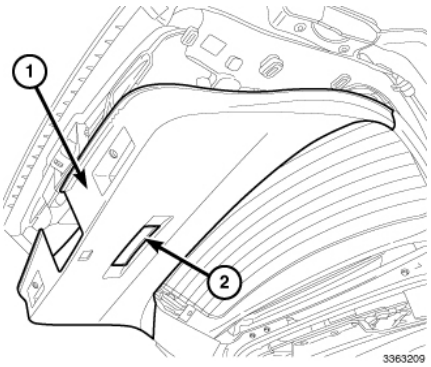
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

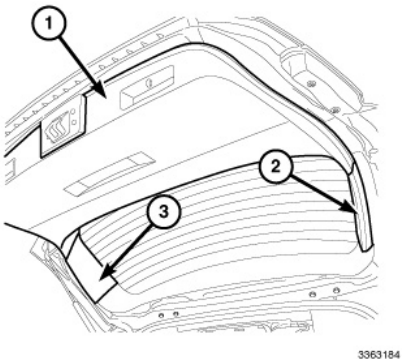
TRIM PANEL - LOWER

NOTE: The side trim panels can be installed in conjunction with the lower liftgate trim panel.

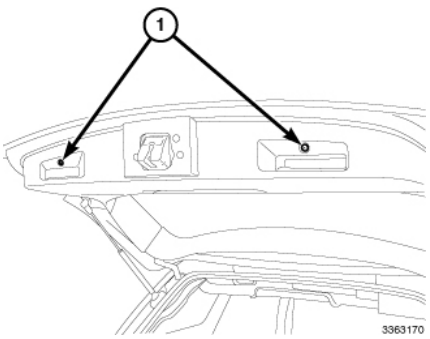
NOTE: View shown with side panels shown.



1. Position the lower trim panel (1) towards the door and connect the wiring harness to the liftgate lamp (2).



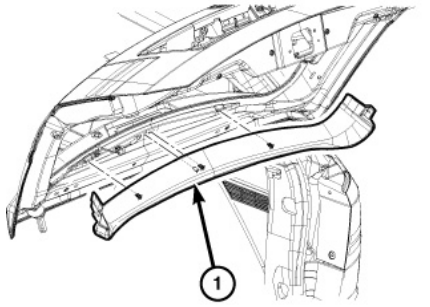
2. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the lower trim panel (1) to engage the retaining clips.
3. If installing the side trim panels (2, 3) in conjunction with the lower trim panel (1), hand tap to engage the retaining clips.



4. Install the two lower screws (1). Tighten the screws securely.
5. Close the liftgate.

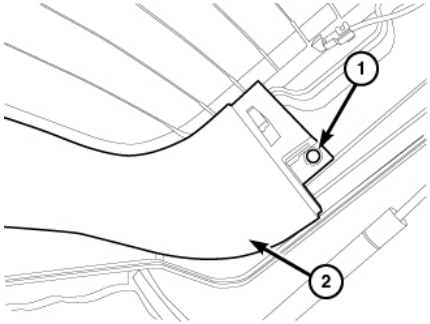
TRIM PANEL - UPPER

1. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the upper trim panel (1) to engage the retaining clips.



3363155

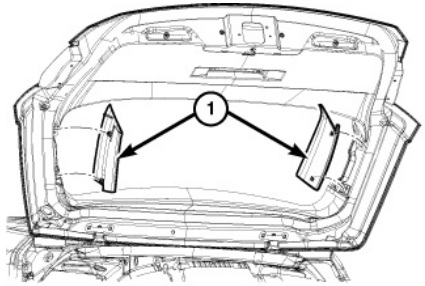
2. Install the pushpin fasteners (1) to the upper trim panel (2). Repeat for the opposite side.
3. Install the left and right side trim panels.
4. Close the liftgate.



3363122

TRIM PANEL - SIDES

1. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the side trim panel (1) to engage the retaining clips. Repeat on the opposite side.
2. Close the liftgate.



3363134

2014 Dodge JC - DODGE JOURNEY

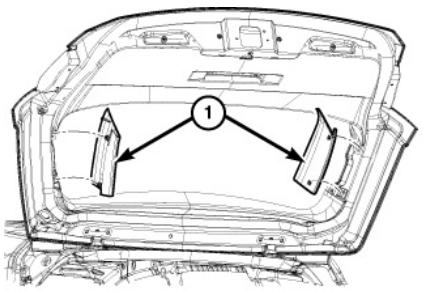
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

TRIM PANEL - SIDES

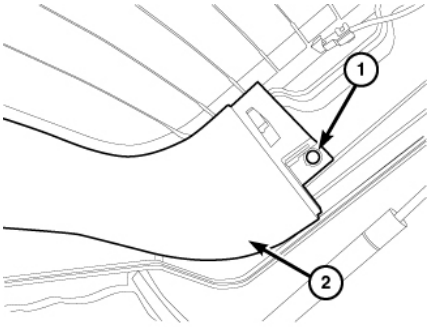
1. Open the liftgate.
2. Using trim stick C-4755 or equivalent, pry around the perimeter of the trim panel to disengage the retaining clips and remove the left and right side trim panels (1).



3363134

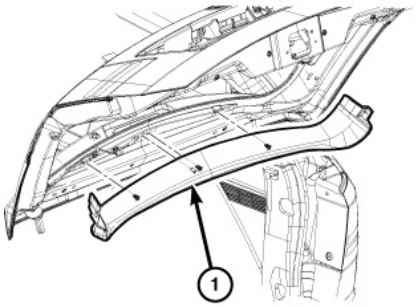
TRIM PANEL - UPPER

1. Open the liftgate.
2. Remove the left and right side trim panels.
3. Using a small pry/pick tool or equivalent, separate the pushpin fasteners (1) from the upper trim panel (2). Repeat on the opposite side.



3363122

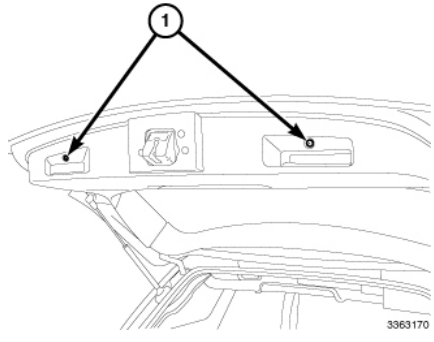
4. Using trim stick C-4755 or equivalent, pry around the perimeter of the upper trim panel (1) to disengage the retaining clips and remove the trim panel.



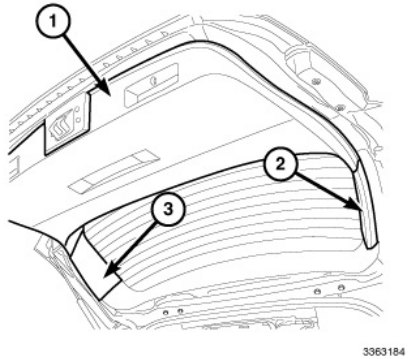
3363155

TRIM PANEL - LOWER

NOTE: The side trim panels can be removed in conjunction with the lower liftgate trim panel.

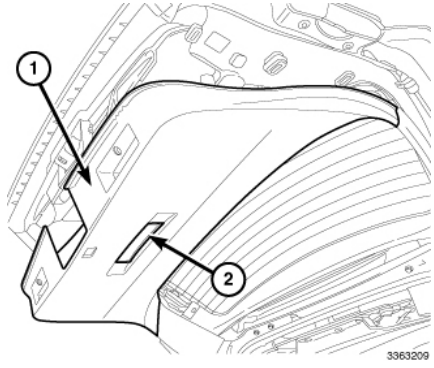


1. Open the liftgate.
2. Remove the two lower screws (1).



3. If removing the side trim panels (2, 3) in conjunction with the lower trim panel, disengage the retaining clips using trim stick C-4755 or equivalent.
4. Using trim stick C-4755 or equivalent, pry around the perimeter of the lower trim panel (1) to disengage the retaining clips.

NOTE: View shown with side panels shown.



5. Position the lower trim panel (1) slightly away from the door and disconnect the wiring harness from the liftgate lamp (2).
6. Remove the lower trim panel (1).

2014 Dodge JC - DODGE JOURNEY

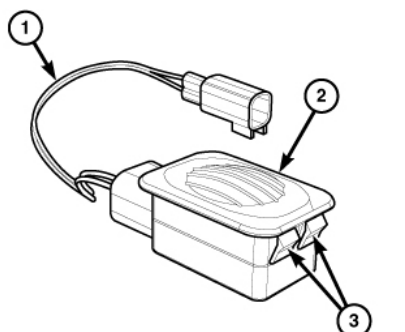
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

DESCRIPTION

Vehicles equipped with the Passive Entry (PE) system have a unique liftgate handle and light bar unit that incorporates a PE liftgate lock and unlock switch and push button (2). This tactile switch is secured to the underside of the left side of the handle and light bar unit by two latch features (3) integral to the switch housing. The switch button extends through a clearance hole in the handle housing so that it can be accessed on the outer surface of the handle to the left side of center.

A short two-wire pigtail and connector (1) connects the switch to the vehicle electrical system through a dedicated take out and connector of the liftgate wire harness.

The PE liftgate lock and unlock switch cannot be adjusted or repaired. If the switch is damaged or ineffective, the entire switch unit must be replaced.



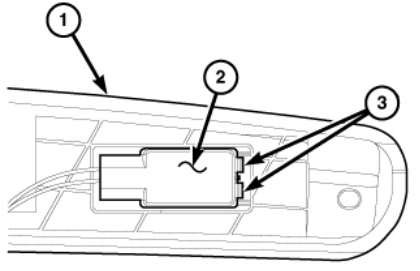
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. With the liftgate lock and unlock switch latch tabs (3) oriented toward the outboard side of the mounting hole, insert switch pigtail wire and connector through the mounting hole from the outside of the handle and light bar unit (1).
2. Engage the fixed locator tabs on the pigtail wire end of the switch (2) above the inboard side of the mounting hole in the handle and light bar unit.
3. While holding the pigtail wire end of the switch firmly against the inboard side of the mounting hole, push the latch tab end of the switch through the mounting hole far enough for the two latch tabs to snap into place above the outboard side of the mounting hole in the handle and light bar unit.



3126517

4. Reinstall the handle and light bar unit onto the liftgate outer panel. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/HANDLE, Exterior - Installation) .
5. Reconnect the battery negative cable.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

OPERATION

The Passive Entry (PE) liftgate lock and unlock switch is a normally open switch that is hard wired to the Radio Frequency Hub (RF Hub) through a signal circuit and a return circuit. The RF Hub continually monitors the condition of the PE liftgate lock and unlock switch and circuits, and will store a Diagnostic Trouble Code (DTC) for any fault that is detected in these circuits.

When the switch button is depressed, it provides a signal to the RF Hub. The RF Hub determines the system response based upon the inputs it receives through the authentication process with each detected FOB with Integrated Key (FOBIK). If the authentication process is successful, the RF Hub sends an electronic **lock request** or **unlock request** message to the Body Control Module (BCM) (also known as the Common Body Controller/CBC) over the Controller Area Network (CAN) data bus, and the BCM energizes the liftgate latch lock motor accordingly.

The hard wired circuits between the PE liftgate lock and unlock switch and the RF Hub may be diagnosed using conventional diagnostic tools and procedures. Refer to the appropriate wiring information. However, conventional diagnostic methods will not prove conclusive in the diagnosis of the switch or the electronic controls and communication between other modules and devices that provide some features of the PE system. The most reliable, efficient, and accurate means to diagnose the PE system or the electronic controls and communication related to liftgate lock and unlock switch operation requires the use of a diagnostic scan tool. Refer to the appropriate diagnostic information.

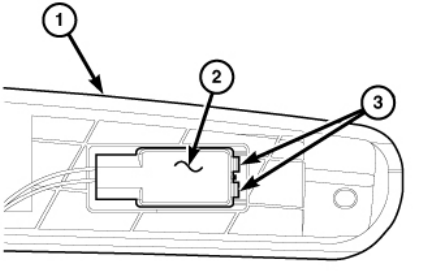
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the handle and light bar unit (1) from the liftgate outer panel. (Refer to 23 - Body/Decklid /Hatch/Liftgate/Tailgate/HANDLE, Exterior - Removal) .
3. Working from the inside of the handle and light bar unit, depress the two latch features (3) of the liftgate lock and unlock switch (2).
4. While holding the latch features depressed, push the switch out through the outside of the switch mounting hole in the handle and light bar unit.



3126517

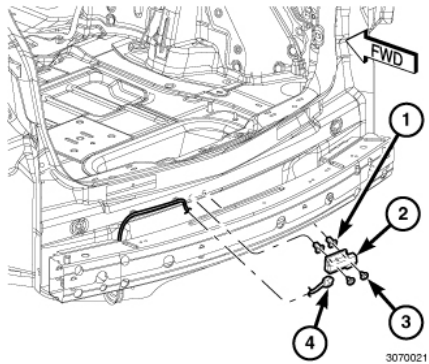
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Check to be certain that the two plastic nuts (1) are in good condition and properly installed in the lower liftgate opening cross member.
2. Position the Low Frequency (LF) antenna (2) onto the lower liftgate opening cross member.
3. Install and tighten the two screws (3) that secure the LF antenna to the two plastic nuts in the cross member. Tighten the screws securely.
4. Reconnect the wire harness connector (4) to the connector receptacle for the LF antenna.



5. Reinstall the rear fascia onto the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Installation) .
6. Reconnect the battery negative cable.

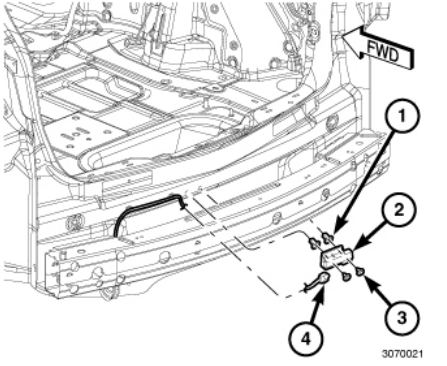
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LIFTGATE OPENING

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Disconnect and isolate the battery negative cable.
2. Remove the rear fascia from the vehicle. (Refer to 13 - Frame and Bumpers/Bumpers/FASCIA, Rear - Removal) .
3. Disconnect the wire harness connector (4) from the connector receptacle for the Low Frequency (LF) antenna (2) on the lower liftgate opening cross member.
4. Remove the two screws (3) that secure the LF antenna to the two plastic nuts (1) in the cross member.
5. Remove the LF antenna from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

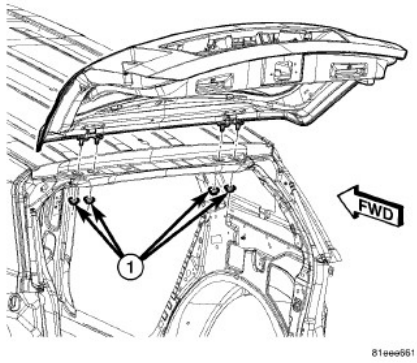
Special Tools: Click to display a list of tools used in this procedure

NOTE:

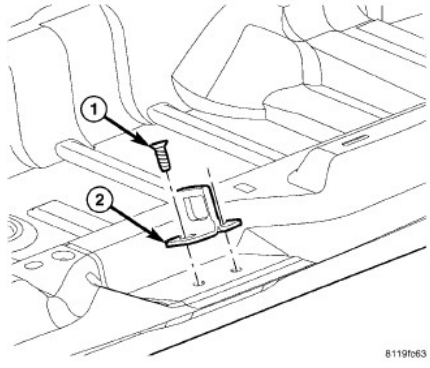
The position of the liftgate can be adjusted upward or downward by the use of slots in the hinge. An inward or outward adjustment is achieved by use of slots in the body. If an inward or outward adjustment is needed, use a body sealer on the hinge to body mating surface.

In/out

1. Using a trim stick C-4755 or equivalent, remove the upper rear headliner trim.
2. For the upper lift gate adjustments, loosen the six hinge to header bolts (1) and adjust to specifications (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications)
3. Tighten the hinge bolts to 28 N·m (21 ft. lbs.).

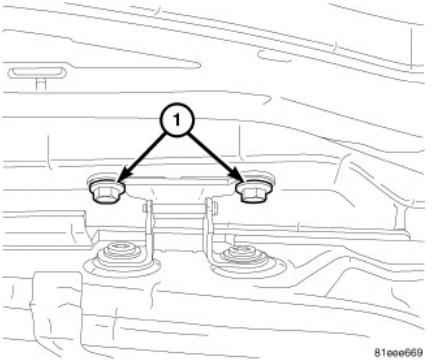


4. For the lower lift gate adjustments, loosen the striker screws (1) and adjust to specifications (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications)
5. Tighten the striker screws to 28 N·m (21 ft. lbs.).
6. Position the upper rear headliner trim and seat fully.



Up/Down and Left/Right

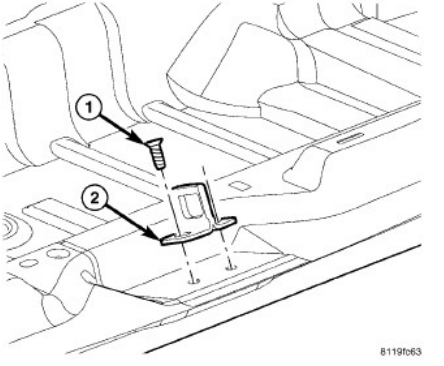
1. Loosen the hinge to liftgate bolts (2).



2. Loosen the striker screws (1).

3. Adjust the liftgate up/down position and tighten the hinge bolts to 28 N·m (21 ft. lbs.). (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications)

4. Confirm the lower liftgate in/out position and tighten the striker screws to 28 N·m (21 ft. lbs.).



2014 Dodge JC - DODGE JOURNEY

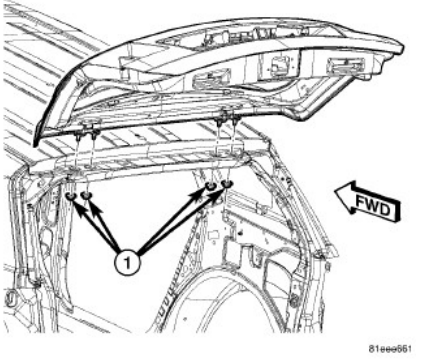
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

WARNING: **Do not disconnect the support rod cylinders with the liftgate closed. The support rod pistons are operated by high pressure gas. This pressure could cause damage and/or personal injury if they are removed while the pistons are compressed.**

1. Open and support the liftgate.
2. Using a trim stick C-4755 or equivalent, remove the upper rear headliner trim.
3. Remove the support cylinders from the liftgate. (Refer to 23 - Body/Decklid/Hatch/Liftgate /Tailgate/PROP, Gas - Removal) .
4. Disconnect the wire harnesses and the washer hose.
5. Using a grease pencil or equivalent, mark the hinge location.
6. Remove the liftgate to body fasteners (1) and remove liftgate from vehicle.



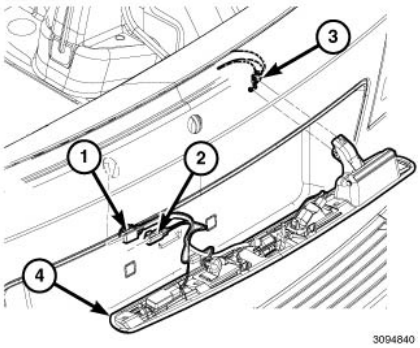
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

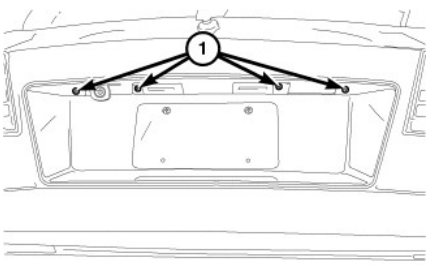
Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position the liftgate handle assembly (4) to the liftgate and connect the liftgate handle latch cable (3).
2. Connect the electrical connectors as equipped (1 and 2).



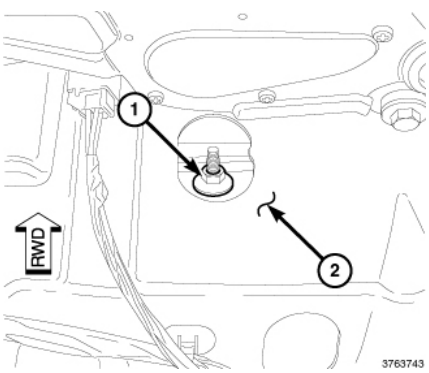
3094840

3. Install the liftgate handle assembly onto the liftgate and install the four screws (1). Tighten the screws securely.



81eee5de

4. Install the nut (1) that secures the liftgate handle assembly to the inside of the liftgate (2). Tighten the nut securely.
5. Install the liftgate trim panel (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Installation) .
6. Reconnect the negative battery cable.



3763743

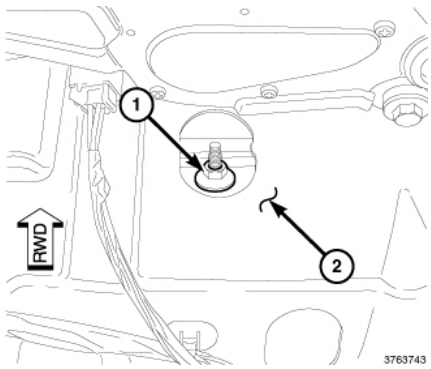
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

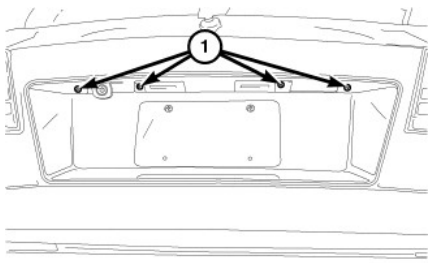
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

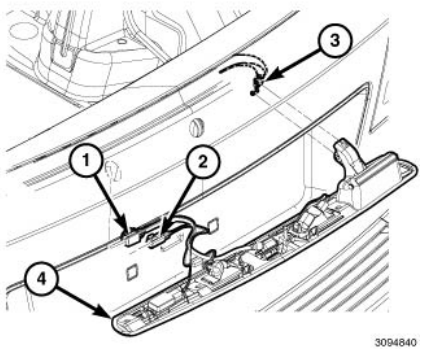
1. Disconnect and isolate the negative battery cable.
2. Remove the liftgate trim panel (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Removal) .
3. Remove the nut (1) that secures the liftgate handle assembly to the inside of the liftgate (2).



4. Remove the four screws (1) that secure the liftgate handle assembly to the outside of the liftgate.



5. Partially remove the liftgate handle assembly (4) from the liftgate and disconnect the electrical connectors (1 and 2), as equipped.
6. Disconnect the liftgate handle latch cable (3) and remove the liftgate handle assembly.



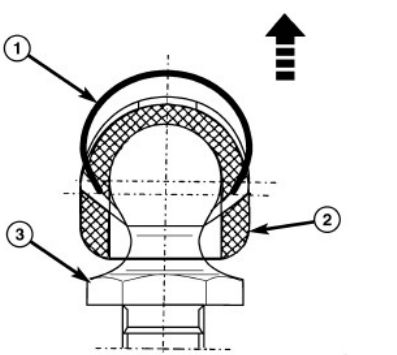
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Make sure the retaining clips are seated into the ball socket (2) fully.
2. Install the support cylinder over the ball studs with the thin end connected to the liftgate and the retaining clips snapping into place.



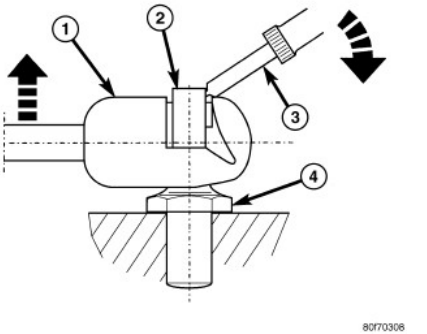
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

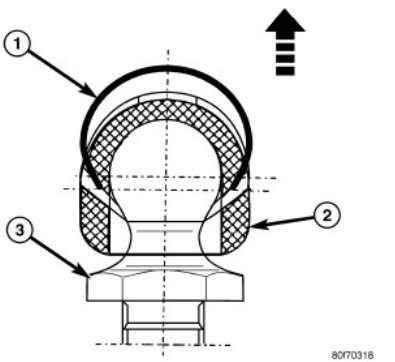
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open liftgate.
2. Using a small flat bladed tool or equivalent, release the retaining clips while pulling the ball socket away from the ball stud.



3. Remove the gas prop-rod lock caps.
4. Remove the support cylinder.



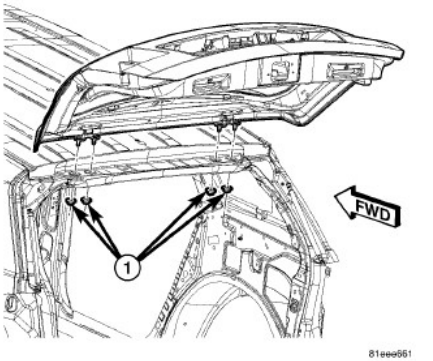
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

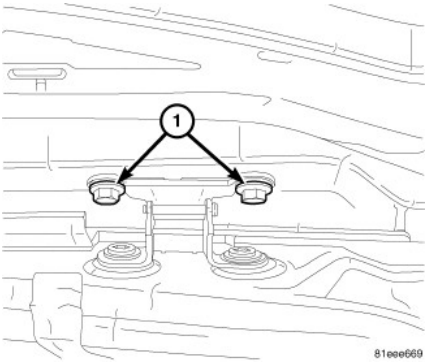
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Position hinge to the vehicle.
2. Install the lower hinge bolts (1). Tighten the hinge bolts to 28 N·m (21 ft. lbs.).



3. Align the hinge to the previously made markings.
4. Install the upper hinge bolts (1). Tighten the hinge bolts to 28 N·m (21 ft. lbs.).
5. Install the upper rear headliner trim.
6. Close the liftgate and verify proper operation. (Refer to 23 - Body/Decklid/Hatch/Liftgate /Tailgate/LIFTGATE - Adjustments) .



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

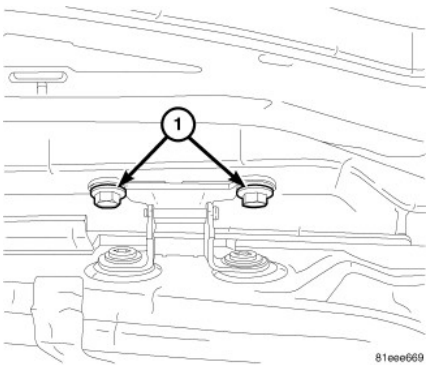
REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

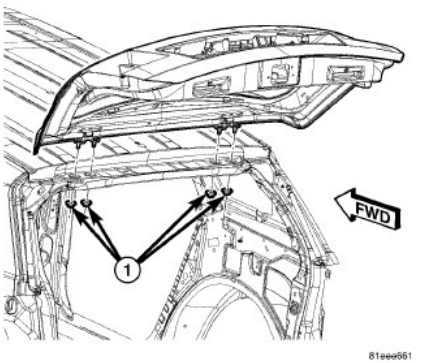
NOTE: It is not necessary to remove the liftgate to replace one or both hinges. The hinges can be replaced one at a time.

NOTE: A suitable body sealant should be used when removing or moving the hinges.

1. Place the liftgate in the full up position.
2. Support liftgate on a suitable lifting device.
3. Using a trim stick C-4755 or equivalent, remove the upper rear headliner trim.
4. Mark outline of hinge on the inside of liftgate to aid in installation.
5. Remove the upper hinge bolts (1).



6. Remove the lower hinge bolts (1).
7. Remove hinge from vehicle.

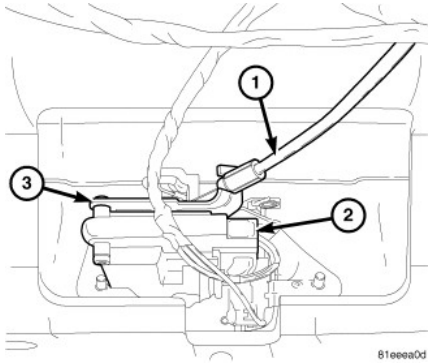


2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure



1. Position the liftgate latch to the liftgate.
2. Install the mounting fasteners. Tighten the bolts to 28 N·m (21 ft. lbs.).
3. Connect the liftgate latch cable.
4. Connect the electrical connector to the latch.
5. Install the liftgate trim panel. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Installation) .
6. Close the liftgate and verify proper operation. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/LIFTGATE - Adjustments) .

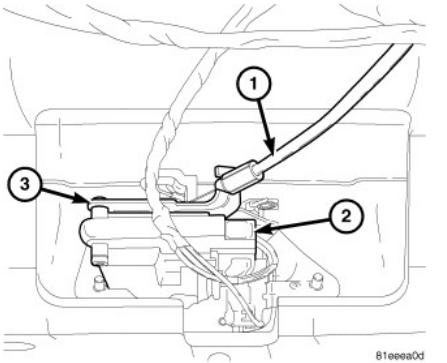
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Remove the liftgate trim panel. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/PANEL, Trim - Removal) .
2. Disconnect the electrical connector (2) from the latch (3).
3. Disconnect the liftgate latch cable (1).
4. Lower the liftgate to mid position and remove the latch mounting bolts.
5. Remove the liftgate latch from the vehicle.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ADJUSTMENTS

1. Using a grease pencil or equivalent, mark the position of the striker to aid in adjustment.
2. Loosen the striker bolts.
3. Change the striker position to adjust the lower liftgate gap and flush measurement. (Refer to 23 - Body/Body Structure/Gap and Flush - Specifications)
4. Tighten the bolts to 28 N·m (21 ft. lbs.).

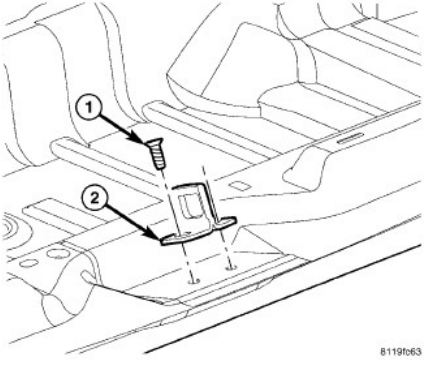
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Install the striker (2) and install the bolts (1).
2. Tighten the bolts to 28 N·m (21 ft. lbs.).
3. Adjust the striker if needed. (Refer to 23 - Body/Decklid/Hatch/Liftgate/Tailgate/STRIKER - Adjustments) .



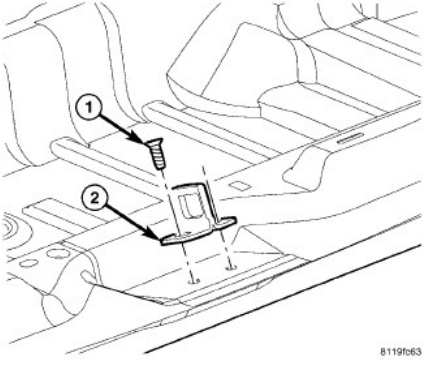
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure

1. Open the liftgate.
2. Remove screws attaching liftgate striker to floor pan (1) and remove the striker.



2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

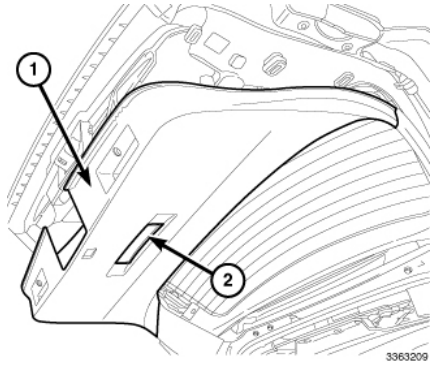
INSTALLATION

Labor Operations: Click to display a list of Labor Operations associated with this procedure

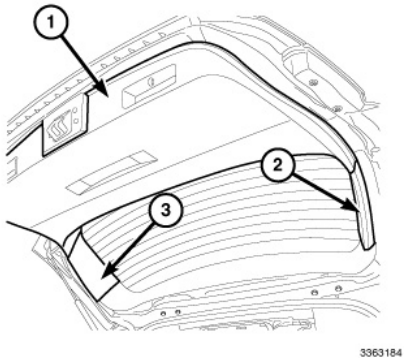
TRIM PANEL - LOWER

NOTE: The side trim panels can be installed in conjunction with the lower liftgate trim panel.

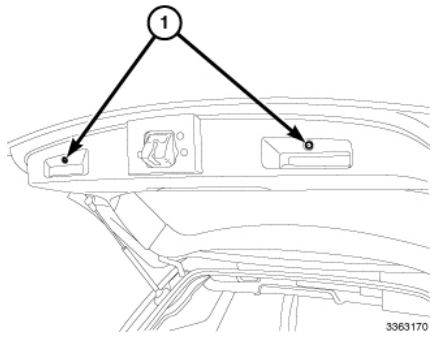
NOTE: View shown with side panels shown.



1. Position the lower trim panel (1) towards the door and connect the wiring harness to the liftgate lamp (2).



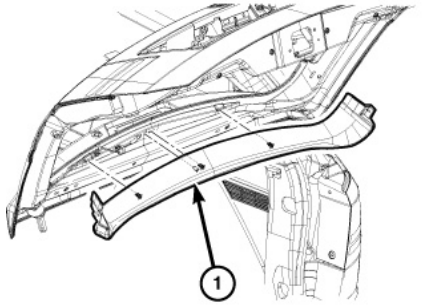
2. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the lower trim panel (1) to engage the retaining clips.
3. If installing the side trim panels (2, 3) in conjunction with the lower trim panel (1), hand tap to engage the retaining clips.



4. Install the two lower screws (1). Tighten the screws securely.
5. Close the liftgate.

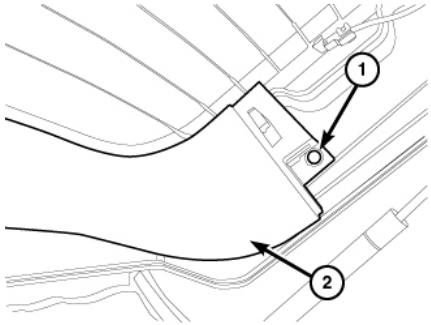
TRIM PANEL - UPPER

1. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the upper trim panel (1) to engage the retaining clips.



3363155

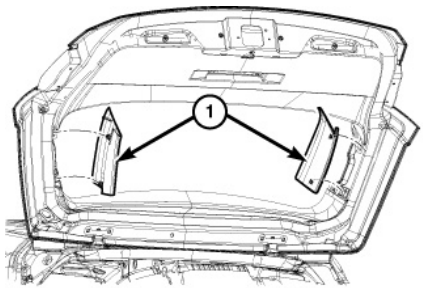
2. Install the pushpin fasteners (1) to the upper trim panel (2). Repeat for the opposite side.
3. Install the left and right side trim panels.
4. Close the liftgate.



3363122

TRIM PANEL - SIDES

1. Align the trim panel's retaining clips to the openings in the liftgate, hand tap around the perimeter of the side trim panel (1) to engage the retaining clips. Repeat on the opposite side.
2. Close the liftgate.



3363134

2014 Dodge JC - DODGE JOURNEY

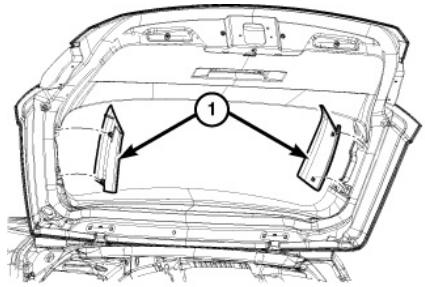
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REMOVAL

Labor Operations: Click to display a list of Labor Operations associated with this procedure
Special Tools: Click to display a list of tools used in this procedure

TRIM PANEL - SIDES

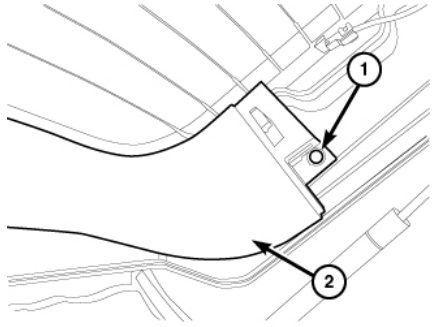
1. Open the liftgate.
2. Using trim stick C-4755 or equivalent, pry around the perimeter of the trim panel to disengage the retaining clips and remove the left and right side trim panels (1).



3363134

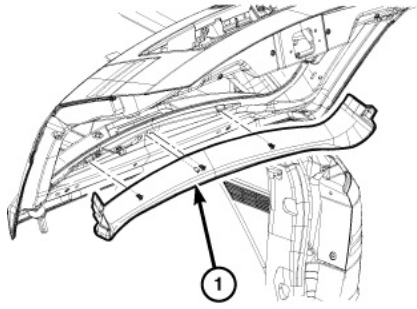
TRIM PANEL - UPPER

1. Open the liftgate.
2. Remove the left and right side trim panels.
3. Using a small pry/pick tool or equivalent, separate the pushpin fasteners (1) from the upper trim panel (2). Repeat on the opposite side.



3363122

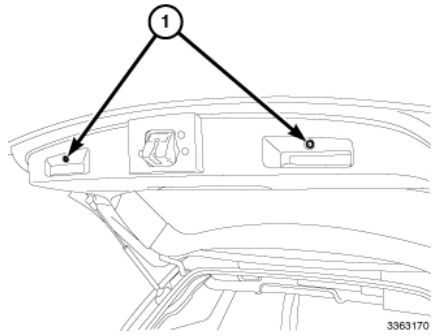
4. Using trim stick C-4755 or equivalent, pry around the perimeter of the upper trim panel (1) to disengage the retaining clips and remove the trim panel.



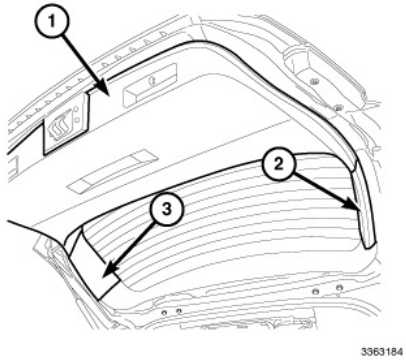
3363155

TRIM PANEL - LOWER

NOTE: The side trim panels can be removed in conjunction with the lower liftgate trim panel.

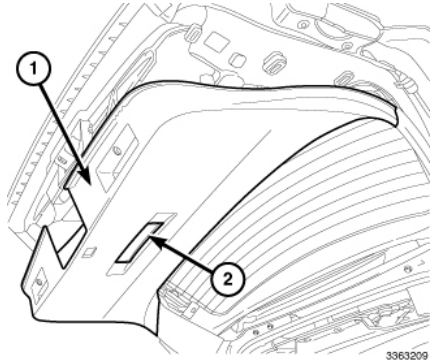


1. Open the liftgate.
2. Remove the two lower screws (1).



3. If removing the side trim panels (2, 3) in conjunction with the lower trim panel, disengage the retaining clips using trim stick C-4755 or equivalent.
4. Using trim stick C-4755 or equivalent, pry around the perimeter of the lower trim panel (1) to disengage the retaining clips.

NOTE: View shown with side panels shown.



5. Position the lower trim panel (1) slightly away from the door and disconnect the wiring harness from the liftgate lamp (2).
6. Remove the lower trim panel (1).

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

INDEX

DESCRIPTION	FIGURE
BODY GAP AND FLUSH	Figure 1

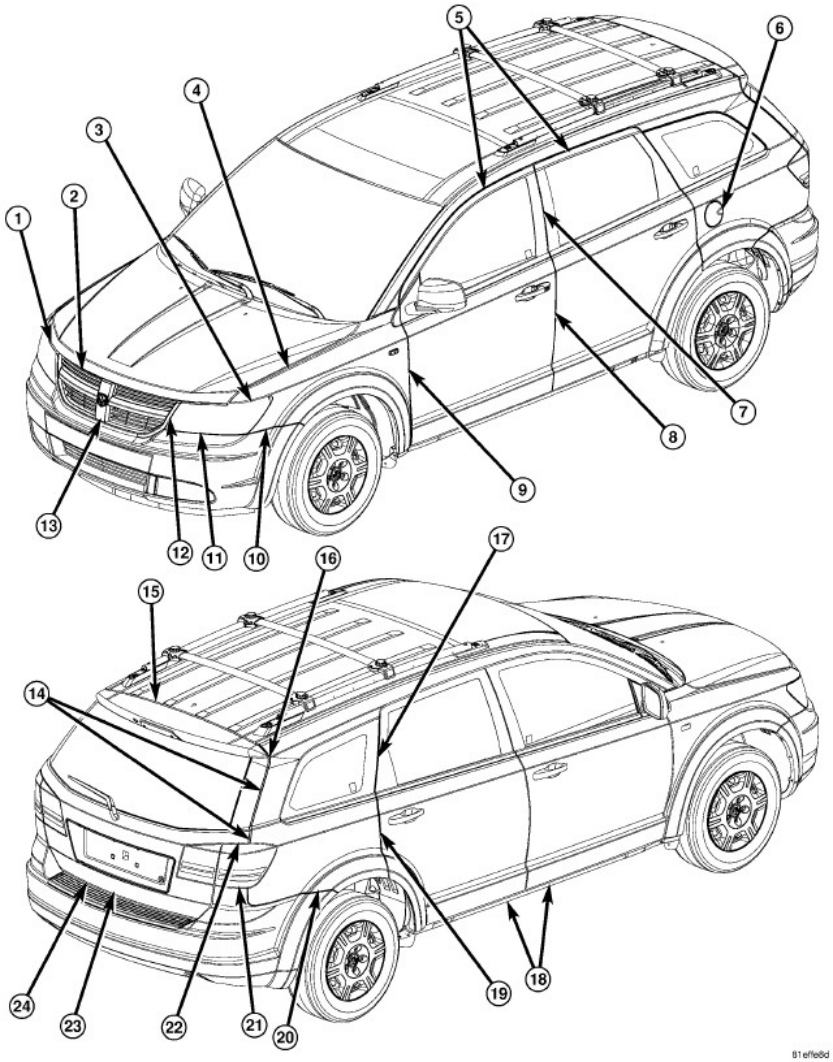


Figure 1 - GAP AND FLUSH

NOTE: All dimensions are in millimeters.

- **O/F = Over Flush**
- **U/F = Under Flush**
- **U/D = Up/Down**
- **F/A = Fore/Aft**

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Headlamp to Hood	8.0 +/- 2.0 Parallel within 1.5	Headlamp @ Inboard U/F 2.5 +/- 2.0 Headlamp @ Outboard U/F 3.5 +/- 2.0 Consistent within 2.0
2	Hood to Grille	8.0 +/- 2.0	Model Years 2009-2010: Grille U/F 1.8 +/- 2.0 Model Years 2011 and up: Grille U/F 2.7 +/- 2.0
3	Headlamp to Fender	2.0 +/- 1.5 Parallel within 2.0	Top Headlamp @ Inboard U/F 2.0 +/- 2.0 Top Headlamp @ Outboard U/F 2.5 +/- 2.0 Side: Headlamp U/F 1.0 +/- 2.0 Consistent within 2.0
4	Fender to Hood	4.0 +/- 1.5 Parallel within 1.5 Symmetrical within 4.5 @ 10mm From Rear	Fender O/F 1.0 +/- 1.5 Consistent within 1.5 Extreme rear excluded
5	Front and Rear Door Header to Body Side Aperture	4.0 +/- 1.5 Parallel within 1.5	Door U/F 1.6 +/- 1.5 Consistent within 1.5
6	Fuel Filler Door to Body Side Aperture	3.2 +/- 1.0 Parallel within 1.0	Door U/F 0.5 +/- 1.0 Consistent within 1.0
7	Front Door to Rear Door (Above Belt)	4.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Consistent within 1.5
8	Front Door to Rear Door (Below Belt)	4.0 +/- 1.5 Parallel within 1.5	Front Door O/F 1.0 +/- 1.5 Consistent within 1.5
9	Fender to Front Door	4.3 +/- 1.5 Parallel within 1.0	Fender O/F 1.0 +/- 1.5 Consistent within 1.5
10	Fascia to Fender	0.0 to 1.0	Fascia U/F 1.0 +/- 1.0 Consistent within 1.5
11	Headlamp to Fascia	2.0 +/- 2.0 Parallel within 2.0	—
12	Headlamp to Grille	5.0 +1.5/-2.0 Parallel within 2.0	0.0 +/- 2.0 Consistent within 2.0
13	Grille to Fascia	2.0 +/- 2.0 Parallel within 2.0	—
14	Body Side Aperture to Liftgate	5.0 +/- 1.5 Parallel within 1.5	Liftgate (Above Belt Line) U/F 2.0 +/- 1.5 Liftgate (Below Belt Line) U/F 1.0 +/- 1.5 Consistent within 1.5
15	Liftgate to Roof	6.2 +/- 1.5 Parallel within 1.5	Liftgate U/F 2.0 +/- 1.5 Consistent within 1.5
16	Liftgate to Body Side Aperture	6.2 +/- 1.5 Parallel within 1.5	Liftgate U/F 2.0 +/- 1.5 Consistent within 1.5

DIMENSION	DESCRIPTION	GAP	FLUSH
17	Quarter Glass to Rear Door	4.0 +/- 2.0 Parallel within 2.0	Glass Upper U/F 2.0 +/- 2.0 Glass Lower U/F 1.5 +/- 2.0 Consistent within 2.0
18	Front and Rear Door to Body Side Aperture Sill	6.0 +/- 2.0 Parallel within 2.0	—
19	Rear Door to Body Side Aperture	4.0 +/- 1.5 Parallel within 1.5	Rear Door O/F 1.0 +/- 1.5 Consistent within 1.5
20	Fascia to Body Side Aperture	0.0 to 1.0	Fascia U/F 1.0 +/- 1.0 Consistent within 1.5
21	Body Side Aperture Tail Lamp to Fascia	2.0 +/- 2.0 Parallel within 2.0	Taillamp U/F 0.0 to 1.0 +/- 2.0 Consistent within 2.0
22	Body Side Aperture Tail Lamp to Liftgate	3.7 +/- 2.0 Parallel within 1.0	Liftgate O/F 1.0 +/- 2.0 Consistent within 1.0
23	Liftgate to Fascia	U/D 8.4 +/- 2.0 Parallel within 2.0	—
24	Liftgate to Fascia	Cross Car 4.2 +/- 1.5 Parallel within 2.0	Liftgate U/F 1.0 +/- 1.5 Consistent within 2.0

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

EXTERIOR COLORS

EXTERIOR COLOR	CHRYSLER CODE
Brilliant Black Crystal Pearl Coat	AXR
Black Clear Coat	DX8
Redline Pearl Coat	JRM
Copper Pearl Coat	KLB
Fathom Blue Pearl Coat	LPS
Granite Crystal Metallic Clear Coat	LAU
Pearl White Tri-Coat	KWH
White Clear Coat	KW3
Bright Silver Metallic Clear Coat	WS2

INTERIOR COLORS

INTERIOR COLOR	CHRYSLER CODE
V = Dark Slate Gray	DV
B = Dark Pebble Beige/Pastel Pebble Beige	KA

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Front Seat Track To Floor Pan Bolts	61	45	—
Front Seat Inboard Pivot Bolt	40	30	—
Front Seat Recliner To Seat Cushion Frame	12	9	—
Front Seat Track To Cushion Frame Bolts	12	9	—
Front Seat Back	45	34	—
Front Seat Back Recliner To Seat Back	12	9	—
Front Seat Belt Buckle Anchor Nut	40	29	—
Front Seat Belt Retractor Bolt	58	43	—
Front Seat Belt Buckle Anchor Bolt	40	29	—
Front Door Striker	18	—	159
Front Door Pin Assembly JS27	8	—	71
Front Door Carrier Plate	6	49	—
Front Door Hinge To Door Nuts	26	19	—
Front Door Latch Striker	28	20	—
Front Seat Rear Outboard Seat Track To Floor Pan Bolts	28	20	—
Hood Hinge Bolts	8	6	—
Hood Latch Bolts	28	20	—
Decklid Latch Striker	28	21	—
Rear Door Glass To Regulator Bolt	9	—	97
Rear Door Carrier Plate Fasteners	6	–	53
Rear Door Exterior Handle	6	—	53
Rear Door Latch Striker	20	15	—
Rear Door Nuts To Hinge	13	–	115
Rear Door Latch Striker	26	19	—
Rear Door Glass Run Fastener To Division Post	6	—	53
Rear Door Hinge	28	21	—
Rear Door Latch Screws	8	—	71
Rear Seat Back Outer Bracket Nuts	61	45	—
Sunroof Module To Roof Panel	11	—	100

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
ABS ABM Mounting Screws (To HCU)	2	—	17
ABS ICU Mounting Bolt (To Bracket)	11	8	97
ABS ICU Mounting Pins	11	8	97
ABS ICU Mounting Bracket Screws (To Frame)	23	17	203
ABS ICU Mounting Bracket Screw And Nut (To Body) - Right-Hand-Drive	23	17	203
ABS Wheel Speed Sensor Head Mounting Bolt - Front	12	9	106
ABS Wheel Speed Sensor Head Mounting Bolt - Rear	6	4.5	55
ABS Wheel Speed Sensor Routing Bracket Screws - Front	20	15	177
ABS Wheel Speed Sensor Routing Bracket Screws - Rear	20	15	177
Brake Tube Nuts	18	13	159
Brake Hose Bracket Bolt	18	13	160
Brake Hose Caliper Banjo Bolt	26	19	230
Brake Shield Mounting Screws	11	8	97
Disc Brake Caliper Adapter Mounting Bolts - Front	175	129	—
Disc Brake Caliper Adapter Mounting Bolts - Rear	108	80	—
Disc Brake Caliper Guide Pin Bolts - Front	35	26	—
Disc Brake Caliper Guide Pin Bolts - Rear	35	26	—
Disc Brake Caliper Bleeder Screw	10	7	88
Dynamics (ESP) Sensor Mounting Nuts	9	6.5	80
Master Cylinder Mounting Nuts	25	19	225
Pedal Bracket Upper Mounting Nuts	19	14	250
Power Brake Booster Mounting Nuts	19	14	250
Parking Brake Cable Mounting Screws to Hand Lever - Front	28	21	250
Parking Brake Cable Routing Clamp Screws/Nuts	6	4.5	55
Parking Brake Cable Routing Loop Mounting Nuts	6	4.5	55
Parking Brake Lever Mounting Nuts - Foot Lever System	6	4	53
Parking Brake Lever Mounting Nuts - Hand Lever System	20	15	177
Wheel Mounting (Lug) Nuts	135	100	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
ABS ABM Mounting Screws (To HCU)	2	—	17
ABS ICU Mounting Bolt (To Bracket)	11	8	97
ABS ICU Mounting Pins	11	8	97
ABS ICU Mounting Bracket Screws (To Frame)	23	17	203
ABS ICU Mounting Bracket Screw And Nut (To Body) - Right-Hand-Drive	23	17	203
ABS Wheel Speed Sensor Head Mounting Bolt - Front	12	9	106
ABS Wheel Speed Sensor Head Mounting Bolt - Rear	6	4.5	55
ABS Wheel Speed Sensor Routing Bracket Screws - Front	20	15	177
ABS Wheel Speed Sensor Routing Bracket Screws - Rear	20	15	177
Brake Tube Nuts	18	13	159
Brake Hose Bracket Bolt	18	13	160
Brake Hose Caliper Banjo Bolt	26	19	230
Brake Shield Mounting Screws	11	8	97
Disc Brake Caliper Adapter Mounting Bolts - Front	175	129	—
Disc Brake Caliper Adapter Mounting Bolts - Rear	108	80	—
Disc Brake Caliper Guide Pin Bolts - Front	35	26	—
Disc Brake Caliper Guide Pin Bolts - Rear	35	26	—
Disc Brake Caliper Bleeder Screw	10	7	88
Dynamics (ESP) Sensor Mounting Nuts	9	6.5	80
Master Cylinder Mounting Nuts	25	19	225
Pedal Bracket Upper Mounting Nuts	19	14	250
Power Brake Booster Mounting Nuts	19	14	250
Parking Brake Cable Mounting Screws to Hand Lever - Front	28	21	250
Parking Brake Cable Routing Clamp Screws/Nuts	6	4.5	55
Parking Brake Cable Routing Loop Mounting Nuts	6	4.5	55
Parking Brake Lever Mounting Nuts - Foot Lever System	6	4	53
Parking Brake Lever Mounting Nuts - Hand Lever System	20	15	177
Wheel Mounting (Lug) Nuts	135	100	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts, Clutch Pedal Assembly-to-Instrument Panel	19	14	-
Bolts, Pressure Plate to Flywheel	25	18	-
Bolts Flywheel to Crankshaft.	95	70	-
Bolts, Concentric Slave Cylinder (CSC) to Bellhousing	10	-	89

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FILL VOLUMES

DESCRIPTION	SPECIFICATION	
	Metric	**US**
2.4L Engine	7.5L	7.9 qts
3.6L Engine	13.1L	14.5 qts
2.0L Diesel*	7.3L	7.7 qts
* 2.0 Diesel Engine uses Parafull coolant		

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Fasteners-Accessory Drive Belt Tensioner (2.0L)	50	37	-
Fastener-Accessory Drive Belt Tensioner Assembly(2.4L)	54	40	-
Fastener-Accessory Drive Belt Tensioner (2.4L)	20	15	-
Fastener-Accessory Drive Belt Tensioner (3.6L)	55	41	-
Fastener-Idler Pulley (2.4L)	50	37	-
Fastener-Idler Pulley (3.6L)	25	18	-
Fastener- Upper Idler Pulley (2.0L)	25	18	-
Fastener- Lower Idler Pulley (2.0L)	50	37	-
Fasteners-A/C Condenser to Radiator	5	-	44
Fastener-Block Heater (3.6L)	12	9	106
Bolts-Coolant Outlet Connector (3.6L)	12	9	106
Cooling System Bleed Valve	20	15	106
ETC Sensor (2.4L)	17	13	-
ETC Sensor (2.0L/3.6L)	22	16	97
Fasteners-Fan Module to Radiator	5	-	44
Fasteners-Fan Motor to Shroud	5	-	44
Bolts-Thermostat Housing (3.6L)	12	9	106
Bolts-Thermostat Housing to cylinder head (2.4L)	18	13	-
Bolts-Thermostat Housing to cylinder head (2.0L)	9	-	80
Fastener-Transmission Cooler Tube Bracket	5	-	44
Fastener-Transmission Cooler Tube	9	-	80
Fitting - Transmission oil cooler quick connect fitting	15	11	-
Bolts-Water Pump (3.6L)			
M6	12	9	106
M8	23	17	-
M10	50	37	-
Hose Clamps-Transmission Cooler	3	-	27
Bolts-Water Pump Mounting (2.4L)	24	18	-
Bolts-Water Pump Mounting (2.0L)	28	21	-
Bolts-Water Pump Inlet Tube to Block (2.4L)	12	9	106

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts-EGR Bypass assembly-to EGR Cooler body	10	7	89
Bolts-EGR Tube -to-Exhaust manifold	20	15	-
Bolts, Water Pump Inlet Tube to water pump housing (2.4L)	24	18	-
Bolts, Water Pump to Water Pump Adapter (2.4L)	22	16	-
Bolts, Water Pump Pulley to Water Pump (2.4L)	9	-	80

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts, Caliper Adapter to Knuckle	169	125	-
Nut, Hub	160	118	-
Nuts, Front Wheel Lug	135	100	-
Nut, Tie Rod End to Knuckle	75	55	-
Nut, Strut Clevis to Knuckle	88 +90°	65 +90°	-
Bolts, Heat shield	14	-	124
Bolts, Strut Damper to Steering Knuckle	88	65	-
Bolts, Disc Brake Caliper Adapter	169	125	-
10 mm Bolts, Intermediate Bearing to block	54	39	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolt, Propeller Shaft-to-Driveline Module	55	40	-
Bolt/Nut, Driveline Module-to-Cradle	102	75	-
Nut, Hub	160	118	-
Nuts, Rear Wheel Lug	135	100	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolt, Driveline Module-to-Body	54	40	-
Bolt, Overrunning Clutch Housing-to-Differential	60	44	-
Nut, Input Flange	135	100	-
Plug, Differential Drain/Fill	35	26	-
Bolt, Module to Cradle	102	75	-
Bolts, Propeller Shaft-to-Driveline Module	54	40	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BATTERY

The battery Group Size number, the Cold Cranking Amperage (CCA) rating, and the Reserve Capacity (RC) rating or Ampere-Hours (AH) rating can be found on the original equipment battery label. Be certain that a replacement battery has the correct Group Size number, as well as CCA, and RC or AH ratings that equal or exceed the original equipment specification for the vehicle being serviced. Battery sizes and ratings are discussed in more detail below.

NOTE: Vehicles equipped with a diesel engine utilize a unique battery. The specifications for this battery may differ from the standards shown here. Refer to the battery manufacturer for detailed specifications.

- **Group Size** - The outside dimensions and terminal placement of the battery conform to standards established by the Battery Council International (BCI). Each battery is assigned a BCI Group Size number to help identify a correctly-sized replacement.
- **Cold Cranking Amperage** - The Cold Cranking Amperage (CCA) rating specifies how much current (in amperes) the battery can deliver for thirty seconds at -18° C (0° F). Terminal voltage must not fall below 7.2 volts during or after the thirty second discharge period. The CCA required is generally higher as engine displacement increases, depending also upon the starter current draw requirements.
- **Reserve Capacity** - The Reserve Capacity (RC) rating specifies the time (in minutes) it takes for battery terminal voltage to fall below 10.5 volts, at a discharge rate of 25 amperes. RC is determined with the battery fully-charged at 26.7° C (80° F). This rating estimates how long the battery might last after a charging system failure, under minimum electrical load.
- **Ampere-Hours** - The Ampere-Hours (AH) rating specifies the current (in amperes) that a battery can deliver steadily for twenty hours, with the voltage in the battery not falling below 10.5 volts. This rating is also sometimes identified as the twenty-hour discharge rating.
- **Load Test Amperage** - The Load Test Amperage rating specifies the current (in amperes) that a battery should be tested at with the battery load test equipment. This value should always be 50 percent of the CCA. For example: if the CCA for this battery is 700 amps, the Load Test Amperage is 50 percent of that or 350 amps.

BATTERY CLASSIFICATIONS AND RATINGS				
BCI Group Size Classification	**Cold Cranking Amperage**	**Reserve Capacity**	**Ampere - Hours**	**Load Test Amperage**
34	700	120 Minutes	66	350
86	525	150 Minutes	75	265

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Battery Terminal Clamp Pinch-Bolt Hex Nut	7	5	62
Negative Battery Cable Remote Terminal Nut	28	21	248
Positive Battery Cable Remote Terminal Nut	16.5	-	145
Battery Hold Down Bolt	7	5	62
Starter Solenoid B(+) Terminal Stud Nut	13	-	115
Battery Negative Cable Ground Eyelet Terminal To Engine Block Bolt	16.5	-	145
Totally Integrated Power Module B(+) Terminal Stud Nut	25	19	221
Battery Tray Support Bolt	16	-	142
Battery Tray Bolt	19	14	168

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

GENERATOR

MANUFACTURER	ENGINE	NOMINAL RATING	MINIMUM OUTPUT (AMPS) (@ SPECIFIED TEST CONDITIONS)
BOSCH	2.0L Diesel	160A	100A
BOSCH	2.0L Diesel	160A	150A
MITSUBISHI ELECTRIC	2.4L	160A	110A
DENSO	3.6L	160A	90A
DENSO	3.6L	160A	110A
TEST CONDITIONS			
1. Engine RPM : 2500 RPM (ENGINE HOT)			
2. Voltage Output : 13.0 – 16.0 V			

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Battery Terminal Nut	4.5	—	40
Generator B+ Nut	10	—	88.5
Generator Mounting Bolt - 2.0L Diesel	70	52	—
Generator Mounting Bolt - 2.4L	61	45	—
Generator Mounting Bolt - 3.6L	25	18	—
Lower Idler Pulley Bolt - 2.4L	50	37	—
Generator B+ Output Cable Terminal Nut	13	10	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STARTER MOTOR

Engine Application	Power Rating	Cranking Amperage Draw Test
2.4L	1.2 Kilowatt / 1.6 Horsepower	150 - 280 Amperes
3.6L	1.2 Kilowatt / 1.6 Horsepower	100 - 300 Amperes
* Test at operating temperature. Cold engine, tight (new) engine, or heavy oil will increase starter amperage draw.		
**The starter is equipped with permanent magnets. Never strike the starter case to attempt to loosen a sticking/stuck armature as permanent magnets may crack or break.		

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Starter Mounting Bolts - 2.0L Diesel	27	—	20
Starter Mounting Nut - 2.0L Diesel	10	—	89
Starter Mounting Bolts - 2.4L	54	40	—
Starter Mounting Bolts - 3.6L	55	40.5	—
Starter B+ Cable Nut - 2.0L Diesel,	10	—	89
Starter Solenoid Battery Nut -2.4L	10	—	89
Starter Solenoid Battery Nut - 3.6L	10	7	115

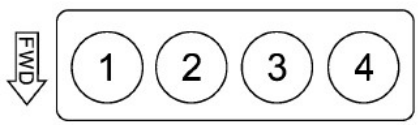
2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FIRING ORDER

2.4L

The firing order is 1–3–4–2.

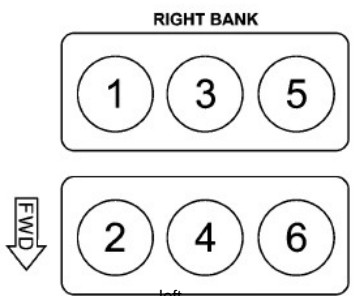


FIRING ORDER 1-3-4-2

81d1aa54

3.6L

The firing order is 1–2–3–4–5–6.



FIRING ORDER 1-2-3-4-5-6

81d1aa87

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

IGNITION COIL RESISTANCE

Engine	Primary Resistance at 21°C-27°C (70°F-80°F)	Secondary Resistance at 21°C-27°C (70°F-80°F)
2.4L	0.495 to 0.605 ohms	5.13K to 6.27K ohms
3.6L	0.6 - 0.9 Ohms	6,000 - 9,000 Ohms

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPARK PLUG

Engine	Spark Plug	Electrode Gap
2.4L* (with PZEV)	ZFR5AP	0.8 mm (0.031 in.)
2.4L (without PZEV)	ZFR5F-11	1.1 mm (0.043 in.)
3.6L V-6	RER8ZWYCB4	1.1 mm (0.043 in.)
*Partial Zero Emission Vehicle		

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Camshaft Position Sensor Bolt - 2.4L, 3.6L	9	-	80
Crankshaft Position Sensor Bolt - 3.6L	12	-	106
Ignition Coil Mounting Bolts - 2.4L	9	-	80
Ignition Coil Mounting Bolts - 3.6L	8	-	71
Spark Plugs - 2.4L	27	20	-
Spark Plugs - 3.6L	17.5	13	-
Ignition Coil Capacitor Bolt - 2.4, 3.6L	10	-	89
Knock Sensor - 2.4L	20	15	-
* Knock Sensor - 3.6L	22	16	-
Variable Valve Timing Solenoids - 3.6L	4	-	35
* Do not apply any sealant, thread-locker or adhesive to bolts. Poor sensor performance may result.			

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

BATTERY

The FOB with Integrated Key (FOBIK) transmitter is powered by a single 3-volt lithium and manganese dioxide button cell battery, which can be removed and replaced without special tools. (Refer to 08 - Electrical/8N - Power Systems/Power Locks/TRANSMITTER, Integrated Key FOB - Standard Procedure) . The international standard battery type designation is: **CR2032**. This battery type is available at many local retail stores. Typical battery life is approximately three years.

CAUTION: **Do not handle the batteries any more than necessary. Hands must be clean and dry.**

RANGE

Normal Remote Keyless Entry (RKE) transmitter operation range for vehicles manufactured for domestic markets is up to 20 meters (66 feet) away from the vehicle. On vehicles manufactured for export markets, normal RKE transmitter range is up to 10 meters (33 feet) away from the vehicle. If a domestic market vehicle is equipped with the optional factory-installed Remote Start System, the normal transmitter range is increased to up to 91 meters (300 feet). Please note that the actual RKE transmitter range values may be better or worse than specified above, depending upon many possible variables in the environment at the specific time and location that any RKE transmission is attempted.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Fore/Aft Motor to Mounting Bracket Screws	5	-	45
Front Tilt Motor and Gearbox Assembly to Mounting Bracket Screws	12	-	106
Front Tilt Motor Gearbox Spindle to Front Seat Track Tube Screw	17	-	150
Height Adjust Motor and Gearbox Assembly to Mounting Bracket Screws	12	-	106
Height Adjust Motor Gearbox Spindle to Rear Seat Track Tube Screw	17	-	150
Power Seat Track to Seat Bottom Cushion Pan Bolts	28	21	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ENGINE SPECIFICATIONS

GENERAL SPECIFICATIONS

Description	Specification
Type	60° DOHC V-6 24-Valve
Compression Ratio	10.2:1
Lead Cylinder	#1 Right Bank
Firing Order	1-2-3-4-5-6

Description	Metric	Standard
Displacement	3.6 Liters	220 Cubic Inches
Bore and Stroke	96.0 x 83.0 mm	3.779 in. x 3.268 in.

CYLINDER BLOCK

Description	Specification	
	Metric	Standard
Cylinder Bore Diameter - Grade 1	95.995 mm ± 0.005 mm	3.7793 in. ± 0.0002 in.
Cylinder Bore Diameter - Grade 2	96.005 mm ± 0.005 mm	3.7797 in. ± 0.0002 in.
Cylinder Bore Out-of-Round (Max.)	0.009 mm	0.00035 in.
Cylinder Bore Cylindricity	0.014 mm	0.0006 in.
Crankshaft Bore Taper* (Max.)	0.006 mm	0.0002 in.
*Measured over length of bulkhead		
Engine Oil Galley Plug**	0.0 mm – 2.0 mm	0.0 in – 0.0787 in
**Measured proud of machined surface		

PISTONS

Description	Specification	
	Metric	Standard
Material	Cast Aluminum Alloy	
Piston Diameter (Metal to Metal) - Grade 1	95.955 mm ± 0.005 mm	3.7778 in. ± 0.0002 in.
Piston Diameter (Metal to Metal) - Grade 2	95.965 mm ± 0.005 mm	3.7781 in. ± 0.0002 in.
Piston Diameter (Metal to Coating) - Grade 1	95.970 - 96.000 mm	3.7783 - 3.7795 in.
Piston Diameter (Metal to Coating) - Grade 2	95.980 - 96.010 mm	3.7787 - 3.7835 in.

Description	Specification	
	Metric	Standard
Clearance at Size Location (Metal to Metal)	0.030 - 0.050 mm	0.0012 - 0.0020 in.
Clearance at Size Location (Metal to Coating)	0.010 - 0.030 mm	0.0004 - 0.0012 in.
Piston Weight	354 - 364 grams	12.487 - 12.840 oz.
Piston Pin Offset	0.8 mm	0.031 in.
Piston Ring Groove Diameter - No. 1	88.24 - 88.44 mm	3.474 - 3.482 in.
Piston Ring Groove Diameter - No. 2	86.54 - 86.74 mm	3.407 - 3.415 in.
Piston Ring Groove Diameter - No. 3	89.16 - 89.36 mm	3.510 - 3.518 in.

PISTON PINS

Description	Specification	
	Metric	Standard
Type	Full Floating	
Pin Diameter	21.9985 ± 0.0015 mm	0.86608 ± 0.00006 in.
Clearance in Piston	0.002 - 0.011 mm	0.0001 - 0.0004 in.
Clearance in Rod	0.011 - 0.024 mm	0.0004 - 0.0009 in.

PISTON RINGS

Description	Specification	
	Metric	Standard
Ring Gap - Number 1 Ring (Top)	0.25 - 0.40 mm	0.010 - 0.016 in.
Ring Gap - Number 2 Ring (Center)	0.30 - 0.45 mm	0.012 - 0.018 in.
Ring Gap - Oil Control Ring (Steel Rails)	0.15 - 0.66 mm	0.006 - 0.026 in.

PISTON RING SIDE CLEARANCE

Description	Specification	
	Metric	Standard
Number 1 Ring (Top)	0.025 - 0.083 mm	0.0010 - 0.0033 in.
Number 2 Ring (Center)	0.030 - 0.078 mm	0.0012 - 0.0031 in.
Oil Control Ring (Steel Rails)	0.007 - 0.173 mm	0.0003 - 0.0068 in.

PISTON RING WIDTH

Description	Specification	
	Metric	Standard
Number 1 Ring (Top)	3.00 - 3.20 mm	0.118 - 0.126 in.
Number 2 Ring (Center)	3.59 - 3.85 mm	0.141 - 0.152 in.
Oil Control Ring (Steel Rails)	1.930 - 2.083 mm	0.076 - 0.082 in.

CONNECTING RODS

Description	Specification	
	Metric	Standard
Bearing Clearance (With Crush)	0.023 - 0.064 mm	0.0009 - 0.0025 in.
Side Clearance	0.070 - 0.370 mm	0.0028 - 0.0146 in.
Side Clearance (Max.)	0.370 mm	0.0146 in.
Piston Pin Bore Diameter	22.016 ± 0.005 mm	0.8668 ± 0.0002 in.
Bearing Bore Out of Round (Max.)	0.008 mm	0.0003 in.
Total Weight (Less Bearing)	546.7 ± 8 grams	19.28 ± 0.28 oz.

CRANKSHAFT MAIN BEARING JOURNALS

Description	Specification	
	Metric	Standard
Diameter	71.996 ± 0.009 mm	2.8345 ± 0.0035 in.
Bearing Clearance	0.024 - 0.050 mm	0.0009 - 0.0020 in.
Bearing Clearance (Max.)	0.050 mm	0.0020 in.
Out of Round (Max.)	0.005 mm	0.0002 in.
Taper (Max.)	0.005 mm	0.0002 in.
End Play	0.050 - 0.290 mm	0.0020 - 0.0114 in.
End Play (Max.)	0.290 mm	0.0114 in.

CONNECTING ROD JOURNALS

Description	Specification	
	Metric	Standard
Diameter	59.0 ± 0.009 mm	2.3228 ± 0.0035 in.
Bearing Clearance	0.023 - 0.064 mm	0.0009 - 0.0025 in.
Out of Round (Max.)	0.005 mm	0.0002 in.
Taper (Max.)	0.005 mm	0.0002 in.

CAMSHAFT

Description	Specification	
	Metric	Standard
Bore Diameter - No. 1 Cam Towers	32.020 - 32.041 mm	1.2606 - 1.2615 in.
Bore Diameter - No. 2, 3, 4 Cam Towers	24.020 - 24.041 mm	0.9457 - 0.9465 in.
Bearing Journal Diameter - No. 1	31.976 - 31.995 mm	1.2589 - 1.2596 in.
Bearing Journal Diameter - No. 2, 3, 4	23.977 - 23.996	0.9440 - 0.9447 in.
Bearing Clearance - No. 1	0.025 - 0.065 mm	0.00010 - 0.0026 in.
Bearing Clearance - No. 2, 3, 4	0.024 - 0.064 mm	0.0009 - 0.0025 in.

Description	Specification	
	Metric	Standard
Duration - Intake	260°	
Duration - Exhaust	251°	
End Play	0.075 - 0.251 mm	0.003 - 0.010 in.
Valve Lift-Intake (Zero Lash)	10.3 mm	0.406 in.
Valve Lift-Exhaust (Zero Lash)	10.0 mm	0.394 in.

VALVE TIMING-INTAKE VALVES

Description	Specification
Opens	2° (ATDC)
Closes	82° (ABDC) or 262° (ATDC)
Centerline	128°

Note: Units are in crank degrees, using 0.1524 mm (0.006 in.) valve lift as the threshold.

VALVE TIMING-EXHAUST VALVES

Description	Specification
Opens	59° (BBDC) or 239° (BTDC)
Closes	12° (ATDC)
Valve Overlap	10°

Note: Units are in crank degrees, using 0.1524 mm (0.006 in.) valve lift as the threshold.

CYLINDER HEAD

Description	Specification	
	Metric	Standard
Gasket Thickness* (Compressed)	0.48 - 0.60 mm	0.019 - 0.024 in.
Flatness (Head Gasket Surface)	0.09 mm	0.0035 in.
Valve Seat Angle	44.75° ± 0.25° from the valve guide axis	
Valve Seat Runout (relative to the valve guide axis) - Intake and Exhaust	0.050 mm	0.002 in.
Intake Valve Seat Width	1.0 - 1.2 mm	0.04 - 0.05 in.
Exhaust Valve Seat Width	1.41 - 1.61 mm	0.055 - 0.063 in.
Guide Bore Diameter (Std.)	6.00 - 6.02 mm	0.236 - 0.237 in.
Valve Guide Height** - Intake and Exhaust	16.05 - 16.55 mm	0.632 - 0.652 in.

*Measured at the fire ring, not at the outer edge

**Measured from cylinder head valve spring seat surface to top of guide

VALVES

Description	Specification

	Metric	Standard
Face Angle	45.25° ± 0.25°	
Head Diameter - Intake	39.0 ± 0.100 mm	1.535 ± 0.004 in.
Head Diameter - Exhaust	30.0 ± 0.100 mm	1.181 ± 0.004 in.
Length-Intake (Overall)	116.54 ± 0.23 mm	4.588 ± 0.009 in.
Length-Exhaust (Overall)	115.6 ± 0.23 mm	4.551 ± 0.009 in.
Stem Diameter - Intake	5.968 ± 0.009 mm	0.2350 ± 0.0004 in.
Stem Diameter - Exhaust	5.961± 0.009 mm	0.2347 ± 0.0004 in.
Stem-to-Guide Clearance - Intake (New)	0.023 - 0.061 mm	0.0009 - 0.0024 in.
Stem-to-Guide Clearance - Exhaust (New)	0.030 - 0.068 mm	0.0012 - 0.0027 in.
Stem-to-Guide Clearance-Intake (Max., Rocking Method)	0.29 mm	0.011 in.
Stem-to-Guide Clearance - Exhaust (Max., Rocking Method)	0.37 mm	0.015 in.
Valve Stem Tip Height* - Intake	52.4 - 53.5 mm	2.063 - 2.106 in.
Valve Stem Tip Height* - Exhaust	51.8 - 52.9 mm	2.039 - 2.083 in.

*Valve tip to aluminum spring seat boss

VALVE SPRING

Description	Specification	
	Metric	Standard
Free Length - Intake AND Exhaust (Approx.)	52.5 mm	2.067 in.
Spring Force - Intake AND Exhaust (Valve Closed)	295 ± 13 N @ 40.0 mm	66 ± 3 lbs. @ 1.57 in.
Spring Force - Intake (Valve Open)	688 ± 31 N @ 10.3 mm	155 ± 7 lbs. @ 0.4055 in.
Spring Force - Exhaust (Valve Open)	676 ± 30 N @ 10.0 mm	152 ± 6 lbs. @ 0.3937 in.
Number of Coils - Intake AND Exhaust	9.35	
Wire Diameter - Intake AND Exhaust	3.18 x 3.99 mm (ovate)	0.125 x 0.157 in. (ovate)
Installed Height - Intake AND Exhaust (Spring seat top to bottom of retainer)	40.0 mm	1.575 in.

OIL PRESSURE

Description	Specification	
	Metric	Standard
(Note: At Normal Operating Temperatures)		
Pressure @ Curb Idle Speed*	34.7 kPa Min.	5 psi Min.
Pressure @ 600 - 1200 RPM	34.7 (warm) - 958.0 (cold) kPa	5 (warm) - 139 (cold) psi
Pressure @ 1201 - 3500 RPM	206.8 (warm) - 958.0 (cold) kPa	30 (warm) - 139 (cold) psi
Pressure @ 3501 - 6400 RPM	427.0 (warm) - 958.0 (cold) kPa	62 (warm) - 139 (cold) psi

Description	Specification	
	Metric	Standard

*CAUTION: If oil pressure is zero at idle, DO NOT run the engine.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Air Inlet Hose - Band Clamps	4	-	35
A/C Compressor to Engine - M8 Bolts	25	18	-
Camshaft Chain Tensioner (Primary) - M6 T30	12	-	106
Camshaft Chain Guide (Primary) - M6 T30	12	-	106
Camshaft Chain Idler Sprocket - M8 T45	25	18	-
Camshaft Chain LH Tensioner (Secondary) - M6 T30	12	-	106
Camshaft Chain LH Guide (Secondary) - M6 T30	12	-	106
Camshaft Chain RH Tensioner (Secondary) - M6 T30	12	-	106
Camshaft Chain RH Guide (Secondary) - M6 T30	12	-	106
Camshaft Position (CMP) Sensor to Cylinder Head - 6M T30	9	-	80
Camshaft Bearing Cap - M6 T30	9.5	-	84
Connecting Rod Cap - M9 Bolts	20 + 90° Turn	15 + 90° Turn	-
Coolant Pump to Engine Timing Cover - M6 Bolts	12	-	106
Coolant Crossover Housing to Engine Timing Cover - M6 Bolts	12	-	106
Coolant Pump to Engine Timing Cover - M10 Bolt	55	40	-
Crankshaft Target Wheel to Counterweight - M6 T30	10	-	89
Crankshaft Outer Main Bearing Cap and Windage Tray - M8 Bolts	21 + 90° Turn	16 + 90° Turn	-
Crankshaft Inner Main Bearing Cap - M11 Bolts	20 + 90° Turn	15 + 90° Turn	-
Crankshaft Side Main Bearing Cap (Tie Bolt) - M8 Bolts	30	-	266
Crankshaft Vibration Damper - M16 Bolt	40 + 105° Turn	30 + 105° Turn	-
Crankshaft Position (CKP) Sensor to Engine Block - M6 Bolt	12	-	106
Crankshaft Rear Oil Seal Retainer - M6 T30	12	-	106
Cylinder Head Oil Galley Plug	18	9	-
Cylinder Head Oil Restrictor - M8 Plug	15	-	133
Cylinder Head to Engine Block - M12 Bolts in Sequence	See Procedure		
Cylinder Head Cover - M6 Bolts	12	-	106
Catalytic Converter to Cylinder Head - M8 Bolts	23	17	-
Engine Coolant Temperature (ECT) Sensor	22	-	195
Engine Block Heater - M6 Bolt	12	-	106
Left/Right Engine Mount Bracket to Engine Block - M10 Bolts	61	45	-

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Left/Right Engine Mount Isolator to Engine Mount Bracket - M10 Nuts	61	45	-
Left/Right Engine Mount Heat shield to Engine Mount Bracket - M6 Bolts	12	-	106
Left/Right Engine Mount Isolator to Frame - M10 Bolts	61	45	-
Flexplate to Crankshaft - M10 Bolts	95	70	-
Fuel Rail to Lower Intake Manifold - M6 Bolts	7	-	62
Generator - M8 Bolts	25	18	-
Heater Core Supply Tube to Cylinder Head - M8 Bolt	12	-	106
Idler Pulley to Engine Timing Cover - Accessory Drive M8 Bolt	25	18	-
Ignition Capacitor to Cylinder Head - M6 Bolts	10	-	89
Ignition Coil to Cylinder Head Cover - M6 Bolts	8	-	71
Intake Manifold (Upper) - M6 Bolts	10	-	89
Intake Manifold (Lower) - M6 Bolts	12	-	106
Knock Sensor to Engine Block - M8 T40	22	16	-
Negative Battery Cable to Battery	5	-	45
Oil Control Valve - Cam Phaser M18	150	111	-
Upper Oil Pan to Engine Block - M8 Bolts	25	18	-
Transmission to Upper Oil Pan - M10 Bolts	55	41	-
Transmission to Starter - M10 Bolts	55	41	-
Torque Converter Dust Shield - M8 Bolt	12	-	106
Oil Cooler to Oil Filter Housing Screws	4	-	35
Upper Oil Pan to Rear Seal Retainer - M6 Bolts	10	-	89
Oil Pan Drain - Plug M14	27	20	-
Oil Pressure Sensor to Oil Filter Housing	14	-	124
Oil Temperature Sensor to Oil Filter Housing	20	-	177
Lower Oil Pan to Upper Oil Pan - M6 Bolts	10.5	-	93
Piston Oil Cooler Jet to Engine Block - M5	6	-	53
Oil Filter Housing/Oil Cooler to Engine Block - M6 Bolts	12	-	106
Oil Filter Housing Cap	25	18	-
Oil Pump to Block - M6 Bolts	12	-	106
Oil Level Indicator to Engine Block - M10 Bolt	35	26	-
Oil Level Indicator to Cylinder Head - M6 Bolt	12	-	106
Oil Pump Sprocket - M8 T45	25	18	-
Oil Pump Pick Up Tube Bracket to Windage Tray - M6 Bolt	12	-	106
Oil Pump Pick Up Tube to Oil Pump - M6 Bolt	12	-	106
Oxygen Sensor to Exhaust Pipe - M18	50	37	-
PCV Valve - M5 T25	4	-	35
Power Steering Pump to Bracket - M8 Bolts	25	18	-

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Power Steering Pump Bracket to Engine - M8 Bolts	25	18	-
Spark Plug to Cylinder Head - M12	17.5	13	-
Starter Mounting - M10 Bolts	55	41	-
Tensioner to Engine Timing Cover - Accessory Drive M10 Bolt	55	41	-
Thermostat Housing to Coolant Crossover - M6 Bolts	12	-	106
Throttle Body - M6 Bolts	9	-	80
Engine Timing Cover - M6 Bolts	12	-	106
Engine Timing Cover - M8 Bolt	25	18	-
Engine Timing Cover - M10 Bolts	55	41	-
Transmission to Engine Block - M10 Bolts	55	41	-
Transmission Fluid Indicator to Transmission - M6 Bolt	12	-	106
Torque Converter - M8 Bolts	42	31	-
Upper Intake Manifold Support Bracket to Cylinder Head - M8 Bolt	20	-	177
Upper Intake Manifold Support Bracket to Upper Intake Manifold - M6 Nuts	10	-	89
Variable Valve Timing Solenoid to Cylinder Head Cover - M5 T25	4	-	35
Wire Harness Retainer Bracket to LH Cylinder Head - M6 T30	12	-	106
Rear Engine Mount Bracket to Transmission - M8 Bolts	33	24	-
Rear Engine Mount Isolator to Rear Engine Mount Bracket - M10 Bolts	61	45	-
Rear Engine Mount Crossmember to Frame - M10 Bolts	55	41	-
Rear Engine Mount Isolator to Crossmember - M10 Bolts	61	45	-
Left/Right Crossmember Brace to Crossmember - M8 Bolts	55	41	-
Left/Right Crossmember Brace to Frame - M8 Bolts	55	41	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Band Clamps	55	40	-
Diesel Particulate Filter to Turbocharger Band Clamp	25	18	221
Fasteners, Charge Air Cooler Tube	10	-	89
Fasteners, DPF to Engine Block	25	18	221
Fasteners, Body Heat Shield	5	-	44
Fasteners, Oil Supply Line	24	18	-
Fasteners, Oil Return Line	9	-	80
Fasteners, DPF Heat Shield			
Bolt	12	-	106
Nut	8	-	71
Fasteners, Catalytic Converter to Exhaust Manifold Flange	28	21	248
Fasteners, Cross-Under Pipe (2.0L DIESEL)			
Bolt	30	22	266
Nut	27	20	240
Fasteners, Cross-Under Pipe (2.4L/3.6L)	25	18	221

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Rear bumper reinforcement attaching nut	28	21	-
Front Cross-member to cradle bolts (3)	50	41	-
Front suspension cross-member frame rail torque boxes attaching bolts	135	100	-
Front suspension cross-member attaching front and rear	55	41	-
Fore/Aft cross-member anti roll through bolt	50	37	-
Radiator support cross-member attaching bolts	115	85	-
Shear bracket fasteners	55	41	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FASTENER TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Front Engine Mount Crossmember Mounting Bolts	50	37	—
Front Fore/Aft Crossmember Forward Mounting Bolts	55	41	—
Front Fore/Aft Crossmember Rearward Mounting Bolts	55	41	—
Front Suspension Crossmember Mounting Bolts	150	111	—
Front Suspension Crossmember Reinforcement Bracket Mounting Screws	55	41	—
Rear Suspension Crossmember Mounting Bolts	95	70	—
Rear Suspension Crossmember Reinforcement Bracket Mounting Nuts	50	37	—
Rear Suspension Crossmember Reinforcement Bracket Mounting Screws	55	41	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Brake Shield	10	7	89
Crossmember Mounting Bolts	135	100	—
Crossmember Reinforcement Bracket Mounting Screws	50	37	—
Hub And Bearing Mounting Bolts	48	35	—
Hub Nut	160	118	—
Lower Ball Joint Stud Nut	95	70	—
Lower Control Arm Front Pivot Bolt	175	129	—
Lower Control Arm Rear Pivot Bolt Nut	145	107	—
Stabilizer Bar Cushion Retainer Screws	60	44	—
Stabilizer Bar Link Nuts	48	35	—
Strut Clevis-to-Knuckle Nuts	140	103	—
Strut Rod Nut	60	44	—
Strut-to-Tower Nuts	55	41	—
Tie Rod Adjuster Jam Nut	75	55	—
Tie Rod End Knuckle Nut	85	63	—
Wheel Mounting (Lug) Nuts	135	100	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

NOTE: All specifications are given in degrees.

NOTE: All wheel alignments are to be set with the vehicle at curb height. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

NOTE: Curb (ride) height specifications can be found in the Curb Height Measurement procedure. (Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure)

FRONT WHEEL DRIVE

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
LEFT CAMBER	+0.15°	–0.35° to +0.65°
RIGHT CAMBER	–0.25°	–0.75° to +0.25°
Cross Camber (Maximum Side-To-Side Difference)	+0.40°	–0.15° to +0.95°
CASTER	+3.00°	+2.40° to +3.60°
Cross Caster (Maximum Side-To-Side Difference)	0.00°	-0.60° to +0.60°
TOE - TOTAL*	+0.10°	-0.15° to +0.35°

Notes:

* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.

Positive toe (+) is toe-in and negative toe (−) is toe-out.

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER	-0.50°	-1.05° to +0.05°
Cross Camber (Maximum Side-To-Side Difference)	0.00°	-0.60° to +0.60°
TOE - INDIVIDUAL	+0.10°	-0.05° to +0.25°
THRUST ANGLE	0.00°	-0.15° to +0.15°

Note:

Positive toe (+) is toe-in and negative toe (−) is toe-out.

ALL WHEEL DRIVE

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
LEFT CAMBER	+0.15°	-0.35° to +0.65°
RIGHT CAMBER	-0.35°	-0.85° to +0.15°
Cross Camber (Maximum Side-To-Side Difference)	+0.50°	-0.05° to +1.05°
CASTER	+3.00°	+2.40° to +3.60°
Cross Caster (Maximum Side-To-Side Difference)	0.00°	-0.60° to +0.60°
TOE - TOTAL*	+0.10°	-0.15° to +0.35°

Notes:

* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.

Positive toe (+) is toe-in and negative toe (−) is toe-out.

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER	-0.36°	-0.91° to +0.19°
Cross Camber (Maximum Side-To-Side Difference)	0.00°	-0.60° to +0.60°
TOE - INDIVIDUAL	+0.10°	-0.05° to +0.25°
THRUST ANGLE	0.00°	-0.15° to +0.15°
Note: Positive toe (+) is toe-in and negative toe (−) is toe-out.		

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL SYSTEM PRESSURE

DESCRIPTION	SPECIFICATION	
	METRIC	**STANDARD**
Fuel Pressure	400 kpa ±34 kpa	58 psi ± 5 psi

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Fuel Fill Tube Clamp	3	—	27
Fuel Rail	7	—	62
Fuel Tank Strap Bolts	54	40	—
Filler Tube Mounting Bracket Bolt	12	—	106

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Accelerator Pedal Nuts	29	21	—
Battery Cable Nut	7	—	45
Crankshaft Position Sensor Bolt - 2.4L	9	—	80
Crankshaft Position Sensor Bolt - 3.6L	12	—	106
Fuel Rail Bolts	7	—	62
MAP Sensor Bolt	1.7	—	40
Oxygen Sensors - 2.4L	43	32	—
Oxygen Sensor (Right Downstream) - 3.6L	50	37	—
Oxygen Sensors - 3.6L	43	32	—
Throttle Body Bolts - 2.4L	9	—	65
Throttle Body Bolts - 3.6L	9	—	62
Throttle Body Bracket Bolt -2.4L	25	18	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

REFRIGERANT CHARGE CAPACITY

REFRIGERANT CHARGE CAPACITY

Application	Capacity
Front A/C Only	0.624 kg (22 oz.)
Front and Rear A/C	0.907 kg (32 oz.)

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

A/C SYSTEM

Item	Description	Notes
A/C Compressor	Valeo Variable Displacement – all 2.0L Diesel models Denso 6SEU16 Variable Displacement – 2.4L with front A/C only Denso 10SR17 Fixed Displacement – 2.4L with front and rear A/C Denso 10SRE18 Fixed Displacement – 3.6L with front A/C only Denso 10SRE20 Fixed Displacement – 3.6L with front and rear A/C	ND-8 PAG oil
A/C Clutch Air Gap (Fixed Displacement Compressors)	0.35 - 0.60 mm (0.014 - 0.024 in.)	
A/C Clutch Coil Draw (Fixed Displacement Compressors)	3.2 - 3.3 amps	@ 12V ± 0.5V @ 21° C (70° F)
A/C Clutch Coil Resistance (Fixed Displacement Compressors)	3.6 ± 0.2 ohms	When measured across coil lead connector.
Freeze-up Control	Evaporator temperature sensor	HVAC housing mounted.
Pressure Control	A/C pressure transducer	A/C Discharge line mounted.
R-134a Refrigerant Charge Capacity	Front A/C Only – 0.624 kg (22 oz.) Front and Rear A/C – 0.907 kg (32 oz.)	Also see A/C Underhood Specification Label located in the engine compartment.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FASTENER TORQUE

Description	N·m	Ft. Lbs.	In. Lbs.
All Screws NOT Listed Below	1.2	—	10
A/C Compressor to Engine Bolts	Specific fastener placement and torque pattern required (Refer to 24 - Heating and Air Conditioning/Plumbing/COMPRESSOR, A/C - Installation) .		
A/C Pressure Transducer	5.6	—	50
Front Air Distribution Housing Screws	2.2	—	20
Front A/C Expansion Valve Bolts	11	—	97
Front HVAC Actuator Mounting Screws	2	—	17
Front HVAC Housing to Dash Panel Nuts	3	—	27
Front Floor Duct to HVAC Housing Screw	2	—	17
Front Mode Door Actuator Bracket Screws	2	—	17
Instrument Panel Center Duct Screws	2.2	—	20
Heat Shield to Dash Panel Nuts	1	—	10
Liquid Refrigerant Lines to A/C Receiver/Drier Nut	20	15	—
Lower to Upper Suction line Nut	17	13	—
Rear A/C expansion Valve Bolts	11	—	97
Rear Heater-A/C Housing to Quarter Panel Bolts	3	—	27
Rear Seat Floor Duct to Floor Support Screw	2.2	—	20
Refrigerant Lines to A/C Compressor Nuts	17	13	—
Refrigerant Lines to A/C Condenser Nuts	17	13	—
Refrigerant Lines to Front A/C Expansion Valve Nut	17	13	—
Seat Belt Retractor to D-Pillar Bolts	52	38.5	—
Underbody A/C Liquid Line Fitting Nuts	17	13	—
Underbody A/C Suction Line Fitting Nuts	17	13	—
Underbody Refigerant Lines and Sealing Plate to Rear A/C Expansion Valve Nut	17	13	—
Upper Seat Belt Bracket to D-Pillar Bolts	52	38.5	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

BULB APPLICATION TABLE

LAMP	BULB
BACKUP	3157 (P27W/7W)
BRAKE (WITH INCANDESCENT REAR LIGHTING)	3157 (P27W/7W)
BRAKE (WITH LED REAR LIGHTING)	LIGHT-EMITTING DIODES SERVICED IN ASSEMBLY
CENTER HIGH MOUNTED STOP	LIGHT-EMITTING DIODES SERVICED IN ASSEMBLY
FRONT FOG	9145 (H10)
FRONT PARK	3757AK (PY27W/7W)
FRONT SIDE MARKER	168
FRONT TURN SIGNAL	3757AK (PY27W/7W)
HEADLAMP (LOW BEAM)	9006 - DOMESTIC H11 - EXPORT
HEADLAMP (HIGH BEAM)	9005
LICENSE	168
POSITION (EXPORT ONLY)	W5W
REAR FOG (EXPORT ONLY)	7440 (W21W)
REAR PARK (TAIL) (WITH INCANDESCENT REAR LIGHTING)	3157 (P27W/7W)
REAR PARK (TAIL) (WITH LED REAR LIGHTING)	LIGHT-EMITTING DIODES SERVICED IN ASSEMBLY
REAR TURN SIGNAL	3757AK (PY27W/7W)
REPEATER (EXPORT ONLY)	W5W

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

BULB APPLICATION TABLE

LAMP	BULB
DOME/READING LAMP (EXCEPT OVERHEAD CONSOLE)	578
DOME/READING LAMP (OVERHEAD CONSOLE)	W5W
GLOVE BOX LAMP	194
LIFTGATE COURTESY LAMP	579
SHIFT INDICATOR LAMP	IKLE14140
VANITY LAMP	A6220

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

AUTOMATIC/MANUAL TRANSAXLE FLUID

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

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

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

FLUID ADDITIVES

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

NOTE: When refacing a rotor, the required TIR (Total Indicator Reading) limits MUST BE MAINTAINED. Extreme care in the operation of rotor turning (machining) equipment is required.

LIMITS/SPECIFICATIONS

Brake Rotor	Rotor Thickness	Minimum Rotor Thickness	Rotor Runout *
Front	27.87-28.13 mm 1.097-1.107 in.	26.4 mm 1.040 in	0.050 mm 0.002 in.
Rear	11.75-12.25 mm 0.463-0.482 in.	10.4 mm 0.409 in.	0.050 mm 0.002 in.
* TIR Total Indicator Reading (Measured On Vehicle)			

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

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

CAUTION:

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

CAUTION:

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SCAN TOOL DATA - POWERTRAIN CONTROL MODULE (PCM) (GPEC)

The following chart lists data values taken from the Scan Tool Powertrain Control Module (PCM) data list for the GPEC controller. The values were taken at key on, engine off and at idle. The data is to be used for reference only.

The following data values were recorded under the following conditions unless otherwise specified:

- No DTCs set
- Engine at operating temperature
- Vehicle in Park or Neutral
- A/C Off
- Speed Control Off
- Accessories Off
- Altitude at 297.2 meters (975 ft) above sea level

Data values may not be applicable for some models. Some data values can vary as much as 20 percent due to the following:

- Vehicle age and wear
- Altitude
- Weather
- Engine, Transmission and other Vehicle Options
- Aftermarket Accessories

There are footnotes located next to some values in the data table to reference specific conditions or additional information. They are listed in detail after the data table.

Scan Tool Data - Powertrain Control Module (PCM) (GPEC)			
Data	**Unit**	**Key On, Engine Off**	**Idle**
Valid Key Received	True/False	True	True
SKIM VTA Invalid Key Received Fault Posted	True/False	False	False
OK to Run Mode	True/False	True	True
SKIM VTA Failure	True/False	False	False
MAP Vacuum	in Hg	0.0	19.41
MAP Volts (SRT4)	Volts	1.5739 (1)	0.5181 (1)
MAP Volts (exc. SRT4)	Volts	4.3796 (1)	1.34(1)
Barometric Pressure	in Hg	29.09 (1)	29.09 (1)
P-Ratio MAP/BARO	PRatio	1.0 (1)	0.3 (1)
Accelerator Pedal Position	%	0.0	0.0
APP 1 Volts	Volts	0.8847	0.8847
APP 2 Volts	Volts	0.4595	0.4595
TPS 1 Minimum Volts	Volts	0.4888	0.4888
TPS 1 Volts	Volts	0.9287	0.6208
TPS 1 Percentage	%	9.4025	2.7959
TPS 2 Minimum Volts	Volts	4.5165	4.5165
TPS 2 Volts	Volts	4.0766	4.3845

Scan Tool Data - Powertrain Control Module (PCM) (GPEC)

Data	Unit	Key On, Engine Off	Idle
TPS 2 Percentage	%	9.4361	2.8251
Desired TPS Position	Volts	0.093	0.1293
Throttle Blade Position	Volts	0.4392	0.1293
ETC Directional Duty Cycle	%	0.0	0.03 - 0.77
Actual Torque	Ft-Lbs / N*m	-32.42 / -46.0	-1.0 / 0.75
Engine Speed	rpm	0	750
Target Idle Speed	rpm	1000	720
Engine Runtime	second	0	0.0 to 655.3
Ignition Off Time	minute	Varies	Varies
Purge Duty Cycle	%	1.9991	15 - 35
Desired Purge Current	mA	0.0	160 - 220
Actual Purge Current	mA	0.977 - 6.839	110 - 220
Purge Air Flow	g/s / kg/h	0.0	0.01-0.20 / 0.36-0.72
Purge Mode	—	Off	Normal Flow
Purge Vapor Ratio	—	21.093	8.59 - 10.175
Desired Surge Solenoid	—	Off	Off
Injector Pulse Width Cylinder 1	ms	0.0	2.9 - 3.2
Cranking Injector Pulse Width	ms	23.044	31 - 36
1/1 O2 Sensor Level	Low/High	Low	Low/High (2)
1/1 O2 Goal (0-1)	Volts	0.0	0.216
1/1 O2 Volts (0-1)	Volts	2.49	0.06 - 0.78 (3)
1/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
1/2 O2 Volts (0-1)	Volts	2.49	0.75
1/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
1/1 Pulse Width O2 Heater	%	0.0	99.25
1/1 O2 Heater Temp	C / F	571.0 / 1059.8	776 / 1429
1/2 Pulse Width O2 Heater	%	0.0	99.25
1/2 O2 Heater Temp	C / F	176.0 / 348.8	776 / 1429
1/1 Short Term ADAP	%	-100.0	-2.0 - 3.5
1/1 Long Term ADAP	%	0.0	1.8
1/1 O2 Fuel Feedback	—	Open	Closed
Closed Loop Timer	seconds	0.0	0.0
Current ADAP Cell ID	—	0	24
WT Intake DC	%	0.0	0.0 - 8.5939
Intake Cam Setpoint	Engine	120.0	120.0
Intake Cam Actual Setpoint	Engine	120.0	120.0

Scan Tool Data - Powertrain Control Module (PCM) (GPEC)

Data	Unit	Key On, Engine Off	Idle
WT Exhaust DC	%	0.0	0.0 - 8.5939
Exhaust Cam Setpoint	Engine	-120.0	-120.0
Exhaust Cam Actual Setpoint	Engine	-120.0	-120.0
Engine Coolant Temp	C / F	93.0 / 199.4	93.0 / 199.4
Engine Coolant Temp Volt	Volts	0.8603	0.8603
Engine Coolant #2 Temp	C / F	86.25 / 187.25	86.25 / 187.25
Engine Coolant #2 Voltage	Volts	1.0361	1.0361
Intake Air Temp Deg	C / F	53.25 / 127.85 (5)	42.0 / 107.6 (5)
Intake Air Temp Volt	Volts	2.2974 (5)	2.7422 (5)
Ambient Temp Degrees	C / F	23.25 / 73.85 (5)	23.25 / 73.85 (5)
Ambient Temp Voltage	Volts	1.96 (5)	1.96 (5)
CAT Modeled Temp	C / F	673.0 / 1243.4	475.0 / 887.0
Oil Temp Scaled	C / F	44.0 / 111.2	80 / 176
Oil Temp Volts	Volts	2.6835	1.1731
Oil Pressure Switch	Open/Closed	Closed	Open
Battery Volt	Volts	12.29	14.18
Target Charging Voltage	Volts	14.143	13.97
Generator Duty Cycle	% DC	0.0	43.0 - 57.0
Base Spark	degree / Grad	69.5 / 77.2	73 / 81
Spark Advance	degree / Grad	69.5 / 77.2	48 / 53
Knock Sensor 1 Volts	Volts	0.0 - 1.8	1.10 - 1.88
ESIM Switch Closed	Yes/No	No	Yes
Fuel Level Sensor Voltage	Volts	0.57 (6)	0.57 (6)
Fuel Level Percent	%	99 (6)	99 (6)
Fuel Tank Vapor Volume	Gallon / Liters	5.5 / 20.82 (7)	5.5 / 20.82 (7)
Fuel Tank Size	Gallon / Liters	Varies (8)	Varies (8)
PCM Odometer	miles / km	Varies	Varies
Vehicle Speed	MPH / km/hr	0.0	0.0
Actual CVT Ratio	—	2.25	2.25
Crank Sync State	—	Out of Sync	In Sync
Cam System Fault and in Limp-Home	True/False	False	False
Crank System Fault and in Limp-Home Mode	True/False	False	False
Brake Switch 1	—	Released	Released
Brake Switch 2	—	Released	Released
Clutch Switch	—	Released	Released
Clutch Upstop Switch Filtered Switch State	—	Off	Off

AC Hi-Side Pressure	psi / bar	89.08 / 6.14	89.08 / 6.14
AC Hi-Side Voltage	Volts	0.8	0.8
A/C Select Switch	—	Off	Off
AC Select Switch Input Pin State	—	Low	Low
AC Request Switch Input Pin State	—	Low	Low
AC Compressor DC	%	0.0	0.0
ASD Relay Sense	—	Low	Low
Fuel Pump Relay	—	Off	On
Ignition Start Switch Sense	—	Low	Low
Ignition Run Switch Sense	—	High	High
Desired Malfunction Lamp	—	On	Off
ICC Switch State	—	None	None
S/C Switch (#1) Voltage	Volts	4.5263	4.5263
S/C Switch (#2) Voltage	Volts	4.5214	4.5214
S/C Set Speed	MPH / km/hr	0.0	0.0
Des Primary Speed	rpm	0	0
Actual Primary Speed	rpm	38	38
FCV Position	Volts	1.4	1.4
FCV Open Position	Volts	3.9886	3.9886
FCV Closed Position	Volts	1.4371	1.4371
Turbo Boost Valve (9)	psi	0	28
Intake Manifold Pressure (9)	psi	14.3	4.7
Barometric Pressure (Ambient) (9)	psi	14 (1)	14 (1)

Footnotes

1. Value may vary due to altitude and weather.
2. O2 Sensor will toggle from Low to High every few seconds.
3. Pre-catalyst O2 Sensors will toggle from 0.0 volt to 1.0 volt when operating in closed loop.
4. Post-catalyst O2 Sensors should remain near a fixed value.
5. Value may vary due to ambient air temperature.
6. Value will change due to fuel level change. Voltage will increase as available fuel decreases.
7. Will vary due to fuel level and ambient air temperature.
8. Can be different due to vehicle option.
9. SRT4 Only. Values located in EBG Scan Tool Data List.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SCAN TOOL DATA - POWERTRAIN CONTROL MODULE (PCM) (NGC)

The following chart lists data values taken from the Scan Tool Powertrain Control Module (PCM) data list for the NGC controller. The values were taken at key on, engine off and at idle. The data is to be used for reference only.

The following data values were recorded under the following conditions unless otherwise specified:

- No DTCs set
- Engine at operating temperature
- Vehicle in Park or Neutral
- A/C Off
- Speed Control Off
- Accessories Off
- Altitude at 297.2 meters (975 ft) above sea level

Data values may not be applicable for some models. Some data values can vary as much as 20 percent due to the following:

- Vehicle age and wear
- Altitude
- Weather
- Engine, Transmission and other Vehicle Options
- Aftermarket Accessories

There are footnotes located next to some values in the data table to reference specific conditions or additional information. They are listed in detail after the data table.

Scan Tool Data - Powertrain Control Module (PCM) (NGC)			
Data	**Unit**	**Key On, Engine Off**	**Idle**
Current Fuel Shutoff	—	ASD	None
SKIM/VTA Invalid Key Received Fault Posted	True/False	False	False
NGC Should Shut Off Fuel	—	Fuel On	Fuel On
SKIM/VTA Has Completed	True/False	True	True
MAP Vacuum	in Hg	0.06	18.94
MAP Volts	Volts	4.3601 (1)	1.378 (1)
Barometric Pressure	in Hg	29.03 (1)	29.03 (1)
P-Ratio MAP/BARO	PRatio	1.0 (1)	0.3 (1)
Accelerator Pedal Position	%	0.0	0.0
APP 1 Volts	Volts	0.8896	0.8896
APP 2 Volts	Volts	0.4497	0.4497
TPS 1 Minimum Volts	Volts	0.5112	0.5112
TPS 1 Volts	Volts	0.9614	0.6503
TPS 2 Minimum Volts	Volts	4.4933	4.4933
TPS 2 Volts	Volts	4.0504	4.3591
Desired TPS Position	Volts	0.449	0.1391

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Throttle Blade Position	%	9	3
ETC Directional Duty Cycle	%	0.06 - 3.79	-24.5 - -21.19
RPM vs Vehicle Speed Ratio	RPM/MPH	255.0	255.0
Engine Speed	rpm	0	650
Target Idle Speed	rpm	728 - 1088	648
Time from Start Run	second	0	Varies
Time Fuel System in Run Mode	second	0	Varies
Ignition Off Time	minute	Varies	Varies
Engine Runtime	second	0.0	0.0 to 655.3
Purge Duty Cycle	%	0.0	18 - 20
Desired Purge Current	mA	0.0	147.52
Actual Purge Current	mA	-0.977 - 1.954	148 - 153
Purge Airflow	g/s / kg/h	0.0	0.08 / 0.29
Purge Mode	—	Off	Normal Flow
Purge Vapor Ratio	—	0.24	0.14
Purge Adaptive	Ft-Lbs / N*m	-39.32 - 0.0 / -53.31 - 0.0	-4.1 - 0.01 / -5.6 - 0.0
Actual Torque	Ft-Lbs / N*m	-22.06 / -31.0	-1.86 / -2.52
ETC Starter Inhibit	miles / km	Varies	Varies
EGR Sensed Volts	Volts	3.9691	3.9691
EGR Duty Cycle	%	0.0	0.0
EGR Flow	g/s / kg/h	0.0	0.0
Desired EGR Position	inch / mm	0.0	0.0
Actual EGR Position	inch / mm	0.0	0.0
Injector Pulse Width Cylinder 1	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 2	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 3	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 4	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 5	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 6	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 7	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 8	US	0.0	1900 - 2100
Cranking Injector Pulse Width	US	0.0	25504
1/1 O2 Sensor Level	—	Low	Low/High (2)
2/1 O2 Sensor Level	—	Low	Low/High (2)
1/1 O2 Goal (0-1)	Volts	0.0	0.45
2/1 O2 Goal (0-1)	Volts	0.0	0.45

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
1/1 O2 Volts (0-1)	Volts	2.49	0.08 - 0.85 (3)
1/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
1/2 O2 Volts (0-1)	Volts	2.49	0.75
1/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
2/1 O2 Volts (0-1)	Volts	2.49	0.08 - 0.85 (3)
2/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
2/2 O2 Volts (0-1)	Volts	2.49	0.75
2/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
1/1 O2 Fuel Feedback	—	Open	Closed
2/1 O2 Fuel Feedback	—	Open	Closed
1/1 Pulse Width O2 Heater	%	0.0	0.0
2/1 Pulse Width O2 Heater	%	0.0	0.0
1/1 O2 Heater Temp	C / F	256.0 - 677.0 / 492.0 - 1250.0	677.0 / 1250.0
1/2 O2 Heater Temp	C / F	46.0 - 677.0 / 115.0 - 1250.0	677.0 / 1250.0
2/1 O2 Heater Temp	C / F	271.0 - 677.0 / 519.8 - 1250.0	677.0 / 1250.0
2/2 O2 Heater Temp	C / F	51.0 - 677.0 / 124.0 - 1250.0	677.0 / 1250.0
1/1 Short Term ADAP	%	0.0	-3.5 - 0.2
2/1 Short Term ADAP	%	0.0	-3.5 - 1.0
1/1 Long Term ADAP	%	-0.6	-4.7 - -0.6
2/1 Long Term ADAP	%	-0.2	-2.1 - -0.2
Closed Loop Timer	second	9.6	0.0
Current ADAP Cell ID	—	24	24
Engine Coolant Temp	C / F	93.0 / 199.4	93.0 / 199.4
Engine Coolant Temp Volt	Volts	0.8701	0.8701
Intake Air Temp Deg	C / F	29.0 / 84.2 (5)	27.0 / 80.6 (5)
Intake Air Temp Volt	Volts	3.4265 (5)	3.4705 (5)
Ambient Temp	C / F	24.0 / 75.2	24.0 / 75.2
Ambient Temp Voltage	Volts	1.96	1.96
Fuel Level Percent	%	97 (6)	97 (6)
Fuel Tank Vapor Volume	Gallon / Liters	5.125 / 19.4 (7)	5.125 / 19.4 (7)
Fuel Tank Size	Gallon / Liters	Varies	Varies
Fuel Level Sensor #1 Volts	Volts	0.65 (6)	0.65 (6)
CAT Modeled Temp	C / F	-64.0 / -83.2	446.0 / 834.8

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Oil Press Sw	—	Closed	Open
Oil Pressure Sensor PSI	psi	0	34
Oil Pressure Sensor Voltage	Volts	0.53	1.86
Engine Oil Temperature	C / F	89 / 192	89 / 192
Voltage Sense	Volts	12.29	14.32
Target Charging Voltage	Volts	14.143	14.45
Generator Duty Cycle	% DC	0.0	45.0 - 55.0
Mass Airflow	g/s / kg/h	1.0 - 5.0 / 3.6 - 18.0	3.5 - 4.5 / 12.6 - 16.2
Knock Sensor 1 Volts	Volts	0.0	0.14 - 0.25
Knock Sensor 2 Volts	Volts	0.0	0.14 - 0.25
ST Knock Retard	degree / Grad	0.0	0.0
Base Spark	degree / Grad	-55.0 / -61.0	-37.0 / -41.0
Spark Advance	EngineDeg	0.0	7.5 - 12.5
ESIM Switch	Open/Closed	Open	Closed
AC Hi-Side Pressure	psi / kpa	83.3 / 574.3	77.2 / 532.3
AC Hi-Side Voltage	Volts	0.92	0.88
PCM Odometer	miles / km	Varies	Varies
Vehicle Speed	MPH / km/hr	0.0	0.0
Cam Sync State	—	Out of Sync	In Sync
Crank Signal Missing	True/False	False	False
Crank Sync State	—	Out of Sync	In Sync
Crank System Fault and in Limp-Home Mode	True/False	False	False
Cam Crank Difference	degree / Grad	-1.3 - 1.7 / -1.4 - 1.9	-1.2 - 1.9 / -1.3 - 2.1
Brake Switch Filtered Switch State	—	Off	Off
Brake Switch 2 Filtered Switch State	—	Off	Off
Park Neutral Switch Filtered Switch State	—	On	On
Clutch Interlock Switch Filtered Switch State	—	Off	Off
AC Select Switch Filtered Switch State	—	Off	Off
AC Request Switch Filtered Switch State	—	Off	Off
Act AC Clutch Relay	—	Off	Off
AC Output Current	Amps	0.0	0.0
ASD Sense Switch Filtered Switch State	—	Off	On
Desired ASD Relay	—	Off	On
MTV Output State	—	Deenergized	Deenergized

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
MTV PWM Feedback	%	49	49
SRV Output State	—	Deenergized	Deenergized
SRV PWM Feedback	%	49	49
Fuel Pump Relay	—	Off	On
Ignition Start Switch Filtered Switch State	—	Off	Off
Ignition Run/Start Switch Filtered Switch State	—	On	On
Desired Malfunction Lamp	—	On	Off
MDS Has Been Activated	True/False	False	False
MDS in V4 State	True/False	False	False
MDS Status	—	Inactive	Inactive
MDS Transition Status	True/False	False	False
4 to 8 Transition or Torque Reserve Requested	True/False	False	False
MDS Enabling Conditions Have Been Met	True/False	False	False
MDS Solenoid #1 (Cyl #1) Status	—	Inactive	Inactive
MDS Solenoid #2 (Cyl #4) Status	—	Inactive	Inactive
MDS Solenoid #3 (Cyl #6) Status	—	Inactive	Inactive
MDS Solenoid #4 (Cyl #7) Status	—	Inactive	Inactive
VVT Oil Temp	C / F	89 / 192	89 / 192
VVT Oil Pressure	psi / kPa	0	34 / 234
Exhaust Cam 1 Actual Position	EngineDeg	125	124.7
Exhaust Cam 1 Desired Position	EngineDeg	124.9	124.9
S/C Switch Voltage	Volts	5.0	5.0
S/C Switch Voltage 2	Volts	0.0	0.0
Cruise Lamp Status	—	Off	Off
S/C Working Status	—	Off	Off
S/C Denied Status	—	Allowed	Allowed
S/C Disenable Reason	—	Cruise Off Req ETC	Remain Enabled
S/C Disengage Reason	—	Disengage Due To Disenable	Speed Sensor
S/C Switch State 1	—	Open (Switch Not Pressed)	Open (Switch Not Pressed)
S/C Switch State 2	—	Open (Switch Not Pressed)	Open (Switch Not Pressed)
EATX Limp-In Status	—	Not Set	Not Set
Turbine Speed	rpm	0	607-615
Transfer Speed	rpm	0	0
Output Speed	rpm	0	0

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Torque Converter Slip	rpm	0	28-41
Converter Clutch State	—	TCC Unlock	TCC Unlock
Calculate Trans Oil Temp	True/False	False	True
Trans Oil Temperature	C / F	-19.4 / -3.0	40.29 / 104.53
Trans Temperature Voltage	Volts	2.86	2.75
LR Pressure Switch	—	Open	Closed
2-4 Pressure Switch	—	Open	Open
OD Pressure Switch	—	Open	Open
LC Pressure Switch	—	Open	Open
DC Pressure Switch	—	Open	Open
Pressure Switch Error Counter	—	0	0
OD Lockout Switch	—	Open	Open
Autostick Upshift	True/False	False	False
Autostick Downshift	True/False	False	False
Autostick Gear Position	—	No Display	No Display
PRNDL Display	—	Park	Park
T41/C1 Switch	—	Closed	Closed
T42/C2 Switch	—	Closed	Closed
T3/C3 Switch	—	Closed	Closed
T1/C4 Switch	—	Open	Open
Line Pressure Sensor	Volts	0.469	2.265 - 2.325
Actual Line Pressure Sensor 1	psi / kpa	0.0	124.0 - 129.0 / 855.0 - 889.0
Desired Line Pressure	psi / kpa	135.0 / 931.0	135.0 / 931.0
LR Clutch Fill Volume Index	—	35 (8)	35 (8)
LC Clutch Fill Volume Index	—	18 (8)	18 (8)
DC 1-2 Shift Fill Volume Index	—	28 (8)	28 (8)
2-4 or 2C Clutch Fill Volume Index	—	27 (8)	27 (8)
UD Clutch Fill Volume Index	—	25 (8)	25 (8)
OD Clutch Fill Volume Index	—	78 (8)	78 (8)
Present Gear TCC State	—	TCC Released	TCC Released
Present Gear	—	Neutral	Neutral
Target Gear TCC State	—	TCC Released	TCC Released
Target Gear	—	Neutral	Neutral

Footnotes

1. Value may vary due to altitude and weather.

2. O2 Sensor will toggle from Low to High every few seconds.

3. Pre-catalyst O2 Sensors will toggle from 0.0 volt to 1.0 volt when operating in closed loop.

4. Post-catalyst O2 Sensors should remain near a fixed value.

5. Value may vary due to ambient air temperature.

6. Value will change due to fuel level change. Voltage will increase as available fuel decreases.

7. Will vary due to fuel level and ambient air temperature.

8. Can be different due to vehicle option.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Brake Tube Bracket Knuckle Mounting Screw	15	11	133
Brake Flex Hose Trailing Link Mounting Screw	23	17	—
Hub And Bearing Mounting Bolts	61	45	—
Hub Nut	245	181	—
Lower Control Arm Knuckle Mounting Bolt Nut	105	77	—
Lower Control Arm Crossmember Mounting Bolt Nut	105	77	—
Shock Assembly Lower Mounting Bolt Nut	99	73	—
Shock Assembly Upper Mounting Nuts	45	33	—
Shock Rod Nut	30	22	—
Stabilizer Bar Retainer Screws	25	18	—
Stabilizer Link Mounting Nuts	100	74	—
Toe Link Knuckle Mounting Bolt Nut	105	77	—
Toe Link Cam Bolt Nut	95	70	—
Trailing Link Body Mounting Bolts	110	81	—
Trailing Link Knuckle Mounting Bolts	80	59	—
Upper Control Arm Knuckle Mounting Bolt Nut	105	77	—
Upper Control Arm Crossmember Mounting Bolt Nut	105	77	—
Wheel Mounting (Lug) Nuts	135	100	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS			
DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Clockspring Mounting Screw	3	-	27
Curtain Airbag Mounting Screw	9	-	80
Curtain Airbag Mounting Nut	9	-	80
Driver Airbag Mounting Screw	5.5	-	50
Electronic Pedestrian Protection Actuator Screw	7.9	-	70
Electronic Pedestrian Protection Module Mounting Bracket Nuts	8	-	71
Front and Side Impact Sensor (Acceleration Type) Mounting Screw	9	-	80
Front Door Side Impact Sensor (Pressure Type) Mounting Screws	2.4	-	21
Electronic Pedestrian Protection Impact Sensor Mounting Nut	8	-	70
Electronic Pedestrian Protection Safing Sensor Mounting Nut	8	-	70
Occupant Restraint Controller Mounting Screws	12.5	9	-
Passenger Airbag Mounting Nut	8	-	70
Passenger Airbag Stud Strap Mounting Nut	8	-	70
Seat Airbag Mounting Nut	10	-	88
Front Seat Belt Buckle Lower Anchor Mounting Screw	39	29	-
Second Row Seat Belt Buckle Lower Anchor Mounting Screw	39	29	-
Third Row Seat Belt Buckle Lower Anchor Mounting Screw	90	66	-
Front Seat Belt Retractor Mounting Screw	58	43	-
Front Seat Belt Turning Loop Mounting Screw	37	27	-
Front Seat Belt Lower Anchor Mounting Screw	51	38	-
Second Row Center Seat Belt Retractor Mounting Screw	39	29	-
Second Row Center Seat Belt Lower Anchor Mounting Screw	39	29	-
Second Row Outboard Seat Belt Retractor Mounting Screw	58	43	-
Second Row Outboard Seat Belt Turning Loop Mounting Screw	43	32	-
Second Row Outboard Seat Belt Lower Anchor Mounting Screw	58	43	-
Third Row Seat Belt Retractor Lower Mounting Screw	58	43	-
Third Row Seat Belt Retractor Upper Mounting Screw	10	7	-
Third Row Seat Belt Turning Loop Mounting Screw	43	32	-
Third Row Seat Belt Lower Anchor Mounting Screw	90	66	-
Third Row Seat Belt Turning Loop Bracket Mounting Screws	22	16	-

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Turning Loop Height Adjuster Mounting Screw	58	43	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Intermediate Shaft Coupling Bolt	42	31	—
SCCM Mounting Screws	3	—	27
Steering Column Mounting Bolt	28	21	250
Steering Column Mounting Nuts	28	21	250
Steering Wheel Retaining Bolt	50	37	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Gear Heat Shield Screws	6	—	53
Gear Mounting Bolts	115	85	—
Hose Routing Clamp Screws to Crossmember	8	6	71
Hose Tube Nut at Gear - Pressure	32	24	—
Hose Tube Nut at Gear - Return	32	24	—
Hose Tube Nut at Pump	32	24	—
Intermediate Shaft Coupling Bolt	42	31	—
Pump Mounting Bolts - 4-Cylinder Gas Engine	26	19	230
Pump Mounting Bolts - All except 4-Cylinder Gas Engine	30	22	—
Pressure Hose Routing Clamp Bolt to Engine Mount	24	18	212
Pressure/Return Hose Routing Clamp Screws to Crossmember	8	6	71
Reservoir Mounting Screw	12	9	106
Return Hose Routing Clamp Screw to Frame Rail	8	6	71
Suspension Crossmember Mounting Bolts	150	110	—
Tie Rod End Knuckle Nut	65	48	—
Tie Rod Jam Nut	75	55	—
Pump Mounting Bolts -2.0L	20	15	—
Pump Mounting Bolts -2.4L 25mm Bolts	20	15	—
Pump Mounting Bolts -2.4L 90 mm Bolts	26	19	
Pump Mounting Bolts -3.6L	20	15	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N-m	Ft. Lbs.	In. Lbs.
Spare Tire Winch Mounting Nuts	7	5	62
Spare Tire Winch Mounting Screw	7	5	62

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

BASE WHEEL

DESCRIPTION	SPECIFICATION
Wheel Mounting (Lug) Nut Hex Size	19 mm
Wheel Mounting Stud Size	M12 x 1.5 mm

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
TPM Sensor Nut	8	—	71
TPM Transponder Mounting Nut	3	—	26
Valve Core	0.5	—	4
Wheel Mounting (Lug) Nut	135	100	—

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

CLUTCH SPECIFICATIONS

DESCRIPTION	MILLIMETERS	INCHES
Low/Reverse Clutch Pack Clearance	0.89 -1.47	0.035 -0.058
Reverse Clutch	0.76 - 1.245	0.030 - 0.049
Overdrive Clutch	0.491 - 2.345	0.019 -.092
Underdrive Clutch	0.91 - 1.47	0.036 - 0.058
2/4 Clutch Clearance	0.76 - 2.64	0.030 - 0.104
Input Shaft End Play	0.13 - 0.635	0.005 to 0.025
Low Clutch Clearance	0.48 - 0.76	0.019 -0 .030
Direct Clutch Pack Clearance	0.95 - 1.41	0.037 - 0.056

GEAR TRAIN MEASUREMENTS

DESCRIPTION	MILLIMETERS	INCHES
Front Sun Gear Bushings	29.55 - 29.60	1.163 -1.165
Rear Carrier Bushing	29.75 - 30.00	1.171 - 1.181
Overdrive Hub / Shaft Bushing	21.52 - 21.58	0.847 - 0.850
Oil Pump Reaction Support Sleeve	45.27 - 45.31	1.782 - 1.784
Oil Pump Outer Gear to Pump Pocket	0.089–0.202	0.0035-0.0079
Oil Pump Outer Gear to Crescent	0.060-0.298	0.0023 - 0.0117
Oil Pump Inner Gear to Crescent	0.093 - 0.385	0.0036 - 0.0151
Oil Pump Between Both Gear end Faces and the Reaction Shaft Support	0.020-0.046	0.0008-0.0018
Front / Rear Carrier Pinion end Play	0.15 - 0.61	0.006 - 0.024
Torque Converter Hub Bushing	38.019 - 38.11	1.499 - 1.501
Output Carrier Pinion End Play	0.15 - 0.76	0.006 - 0.030
Direct Clutch Retainer Bushing	39.71 - 39.75	1.563 - 1.565
Low Clutch Retainer Bushing (Steel)	28.22 - 28.26	1.111 - 1.113
Low Clutch Retainer Bushing (Brass)	30.01 - 30.03	1.181 - 1.182

TURNING TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Output Shaft Gear Drag Torque	0.4 - 1.0	-	3 - 8
Final Drive Remote Pinion Drag Torque	0.2 - 1.0	-	2 - 8

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Differential Turning Torque	1.0 - 2.5	-	10 - 22

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolt, Output Transfer Gear	271	200	-
Screws, Low/reverse Piston Retainer-to-Case	5	-	45
Bolts, Oil Pump-to-Case	30	22	-
Bolts, Reaction Shaft-to-Pump Housing	27	20	-
Bolts, Stirrup Strap	23	17	-
Bolts, Differential Cover	61	45	-
Bolts, Differential Output Bearing Cover	12	9	-
Bolts, Remote Pinion Cover	16	12	-
Bolts, Compounder Bearing Retainer	12	9	-
Nut, Transfer Gear (underdrive compounder side)	271	200	-
Bolts, Transfer Gear Cover-to-Case	12	9	-
Pipe Plug, Park Pawl	27	20	-
Set Screw, Park Pawl Shaft	1	-	10
Set Screw, Manual Lever	1	-	10
Bolts, Valve Body	7	-	50
Bolt, Detente Spring	7	-	50
Bolts, Valve Body Oil Pan	12	9	-
Nuts, Fluid Filter Mounting	5	-	40
Bolts, Fluid Filter Oil Pan	12	9	-
Bolts, Speed Sensors	12	-	105
Bolts, Transaxle-to-Engine	70	52	-
Bolts, Torque Converter-to-Driveplate	60	44	-
Bolt, Torque Converter Dust Shield	10	-	89
Bolts, Exhaust Stand Off Bracket	95	70	-
Bolts, Engine Front Mount/Bracket	67	50	-
Fitting, Power Steering Hoses to Steering Gear	31	23	-
Bolts, Torque Strut	54	40	-
Nuts, Link-to-Strut	88	65	-
Bolt, Crankshaft Position Sensor	12	9	-
Bolts, Valve Body Transfer Plate	6	-	50
Bolt, Line Pressure Solenoid (VSF)	6	-	50
Bolt, Line Pressure Solenoid	6	-	50
Bolts, Line Pressure Sensor	6	-	50
Bolts, Clamp Plate	6	-	50

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts, Ring Gear-to-Case	95	70	-
Bolts, Cradle-to-body	162	120	-
Nuts, Rear Mount-to-Cradle	54	40	-
Bolt, Ground cable	10	-	89
Bolt, Power Steering Line	10	-	89

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolt, PTU-to-Transaxle Lower	22	16	-
Bolts, Oil Pan-to-Transaxle	54	40	-
Bolt, PTU-to-Transaxle Upper	54	40	-
Bolt, Mount/Bracket-to-PTU	54	40	-
Bolt, PTU cover-to housing	28	20	-
Bolt, PTU cover-to housing	28	20	-
Nut, PTU Output Flange	235	173	-
Plug, PTU Drain/Fill	35	26	-

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

A/C REFRIGERANT

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

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

The A/C refrigerant system is filled-for-life at the factory and requires no regular maintenance. Although not required at specific intervals, the charge level should be checked if system performance deteriorates or if a noise or leak is suspected (Refer to 24 - Heating and Air Conditioning - Diagnosis and Testing) .

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

BRAKE FLUID

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

CAUTION:

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

CAUTION:

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ENGINE COOLANT

WARNING:

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

CAUTION:

Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant (antifreeze), may result in engine damage and may decrease corrosion protection. Organic Additive Technology (OAT) engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze). If a non-OAT engine coolant (antifreeze) is introduced into the cooling system in an emergency, it should be replaced with the specified engine coolant (antifreeze) as soon as possible.

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

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

COOLANT PERFORMANCE

The required ethylene-glycol and water mixture depends upon climate and vehicle operating conditions. The coolant performance of various mixtures follows:

Pure Water- Water can absorb more heat than a mixture of water and ethylene-glycol. This is for purpose of heat transfer only. Water also freezes at a higher temperature and allows corrosion.

100 percent Ethylene-Glycol - The corrosion inhibiting additives in ethylene-glycol need the presence of water to dissolve. Without water, additives form deposits in system. These act as insulation causing temperature to rise to as high as 149°C (300°F). This temperature is hot enough to melt plastic. The increased temperature can result in sever engine damage. In addition, 100 percent ethylene-glycol freezes at -22°C (-8°F).

50/50 Ethylene-Glycol and Water - Is the recommended mixture, it provides protection against freezing to -37°C (-34°F). The antifreeze concentration **must always** be a minimum of 44 percent, year-round in all climates. If percentage is lower, engine parts may be eroded by cavitation. Maximum protection against freezing is provided with a 68 percent antifreeze concentration, which prevents freezing down to -67.7°C (-90°F). A higher percentage will freeze at a warmer temperature. Also, a higher percentage of antifreeze can cause the engine to overheat because specific heat of antifreeze is lower than that of water.

OAT coolant is purple in color. It cannot be mixed with other types of coolant including Chrysler's existing HOAT coolant and only should only be mixed with approved OAT coolant of the same color. Maintenance of the cooling system is not required unless a repair has been made with loss of coolant or the coolant has been contaminated.

CAUTION:

Richer antifreeze mixtures cannot be measured with normal field equipment and can cause problems associated with 100 percent ethylene-glycol.

CAUTION:

Do not use coolant additives that are claimed to improve engine cooling.

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ENGINE OIL - DIESEL ENGINES

WARNING:

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

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

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

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

API SERVICE GRADE CERTIFIED

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

SAE VISCOSITY GRADE

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

The viscosity grade is listed in the vehicle quick reference specifications (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids/Specifications)

DISPOSING OF USED ENGINE OIL

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

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

ENGINE OIL

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

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

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

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

API CERTIFICATION AND LICENSE SYMBOL

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

9400-9

SAE VISCOSITY

Engine oils are designed to improve low temperature starting and vehicle fuel economy. Refer to the engine oil filler cap for the preferred engine oil viscosity grade for each vehicle. The viscosity grade is also listed in the vehicle quick reference specifications (Refer to 04 - Vehicle Quick Reference/Capacities and Recommended Fluids/Specifications) . SAE viscosity grades are used to specify the correct viscosity oil for an engine. Use only Multi-Viscosity oils. These are specified with a dual SAE viscosity grade which indicates the cold (5W) to hot (20, 30) temperature performance range of the oil.

ACEA CATEGORIES

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

CONTAINER IDENTIFICATION

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

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

9400-9

SYNTHETIC ENGINE OILS

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

describes your driving type.

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FLUID TYPES

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

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

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

API QUALITY CLASSIFICATION

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

9400-9

GEAR LUBRICANTS

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FUEL REQUIREMENTS

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

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

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

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

REFORMULATED GASOLINE

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

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

GASOLINE/OXYGENATE BLENDS

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

CAUTION:

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

MMT IN GASOLINE

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

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

SULFUR IN GASOLINE

If you live in the northeast United States, your vehicle may have been designed to meet California low emission standards with Cleaner-Burning California reformulated gasoline with low sulfur. If such fuels are not available in states adopting California emission standards, your vehicles will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be adversely affected. Gasoline sold outside of California is permitted to have higher sulfur levels which may affect the performance of the vehicle's catalytic converter. This may cause the Malfunction Indicator Lamp (MIL), Check Engine or Service Engine Soon light to illuminate. Chrysler recommends that you try a different brand of unleaded gasoline having lower sulfur to determine if the problem is fuel related prior to returning your vehicle to an authorized dealer for service.

CAUTION:

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

MATERIALS ADDED TO FUEL

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

FUEL SYSTEM CAUTIONS

CAUTION:

Follow these guidelines to maintain your vehicle's performance:

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

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

LUBRICANT RECOMMENDATIONS

CHASSIS

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

BODY

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

POWER STEERING FLUID

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

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

The power steering system is filled-for-life at the factory and requires no regular maintenance. Although not required at specific intervals, the fluid level may be checked periodically. Check the fluid level anytime there is a system noise or fluid leak suspected. (Refer to 19 - Steering/Pump/FLUID - Standard Procedure)

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

FLUIDS, LUBRICANTS AND GENUINE PARTS

ENGINE

Description	Type	Part Number	Capacities	
			U.S.	Metric
Cooling System				
♦ Engine Coolant (2.0L Engines with Single or Dual-Zone Climate Control System)	MOPAR® PARAFLU Antifreeze/Coolant 10 Year 150,000 Mile Formula OAT (Organic Additive Technology)	MS-12106	7.7 Quarts	7.3 Liters
♦ Engine Coolant (2.4L Engine with Single or Dual-Zone Climate Control System)	MOPAR® Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT (Organic Additive Technology) meeting the requirements of Chrysler Material Standard MS-12106	1 Gallon - 68163848AA (concentrate) 68163849AA (50/50)	10.7 Quarts	10.1 Liters
♦ Engine Coolant (2.4L Engine with Three-Zone Climate Control System)			11.6 Quarts	11.0 Liters
♦ Engine Coolant (3.6L Engines with Single or Dual-Zone Climate Control System)	MOPAR® Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT (Organic Additive Technology) meeting the requirements of Chrysler Material Standard MS-12106	1 Gallon - 68163848AA (concentrate) 68163849AA (50/50)	13.1 Quarts	12.4 Liters
♦ Engine Coolant (3.6L Engine with Three-Zone Climate Control System)			14.5 Quarts	13.7 Liters
Engine Oil with Filter				
♦♦ Engine Oil (2.0L Diesel Engine)	MOBIL 1® SAE 5W-30 Low Ash Fully Synthetic oil, meeting the requirements of ACEA C2	1 Quart - 05166241AA	5.5 Quarts	5.2 Liters
♦♦ Engine Oil (2.4L Engine)	MOPAR® API Certified SAE 5W-20 engine oil, meeting the requirements of Chrysler Group LLC Material Standard MS-6395.	1 Quart - 04761872PA	4.5 Quarts	4.26 Liters
		5 Quarts- 04761851PA		
♦♦ Engine Oil (3.6L Engine)	MOPAR® API Certified SAE 5W-20 engine oil, meeting the requirements of Chrysler Group LLC Material Standard MS-6395.	1 Quart - 04761872PA	6 Quarts	5.6 Liters
		5 Quarts- 04761851PA		
Engine Oil Filter (2.0L Diesel Engine)	MOPAR® Engine Oil Filter	68096455AA	N/A	N/A
Engine Oil Filter (2.4L Engine)	MOPAR® Engine Oil Filter	4892339AA	N/A	N/A
Engine Oil Filter (3.6L Engine)	MOPAR® Engine Oil Filter Kit	68191349AA	N/A	N/A

Description	Type	Part Number	Capacities	
			U.S.	Metric
Fuel (approximate)				
Fuel Selection (2.4L and 3.6L Engine)	87 Octane or higher Unleaded	N/A	FWD - 20.5 Gallons AWD - 21.1 Gallons	FWD - 77.6 Liters AWD - 79.8 Liters
Fuel Selection (2.0L Diesel Engines)	Use only the best quality fuel with a calculated Cetane Index of 50 or higher. In addition, the manufacturer recommends using diesel fuel with a sulfur content of **less than or equal to 15 ppm.**	N/A	20.5 Gallons	77.6 Liters
A/C Refrigerant System				
Refrigerant	R-134a	82300101AB	22 Ounces - Single 32 Ounces - Dual	0.624 Kilograms - Single 0.907 Kilograms - Dual

♦ System fill capacity includes heater and coolant recovery bottle filled to MAX level.

♦♦ For countries that use the ACEA European Oil Categories for Service Fill Oils, use the recommended engine oil that meets the requirements of ACEA C3, and approved to MB 229.31 or MB 229.51 only. SAE 5W-30 engine oil approved to MB 229.31 or MB 229.51 may be used when SAE 5W-20 engine oil is not available.

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

SPARK PLUGS

Description	Type	Part Number	Gap	
			U.S.	Metric
Spark Plugs (2.4L Engine)	NGK® Nickel	04606823AB (ZFR5F-11)	0.043 in	1.10 mm
Spark Plugs (3.6L Engine)	Champion®	SP149125AD (RER8ZWYCB4)	0.043 in	1.10 mm

TRANSMISSION

Description	Type	Part Number	Capacities	
			U.S.	Metric
Automatic				
40TE/41TE - Service Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA 1 Gallon - 05013458AA	4.0 Quarts	3.8 Liters
♦ 40TE/41TE- Overhaul Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA 1 Gallon - 05191185AA	9.2 Quarts	8.7 Liters
62TE - Service Fill	MOPAR® ATF+4 Automatic	1 Quart - 05013457AA	5.5 Quarts	5.2 Liters

Description	Type	Part Number	Capacities	
			U.S.	Metric
	Transmission Fluid	1 Gallon - 05191185AA		
♦ 62TE - Overhaul Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA 1 Gallon - 05191185AA	9.0 Quarts	8.5 Liters
Manual				
C635 - Service Fill	Castrol BOT - 350	1 Quart - 68092630AA 1 Gallon - 68092636AA	1.8 Quarts	1.7 Liters

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

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

TRANSFER CASE

Description	Type	Part Number	Capacities	
			U.S.	Metric
♦ Power Transfer Unit	MOPAR® Synthetic Gear & Axle Lubricant SAE 75W-90	1 Quart - 05010320AA	1.7 Pints	0.8 Liters
♦ Approximate dry fill or fill to bottom edge of fill plug hole.				
CAUTION: **Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.**				

CHASSIS

Description	Type	Part Number	Capacities	
			U.S.	Metric
Axles (Rear)				
♦ Rear Driveline Module	MOPAR® Gear & Axle Lubricant SAE 75W-90	1 Quart - 04874468	16.2 Ounces	0.6 Liters
Chassis Systems				
♦♦ Brake Master Cylinder	MOPAR® Brake Fluid DOT 3, SAE J1703.	12 oz. Bottle - 04318080AB	N/A	N/A
♦♦ Brake/Clutch Master Cylinder		32 oz. Bottle - 04318081AB		
♦♦♦ Power Steering Reservoir	MOPAR® Power Steering Fluid +4	1 Quart - 05013457AA	N/A	N/A
♦ Approximate dry fill or fill to bottom edge of fill plug hole.				
♦♦ If MOPAR® Brake Fluid DOT 3 is not available, then MOPAR® Brake and Clutch Fluid DOT 4 (P/N 04549625AC), is acceptable.				
♦♦♦ If MOPAR® Power Steering Fluid +4 is not available, then MOPAR® ATF +4 Automatic Transmission Fluid (P/N 05166226AA), is acceptable.				

Description	Type	Part Number	Capacities	
			U.S.	Metric

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

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS			
DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Front Wiper Arm Mounting Nuts	24	18	-
Rear Wiper Arm Mounting Nut	9	-	80
Front Wiper Module Mounting Screws	10	-	90
Front Wiper Motor Mounting Screws	9	-	80
Rear Wiper Motor Bracket Mounting Screws	3	-	44

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SPECIFICATIONS

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts, Caliper Adapter to Knuckle	169	125	-
Nut, Hub	160	118	-
Nuts, Front Wheel Lug	135	100	-
Nut, Tie Rod End to Knuckle	75	55	-
Nut, Strut Clevis to Knuckle	88 +90°	65 +90°	-
Bolts, Heat shield	14	-	124
Bolts, Strut Damper to Steering Knuckle	88	65	-
Bolts, Disc Brake Caliper Adapter	169	125	-
10 mm Bolts, Intermediate Bearing to block	54	39	-

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

BATTERY

The battery Group Size number, the Cold Cranking Amperage (CCA) rating, and the Reserve Capacity (RC) rating or Ampere-Hours (AH) rating can be found on the original equipment battery label. Be certain that a replacement battery has the correct Group Size number, as well as CCA, and RC or AH ratings that equal or exceed the original equipment specification for the vehicle being serviced. Battery sizes and ratings are discussed in more detail below.

NOTE: Vehicles equipped with a diesel engine utilize a unique battery. The specifications for this battery may differ from the standards shown here. Refer to the battery manufacturer for detailed specifications.

- **Group Size** - The outside dimensions and terminal placement of the battery conform to standards established by the Battery Council International (BCI). Each battery is assigned a BCI Group Size number to help identify a correctly-sized replacement.
- **Cold Cranking Amperage** - The Cold Cranking Amperage (CCA) rating specifies how much current (in amperes) the battery can deliver for thirty seconds at -18° C (0° F). Terminal voltage must not fall below 7.2 volts during or after the thirty second discharge period. The CCA required is generally higher as engine displacement increases, depending also upon the starter current draw requirements.
- **Reserve Capacity** - The Reserve Capacity (RC) rating specifies the time (in minutes) it takes for battery terminal voltage to fall below 10.5 volts, at a discharge rate of 25 amperes. RC is determined with the battery fully-charged at 26.7° C (80° F). This rating estimates how long the battery might last after a charging system failure, under minimum electrical load.
- **Ampere-Hours** - The Ampere-Hours (AH) rating specifies the current (in amperes) that a battery can deliver steadily for twenty hours, with the voltage in the battery not falling below 10.5 volts. This rating is also sometimes identified as the twenty-hour discharge rating.
- **Load Test Amperage** - The Load Test Amperage rating specifies the current (in amperes) that a battery should be tested at with the battery load test equipment. This value should always be 50 percent of the CCA. For example: if the CCA for this battery is 700 amps, the Load Test Amperage is 50 percent of that or 350 amps.

BATTERY CLASSIFICATIONS AND RATINGS

BCI Group Size Classification	Cold Cranking Amperage	Reserve Capacity	Ampere - Hours	Load Test Amperage
34	700	120 Minutes	66	350
86	525	150 Minutes	75	265

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Battery Terminal Clamp Pinch-Bolt Hex Nut	5	-	45
Negative Battery Cable Remote Terminal Nut	16.5	-	145
Positive Battery Cable Remote Terminal Nut	16.5	-	145
Battery Hold Down Bolt	16	-	142
Starter Solenoid B(+) Terminal Stud Nut	13	-	115
Battery Negative Cable Ground Eyelet Terminal To Engine Block Bolt	16.5	-	145
Totally Integrated Power Module B(+) Terminal Stud Nut	10	-	90
Battery Tray Support Bolt	16	-	142
Battery Tray Bolt	16	-	142

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

GENERATOR

MANUFACTURER	ENGINE	NOMINAL RATING	MINIMUM OUTPUT (AMPS) (@ SPECIFIED TEST CONDITIONS)
BOSCH	2.0L Diesel	150A	100A
BOSCH	2.0L Diesel	200A	150A
MITSUBISHI ELECTRIC	2.4L	160A	110A
DENSO	2.7, 3.5L	140A	90A
DENSO	2.7, 3.5L	160A	110A
TEST CONDITIONS			
1. Engine RPM : 2500 RPM (ENGINE HOT)			
2. Voltage Output : 13.0 – 16.0 V			

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Battery Terminal Nut	4.5	—	40
Generator B+ Nut	10	—	88.5
Generator Mounting Bolt - 2.4L	61	45	—
Generator Mounting Bolt - 2.7L	27	20	—
Generator Mounting Bolt - 3.5L	42	31	—
Lower Idler Pulley Bolt - 2.4L	50	37	—

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

STARTER MOTOR

Engine Application	Power Rating	**Cranking Amperage Draw Test**
2.4L	1.2 Kilowatt / 1.6 Horsepower	150 - 280 Amperes
2.7L	1.2 Kilowatt / 1.6 Horsepower	100 - 300 Amperes
3.5L	1.2 Kilowatt / 1.6 Horsepower	100 - 300 Amperes
* Test at operating temperature. Cold engine, tight (new) engine, or heavy oil will increase starter amperage draw. **The starter is equipped with permanent magnets. Never strike the starter case to attempt to loosen a sticking/stuck armature as permanent magnets may crack or break.		

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Engine Anti-Roll to Fore/Aft Crossmenber Bolt	47	35	—
Engine Anti-Roll Mount Bolts	50	37	—
Engine Anti-Roll Mount Thru Bolt	47	35	—
Fore/Aft Crossmenber Front Bolts	55	40.5	—
Fore/Aft Crossmenber Rear Bolts	50	37	—
Negative Battery Cable Nut	4.5	—	40
Remote Start Antenna Mounting Screws	2.5	—	22
Starter Mounting Bolts	54	40	—
Starter Solenoid Battery Nut	10	—	90
Torque Reaction Bracket Bolts	54	40	—

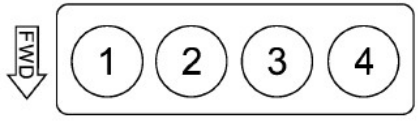
2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

FIRING ORDER

2.4L

The firing order is 1–3–4–2.

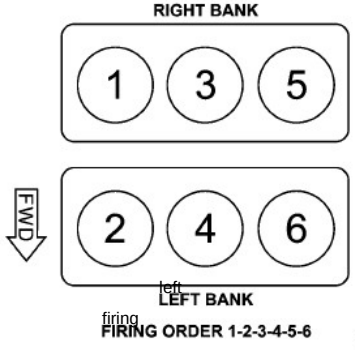


FIRING ORDER 1-3-4-2

81d1aa54

2.7, 3.5L

The firing order is 1–2–3–4–5–6.



FIRING ORDER 1-2-3-4-5-6

81d1aa87

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

IGNITION RESISTANCE

IGNITION COIL RESISTANCE

MANUFACTURER	Engine	Primary Resistance at 21°C-27°C (70°F-80°F)	Secondary Resistance at 21°C-27°C (70°F-80°F)
Diamond Electric Mfg. Corporation	2.4L, 2.7L, 3.5L	0.495 to 0.605 ohms	5.13K to 6.27K ohms

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SPARK PLUG

Engine	Spark Plug	Electrode Gap	Thread Size
2.4L* (with PZEV)	ZFR5AP	0.8 mm (0.031 in.)	M14 X 1.25
2.4L (without PZEV)	ZFR5F-11	1.1 mm (0.043 in.)	M14 X 1.25
2.7L	TE10PMC5	1.27 mm (0.050 in.)	M14 X 1.25
3.5L	ZFR5LP-13G	1.27 mm (0.050 in.)	M14 X 1.25
*Partial Zero Emission Vehicle			

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
2.4 Camshaft Sensor Screw	9	—	79.5
2.7, 3.5L Camshaft Sensor Screw	12	—	106
2.4L Ignition Coil Bolts	9	—	79.5
2.7L Ignition Coil Bolts	7.5	—	65
2.4L Spark Plugs	27	20	—
2.7L Spark Plugs	18	13	—
3.5L Spark Plugs	27	20	—
Knock Sensor 2.4, 2.7L	10	7	—
Knock Sensor 3.5L	20	15	—
Ignition Coil Capacitor Bolt 2.4, 2.7L	10	—	88.5
Ignition Coil Capacitor Bolt 3.5L	28	20.5	—
Transmission Mounting Bolt	61	45	—

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Tube to Exhaust Manifold Bolts	31	23	275
Tube to EGR valve Bolts	11	-	95
EGR Valve to Cyl. Head Bolts	31	23	275

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

2.7L ENGINE

GENERAL SPECIFICATIONS

DESCRIPTION	SPECIFICATION	
Type	60° DOHC V-6 24-Valve	
Compression Ratio	9.67:1	
Lead Cylinder	#1 Right Bank	
Firing Order	1-2-3-4-5-6	
	Metric	**Standard**
Displacement	2.7 Liters	167 Cubic Inches
Bore AND Stroke	86.0 x 78.5 mm	3.386 in. x 3.091 in.

CYLINDER BLOCK

Description	Specification	
	Metric	Standard
Cylinder Bore Diameter	86.0 mm ±0.0076	3.3859 in. ±0.0003
Out of Round (Max.)	0.076 mm	0.003 in.
Taper (Max.)	0.051 mm	0.002 in.

PISTONS

Description	Specification	
	Metric	Standard
Material	Aluminum Alloy	
Piston Diameter	85.983 mm ±0.019	3.3851 in. ±0.0017
Clearance at Size Location	- 0.0096 to +0.0436 mm	- 0.0003 to +0.0016 in.
Piston Weight	316-326 grams	11.1466-11.4994 oz.
Piston Ring Groove Diameter—No. 1	77.8-78 mm	3.063-3.070 in.
Piston Ring Groove Diameter—No. 2	75.9-76.1 mm	2.988-2.996 in.
Piston Ring Groove Diameter—No. 3	76.5-76.7 mm	3.011-3.019 in.

PISTON PINS

Description	Specification	
	Metric	Standard
Type	Full Floating	
Pin Diameter	21.997-22.000 mm	0.8661-0.8662 in.
Clearance in Piston	0.005–0.013 mm	0.0002-0.0005 in.
Clearance in Rod	0.007–0.018 mm	0.0003-0.0008 in.

PISTON RINGS

Description	Specification	
	Metric	Standard
Ring Gap-Top Compression Ring	0.20-0.36 mm	0.008-0.014 in.
Ring Gap-2nd Compression Ring	0.37-0.63 mm	0.0146-0.0249 in.
Ring Gap-Oil Control (Steel Rails)	0.25-0.76 mm	0.010-0.030 in.

PISTON RING SIDE CLEARANCE

Description	Specification	
	Metric	Standard
Compression Ring-Top	0.035-0.083 mm	0.0013-0.0032 in.
Compression Ring-Second	0.040-0.080 mm	0.0016-0.0031 in.
Oil Ring (Steel Rails)	0.058-0.204 mm	0.0022-0.0080 in.

PISTON RING WIDTH

Description	Specification	
	Metric	Standard
Compresion Rings-Top and Second	1.47-1.49 mm	0.0579-0.0587 in.
Oil Ring (Steel Rails	0.445-0.470 mm	0.0176-0.0186 in.

CONNECTING RODS

Description	Specification	
	Metric	Standard
Bearing Clearance	0.024-0.064 mm	0.001-0.0026 in.
Side Clearance	0.13-0.38 mm	0.0052-0.015 in.
Side Clearance (Max.)	0.4318 mm	0.017 in.
Piston Pin Bore Diameter	22.007-22.015 mm	0.8665-0.8668 in.
Bearing Bore Out of Round (Max.)	0.004 mm	0.0002 in.
Total Weight (Less Bearing)	529.9 ±7 grams	18.6917 ±0.247 oz.

CRANKSHAFT MAIN BEARING JOURNALS

Description	Specification	
	Metric	Standard
Diameter	63.49–63.51 mm	2.4997–2.5004 in.
Bearing Clearance	0.035–0.053 mm	0.0014–0.0021 in.
Bearing Clearance (Max.)	0.087 mm	0.0034 in.
Out of Round (Max.)	0.015 mm	0.0006 in.
Taper (Max.)	0.015 mm	0.0006 in.
End Play	0.0475–0.2725 mm	0.0019–0.0108 in.
End Play (Max.)	0.43 mm	0.017 in.

CONNECTING ROD JOURNALS

Description	Specification	
	Metric	Standard
Diameter	53.51-53.49 mm	2.1067-2.106 in.
Bearing Clearance	0.024-0.064 mm	0.001-0.0026 in.
Out of Round (Max.)	0.015 mm	0.0006 in.
Taper (Max.)	0.015 mm	0.0006 in.

CAMSHAFT

Description	Specification	
	Metric	Standard
Bore Diameter	24.050-24.071 mm	0.9469-0.09476 in.
Bearing Journal Diameter	24.000-23.981	0.9449-0.9441 in.
Bearing Clearance	0.05-0.09 mm	0.0020-0.0035 in.
Bearing Clearance (Max.)	0.13 mm	0.0051 in.
End Play	0.13 mm	0.0051-0.0110 in.

VALVE TIMING-INTAKE VALVES

Description	Specification
Opens (ATDC)	2°
Closes (ABDC)	44°
Duration	222°

VALVE TIMING-EXHAUST VALVES

Description	Specification
Opens (BBDC)	36°
Closes (ATDC)	4°
Duration	220°
Valve Overlap	2°

CYLINDER HEAD

Description	Specification	
	metric	Standard
Gasket Thickness (Compressed)	1.50 mm ±0.05	0.0591 in. ±0.002 in.
Valve Seat Angle	45°–45.5°	
Valve Seat Runout (Max.)	0.05 mm	0.002 in.
Intake Valve Seat Width	1.00-1.5 mm	0.0394-0.0591 in.
Exhaust Valve Seat Width	1.25-1.75 mm	0.0492-0.0689 in.
Guide Bore Diameter (Std.)	5.975-6.00 mm	0.2353-0.2363 in.
Valve Guide Height*—Intake AND Exhaust	13.25-13.75 mm	0.5217-0.5414 in.
*Measured from cylinder head surface to top of guide		

VALVES

Description	Specification	
	Metric	Standard
Face Angle	44.5°-45.5°	
Head Diameter-Intake	33.67-33.93	1.3256-1.3358 in.
Head Diameter-Exhaust	27.67-27.93 mm	1.0894-1.1000 in.
Length-Intake (Overall)	107.89-108.39 mm	4.2476-4.2673 in.
Length-Exhaust (Overall)	105.88-106.38 mm	4.1685-4.1882 in.
Stem Diameter-Intake	5.934-5.952 mm	0.2337-0.2344 in.
Stem Diameter-Exhaust	5.906-5.924 mm	0.2326-0.2333 in.
Stem-to-Guide Clearance-Intake (New)	0.023-0.066 mm	0.0009-0.0026 in.
Stem-to-Guide Clearance-Exhaust (New)	0.051-0.094 mm	0.002-0.0037 in.
Stem-to-Guide Clearance-Intake (Max., Rocking Method)	0.29 mm	0.0114 in.
Stem-to-Guide Clearance-Exhaust (Max., Rocking Method)	0.370 mm	0.0146 in.
Valve Lift-Intake (Zero Lash)	9.0 mm	0.3543 in.
Valve Lift-Exhaust (Zero Lash)	8.0 mm	0.3150 in.
Valve Stem Tip Height-Intake	47.120 ±0.467 mm	1.8551 ±0.00184 in.
Valve Stem Tip Height-Exhaust	48.672 ±0.467 mm	1.9162 ±0.00184 in.

VALVE SPRING

Description	Specification	
	Metric	Standard
Free Length—Intake AND Exhaust (Approx.)	45.63 mm	1.7965 in.
Spring Force—Intake AND Exhaust (Valve Closed)	249–284 N @ 38.0 mm	56.0–64.0 lbs. @ 1.4961 in.
Spring Force—Intake (Valve Open)	658–721 N @ 29.0 mm	147.9–162.1 lbs. @ 1.1417 in.
Spring Force—Exhaust (Valve Open)	614–671 N @ 30.0 mm	138.0–150.8 lbs. @ 1.1811 in.
Number of Coils—Intake AND Exhaust	7.35	
Wire Diameter—Intake AND Exhaust	3.861 mm	0.1520 in.
Installed Height—Intake AND Exhaust (Spring seat to bottom of retainer)	38.0 mm	1.4961 in.

OIL PUMP

Description	Specification	
	Metric	Standard
Clearance Over Rotors (Max.)	0.077 mm	0.003 in.
Cover-Out-of-Flat (Max.)	0.025 mm	0.001 in.
Inner AND Outer Rotor Thickness	9.475-9.500 mm	0.3731-0.3741 in.
Outer Rotor Clearance (Max.)	0.39 mm	0.015 in.
Outer Rotor Diameter (Min.)	89.175 mm	3.5109 in.
Tip Clearance Between Rotors (Max.)	0.20 mm	0.008 in.

OIL PRESSURE

Description	Specification	
	Metric	Standard
(NOTE: At Normal Operating Temperatures)		
Pressure @ Curb Idle Speed*	34.7 kPa Min.	5 psi Min.
Pressure @ 3000 RPM	300–724 kPa	45–105 psi
*CAUTION: If oil pressure is zero at idle, DO NOT run engine at 3000 RPM.		

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
A/C Compressor to Engine - Bolts	28	21	-
Camshaft Sprocket - Bolts	28	-	250
Camshaft Chain Tensioner (Secondary) - Bolts	12	-	105
Camshaft Bearing Cap - Bolts	12	-	105
Connecting Rod Cap - Bolts	27 +¼ Turn	20 +¼ Turn	-
Crankshaft Main Bearing Cap - Tie Bolts	28	-	250
Crankshaft Main Bearing Cap - Outer Cap Bolts	27 +¼ Turn	20 +¼ Turn	-
Crankshaft Main Bearing Cap - Inner Cap Bolts	20 +¼ Turn	15 +¼ Turn	-
Crankshaft Damper - Bolt	170	125	-
Cylinder Head - Bolts	(Refer to 09 - Engine/Cylinder Head - Installation)		
Cylinder Head Cover - Bolts	12	-	105
Exhaust Manifold - Bolts	23	-	200
Exhaust Manifold Heat Shield - Bolts	12	-	105
Exhaust Manifold to Catalytic Converter V-Band Clamp	11	-	100
Engine Mount Bracket to Block - Bolts	61	45	-
Engine Mount Isolator - Nuts	61	45	-
Flex Plate Bolts	95	70	
Intake Manifold (Upper and Lower) - Bolts	12	-	105
Generator Bracket-Bolts	41	30	-
Oil Pan - Bolts	28	-	250
Oil Pan - Nuts	12	-	105
Oil Pan Drain - Plug	27	20	-
Oil Filter	16	12	-
Oil Pump to Block - Bolts	28	-	250
Oil Pump Cover - Bolts	12	-	105
Oil Pump Pick Up Tube - Bolt	28	-	250
PCV Valve	7	-	60
Crankshaft Rear Seal Retainer - Bolts	12	-	105
Spark Plugs	20	15	-
Starter Mounting - Bolts	41	30	-
Structural Collar	(Refer to 09 - Engine/Engine Block/COVER, Structural Dust - Installation)		
Thermostat Housing/Water Inlet Connector - Bolts	12	-	105
Throttle Body - Bolts	12	-	105
Timing Chain Cover - M6 Bolts	12	-	105
Timing Chain Cover - M10 Bolts	54	40	-
Timing Chain Tensioner (Primary)	12	-	105
Timing Chain Guide Access Plug	20	15	-
Water Pump - Bolts	12	-	105
Cooling System Bleed Screw	12	-	110
Water Outlet Housing - Bolts	12	-	105

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Fastener, Band Clamps	54	40	-
Fasteners, Body Heat Shield	5	-	44
Fasteners, Catalytic Converter to Exhaust Manifold Flange	28	21	-
Fasteners, Cross-Under Pipe (2.0L/2.4L)	28	21	-
Fasteners, Cross-Under Pipe (2.7L)	28	21	-

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

FUEL SYSTEM PRESSURE

DESCRIPTION	SPECIFICATION	
	METRIC	**STANDARD**
Fuel Pressure	400 kpa ±34 kpa	58 psi ± 5 psi

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Fuel Fill Tube Clamp	3	-	27
Fuel Rail to Intake Manifold 2.4L	11.9	-	105
Fuel Rail to Cylinder Head 2.4L	22	-	195
Fuel Rail to Cylinder Head 3.5L	28	20.5	-
Fuel Rail to Intake Manifold 2.7L	11.9	-	105
Fuel Tank Strap Bolts	48	35	-
Filler Tube Mounting Screw	11.5	-	101

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Accelerator Pedal Nuts	16	12	—
Crankshaft Position Sensor Bolt	9	—	79.5
Battery Cable Nut	5	—	45
Lower Throttle Body Support Bracket Nut 2.7L	28	20.5	—
MAP Sensor Bolt	4.5	—	40
Oxygen Sensor (All)	41	30	—
Power Steering Reservoir Plastic Manifold	5.7	—	50
Power Steering Reservoir Aluminum Manifold	11.9	—	105
Throttle Body Bolts 4-Cylinder	7.5	—	65
Throttle Body Bracket Bolt 4-Cylinder	25	18	—
Throttle Body Bolts 2.7, 3.5L Engines	5.5	—	50
Throttle Body Stud 2.7L Engine	5.5	—	50
Upper Throttle Body Support Bracket Nut 2.7L	12	—	105
The composite manifold uses special plastic screws. The factory installed plastic screws can be removed and installed up to 5 times. Do not exceed the specified torque. These screws must be installed slowly (less than 600 rpms) to avoid melting the parent material. There are service repair screws available for repair. They require a higher torque than the original screws.			

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SCAN TOOL DATA - POWERTRAIN CONTROL MODULE (PCM) (GPEC)

The following chart lists data values taken from the Scan Tool Powertrain Control Module (PCM) data list for the GPEC controller. The values were taken at key on, engine off and at idle. The data is to be used for reference only.

The following data values were recorded under the following conditions unless otherwise specified:

- No DTCs set
- Engine at operating temperature
- Vehicle in Park or Neutral
- A/C Off
- Speed Control Off
- Accessories Off
- Altitude at 297.2 meters (975 ft) above sea level

Data values may not be applicable for some models. Some data values can vary as much as 20 percent due to the following:

- Vehicle age and wear
- Altitude
- Weather
- Engine, Transmission and other Vehicle Options
- Aftermarket Accessories

There are footnotes located next to some values in the data table to reference specific conditions or additional information. They are listed in detail after the data table.

Scan Tool Data - Powertrain Control Module (PCM) (GPEC)

Data	Unit	Key On, Engine Off	Idle
Valid Key Received	True/False	True	True
SKIM VTA Invalid Key Received Fault Posted	True/False	False	False
OK to Run Mode	True/False	True	True
SKIM VTA Failure	True/False	False	False
MAP Vacuum	in Hg	0.0	19.41
MAP Volts (SRT4)	Volts	1.5739 (1)	0.5181 (1)
MAP Volts (exc. SRT4)	Volts	4.3796 (1)	1.34(1)
Barometric Pressure	in Hg	29.09 (1)	29.09 (1)
P-Ratio MAP/BARO	PRatio	1.0 (1)	0.3 (1)
Accelerator Pedal Position	%	0.0	0.0
APP 1 Volts	Volts	0.8847	0.8847
APP 2 Volts	Volts	0.4595	0.4595
TPS 1 Minimum Volts	Volts	0.4888	0.4888
TPS 1 Volts	Volts	0.9287	0.6208
TPS 1 Percentage	%	9.4025	2.7959
TPS 2 Minimum Volts	Volts	4.5165	4.5165
TPS 2 Volts	Volts	4.0766	4.3845
TPS 2 Percentage	%	9.4361	2.8251
Desired TPS Position	Volts	0.093	0.1293
Throttle Blade Position	Volts	0.4392	0.1293
ETC Directional Duty Cycle	%	0.0	0.03 - 0.77
Actual Torque	Ft-Lbs / N*m	-32.42 / -46.0	-1.0 / 0.75
Engine Speed	rpm	0	750
Target Idle Speed	rpm	1000	720
Engine Runtime	second	0	0.0 to 655.3
Ignition Off Time	minute	Varies	Varies
Purge Duty Cycle	%	1.9991	15 - 35
Desired Purge Current	mA	0.0	160 - 220

Scan Tool Data - Powertrain Control Module (PCM) (GPEC)

Data	Unit	Key On, Engine Off	Idle
Actual Purge Current	mA	0.977 - 6.839	110 - 220
Purge Air Flow	g/s / kg/h	0.0	0.01-0.20 / 0.36-0.72
Purge Mode	—	Off	Normal Flow
Purge Vapor Ratio	—	21.093	8.59 - 10.175
Desired Surge Solenoid	—	Off	Off
Injector Pulse Width Cylinder 1	ms	0.0	2.9 - 3.2
Cranking Injector Pulse Width	ms	23.044	31 - 36
1/1 O2 Sensor Level	Low/High	Low	Low/High (2)
1/1 O2 Goal (0-1)	Volts	0.0	0.216
1/1 O2 Volts (0-1)	Volts	2.49	0.06 - 0.78 (3)
1/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
1/2 O2 Volts (0-1)	Volts	2.49	0.75
1/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
1/1 Pulse Width O2 Heater	%	0.0	99.25
1/1 O2 Heater Temp	C / F	571.0 / 1059.8	776 / 1429
1/2 Pulse Width O2 Heater	%	0.0	99.25
1/2 O2 Heater Temp	C / F	176.0 / 348.8	776 / 1429
1/1 Short Term ADAP	%	-100.0	-2.0 - 3.5
1/1 Long Term ADAP	%	0.0	1.8
1/1 O2 Fuel Feedback	—	Open	Closed
Closed Loop Timer	seconds	0.0	0.0
Current ADAP Cell ID	—	0	24
WT Intake DC	%	0.0	0.0 - 8.5939
Intake Cam Setpoint	Engine	120.0	120.0
Intake Cam Actual Setpoint	Engine	120.0	120.0
WT Exhaust DC	%	0.0	0.0 - 8.5939
Exhaust Cam Setpoint	Engine	-120.0	-120.0
Exhaust Cam Actual Setpoint	Engine	-120.0	-120.0
Engine Coolant Temp	C / F	93.0 / 199.4	93.0 / 199.4
Engine Coolant Temp Volt	Volts	0.8603	0.8603
Engine Coolant #2 Temp	C / F	86.25 / 187.25	86.25 / 187.25
Engine Coolant #2 Voltage	Volts	1.0361	1.0361
Intake Air Temp Deg	C / F	53.25 / 127.85 (5)	42.0 / 107.6 (5)
Intake Air Temp Volt	Volts	2.2974 (5)	2.7422 (5)
Ambient Temp Degrees	C / F	23.25 / 73.85 (5)	23.25 / 73.85 (5)
Ambient Temp Voltage	Volts	1.96 (5)	1.96 (5)
CAT Modeled Temp	C / F	673.0 / 1243.4	475.0 / 887.0
Oil Temp Scaled	C / F	44.0 / 111.2	80 / 176
Oil Temp Volts	Volts	2.6835	1.1731
Oil Pressure Switch	Open/Closed	Closed	Open
Battery Volt	Volts	12.29	14.18
Target Charging Voltage	Volts	14.143	13.97
Generator Duty Cycle	% DC	0.0	43.0 - 57.0
Base Spark	degree / Grad	69.5 / 77.2	73 / 81
Spark Advance	degree / Grad	69.5 / 77.2	48 / 53
Knock Sensor 1 Volts	Volts	0.0 - 1.8	1.10 - 1.88
ESIM Switch Closed	Yes/No	No	Yes
Fuel Level Sensor Voltage	Volts	0.57 (6)	0.57 (6)
Fuel Level Percent	%	99 (6)	99 (6)
Fuel Tank Vapor Volume	Gallon / Liters	5.5 / 20.82 (7)	5.5 / 20.82 (7)
Fuel Tank Size	Gallon / Liters	Varies (8)	Varies (8)
PCM Odometer	miles / km	Varies	Varies
Vehicle Speed	MPH / km/hr	0.0	0.0
Actual CVT Ratio	—	2.25	2.25
Crank Sync State	—	Out of Sync	In Sync
Cam System Fault and in Limp-Home	True/False	False	False
Crank System Fault and in Limp-Home Mode	True/False	False	False
Brake Switch 1	—	Released	Released
Brake Switch 2	—	Released	Released
Clutch Switch	—	Released	Released
Clutch Upstop Switch Filtered Switch State	—	Off	Off
AC Hi-Side Pressure	psi / bar	89.08 / 6.14	89.08 / 6.14
AC Hi-Side Voltage	Volts	0.8	0.8

A/C Select Switch	—	Off	Off
AC Select Switch Input Pin State	—	Low	Low
AC Request Switch Input Pin State	—	Low	Low
AC Compressor DC	%	0.0	0.0
ASD Relay Sense	—	Low	Low
Fuel Pump Relay	—	Off	On
Ignition Start Switch Sense	—	Low	Low
Ignition Run Switch Sense	—	High	High
Desired Malfunction Lamp	—	On	Off
ICC Switch State	—	None	None
S/C Switch (#1) Voltage	Volts	4.5263	4.5263
S/C Switch (#2) Voltage	Volts	4.5214	4.5214
S/C Set Speed	MPH / km/hr	0.0	0.0
Des Primary Speed	rpm	0	0
Actual Primary Speed	rpm	38	38
FCV Position	Volts	1.4	1.4
FCV Open Position	Volts	3.9886	3.9886
FCV Closed Position	Volts	1.4371	1.4371
Turbo Boost Valve (9)	psi	0	28
Intake Manifold Pressure (9)	psi	14.3	4.7
Barometric Pressure (Ambient) (9)	psi	14 (1)	14 (1)

Footnotes

1. Value may vary due to altitude and weather.
2. O2 Sensor will toggle from Low to High every few seconds.
3. Pre-catalyst O2 Sensors will toggle from 0.0 volt to 1.0 volt when operating in closed loop.
4. Post-catalyst O2 Sensors should remain near a fixed value.
5. Value may vary due to ambient air temperature.
6. Value will change due to fuel level change. Voltage will increase as available fuel decreases.
7. Will vary due to fuel level and ambient air temperature.
8. Can be different due to vehicle option.
9. SRT4 Only. Values located in EBG Scan Tool Data List.

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SCAN TOOL DATA - POWERTRAIN CONTROL MODULE (PCM) (NGC)

The following chart lists data values taken from the Scan Tool Powertrain Control Module (PCM) data list for the NGC controller. The values were taken at key on, engine off and at idle. The data is to be used for reference only.

The following data values were recorded under the following conditions unless otherwise specified:

- No DTCs set
- Engine at operating temperature
- Vehicle in Park or Neutral
- A/C Off
- Speed Control Off
- Accessories Off
- Altitude at 297.2 meters (975 ft) above sea level

Data values may not be applicable for some models. Some data values can vary as much as 20 percent due to the following:

- Vehicle age and wear
- Altitude
- Weather
- Engine, Transmission and other Vehicle Options
- Aftermarket Accessories

There are footnotes located next to some values in the data table to reference specific conditions or additional information. They are listed in detail after the data table.

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Current Fuel Shutoff	—	ASD	None
SKIM/VTA Invalid Key Received Fault Posted	True/False	False	False
NGC Should Shut Off Fuel	—	Fuel On	Fuel On
SKIM/VTA Has Completed	True/False	True	True
MAP Vacuum	in Hg	0.06	18.94
MAP Volts	Volts	4.3601 (1)	1.378 (1)
Barometric Pressure	in Hg	29.03 (1)	29.03 (1)
P-Ratio MAP/BARO	PRatio	1.0 (1)	0.3 (1)
Accelerator Pedal Position	%	0.0	0.0
APP 1 Volts	Volts	0.8896	0.8896
APP 2 Volts	Volts	0.4497	0.4497
TPS 1 Minimum Volts	Volts	0.5112	0.5112
TPS 1 Volts	Volts	0.9614	0.6503
TPS 2 Minimum Volts	Volts	4.4933	4.4933
TPS 2 Volts	Volts	4.0504	4.3591
Desired TPS Position	Volts	0.449	0.1391
Throttle Blade Position	%	9	3
ETC Directional Duty Cycle	%	0.06 - 3.79	-24.5 - -21.19
RPM vs Vehicle Speed Ratio	RPM/MPH	255.0	255.0
Engine Speed	rpm	0	650
Target Idle Speed	rpm	728 - 1088	648
Time from Start Run	second	0	Varies
Time Fuel System in Run Mode	second	0	Varies
Ignition Off Time	minute	Varies	Varies
Engine Runtime	second	0.0	0.0 to 655.3
Purge Duty Cycle	%	0.0	18 - 20
Desired Purge Current	mA	0.0	147.52
Actual Purge Current	mA	-0.977 - 1.954	148 - 153

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Purge Airflow	g/s / kg/h	0.0	0.08 / 0.29
Purge Mode	—	Off	Normal Flow
Purge Vapor Ratio	—	0.24	0.14
Purge Adaptive	Ft-Lbs / N*m	-39.32 - 0.0 / -53.31 - 0.0	-4.1 - 0.01 / -5.6 - 0.0
Actual Torque	Ft-Lbs / N*m	-22.06 / -31.0	-1.86 / -2.52
ETC Starter Inhibit	miles / km	Varies	Varies
EGR Sensed Volts	Volts	3.9691	3.9691
EGR Duty Cycle	%	0.0	0.0
EGR Flow	g/s / kg/h	0.0	0.0
Desired EGR Position	inch / mm	0.0	0.0
Actual EGR Position	inch / mm	0.0	0.0
Injector Pulse Width Cylinder 1	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 2	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 3	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 4	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 5	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 6	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 7	US	0.0	1900 - 2100
Injector Pulse Width Cylinder 8	US	0.0	1900 - 2100
Cranking Injector Pulse Width	US	0.0	25504
1/1 O2 Sensor Level	—	Low	Low/High (2)
2/1 O2 Sensor Level	—	Low	Low/High (2)
1/1 O2 Goal (0-1)	Volts	0.0	0.45
2/1 O2 Goal (0-1)	Volts	0.0	0.45
1/1 O2 Volts (0-1)	Volts	2.49	0.08 - 0.85 (3)
1/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
1/2 O2 Volts (0-1)	Volts	2.49	0.75
1/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
2/1 O2 Volts (0-1)	Volts	2.49	0.08 - 0.85 (3)
2/1 O2 Sensor Volts	Volts	5.0004	2.6 - 3.3
2/2 O2 Volts (0-1)	Volts	2.49	0.75
2/2 O2 Sensor Volts	Volts	5.0004	3.275 (4)
1/1 O2 Fuel Feedback	—	Open	Closed
2/1 O2 Fuel Feedback	—	Open	Closed
1/1 Pulse Width O2 Heater	%	0.0	0.0
2/1 Pulse Width O2 Heater	%	0.0	0.0
1/1 O2 Heater Temp	C / F	256.0 - 677.0 / 492.0 - 1250.0	677.0 / 1250.0
1/2 O2 Heater Temp	C / F	46.0 - 677.0 / 115.0 - 1250.0	677.0 / 1250.0
2/1 O2 Heater Temp	C / F	271.0 - 677.0 / 519.8 - 1250.0	677.0 / 1250.0
2/2 O2 Heater Temp	C / F	51.0 - 677.0 / 124.0 - 1250.0	677.0 / 1250.0
1/1 Short Term ADAP	%	0.0	-3.5 - 0.2
2/1 Short Term ADAP	%	0.0	-3.5 - 1.0
1/1 Long Term ADAP	%	-0.6	-4.7 - -0.6
2/1 Long Term ADAP	%	-0.2	-2.1 - -0.2
Closed Loop Timer	second	9.6	0.0
Current ADAP Cell ID	—	24	24
Engine Coolant Temp	C / F	93.0 / 199.4	93.0 / 199.4
Engine Coolant Temp Volt	Volts	0.8701	0.8701
Intake Air Temp Deg	C / F	29.0 / 84.2 (5)	27.0 / 80.6 (5)
Intake Air Temp Volt	Volts	3.4265 (5)	3.4705 (5)
Ambient Temp	C / F	24.0 / 75.2	24.0 / 75.2
Ambient Temp Voltage	Volts	1.96	1.96
Fuel Level Percent	%	97 (6)	97 (6)
Fuel Tank Vapor Volume	Gallon / Liters	5.125 / 19.4 (7)	5.125 / 19.4 (7)
Fuel Tank Size	Gallon / Liters	Varies	Varies
Fuel Level Sensor #1 Volts	Volts	0.65 (6)	0.65 (6)
CAT Modeled Temp	C / F	-64.0 / -83.2	446.0 / 834.8
Oil Press Sw	—	Closed	Open
Oil Pressure Sensor PSI	psi	0	34
Oil Pressure Sensor Voltage	Volts	0.53	1.86
Engine Oil Temperature	C / F	89 / 192	89 / 192
Voltage Sense	Volts	12.29	14.32
Target Charging Voltage	Volts	14.143	14.45

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Generator Duty Cycle	% DC	0.0	45.0 - 55.0
Mass Airflow	g/s / kg/h	1.0 - 5.0 / 3.6 - 18.0	3.5 - 4.5 / 12.6 - 16.2
Knock Sensor 1 Volts	Volts	0.0	0.14 - 0.25
Knock Sensor 2 Volts	Volts	0.0	0.14 - 0.25
ST Knock Retard	degree / Grad	0.0	0.0
Base Spark	degree / Grad	-55.0 / -61.0	-37.0 / -41.0
Spark Advance	EngineDeg	0.0	7.5 - 12.5
ESIM Switch	Open/Closed	Open	Closed
AC Hi-Side Pressure	psi / kpa	83.3 / 574.3	77.2 / 532.3
AC Hi-Side Voltage	Volts	0.92	0.88
PCM Odometer	miles / km	Varies	Varies
Vehicle Speed	MPH / km/hr	0.0	0.0
Cam Sync State	—	Out of Sync	In Sync
Crank Signal Missing	True/False	False	False
Crank Sync State	—	Out of Sync	In Sync
Crank System Fault and in Limp-Home Mode	True/False	False	False
Cam Crank Difference	degree / Grad	-1.3 - 1.7 / -1.4 - 1.9	-1.2 - 1.9 / -1.3 - 2.1
Brake Switch Filtered Switch State	—	Off	Off
Brake Switch 2 Filtered Switch State	—	Off	Off
Park Neutral Switch Filtered Switch State	—	On	On
Clutch Interlock Switch Filtered Switch State	—	Off	Off
AC Select Switch Filtered Switch State	—	Off	Off
AC Request Switch Filtered Switch State	—	Off	Off
Act AC Clutch Relay	—	Off	Off
AC Output Current	Amps	0.0	0.0
ASD Sense Switch Filtered Switch State	—	Off	On
Desired ASD Relay	—	Off	On
MTV Output State	—	Deenergized	Deenergized
MTV PWM Feedback	%	49	49
SRV Output State	—	Deenergized	Deenergized
SRV PWM Feedback	%	49	49
Fuel Pump Relay	—	Off	On
Ignition Start Switch Filtered Switch State	—	Off	Off
Ignition Run/Start Switch Filtered Switch State	—	On	On
Desired Malfunction Lamp	—	On	Off
MDS Has Been Activated	True/False	False	False
MDS in V4 State	True/False	False	False
MDS Status	—	Inactive	Inactive
MDS Transition Status	True/False	False	False
4 to 8 Transition or Torque Reserve Requested	True/False	False	False
MDS Enabling Conditions Have Been Met	True/False	False	False
MDS Solenoid #1 (Cyl #1) Status	—	Inactive	Inactive
MDS Solenoid #2 (Cyl #4) Status	—	Inactive	Inactive
MDS Solenoid #3 (Cyl #6) Status	—	Inactive	Inactive
MDS Solenoid #4 (Cyl #7) Status	—	Inactive	Inactive
VVT Oil Temp	C / F	89 / 192	89 / 192
VVT Oil Pressure	psi / kPa	0	34 / 234
Exhaust Cam 1 Actual Position	EngineDeg	125	124.7
Exhaust Cam 1 Desired Position	EngineDeg	124.9	124.9
S/C Switch Voltage	Volts	5.0	5.0
S/C Switch Voltage 2	Volts	0.0	0.0
Cruise Lamp Status	—	Off	Off
S/C Working Status	—	Off	Off
S/C Denied Status	—	Allowed	Allowed
S/C Disenable Reason	—	Cruise Off Req ETC	Remain Enabled
S/C Disengage Reason	—	Disengage Due To Disenable	Speed Sensor
S/C Switch State 1	—	Open (Switch Not Pressed)	Open (Switch Not Pressed)
S/C Switch State 2	—	Open (Switch Not Pressed)	Open (Switch Not Pressed)
EATX Limp-In Status	—	Not Set	Not Set
Turbine Speed	rpm	0	607-615
Transfer Speed	rpm	0	0
Output Speed	rpm	0	0
Torque Converter Slip	rpm	0	28-41

Scan Tool Data - Powertrain Control Module (PCM) (NGC)

Data	Unit	Key On, Engine Off	Idle
Converter Clutch State	—	TCC Unlock	TCC Unlock
Calculate Trans Oil Temp	True/False	False	True
Trans Oil Temperature	C / F	-19.4 / -3.0	40.29 / 104.53
Trans Temperature Voltage	Volts	2.86	2.75
LR Pressure Switch	—	Open	Closed
2-4 Pressure Switch	—	Open	Open
OD Pressure Switch	—	Open	Open
LC Pressure Switch	—	Open	Open
DC Pressure Switch	—	Open	Open
Pressure Switch Error Counter	—	0	0
OD Lockout Switch	—	Open	Open
Autostick Upshift	True/False	False	False
Autostick Downshift	True/False	False	False
Autostick Gear Position	—	No Display	No Display
PRNDL Display	—	Park	Park
T41/C1 Switch	—	Closed	Closed
T42/C2 Switch	—	Closed	Closed
T3/C3 Switch	—	Closed	Closed
T1/C4 Switch	—	Open	Open
Line Pressure Sensor	Volts	0.469	2.265 - 2.325
Actual Line Pressure Sensor 1	psi / kpa	0.0	124.0 - 129.0 / 855.0 - 889.0
Desired Line Pressure	psi / kpa	135.0 / 931.0	135.0 / 931.0
LR Clutch Fill Volume Index	—	35 (8)	35 (8)
LC Clutch Fill Volume Index	—	18 (8)	18 (8)
DC 1-2 Shift Fill Volume Index	—	28 (8)	28 (8)
2-4 or 2C Clutch Fill Volume Index	—	27 (8)	27 (8)
UD Clutch Fill Volume Index	—	25 (8)	25 (8)
OD Clutch Fill Volume Index	—	78 (8)	78 (8)
Present Gear TCC State	—	TCC Released	TCC Released
Present Gear	—	Neutral	Neutral
Target Gear TCC State	—	TCC Released	TCC Released
Target Gear	—	Neutral	Neutral

Footnotes

1. Value may vary due to altitude and weather.
2. O2 Sensor will toggle from Low to High every few seconds.
3. Pre-catalyst O2 Sensors will toggle from 0.0 volt to 1.0 volt when operating in closed loop.
4. Post-catalyst O2 Sensors should remain near a fixed value.
5. Value may vary due to ambient air temperature.
6. Value will change due to fuel level change. Voltage will increase as available fuel decreases.
7. Will vary due to fuel level and ambient air temperature.
8. Can be different due to vehicle option.

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

SPECIFICATIONS

CLUTCH SPECIFICATIONS

DESCRIPTION	MILLIMETERS	INCHES
Low/Reverse Clutch Pack Clearance	0.89 -1.47	0.035 -0.058
Reverse Clutch	0.76 - 1.245	0.030 - 0.049
Overdrive Clutch	0.491 - 2.345	0.019 -.092
Underdrive Clutch	0.91 - 1.47	0.036 - 0.058
2/4 Clutch Clearance	0.76 - 2.64	0.030 - 0.104
Input Shaft End Play	0.13 - 0.635	0.005 to 0.025
Low Clutch Clearance	0.48 - 0.76	0.019 -0 .030
Direct Clutch Pack Clearance	0.95 - 1.41	0.037 - 0.056

GEAR TRAIN MEASUREMENTS

DESCRIPTION	MILLIMETERS	INCHES
Front Sun Gear Bushings	29.55 - 29.60	1.163 -1.165
Rear Carrier Bushing	29.75 - 30.00	1.171 - 1.181
Overdrive Hub / Shaft Bushing	21.52 - 21.58	0.847 - 0.850
Oil Pump Reaction Support Sleeve	45.27 - 45.31	1.782 - 1.784
Oil Pump Outer Gear to Pump Pocket	0.089–0.202	0.0035-0.0079
Oil Pump Outer Gear to Crescent	0.060-0.298	0.0023 - 0.0117
Oil Pump Inner Gear to Crescent	0.093 - 0.385	0.0036 - 0.0151
Oil Pump Between Both Gear end Faces and the Reaction Shaft Support	0.020-0.046	0.0008-0.0018
Front / Rear Carrier Pinion end Play	0.15 - 0.61	0.006 - 0.024
Torque Converter Hub Bushing	38.019 - 38.11	1.499 - 1.501
Output Carrier Pinion End Play	0.15 - 0.76	0.006 - 0.030
Direct Clutch Retainer Bushing	39.71 - 39.75	1.563 - 1.565
Low Clutch Retainer Bushing (Steel)	28.22 - 28.26	1.111 - 1.113
Low Clutch Retainer Bushing (Brass)	30.01 - 30.03	1.181 - 1.182

TURNING TORQUE

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Output Shaft Gear Drag Torque	0.4 - 1.0	-	3 - 8
Final Drive Remote Pinion Drag Torque	0.2 - 1.0	-	2 - 8
Differential Turning Torque	1.0 - 2.5	-	10 - 22

TORQUE SPECIFICATIONS

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolt, Output Transfer Gear	271	200	-
Screws, Low/reverse Piston Retainer-to-Case	5	-	45
Bolts, Oil Pump-to-Case	30	22	-
Bolts, Reaction Shaft-to-Pump Housing	27	20	-
Bolts, Stirrup Strap	23	17	-
Bolts, Differential Cover	61	45	-
Bolts, Differential Output Bearing Cover	12	9	-

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Bolts, Remote Pinion Cover	16	12	-
Bolts, Compounder Bearing Retainer	12	9	-
Nut, Transfer Gear (underdrive compounder side)	271	200	-
Bolts, Transfer Gear Cover-to-Case	12	9	-
Pipe Plug, Park Pawl	27	20	-
Set Screw, Park Pawl Shaft	1	-	10
Set Screw, Manual Lever	1	-	10
Bolts, Valve Body	7	-	50
Bolt, Detente Spring	7	-	50
Bolts, Valve Body Oil Pan	12	9	-
Nuts, Fluid Filter Mounting	5	-	40
Bolts, Fluid Filter Oil Pan	12	9	-
Bolts, Speed Sensors	12	-	105
Bolts, Transaxle-to-Engine	70	52	-
Bolts, Torque Converter-to-Driveplate	60	44	-
Bolt, Torque Converter Dust Shield	10	-	89
Bolts, Exhaust Stand Off Bracket	95	70	-
Bolts, Engine Front Mount/Bracket	67	50	-
Fitting, Power Steering Hoses to Steering Gear	31	23	-
Bolts, Torque Strut	54	40	-
Nuts, Link-to-Strut	88	65	-
Bolt, Crankshaft Position Sensor	12	9	-
Bolts, Valve Body Transfer Plate	6	-	50
Bolt, Line Pressure Solenoid (VSF)	6	-	50
Bolt, Line Pressure Solenoid	6	-	50
Bolts, Line Pressure Sensor	6	-	50
Bolts, Clamp Plate	6	-	50
Bolts, Ring Gear-to-Case	95	70	-
Bolts, Cradle-to-body	162	120	-
Nuts, Rear Mount-to-Cradle	54	40	-
Bolt, Ground cable	10	-	89
Bolt, Power Steering Line	10	-	89

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

ENGINE COOLANT

HOAT (Hybrid Organic Additive Technology)

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

CAUTION: **Use of Propylene Glycol based coolants is not recommended, as they provide less freeze protection and less boiling protection.**

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

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

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

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

Glysantin G 30–91

CAUTION: **Use of Propylene Glycol based coolants is not recommended, as they provide less freeze protection and less boiling protection.**

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

The use of aluminum cylinder blocks, cylinder heads, and water pumps requires special corrosion protection. Glysantin G 30–91 Antifreeze/Coolant, 5 Year/150,000 Mile Formula (ASTM D3306), or the equivalent ethylene glycol based coolant. This coolant offers the best engine cooling without corrosion when mixed with 50% coolant and 50% distilled water to obtain a freeze point of -36°C (-34°F). It is dyed purple to distinguish it's unique chemistry from traditional green and yellow silicate coolants. If it loses color or becomes contaminated, drain, flush, and replace with fresh properly mixed coolant solution.

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

CAUTION: **Glysantin G 30–91 Antifreeze/Coolant, 5 Year/100,00 Mile Formula (ASTM D3306) may not be mixed with any other type of antifreeze. Doing so will reduce the corrosion protection and may result in premature water pump seal failure.**

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

ENGINE OIL - DIESEL ENGINES

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

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

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

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

API SERVICE GRADE CERTIFIED

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

SAE VISCOSITY GRADE

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

DISPOSING OF USED ENGINE OIL

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

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

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

2010 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 2.7L
Fuel Delivery: MPI | **Fuel:**

ENGINE OIL

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

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

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

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

API CERTIFICATION AND LICENSE SYMBOL

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

9400-9

SAE VISCOSITY

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

81364ec7

ACEA CATEGORIES

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

CONTAINER IDENTIFICATION

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

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

9400-9

SYNTHETIC ENGINE OILS

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

ENGINE OIL ADDITIVES/SUPPLEMENTS

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

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

2014 Dodge JC - DODGE JOURNEY

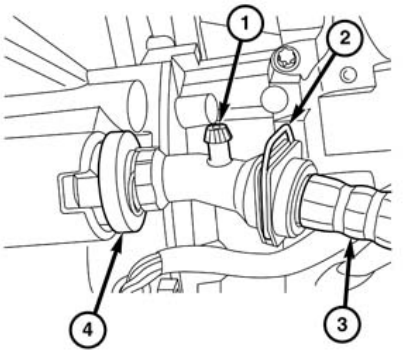
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - BLEEDING CLUTCH HYDRAULIC CIRCUIT

MANUAL BLEEDING

NOTE: **A helper is required to perform this procedure.**

1. Verify fluid level in clutch/brake cylinder. Top off with DOT 3 brake fluid as necessary. Leave cap off.
2. Raise vehicle on a suitable hoist.
3. Remove the belly pan, if equipped.
4. Remove the cap from the nipple (1) on top of the clutch slave cylinder union (4).



210273640

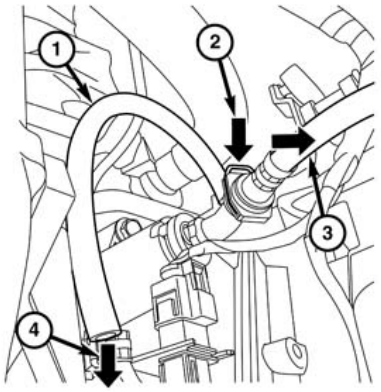
NOTE: **Do not allow clutch/brake fluid reservoir to run dry while bleeding the clutch. If the reservoir runs dry during this procedure,** It must be refilled and the process must be repeated**.**

5. Have a helper depress and hold the clutch pedal to the floor.

NOTE: **Verify the helper understands not release the clutch pedal from the floor until the technician closes the bleed port and signals the helper to cycle the clutch pedal to avoid inadvertently drawing air back into the system.**

6. Connect a length of transparent tubing (1) to the bleeder nipple on the slave cylinder union. Insert the lower end of the transparent tube (1) into a clean container to catch the flow (4).
7. Press downward on the retainer clip (2) holding the hydraulic line to the slave cylinder union while pulling outward on the hydraulic hose (3) to open the bleeder flow (4). This allows the line to pop out about 1/8 in (3 mm) which opens the bleeder. Any air in the system will escape at this time.
8. Push the line (3) inward until the clip (2) snaps in place to stop the bleeder flow.

9. Repeat steps 5 through 8 at least fifteen times or until air bubbles are no longer visible in the transparent tube (1).
10. Slowly actuate the clutch pedal ten up/down cycles.
11. **Apply the brakes**. Start engine and verify clutch operation and pedal feel. If the clutch pedal feels fine and the transaxle can be easily shifted from neutral to any gear, the clutch is operating correctly. If pedal still feels spongy or clutch does not fully disengage, excessive air is still trapped within the system, most likely at the master cylinder.
12. Remove the transparent tube (1) from the nipple on the slave cylinder union.



210273641

13. Install the belly pan, if removed.
14. Lower the vehicle.
15. Top off brake master cylinder fluid level with DOT 3 brake fluid as necessary.

POWER BLEEDING CLUTCH HYDRAULIC CIRCUIT

1. Remove reservoir cap and connect bleeder cap to clutch/brake fluid reservoir.

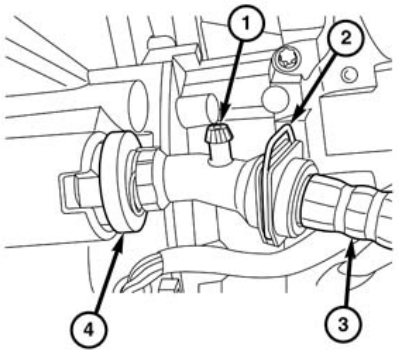
   NOTE: Use Bleeder Cap/Modified reservoir cap adapter Snap-on #901-059 or equivalent.

2. Connect power bleeding machine to bleeder cap.

   NOTE: **Use Service Filling Machine/Brake power bleeder or equivalent.**

3. Service filling machine should be pressurized between 2.0 and 2.5 bar (29 - 36 PSI).
4. Raise vehicle on a suitable hoist.
5. Remove the belly pan, if equipped.

6. Remove the dust cover from the nipple (1) on the hydraulic slave cylinder union (4).



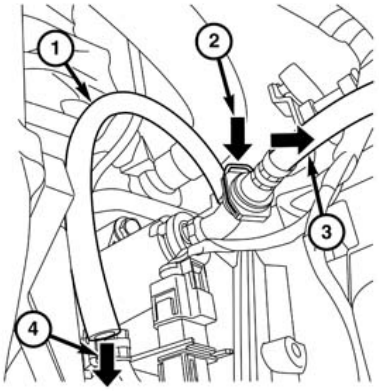
210273640

7. Connect a length of transparent tubing (1) to the bleeder nipple. Insert the open end of the transparent tube (1) into a clean container to ketch the fluid flow (4) during bleeding procedure.

8. Turn ON the power bleeding machine.

NOTE: **While bleeding the system, do not allow the clutch fluid reservoir to completely to run dry. If this happens, refill the clutch fluid reservoir, and repeat the procedure.**

9. Press downward on the retainer clip (2) holding the hydraulic line to the slave cylinder union while pulling outward on the hydraulic hose (3) to open the bleeder flow (4). This allows the line to pop out about 1/8 in (3 mm) which opens the bleeder. Any air in the system will escape at this time.



210273641

10. Allow fluid to flow (4) out of bleed port until no air bubbles are visible in the transparent tube (1).

11. Push the line (3) inward until the clip (2) snaps in place to stop the bleeder flow.

12. If necessary, lower the vehicle.

13. Slowly actuate the clutch pedal fifteen up/down cycles.

14. If necessary, hoist the vehicle.

15. Repeat steps 9 through 11 to verify air is NOT trapped in the system.

16. Turn OFF power bleeder machine.

17. If necessary, lower the vehicle.

18. **Apply brakes**. Start engine and verify clutch operation and pedal feel. If the clutch pedal feels fine and the transaxle can be easily shifted from neutral to any gear, the clutch is operating correctly. If pedal still feels spongy or clutch does not fully disengage, excessive air is still trapped in the system.

19. If clutch function is normal, disconnect bleeder machine and install reservoir cap.

20. If necessary, hoist the vehicle.

21. Remove the transparent tube (1) from the nipple on the slave cylinder union and install the dust cover.

22. Install the belly pan, if removed.

23. Lower the vehicle.

2013 Dodge JC - DODGE JOURNEY

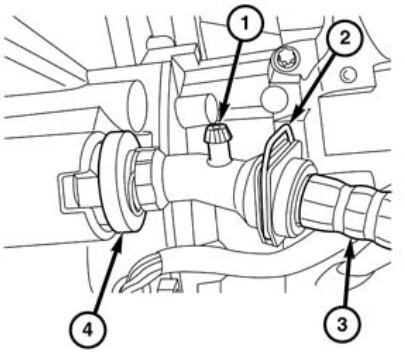
Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

STANDARD PROCEDURE - BLEEDING CLUTCH HYDRAULIC CIRCUIT

MANUAL BLEEDING

NOTE: **A helper is required to perform this procedure.**

1. Verify fluid level in clutch/brake cylinder. Top off with DOT 3 brake fluid as necessary. Leave cap off.
2. Raise vehicle on a suitable hoist.
3. Remove the belly pan, if equipped.
4. Remove the cap from the nipple (1) on top of the clutch slave cylinder union (4).



210273640

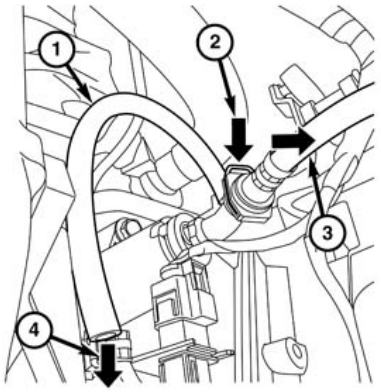
NOTE: **Do not allow clutch/brake fluid reservoir to run dry while bleeding the clutch. If the reservoir runs dry during this procedure,** It must be refilled and the process must be repeated**.**

5. Have a helper depress and hold the clutch pedal to the floor.

NOTE: **Verify the helper understands not release the clutch pedal from the floor until the technician closes the bleed port and signals the helper to cycle the clutch pedal to avoid inadvertently drawing air back into the system.**

6. Connect a length of transparent tubing (1) to the bleeder nipple on the slave cylinder union. Insert the lower end of the transparent tube (1) into a clean container to catch the flow (4).
7. Press downward on the retainer clip (2) holding the hydraulic line to the slave cylinder union while pulling outward on the hydraulic hose (3) to open the bleeder flow (4). This allows the line to pop out about 1/8 in (3 mm) which opens the bleeder. Any air in the system will escape at this time.
8. Push the line (3) inward until the clip (2) snaps in place to stop the bleeder flow.

9. Repeat steps 5 through 8 at least fifteen times or until air bubbles are no longer visible in the transparent tube (1).
10. Slowly actuate the clutch pedal ten up/down cycles.
11. **Apply the brakes**. Start engine and verify clutch operation and pedal feel. If the clutch pedal feels fine and the transaxle can be easily shifted from neutral to any gear, the clutch is operating correctly. If pedal still feels spongy or clutch does not fully disengage, excessive air is still trapped within the system, most likely at the master cylinder.
12. Remove the transparent tube (1) from the nipple on the slave cylinder union.



210273641

13. Install the belly pan, if removed.
14. Lower the vehicle.
15. Top off brake master cylinder fluid level with DOT 3 brake fluid as necessary.

POWER BLEEDING CLUTCH HYDRAULIC CIRCUIT

1. Remove reservoir cap and connect bleeder cap to clutch/brake fluid reservoir.

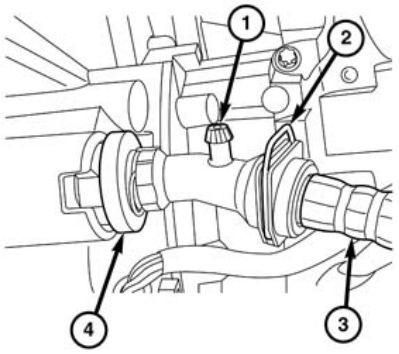
   NOTE: Use Bleeder Cap/Modified reservoir cap adapter Snap-on #901-059 or equivalent.

2. Connect power bleeding machine to bleeder cap.

   NOTE: **Use Service Filling Machine/Brake power bleeder or equivalent.**

3. Service filling machine should be pressurized between 2.0 and 2.5 bar (29 - 36 PSI).
4. Raise vehicle on a suitable hoist.
5. Remove the belly pan, if equipped.

6. Remove the dust cover from the nipple (1) on the hydraulic slave cylinder union (4).



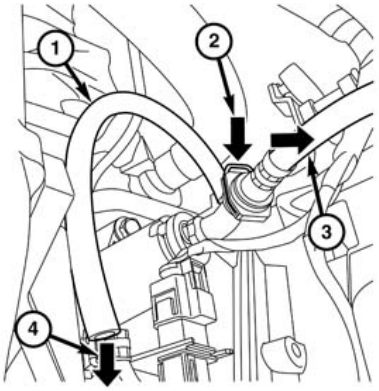
210273640

7. Connect a length of transparent tubing (1) to the bleeder nipple. Insert the open end of the transparent tube (1) into a clean container to ketch the fluid flow (4) during bleeding procedure.

8. Turn ON the power bleeding machine.

NOTE: **While bleeding the system, do not allow the clutch fluid reservoir to completely to run dry. If this happens, refill the clutch fluid reservoir, and repeat the procedure.**

9. Press downward on the retainer clip (2) holding the hydraulic line to the slave cylinder union while pulling outward on the hydraulic hose (3) to open the bleeder flow (4). This allows the line to pop out about 1/8 in (3 mm) which opens the bleeder. Any air in the system will escape at this time.



210273641

10. Allow fluid to flow (4) out of bleed port until no air bubbles are visible in the transparent tube (1).

11. Push the line (3) inward until the clip (2) snaps in place to stop the bleeder flow.

12. If necessary, lower the vehicle.

13. Slowly actuate the clutch pedal fifteen up/down cycles.

14. If necessary, hoist the vehicle.

15. Repeat steps 9 through 11 to verify air is NOT trapped in the system.

16. Turn OFF power bleeder machine.

17. If necessary, lower the vehicle.

18. **Apply brakes**. Start engine and verify clutch operation and pedal feel. If the clutch pedal feels fine and the transaxle can be easily shifted from neutral to any gear, the clutch is operating correctly. If pedal still feels spongy or clutch does not fully disengage, excessive air is still trapped in the system.

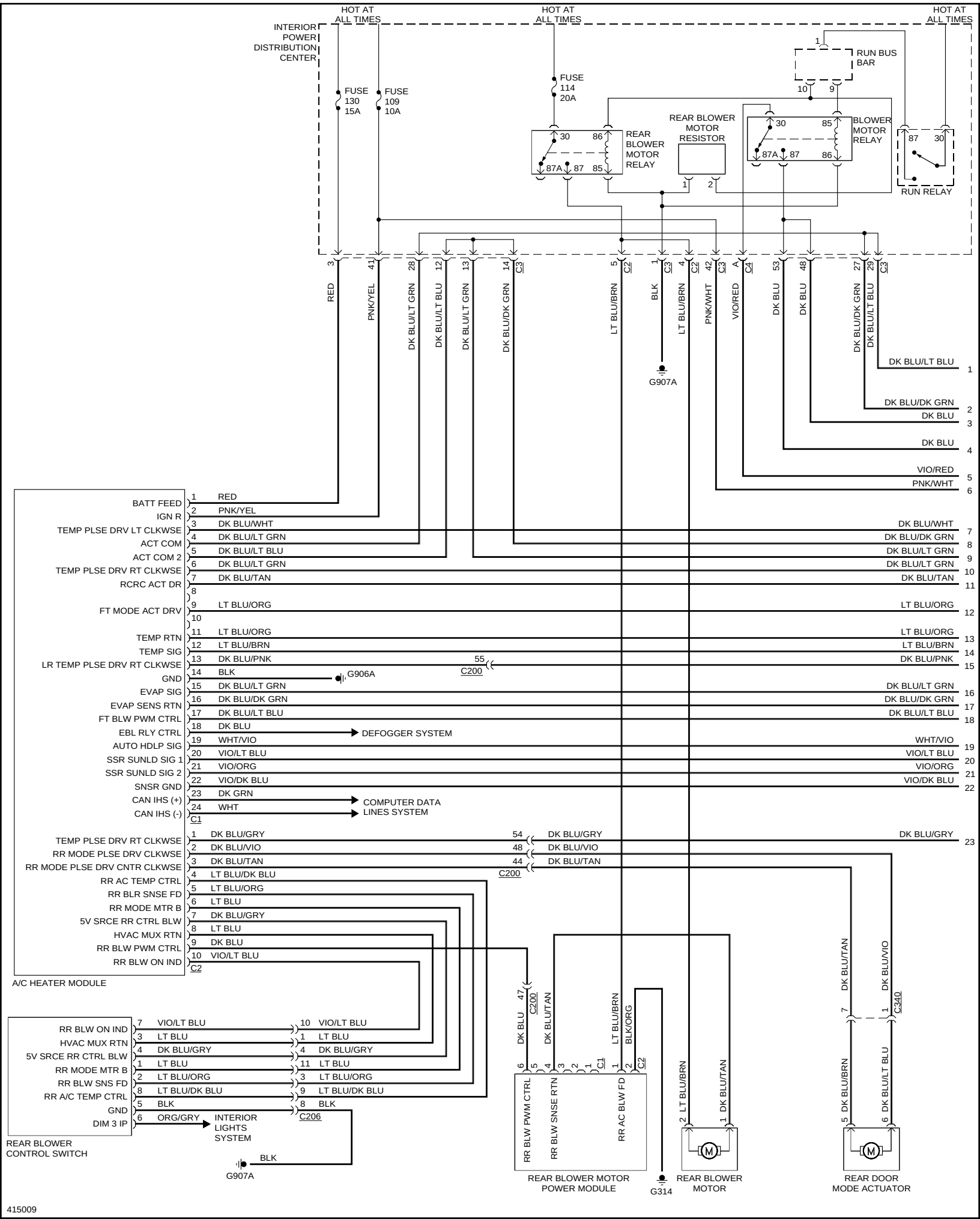
19. If clutch function is normal, disconnect bleeder machine and install reservoir cap.

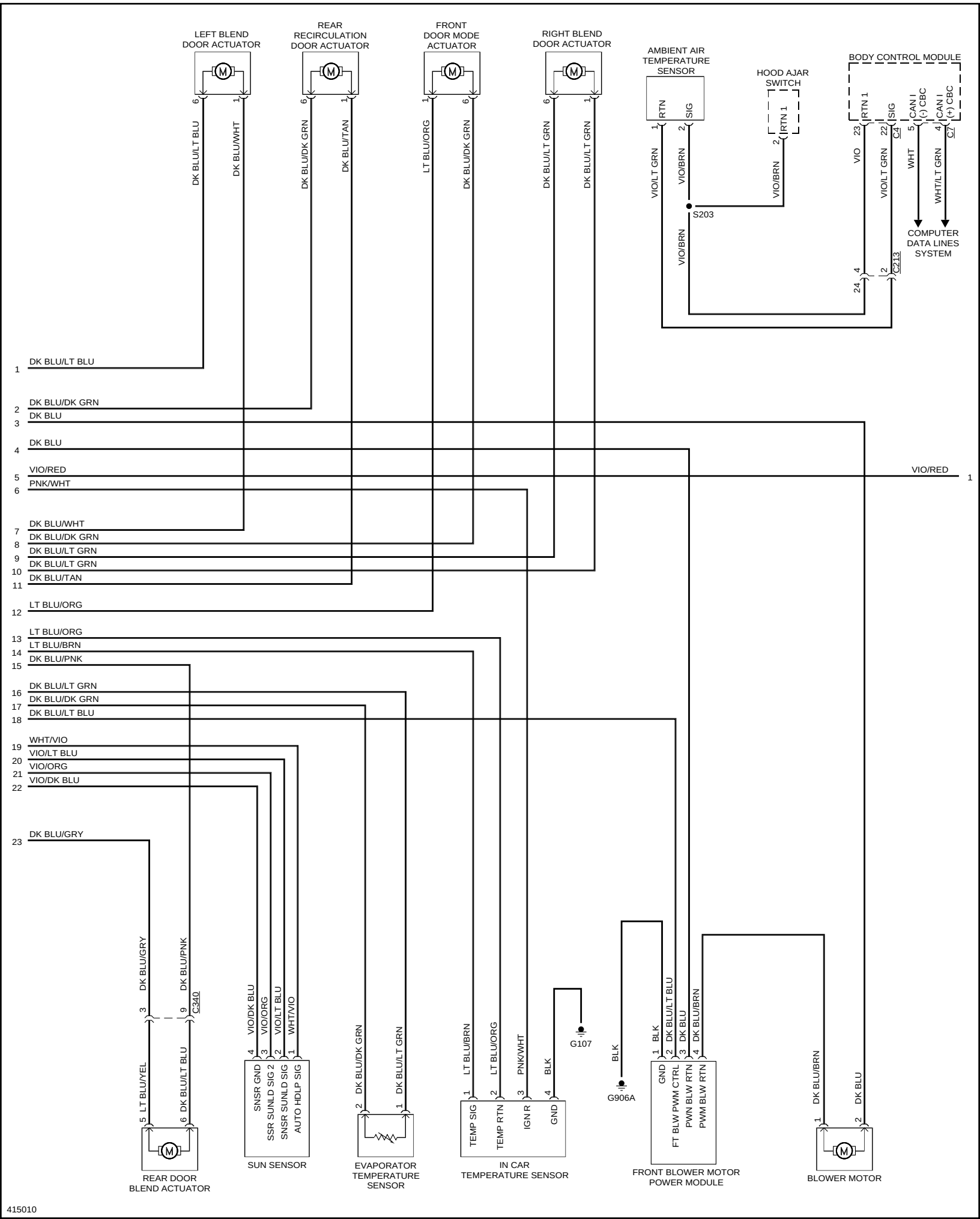
20. If necessary, hoist the vehicle.

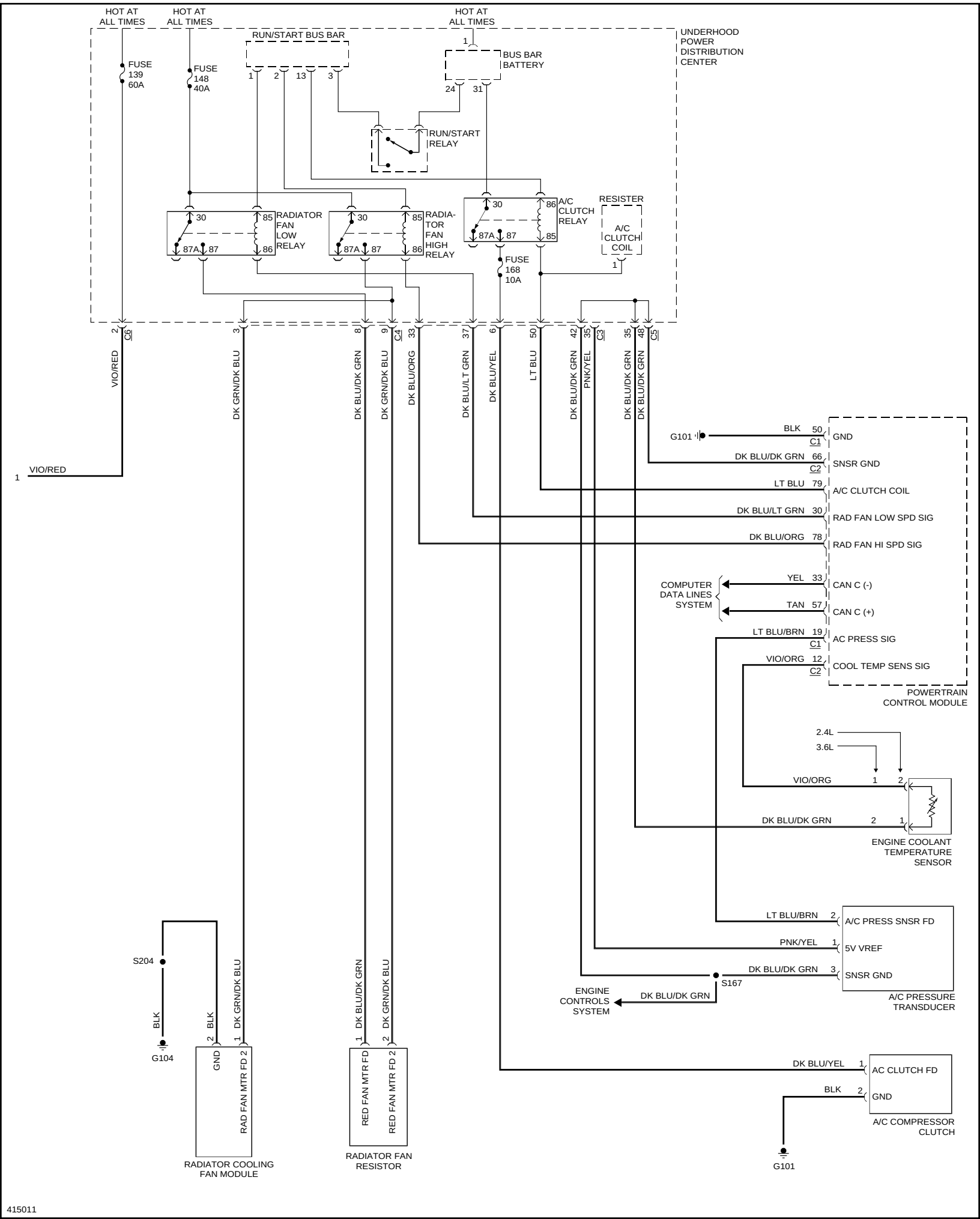
21. Remove the transparent tube (1) from the nipple on the slave cylinder union and install the dust cover.

22. Install the belly pan, if removed.

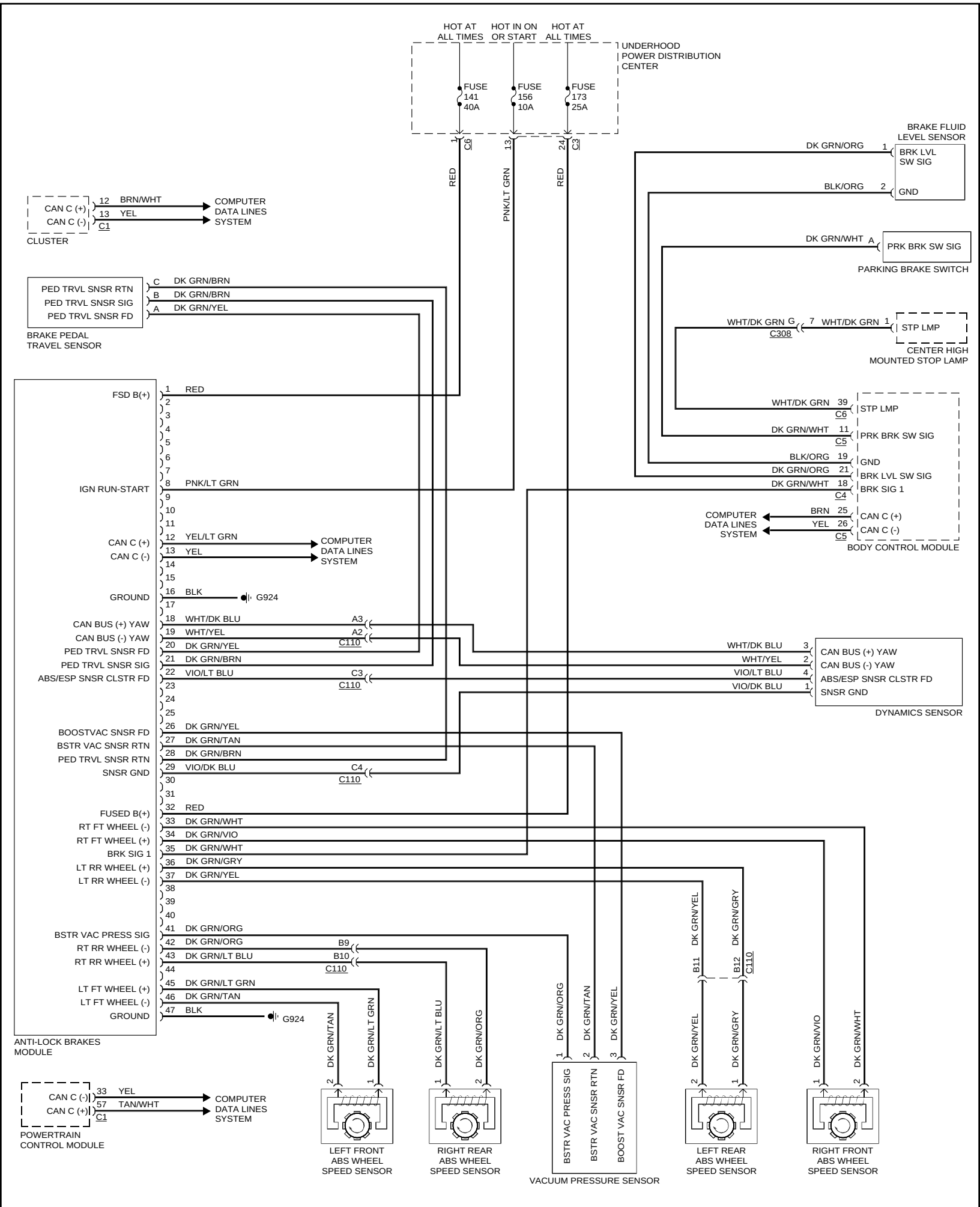
23. Lower the vehicle.


HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 130 15A
FUSE 109 10A
FUSE 114 20A
RUN BUS BAR
REAR BLOWER MOTOR RELAY
REAR BLOWER MOTOR RESISTOR
BLOWER MOTOR RELAY
RUN RELAY
RED
PNK/YEL
DK BLU/LT GRN
DK BLU/LT BLU
DK BLU/LT GRN
DK BLU/DK GRN
LT BLU/BRN
BLK
LT BLU/BRN
PNK/WHT
VIO/RED
DK BLU
DK BLU
DK BLU/DK GRN
DK BLU/LT BLU
G907A
DK BLU/LT BLU
DK BLU/DK GRN
DK BLU
DK BLU
VIO/RED
PNK/WHT
BATT FEED
IGN R
TEMP PLSE DRV LT CLKWSE
ACT COM
ACT COM 2
TEMP PLSE DRV RT CLKWSE
RCRC ACT DR
FT MODE ACT DRV
TEMP RTN
TEMP SIG
LR TEMP PLSE DRV RT CLKWSE
GND
EVAP SIG
EVAP SENS RTN
FT BLW PWM CTRL
EBL RLY CTRL
AUTO HDLP SIG
SSR SUNLD SIG 1
SSR SUNLD SIG 2
SNSR GND
CAN IHS (+)
CAN IHS (-)
C1
G906A
C200
DEFOGGER SYSTEM
COMPUTER DATA LINES SYSTEM
A/C HEATER MODULE
TEMP PLSE DRV RT CLKWSE
RR MODE PLSE DRV CLKWSE
RR MODE PLSE DRV CNTR CLKWSE
RR AC TEMP CTRL
RR BLR SNSE FD
RR MODE MTR B
5V SRCE RR CTRL BLW
HVAC MUX RTN
RR BLW PWM CTRL
RR BLW ON IND
C2
C200
RR BLW ON IND
HVAC MUX RTN
5V SRCE RR CTRL BLW
RR MODE MTR B
RR BLW SNS FD
RR A/C TEMP CTRL
GND
DIM 3 IP
C206
INTERIOR LIGHTS SYSTEM
REAR BLOWER CONTROL SWITCH
G907A
RR BLW PWM CTRL
RR BLW SNSE RTN
RR AC BLW FD
REAR BLOWER MOTOR POWER MODULE
G314
REAR BLOWER MOTOR
REAR DOOR MODE ACTUATOR
C340
415009

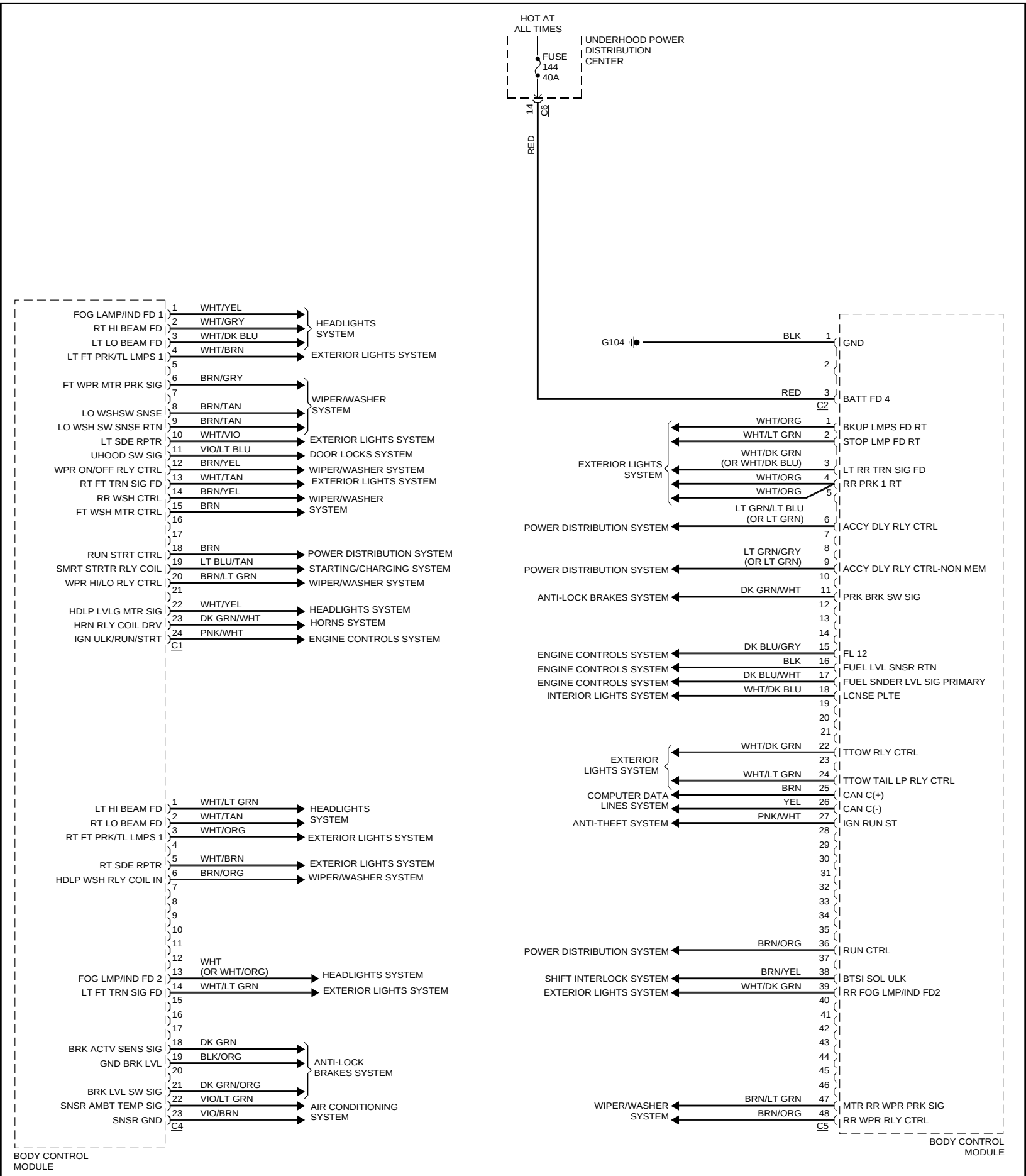

LEFT BLEND DOOR ACTUATOR
REAR RECIRCULATION DOOR ACTUATOR
FRONT DOOR MODE ACTUATOR
RIGHT BLEND DOOR ACTUATOR
AMBIENT AIR TEMPERATURE SENSOR
HOOD AJAR SWITCH
BODY CONTROL MODULE
RTN
SIG
RTN 1
CAN I (-) CBC
CAN I (+) CBC
VIO
WHT
WHT/LT GRN
VIO/LT GRN
VIO/BRN
VIO/BRN
S203
C4
C213
C7
COMPUTER DATA LINES SYSTEM
DK BLU/LT BLU
DK BLU/WHT
DK BLU/DK GRN
DK BLU/TAN
LT BLU/ORG
DK BLU/LT GRN
DK BLU
VIO/RED
PNK/WHT
DK BLU/WHT
DK BLU/DK GRN
DK BLU/LT GRN
DK BLU/TAN
LT BLU/ORG
LT BLU/BRN
DK BLU/PNK
DK BLU/LT GRN
DK BLU/DK GRN
DK BLU/LT BLU
WHT/VIO
VIO/LT BLU
VIO/ORG
VIO/DK BLU
DK BLU/GRY
C340
LT BLU/YEL
DK BLU/LT BLU
REAR DOOR BLEND ACTUATOR
SNSR GND
SSR SUNLD SIG 2
SNSR SUNLD SIG
AUTO HDLP SIG
SUN SENSOR
EVAPORATOR TEMPERATURE SENSOR
TEMP SIG
TEMP RTN
IGN R
GND
IN CAR TEMPERATURE SENSOR
G107
G906A
BLK
FT BLW PWM CTRL
PWN BLW RTN
PWM BLW RTN
FRONT BLOWER MOTOR POWER MODULE
BLOWER MOTOR
415010


HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
RUN/START BUS BAR
BUS BAR BATTERY
FUSE 139 60A
FUSE 148 40A
RUN/START RELAY
RADIATOR FAN LOW RELAY
RADIA-TOR FAN HIGH RELAY
A/C CLUTCH RELAY
RESISTER
A/C CLUTCH COIL
FUSE 168 10A
VIO/RED
DK GRN/DK BLU
DK BLU/DK GRN
DK GRN/DK BLU
DK BLU/ORG
DK BLU/LT GRN
DK BLU/YEL
LT BLU
DK BLU/DK GRN
PNK/YEL
DK BLU/DK GRN
DK BLU/DK GRN
G101
BLK
GND
SNSR GND
LT BLU
A/C CLUTCH COIL
DK BLU/LT GRN
RAD FAN LOW SPD SIG
DK BLU/ORG
RAD FAN HI SPD SIG
COMPUTER DATA LINES SYSTEM
YEL
CAN C (-)
TAN
CAN C (+)
LT BLU/BRN
AC PRESS SIG
VIO/ORG
COOL TEMP SENS SIG
POWERTRAIN CONTROL MODULE
2.4L
3.6L
VIO/ORG
DK BLU/DK GRN
ENGINE COOLANT TEMPERATURE SENSOR
LT BLU/BRN
A/C PRESS SNSR FD
PNK/YEL
5V VREF
DK BLU/DK GRN
SNSR GND
A/C PRESSURE TRANSDUCER
S167
ENGINE CONTROLS SYSTEM
DK BLU/DK GRN
S204
BLK
G104
GND
RAD FAN MTR FD
RADIATOR COOLING FAN MODULE
RED FAN MTR FD
RADIATOR FAN RESISTOR
DK BLU/YEL
AC CLUTCH FD
BLK
GND
A/C COMPRESSOR CLUTCH
G101

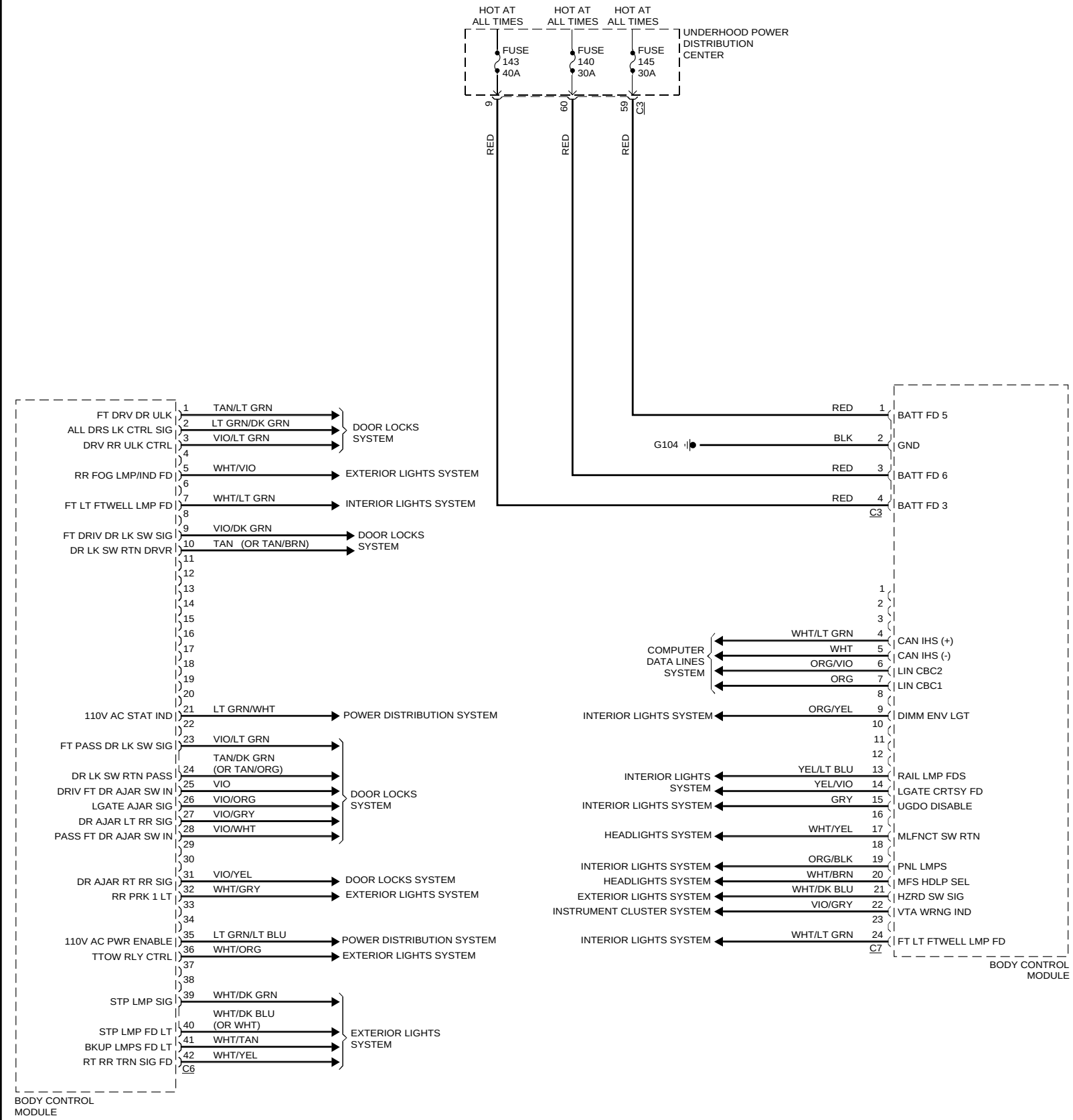
415011


HOT AT ALL TIMES
HOT IN ON OR START
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 141 40A
FUSE 156 10A
FUSE 173 25A
C6
C3
RED
PNK/LT GRN
RED
BRAKE FLUID LEVEL SENSOR
DK GRN/ORG 1 BRK LVL SW SIG
BLK/ORG 2 GND
DK GRN/WHT A PRK BRK SW SIG
PARKING BRAKE SWITCH
CAN C (+) 12 BRN/WHT
CAN C (-) 13 YEL
C1
COMPUTER DATA LINES SYSTEM
CLUSTER
PED TRVL SNSR RTN C DK GRN/BRN
PED TRVL SNSR SIG B DK GRN/BRN
PED TRVL SNSR FD A DK GRN/YEL
BRAKE PEDAL TRAVEL SENSOR
WHT/DK GRN G C308
7 WHT/DK GRN 1 STP LMP
CENTER HIGH MOUNTED STOP LAMP
FSD B(+) 1 RED
IGN RUN-START 8 PNK/LT GRN
WHT/DK GRN 39 C6 STP LMP
DK GRN/WHT 11 C5 PRK BRK SW SIG
BLK/ORG 19 GND
DK GRN/ORG 21 BRK LVL SW SIG
DK GRN/WHT 18 C4 BRK SIG 1
BRN 25 CAN C (+)
YEL 26 CAN C (-) C5
COMPUTER DATA LINES SYSTEM
BODY CONTROL MODULE
CAN C (+) 12 YEL/LT GRN
CAN C (-) 13 YEL
COMPUTER DATA LINES SYSTEM
GROUND 16 BLK G924
CAN BUS (+) YAW 18 WHT/DK BLU A3
CAN BUS (-) YAW 19 WHT/YEL A2
PED TRVL SNSR FD 20 DK GRN/YEL
PED TRVL SNSR SIG 21 DK GRN/BRN
ABS/ESP SNSR CLSTR FD 22 VIO/LT BLU C3
C110
WHT/DK BLU 3
WHT/YEL 2
VIO/LT BLU 4
VIO/DK BLU 1
CAN BUS (+) YAW
CAN BUS (-) YAW
ABS/ESP SNSR CLSTR FD
SNSR GND
DYNAMICS SENSOR
BOOSTVAC SNSR FD 26 DK GRN/YEL
BSTR VAC SNSR RTN 27 DK GRN/TAN
PED TRVL SNSR RTN 28 DK GRN/BRN
SNSR GND 29 VIO/DK BLU C4
C110
FUSED B(+) 32 RED
RT FT WHEEL (-) 33 DK GRN/WHT
RT FT WHEEL (+) 34 DK GRN/VIO
BRK SIG 1 35 DK GRN/WHT
LT RR WHEEL (+) 36 DK GRN/GRY
LT RR WHEEL (-) 37 DK GRN/YEL
BSTR VAC PRESS SIG 41 DK GRN/ORG
RT RR WHEEL (-) 42 DK GRN/ORG B9
RT RR WHEEL (+) 43 DK GRN/LT BLU B10
C110
LT FT WHEEL (+) 45 DK GRN/LT GRN
LT FT WHEEL (-) 46 DK GRN/TAN
GROUND 47 BLK G924
ANTI-LOCK BRAKES MODULE
B11 DK GRN/YEL
B12 DK GRN/GRY
C110
DK GRN/TAN
DK GRN/LT GRN
DK GRN/LT BLU
DK GRN/ORG
DK GRN/ORG
DK GRN/TAN
DK GRN/YEL
DK GRN/YEL
DK GRN/GRY
DK GRN/VIO
DK GRN/WHT
BSTR VAC PRESS SIG
BSTR VAC SNSR RTN
BOOST VAC SNSR FD
VACUUM PRESSURE SENSOR
LEFT FRONT ABS WHEEL SPEED SENSOR
RIGHT REAR ABS WHEEL SPEED SENSOR
LEFT REAR ABS WHEEL SPEED SENSOR
RIGHT FRONT ABS WHEEL SPEED SENSOR
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT
C1
COMPUTER DATA LINES SYSTEM
POWERTRAIN CONTROL MODULE

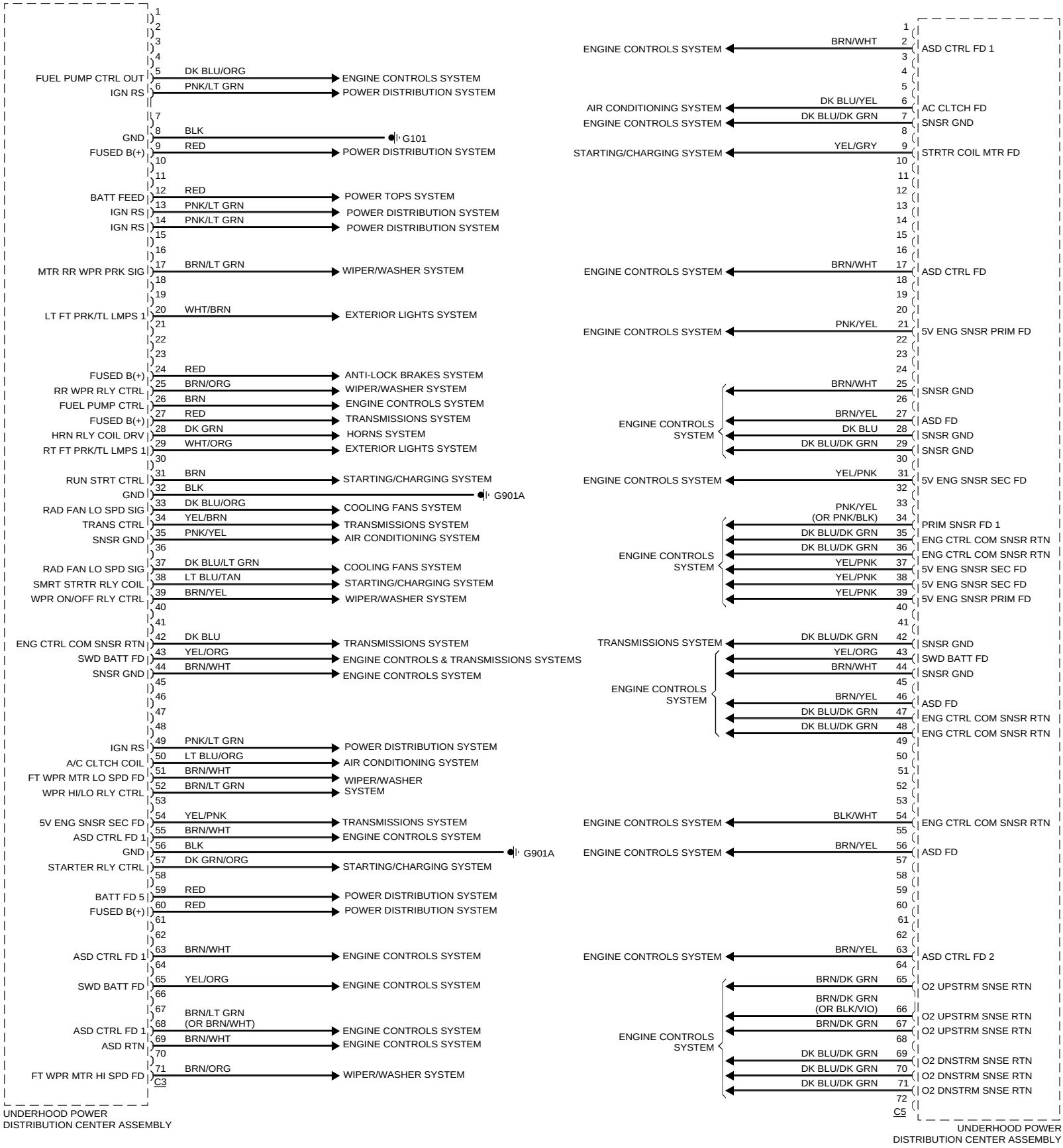
415018

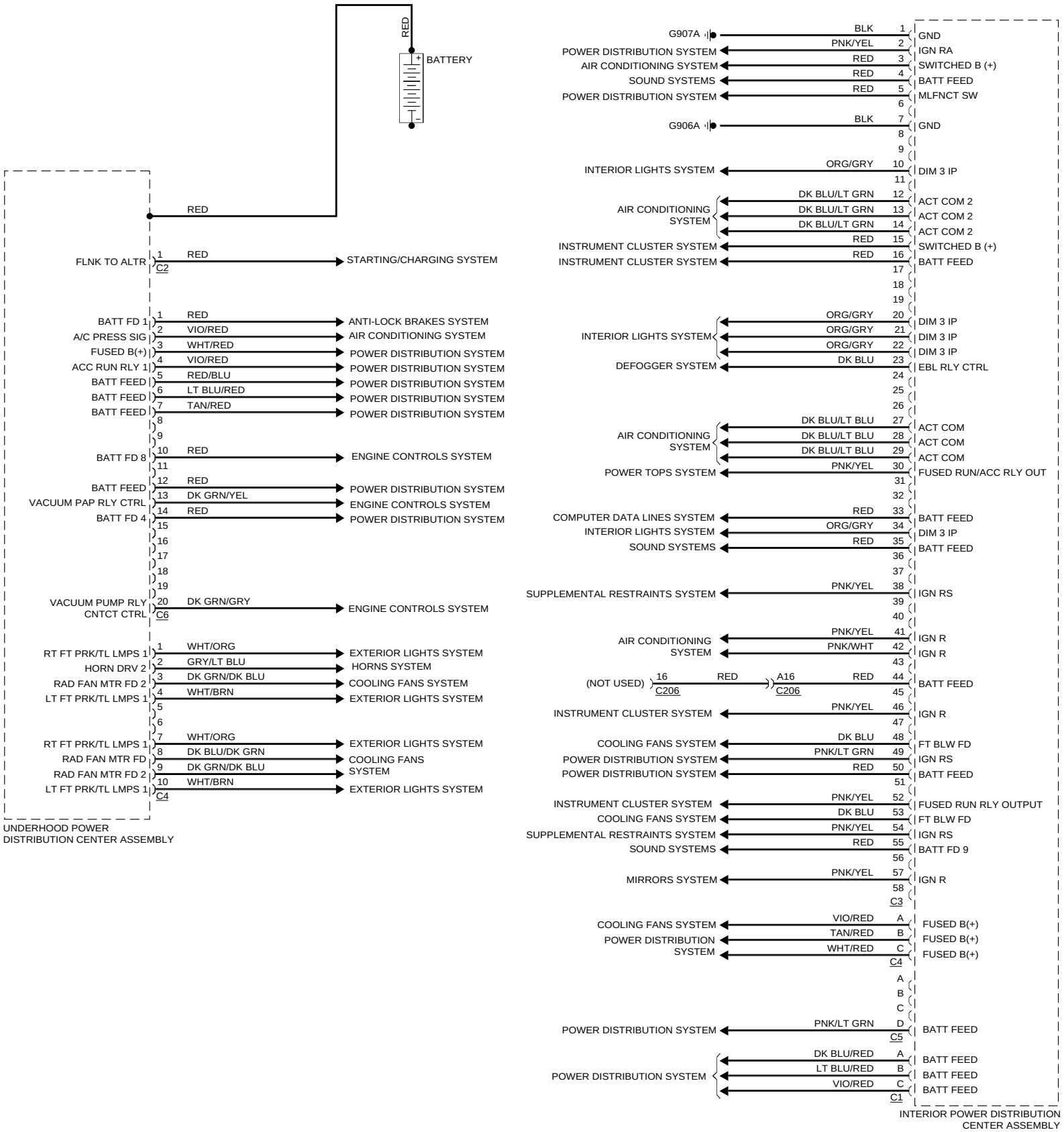

HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 144 40A
14 C6
RED
G104
BLK 1 GND
2
RED 3 BATT FD 4
C2
BODY CONTROL MODULE
FOG LAMP/IND FD 1
RT HI BEAM FD
LT LO BEAM FD
LT FT PRK/TL LMPS 1
1 WHT/YEL
2 WHT/GRY
3 WHT/DK BLU
4 WHT/BRN
HEADLIGHTS SYSTEM
EXTERIOR LIGHTS SYSTEM
FT WPR MTR PRK SIG
6 BRN/GRY
LO WSHSW SNSE
LO WSH SW SNSE RTN
8 BRN/TAN
9 BRN/TAN
WIPER/WASHER SYSTEM
LT SDE RPTR
10 WHT/VIO
EXTERIOR LIGHTS SYSTEM
UHOOD SW SIG
11 VIO/LT BLU
DOOR LOCKS SYSTEM
WPR ON/OFF RLY CTRL
12 BRN/YEL
WIPER/WASHER SYSTEM
RT FT TRN SIG FD
13 WHT/TAN
EXTERIOR LIGHTS SYSTEM
RR WSH CTRL
14 BRN/YEL
WIPER/WASHER SYSTEM
FT WSH MTR CTRL
15 BRN
RUN STRT CTRL
18 BRN
POWER DISTRIBUTION SYSTEM
SMRT STRTR RLY COIL
19 LT BLU/TAN
STARTING/CHARGING SYSTEM
WPR HI/LO RLY CTRL
20 BRN/LT GRN
WIPER/WASHER SYSTEM
HDLP LVLG MTR SIG
22 WHT/YEL
HEADLIGHTS SYSTEM
HRN RLY COIL DRV
23 DK GRN/WHT
HORNS SYSTEM
IGN ULK/RUN/STRT
24 PNK/WHT
ENGINE CONTROLS SYSTEM
C1
LT HI BEAM FD
RT LO BEAM FD
RT FT PRK/TL LMPS 1
1 WHT/LT GRN
2 WHT/TAN
3 WHT/ORG
HEADLIGHTS SYSTEM
EXTERIOR LIGHTS SYSTEM
RT SDE RPTR
5 WHT/BRN
HDLP WSH RLY COIL IN
6 BRN/ORG
EXTERIOR LIGHTS SYSTEM
WIPER/WASHER SYSTEM
FOG LMP/IND FD 2
LT FT TRN SIG FD
13 WHT (OR WHT/ORG)
14 WHT/LT GRN
HEADLIGHTS SYSTEM
EXTERIOR LIGHTS SYSTEM
BRK ACTV SENS SIG
GND BRK LVL
18 DK GRN
19 BLK/ORG
ANTI-LOCK BRAKES SYSTEM
BRK LVL SW SIG
SNSR AMBT TEMP SIG
SNSR GND
21 DK GRN/ORG
22 VIO/LT GRN
23 VIO/BRN
AIR CONDITIONING SYSTEM
C4
BODY CONTROL MODULE
EXTERIOR LIGHTS SYSTEM
WHT/ORG 1 BKUP LMPS FD RT
WHT/LT GRN 2 STOP LMP FD RT
WHT/DK GRN (OR WHT/DK BLU) 3 LT RR TRN SIG FD
WHT/ORG 4 RR PRK 1 RT
WHT/ORG 5
POWER DISTRIBUTION SYSTEM
LT GRN/LT BLU (OR LT GRN) 6 ACCY DLY RLY CTRL
POWER DISTRIBUTION SYSTEM
LT GRN/GRY (OR LT GRN) 9 ACCY DLY RLY CTRL-NON MEM
ANTI-LOCK BRAKES SYSTEM
DK GRN/WHT 11 PRK BRK SW SIG
ENGINE CONTROLS SYSTEM
DK BLU/GRY 15 FL 12
ENGINE CONTROLS SYSTEM
BLK 16 FUEL LVL SNSR RTN
ENGINE CONTROLS SYSTEM
DK BLU/WHT 17 FUEL SNDER LVL SIG PRIMARY
INTERIOR LIGHTS SYSTEM
WHT/DK BLU 18 LCNSE PLTE
EXTERIOR LIGHTS SYSTEM
WHT/DK GRN 22 TTOW RLY CTRL
WHT/LT GRN 24 TTOW TAIL LP RLY CTRL
COMPUTER DATA LINES SYSTEM
BRN 25 CAN C(+)
YEL 26 CAN C(-)
ANTI-THEFT SYSTEM
PNK/WHT 27 IGN RUN ST
POWER DISTRIBUTION SYSTEM
BRN/ORG 36 RUN CTRL
SHIFT INTERLOCK SYSTEM
BRN/YEL 38 BTSI SOL ULK
EXTERIOR LIGHTS SYSTEM
WHT/DK GRN 39 RR FOG LMP/IND FD2
WIPER/WASHER SYSTEM
BRN/LT GRN 47 MTR RR WPR PRK SIG
BRN/ORG 48 RR WPR RLY CTRL
C5
BODY CONTROL MODULE

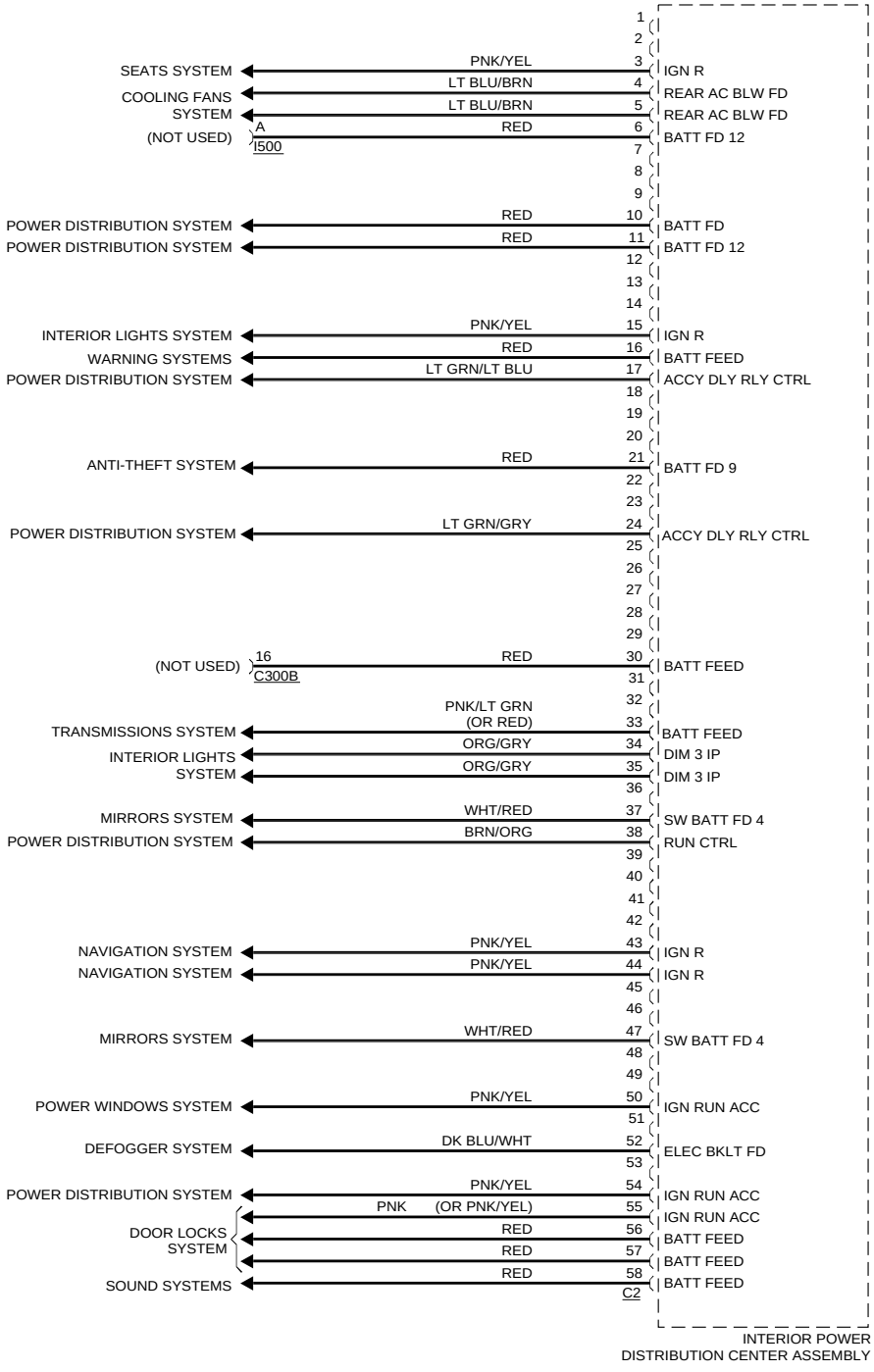
415071

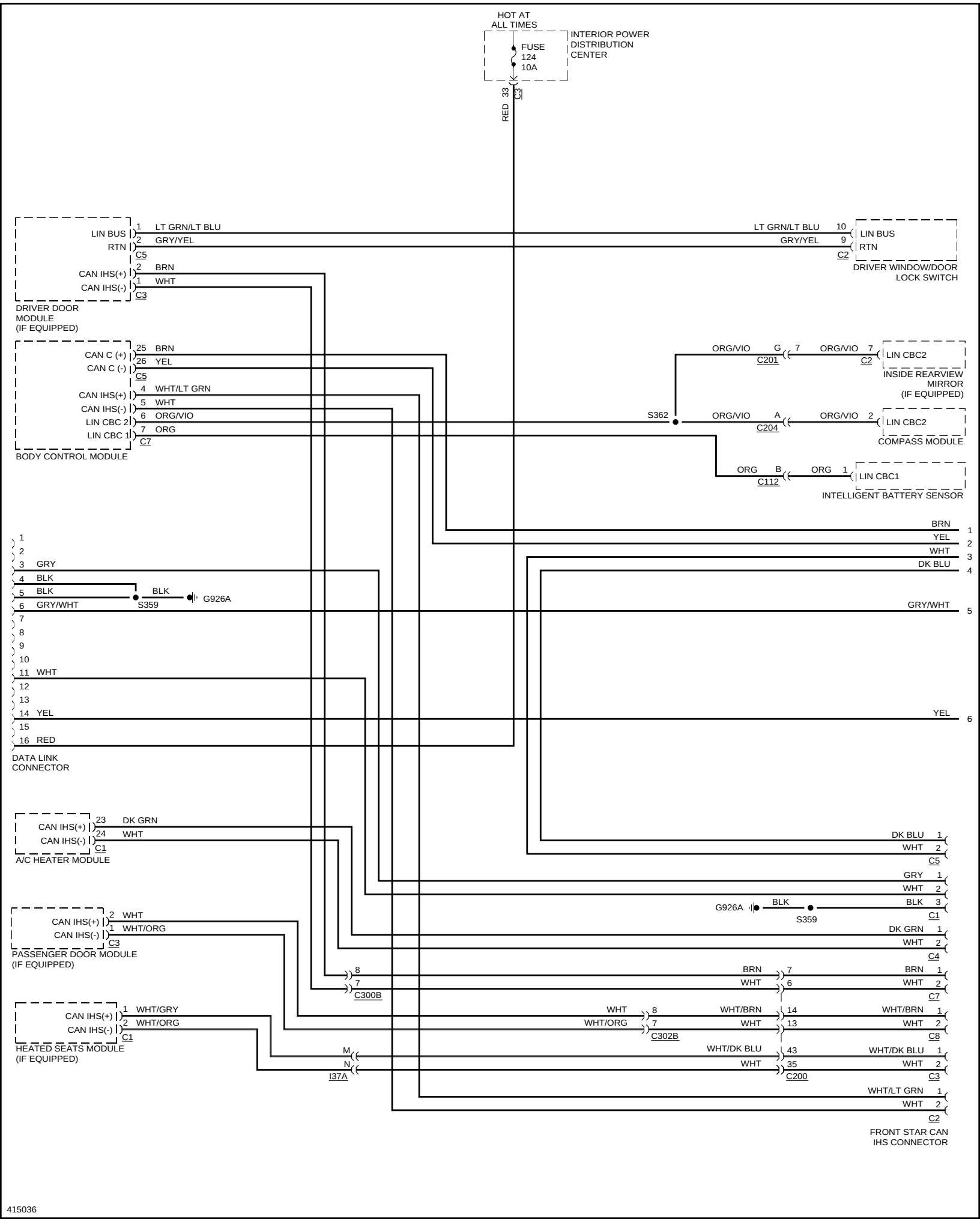

HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 143 40A
FUSE 140 30A
FUSE 145 30A
9
60
59
C3
RED
RED
RED
RED 1 BATT FD 5
G104
BLK 2 GND
RED 3 BATT FD 6
RED 4 BATT FD 3
C3
1 TAN/LT GRN
FT DRV DR ULK
2 LT GRN/DK GRN
ALL DRS LK CTRL SIG
3 VIO/LT GRN
DRV RR ULK CTRL
DOOR LOCKS SYSTEM
5 WHT/VIO
RR FOG LMP/IND FD
EXTERIOR LIGHTS SYSTEM
7 WHT/LT GRN
FT LT FTWELL LMP FD
INTERIOR LIGHTS SYSTEM
9 VIO/DK GRN
FT DRIV DR LK SW SIG
10 TAN (OR TAN/BRN)
DR LK SW RTN DRVR
DOOR LOCKS SYSTEM
21 LT GRN/WHT
110V AC STAT IND
POWER DISTRIBUTION SYSTEM
23 VIO/LT GRN
FT PASS DR LK SW SIG
24 TAN/DK GRN (OR TAN/ORG)
DR LK SW RTN PASS
25 VIO
DRIV FT DR AJAR SW IN
26 VIO/ORG
LGATE AJAR SIG
27 VIO/GRY
DR AJAR LT RR SIG
28 VIO/WHT
PASS FT DR AJAR SW IN
DOOR LOCKS SYSTEM
31 VIO/YEL
DR AJAR RT RR SIG
DOOR LOCKS SYSTEM
32 WHT/GRY
RR PRK 1 LT
EXTERIOR LIGHTS SYSTEM
35 LT GRN/LT BLU
110V AC PWR ENABLE
POWER DISTRIBUTION SYSTEM
36 WHT/ORG
TTOW RLY CTRL
EXTERIOR LIGHTS SYSTEM
39 WHT/DK GRN
STP LMP SIG
40 WHT/DK BLU (OR WHT)
STP LMP FD LT
41 WHT/TAN
BKUP LMPS FD LT
42 WHT/YEL
RT RR TRN SIG FD
C6
EXTERIOR LIGHTS SYSTEM
BODY CONTROL MODULE
COMPUTER DATA LINES SYSTEM
WHT/LT GRN 4 CAN IHS (+)
WHT 5 CAN IHS (-)
ORG/VIO 6 LIN CBC2
ORG 7 LIN CBC1
INTERIOR LIGHTS SYSTEM
ORG/YEL 9 DIMM ENV LGT
INTERIOR LIGHTS SYSTEM
YEL/LT BLU 13 RAIL LMP FDS
YEL/VIO 14 LGATE CRTSY FD
INTERIOR LIGHTS SYSTEM
GRY 15 UGDO DISABLE
HEADLIGHTS SYSTEM
WHT/YEL 17 MLFNCT SW RTN
INTERIOR LIGHTS SYSTEM
ORG/BLK 19 PNL LMPS
HEADLIGHTS SYSTEM
WHT/BRN 20 MFS HDLP SEL
EXTERIOR LIGHTS SYSTEM
WHT/DK BLU 21 HZRD SW SIG
INSTRUMENT CLUSTER SYSTEM
VIO/GRY 22 VTA WRNG IND
INTERIOR LIGHTS SYSTEM
WHT/LT GRN 24 FT LT FTWELL LMP FD
C7
BODY CONTROL MODULE

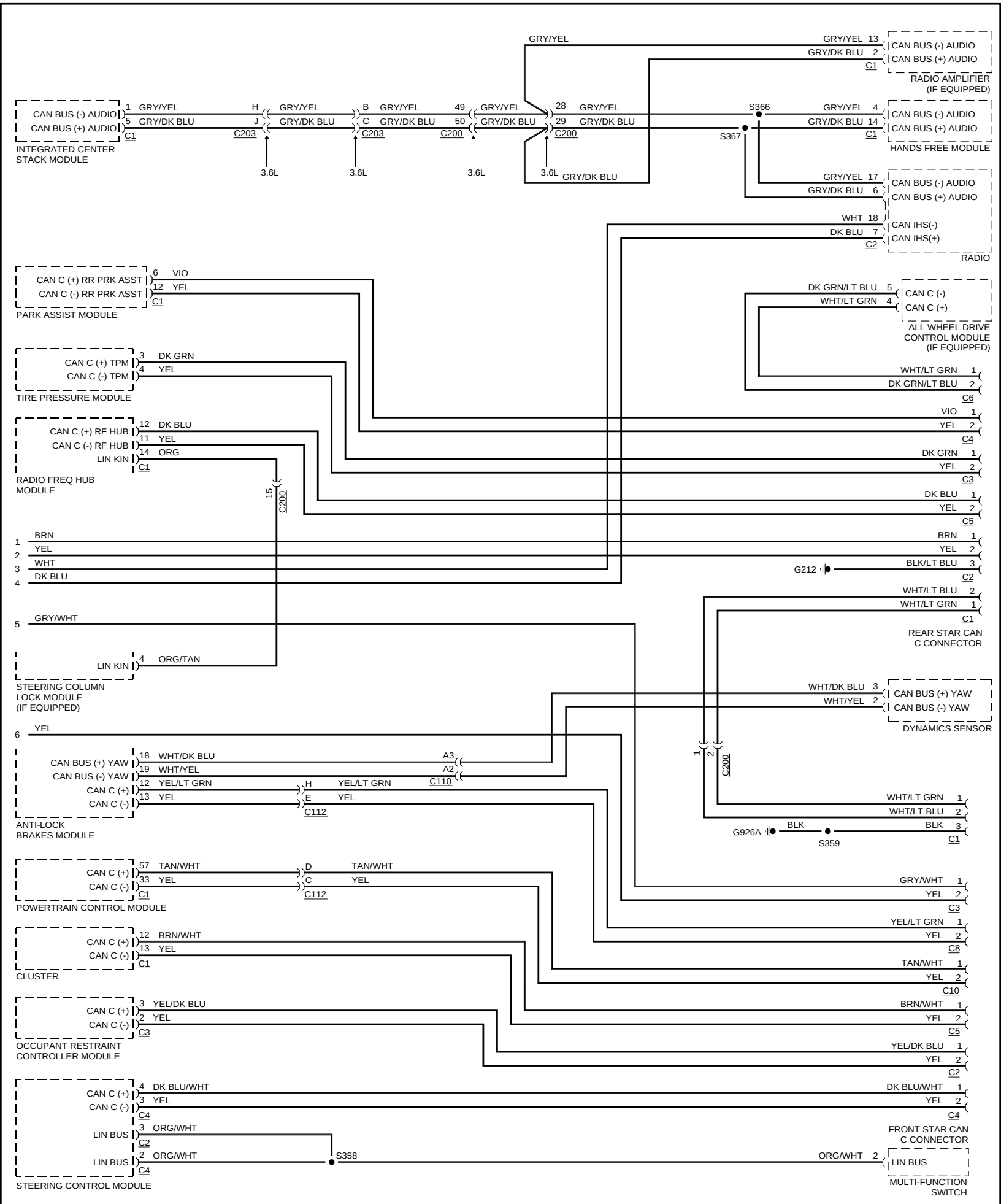
415072

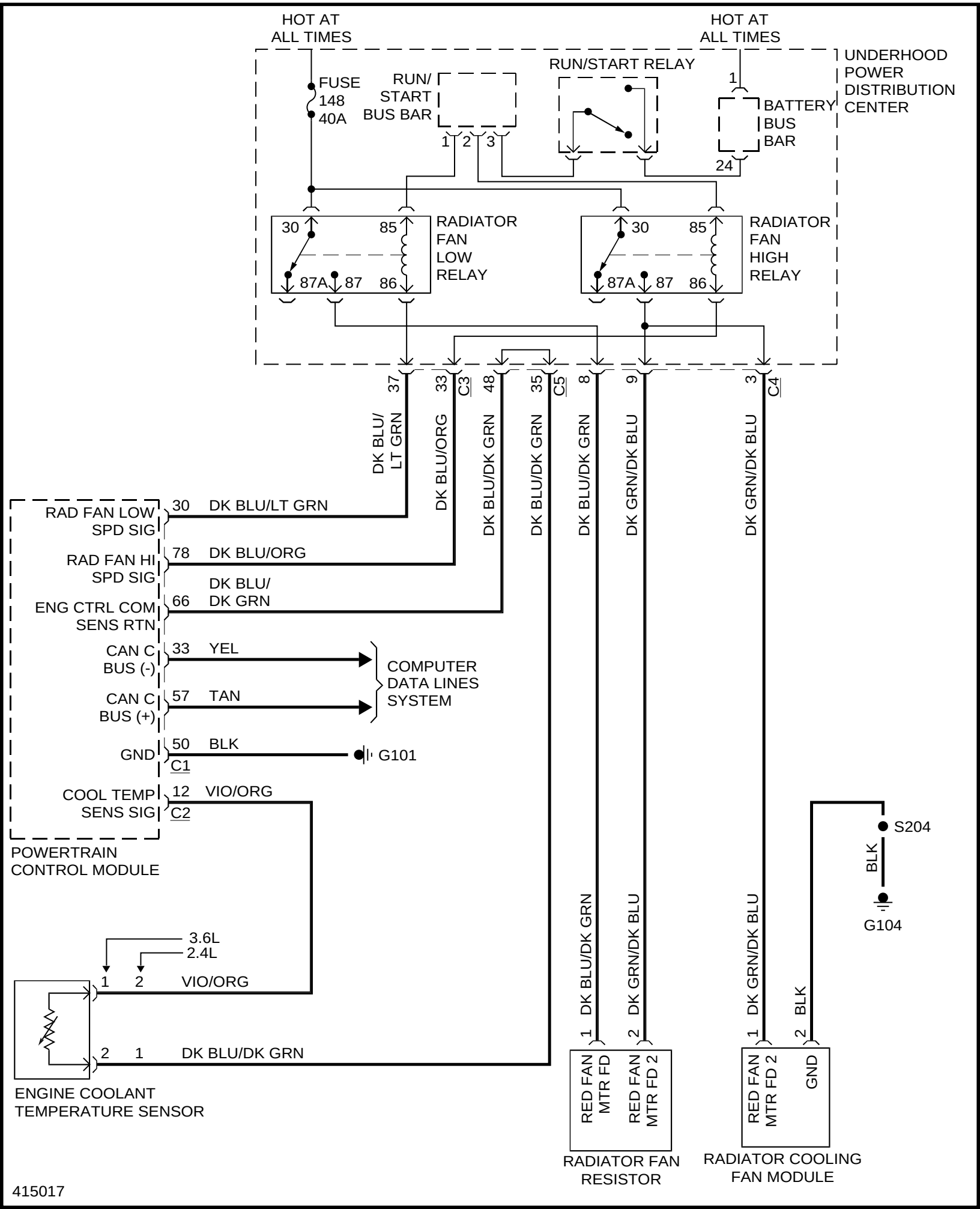

1
2
3
4
FUEL PUMP CTRL OUT
5
DK BLU/ORG
ENGINE CONTROLS SYSTEM
IGN RS
6
PNK/LT GRN
POWER DISTRIBUTION SYSTEM
7
GND
8
BLK
G101
FUSED B(+)
9
RED
POWER DISTRIBUTION SYSTEM
10
11
BATT FEED
12
RED
POWER TOPS SYSTEM
IGN RS
13
PNK/LT GRN
POWER DISTRIBUTION SYSTEM
IGN RS
14
PNK/LT GRN
POWER DISTRIBUTION SYSTEM
15
16
MTR RR WPR PRK SIG
17
BRN/LT GRN
WIPER/WASHER SYSTEM
18
19
LT FT PRK/TL LMPS 1
20
WHT/BRN
EXTERIOR LIGHTS SYSTEM
21
22
23
FUSED B(+)
24
RED
ANTI-LOCK BRAKES SYSTEM
RR WPR RLY CTRL
25
BRN/ORG
WIPER/WASHER SYSTEM
FUEL PUMP CTRL
26
BRN
ENGINE CONTROLS SYSTEM
FUSED B(+)
27
RED
TRANSMISSIONS SYSTEM
HRN RLY COIL DRV
28
DK GRN
HORNS SYSTEM
RT FT PRK/TL LMPS 1
29
WHT/ORG
EXTERIOR LIGHTS SYSTEM
30
RUN STRT CTRL
31
BRN
STARTING/CHARGING SYSTEM
GND
32
BLK
G901A
RAD FAN LO SPD SIG
33
DK BLU/ORG
COOLING FANS SYSTEM
TRANS CTRL
34
YEL/BRN
TRANSMISSIONS SYSTEM
SNSR GND
35
PNK/YEL
AIR CONDITIONING SYSTEM
36
RAD FAN LO SPD SIG
37
DK BLU/LT GRN
COOLING FANS SYSTEM
SMRT STRTR RLY COIL
38
LT BLU/TAN
STARTING/CHARGING SYSTEM
WPR ON/OFF RLY CTRL
39
BRN/YEL
WIPER/WASHER SYSTEM
40
41
ENG CTRL COM SNSR RTN
42
DK BLU
TRANSMISSIONS SYSTEM
SWD BATT FD
43
YEL/ORG
ENGINE CONTROLS & TRANSMISSIONS SYSTEMS
SNSR GND
44
BRN/WHT
ENGINE CONTROLS SYSTEM
45
46
47
48
IGN RS
49
PNK/LT GRN
POWER DISTRIBUTION SYSTEM
A/C CLTCH COIL
50
LT BLU/ORG
AIR CONDITIONING SYSTEM
FT WPR MTR LO SPD FD
51
BRN/WHT
WIPER/WASHER
WPR HI/LO RLY CTRL
52
BRN/LT GRN
SYSTEM
53
5V ENG SNSR SEC FD
54
YEL/PNK
TRANSMISSIONS SYSTEM
ASD CTRL FD 1
55
BRN/WHT
ENGINE CONTROLS SYSTEM
GND
56
BLK
G901A
STARTER RLY CTRL
57
DK GRN/ORG
STARTING/CHARGING SYSTEM
58
BATT FD 5
59
RED
POWER DISTRIBUTION SYSTEM
FUSED B(+)
60
RED
POWER DISTRIBUTION SYSTEM
61
62
ASD CTRL FD 1
63
BRN/WHT
ENGINE CONTROLS SYSTEM
64
SWD BATT FD
65
YEL/ORG
ENGINE CONTROLS SYSTEM
66
67
BRN/LT GRN
(OR BRN/WHT)
ASD CTRL FD 1
68
ENGINE CONTROLS SYSTEM
ASD RTN
69
BRN/WHT
ENGINE CONTROLS SYSTEM
70
FT WPR MTR HI SPD FD
71
BRN/ORG
WIPER/WASHER SYSTEM
C3
UNDERHOOD POWER
DISTRIBUTION CENTER ASSEMBLY
1
ENGINE CONTROLS SYSTEM
BRN/WHT
2
ASD CTRL FD 1
3
4
5
AIR CONDITIONING SYSTEM
DK BLU/YEL
6
AC CLTCH FD
ENGINE CONTROLS SYSTEM
DK BLU/DK GRN
7
SNSR GND
8
STARTING/CHARGING SYSTEM
YEL/GRY
9
STRTR COIL MTR FD
10
11
12
13
14
15
16
ENGINE CONTROLS SYSTEM
BRN/WHT
17
ASD CTRL FD
18
19
20
ENGINE CONTROLS SYSTEM
PNK/YEL
21
5V ENG SNSR PRIM FD
22
23
24
BRN/WHT
25
SNSR GND
26
ENGINE CONTROLS
SYSTEM
BRN/YEL
27
ASD FD
DK BLU
28
SNSR GND
DK BLU/DK GRN
29
SNSR GND
30
ENGINE CONTROLS SYSTEM
YEL/PNK
31
5V ENG SNSR SEC FD
32
33
PNK/YEL
(OR PNK/BLK)
34
PRIM SNSR FD 1
DK BLU/DK GRN
35
ENG CTRL COM SNSR RTN
DK BLU/DK GRN
36
ENG CTRL COM SNSR RTN
ENGINE CONTROLS
SYSTEM
YEL/PNK
37
5V ENG SNSR SEC FD
YEL/PNK
38
5V ENG SNSR SEC FD
YEL/PNK
39
5V ENG SNSR PRIM FD
40
41
TRANSMISSIONS SYSTEM
DK BLU/DK GRN
42
SNSR GND
YEL/ORG
43
SWD BATT FD
BRN/WHT
44
SNSR GND
45
ENGINE CONTROLS
SYSTEM
BRN/YEL
46
ASD FD
DK BLU/DK GRN
47
ENG CTRL COM SNSR RTN
DK BLU/DK GRN
48
ENG CTRL COM SNSR RTN
49
50
51
52
53
ENGINE CONTROLS SYSTEM
BLK/WHT
54
ENG CTRL COM SNSR RTN
55
ENGINE CONTROLS SYSTEM
BRN/YEL
56
ASD FD
57
58
59
60
61
62
ENGINE CONTROLS SYSTEM
BRN/YEL
63
ASD CTRL FD 2
64
BRN/DK GRN
65
O2 UPSTRM SNSE RTN
BRN/DK GRN
(OR BLK/VIO)
66
O2 UPSTRM SNSE RTN
BRN/DK GRN
67
O2 UPSTRM SNSE RTN
68
ENGINE CONTROLS
SYSTEM
DK BLU/DK GRN
69
O2 DNSTRM SNSE RTN
DK BLU/DK GRN
70
O2 DNSTRM SNSE RTN
DK BLU/DK GRN
71
O2 DNSTRM SNSE RTN
72
C5
UNDERHOOD POWER
DISTRIBUTION CENTER ASSEMBLY

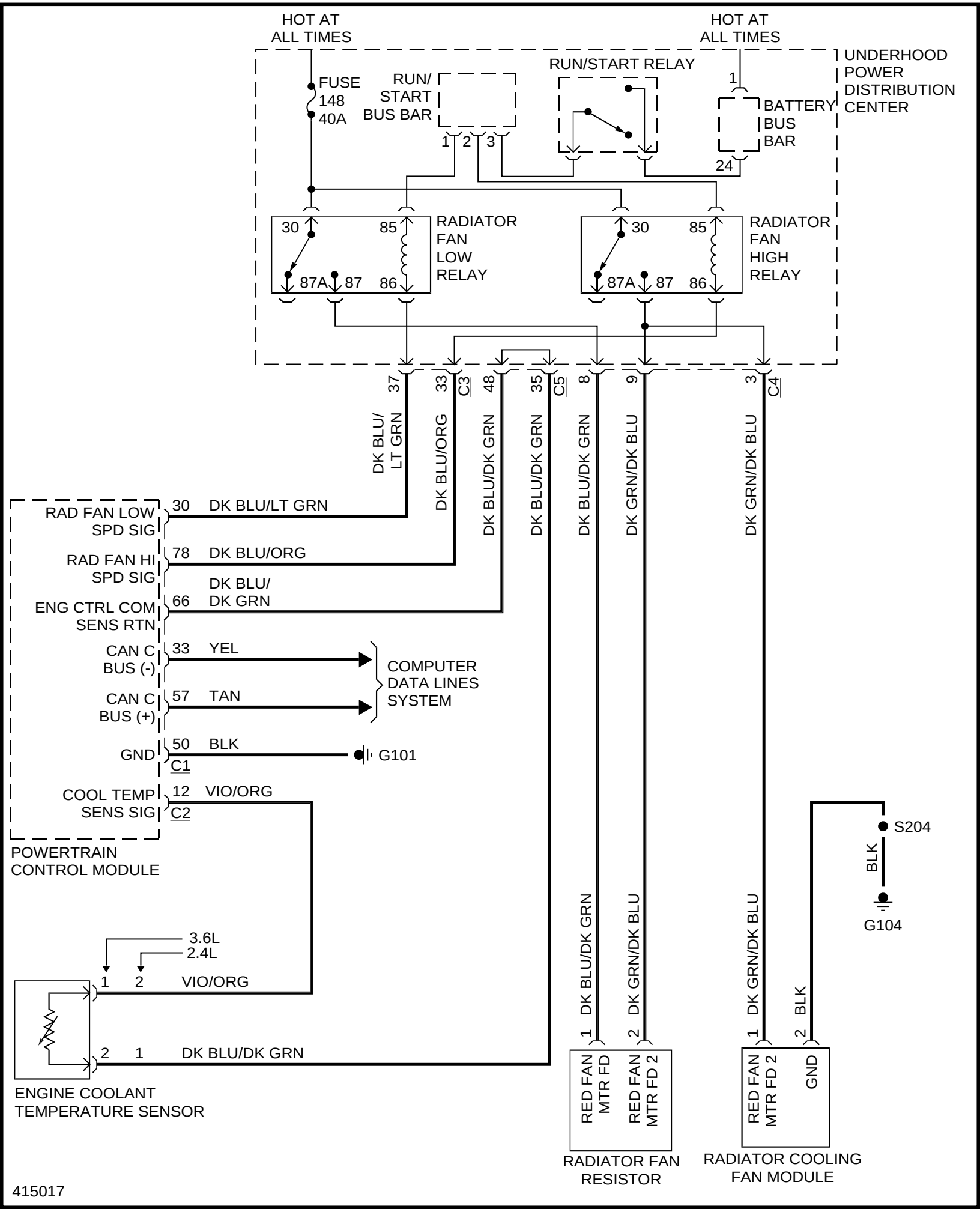

RED
BATTERY
+
-
RED
FLNK TO ALTR
1
C2
RED
STARTING/CHARGING SYSTEM
BATT FD 1
1
RED
ANTI-LOCK BRAKES SYSTEM
A/C PRESS SIG
2
VIO/RED
AIR CONDITIONING SYSTEM
FUSED B(+)
3
WHT/RED
POWER DISTRIBUTION SYSTEM
ACC RUN RLY 1
4
VIO/RED
POWER DISTRIBUTION SYSTEM
BATT FEED
5
RED/BLU
POWER DISTRIBUTION SYSTEM
BATT FEED
6
LT BLU/RED
POWER DISTRIBUTION SYSTEM
BATT FEED
7
TAN/RED
POWER DISTRIBUTION SYSTEM
8
9
BATT FD 8
10
RED
ENGINE CONTROLS SYSTEM
11
BATT FEED
12
RED
POWER DISTRIBUTION SYSTEM
VACUUM PAP RLY CTRL
13
DK GRN/YEL
ENGINE CONTROLS SYSTEM
BATT FD 4
14
RED
POWER DISTRIBUTION SYSTEM
15
16
17
18
19
VACUUM PUMP RLY CNTCT CTRL
20
C6
DK GRN/GRY
ENGINE CONTROLS SYSTEM
RT FT PRK/TL LMPS 1
1
WHT/ORG
EXTERIOR LIGHTS SYSTEM
HORN DRV 2
2
GRY/LT BLU
HORNS SYSTEM
RAD FAN MTR FD 2
3
DK GRN/DK BLU
COOLING FANS SYSTEM
LT FT PRK/TL LMPS 1
4
WHT/BRN
EXTERIOR LIGHTS SYSTEM
5
6
RT FT PRK/TL LMPS 1
7
WHT/ORG
EXTERIOR LIGHTS SYSTEM
RAD FAN MTR FD
8
DK BLU/DK GRN
COOLING FANS SYSTEM
RAD FAN MTR FD 2
9
DK GRN/DK BLU
LT FT PRK/TL LMPS 1
10
C4
WHT/BRN
EXTERIOR LIGHTS SYSTEM
UNDERHOOD POWER DISTRIBUTION CENTER ASSEMBLY
G907A
BLK
1
GND
POWER DISTRIBUTION SYSTEM
PNK/YEL
2
IGN RA
AIR CONDITIONING SYSTEM
RED
3
SWITCHED B (+)
SOUND SYSTEMS
RED
4
BATT FEED
POWER DISTRIBUTION SYSTEM
RED
5
MLFNCT SW
6
G906A
BLK
7
GND
8
9
INTERIOR LIGHTS SYSTEM
ORG/GRY
10
DIM 3 IP
11
AIR CONDITIONING SYSTEM
DK BLU/LT GRN
12
ACT COM 2
DK BLU/LT GRN
13
ACT COM 2
DK BLU/LT GRN
14
ACT COM 2
INSTRUMENT CLUSTER SYSTEM
RED
15
SWITCHED B (+)
INSTRUMENT CLUSTER SYSTEM
RED
16
BATT FEED
17
18
19
INTERIOR LIGHTS SYSTEM
ORG/GRY
20
DIM 3 IP
ORG/GRY
21
DIM 3 IP
ORG/GRY
22
DIM 3 IP
DEFOGGER SYSTEM
DK BLU
23
EBL RLY CTRL
24
25
26
AIR CONDITIONING SYSTEM
DK BLU/LT BLU
27
ACT COM
DK BLU/LT BLU
28
ACT COM
DK BLU/LT BLU
29
ACT COM
POWER TOPS SYSTEM
PNK/YEL
30
FUSED RUN/ACC RLY OUT
31
32
COMPUTER DATA LINES SYSTEM
RED
33
BATT FEED
INTERIOR LIGHTS SYSTEM
ORG/GRY
34
DIM 3 IP
SOUND SYSTEMS
RED
35
BATT FEED
36
37
SUPPLEMENTAL RESTRAINTS SYSTEM
PNK/YEL
38
IGN RS
39
40
AIR CONDITIONING SYSTEM
PNK/YEL
41
IGN R
PNK/WHT
42
IGN R
43
(NOT USED)
16
C206
RED
A16
C206
RED
44
BATT FEED
45
INSTRUMENT CLUSTER SYSTEM
PNK/YEL
46
IGN R
47
COOLING FANS SYSTEM
DK BLU
48
FT BLW FD
POWER DISTRIBUTION SYSTEM
PNK/LT GRN
49
IGN RS
POWER DISTRIBUTION SYSTEM
RED
50
BATT FEED
51
INSTRUMENT CLUSTER SYSTEM
PNK/YEL
52
FUSED RUN RLY OUTPUT
COOLING FANS SYSTEM
DK BLU
53
FT BLW FD
SUPPLEMENTAL RESTRAINTS SYSTEM
PNK/YEL
54
IGN RS
SOUND SYSTEMS
RED
55
BATT FD 9
56
MIRRORS SYSTEM
PNK/YEL
57
IGN R
58
C3
COOLING FANS SYSTEM
VIO/RED
A
FUSED B(+)
POWER DISTRIBUTION SYSTEM
TAN/RED
B
FUSED B(+)
WHT/RED
C
FUSED B(+)
C4
A
B
C
POWER DISTRIBUTION SYSTEM
PNK/LT GRN
D
BATT FEED
C5
POWER DISTRIBUTION SYSTEM
DK BLU/RED
A
BATT FEED
LT BLU/RED
B
BATT FEED
VIO/RED
C
BATT FEED
C1
INTERIOR POWER DISTRIBUTION CENTER ASSEMBLY

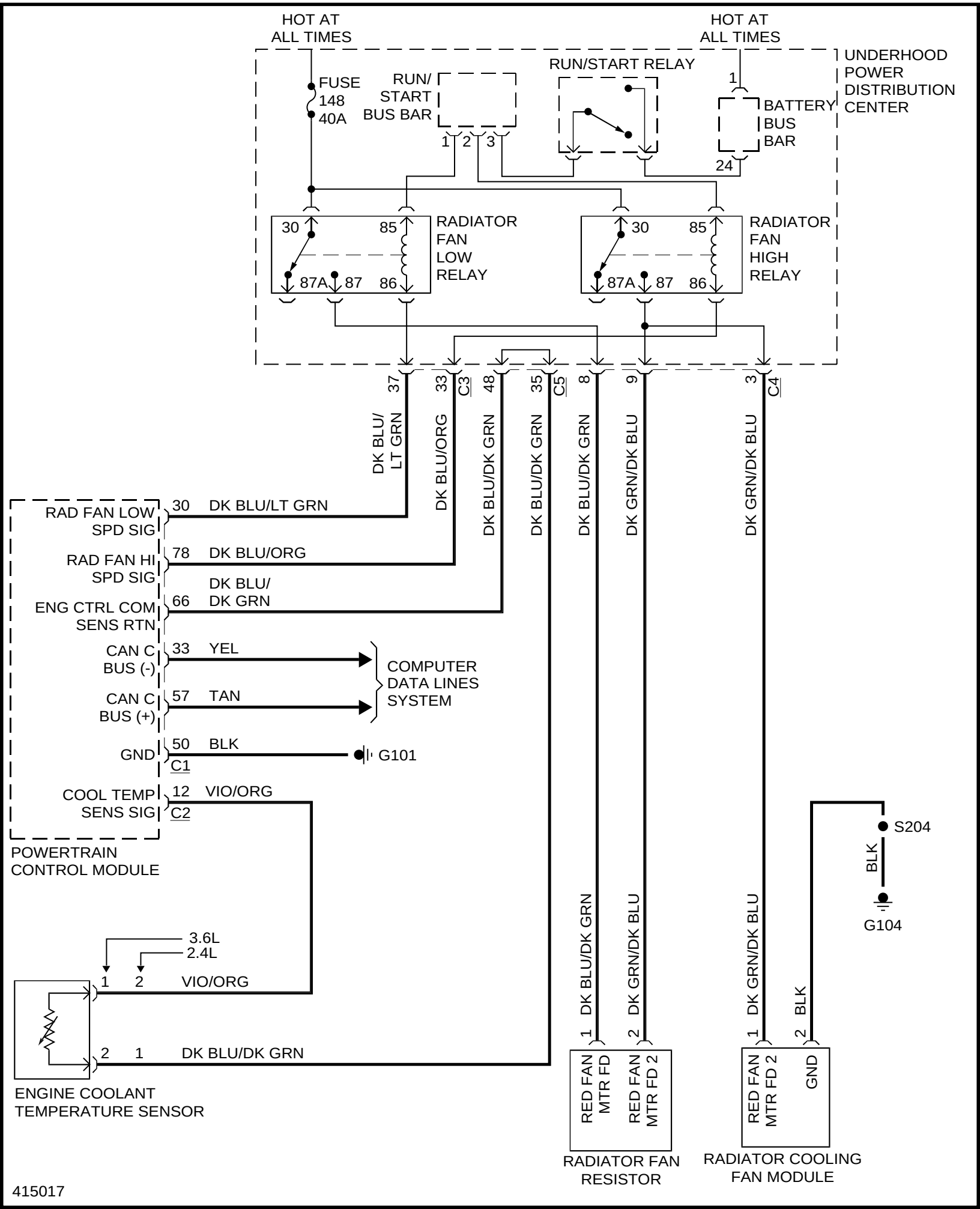

1
2
3 IGN R
4 REAR AC BLW FD
5 REAR AC BLW FD
6 BATT FD 12
7
8
9
10 BATT FD
11 BATT FD 12
12
13
14
15 IGN R
16 BATT FEED
17 ACCY DLY RLY CTRL
18
19
20
21 BATT FD 9
22
23
24 ACCY DLY RLY CTRL
25
26
27
28
29
30 BATT FEED
31
32
33 BATT FEED
34 DIM 3 IP
35 DIM 3 IP
36
37 SW BATT FD 4
38 RUN CTRL
39
40
41
42
43 IGN R
44 IGN R
45
46
47 SW BATT FD 4
48
49
50 IGN RUN ACC
51
52 ELEC BKLT FD
53
54 IGN RUN ACC
55 IGN RUN ACC
56 BATT FEED
57 BATT FEED
58 BATT FEED
C2
INTERIOR POWER DISTRIBUTION CENTER ASSEMBLY
SEATS SYSTEM
COOLING FANS SYSTEM
(NOT USED)
A
I500
POWER DISTRIBUTION SYSTEM
POWER DISTRIBUTION SYSTEM
INTERIOR LIGHTS SYSTEM
WARNING SYSTEMS
POWER DISTRIBUTION SYSTEM
ANTI-THEFT SYSTEM
POWER DISTRIBUTION SYSTEM
(NOT USED)
16
C300B
TRANSMISSIONS SYSTEM
INTERIOR LIGHTS SYSTEM
MIRRORS SYSTEM
POWER DISTRIBUTION SYSTEM
NAVIGATION SYSTEM
NAVIGATION SYSTEM
MIRRORS SYSTEM
POWER WINDOWS SYSTEM
DEFOGGER SYSTEM
POWER DISTRIBUTION SYSTEM
DOOR LOCKS SYSTEM
SOUND SYSTEMS
PNK/YEL
LT BLU/BRN
LT BLU/BRN
RED
RED
RED
PNK/YEL
RED
LT GRN/LT BLU
RED
LT GRN/GRY
RED
PNK/LT GRN (OR RED)
ORG/GRY
ORG/GRY
WHT/RED
BRN/ORG
PNK/YEL
PNK/YEL
WHT/RED
PNK/YEL
DK BLU/WHT
PNK/YEL
PNK (OR PNK/YEL)
RED
RED
RED

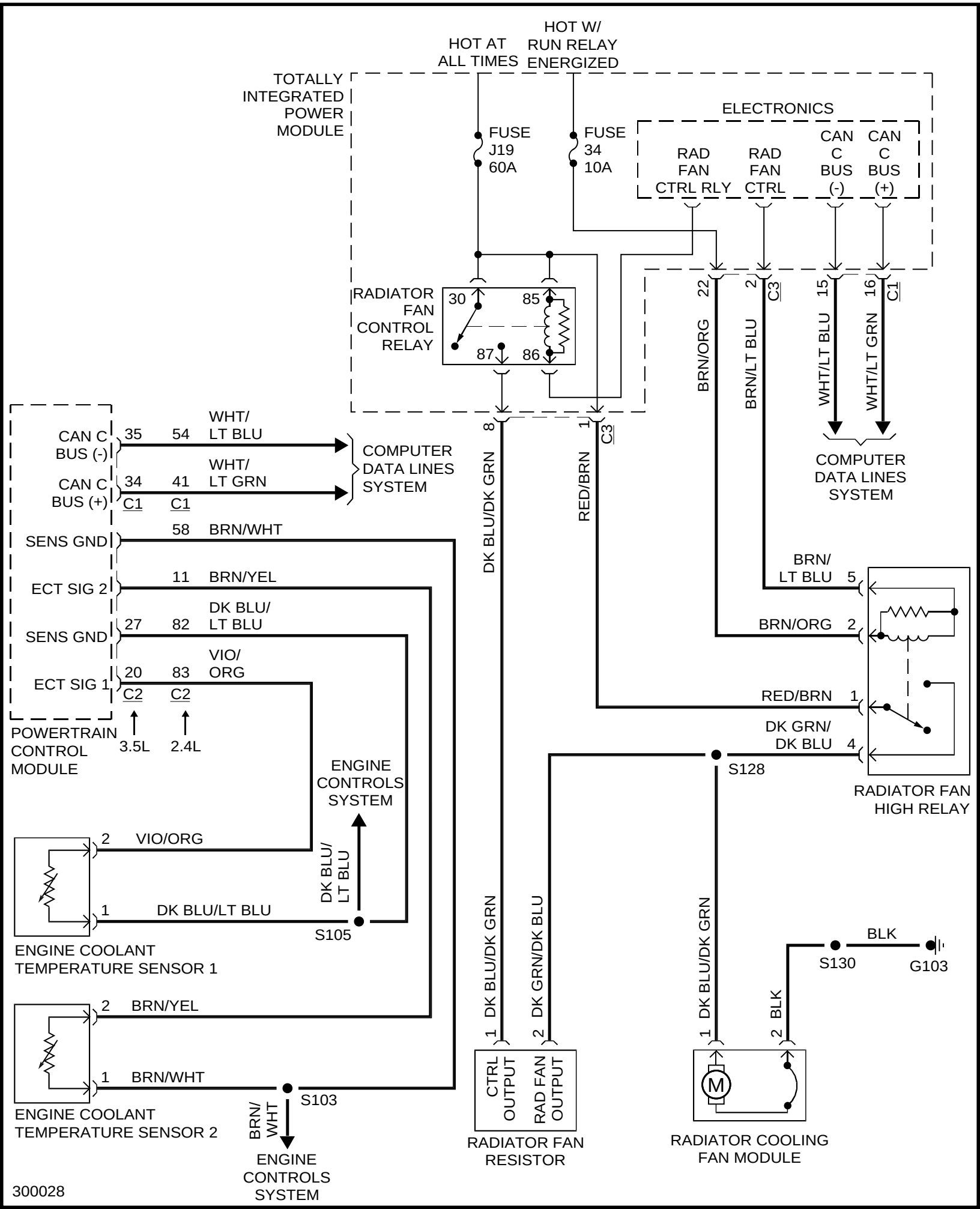

HOT AT ALL TIMES
FUSE 124 10A
INTERIOR POWER DISTRIBUTION CENTER
RED 33 C3
LIN BUS
RTN
LT GRN/LT BLU
GRY/YEL
C5
CAN IHS(+)
CAN IHS(-)
BRN
WHT
C3
DRIVER DOOR MODULE (IF EQUIPPED)
LT GRN/LT BLU 10
GRY/YEL 9
C2
LIN BUS
RTN
DRIVER WINDOW/DOOR LOCK SWITCH
CAN C (+)
CAN C (-)
CAN IHS(+)
CAN IHS(-)
LIN CBC 2
LIN CBC 1
25 BRN
26 YEL
4 WHT/LT GRN
5 WHT
6 ORG/VIO
7 ORG
C7
BODY CONTROL MODULE
ORG/VIO G 7 ORG/VIO 7
C201
C2
LIN CBC2
INSIDE REARVIEW MIRROR (IF EQUIPPED)
S362
ORG/VIO A ORG/VIO 2
C204
LIN CBC2
COMPASS MODULE
ORG B ORG 1
C112
LIN CBC1
INTELLIGENT BATTERY SENSOR
BRN 1
YEL 2
WHT 3
DK BLU 4
GRY/WHT 5
YEL 6
3 GRY
4 BLK
5 BLK
6 GRY/WHT
BLK
S359
G926A
11 WHT
14 YEL
16 RED
DATA LINK CONNECTOR
CAN IHS(+)
CAN IHS(-)
23 DK GRN
24 WHT
C1
A/C HEATER MODULE
DK BLU 1
WHT 2
C5
GRY 1
WHT 2
G926A
BLK
S359
BLK 3
C1
DK GRN 1
WHT 2
C4
CAN IHS(+)
CAN IHS(-)
2 WHT
1 WHT/ORG
C3
PASSENGER DOOR MODULE (IF EQUIPPED)
8
7
C300B
BRN 7
WHT 6
BRN 1
WHT 2
C7
CAN IHS(+)
CAN IHS(-)
1 WHT/GRY
2 WHT/ORG
C1
HEATED SEATS MODULE (IF EQUIPPED)
WHT 8
WHT/ORG 7
C302B
WHT/BRN 14
WHT 13
WHT/BRN 1
WHT 2
C8
M
N
I37A
WHT/DK BLU 43
WHT 35
C200
WHT/DK BLU 1
WHT 2
C3
WHT/LT GRN 1
WHT 2
C2
FRONT STAR CAN IHS CONNECTOR

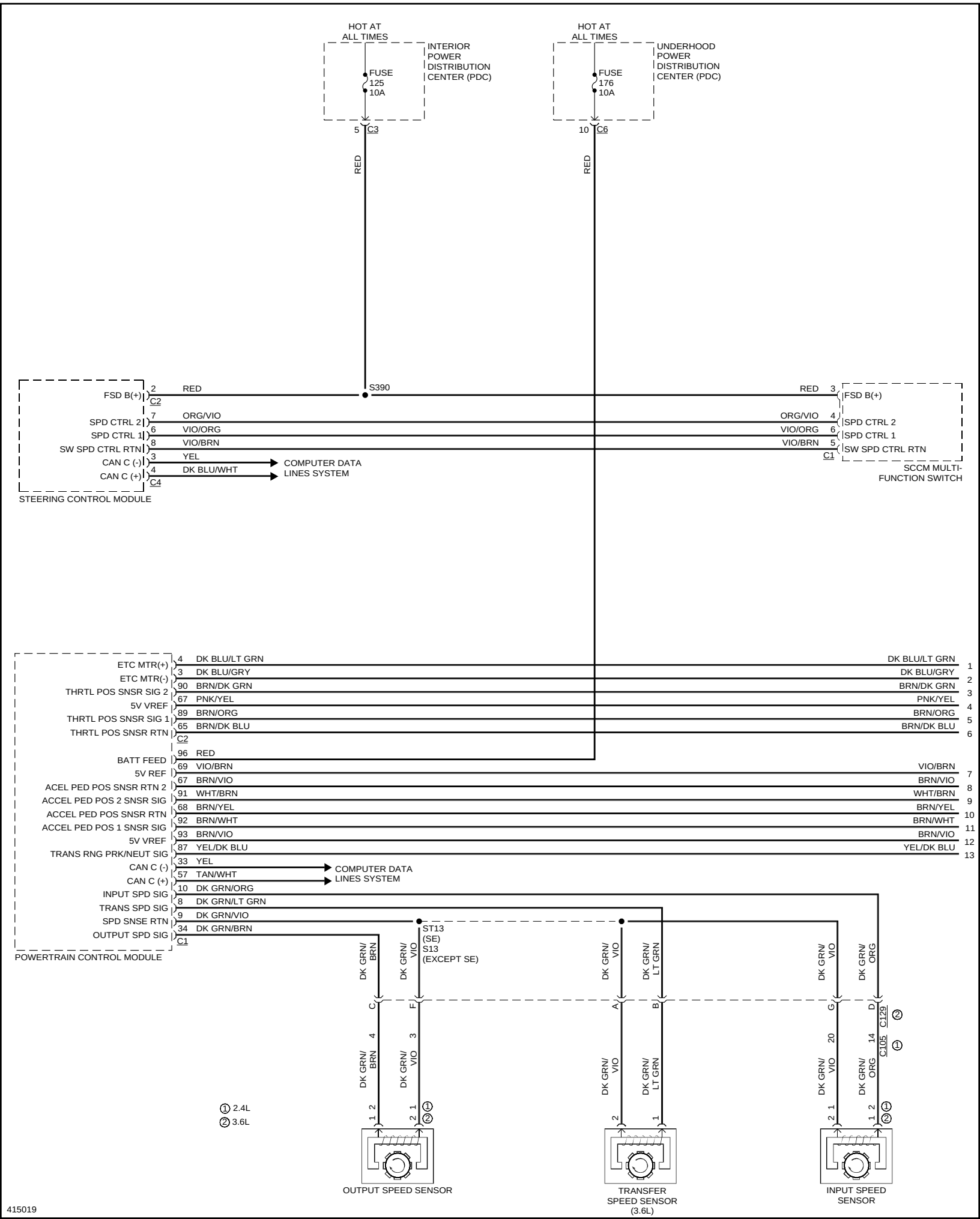

INTEGRATED CENTER STACK MODULE
CAN BUS (-) AUDIO
CAN BUS (+) AUDIO
C1
1 GRY/YEL
5 GRY/DK BLU
H GRY/YEL
J GRY/DK BLU
C203
3.6L
B GRY/YEL
C GRY/DK BLU
C203
3.6L
49 GRY/YEL
50 GRY/DK BLU
C200
3.6L
28 GRY/YEL
29 GRY/DK BLU
C200
3.6L
GRY/YEL
GRY/DK BLU
S366
S367
GRY/YEL 13
GRY/DK BLU 2
C1
CAN BUS (-) AUDIO
CAN BUS (+) AUDIO
RADIO AMPLIFIER (IF EQUIPPED)
GRY/YEL 4
GRY/DK BLU 14
C1
CAN BUS (-) AUDIO
CAN BUS (+) AUDIO
HANDS FREE MODULE
GRY/YEL 17
GRY/DK BLU 6
CAN BUS (-) AUDIO
CAN BUS (+) AUDIO
WHT 18
DK BLU 7
C2
CAN IHS(-)
CAN IHS(+)
RADIO
CAN C (+) RR PRK ASST
CAN C (-) RR PRK ASST
6 VIO
12 YEL
C1
PARK ASSIST MODULE
DK GRN/LT BLU 5
WHT/LT GRN 4
CAN C (-)
CAN C (+)
ALL WHEEL DRIVE CONTROL MODULE (IF EQUIPPED)
CAN C (+) TPM
CAN C (-) TPM
3 DK GRN
4 YEL
TIRE PRESSURE MODULE
WHT/LT GRN 1
DK GRN/LT BLU 2
C6
CAN C (+) RF HUB
CAN C (-) RF HUB
LIN KIN
12 DK BLU
11 YEL
14 ORG
C1
RADIO FREQ HUB MODULE
15
C200
VIO 1
YEL 2
C4
DK GRN 1
YEL 2
C3
DK BLU 1
YEL 2
C5
1 BRN
2 YEL
3 WHT
4 DK BLU
BRN 1
YEL 2
BLK/LT BLU 3
C2
G212
WHT/LT BLU 2
WHT/LT GRN 1
C1
REAR STAR CAN C CONNECTOR
5 GRY/WHT
LIN KIN
4 ORG/TAN
STEERING COLUMN LOCK MODULE (IF EQUIPPED)
WHT/DK BLU 3
WHT/YEL 2
CAN BUS (+) YAW
CAN BUS (-) YAW
DYNAMICS SENSOR
6 YEL
1
2
C200
CAN BUS (+) YAW
CAN BUS (-) YAW
CAN C (+)
CAN C (-)
18 WHT/DK BLU
19 WHT/YEL
12 YEL/LT GRN
13 YEL
A3
A2
C110
H YEL/LT GRN
E YEL
C112
ANTI-LOCK BRAKES MODULE
WHT/LT GRN 1
WHT/LT BLU 2
G926A
BLK
S359
BLK 3
C1
CAN C (+)
CAN C (-)
57 TAN/WHT
33 YEL
C1
D TAN/WHT
C YEL
C112
POWERTRAIN CONTROL MODULE
GRY/WHT 1
YEL 2
C3
YEL/LT GRN 1
YEL 2
C8
CAN C (+)
CAN C (-)
12 BRN/WHT
13 YEL
C1
CLUSTER
TAN/WHT 1
YEL 2
C10
CAN C (+)
CAN C (-)
3 YEL/DK BLU
2 YEL
C3
OCCUPANT RESTRAINT CONTROLLER MODULE
BRN/WHT 1
YEL 2
C5
YEL/DK BLU 1
YEL 2
C2
CAN C (+)
CAN C (-)
4 DK BLU/WHT
3 YEL
C4
DK BLU/WHT 1
YEL 2
C4
FRONT STAR CAN C CONNECTOR
LIN BUS
3 ORG/WHT
C2
LIN BUS
2 ORG/WHT
C4
S358
ORG/WHT 2
LIN BUS
MULTI-FUNCTION SWITCH
STEERING CONTROL MODULE

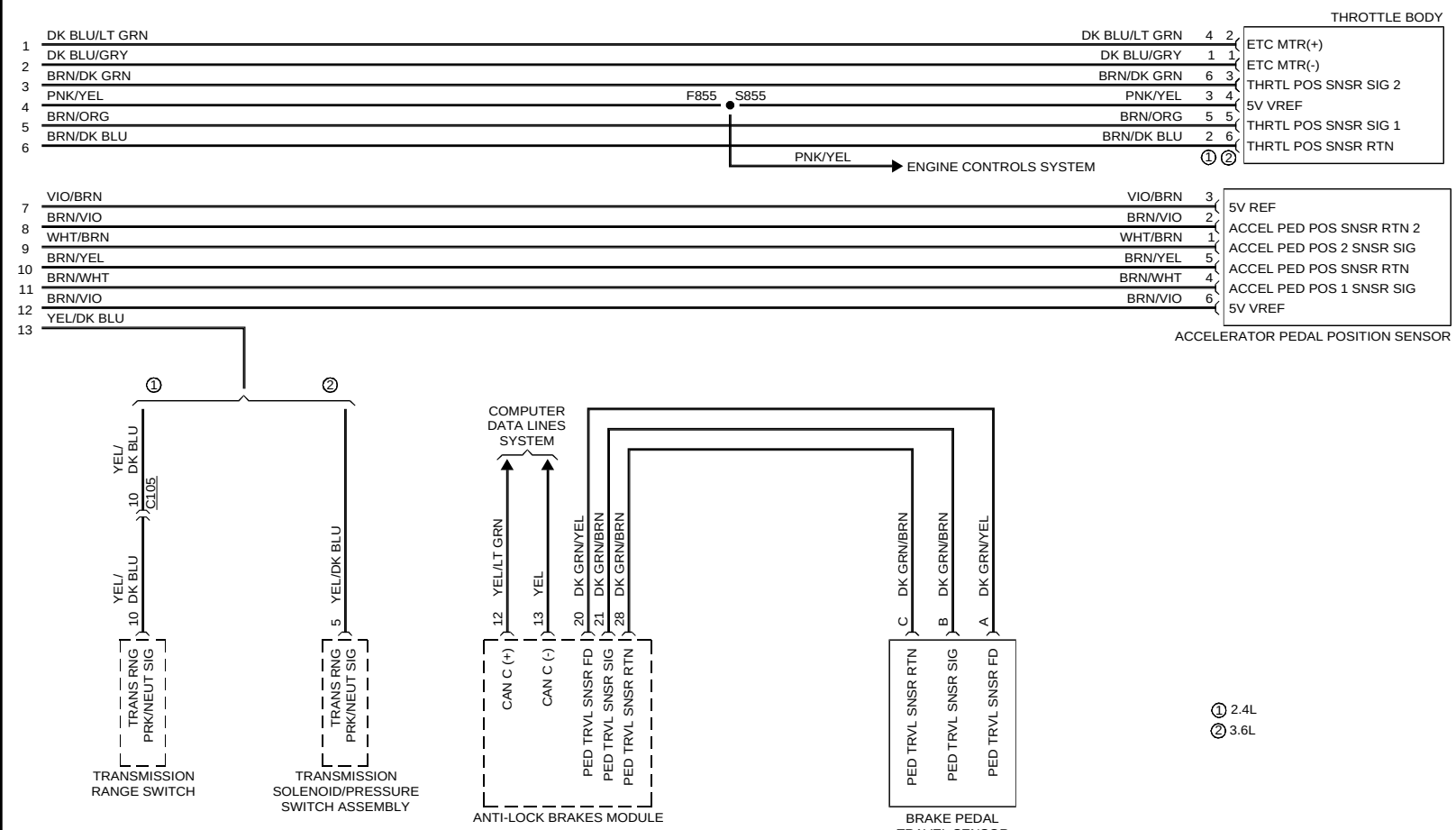

HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 148 40A
RUN/ START BUS BAR
RUN/START RELAY
BATTERY BUS BAR
RADIATOR FAN LOW RELAY
RADIATOR FAN HIGH RELAY
30
85
87A
87
86
1
2
3
24
DK BLU/ LT GRN
DK BLU/ORG
DK BLU/DK GRN
DK BLU/DK GRN
DK BLU/DK GRN
DK GRN/DK BLU
DK GRN/DK BLU
C3
C5
C4
RAD FAN LOW SPD SIG
30 DK BLU/LT GRN
RAD FAN HI SPD SIG
78 DK BLU/ORG
ENG CTRL COM SENS RTN
66 DK BLU/ DK GRN
CAN C BUS (-)
33 YEL
CAN C BUS (+)
57 TAN
COMPUTER DATA LINES SYSTEM
GND
50 BLK
C1
G101
COOL TEMP SENS SIG
12 VIO/ORG
C2
POWERTRAIN CONTROL MODULE
3.6L
2.4L
VIO/ORG
DK BLU/DK GRN
ENGINE COOLANT TEMPERATURE SENSOR
S204
BLK
G104
RED FAN MTR FD
RED FAN MTR FD 2
RADIATOR FAN RESISTOR
RED FAN MTR FD 2
GND
RADIATOR COOLING FAN MODULE
415017


HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 148 40A
RUN/ START BUS BAR
RUN/START RELAY
BATTERY BUS BAR
RADIATOR FAN LOW RELAY
RADIATOR FAN HIGH RELAY
30
85
87A
87
86
1
2
3
24
DK BLU/ LT GRN
DK BLU/ORG
DK BLU/DK GRN
DK BLU/DK GRN
DK BLU/DK GRN
DK GRN/DK BLU
DK GRN/DK BLU
C3
C5
C4
RAD FAN LOW SPD SIG
30 DK BLU/LT GRN
RAD FAN HI SPD SIG
78 DK BLU/ORG
ENG CTRL COM SENS RTN
66 DK BLU/ DK GRN
CAN C BUS (-)
33 YEL
CAN C BUS (+)
57 TAN
COMPUTER DATA LINES SYSTEM
GND
50 BLK
C1
G101
COOL TEMP SENS SIG
12 VIO/ORG
C2
POWERTRAIN CONTROL MODULE
3.6L
2.4L
VIO/ORG
DK BLU/DK GRN
ENGINE COOLANT TEMPERATURE SENSOR
S204
BLK
G104
RED FAN MTR FD
RED FAN MTR FD 2
RADIATOR FAN RESISTOR
RED FAN MTR FD 2
GND
RADIATOR COOLING FAN MODULE
415017

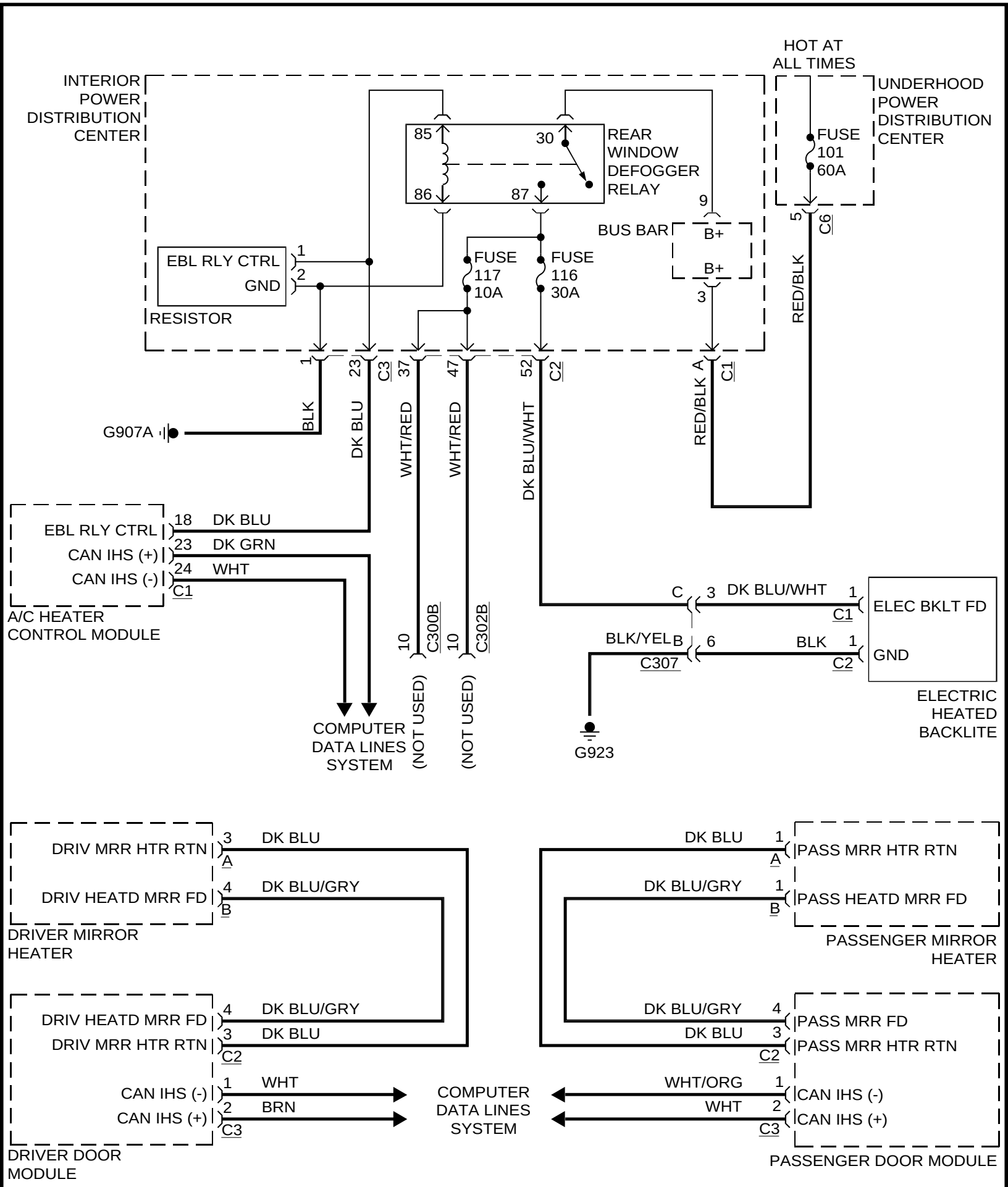

HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 148 40A
RUN/ START BUS BAR
RUN/START RELAY
BATTERY BUS BAR
RADIATOR FAN LOW RELAY
RADIATOR FAN HIGH RELAY
30
85
87A
87
86
1
2
3
24
DK BLU/ LT GRN
DK BLU/ORG
DK BLU/DK GRN
DK BLU/DK GRN
DK BLU/DK GRN
DK GRN/DK BLU
DK GRN/DK BLU
C3
C5
C4
RAD FAN LOW SPD SIG
30 DK BLU/LT GRN
RAD FAN HI SPD SIG
78 DK BLU/ORG
ENG CTRL COM SENS RTN
66 DK BLU/ DK GRN
CAN C BUS (-)
33 YEL
CAN C BUS (+)
57 TAN
COMPUTER DATA LINES SYSTEM
GND
50 BLK
C1
G101
COOL TEMP SENS SIG
12 VIO/ORG
C2
POWERTRAIN CONTROL MODULE
3.6L
2.4L
VIO/ORG
DK BLU/DK GRN
ENGINE COOLANT TEMPERATURE SENSOR
S204
BLK
G104
RED FAN MTR FD
RED FAN MTR FD 2
RADIATOR FAN RESISTOR
RED FAN MTR FD 2
GND
RADIATOR COOLING FAN MODULE
415017


HOT AT ALL TIMES
HOT W/ RUN RELAY ENERGIZED
TOTALLY INTEGRATED POWER MODULE
ELECTRONICS
FUSE J19 60A
FUSE 34 10A
RAD FAN CTRL RLY
RAD FAN CTRL
CAN C BUS (-)
CAN C BUS (+)
RADIATOR FAN CONTROL RELAY
30
85
87
86
22
2
15
16
C3
C1
BRN/ORG
BRN/LT BLU
WHT/LT BLU
WHT/LT GRN
COMPUTER DATA LINES SYSTEM
8
1
DK BLU/DK GRN
RED/BRN
CAN C BUS (-)
CAN C BUS (+)
35
54
WHT/ LT BLU
34
41
WHT/ LT GRN
C1
C1
SENS GND
58
BRN/WHT
ECT SIG 2
11
BRN/YEL
SENS GND
27
82
DK BLU/ LT BLU
ECT SIG 1
20
83
VIO/ ORG
C2
C2
POWERTRAIN CONTROL MODULE
3.5L
2.4L
BRN/ LT BLU
5
BRN/ORG
2
RED/BRN
1
DK GRN/ DK BLU
4
S128
RADIATOR FAN HIGH RELAY
ENGINE CONTROLS SYSTEM
2
VIO/ORG
1
DK BLU/LT BLU
DK BLU/ LT BLU
S105
ENGINE COOLANT TEMPERATURE SENSOR 1
2
BRN/YEL
1
BRN/WHT
S103
BRN/ WHT
ENGINE CONTROLS SYSTEM
ENGINE COOLANT TEMPERATURE SENSOR 2
1
DK BLU/DK GRN
2
DK GRN/DK BLU
CTRL OUTPUT
RAD FAN OUTPUT
RADIATOR FAN RESISTOR
1
DK BLU/DK GRN
2
BLK
S130
BLK
G103
M
RADIATOR COOLING FAN MODULE
300028

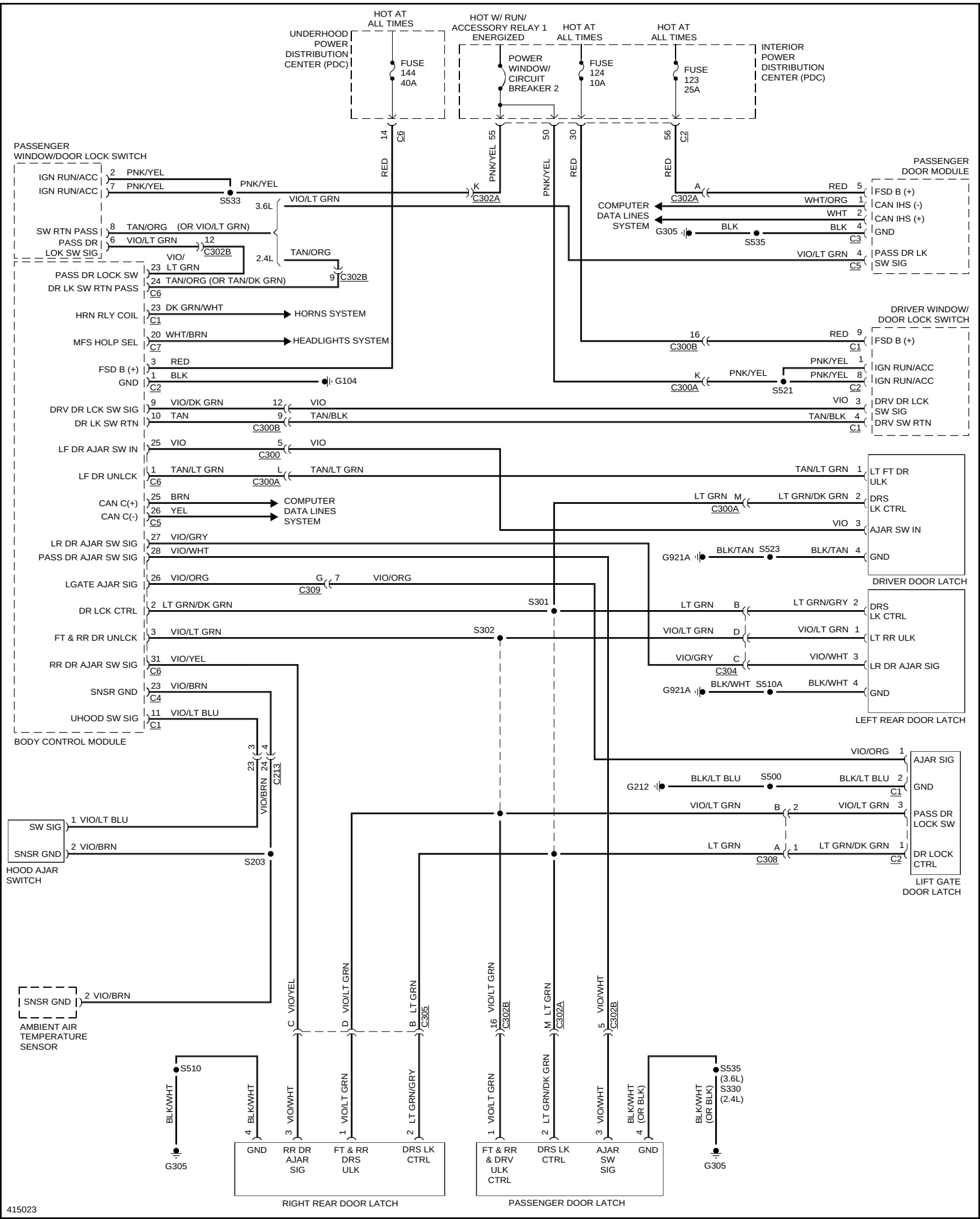

HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER (PDC)
FUSE 125 10A
5 C3
RED
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 176 10A
10 C6
RED
FSD B(+) 2 C2
RED
S390
RED 3 FSD B(+)
SPD CTRL 2 7 ORG/VIO
ORG/VIO 4 SPD CTRL 2
SPD CTRL 1 6 VIO/ORG
VIO/ORG 6 SPD CTRL 1
SW SPD CTRL RTN 8 VIO/BRN
VIO/BRN 5 SW SPD CTRL RTN
C1
CAN C (-) 3 YEL
CAN C (+) 4 DK BLU/WHT
C4
COMPUTER DATA LINES SYSTEM
STEERING CONTROL MODULE
SCCM MULTI-FUNCTION SWITCH
ETC MTR(+) 4 DK BLU/LT GRN
DK BLU/LT GRN 1
ETC MTR(-) 3 DK BLU/GRY
DK BLU/GRY 2
THRTL POS SNSR SIG 2 90 BRN/DK GRN
BRN/DK GRN 3
5V VREF 67 PNK/YEL
PNK/YEL 4
THRTL POS SNSR SIG 1 89 BRN/ORG
BRN/ORG 5
THRTL POS SNSR RTN 65 BRN/DK BLU
BRN/DK BLU 6
C2
BATT FEED 96 RED
5V REF 69 VIO/BRN
VIO/BRN 7
ACEL PED POS SNSR RTN 2 67 BRN/VIO
BRN/VIO 8
ACCEL PED POS 2 SNSR SIG 91 WHT/BRN
WHT/BRN 9
ACCEL PED POS SNSR RTN 68 BRN/YEL
BRN/YEL 10
ACCEL PED POS 1 SNSR SIG 92 BRN/WHT
BRN/WHT 11
5V VREF 93 BRN/VIO
BRN/VIO 12
TRANS RNG PRK/NEUT SIG 87 YEL/DK BLU
YEL/DK BLU 13
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT
COMPUTER DATA LINES SYSTEM
INPUT SPD SIG 10 DK GRN/ORG
TRANS SPD SIG 8 DK GRN/LT GRN
SPD SNSE RTN 9 DK GRN/VIO
OUTPUT SPD SIG 34 DK GRN/BRN
C1
POWERTRAIN CONTROL MODULE
ST13 (SE) S13 (EXCEPT SE)
DK GRN/BRN
DK GRN/VIO
DK GRN/VIO
DK GRN/LT GRN
DK GRN/VIO
DK GRN/ORG
C
F
A
B
G
D
C129
C105
4
3
20
14
1 2
2 1
2
1
2 1
1 2
① 2.4L
② 3.6L
OUTPUT SPEED SENSOR
TRANSFER SPEED SENSOR (3.6L)
INPUT SPEED SENSOR
415019

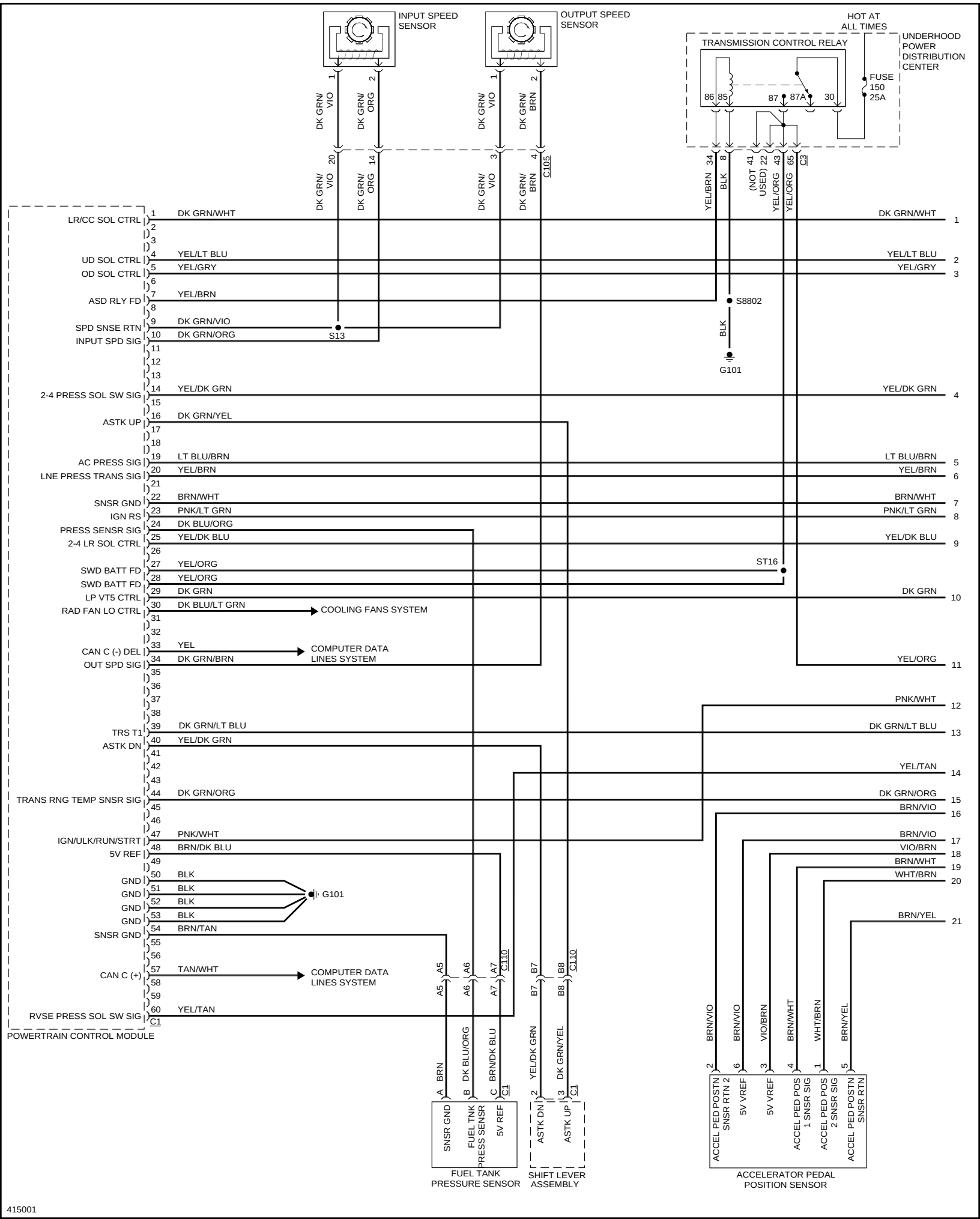

THROTTLE BODY
1 DK BLU/LT GRN
2 DK BLU/GRY
3 BRN/DK GRN
4 PNK/YEL
5 BRN/ORG
6 BRN/DK BLU
F855
S855
PNK/YEL
ENGINE CONTROLS SYSTEM
DK BLU/LT GRN 4 2 ETC MTR(+)
DK BLU/GRY 1 1 ETC MTR(-)
BRN/DK GRN 6 3 THRTL POS SNSR SIG 2
PNK/YEL 3 4 5V VREF
BRN/ORG 5 5 THRTL POS SNSR SIG 1
BRN/DK BLU 2 6 THRTL POS SNSR RTN
① ②
7 VIO/BRN
8 BRN/VIO
9 WHT/BRN
10 BRN/YEL
11 BRN/WHT
12 BRN/VIO
13 YEL/DK BLU
VIO/BRN 3 5V REF
BRN/VIO 2 ACCEL PED POS SNSR RTN 2
WHT/BRN 1 ACCEL PED POS 2 SNSR SIG
BRN/YEL 5 ACCEL PED POS SNSR RTN
BRN/WHT 4 ACCEL PED POS 1 SNSR SIG
BRN/VIO 6 5V VREF
ACCELERATOR PEDAL POSITION SENSOR
① ②
YEL/DK BLU 10 C105
YEL/DK BLU 10
TRANS RNG PRK/NEUT SIG
TRANSMISSION RANGE SWITCH
YEL/DK BLU 5
TRANS RNG PRK/NEUT SIG
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
COMPUTER DATA LINES SYSTEM
YEL/LT GRN 12
YEL 13
DK GRN/YEL 20
DK GRN/BRN 21
DK GRN/BRN 28
CAN C (+)
CAN C (-)
PED TRVL SNSR FD
PED TRVL SNSR SIG
PED TRVL SNSR RTN
ANTI-LOCK BRAKES MODULE
DK GRN/BRN C
DK GRN/BRN B
DK GRN/YEL A
PED TRVL SNSR RTN
PED TRVL SNSR SIG
PED TRVL SNSR FD
BRAKE PEDAL TRAVEL SENSOR
① 2.4L
② 3.6L

415020

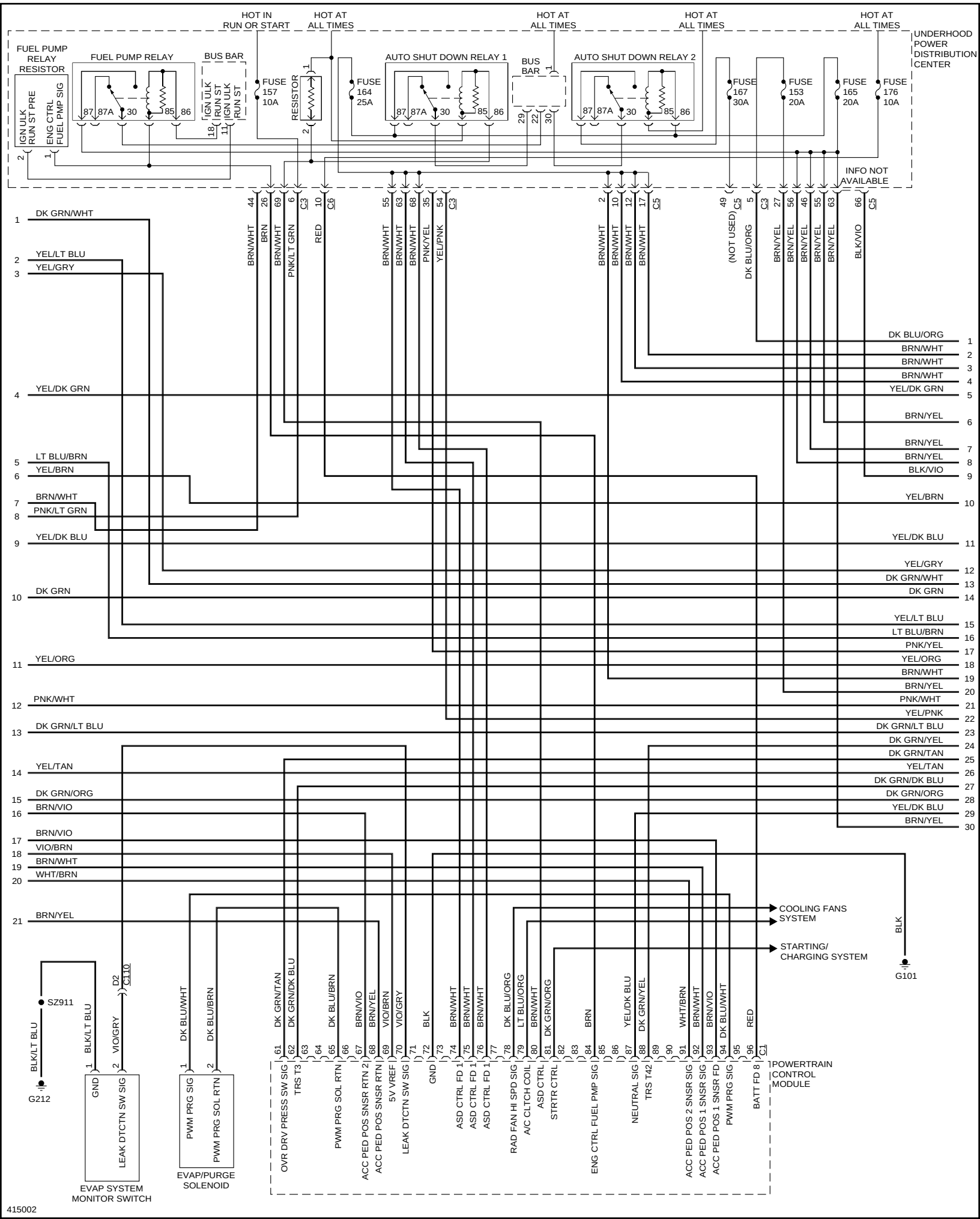

HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
UNDERHOOD POWER DISTRIBUTION CENTER
85
30
REAR WINDOW DEFOGGER RELAY
86
87
FUSE 101 60A
9
BUS BAR
B+
B+
5
C6
EBL RLY CTRL
GND
1
2
RESISTOR
FUSE 117 10A
FUSE 116 30A
3
RED/BLK
1
23
C3
37
47
52
C2
A
C1
BLK
DK BLU
WHT/RED
WHT/RED
DK BLU/WHT
RED/BLK
G907A
EBL RLY CTRL
CAN IHS (+)
CAN IHS (-)
18 DK BLU
23 DK GRN
24 WHT
C1
A/C HEATER CONTROL MODULE
10
C300B
10
C302B
COMPUTER DATA LINES SYSTEM
(NOT USED)
(NOT USED)
C
3 DK BLU/WHT
1
C1
ELEC BKLT FD
BLK/YEL
B
6
C307
BLK
1
C2
GND
G923
ELECTRIC HEATED BACKLITE
DRIV MRR HTR RTN
DRIV HEATD MRR FD
3 DK BLU
4 DK BLU/GRY
A
B
DRIVER MIRROR HEATER
DK BLU
1
A
PASS MRR HTR RTN
DK BLU/GRY
1
B
PASS HEATD MRR FD
PASSENGER MIRROR HEATER
DRIV HEATD MRR FD
DRIV MRR HTR RTN
4 DK BLU/GRY
3 DK BLU
C2
DK BLU/GRY
4
DK BLU
3
C2
PASS MRR FD
PASS MRR HTR RTN
CAN IHS (-)
CAN IHS (+)
1 WHT
2 BRN
C3
COMPUTER DATA LINES SYSTEM
WHT/ORG
1
WHT
2
C3
CAN IHS (-)
CAN IHS (+)
DRIVER DOOR MODULE
PASSENGER DOOR MODULE

415044

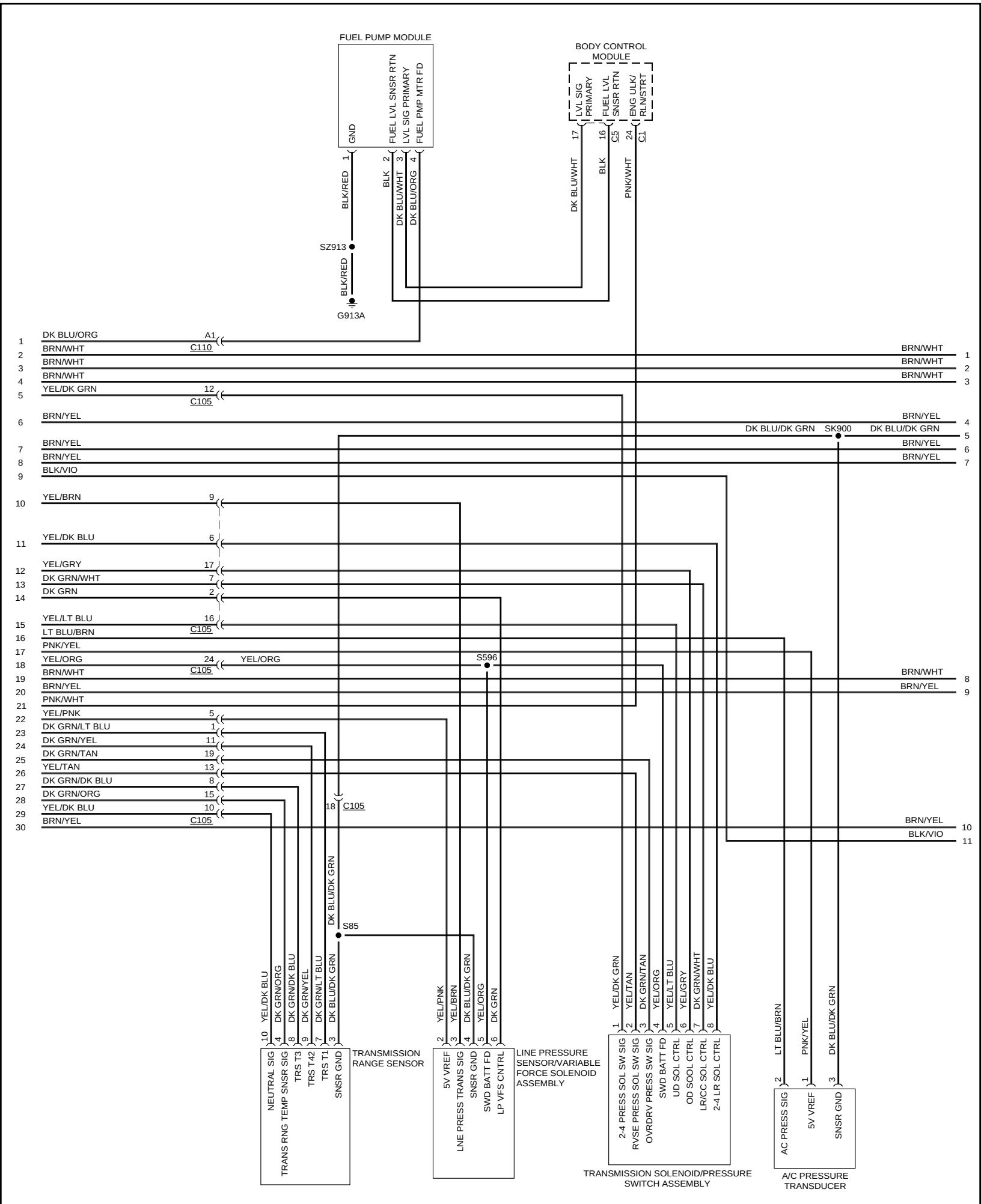

HOT AT ALL TIMES
HOT W/ RUN/ ACCESSORY RELAY 1 ENERGIZED
HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 144 40A
POWER WINDOW/ CIRCUIT BREAKER 2
FUSE 124 10A
FUSE 123 25A
INTERIOR POWER DISTRIBUTION CENTER (PDC)
PASSENGER WINDOW/DOOR LOCK SWITCH
IGN RUN/ACC
SW RTN PASS
PASS DR LOK SW SIG
PASS DR LOCK SW
DR LK SW RTN PASS
HRN RLY COIL
MFS HOLP SEL
FSD B (+)
GND
DRV DR LCK SW SIG
DR LK SW RTN
LF DR AJAR SW IN
LF DR UNLCK
CAN C(+)
CAN C(-)
LR DR AJAR SW SIG
PASS DR AJAR SW SIG
LGATE AJAR SIG
DR LCK CTRL
FT & RR DR UNLCK
RR DR AJAR SW SIG
SNSR GND
UHOOD SW SIG
BODY CONTROL MODULE
S533
3.6L
2.4L
VIO/LT GRN
TAN/ORG
(OR VIO/LT GRN)
VIO/ LT GRN
TAN/ORG (OR TAN/DK GRN)
DK GRN/WHT
WHT/BRN
RED
BLK
G104
HORNS SYSTEM
HEADLIGHTS SYSTEM
VIO/DK GRN
TAN
VIO
TAN/BLK
PNK/YEL
PNK/YEL
VIO/GRY
VIO/WHT
VIO/ORG
LT GRN/DK GRN
TAN/LT GRN
BRN
YEL
COMPUTER DATA LINES SYSTEM
S521
S523
S301
S302
S304
S309
S510A
S500
S203
C1
C2
C3
C4
C5
C6
C213
C300
C300A
C300B
C302A
C302B
C304
C305
C308
C309
PASSENGER DOOR MODULE
FSD B (+)
CAN IHS (-)
CAN IHS (+)
GND
PASS DR LK SW SIG
DRIVER WINDOW/ DOOR LOCK SWITCH
IGN RUN/ACC
DRV DR LCK SW SIG
DRV SW RTN
DRIVER DOOR LATCH
LT FT DR ULK
DRS LK CTRL
AJAR SW IN
GND
LEFT REAR DOOR LATCH
LT RR ULK
LR DR AJAR SIG
LIFT GATE DOOR LATCH
AJAR SIG
PASS DR LOCK SW
DR LOCK CTRL
HOOD AJAR SWITCH
SW SIG
SNSR GND
AMBIENT AIR TEMPERATURE SENSOR
G305
G212
G921A
S535 (3.6L) S330 (2.4L)
RIGHT REAR DOOR LATCH
GND
RR DR AJAR SIG
FT & RR DRS ULK
DRS LK CTRL
PASSENGER DOOR LATCH
FT & RR & DRV ULK CTRL
DRS LK CTRL
AJAR SW SIG
GND
415023


INPUT SPEED SENSOR
OUTPUT SPEED SENSOR
HOT AT ALL TIMES
TRANSMISSION CONTROL RELAY
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 150 25A
86 85 87 87A 30
DK GRN/VIO
DK GRN/ORG
DK GRN/BRN
C105
C3
YEL/BRN
BLK
(NOT USED)
YEL/ORG
S13
S8802
G101
POWERTRAIN CONTROL MODULE
LR/CC SOL CTRL
UD SOL CTRL
OD SOL CTRL
ASD RLY FD
SPD SNSE RTN
INPUT SPD SIG
2-4 PRESS SOL SW SIG
ASTK UP
AC PRESS SIG
LNE PRESS TRANS SIG
SNSR GND
IGN RS
PRESS SENSR SIG
2-4 LR SOL CTRL
SWD BATT FD
SWD BATT FD
LP VT5 CTRL
RAD FAN LO CTRL
CAN C (-) DEL
OUT SPD SIG
TRS T1
ASTK DN
TRANS RNG TEMP SNSR SIG
IGN/ULK/RUN/STRT
5V REF
GND
GND
GND
GND
SNSR GND
CAN C (+)
RVSE PRESS SOL SW SIG
C1
DK GRN/WHT
YEL/LT BLU
YEL/GRY
YEL/BRN
DK GRN/VIO
DK GRN/ORG
YEL/DK GRN
DK GRN/YEL
LT BLU/BRN
YEL/BRN
BRN/WHT
PNK/LT GRN
DK BLU/ORG
YEL/DK BLU
YEL/ORG
YEL/ORG
DK GRN
DK BLU/LT GRN
COOLING FANS SYSTEM
YEL
COMPUTER DATA LINES SYSTEM
DK GRN/BRN
DK GRN/LT BLU
YEL/DK GRN
DK GRN/ORG
PNK/WHT
BRN/DK BLU
BLK
BLK
BLK
BLK
BRN/TAN
TAN/WHT
COMPUTER DATA LINES SYSTEM
YEL/TAN
ST16
C110
A BRN
B DK BLU/ORG
C BRN/DK BLU
SNSR GND
FUEL TNK PRESS SENSR
5V REF
FUEL TANK PRESSURE SENSOR
YEL/DK GRN
DK GRN/YEL
ASTK DN
ASTK UP
SHIFT LEVER ASSEMBLY
BRN/VIO
BRN/VIO
VIO/BRN
BRN/WHT
WHT/BRN
BRN/YEL
ACCEL PED POSTN SNSR RTN 2
5V VREF
5V VREF
ACCEL PED POS 1 SNSR SIG
ACCEL PED POS 2 SNSR SIG
ACCEL PED POSTN SNSR RTN
ACCELERATOR PEDAL POSITION SENSOR

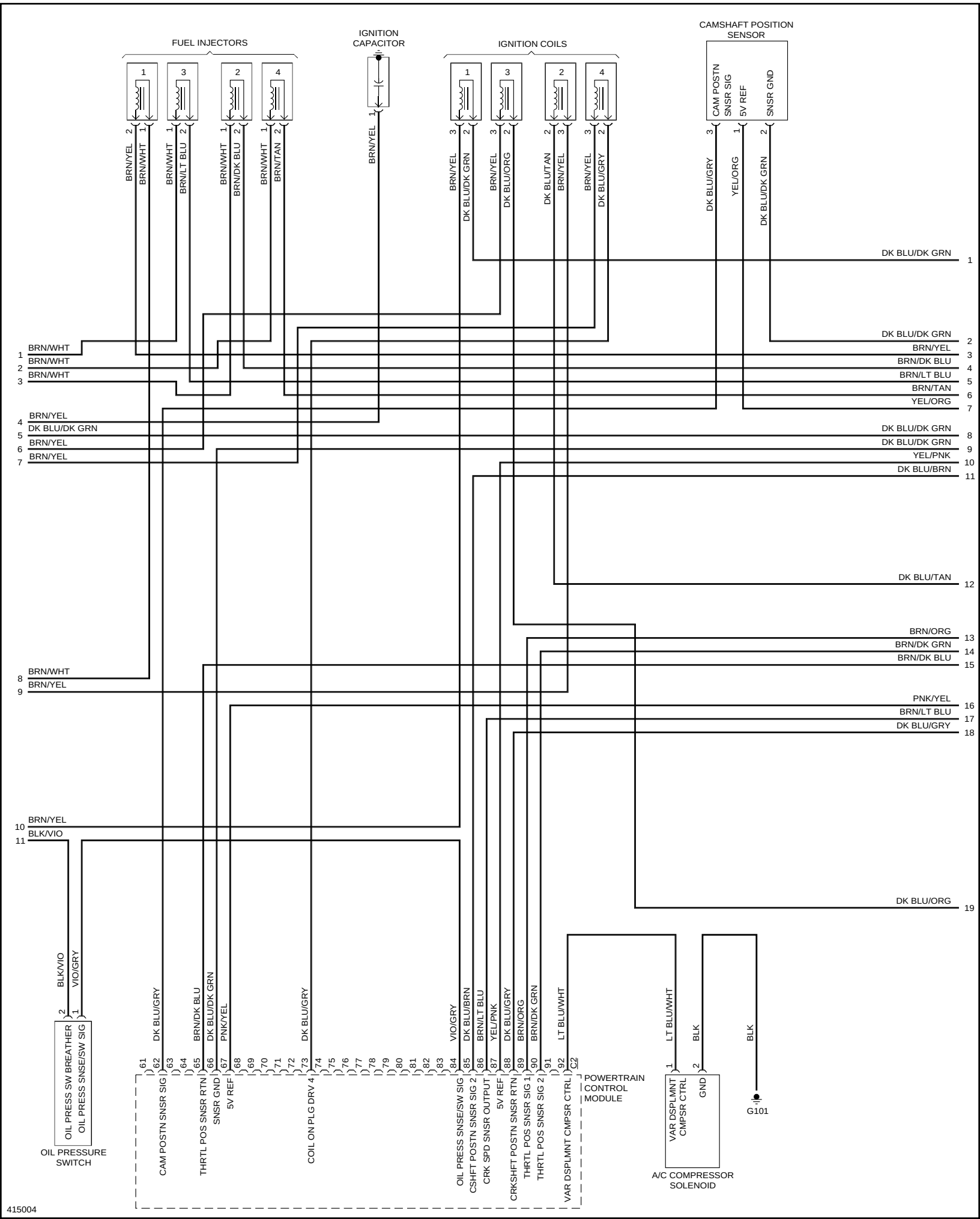
415001

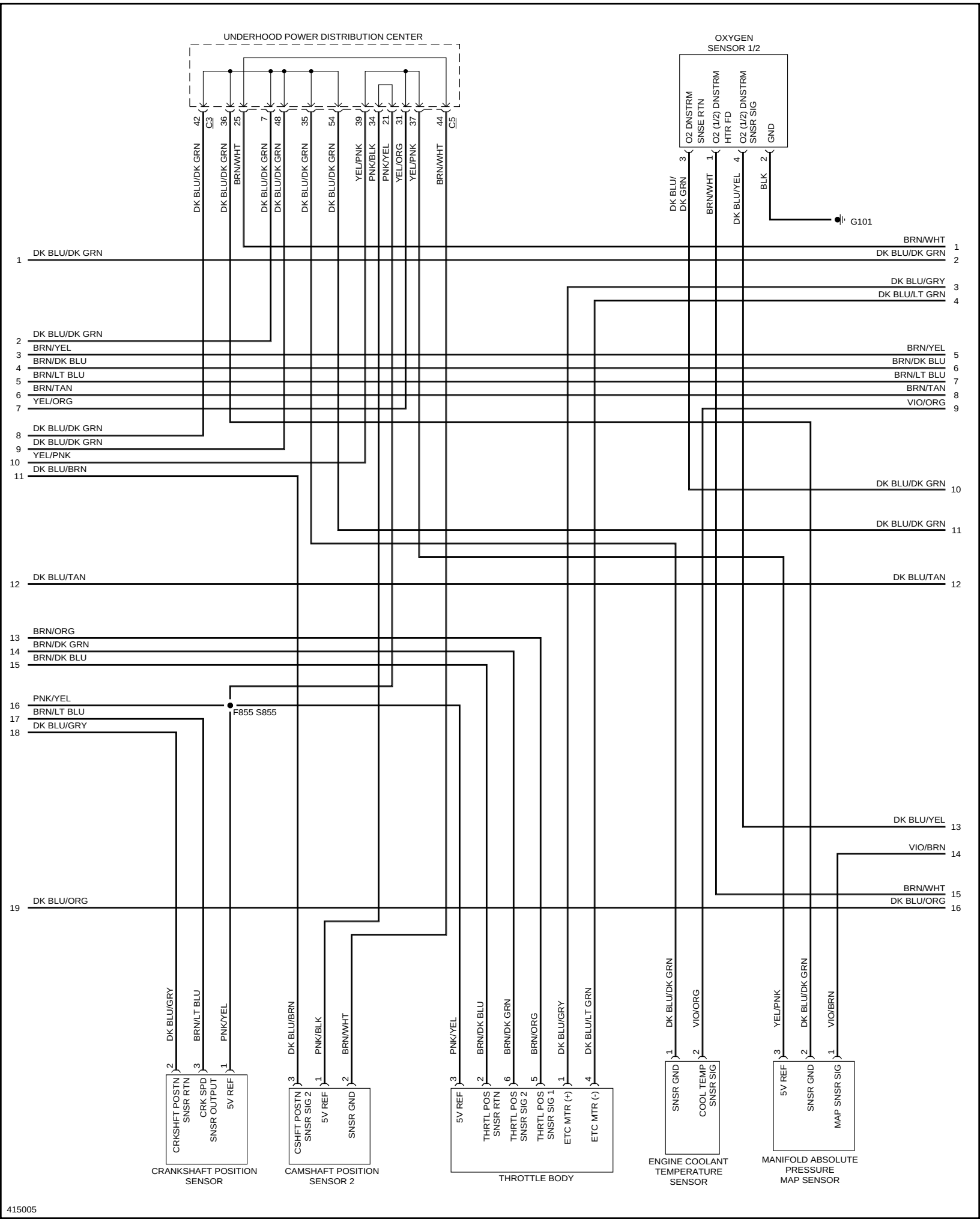

HOT IN RUN OR START
HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUEL PUMP RELAY RESISTOR
FUEL PUMP RELAY
BUS BAR
FUSE 157 10A
RESISTOR
FUSE 164 25A
AUTO SHUT DOWN RELAY 1
BUS BAR
AUTO SHUT DOWN RELAY 2
FUSE 167 30A
FUSE 153 20A
FUSE 165 20A
FUSE 176 10A
IGN ULK RUN ST PRE
ENG CTRL FUEL PMP SIG
IGN ULK RUN ST
IGN ULK RUN ST
INFO NOT AVAILABLE
DK GRN/WHT
YEL/LT BLU
YEL/GRY
YEL/DK GRN
LT BLU/BRN
YEL/BRN
BRN/WHT
PNK/LT GRN
YEL/DK BLU
DK GRN
YEL/ORG
PNK/WHT
DK GRN/LT BLU
YEL/TAN
DK GRN/ORG
BRN/VIO
BRN/VIO
VIO/BRN
BRN/WHT
WHT/BRN
BRN/YEL
DK BLU/ORG
BRN/YEL
BRN/YEL
BRN/YEL
YEL/DK GRN
BRN/YEL
BRN/YEL
BLK/VIO
YEL/BRN
YEL/DK BLU
YEL/GRY
DK GRN/WHT
DK GRN
YEL/LT BLU
LT BLU/BRN
PNK/YEL
YEL/ORG
BRN/WHT
BRN/YEL
PNK/WHT
YEL/PNK
DK GRN/LT BLU
DK GRN/YEL
DK GRN/TAN
YEL/TAN
DK GRN/DK BLU
DK GRN/ORG
YEL/DK BLU
BRN/YEL
COOLING FANS SYSTEM
STARTING/ CHARGING SYSTEM
BLK
G101
SZ911
BLK/LT BLU
G212
BLK/LT BLU
VIO/GRY
GND
LEAK DTCTN SW SIG
EVAP SYSTEM MONITOR SWITCH
DK BLU/WHT
DK BLU/BRN
PWM PRG SIG
PWM PRG SOL RTN
EVAP/PURGE SOLENOID
POWERTRAIN CONTROL MODULE
OVR DRV PRESS SW SIG
TRS T3
PWM PRG SOL RTN
ACC PED POS SNSR RTN 2
ACC PED POS SNSR RTN
5V VREF
LEAK DTCTN SW SIG
GND
ASD CTRL FD 1
ASD CTRL FD 1
ASD CTRL FD 1
RAD FAN HI SPD SIG
A/C CLTCH COIL
ASD CTRL
STRTR CTRL
ENG CTRL FUEL PMP SIG
NEUTRAL SIG
TRS T42
ACC PED POS 2 SNSR SIG
ACC PED POS 1 SNSR SIG
ACC PED POS 1 SNSR FD
PWM PRG SIG
BATT FD 8

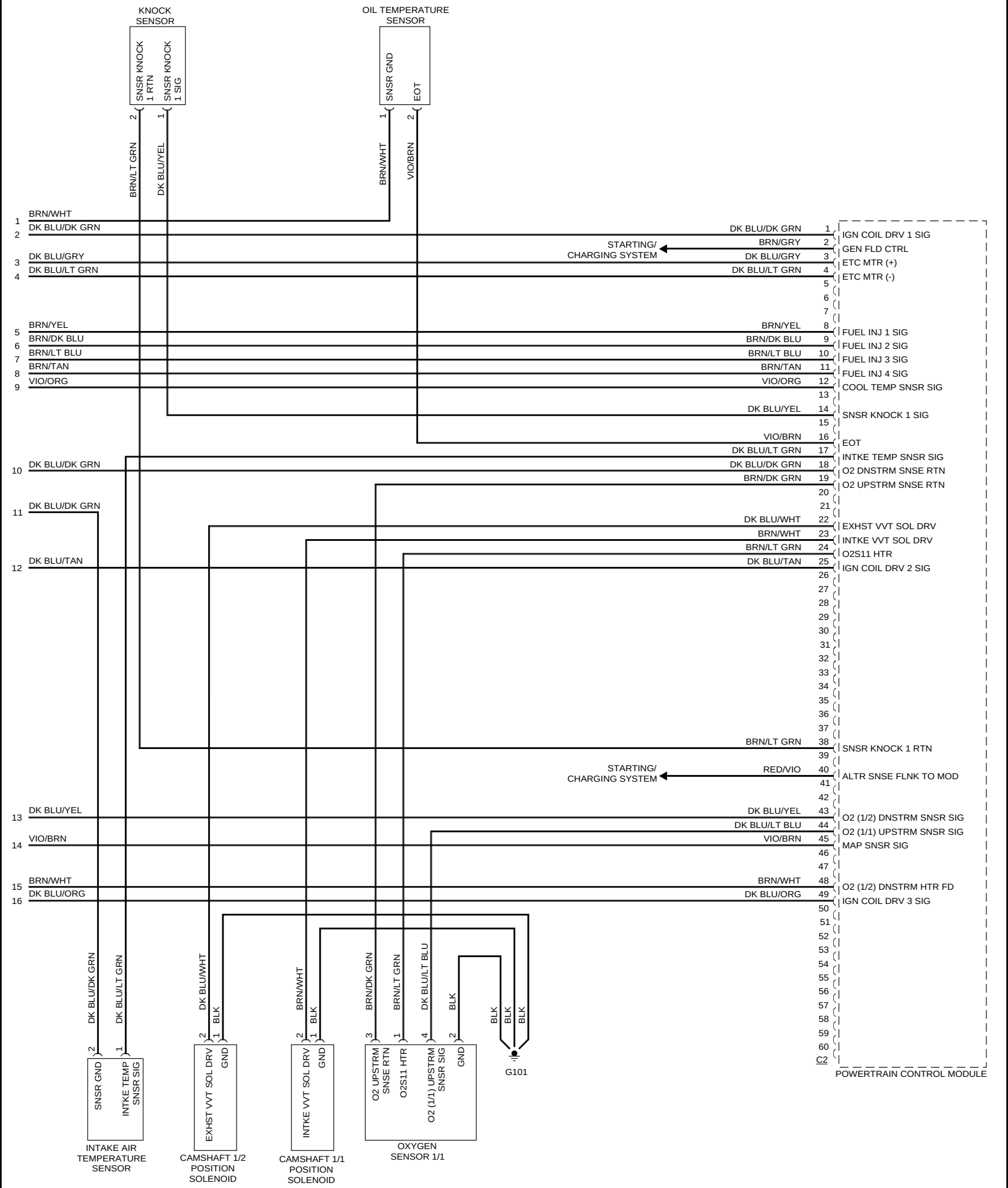
415002


FUEL PUMP MODULE
GND
FUEL LVL SNSR RTN
LVL SIG PRIMARY
FUEL PMP MTR FD
BODY CONTROL MODULE
LVL SIG PRIMARY
FUEL LVL SNSR RTN
ENG ULK/ RLN/STRT
C5
C1
BLK/RED
BLK
DK BLU/WHT
DK BLU/ORG
DK BLU/WHT
BLK
PNK/WHT
SZ913
BLK/RED
G913A
DK BLU/ORG
BRN/WHT
C110
YEL/DK GRN
C105
BRN/YEL
BRN/YEL
BRN/YEL
BLK/VIO
YEL/BRN
YEL/DK BLU
YEL/GRY
DK GRN/WHT
DK GRN
YEL/LT BLU
LT BLU/BRN
PNK/YEL
YEL/ORG
BRN/WHT
BRN/YEL
PNK/WHT
YEL/PNK
DK GRN/LT BLU
DK GRN/YEL
DK GRN/TAN
YEL/TAN
DK GRN/DK BLU
DK GRN/ORG
YEL/DK BLU
BRN/YEL
DK BLU/DK GRN
SK900
S596
S85
BRN/WHT
BRN/YEL
BLK/VIO
NEUTRAL SIG
TRANS RNG TEMP SNSR SIG
TRS T3
TRS T42
TRS T1
SNSR GND
YEL/DK BLU
DK GRN/ORG
DK GRN/DK BLU
DK GRN/YEL
DK GRN/LT BLU
DK BLU/DK GRN
TRANSMISSION RANGE SENSOR
5V VREF
LNE PRESS TRANS SIG
SNSR GND
SWD BATT FD
LP VFS CNTRL
YEL/PNK
YEL/BRN
DK BLU/DK GRN
YEL/ORG
DK GRN
LINE PRESSURE SENSOR/VARIABLE FORCE SOLENOID ASSEMBLY
2-4 PRESS SOL SW SIG
RVSE PRESS SOL SW SIG
OVRDRV PRESS SW SIG
SWD BATT FD
UD SOL CTRL
OD SOL CTRL
LR/CC SOL CTRL
2-4 LR SOL CTRL
YEL/DK GRN
YEL/TAN
DK GRN/TAN
YEL/ORG
YEL/LT BLU
YEL/GRY
DK GRN/WHT
YEL/DK BLU
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
AC PRESS SIG
5V VREF
SNSR GND
LT BLU/BRN
PNK/YEL
DK BLU/DK GRN
A/C PRESSURE TRANSDUCER

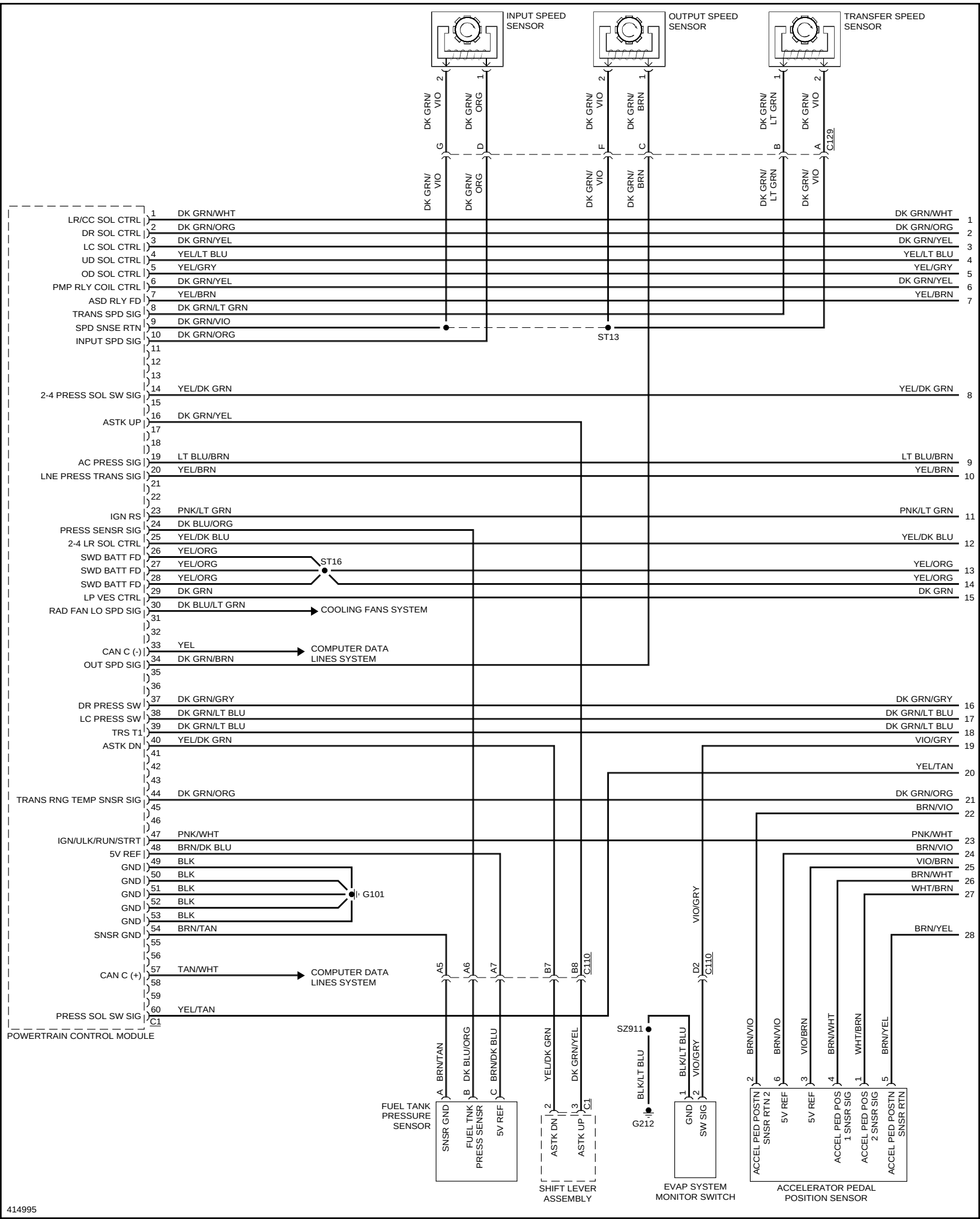
415003

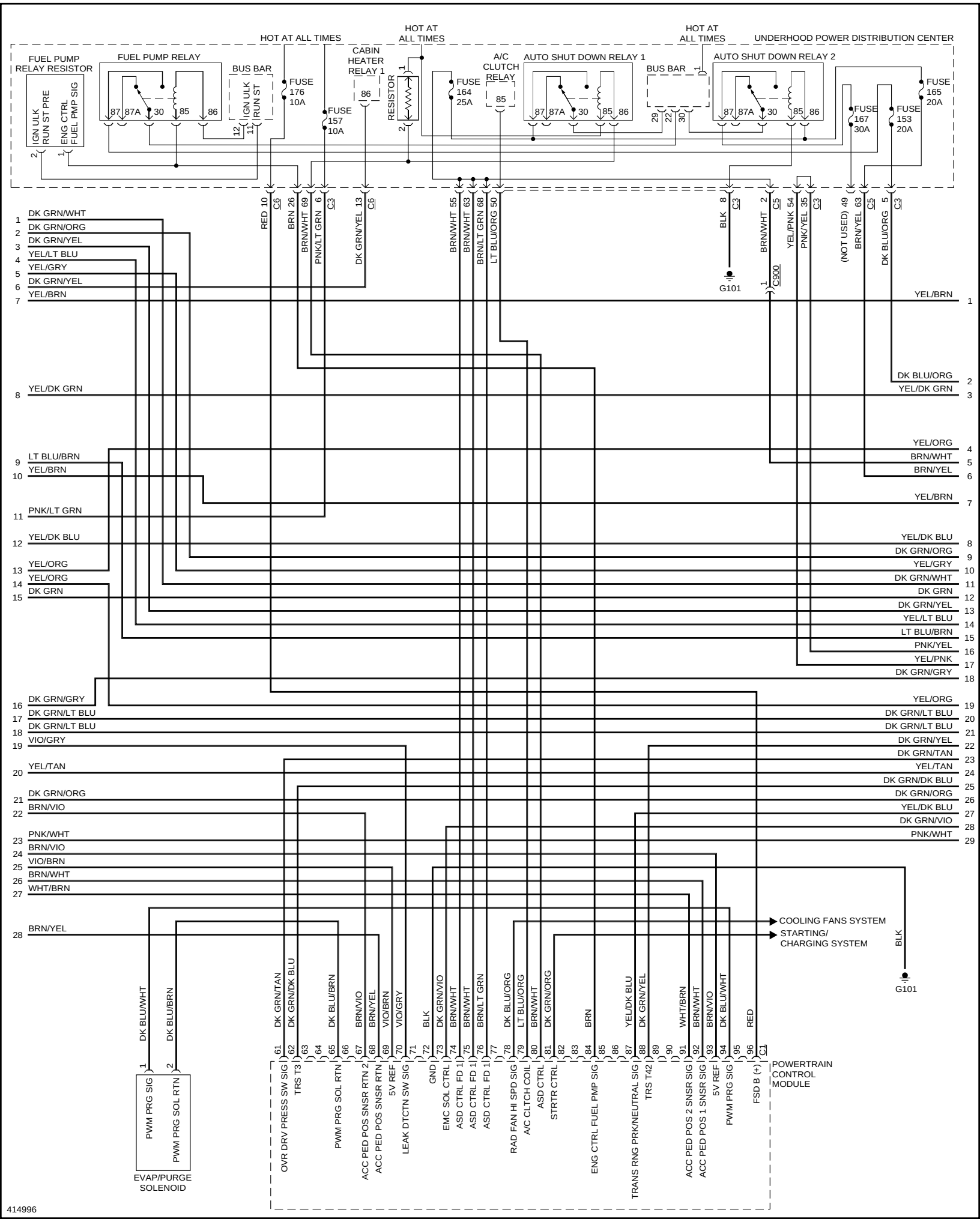

FUEL INJECTORS
IGNITION CAPACITOR
IGNITION COILS
CAMSHAFT POSITION SENSOR
CAM POSTN SNSR SIG
5V REF
SNSR GND
BRN/YEL
BRN/WHT
BRN/LT BLU
BRN/DK BLU
BRN/TAN
DK BLU/DK GRN
DK BLU/ORG
DK BLU/TAN
DK BLU/GRY
YEL/ORG
YEL/PNK
DK BLU/BRN
BRN/ORG
BRN/DK GRN
PNK/YEL
BRN/LT BLU
DK BLU/GRY
BLK/VIO
VIO/GRY
OIL PRESS SW BREATHER
OIL PRESS SNSE/SW SIG
OIL PRESSURE SWITCH
CAM POSTN SNSR SIG
THRTL POS SNSR RTN
SNSR GND
5V REF
COIL ON PLG DRV 4
OIL PRESS SNSE/SW SIG
CSHFT POSTN SNSR SIG 2
CRK SPD SNSR OUTPUT
5V REF
CRKSHFT POSTN SNSR RTN
THRTL POS SNSR SIG 1
THRTL POS SNSR SIG 2
VAR DSPLMNT CMPSR CTRL
C2
POWERTRAIN CONTROL MODULE
LT BLU/WHT
BLK
VAR DSPLMNT CMPSR CTRL
GND
A/C COMPRESSOR SOLENOID
G101
415004

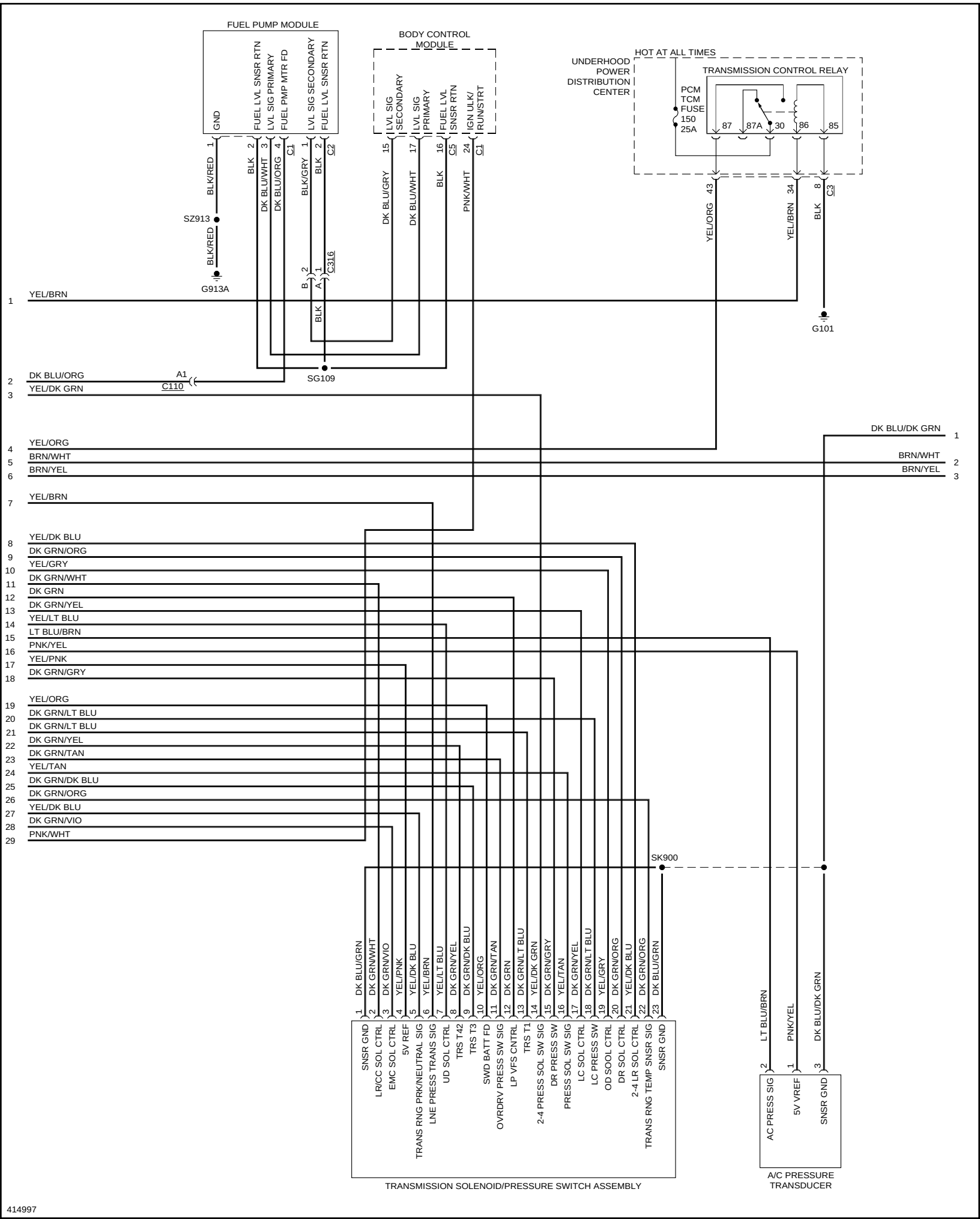

UNDERHOOD POWER DISTRIBUTION CENTER
OXYGEN SENSOR 1/2
O2 DNSTRM SNSE RTN
O2 (1/2) DNSTRM HTR FD
O2 (1/2) DNSTRM SNSR SIG
GND
G101
C3
C5
DK BLU/DK GRN
BRN/WHT
YEL/PNK
PNK/BLK
PNK/YEL
YEL/ORG
YEL/PNK
BRN/WHT
DK BLU/GRN
BRN/WHT
DK BLU/YEL
BLK
BRN/YEL
BRN/DK BLU
BRN/LT BLU
BRN/TAN
YEL/ORG
VIO/ORG
DK BLU/BRN
DK BLU/TAN
BRN/ORG
BRN/DK GRN
DK BLU/YEL
VIO/BRN
DK BLU/ORG
F855 S855
PNK/YEL
BRN/LT BLU
DK BLU/GRY
CRKSHFT POSTN SNSR RTN
CRK SPD SNSR OUTPUT
5V REF
CRANKSHAFT POSITION SENSOR
CSHFT POSTN SNSR SIG 2
5V REF
SNSR GND
CAMSHAFT POSITION SENSOR 2
5V REF
THRTL POS SNSR RTN
THRTL POS SNSR SIG 2
THRTL POS SNSR SIG 1
ETC MTR (+)
ETC MTR (-)
THROTTLE BODY
SNSR GND
COOL TEMP SNSR SIG
ENGINE COOLANT TEMPERATURE SENSOR
5V REF
SNSR GND
MAP SNSR SIG
MANIFOLD ABSOLUTE PRESSURE MAP SENSOR
415005


KNOCK SENSOR
SNSR KNOCK 1 RTN
SNSR KNOCK 1 SIG
OIL TEMPERATURE SENSOR
SNSR GND
EOT
BRN/LT GRN
DK BLU/YEL
BRN/WHT
VIO/BRN
BRN/WHT
DK BLU/DK GRN
DK BLU/GRY
DK BLU/LT GRN
BRN/YEL
BRN/DK BLU
BRN/LT BLU
BRN/TAN
VIO/ORG
DK BLU/DK GRN
DK BLU/YEL
VIO/BRN
DK BLU/TAN
STARTING/ CHARGING SYSTEM
STARTING/ CHARGING SYSTEM
DK BLU/DK GRN
DK BLU/LT GRN
DK BLU/WHT
BLK
BRN/WHT
BLK
BRN/DK GRN
BRN/LT GRN
DK BLU/LT BLU
BLK
BLK
BLK
BLK
DK BLU/DK GRN 1 IGN COIL DRV 1 SIG
BRN/GRY 2 GEN FLD CTRL
DK BLU/GRY 3 ETC MTR (+)
DK BLU/LT GRN 4 ETC MTR (-)
5
6
7
BRN/YEL 8 FUEL INJ 1 SIG
BRN/DK BLU 9 FUEL INJ 2 SIG
BRN/LT BLU 10 FUEL INJ 3 SIG
BRN/TAN 11 FUEL INJ 4 SIG
VIO/ORG 12 COOL TEMP SNSR SIG
13
DK BLU/YEL 14 SNSR KNOCK 1 SIG
15
VIO/BRN 16 EOT
DK BLU/LT GRN 17 INTKE TEMP SNSR SIG
DK BLU/DK GRN 18 O2 DNSTRM SNSE RTN
BRN/DK GRN 19 O2 UPSTRM SNSE RTN
20
21
DK BLU/WHT 22 EXHST VVT SOL DRV
BRN/WHT 23 INTKE VVT SOL DRV
BRN/LT GRN 24 O2S11 HTR
DK BLU/TAN 25 IGN COIL DRV 2 SIG
26
27
28
29
30
31
32
33
34
35
36
37
BRN/LT GRN 38 SNSR KNOCK 1 RTN
39
RED/VIO 40 ALTR SNSE FLNK TO MOD
41
42
DK BLU/YEL 43 O2 (1/2) DNSTRM SNSR SIG
DK BLU/LT BLU 44 O2 (1/1) UPSTRM SNSR SIG
VIO/BRN 45 MAP SNSR SIG
46
47
BRN/WHT 48 O2 (1/2) DNSTRM HTR FD
DK BLU/ORG 49 IGN COIL DRV 3 SIG
50
51
52
53
54
55
56
57
58
59
60
C2
POWERTRAIN CONTROL MODULE
SNSR GND
INTKE TEMP SNSR SIG
INTAKE AIR TEMPERATURE SENSOR
EXHST VVT SOL DRV
GND
CAMSHAFT 1/2 POSITION SOLENOID
INTKE VVT SOL DRV
GND
CAMSHAFT 1/1 POSITION SOLENOID
O2 UPSTRM SNSE RTN
O2S11 HTR
O2 (1/1) UPSTRM SNSR SIG
GND
OXYGEN SENSOR 1/1
G101

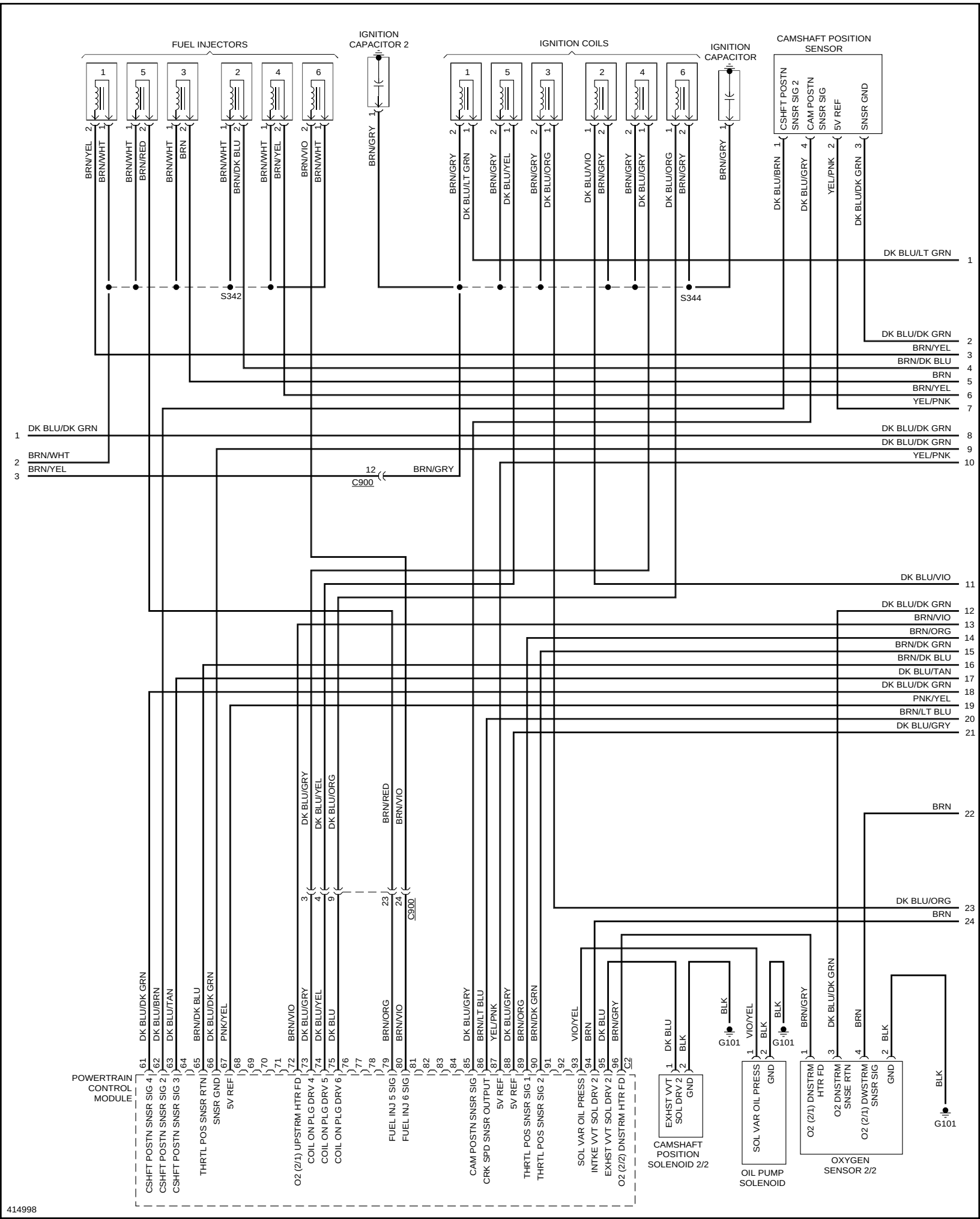
415006

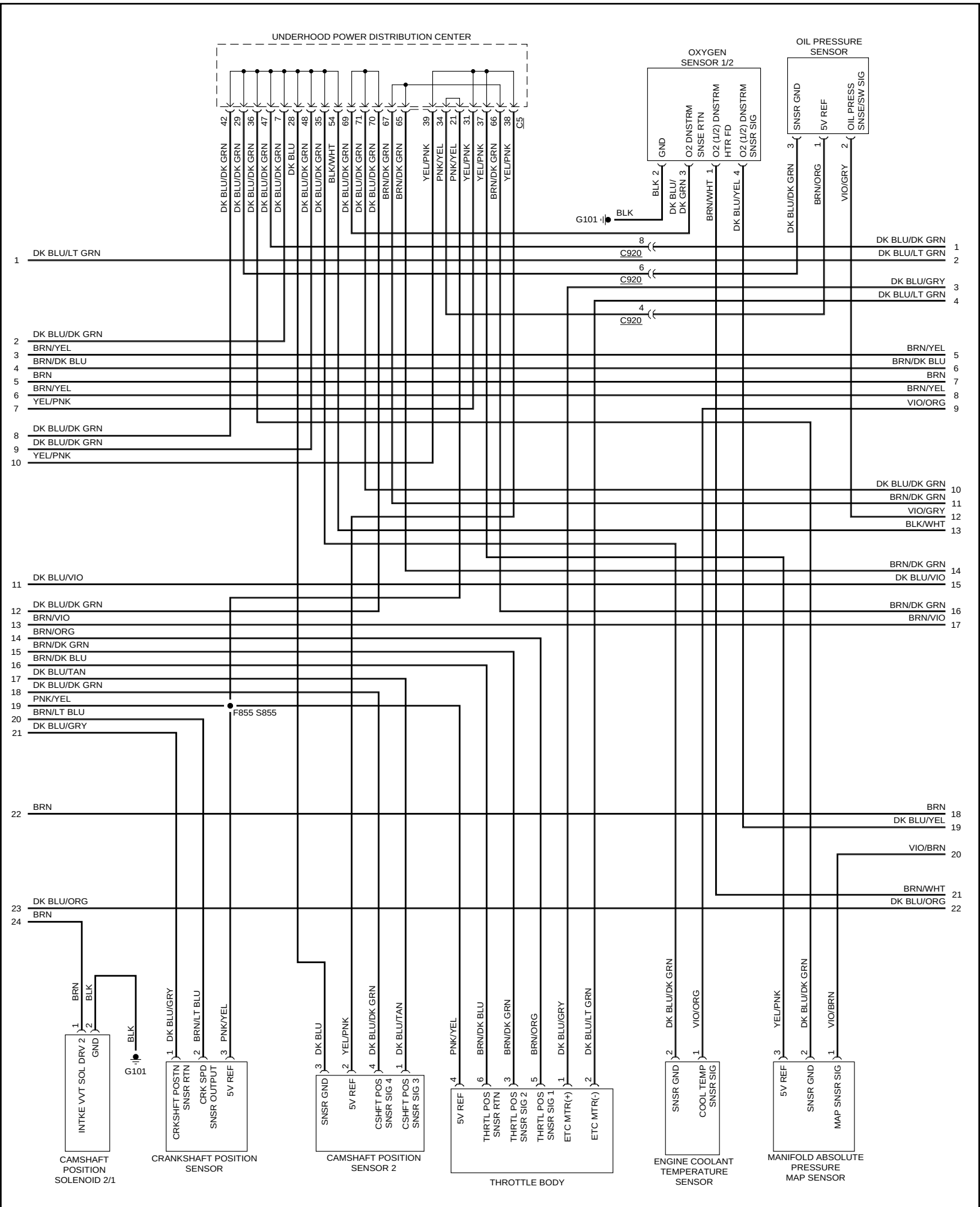

INPUT SPEED SENSOR
OUTPUT SPEED SENSOR
TRANSFER SPEED SENSOR
DK GRN/VIO
DK GRN/ORG
DK GRN/BRN
DK GRN/LT GRN
C129
ST13
ST16
G101
G212
SZ911
COOLING FANS SYSTEM
COMPUTER DATA LINES SYSTEM
LR/CC SOL CTRL
DR SOL CTRL
LC SOL CTRL
UD SOL CTRL
OD SOL CTRL
PMP RLY COIL CTRL
ASD RLY FD
TRANS SPD SIG
SPD SNSE RTN
INPUT SPD SIG
2-4 PRESS SOL SW SIG
ASTK UP
AC PRESS SIG
LNE PRESS TRANS SIG
IGN RS
PRESS SENSR SIG
2-4 LR SOL CTRL
SWD BATT FD
LP VES CTRL
RAD FAN LO SPD SIG
CAN C (-)
OUT SPD SIG
DR PRESS SW
LC PRESS SW
TRS T1
ASTK DN
TRANS RNG TEMP SNSR SIG
IGN/ULK/RUN/STRT
5V REF
GND
SNSR GND
CAN C (+)
PRESS SOL SW SIG
C1
POWERTRAIN CONTROL MODULE
FUEL TANK PRESSURE SENSOR
SNSR GND
FUEL TNK PRESS SENSR
5V REF
SHIFT LEVER ASSEMBLY
ASTK DN
ASTK UP
EVAP SYSTEM MONITOR SWITCH
GND
SW SIG
ACCELERATOR PEDAL POSITION SENSOR
ACCEL PED POSTN SNSR RTN 2
5V REF
ACCEL PED POS 1 SNSR SIG
ACCEL PED POS 2 SNSR SIG
ACCEL PED POSTN SNSR RTN
C110
A5
A6
A7
B7
B8
D2
VIO/GRY
414995


HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUEL PUMP RELAY RESISTOR
IGN ULK RUN ST PRE
ENG CTRL FUEL PMP SIG
FUEL PUMP RELAY
BUS BAR
IGN ULK RUN ST
FUSE 176 10A
FUSE 157 10A
CABIN HEATER RELAY 1
RESISTOR
FUSE 164 25A
A/C CLUTCH RELAY
AUTO SHUT DOWN RELAY 1
BUS BAR
AUTO SHUT DOWN RELAY 2
FUSE 167 30A
FUSE 153 20A
FUSE 165 20A
RED 10 C6
BRN 26 C6
BRN/WHT 69 C3
PNK/LT GRN 6 C3
DK GRN/YEL 13 C6
BRN/WHT 55
BRN/WHT 63
BRN/LT GRN 68
LT BLU/ORG 50
BLK 8 C3
BRN/WHT 2 C5
YEL/PNK 54
PNK/YEL 35 C3
(NOT USED) 49
BRN/YEL 63 C5
DK BLU/ORG 5 C3
G101
C900
DK GRN/WHT
DK GRN/ORG
DK GRN/YEL
YEL/LT BLU
YEL/GRY
DK GRN/YEL
YEL/BRN
YEL/BRN
DK BLU/ORG
YEL/DK GRN
YEL/DK GRN
YEL/ORG
BRN/WHT
BRN/YEL
LT BLU/BRN
YEL/BRN
YEL/BRN
PNK/LT GRN
YEL/DK BLU
DK GRN/ORG
YEL/ORG
YEL/GRY
YEL/ORG
DK GRN/WHT
DK GRN
DK GRN
DK GRN/YEL
YEL/LT BLU
LT BLU/BRN
PNK/YEL
YEL/PNK
DK GRN/GRY
DK GRN/GRY
YEL/ORG
DK GRN/LT BLU
DK GRN/LT BLU
DK GRN/LT BLU
VIO/GRY
DK GRN/YEL
DK GRN/TAN
YEL/TAN
YEL/TAN
DK GRN/DK BLU
DK GRN/ORG
BRN/VIO
DK GRN/ORG
YEL/DK BLU
DK GRN/VIO
PNK/WHT
PNK/WHT
BRN/VIO
VIO/BRN
BRN/WHT
WHT/BRN
BRN/YEL
COOLING FANS SYSTEM
STARTING/ CHARGING SYSTEM
BLK
G101
DK BLU/WHT
DK BLU/BRN
PWM PRG SIG
PWM PRG SOL RTN
EVAP/PURGE SOLENOID
DK GRN/TAN
DK GRN/DK BLU
DK BLU/BRN
BRN/VIO
BRN/YEL
VIO/BRN
VIO/GRY
BLK
DK GRN/VIO
BRN/WHT
BRN/WHT
BRN/LT GRN
DK BLU/ORG
LT BLU/ORG
BRN/WHT
DK GRN/ORG
BRN
YEL/DK BLU
DK GRN/YEL
WHT/BRN
BRN/WHT
BRN/VIO
DK BLU/WHT
RED
OVR DRV PRESS SW SIG
TRS T3
PWM PRG SOL RTN
ACC PED POS SNSR RTN 2
ACC PED POS SNSR RTN
5V REF
LEAK DTCTN SW SIG
GND
EMC SOL CTRL
ASD CTRL FD 1
ASD CTRL FD 1
ASD CTRL FD 1
RAD FAN HI SPD SIG
A/C CLTCH COIL
ASD CTRL
STRTR CTRL
ENG CTRL FUEL PMP SIG
TRANS RNG PRK/NEUTRAL SIG
TRS T42
ACC PED POS 2 SNSR SIG
ACC PED POS 1 SNSR SIG
5V REF
PWM PRG SIG
FSD B (+)
POWERTRAIN CONTROL MODULE
414996

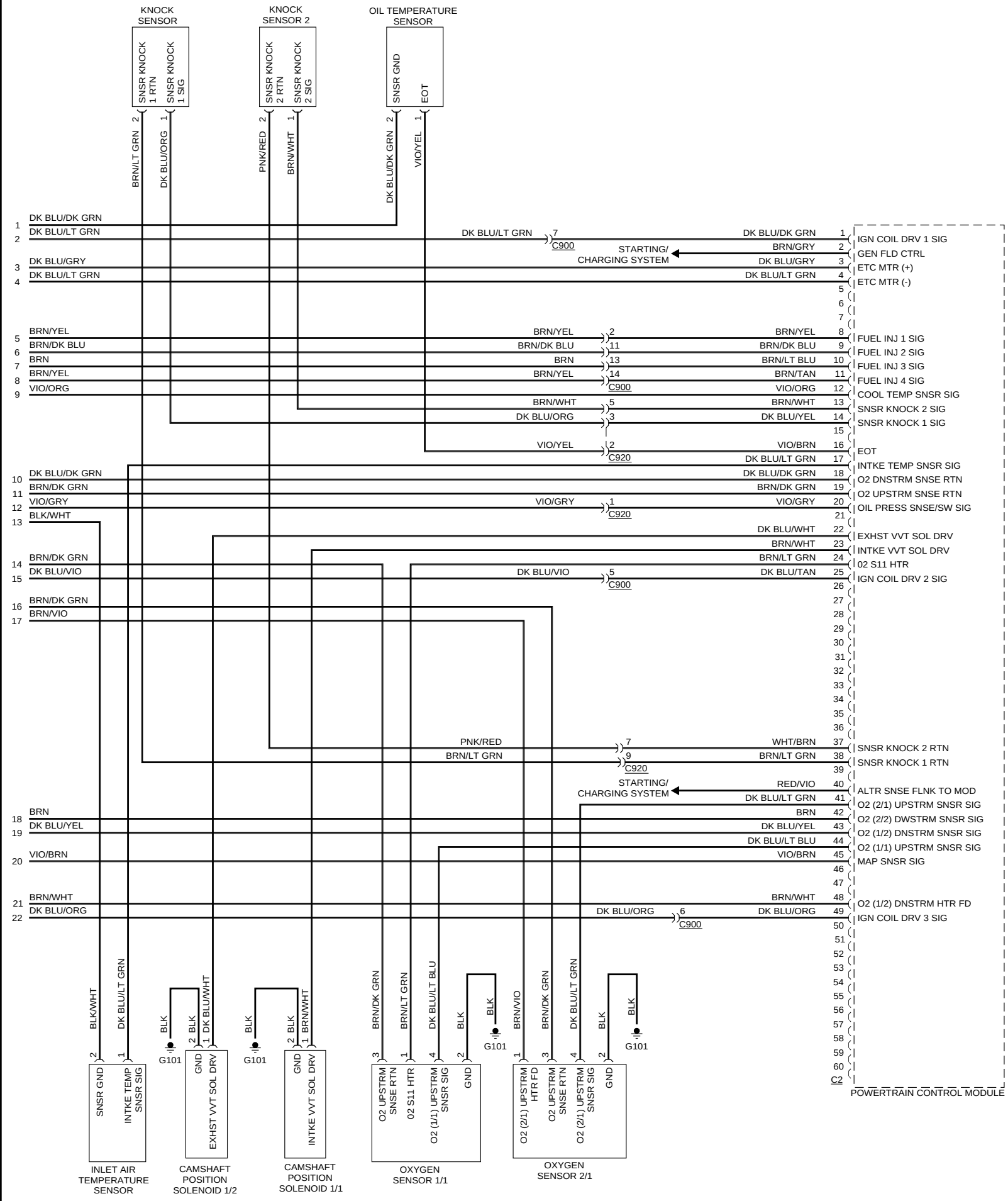

FUEL PUMP MODULE
GND
FUEL LVL SNSR RTN
LVL SIG PRIMARY
FUEL PMP MTR FD
LVL SIG SECONDARY
FUEL LVL SNSR RTN
C1
C2
BODY CONTROL MODULE
LVL SIG SECONDARY
LVL SIG PRIMARY
FUEL LVL SNSR RTN
IGN ULK/ RUN/STRT
C5
C1
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
TRANSMISSION CONTROL RELAY
PCM TCM FUSE 150 25A
87
87A
30
86
85
C3
BLK/RED
BLK
DK BLU/WHT
DK BLU/ORG
BLK/GRY
DK BLU/GRY
DK BLU/WHT
BLK
PNK/WHT
YEL/ORG
YEL/BRN
SZ913
G913A
C316
SG109
G101
A1
C110
DK BLU/ORG
YEL/DK GRN
YEL/BRN
BRN/WHT
BRN/YEL
DK BLU/DK GRN
YEL/DK BLU
DK GRN/ORG
YEL/GRY
DK GRN/WHT
DK GRN
DK GRN/YEL
YEL/LT BLU
LT BLU/BRN
PNK/YEL
DK GRN/GRY
YEL/ORG
DK GRN/LT BLU
DK GRN/LT BLU
DK GRN/YEL
DK GRN/TAN
YEL/TAN
DK GRN/DK BLU
DK GRN/ORG
YEL/DK BLU
DK GRN/VIO
PNK/WHT
SK900
SNSR GND
LR/CC SOL CTRL
EMC SOL CTRL
5V REF
TRANS RNG PRK/NEUTRAL SIG
LNE PRESS TRANS SIG
UD SOL CTRL
TRS T42
TRS T3
SWD BATT FD
OVRDRV PRESS SW SIG
LP VFS CNTRL
TRS T1
2-4 PRESS SOL SW SIG
DR PRESS SW
PRESS SOL SW SIG
LC SOL CTRL
LC PRESS SW
OD SOOL CTRL
DR SOL CTRL
2-4 LR SOL CTRL
TRANS RNG TEMP SNSR SIG
SNSR GND
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
AC PRESS SIG
5V VREF
SNSR GND
A/C PRESSURE TRANSDUCER

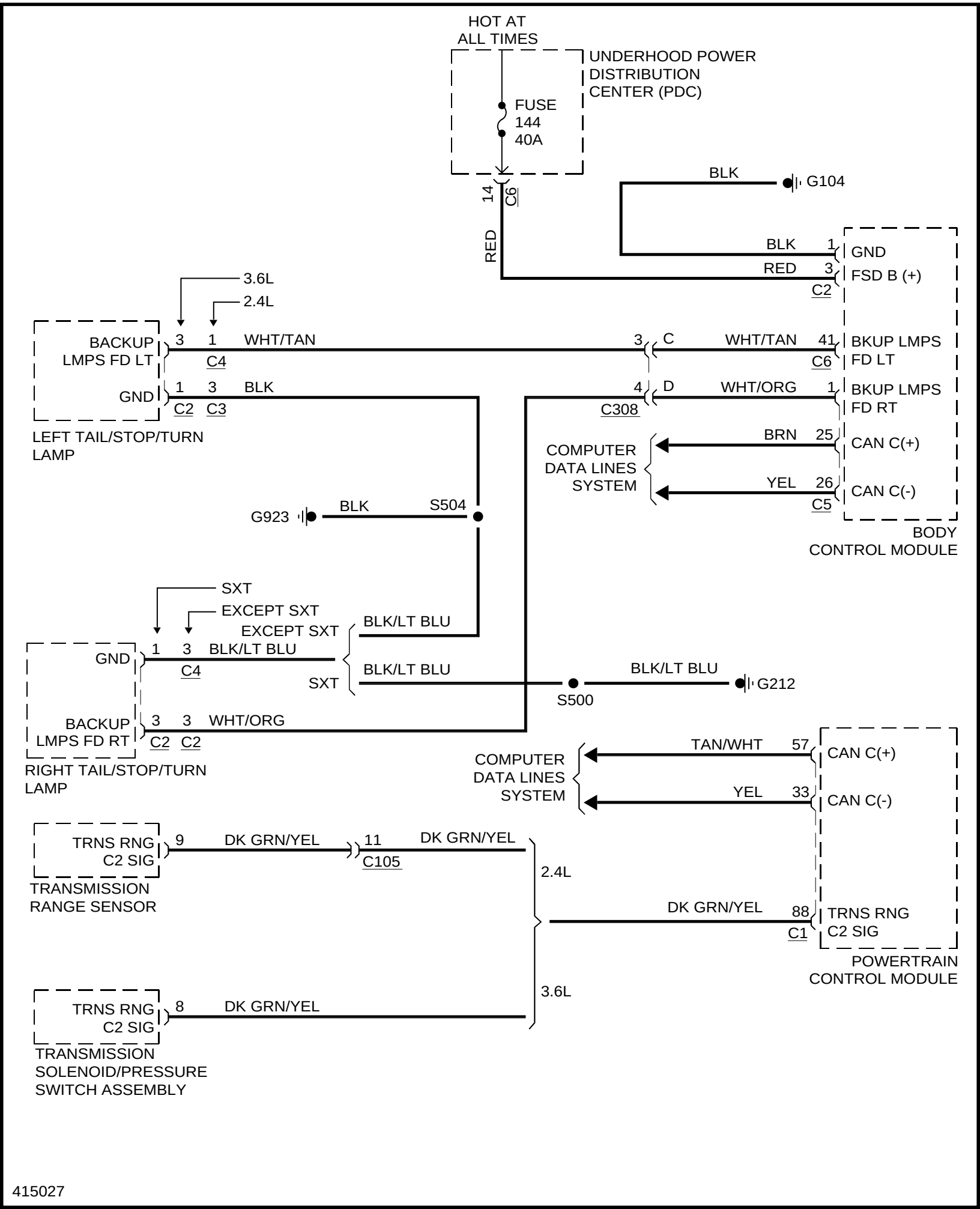
414997


FUEL INJECTORS
IGNITION CAPACITOR 2
IGNITION COILS
IGNITION CAPACITOR
CAMSHAFT POSITION SENSOR
CSHFT POSTN SNSR SIG 2
CAM POSTN SNSR SIG
5V REF
SNSR GND
S342
S344
C900
C2
POWERTRAIN CONTROL MODULE
CAMSHAFT POSITION SOLENOID 2/2
OIL PUMP SOLENOID
OXYGEN SENSOR 2/2
G101
414998

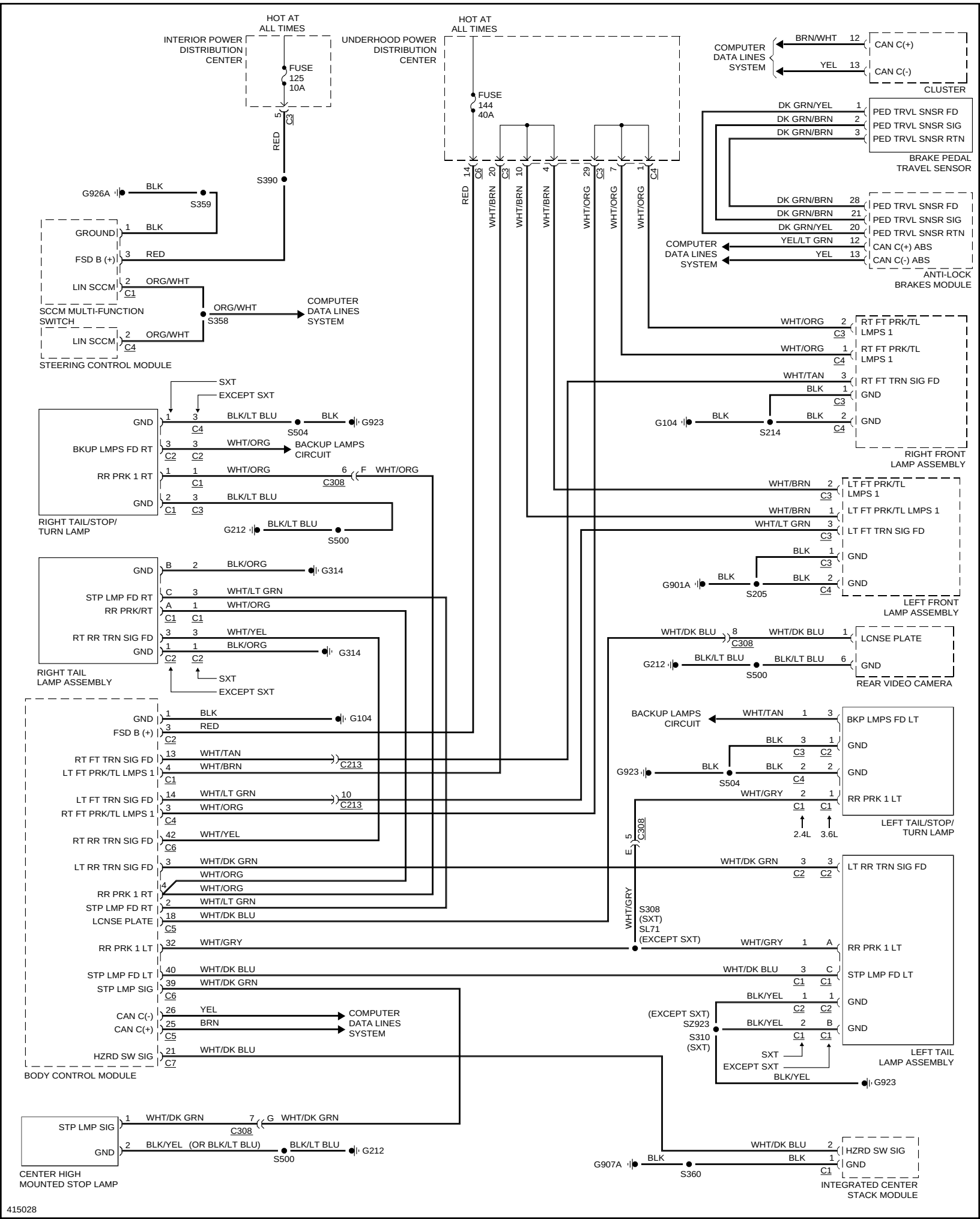

UNDERHOOD POWER DISTRIBUTION CENTER
OXYGEN SENSOR 1/2
OIL PRESSURE SENSOR
GND
O2 DNSTRM SNSE RTN
O2 (1/2) DNSTRM HTR FD
O2 (1/2) DNSTRM SNSR SIG
SNSR GND
5V REF
OIL PRESS SNSE/SW SIG
G101
BLK
C920
C5
F855 S855
INTKE VVT SOL DRV 2
GND
CAMSHAFT POSITION SOLENOID 2/1
CRKSHFT POSTN SNSR RTN
CRK SPD SNSR OUTPUT
5V REF
CRANKSHAFT POSITION SENSOR
SNSR GND
5V REF
CSHFT POS SNSR SIG 4
CSHFT POS SNSR SIG 3
CAMSHAFT POSITION SENSOR 2
5V REF
THRTL POS SNSR RTN
THRTL POS SNSR SIG 2
THRTL POS SNSR SIG 1
ETC MTR(+)
ETC MTR(-)
THROTTLE BODY
SNSR GND
COOL TEMP SNSR SIG
ENGINE COOLANT TEMPERATURE SENSOR
5V REF
SNSR GND
MAP SNSR SIG
MANIFOLD ABSOLUTE PRESSURE MAP SENSOR

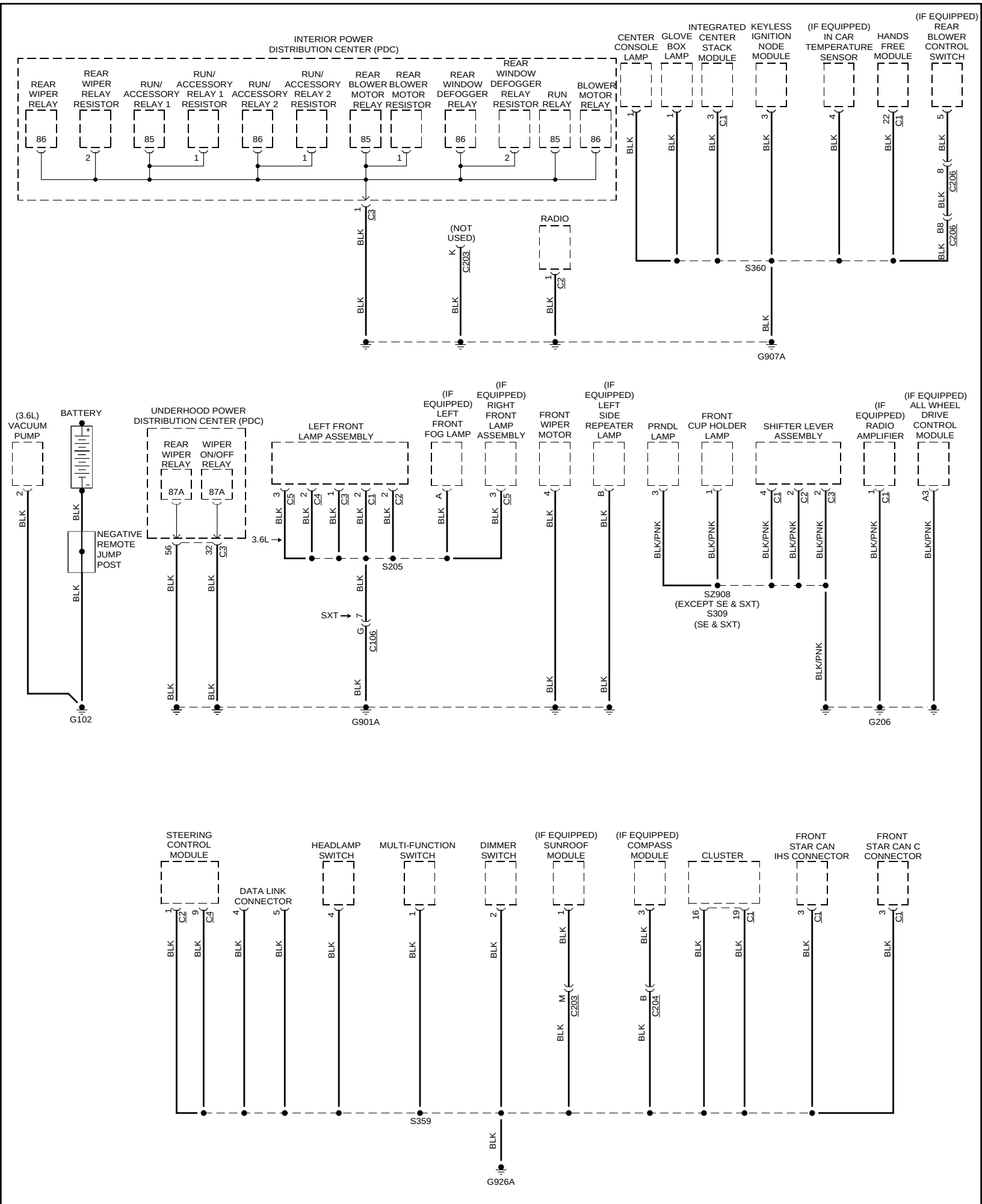
414999

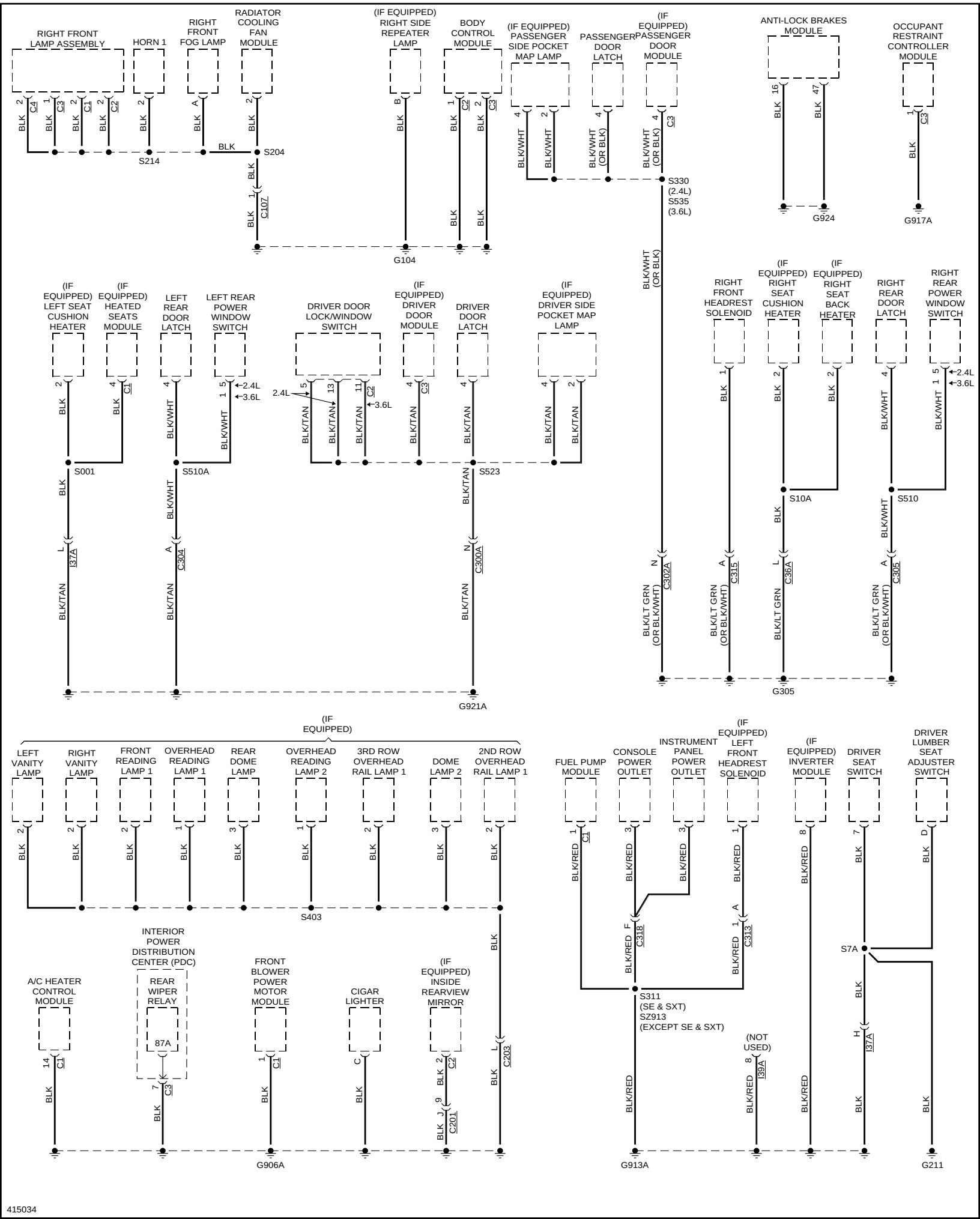

KNOCK SENSOR
SNSR KNOCK 1 RTN
SNSR KNOCK 1 SIG
KNOCK SENSOR 2
SNSR KNOCK 2 RTN
SNSR KNOCK 2 SIG
OIL TEMPERATURE SENSOR
SNSR GND
EOT
BRN/LT GRN
DK BLU/ORG
PNK/RED
BRN/WHT
DK BLU/DK GRN
VIO/YEL
DK BLU/DK GRN
DK BLU/LT GRN
DK BLU/GRY
DK BLU/LT GRN
BRN/YEL
BRN/DK BLU
BRN
BRN/YEL
VIO/ORG
BRN/DK GRN
VIO/GRY
BLK/WHT
BRN/DK GRN
DK BLU/VIO
BRN/DK GRN
BRN/VIO
BRN
DK BLU/YEL
VIO/BRN
BRN/WHT
DK BLU/ORG
C900
C920
STARTING/ CHARGING SYSTEM
IGN COIL DRV 1 SIG
GEN FLD CTRL
ETC MTR (+)
ETC MTR (-)
FUEL INJ 1 SIG
FUEL INJ 2 SIG
FUEL INJ 3 SIG
FUEL INJ 4 SIG
COOL TEMP SNSR SIG
SNSR KNOCK 2 SIG
SNSR KNOCK 1 SIG
EOT
INTKE TEMP SNSR SIG
O2 DNSTRM SNSE RTN
O2 UPSTRM SNSE RTN
OIL PRESS SNSE/SW SIG
EXHST VVT SOL DRV
INTKE VVT SOL DRV
02 S11 HTR
IGN COIL DRV 2 SIG
SNSR KNOCK 2 RTN
SNSR KNOCK 1 RTN
ALTR SNSE FLNK TO MOD
O2 (2/1) UPSTRM SNSR SIG
O2 (2/2) DWSTRM SNSR SIG
O2 (1/2) DNSTRM SNSR SIG
O2 (1/1) UPSTRM SNSR SIG
MAP SNSR SIG
O2 (1/2) DNSTRM HTR FD
IGN COIL DRV 3 SIG
C2
POWERTRAIN CONTROL MODULE
G101
SNSR GND
INTKE TEMP SNSR SIG
INLET AIR TEMPERATURE SENSOR
GND
EXHST VVT SOL DRV
CAMSHAFT POSITION SOLENOID 1/2
GND
INTKE VVT SOL DRV
CAMSHAFT POSITION SOLENOID 1/1
O2 UPSTRM SNSE RTN
02 S11 HTR
O2 (1/1) UPSTRM SNSR SIG
GND
OXYGEN SENSOR 1/1
O2 (2/1) UPSTRM HTR FD
O2 UPSTRM SNSE RTN
O2 (2/1) UPSTRM SNSR SIG
GND
OXYGEN SENSOR 2/1

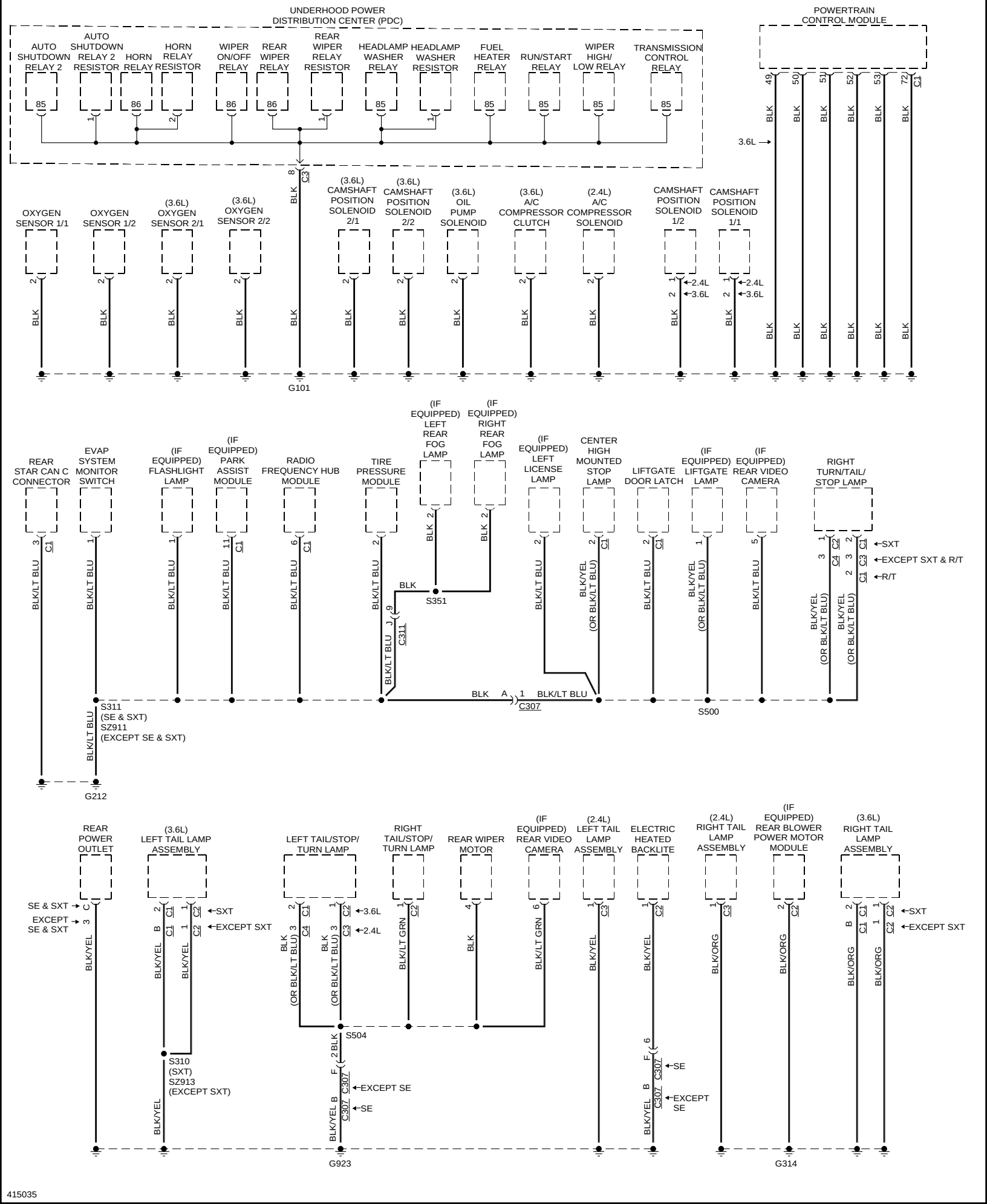

HOT AT
ALL TIMES
UNDERHOOD POWER
DISTRIBUTION
CENTER (PDC)
FUSE
144
40A
14
C6
RED
BLK
G104
BLK
1
GND
RED
3
FSD B (+)
C2
3.6L
2.4L
BACKUP
LMPS FD LT
3
1
WHT/TAN
C4
3
C
WHT/TAN
41
BKUP LMPS
FD LT
C6
GND
1
3
BLK
C2
C3
4
D
WHT/ORG
1
BKUP LMPS
FD RT
C308
LEFT TAIL/STOP/TURN
LAMP
BRN
25
CAN C(+)
COMPUTER
DATA LINES
SYSTEM
YEL
26
CAN C(-)
C5
BODY
CONTROL MODULE
G923
BLK
S504
SXT
EXCEPT SXT
EXCEPT SXT
BLK/LT BLU
GND
1
3
BLK/LT BLU
C4
SXT
BLK/LT BLU
BLK/LT BLU
G212
S500
BACKUP
LMPS FD RT
3
3
WHT/ORG
C2
C2
RIGHT TAIL/STOP/TURN
LAMP
TAN/WHT
57
CAN C(+)
COMPUTER
DATA LINES
SYSTEM
YEL
33
CAN C(-)
TRNS RNG
C2 SIG
9
DK GRN/YEL
11
DK GRN/YEL
C105
2.4L
DK GRN/YEL
88
TRNS RNG
C2 SIG
C1
POWERTRAIN
CONTROL MODULE
TRANSMISSION
RANGE SENSOR
3.6L
TRNS RNG
C2 SIG
8
DK GRN/YEL
TRANSMISSION
SOLENOID/PRESSURE
SWITCH ASSEMBLY

415027

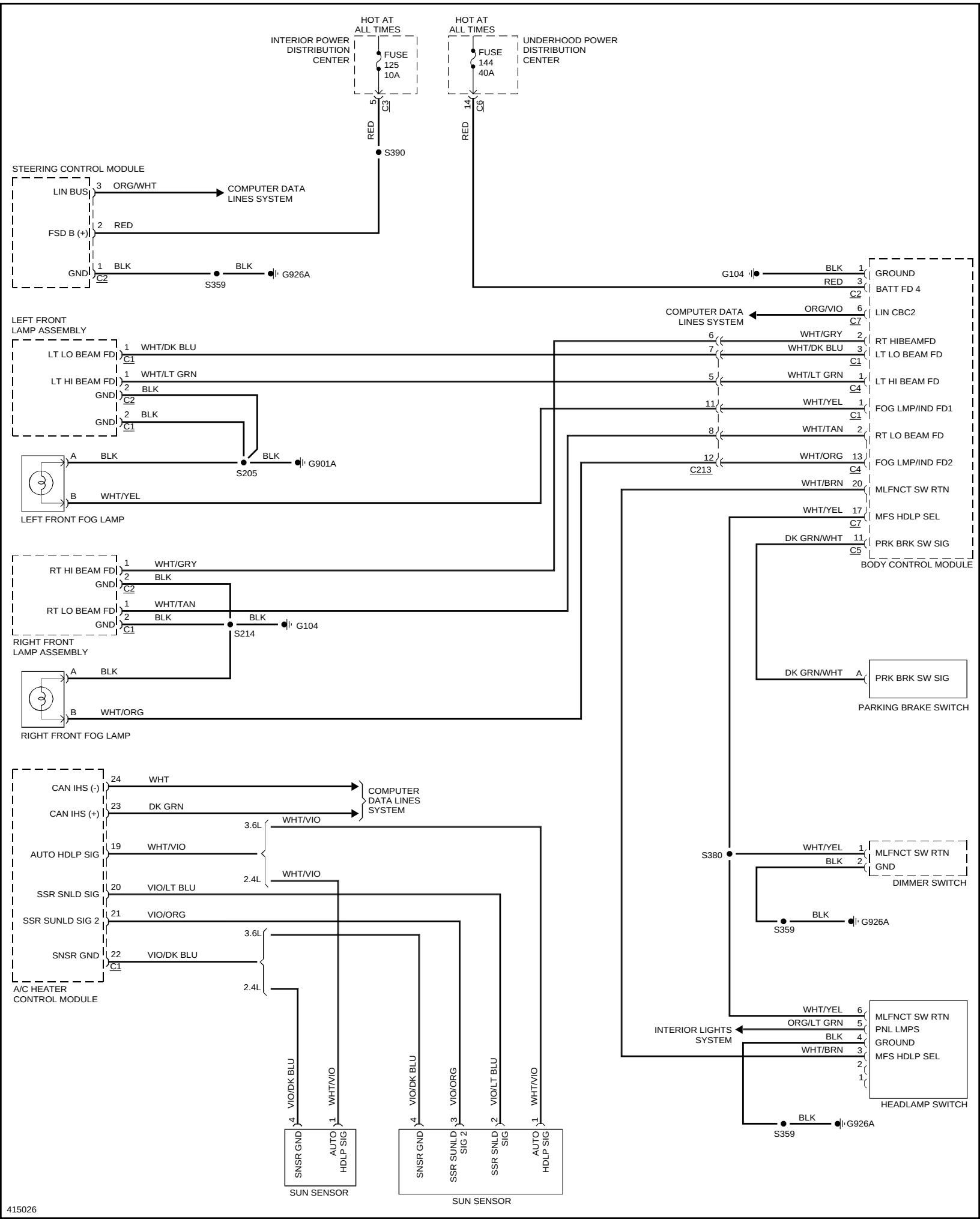

HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 125 10A
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 144 40A
COMPUTER DATA LINES SYSTEM
BRN/WHT 12
CAN C(+)
YEL 13
CAN C(-)
CLUSTER
DK GRN/YEL 1
DK GRN/BRN 2
DK GRN/BRN 3
PED TRVL SNSR FD
PED TRVL SNSR SIG
PED TRVL SNSR RTN
BRAKE PEDAL TRAVEL SENSOR
DK GRN/BRN 28
DK GRN/BRN 21
DK GRN/YEL 20
YEL/LT GRN 12
YEL 13
CAN C(+) ABS
CAN C(-) ABS
ANTI-LOCK BRAKES MODULE
RED
WHT/BRN
WHT/ORG
S390
G926A
BLK
S359
GROUND
FSD B (+)
LIN SCCM
SCCM MULTI-FUNCTION SWITCH
STEERING CONTROL MODULE
ORG/WHT
S358
S504
G923
BKUP LMPS FD RT
BACKUP LAMPS CIRCUIT
RR PRK 1 RT
RIGHT TAIL/STOP/ TURN LAMP
G212
S500
SXT
EXCEPT SXT
RT FT PRK/TL LMPS 1
RT FT TRN SIG FD
G104
S214
RIGHT FRONT LAMP ASSEMBLY
LT FT PRK/TL LMPS 1
LT FT TRN SIG FD
G901A
S205
LEFT FRONT LAMP ASSEMBLY
LCNSE PLATE
REAR VIDEO CAMERA
BACKUP LAMPS CIRCUIT
BKP LMPS FD LT
LEFT TAIL/STOP/ TURN LAMP
2.4L
3.6L
RR PRK 1 LT
STP LMP FD RT
LCNSE PLATE
STP LMP FD LT
STP LMP SIG
HZRD SW SIG
RT RR TRN SIG FD
LT RR TRN SIG FD
LT FT TRN SIG FD
LT FT PRK/TL LMPS 1
RT FT PRK/TL LMPS 1
RT FT TRN SIG FD
S308 (SXT) SL71 (EXCEPT SXT)
WHT/GRY
WHT/DK BLU
WHT/DK GRN
WHT/LT GRN
WHT/YEL
WHT/TAN
WHT/BRN
C213
C308
BODY CONTROL MODULE
CAN C(-)
CAN C(+)
COMPUTER DATA LINES SYSTEM
(EXCEPT SXT) SZ923
S310 (SXT)
LEFT TAIL LAMP ASSEMBLY
CENTER HIGH MOUNTED STOP LAMP
(OR BLK/LT BLU)
G907A
S360
INTEGRATED CENTER STACK MODULE
415028


INTERIOR POWER DISTRIBUTION CENTER (PDC)
REAR WIPER RELAY
REAR WIPER RELAY RESISTOR
RUN/ ACCESSORY RELAY 1
RUN/ ACCESSORY RELAY 1 RESISTOR
RUN/ ACCESSORY RELAY 2
RUN/ ACCESSORY RELAY 2 RESISTOR
REAR BLOWER MOTOR RELAY
REAR BLOWER MOTOR RESISTOR
REAR WINDOW DEFOGGER RELAY
REAR WINDOW DEFOGGER RELAY RESISTOR
RUN RELAY
BLOWER MOTOR RELAY
CENTER CONSOLE LAMP
GLOVE BOX LAMP
INTEGRATED CENTER STACK MODULE
KEYLESS IGNITION NODE MODULE
(IF EQUIPPED) IN CAR TEMPERATURE SENSOR
HANDS FREE MODULE
(IF EQUIPPED) REAR BLOWER CONTROL SWITCH
(NOT USED)
RADIO
S360
G907A
(3.6L) VACUUM PUMP
BATTERY
NEGATIVE REMOTE JUMP POST
G102
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
REAR WIPER RELAY
WIPER ON/OFF RELAY
LEFT FRONT LAMP ASSEMBLY
3.6L
S205
(IF EQUIPPED) LEFT FRONT FOG LAMP
(IF EQUIPPED) RIGHT FRONT LAMP ASSEMBLY
FRONT WIPER MOTOR
(IF EQUIPPED) LEFT SIDE REPEATER LAMP
SXT
G106
G901A
PRNDL LAMP
FRONT CUP HOLDER LAMP
SHIFTER LEVER ASSEMBLY
SZ908
(EXCEPT SE & SXT)
S309
(SE & SXT)
(IF EQUIPPED) RADIO AMPLIFIER
(IF EQUIPPED) ALL WHEEL DRIVE CONTROL MODULE
G206
STEERING CONTROL MODULE
DATA LINK CONNECTOR
HEADLAMP SWITCH
MULTI-FUNCTION SWITCH
DIMMER SWITCH
(IF EQUIPPED) SUNROOF MODULE
(IF EQUIPPED) COMPASS MODULE
CLUSTER
FRONT STAR CAN IHS CONNECTOR
FRONT STAR CAN C CONNECTOR
S359
G926A
415033

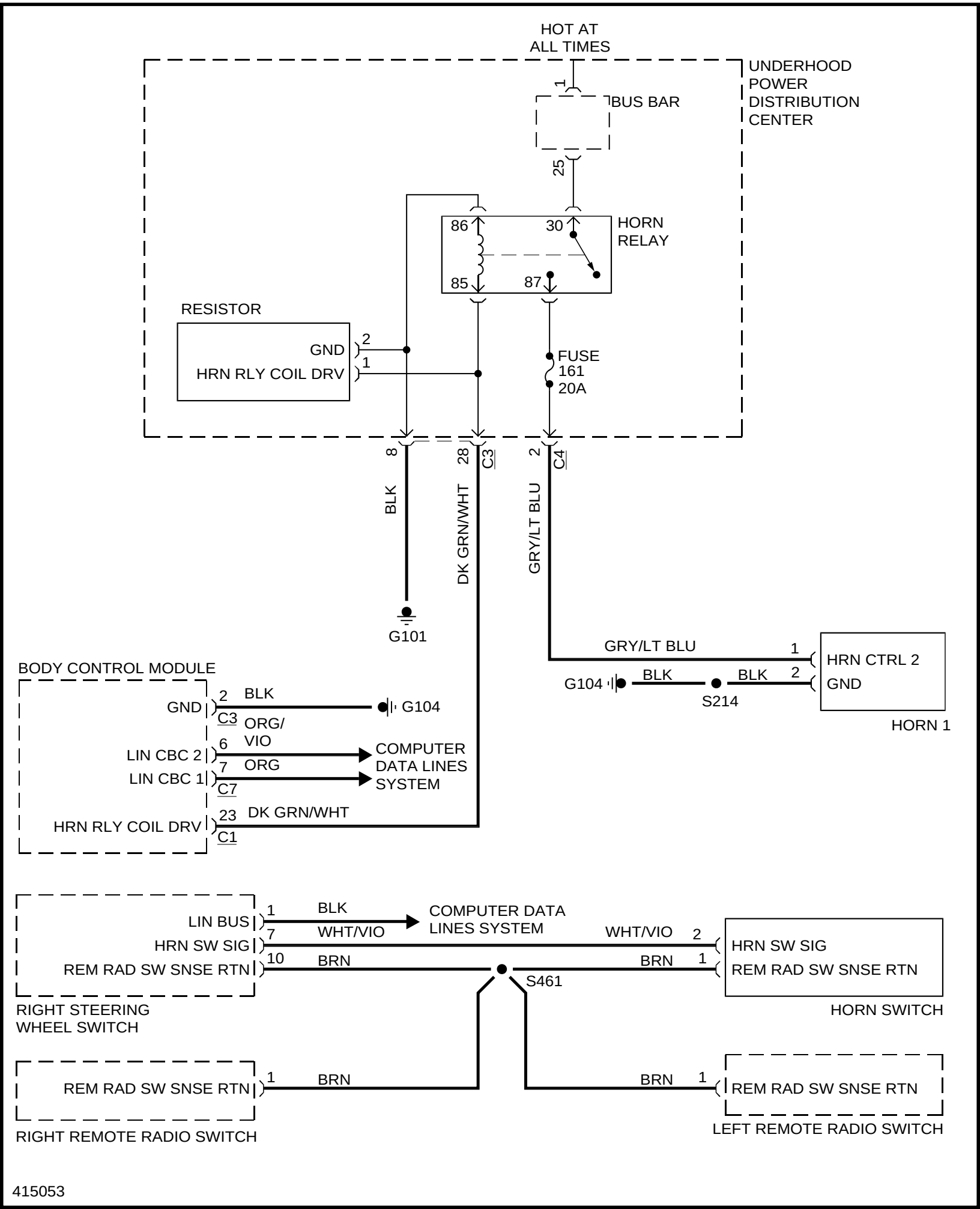

RIGHT FRONT LAMP ASSEMBLY
HORN 1
RIGHT FRONT FOG LAMP
RADIATOR COOLING FAN MODULE
(IF EQUIPPED) RIGHT SIDE REPEATER LAMP
BODY CONTROL MODULE
(IF EQUIPPED) PASSENGER SIDE POCKET MAP LAMP
PASSENGER DOOR LATCH
(IF EQUIPPED) PASSENGER DOOR MODULE
ANTI-LOCK BRAKES MODULE
OCCUPANT RESTRAINT CONTROLLER MODULE
S214
S204
S330 (2.4L) S535 (3.6L)
G104
G924
G917A
(IF EQUIPPED) LEFT SEAT CUSHION HEATER
(IF EQUIPPED) HEATED SEATS MODULE
LEFT REAR DOOR LATCH
LEFT REAR POWER WINDOW SWITCH
DRIVER DOOR LOCK/WINDOW SWITCH
(IF EQUIPPED) DRIVER DOOR MODULE
DRIVER DOOR LATCH
(IF EQUIPPED) DRIVER SIDE POCKET MAP LAMP
RIGHT FRONT HEADREST SOLENOID
(IF EQUIPPED) RIGHT SEAT CUSHION HEATER
(IF EQUIPPED) RIGHT SEAT BACK HEATER
RIGHT REAR DOOR LATCH
RIGHT REAR POWER WINDOW SWITCH
S001
S510A
S523
S10A
S510
G921A
G305
(IF EQUIPPED)
LEFT VANITY LAMP
RIGHT VANITY LAMP
FRONT READING LAMP 1
OVERHEAD READING LAMP 1
REAR DOME LAMP
OVERHEAD READING LAMP 2
3RD ROW OVERHEAD RAIL LAMP 1
DOME LAMP 2
2ND ROW OVERHEAD RAIL LAMP 1
S403
FUEL PUMP MODULE
CONSOLE POWER OUTLET
INSTRUMENT PANEL POWER OUTLET
(IF EQUIPPED) LEFT FRONT HEADREST SOLENOID
(IF EQUIPPED) INVERTER MODULE
DRIVER SEAT SWITCH
DRIVER LUMBER SEAT ADJUSTER SWITCH
S311 (SE & SXT) SZ913 (EXCEPT SE & SXT)
S7A
G913A
G211
A/C HEATER CONTROL MODULE
INTERIOR POWER DISTRIBUTION CENTER (PDC)
REAR WIPER RELAY
87A
FRONT BLOWER POWER MOTOR MODULE
CIGAR LIGHTER
(IF EQUIPPED) INSIDE REARVIEW MIRROR
(NOT USED)
G906A

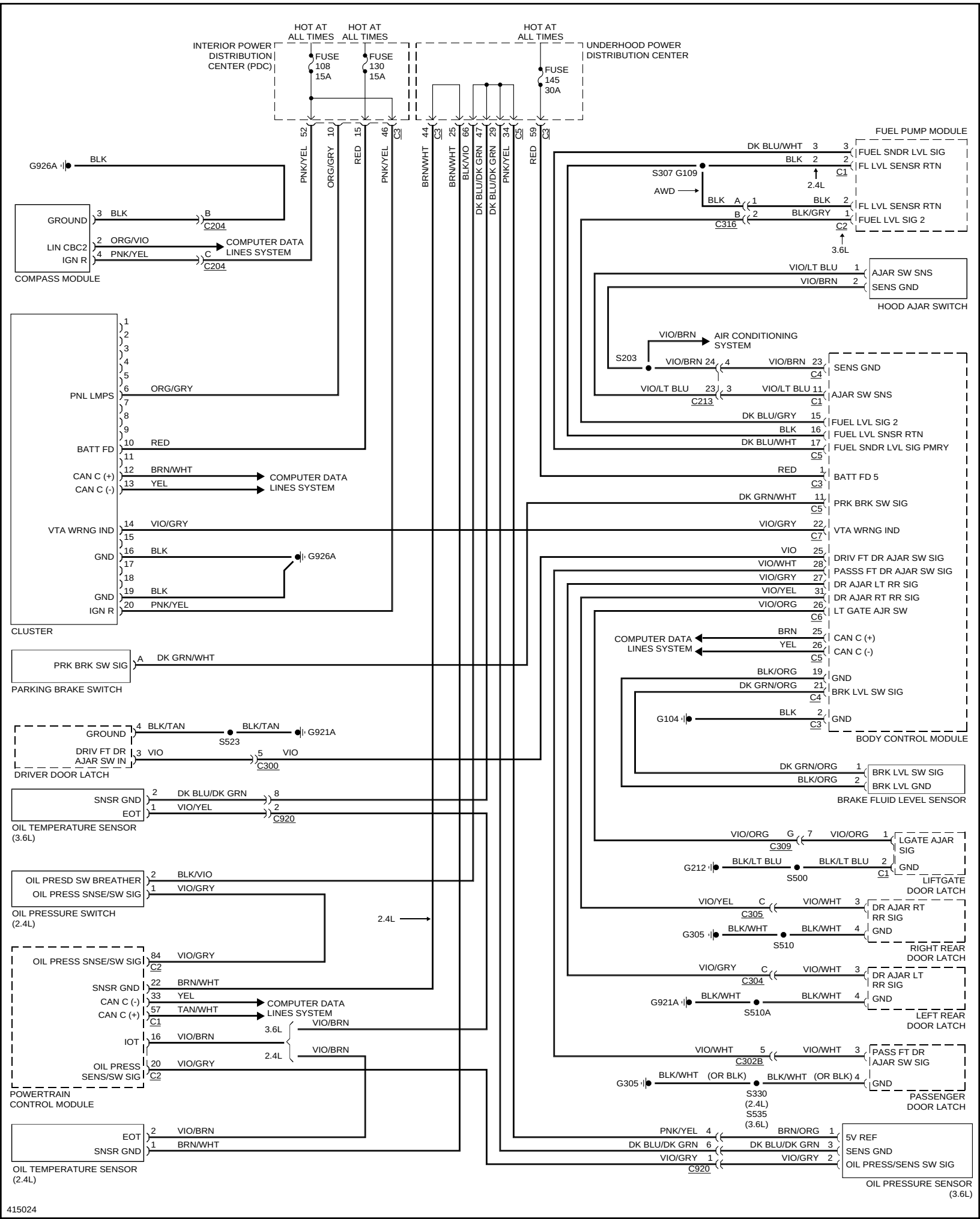

UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
AUTO SHUTDOWN RELAY 2
AUTO SHUTDOWN RELAY 2 RESISTOR
HORN RELAY
HORN RELAY RESISTOR
WIPER ON/OFF RELAY
REAR WIPER RELAY
REAR WIPER RELAY RESISTOR
HEADLAMP WASHER RELAY
HEADLAMP WASHER RESISTOR
FUEL HEATER RELAY
RUN/START RELAY
WIPER HIGH/ LOW RELAY
TRANSMISSION CONTROL RELAY
POWERTRAIN CONTROL MODULE
3.6L
OXYGEN SENSOR 1/1
OXYGEN SENSOR 1/2
(3.6L) OXYGEN SENSOR 2/1
(3.6L) OXYGEN SENSOR 2/2
(3.6L) CAMSHAFT POSITION SOLENOID 2/1
(3.6L) CAMSHAFT POSITION SOLENOID 2/2
(3.6L) OIL PUMP SOLENOID
(3.6L) A/C COMPRESSOR CLUTCH
(2.4L) A/C COMPRESSOR SOLENOID
CAMSHAFT POSITION SOLENOID 1/2
CAMSHAFT POSITION SOLENOID 1/1
2.4L
3.6L
G101
REAR STAR CAN C CONNECTOR
EVAP SYSTEM MONITOR SWITCH
(IF EQUIPPED) FLASHLIGHT LAMP
(IF EQUIPPED) PARK ASSIST MODULE
RADIO FREQUENCY HUB MODULE
TIRE PRESSURE MODULE
(IF EQUIPPED) LEFT REAR FOG LAMP
(IF EQUIPPED) RIGHT REAR FOG LAMP
(IF EQUIPPED) LEFT LICENSE LAMP
CENTER HIGH MOUNTED STOP LAMP
LIFTGATE DOOR LATCH
(IF EQUIPPED) LIFTGATE LAMP
(IF EQUIPPED) REAR VIDEO CAMERA
RIGHT TURN/TAIL/ STOP LAMP
SXT
EXCEPT SXT & R/T
R/T
S351
S311
(SE & SXT)
SZ911
(EXCEPT SE & SXT)
S500
G212
REAR POWER OUTLET
(3.6L) LEFT TAIL LAMP ASSEMBLY
LEFT TAIL/STOP/ TURN LAMP
RIGHT TAIL/STOP/ TURN LAMP
REAR WIPER MOTOR
(IF EQUIPPED) REAR VIDEO CAMERA
(2.4L) LEFT TAIL LAMP ASSEMBLY
ELECTRIC HEATED BACKLITE
(2.4L) RIGHT TAIL LAMP ASSEMBLY
(IF EQUIPPED) REAR BLOWER POWER MOTOR MODULE
(3.6L) RIGHT TAIL LAMP ASSEMBLY
SE & SXT
EXCEPT SE & SXT
SXT
EXCEPT SXT
3.6L
2.4L
S504
S310
(SXT)
SZ913
(EXCEPT SXT)
EXCEPT SE
SE
G923
G314

415035

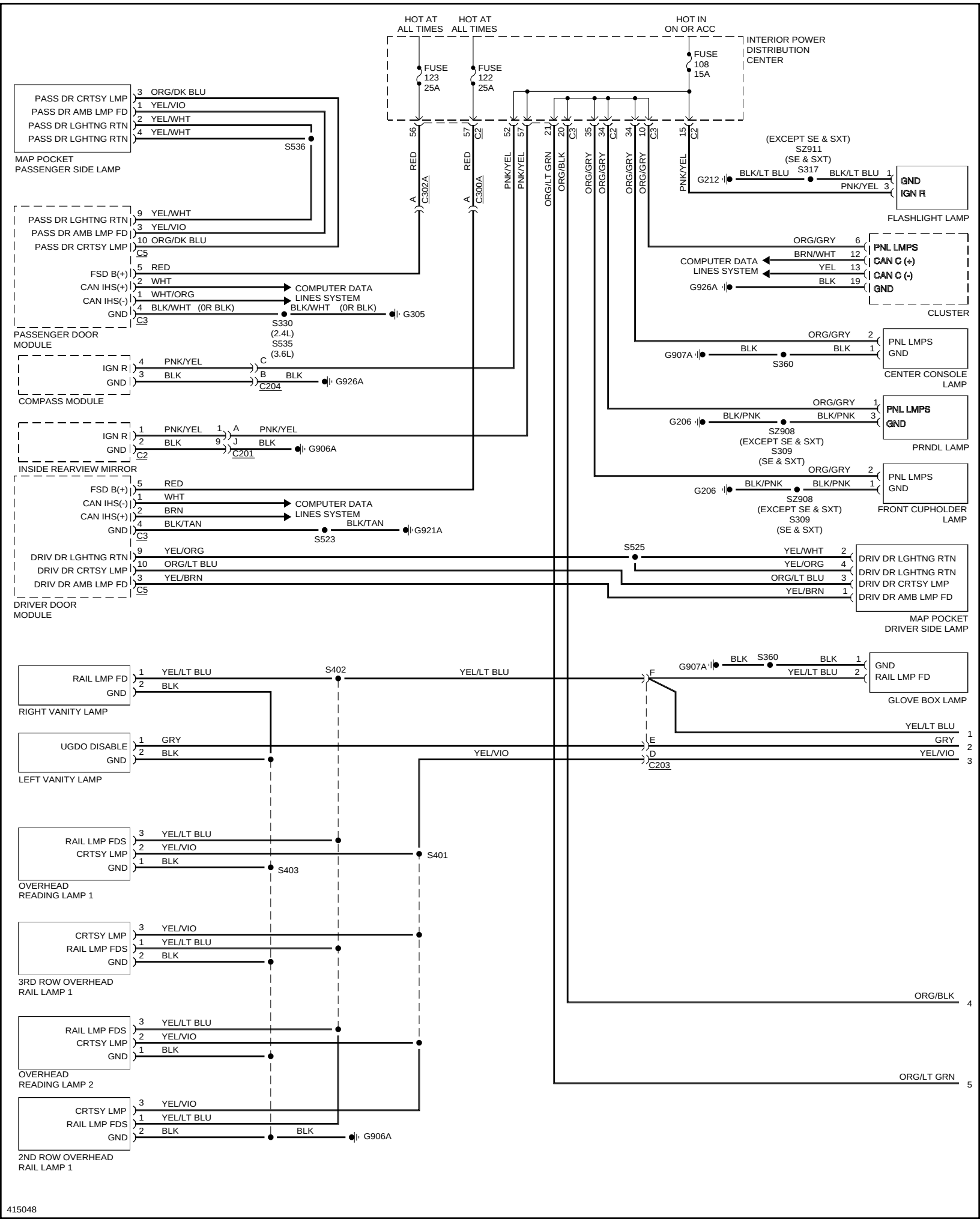

HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 125 10A
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 144 40A
5 C3
14 C6
RED
RED
S390
STEERING CONTROL MODULE
LIN BUS
3 ORG/WHT
COMPUTER DATA LINES SYSTEM
FSD B (+)
2 RED
GND
1 BLK
C2
S359
BLK
G926A
G104
BLK 1 GROUND
RED 3 BATT FD 4
C2
COMPUTER DATA LINES SYSTEM
ORG/VIO 6 LIN CBC2
C7
LEFT FRONT LAMP ASSEMBLY
LT LO BEAM FD
1 WHT/DK BLU
C1
LT HI BEAM FD
1 WHT/LT GRN
GND
2 BLK
C2
GND
2 BLK
C1
A BLK
S205
BLK
G901A
B WHT/YEL
LEFT FRONT FOG LAMP
6 WHT/GRY 2 RT HIBEAMFD
7 WHT/DK BLU 3 LT LO BEAM FD
C1
5 WHT/LT GRN 1 LT HI BEAM FD
C4
11 WHT/YEL 1 FOG LMP/IND FD1
C1
8 WHT/TAN 2 RT LO BEAM FD
12 WHT/ORG 13 FOG LMP/IND FD2
C213 C4
WHT/BRN 20 MLFNCT SW RTN
WHT/YEL 17 MFS HDLP SEL
C7
DK GRN/WHT 11 PRK BRK SW SIG
C5
BODY CONTROL MODULE
RT HI BEAM FD
1 WHT/GRY
GND
2 BLK
C2
RT LO BEAM FD
1 WHT/TAN
GND
2 BLK
C1
BLK
S214
G104
RIGHT FRONT LAMP ASSEMBLY
A BLK
B WHT/ORG
RIGHT FRONT FOG LAMP
DK GRN/WHT A PRK BRK SW SIG
PARKING BRAKE SWITCH
CAN IHS (-)
24 WHT
CAN IHS (+)
23 DK GRN
COMPUTER DATA LINES SYSTEM
AUTO HDLP SIG
19 WHT/VIO
SSR SNLD SIG
20 VIO/LT BLU
SSR SUNLD SIG 2
21 VIO/ORG
SNSR GND
22 VIO/DK BLU
C1
A/C HEATER CONTROL MODULE
3.6L WHT/VIO
2.4L WHT/VIO
3.6L
2.4L
S380
WHT/YEL 1 MLFNCT SW RTN
BLK 2 GND
DIMMER SWITCH
S359
BLK
G926A
WHT/YEL 6 MLFNCT SW RTN
ORG/LT GRN 5 PNL LMPS
INTERIOR LIGHTS SYSTEM
BLK 4 GROUND
WHT/BRN 3 MFS HDLP SEL
2
1
HEADLAMP SWITCH
S359
BLK
G926A
4 VIO/DK BLU
SNSR GND
1 WHT/VIO
AUTO HDLP SIG
SUN SENSOR
4 VIO/DK BLU
SNSR GND
3 VIO/ORG
SSR SUNLD SIG 2
2 VIO/LT BLU
SSR SNLD SIG
1 WHT/VIO
AUTO HDLP SIG
SUN SENSOR

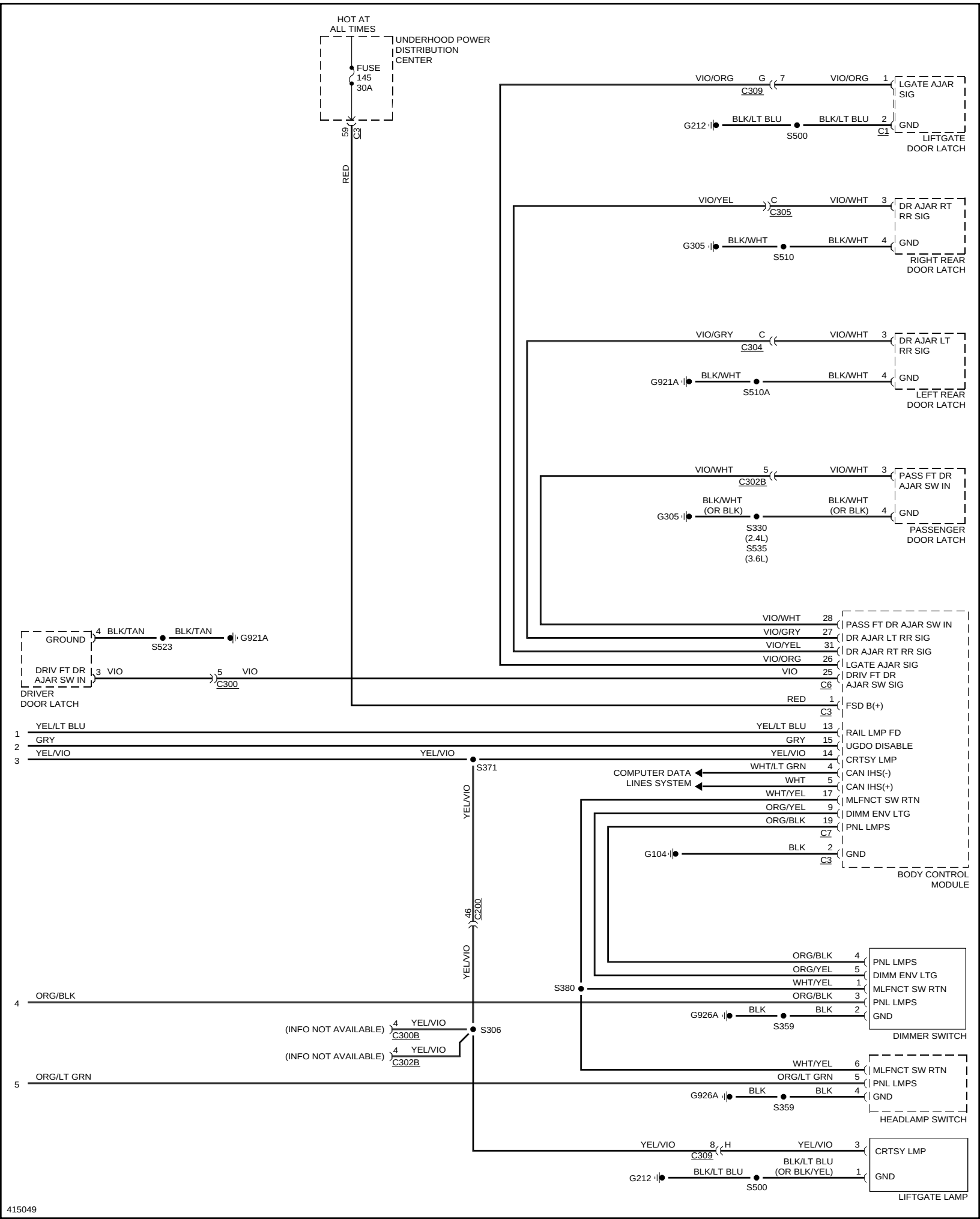
415026

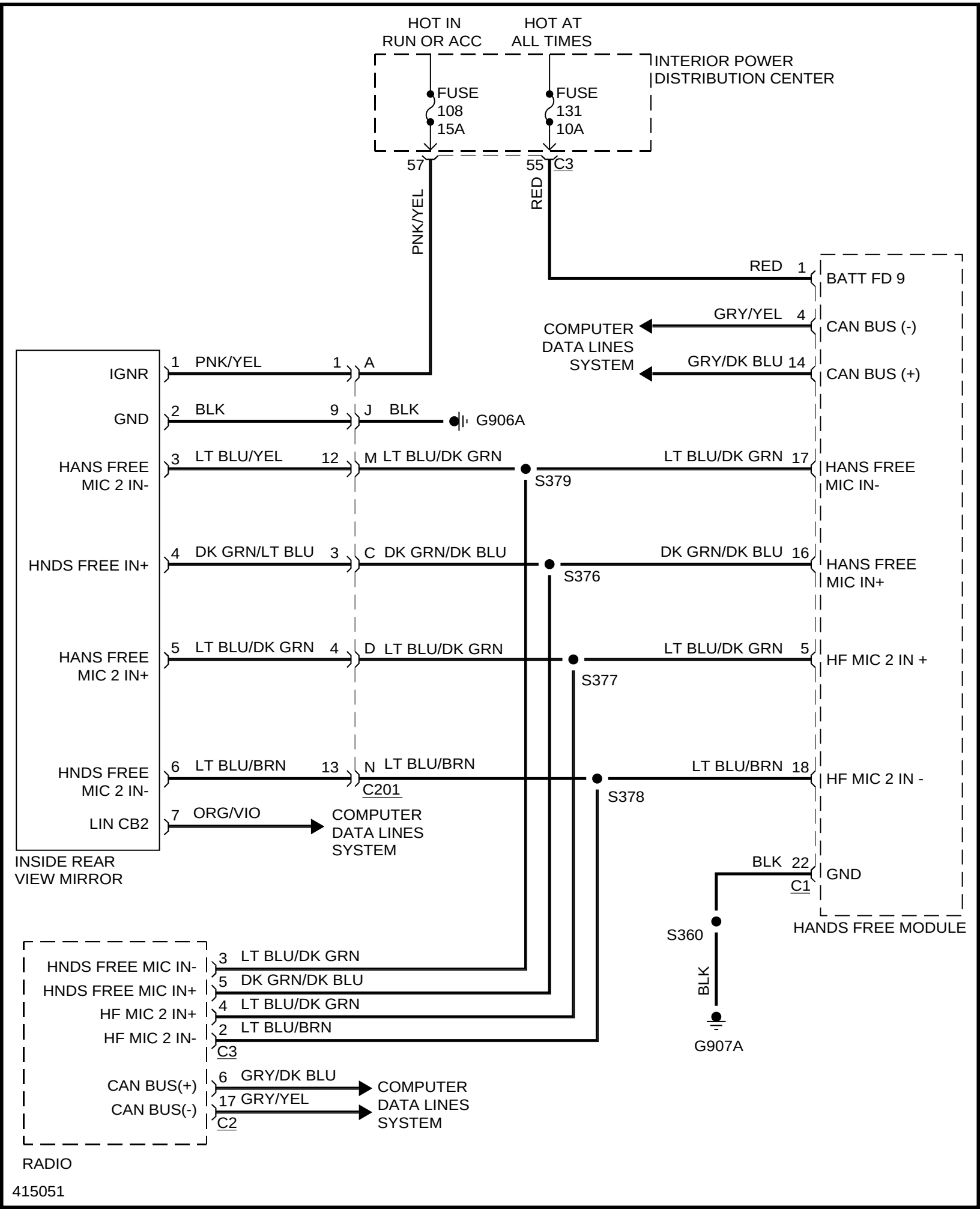

HOT AT
ALL TIMES
UNDERHOOD
POWER
DISTRIBUTION
CENTER
1
BUS BAR
25
86
30
HORN
RELAY
85
87
RESISTOR
GND
2
HRN RLY COIL DRV
1
FUSE
161
20A
8
28
C3
2
C4
BLK
DK GRN/WHT
GRY/LT BLU
G101
GRY/LT BLU
1
HRN CTRL 2
G104
BLK
BLK
2
GND
S214
HORN 1
BODY CONTROL MODULE
GND
2
BLK
G104
C3
ORG/
VIO
6
LIN CBC 2
COMPUTER
DATA LINES
SYSTEM
7
ORG
LIN CBC 1
C7
23
DK GRN/WHT
HRN RLY COIL DRV
C1
LIN BUS
1
BLK
COMPUTER DATA
LINES SYSTEM
HRN SW SIG
7
WHT/VIO
WHT/VIO
2
HRN SW SIG
REM RAD SW SNSE RTN
10
BRN
BRN
1
REM RAD SW SNSE RTN
S461
RIGHT STEERING
WHEEL SWITCH
HORN SWITCH
REM RAD SW SNSE RTN
1
BRN
BRN
1
REM RAD SW SNSE RTN
RIGHT REMOTE RADIO SWITCH
LEFT REMOTE RADIO SWITCH
415053

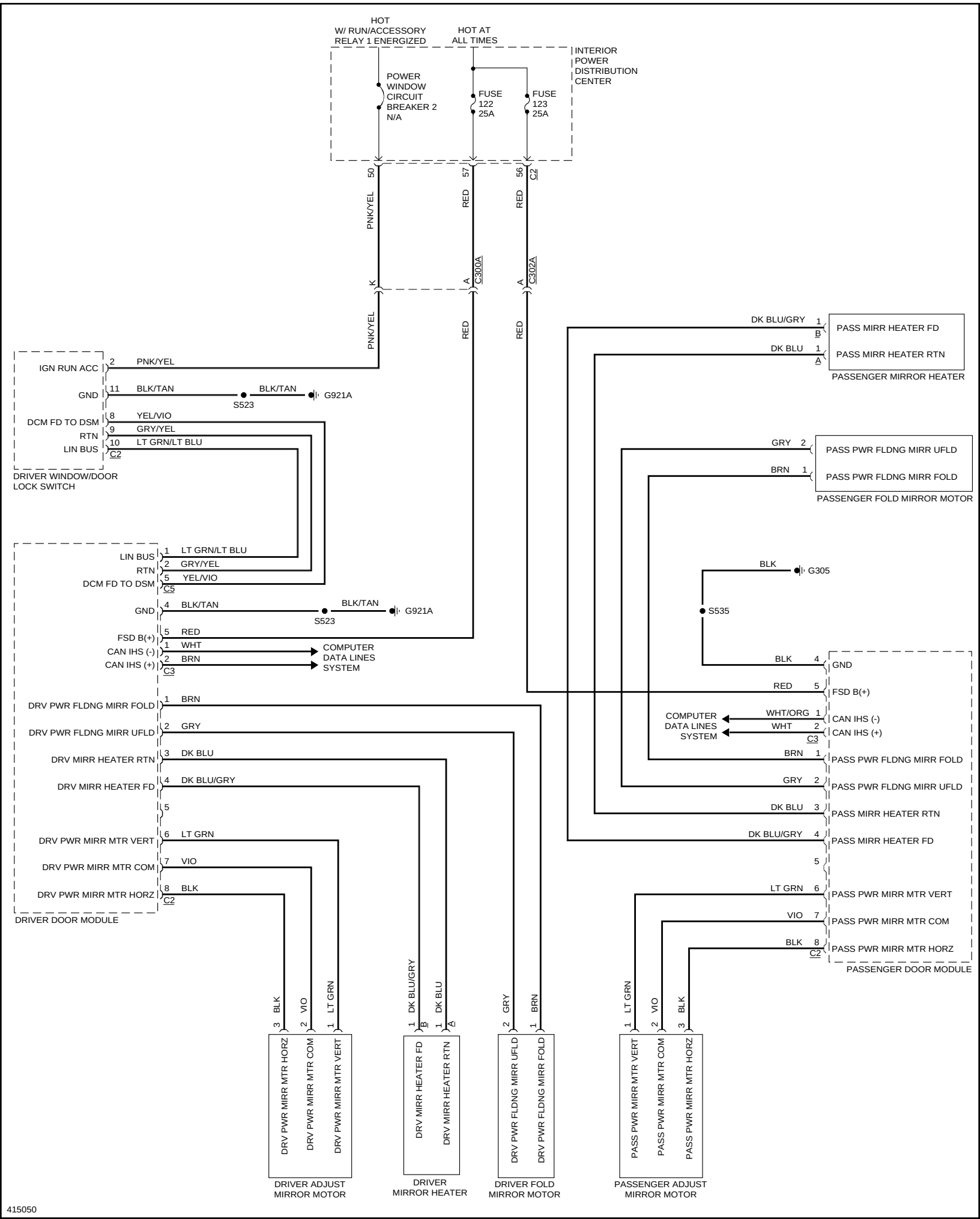

HOT AT ALL TIMES
HOT AT ALL TIMES
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER (PDC)
FUSE 108 15A
FUSE 130 15A
FUSE 145 30A
UNDERHOOD POWER DISTRIBUTION CENTER
PNK/YEL 52
ORG/GRY 10
RED 15
PNK/YEL 46 C3
BRN/WHT 44 C3
BRN/WHT 25
BLK/VIO 66
DK BLU/DK GRN 47
DK BLU/DK GRN 29
PNK/YEL 34
C5
RED 59 C3
FUEL PUMP MODULE
DK BLU/WHT 3 3 FUEL SNDR LVL SIG
BLK 2 2 FL LVL SENSR RTN
C1
2.4L
S307 G109
AWD
BLK A 1 BLK 2 FL LVL SENSR RTN
B 2 BLK/GRY 1 FUEL LVL SIG 2
C316
C2
3.6L
G926A BLK
GROUND 3 BLK B C204
LIN CBC2 2 ORG/VIO
IGN R 4 PNK/YEL C C204
COMPUTER DATA LINES SYSTEM
COMPASS MODULE
VIO/LT BLU 1 AJAR SW SNS
VIO/BRN 2 SENS GND
HOOD AJAR SWITCH
VIO/BRN
AIR CONDITIONING SYSTEM
S203
VIO/BRN 24 4 VIO/BRN 23 SENS GND
C4
VIO/LT BLU 23 C213 3 VIO/LT BLU 11 AJAR SW SNS
C1
DK BLU/GRY 15 FUEL LVL SIG 2
BLK 16 FUEL LVL SNSR RTN
DK BLU/WHT 17 FUEL SNDR LVL SIG PMRY
C5
RED 1 BATT FD 5
C3
DK GRN/WHT 11 PRK BRK SW SIG
C5
VIO/GRY 22 VTA WRNG IND
C7
VIO 25 DRIV FT DR AJAR SW SIG
VIO/WHT 28 PASSS FT DR AJAR SW SIG
VIO/GRY 27 DR AJAR LT RR SIG
VIO/YEL 31 DR AJAR RT RR SIG
VIO/ORG 26 LT GATE AJR SW
C6
BRN 25 CAN C (+)
YEL 26 CAN C (-)
C5
COMPUTER DATA LINES SYSTEM
BLK/ORG 19 GND
DK GRN/ORG 21 BRK LVL SW SIG
C4
G104 BLK 2 GND
C3
BODY CONTROL MODULE
DK GRN/ORG 1 BRK LVL SW SIG
BLK/ORG 2 BRK LVL GND
BRAKE FLUID LEVEL SENSOR
PNL LMPS 6 ORG/GRY
BATT FD 10 RED
CAN C (+) 12 BRN/WHT
CAN C (-) 13 YEL
VTA WRNG IND 14 VIO/GRY
GND 16 BLK G926A
GND 19 BLK
IGN R 20 PNK/YEL
CLUSTER
PRK BRK SW SIG A DK GRN/WHT
PARKING BRAKE SWITCH
GROUND 4 BLK/TAN S523 BLK/TAN G921A
DRIV FT DR AJAR SW IN 3 VIO 5 VIO C300
DRIVER DOOR LATCH
VIO/ORG G 7 C309 VIO/ORG 1 LGATE AJAR SIG
G212 BLK/LT BLU S500 BLK/LT BLU 2 GND C1
LIFTGATE DOOR LATCH
VIO/YEL C C305 VIO/WHT 3 DR AJAR RT RR SIG
G305 BLK/WHT S510 BLK/WHT 4 GND
RIGHT REAR DOOR LATCH
VIO/GRY C C304 VIO/WHT 3 DR AJAR LT RR SIG
G921A BLK/WHT S510A BLK/WHT 4 GND
LEFT REAR DOOR LATCH
SNSR GND 2 DK BLU/DK GRN 8
EOT 1 VIO/YEL 2 C920
OIL TEMPERATURE SENSOR (3.6L)
OIL PRESD SW BREATHER 2 BLK/VIO
OIL PRESS SNSE/SW SIG 1 VIO/GRY
OIL PRESSURE SWITCH (2.4L)
2.4L
OIL PRESS SNSE/SW SIG 84 C2 VIO/GRY
SNSR GND 22 BRN/WHT
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT C1
COMPUTER DATA LINES SYSTEM
IOT 16 VIO/BRN
OIL PRESS SENS/SW SIG 20 C2 VIO/GRY
3.6L VIO/BRN
2.4L VIO/BRN
POWERTRAIN CONTROL MODULE
VIO/WHT 5 C302B VIO/WHT 3 PASS FT DR AJAR SW SIG
G305 BLK/WHT (OR BLK) S330 (2.4L) S535 (3.6L) BLK/WHT (OR BLK) 4 GND
PASSENGER DOOR LATCH
EOT 2 VIO/BRN
SNSR GND 1 BRN/WHT
OIL TEMPERATURE SENSOR (2.4L)
PNK/YEL 4 BRN/ORG 1 5V REF
DK BLU/DK GRN 6 DK BLU/DK GRN 3 SENS GND
VIO/GRY 1 C920 VIO/GRY 2 OIL PRESS/SENS SW SIG
OIL PRESSURE SENSOR (3.6L)

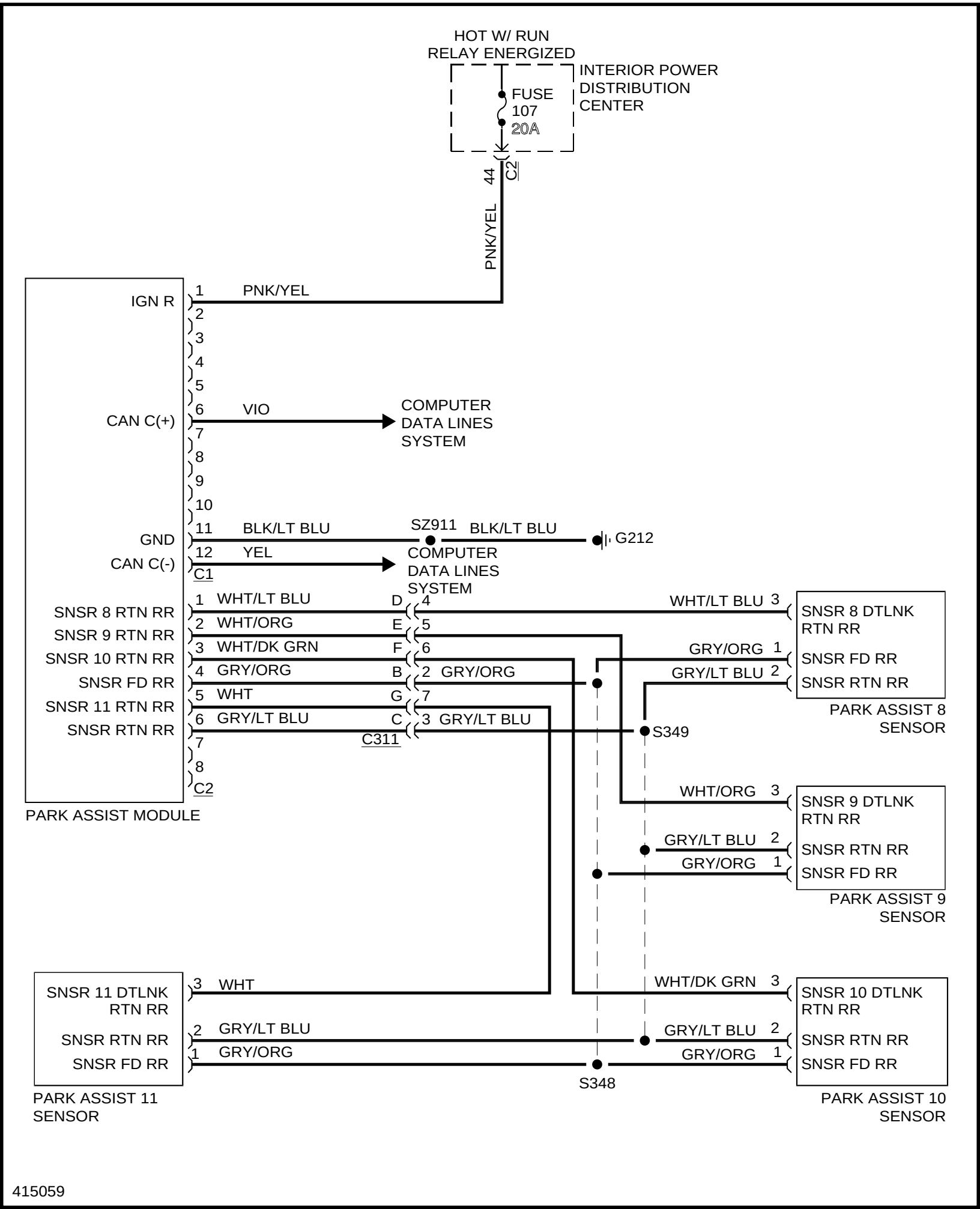
415024


HOT AT ALL TIMES
HOT AT ALL TIMES
HOT IN ON OR ACC
INTERIOR POWER DISTRIBUTION CENTER
FUSE 123 25A
FUSE 122 25A
FUSE 108 15A
MAP POCKET PASSENGER SIDE LAMP
PASS DR CRTSY LMP
PASS DR AMB LMP FD
PASS DR LGHTNG RTN
PASS DR LGHTNG RTN
ORG/DK BLU
YEL/VIO
YEL/WHT
YEL/WHT
S536
PASSENGER DOOR MODULE
PASS DR LGHTNG RTN
PASS DR AMB LMP FD
PASS DR CRTSY LMP
C5
FSD B(+)
CAN IHS(+)
CAN IHS(-)
GND
C3
COMPUTER DATA LINES SYSTEM
BLK/WHT (0R BLK)
S330 (2.4L) S535 (3.6L)
G305
COMPASS MODULE
IGN R
GND
PNK/YEL
BLK
C204
G926A
INSIDE REARVIEW MIRROR
IGN R
GND
C2
C201
G906A
DRIVER DOOR MODULE
DRIV DR LGHTNG RTN
DRIV DR CRTSY LMP
DRIV DR AMB LMP FD
C5
S523
G921A
S525
MAP POCKET DRIVER SIDE LAMP
(EXCEPT SE & SXT) SZ911 (SE & SXT)
S317
G212
BLK/LT BLU
PNK/YEL
GND
IGN R
FLASHLIGHT LAMP
CLUSTER
PNL LMPS
CAN C (+)
CAN C (-)
GND
G926A
CENTER CONSOLE LAMP
S360
G907A
PRNDL LAMP
SZ908 (EXCEPT SE & SXT) S309 (SE & SXT)
G206
FRONT CUPHOLDER LAMP
GLOVE BOX LAMP
RAIL LMP FD
GND
RIGHT VANITY LAMP
UGDO DISABLE
LEFT VANITY LAMP
S402
S403
S401
C203
OVERHEAD READING LAMP 1
CRTSY LMP
RAIL LMP FDS
3RD ROW OVERHEAD RAIL LAMP 1
OVERHEAD READING LAMP 2
2ND ROW OVERHEAD RAIL LAMP 1
ORG/BLK
ORG/LT GRN
415048

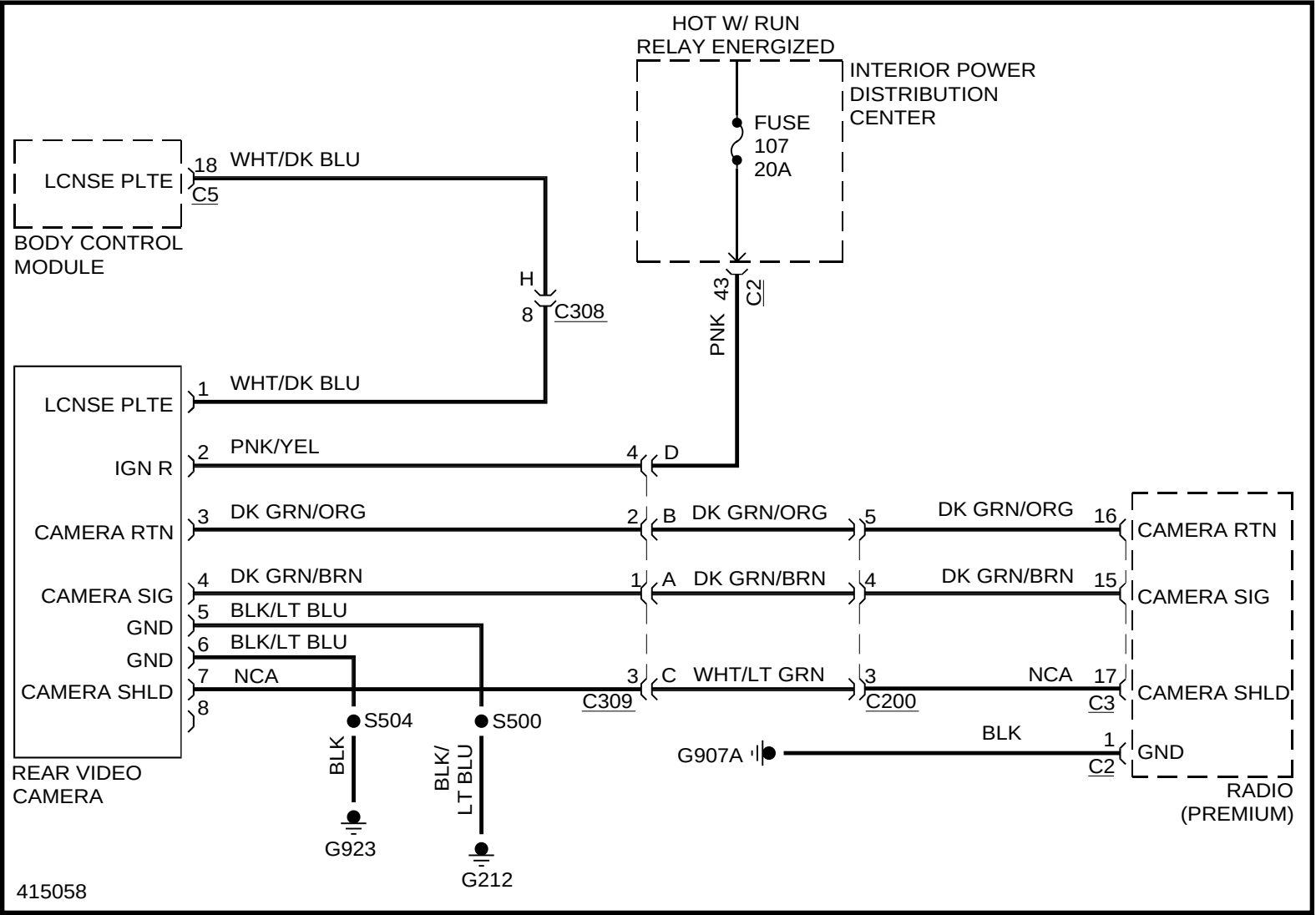

HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 145 30A
59 C3
RED
VIO/ORG G 7 C309
VIO/ORG 1
LGATE AJAR SIG
G212
BLK/LT BLU
S500
BLK/LT BLU 2 C1
GND
LIFTGATE DOOR LATCH
VIO/YEL C C305
VIO/WHT 3
DR AJAR RT RR SIG
G305
BLK/WHT
S510
BLK/WHT 4
GND
RIGHT REAR DOOR LATCH
VIO/GRY C C304
VIO/WHT 3
DR AJAR LT RR SIG
G921A
BLK/WHT
S510A
BLK/WHT 4
GND
LEFT REAR DOOR LATCH
VIO/WHT 5 C302B
VIO/WHT 3
PASS FT DR AJAR SW IN
G305
BLK/WHT (OR BLK)
S330 (2.4L) S535 (3.6L)
BLK/WHT (OR BLK) 4
GND
PASSENGER DOOR LATCH
GROUND
4 BLK/TAN
S523
BLK/TAN
G921A
DRIV FT DR AJAR SW IN
3 VIO
5 C300
VIO
DRIVER DOOR LATCH
VIO/WHT 28
PASS FT DR AJAR SW IN
VIO/GRY 27
DR AJAR LT RR SIG
VIO/YEL 31
DR AJAR RT RR SIG
VIO/ORG 26
LGATE AJAR SIG
VIO 25 C6
DRIV FT DR AJAR SW SIG
RED 1 C3
FSD B(+)
1 YEL/LT BLU
YEL/LT BLU 13
RAIL LMP FD
2 GRY
GRY 15
UGDO DISABLE
3 YEL/VIO
YEL/VIO
S371
YEL/VIO 14
CRTSY LMP
COMPUTER DATA LINES SYSTEM
WHT/LT GRN 4
CAN IHS(-)
WHT 5
CAN IHS(+)
WHT/YEL 17
MLFNCT SW RTN
ORG/YEL 9
DIMM ENV LTG
ORG/BLK 19 C7
PNL LMPS
G104
BLK 2 C3
GND
BODY CONTROL MODULE
YEL/VIO
46 C200
YEL/VIO
S380
ORG/BLK 4
PNL LMPS
ORG/YEL 5
DIMM ENV LTG
WHT/YEL 1
MLFNCT SW RTN
ORG/BLK 3
PNL LMPS
G926A
BLK
S359
BLK 2
GND
DIMMER SWITCH
4 ORG/BLK
(INFO NOT AVAILABLE)
4 YEL/VIO C300B
S306
(INFO NOT AVAILABLE)
4 YEL/VIO C302B
WHT/YEL 6
MLFNCT SW RTN
5 ORG/LT GRN
ORG/LT GRN 5
PNL LMPS
G926A
BLK
S359
BLK 4
GND
HEADLAMP SWITCH
YEL/VIO 8 H C309
YEL/VIO 3
CRTSY LMP
G212
BLK/LT BLU
S500
BLK/LT BLU (OR BLK/YEL) 1
GND
LIFTGATE LAMP
415049

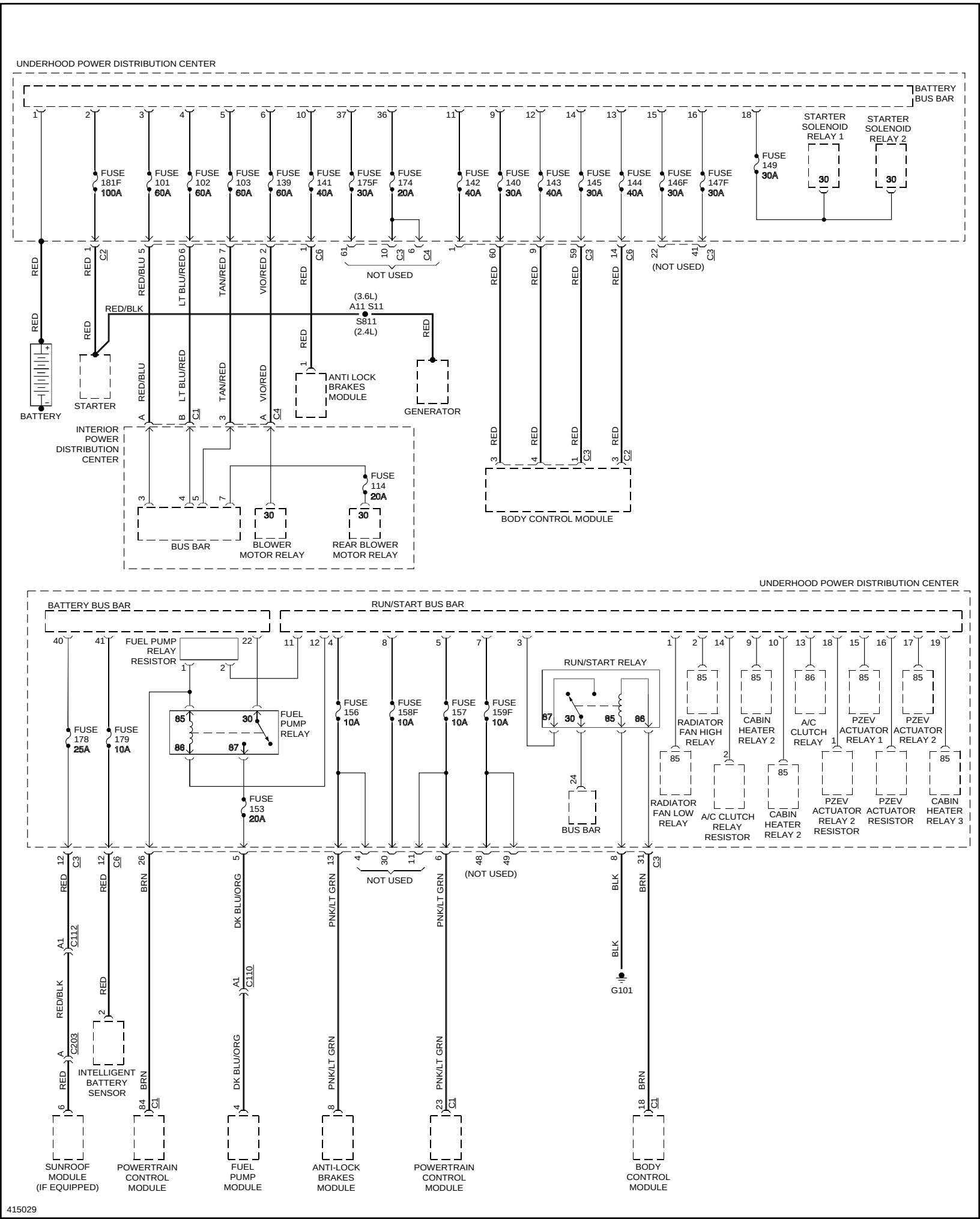

HOT IN
RUN OR ACC
HOT AT
ALL TIMES
INTERIOR POWER
DISTRIBUTION CENTER
FUSE
108
15A
FUSE
131
10A
57
55
C3
PNK/YEL
RED
RED 1
BATT FD 9
GRY/YEL 4
CAN BUS (-)
COMPUTER
DATA LINES
SYSTEM
GRY/DK BLU 14
CAN BUS (+)
IGNR
1 PNK/YEL 1 A
GND
2 BLK 9 J BLK
G906A
HANS FREE
MIC 2 IN-
3 LT BLU/YEL 12 M LT BLU/DK GRN
LT BLU/DK GRN 17
HANS FREE
MIC IN-
S379
HNDS FREE IN+
4 DK GRN/LT BLU 3 C DK GRN/DK BLU
DK GRN/DK BLU 16
HANS FREE
MIC IN+
S376
HANS FREE
MIC 2 IN+
5 LT BLU/DK GRN 4 D LT BLU/DK GRN
LT BLU/DK GRN 5
HF MIC 2 IN +
S377
HNDS FREE
MIC 2 IN-
6 LT BLU/BRN 13 N LT BLU/BRN
C201
LT BLU/BRN 18
HF MIC 2 IN -
S378
LIN CB2
7 ORG/VIO
COMPUTER
DATA LINES
SYSTEM
INSIDE REAR
VIEW MIRROR
BLK 22
GND
C1
HANDS FREE MODULE
S360
BLK
G907A
HNDS FREE MIC IN-
3 LT BLU/DK GRN
HNDS FREE MIC IN+
5 DK GRN/DK BLU
HF MIC 2 IN+
4 LT BLU/DK GRN
HF MIC 2 IN-
2 LT BLU/BRN
C3
CAN BUS(+)
6 GRY/DK BLU
CAN BUS(-)
17 GRY/YEL
C2
COMPUTER
DATA LINES
SYSTEM
RADIO
415051


HOT
W/ RUN/ACCESSORY
RELAY 1 ENERGIZED
HOT AT
ALL TIMES
INTERIOR
POWER
DISTRIBUTION
CENTER
POWER
WINDOW
CIRCUIT
BREAKER 2
N/A
FUSE
122
25A
FUSE
123
25A
50
57
56
C2
PNK/YEL
RED
RED
K
A
C300A
A
C302A
PNK/YEL
RED
RED
DK BLU/GRY
1
B
PASS MIRR HEATER FD
DK BLU
1
A
PASS MIRR HEATER RTN
PASSENGER MIRROR HEATER
IGN RUN ACC
2
PNK/YEL
GND
11
BLK/TAN
BLK/TAN
S523
G921A
DCM FD TO DSM
8
YEL/VIO
RTN
9
GRY/YEL
LIN BUS
10
LT GRN/LT BLU
C2
DRIVER WINDOW/DOOR
LOCK SWITCH
GRY
2
PASS PWR FLDNG MIRR UFLD
BRN
1
PASS PWR FLDNG MIRR FOLD
PASSENGER FOLD MIRROR MOTOR
BLK
G305
S535
LIN BUS
1
LT GRN/LT BLU
RTN
2
GRY/YEL
DCM FD TO DSM
5
YEL/VIO
C5
GND
4
BLK/TAN
BLK/TAN
S523
G921A
FSD B(+)
5
RED
CAN IHS (-)
1
WHT
CAN IHS (+)
2
BRN
C3
COMPUTER
DATA LINES
SYSTEM
BLK
4
GND
RED
5
FSD B(+)
COMPUTER
DATA LINES
SYSTEM
WHT/ORG
1
CAN IHS (-)
WHT
2
CAN IHS (+)
C3
DRV PWR FLDNG MIRR FOLD
1
BRN
DRV PWR FLDNG MIRR UFLD
2
GRY
DRV MIRR HEATER RTN
3
DK BLU
DRV MIRR HEATER FD
4
DK BLU/GRY
5
DRV PWR MIRR MTR VERT
6
LT GRN
DRV PWR MIRR MTR COM
7
VIO
DRV PWR MIRR MTR HORZ
8
BLK
C2
DRIVER DOOR MODULE
BRN
1
PASS PWR FLDNG MIRR FOLD
GRY
2
PASS PWR FLDNG MIRR UFLD
DK BLU
3
PASS MIRR HEATER RTN
DK BLU/GRY
4
PASS MIRR HEATER FD
5
LT GRN
6
PASS PWR MIRR MTR VERT
VIO
7
PASS PWR MIRR MTR COM
BLK
8
C2
PASS PWR MIRR MTR HORZ
PASSENGER DOOR MODULE
3 BLK
2 VIO
1 LT GRN
DRV PWR MIRR MTR HORZ
DRV PWR MIRR MTR COM
DRV PWR MIRR MTR VERT
DRIVER ADJUST
MIRROR MOTOR
1 DK BLU/GRY
B
1 DK BLU
A
DRV MIRR HEATER FD
DRV MIRR HEATER RTN
DRIVER
MIRROR HEATER
2 GRY
1 BRN
DRV PWR FLDNG MIRR UFLD
DRV PWR FLDNG MIRR FOLD
DRIVER FOLD
MIRROR MOTOR
1 LT GRN
2 VIO
3 BLK
PASS PWR MIRR MTR VERT
PASS PWR MIRR MTR COM
PASS PWR MIRR MTR HORZ
PASSENGER ADJUST
MIRROR MOTOR
415050

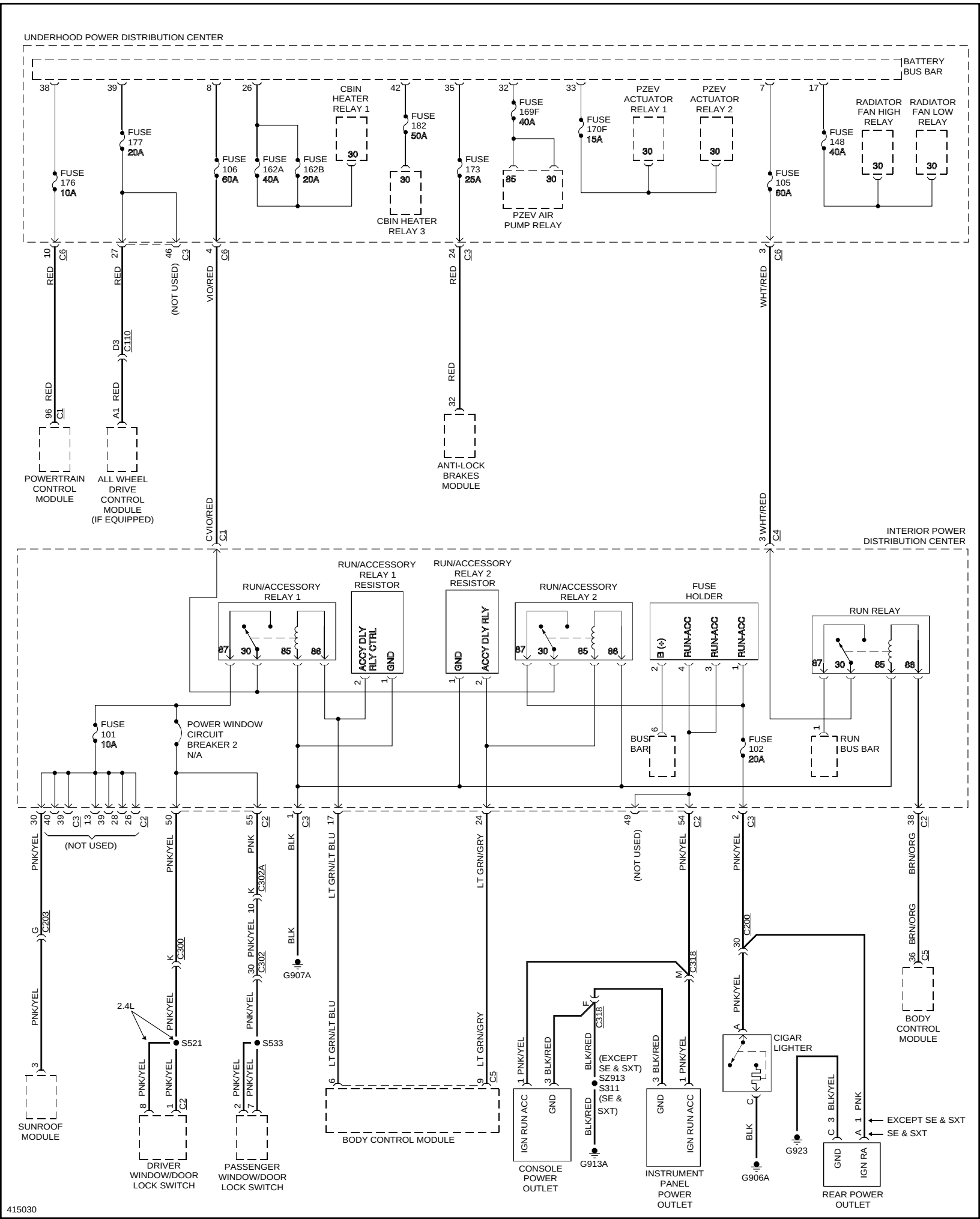

HOT W/ RUN
RELAY ENERGIZED
INTERIOR POWER
DISTRIBUTION
CENTER
FUSE
107
20A
44
C2
PNK/YEL
IGN R
1
PNK/YEL
2
3
4
5
CAN C(+)
6
VIO
COMPUTER
DATA LINES
SYSTEM
7
8
9
10
GND
11
BLK/LT BLU
SZ911
BLK/LT BLU
G212
CAN C(-)
12
YEL
COMPUTER
DATA LINES
SYSTEM
C1
PARK ASSIST MODULE
SNSR 8 RTN RR
1
WHT/LT BLU
D
4
WHT/LT BLU
3
SNSR 8 DTLNK
RTN RR
SNSR 9 RTN RR
2
WHT/ORG
E
5
SNSR 10 RTN RR
3
WHT/DK GRN
F
6
GRY/ORG
1
SNSR FD RR
SNSR FD RR
4
GRY/ORG
B
2
GRY/ORG
GRY/LT BLU
2
SNSR RTN RR
SNSR 11 RTN RR
5
WHT
G
7
SNSR RTN RR
6
GRY/LT BLU
C
3
GRY/LT BLU
C311
S349
PARK ASSIST 8
SENSOR
7
8
C2
WHT/ORG
3
SNSR 9 DTLNK
RTN RR
GRY/LT BLU
2
SNSR RTN RR
GRY/ORG
1
SNSR FD RR
PARK ASSIST 9
SENSOR
SNSR 11 DTLNK
RTN RR
3
WHT
WHT/DK GRN
3
SNSR 10 DTLNK
RTN RR
SNSR RTN RR
2
GRY/LT BLU
GRY/LT BLU
2
SNSR RTN RR
SNSR FD RR
1
GRY/ORG
GRY/ORG
1
SNSR FD RR
S348
PARK ASSIST 11
SENSOR
PARK ASSIST 10
SENSOR

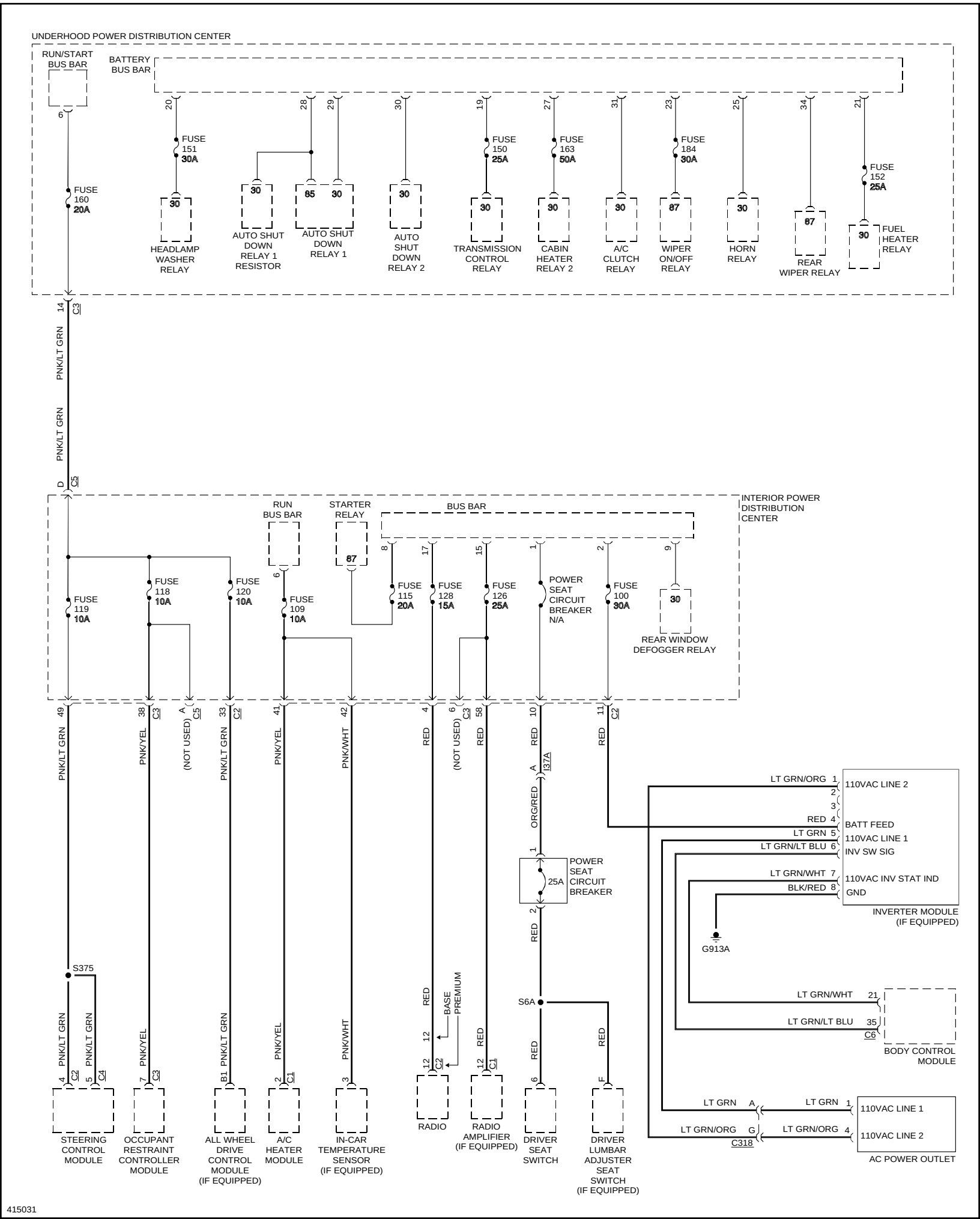
415059


HOT W/ RUN
RELAY ENERGIZED
INTERIOR POWER
DISTRIBUTION
CENTER
FUSE
107
20A
LCNSE PLTE
18
C5
WHT/DK BLU
BODY CONTROL
MODULE
H
8
C308
PNK
43
C2
LCNSE PLTE
1
WHT/DK BLU
IGN R
2
PNK/YEL
4
D
CAMERA RTN
3
DK GRN/ORG
2
B
DK GRN/ORG
5
DK GRN/ORG
16
CAMERA RTN
CAMERA SIG
4
DK GRN/BRN
1
A
DK GRN/BRN
4
DK GRN/BRN
15
CAMERA SIG
GND
5
BLK/LT BLU
GND
6
BLK/LT BLU
CAMERA SHLD
7
NCA
3
C
WHT/LT GRN
3
NCA
17
CAMERA SHLD
C309
C200
C3
8
S504
S500
BLK
BLK/
LT BLU
G907A
BLK
1
C2
GND
REAR VIDEO
CAMERA
G923
G212
RADIO
(PREMIUM)
415058

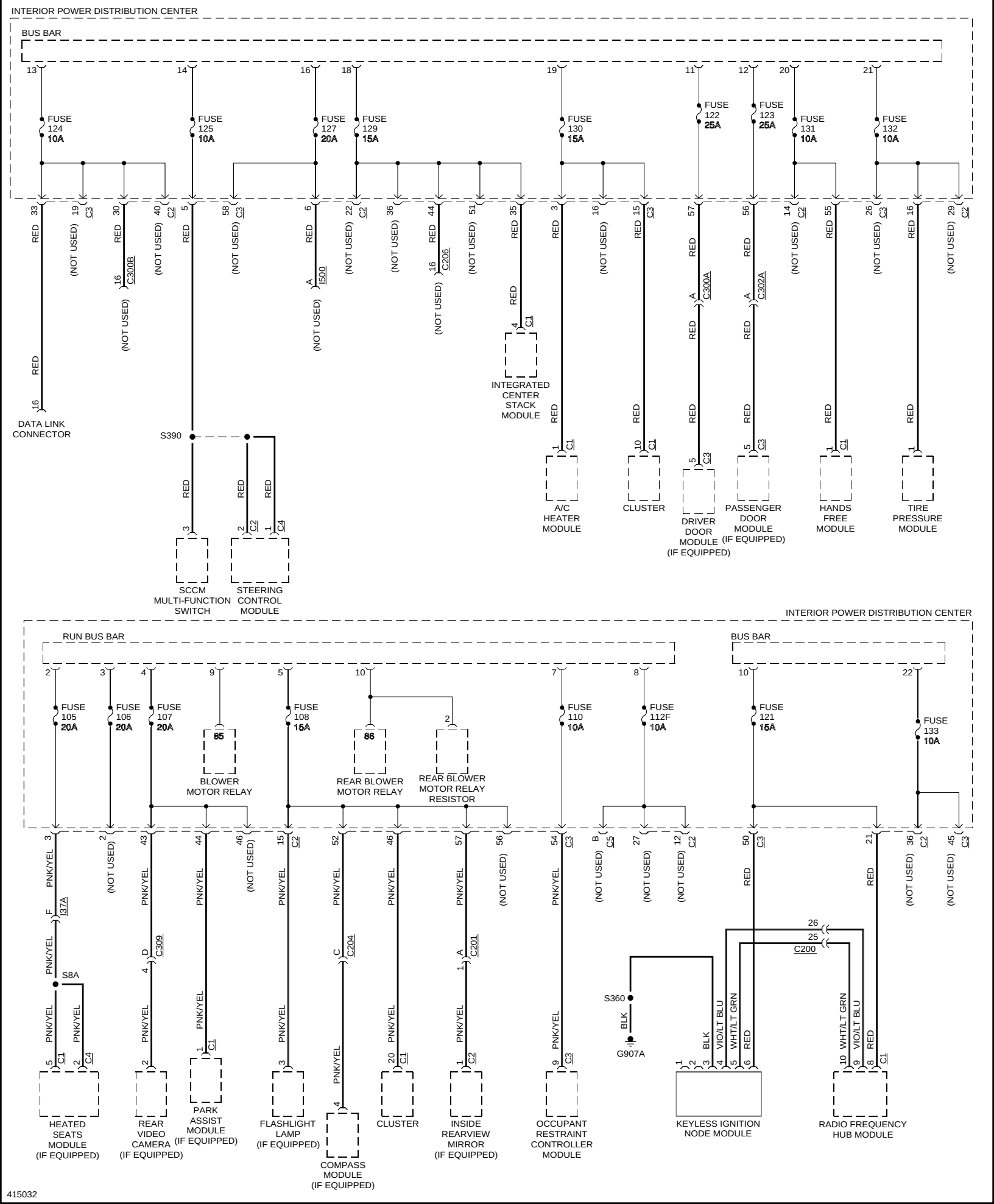

UNDERHOOD POWER DISTRIBUTION CENTER
BATTERY BUS BAR
FUSE 181F 100A
FUSE 101 60A
FUSE 102 60A
FUSE 103 60A
FUSE 139 60A
FUSE 141 40A
FUSE 175F 30A
FUSE 174 20A
FUSE 142 40A
FUSE 140 30A
FUSE 143 40A
FUSE 145 30A
FUSE 144 40A
FUSE 146F 30A
FUSE 147F 30A
FUSE 149 30A
STARTER SOLENOID RELAY 1
STARTER SOLENOID RELAY 2
NOT USED
(NOT USED)
(3.6L) A11 S11
S811 (2.4L)
BATTERY
STARTER
ANTI LOCK BRAKES MODULE
GENERATOR
INTERIOR POWER DISTRIBUTION CENTER
BUS BAR
BLOWER MOTOR RELAY
REAR BLOWER MOTOR RELAY
FUSE 114 20A
BODY CONTROL MODULE
UNDERHOOD POWER DISTRIBUTION CENTER
BATTERY BUS BAR
RUN/START BUS BAR
FUEL PUMP RELAY RESISTOR
FUEL PUMP RELAY
FUSE 178 25A
FUSE 179 10A
FUSE 153 20A
FUSE 156 10A
FUSE 158F 10A
FUSE 157 10A
FUSE 159F 10A
RUN/START RELAY
BUS BAR
RADIATOR FAN HIGH RELAY
RADIATOR FAN LOW RELAY
CABIN HEATER RELAY 2
A/C CLUTCH RELAY
A/C CLUTCH RELAY RESISTOR
PZEV ACTUATOR RELAY 1
PZEV ACTUATOR RELAY 2
PZEV ACTUATOR RELAY 2 RESISTOR
PZEV ACTUATOR RESISTOR
CABIN HEATER RELAY 3
NOT USED
(NOT USED)
G101
INTELLIGENT BATTERY SENSOR
SUNROOF MODULE (IF EQUIPPED)
POWERTRAIN CONTROL MODULE
FUEL PUMP MODULE
ANTI-LOCK BRAKES MODULE
POWERTRAIN CONTROL MODULE
BODY CONTROL MODULE

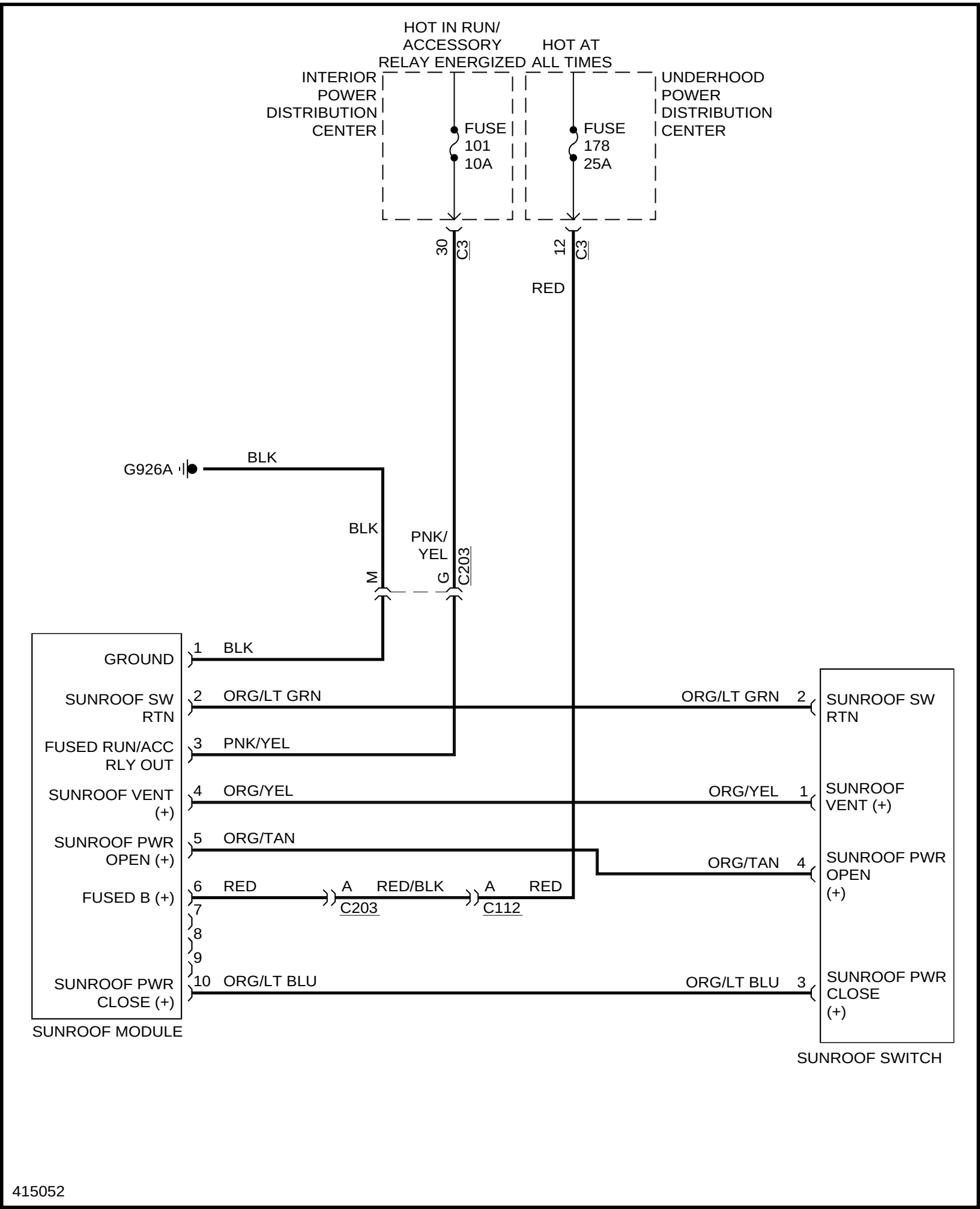
415029

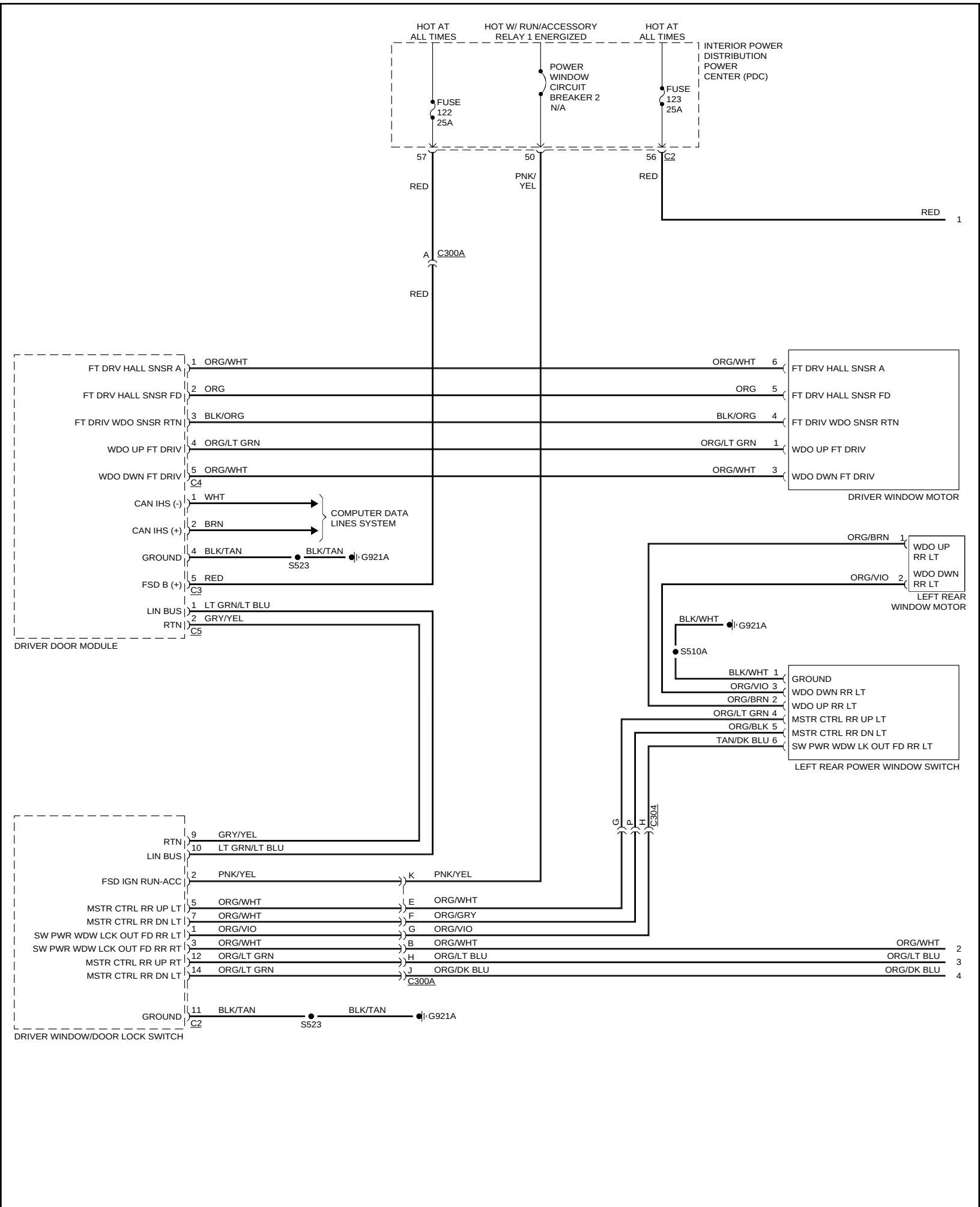

UNDERHOOD POWER DISTRIBUTION CENTER
BATTERY BUS BAR
FUSE 176 10A
FUSE 177 20A
FUSE 106 60A
FUSE 162A 40A
FUSE 162B 20A
CBIN HEATER RELAY 1
FUSE 182 50A
CBIN HEATER RELAY 3
FUSE 173 25A
FUSE 169F 40A
PZEV AIR PUMP RELAY
FUSE 170F 15A
PZEV ACTUATOR RELAY 1
PZEV ACTUATOR RELAY 2
FUSE 105 60A
FUSE 148 40A
RADIATOR FAN HIGH RELAY
RADIATOR FAN LOW RELAY
POWERTRAIN CONTROL MODULE
ALL WHEEL DRIVE CONTROL MODULE (IF EQUIPPED)
(NOT USED)
ANTI-LOCK BRAKES MODULE
INTERIOR POWER DISTRIBUTION CENTER
RUN/ACCESSORY RELAY 1
RUN/ACCESSORY RELAY 1 RESISTOR
RUN/ACCESSORY RELAY 2 RESISTOR
RUN/ACCESSORY RELAY 2
FUSE HOLDER
RUN RELAY
FUSE 101 10A
POWER WINDOW CIRCUIT BREAKER 2 N/A
BUS BAR
FUSE 102 20A
RUN BUS BAR
(NOT USED)
SUNROOF MODULE
2.4L
S521
S533
DRIVER WINDOW/DOOR LOCK SWITCH
PASSENGER WINDOW/DOOR LOCK SWITCH
G907A
BODY CONTROL MODULE
(NOT USED)
(EXCEPT SE & SXT)
SZ913
S311 (SE & SXT)
G913A
CONSOLE POWER OUTLET
INSTRUMENT PANEL POWER OUTLET
CIGAR LIGHTER
G906A
G923
BODY CONTROL MODULE
EXCEPT SE & SXT
SE & SXT
REAR POWER OUTLET
415030

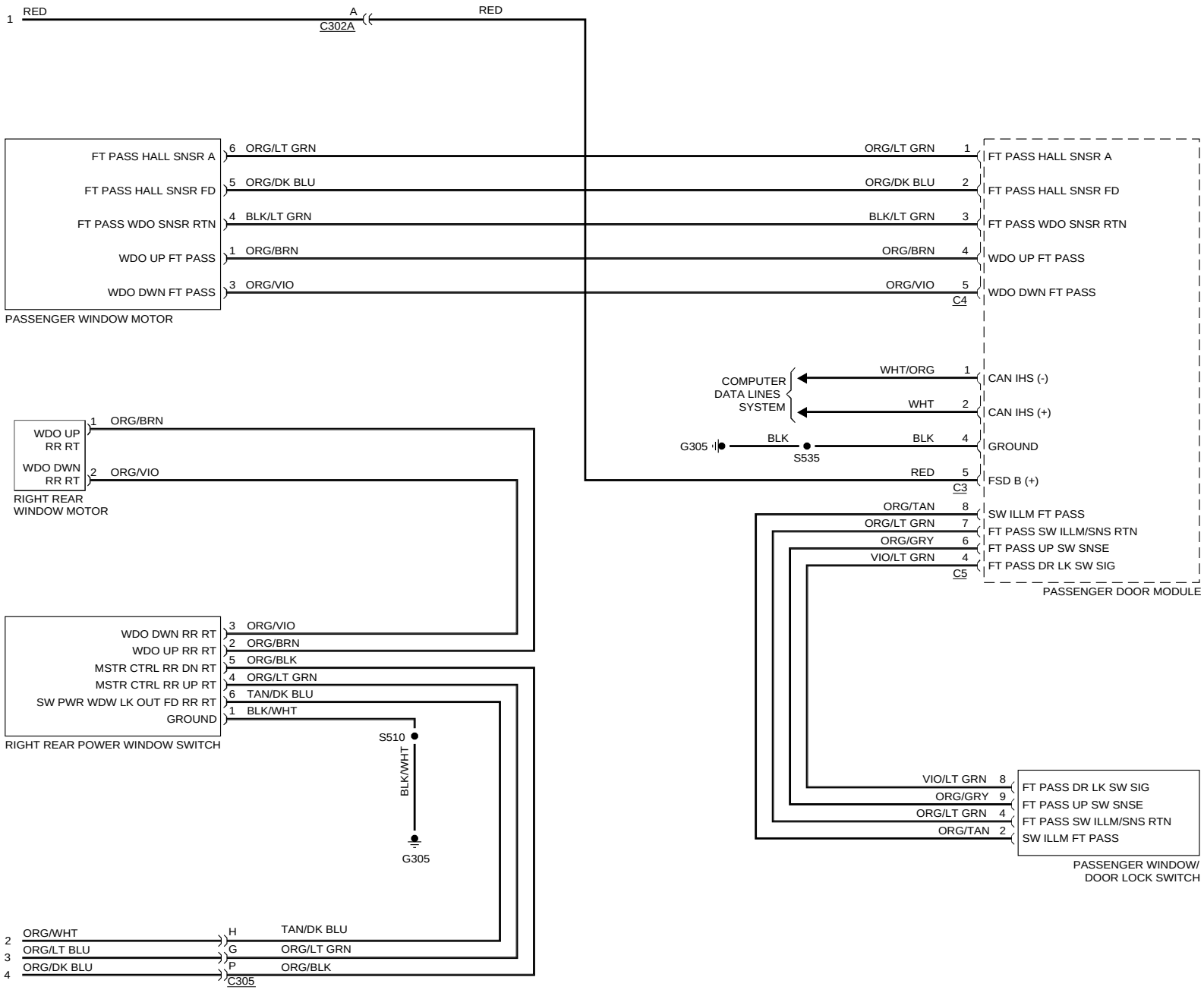

UNDERHOOD POWER DISTRIBUTION CENTER
RUN/START BUS BAR
BATTERY BUS BAR
FUSE 160 20A
FUSE 151 30A
HEADLAMP WASHER RELAY
AUTO SHUT DOWN RELAY 1 RESISTOR
AUTO SHUT DOWN RELAY 1
AUTO SHUT DOWN RELAY 2
FUSE 150 25A
TRANSMISSION CONTROL RELAY
FUSE 163 50A
CABIN HEATER RELAY 2
A/C CLUTCH RELAY
FUSE 184 30A
WIPER ON/OFF RELAY
HORN RELAY
REAR WIPER RELAY
FUSE 152 25A
FUEL HEATER RELAY
PNK/LT GRN
INTERIOR POWER DISTRIBUTION CENTER
RUN BUS BAR
STARTER RELAY
BUS BAR
FUSE 119 10A
FUSE 118 10A
FUSE 120 10A
FUSE 109 10A
FUSE 115 20A
FUSE 128 15A
FUSE 126 25A
POWER SEAT CIRCUIT BREAKER N/A
FUSE 100 30A
REAR WINDOW DEFOGGER RELAY
PNK/YEL
(NOT USED)
RED
ORG/RED
POWER SEAT CIRCUIT BREAKER
25A
S375
S6A
BASE
PREMIUM
LT GRN/ORG
110VAC LINE 2
BATT FEED
LT GRN
110VAC LINE 1
LT GRN/LT BLU
INV SW SIG
LT GRN/WHT
110VAC INV STAT IND
BLK/RED
GND
INVERTER MODULE (IF EQUIPPED)
G913A
BODY CONTROL MODULE
AC POWER OUTLET
STEERING CONTROL MODULE
OCCUPANT RESTRAINT CONTROLLER MODULE
ALL WHEEL DRIVE CONTROL MODULE (IF EQUIPPED)
A/C HEATER MODULE
IN-CAR TEMPERATURE SENSOR (IF EQUIPPED)
RADIO
RADIO AMPLIFIER (IF EQUIPPED)
DRIVER SEAT SWITCH
DRIVER LUMBAR ADJUSTER SEAT SWITCH (IF EQUIPPED)

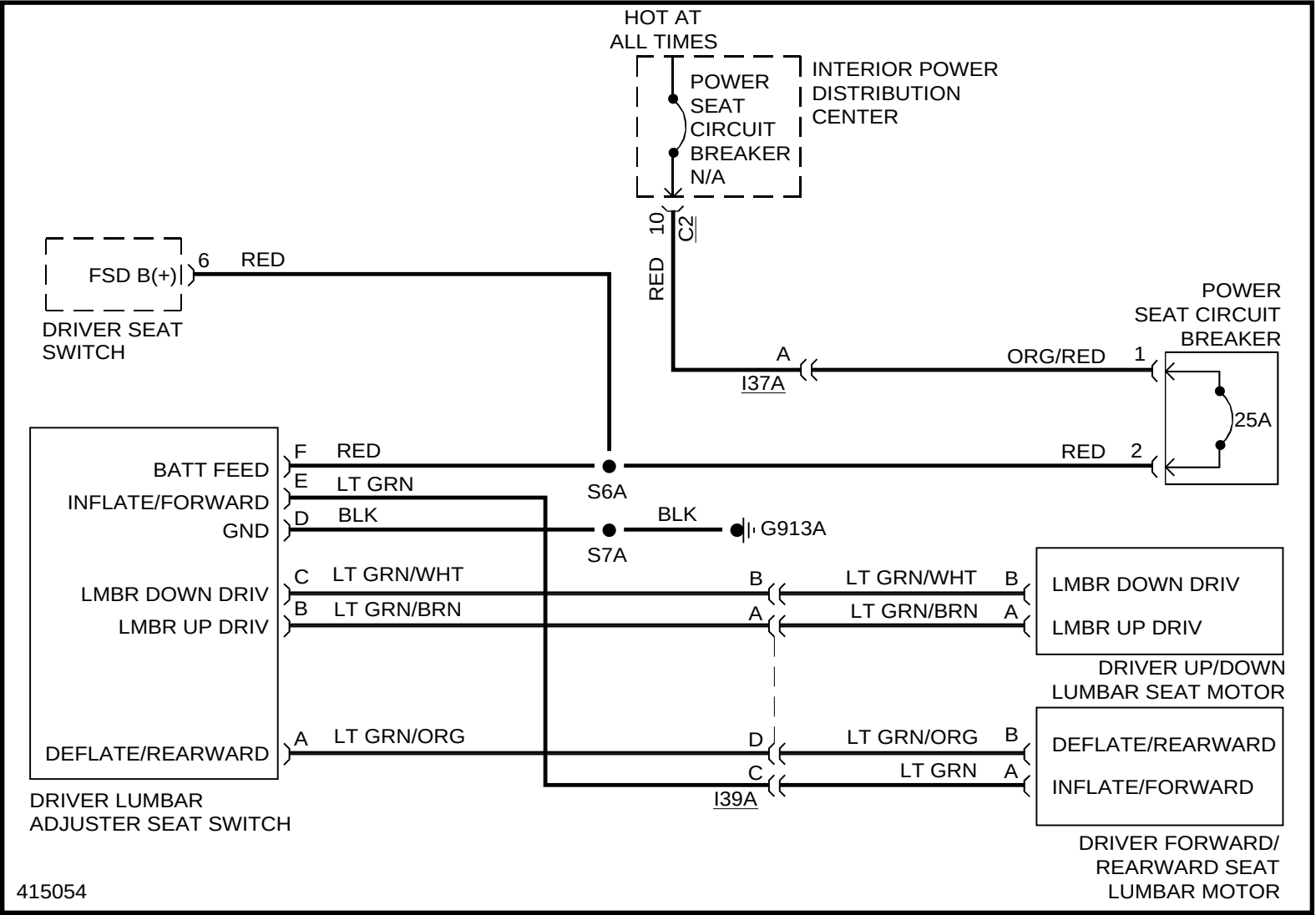
415031

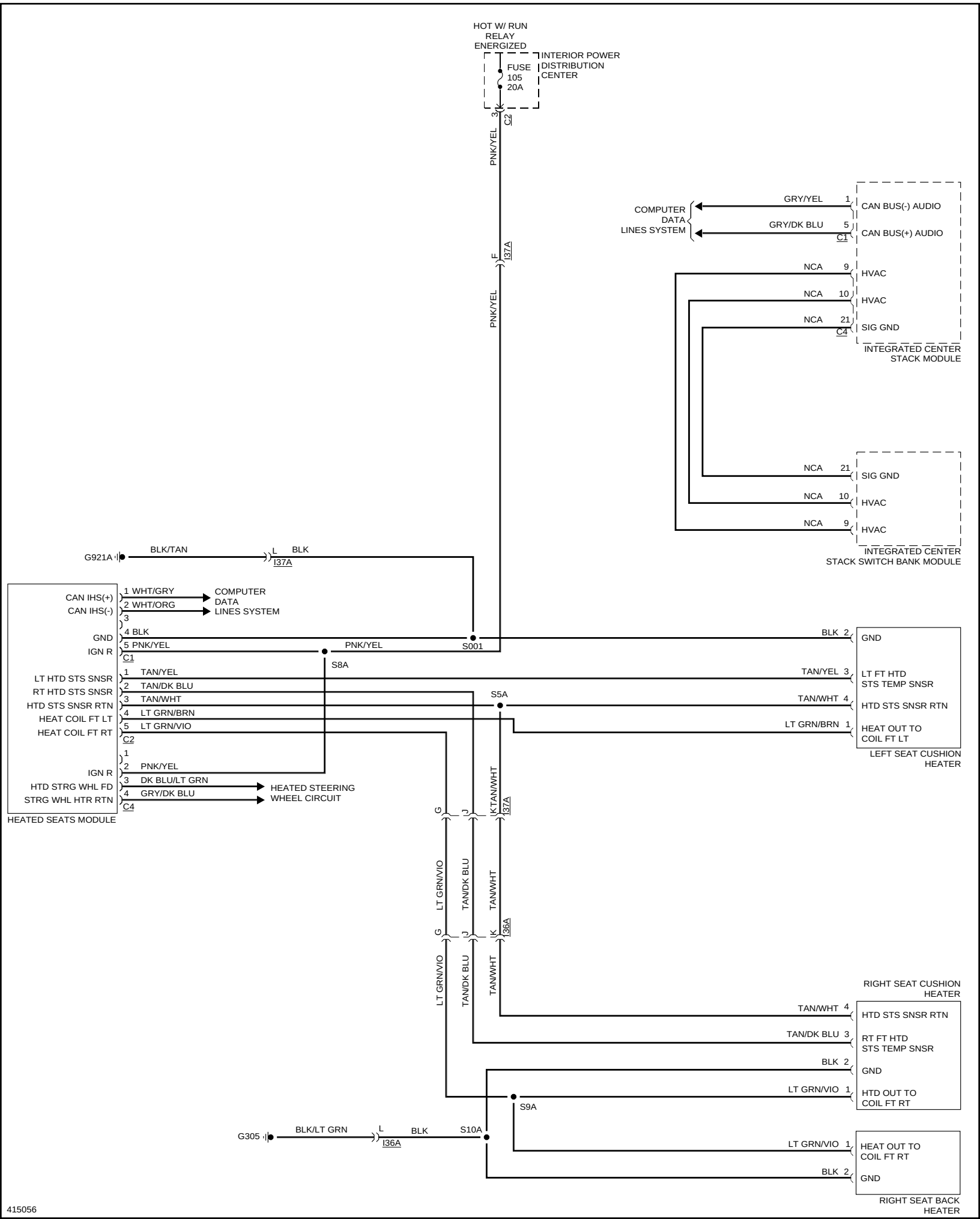

INTERIOR POWER DISTRIBUTION CENTER
BUS BAR
FUSE 124 10A
FUSE 125 10A
FUSE 127 20A
FUSE 129 15A
FUSE 130 15A
FUSE 122 25A
FUSE 123 25A
FUSE 131 10A
FUSE 132 10A
DATA LINK CONNECTOR
S390
SCCM MULTI-FUNCTION SWITCH
STEERING CONTROL MODULE
INTEGRATED CENTER STACK MODULE
A/C HEATER MODULE
CLUSTER
DRIVER DOOR MODULE (IF EQUIPPED)
PASSENGER DOOR MODULE (IF EQUIPPED)
HANDS FREE MODULE
TIRE PRESSURE MODULE
INTERIOR POWER DISTRIBUTION CENTER
RUN BUS BAR
BUS BAR
FUSE 105 20A
FUSE 106 20A
FUSE 107 20A
FUSE 108 15A
FUSE 110 10A
FUSE 112F 10A
FUSE 121 15A
FUSE 133 10A
BLOWER MOTOR RELAY
REAR BLOWER MOTOR RELAY
REAR BLOWER MOTOR RELAY RESISTOR
S8A
S360
G907A
HEATED SEATS MODULE (IF EQUIPPED)
REAR VIDEO CAMERA (IF EQUIPPED)
PARK ASSIST MODULE (IF EQUIPPED)
FLASHLIGHT LAMP (IF EQUIPPED)
COMPASS MODULE (IF EQUIPPED)
CLUSTER
INSIDE REARVIEW MIRROR (IF EQUIPPED)
OCCUPANT RESTRAINT CONTROLLER MODULE
KEYLESS IGNITION NODE MODULE
RADIO FREQUENCY HUB MODULE
415032

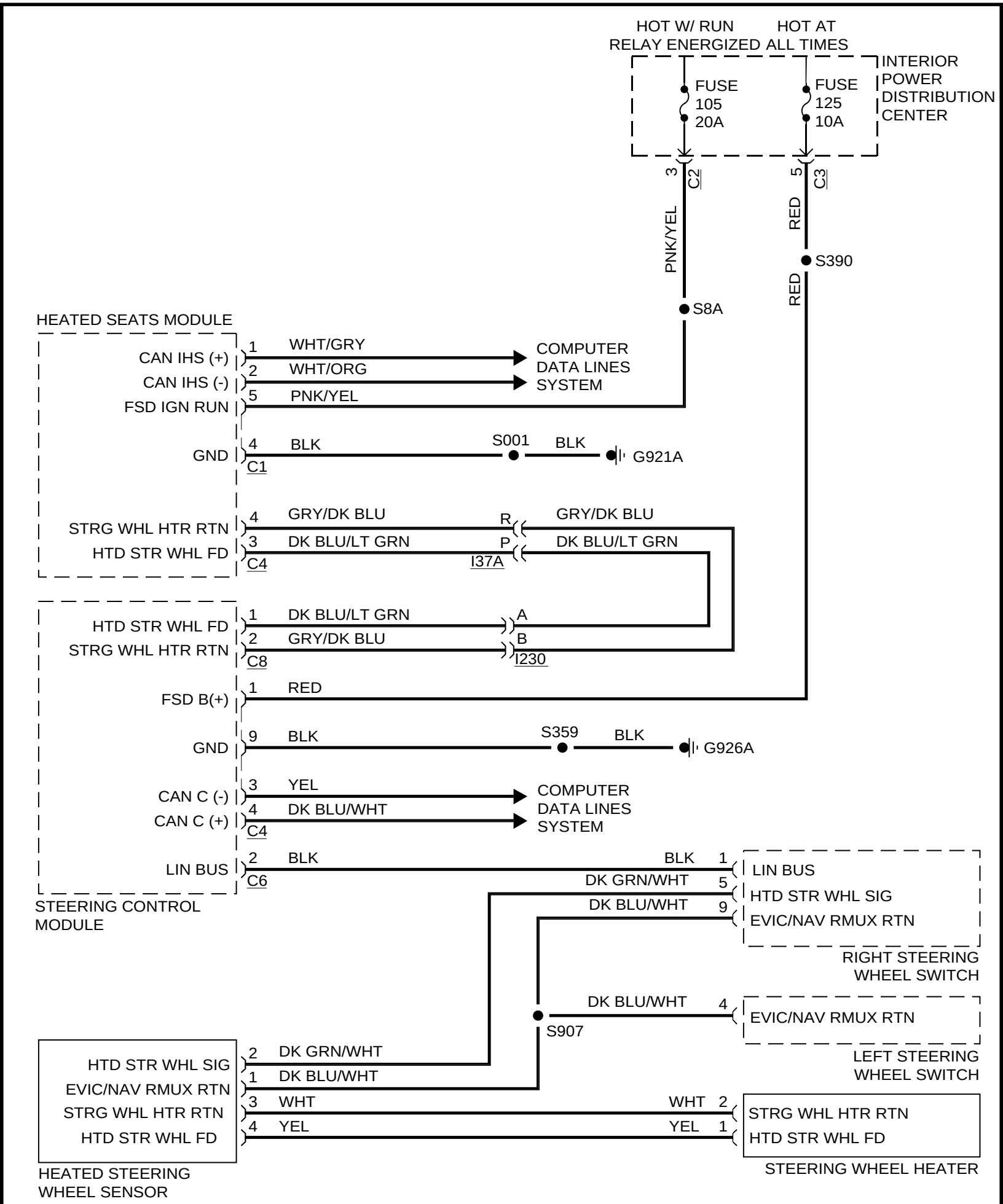

HOT IN RUN/
ACCESSORY
RELAY ENERGIZED
HOT AT
ALL TIMES
INTERIOR
POWER
DISTRIBUTION
CENTER
FUSE
101
10A
FUSE
178
25A
UNDERHOOD
POWER
DISTRIBUTION
CENTER
30
C3
12
C3
RED
G926A
BLK
BLK
M
PNK/
YEL
G
C203
GROUND
1
BLK
SUNROOF SW
RTN
2
ORG/LT GRN
ORG/LT GRN
2
SUNROOF SW
RTN
FUSED RUN/ACC
RLY OUT
3
PNK/YEL
SUNROOF VENT
(+)
4
ORG/YEL
ORG/YEL
1
SUNROOF
VENT (+)
SUNROOF PWR
OPEN (+)
5
ORG/TAN
ORG/TAN
4
SUNROOF PWR
OPEN
(+)
FUSED B (+)
6
RED
A
C203
RED/BLK
A
C112
RED
7
8
9
SUNROOF PWR
CLOSE (+)
10
ORG/LT BLU
ORG/LT BLU
3
SUNROOF PWR
CLOSE
(+)
SUNROOF MODULE
SUNROOF SWITCH


HOT AT ALL TIMES
HOT W/ RUN/ACCESSORY RELAY 1 ENERGIZED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION POWER CENTER (PDC)
POWER WINDOW CIRCUIT BREAKER 2 N/A
FUSE 122 25A
FUSE 123 25A
57
50
56 C2
RED
PNK/ YEL
RED
RED 1
A C300A
RED
DRIVER DOOR MODULE
1 ORG/WHT FT DRV HALL SNSR A
2 ORG FT DRV HALL SNSR FD
3 BLK/ORG FT DRIV WDO SNSR RTN
4 ORG/LT GRN WDO UP FT DRIV
5 ORG/WHT WDO DWN FT DRIV
C4
1 WHT CAN IHS (-)
2 BRN CAN IHS (+)
COMPUTER DATA LINES SYSTEM
4 BLK/TAN GROUND
BLK/TAN
S523
G921A
5 RED FSD B (+)
C3
1 LT GRN/LT BLU LIN BUS
2 GRY/YEL RTN
C5
ORG/WHT 6 FT DRV HALL SNSR A
ORG 5 FT DRV HALL SNSR FD
BLK/ORG 4 FT DRIV WDO SNSR RTN
ORG/LT GRN 1 WDO UP FT DRIV
ORG/WHT 3 WDO DWN FT DRIV
DRIVER WINDOW MOTOR
ORG/BRN 1 WDO UP RR LT
ORG/VIO 2 WDO DWN RR LT
LEFT REAR WINDOW MOTOR
BLK/WHT
G921A
S510A
BLK/WHT 1 GROUND
ORG/VIO 3 WDO DWN RR LT
ORG/BRN 2 WDO UP RR LT
ORG/LT GRN 4 MSTR CTRL RR UP LT
ORG/BLK 5 MSTR CTRL RR DN LT
TAN/DK BLU 6 SW PWR WDW LK OUT FD RR LT
LEFT REAR POWER WINDOW SWITCH
G
P
H
C304
9 GRY/YEL RTN
10 LT GRN/LT BLU LIN BUS
2 PNK/YEL FSD IGN RUN-ACC
5 ORG/WHT MSTR CTRL RR UP LT
7 ORG/WHT MSTR CTRL RR DN LT
1 ORG/VIO SW PWR WDW LCK OUT FD RR LT
3 ORG/WHT SW PWR WDW LCK OUT FD RR RT
12 ORG/LT GRN MSTR CTRL RR UP RT
14 ORG/LT GRN MSTR CTRL RR DN LT
K PNK/YEL
E ORG/WHT
F ORG/GRY
G ORG/VIO
B ORG/WHT
H ORG/LT BLU
J ORG/DK BLU
C300A
ORG/WHT 2
ORG/LT BLU 3
ORG/DK BLU 4
11 BLK/TAN GROUND
C2
S523
BLK/TAN
G921A
DRIVER WINDOW/DOOR LOCK SWITCH

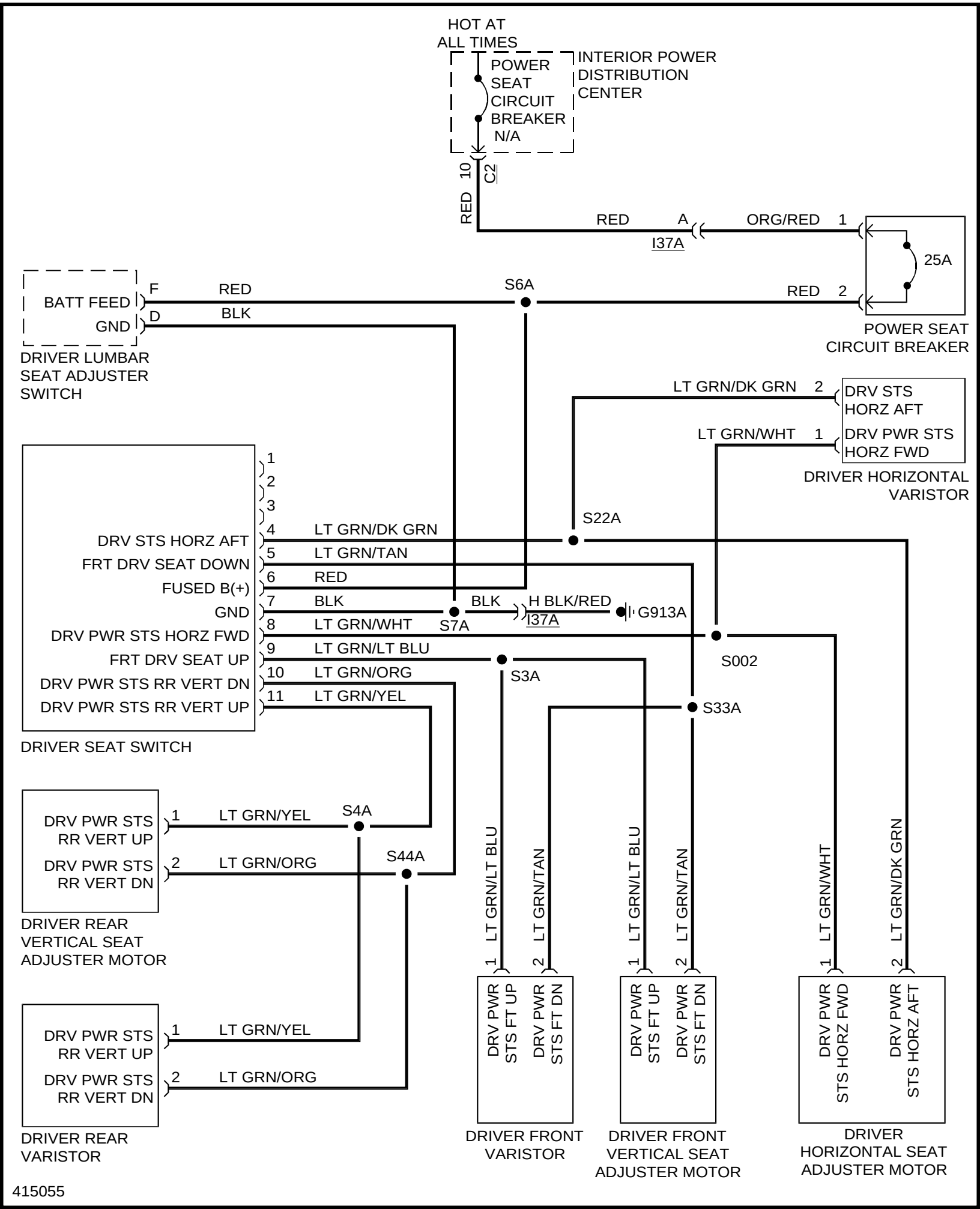

1 RED
A
C302A
RED
FT PASS HALL SNSR A
6 ORG/LT GRN
FT PASS HALL SNSR FD
5 ORG/DK BLU
FT PASS WDO SNSR RTN
4 BLK/LT GRN
WDO UP FT PASS
1 ORG/BRN
WDO DWN FT PASS
3 ORG/VIO
PASSENGER WINDOW MOTOR
ORG/LT GRN 1 FT PASS HALL SNSR A
ORG/DK BLU 2 FT PASS HALL SNSR FD
BLK/LT GRN 3 FT PASS WDO SNSR RTN
ORG/BRN 4 WDO UP FT PASS
ORG/VIO 5 WDO DWN FT PASS
C4
WHT/ORG 1 CAN IHS (-)
COMPUTER DATA LINES SYSTEM
WHT 2 CAN IHS (+)
G305
BLK
S535
BLK 4 GROUND
RED 5 FSD B (+)
C3
ORG/TAN 8 SW ILLM FT PASS
ORG/LT GRN 7 FT PASS SW ILLM/SNS RTN
ORG/GRY 6 FT PASS UP SW SNSE
VIO/LT GRN 4 FT PASS DR LK SW SIG
C5
PASSENGER DOOR MODULE
WDO UP RR RT
WDO DWN RR RT
1 ORG/BRN
2 ORG/VIO
RIGHT REAR WINDOW MOTOR
WDO DWN RR RT 3 ORG/VIO
WDO UP RR RT 2 ORG/BRN
MSTR CTRL RR DN RT 5 ORG/BLK
MSTR CTRL RR UP RT 4 ORG/LT GRN
SW PWR WDW LK OUT FD RR RT 6 TAN/DK BLU
GROUND 1 BLK/WHT
RIGHT REAR POWER WINDOW SWITCH
S510
BLK/WHT
G305
VIO/LT GRN 8 FT PASS DR LK SW SIG
ORG/GRY 9 FT PASS UP SW SNSE
ORG/LT GRN 4 FT PASS SW ILLM/SNS RTN
ORG/TAN 2 SW ILLM FT PASS
PASSENGER WINDOW/ DOOR LOCK SWITCH
2 ORG/WHT H TAN/DK BLU
3 ORG/LT BLU G ORG/LT GRN
4 ORG/DK BLU P ORG/BLK
C305

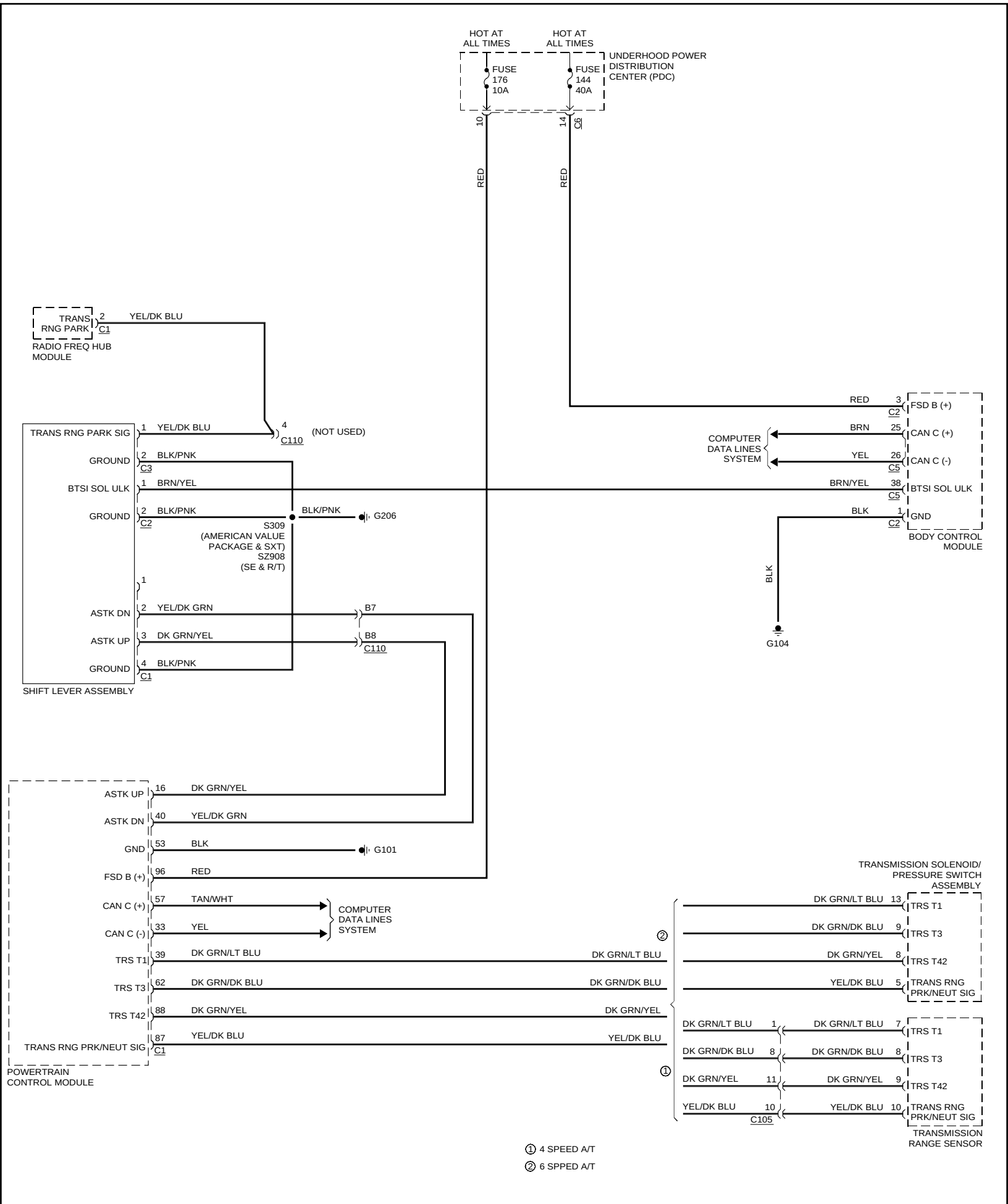

HOT AT
ALL TIMES
POWER
SEAT
CIRCUIT
BREAKER
N/A
INTERIOR POWER
DISTRIBUTION
CENTER
10
C2
RED
FSD B(+)
6
RED
DRIVER SEAT
SWITCH
POWER
SEAT CIRCUIT
BREAKER
A
I37A
ORG/RED
1
25A
RED
2
BATT FEED
F
RED
INFLATE/FORWARD
E
LT GRN
GND
D
BLK
S6A
BLK
G913A
S7A
LMBR DOWN DRIV
C
LT GRN/WHT
LMBR UP DRIV
B
LT GRN/BRN
B
LT GRN/WHT
B
A
LT GRN/BRN
A
LMBR DOWN DRIV
LMBR UP DRIV
DRIVER UP/DOWN
LUMBAR SEAT MOTOR
DEFLATE/REARWARD
A
LT GRN/ORG
D
LT GRN/ORG
B
C
LT GRN
A
I39A
DEFLATE/REARWARD
INFLATE/FORWARD
DRIVER LUMBAR
ADJUSTER SEAT SWITCH
DRIVER FORWARD/
REARWARD SEAT
LUMBAR MOTOR
415054

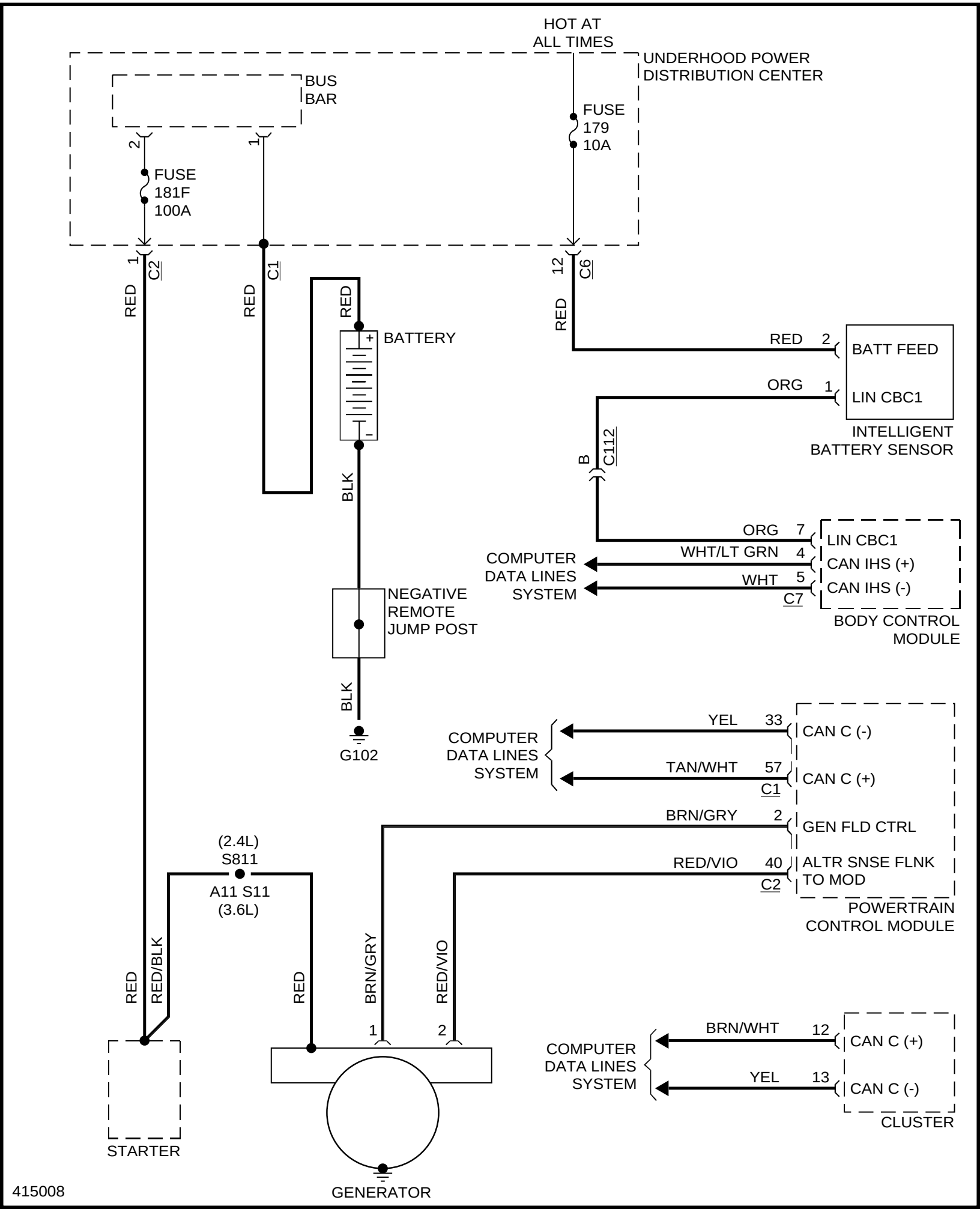

HOT W/ RUN
RELAY
ENERGIZED
INTERIOR POWER
DISTRIBUTION
CENTER
FUSE
105
20A
3
C2
PNK/YEL
F
I37A
PNK/YEL
COMPUTER
DATA
LINES SYSTEM
GRY/YEL
1
CAN BUS(-) AUDIO
GRY/DK BLU
5
CAN BUS(+) AUDIO
C1
NCA
9
HVAC
NCA
10
HVAC
NCA
21
SIG GND
C4
INTEGRATED CENTER
STACK MODULE
NCA
21
SIG GND
NCA
10
HVAC
NCA
9
HVAC
INTEGRATED CENTER
STACK SWITCH BANK MODULE
G921A
BLK/TAN
L
BLK
I37A
CAN IHS(+)
1 WHT/GRY
COMPUTER
DATA
CAN IHS(-)
2 WHT/ORG
LINES SYSTEM
3
GND
4 BLK
IGN R
5 PNK/YEL
C1
PNK/YEL
S001
S8A
BLK 2
GND
LT HTD STS SNSR
1 TAN/YEL
RT HTD STS SNSR
2 TAN/DK BLU
HTD STS SNSR RTN
3 TAN/WHT
HEAT COIL FT LT
4 LT GRN/BRN
HEAT COIL FT RT
5 LT GRN/VIO
C2
S5A
TAN/YEL 3
LT FT HTD
STS TEMP SNSR
TAN/WHT 4
HTD STS SNSR RTN
LT GRN/BRN 1
HEAT OUT TO
COIL FT LT
LEFT SEAT CUSHION
HEATER
1
IGN R
2 PNK/YEL
HTD STRG WHL FD
3 DK BLU/LT GRN
STRG WHL HTR RTN
4 GRY/DK BLU
C4
HEATED STEERING
WHEEL CIRCUIT
HEATED SEATS MODULE
G
J
K
TAN/WHT
I37A
LT GRN/VIO
TAN/DK BLU
TAN/WHT
G
J
K
I36A
LT GRN/VIO
TAN/DK BLU
TAN/WHT
RIGHT SEAT CUSHION
HEATER
TAN/WHT 4
HTD STS SNSR RTN
TAN/DK BLU 3
RT FT HTD
STS TEMP SNSR
BLK 2
GND
LT GRN/VIO 1
HTD OUT TO
COIL FT RT
S9A
G305
BLK/LT GRN
L
BLK
I36A
S10A
LT GRN/VIO 1
HEAT OUT TO
COIL FT RT
BLK 2
GND
RIGHT SEAT BACK
HEATER

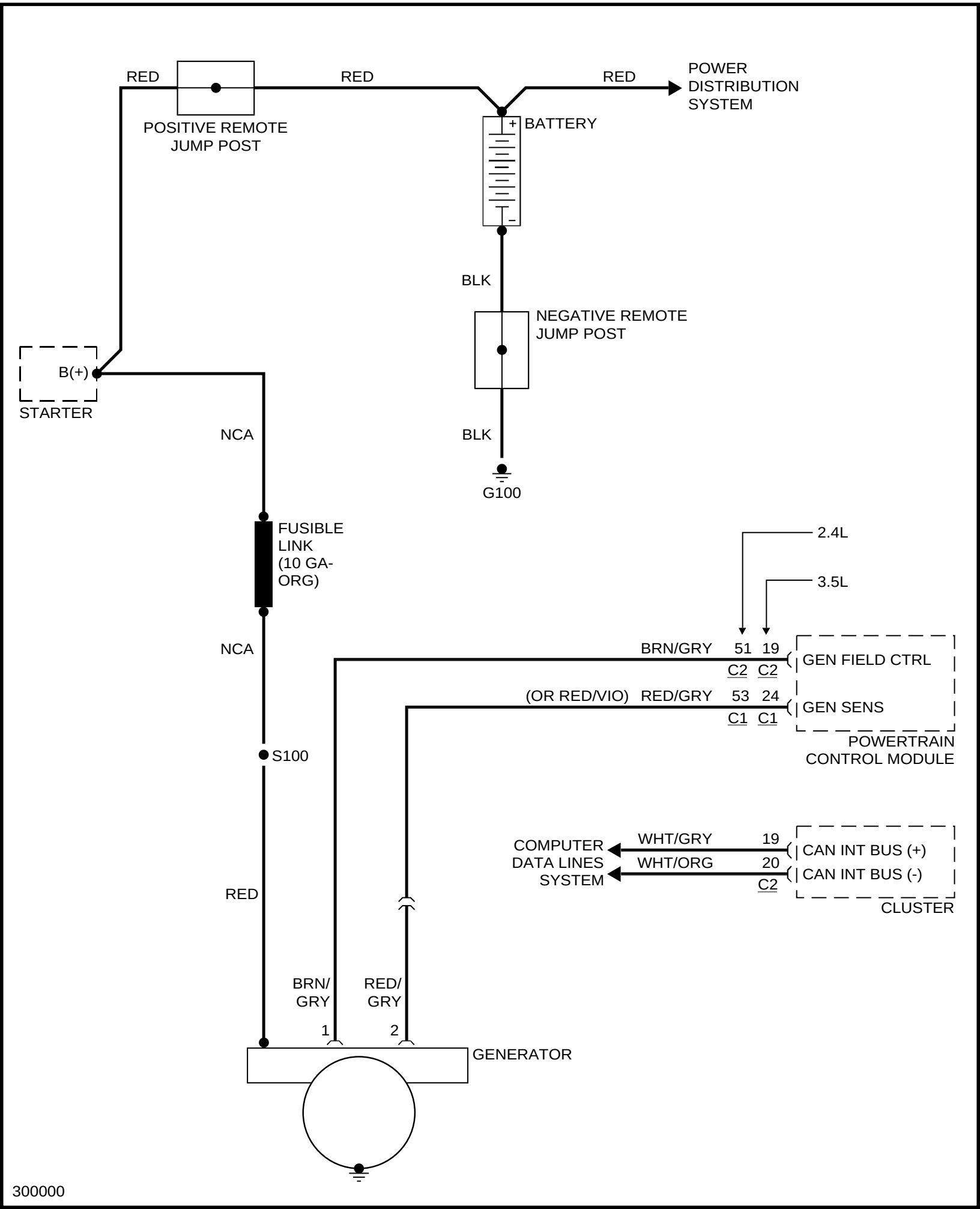

HOT W/ RUN RELAY ENERGIZED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 105 20A
FUSE 125 10A
3
C2
5
C3
PNK/YEL
RED
S390
RED
S8A
HEATED SEATS MODULE
CAN IHS (+)
CAN IHS (-)
FSD IGN RUN
1 WHT/GRY
2 WHT/ORG
5 PNK/YEL
COMPUTER DATA LINES SYSTEM
GND
4 BLK
C1
S001
BLK
G921A
STRG WHL HTR RTN
HTD STR WHL FD
4 GRY/DK BLU
3 DK BLU/LT GRN
C4
R
P
I37A
GRY/DK BLU
DK BLU/LT GRN
HTD STR WHL FD
STRG WHL HTR RTN
1 DK BLU/LT GRN
2 GRY/DK BLU
C8
A
B
I230
FSD B(+)
1 RED
GND
9 BLK
S359
BLK
G926A
CAN C (-)
CAN C (+)
3 YEL
4 DK BLU/WHT
C4
COMPUTER DATA LINES SYSTEM
LIN BUS
2 BLK
C6
STEERING CONTROL MODULE
BLK 1
DK GRN/WHT 5
DK BLU/WHT 9
LIN BUS
HTD STR WHL SIG
EVIC/NAV RMUX RTN
RIGHT STEERING WHEEL SWITCH
DK BLU/WHT 4
S907
EVIC/NAV RMUX RTN
LEFT STEERING WHEEL SWITCH
HTD STR WHL SIG
EVIC/NAV RMUX RTN
STRG WHL HTR RTN
HTD STR WHL FD
2 DK GRN/WHT
1 DK BLU/WHT
3 WHT
4 YEL
HEATED STEERING WHEEL SENSOR
WHT 2
YEL 1
STRG WHL HTR RTN
HTD STR WHL FD
STEERING WHEEL HEATER

415057

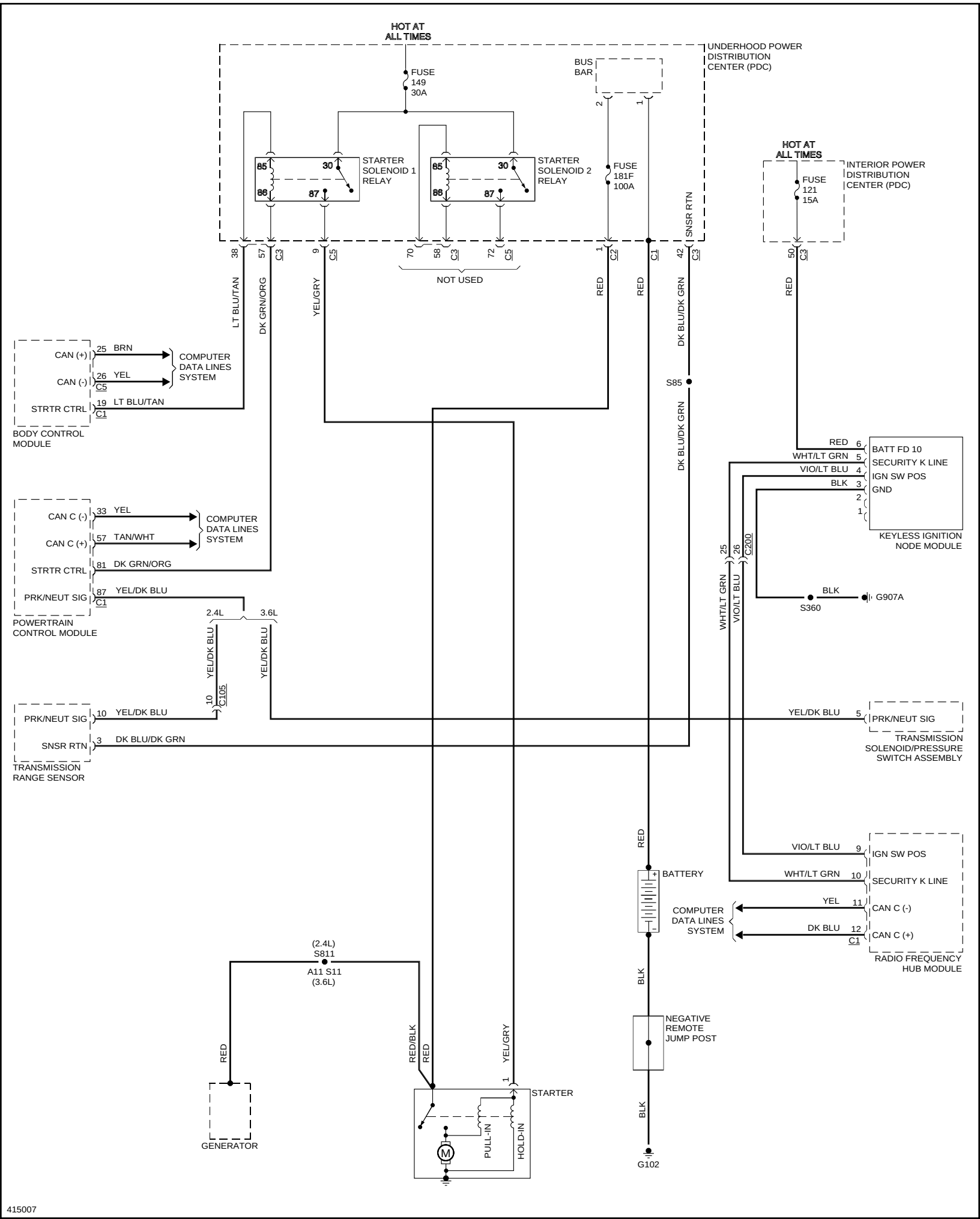

HOT AT ALL TIMES
POWER SEAT CIRCUIT BREAKER N/A
INTERIOR POWER DISTRIBUTION CENTER
10
C2
RED
RED
A
I37A
ORG/RED
1
25A
RED
2
POWER SEAT CIRCUIT BREAKER
BATT FEED
GND
F
D
RED
BLK
S6A
DRIVER LUMBAR SEAT ADJUSTER SWITCH
LT GRN/DK GRN
2
DRV STS HORZ AFT
LT GRN/WHT
1
DRV PWR STS HORZ FWD
DRIVER HORIZONTAL VARISTOR
S22A
DRV STS HORZ AFT
FRT DRV SEAT DOWN
FUSED B(+)
GND
DRV PWR STS HORZ FWD
FRT DRV SEAT UP
DRV PWR STS RR VERT DN
DRV PWR STS RR VERT UP
1
2
3
4
5
6
7
8
9
10
11
LT GRN/DK GRN
LT GRN/TAN
RED
BLK
LT GRN/WHT
LT GRN/LT BLU
LT GRN/ORG
LT GRN/YEL
BLK
H BLK/RED
I37A
G913A
S7A
S002
S3A
S33A
DRIVER SEAT SWITCH
DRV PWR STS RR VERT UP
DRV PWR STS RR VERT DN
1
2
LT GRN/YEL
LT GRN/ORG
S4A
S44A
DRIVER REAR VERTICAL SEAT ADJUSTER MOTOR
DRV PWR STS RR VERT UP
DRV PWR STS RR VERT DN
1
2
LT GRN/YEL
LT GRN/ORG
DRIVER REAR VARISTOR
1
2
LT GRN/LT BLU
LT GRN/TAN
DRV PWR STS FT UP
DRV PWR STS FT DN
DRIVER FRONT VARISTOR
1
2
LT GRN/LT BLU
LT GRN/TAN
DRV PWR STS FT UP
DRV PWR STS FT DN
DRIVER FRONT VERTICAL SEAT ADJUSTER MOTOR
1
2
LT GRN/WHT
LT GRN/DK GRN
DRV PWR STS HORZ FWD
DRV PWR STS HORZ AFT
DRIVER HORIZONTAL SEAT ADJUSTER MOTOR
415055


HOT AT ALL TIMES
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 176 10A
FUSE 144 40A
10
14
C6
RED
RED
TRANS RNG PARK
2
C1
YEL/DK BLU
RADIO FREQ HUB MODULE
TRANS RNG PARK SIG
1
YEL/DK BLU
4
C110
(NOT USED)
GROUND
2
BLK/PNK
C3
BTSI SOL ULK
1
BRN/YEL
GROUND
2
BLK/PNK
C2
BLK/PNK
G206
S309
(AMERICAN VALUE PACKAGE & SXT)
SZ908
(SE & R/T)
1
ASTK DN
2
YEL/DK GRN
B7
ASTK UP
3
DK GRN/YEL
B8
C110
GROUND
4
BLK/PNK
C1
SHIFT LEVER ASSEMBLY
RED
3
C2
FSD B (+)
COMPUTER DATA LINES SYSTEM
BRN
25
CAN C (+)
YEL
26
C5
CAN C (-)
BRN/YEL
38
C5
BTSI SOL ULK
BLK
1
C2
GND
BODY CONTROL MODULE
BLK
G104
ASTK UP
16
DK GRN/YEL
ASTK DN
40
YEL/DK GRN
GND
53
BLK
G101
FSD B (+)
96
RED
CAN C (+)
57
TAN/WHT
CAN C (-)
33
YEL
COMPUTER DATA LINES SYSTEM
TRS T1
39
DK GRN/LT BLU
TRS T3
62
DK GRN/DK BLU
TRS T42
88
DK GRN/YEL
TRANS RNG PRK/NEUT SIG
87
YEL/DK BLU
C1
POWERTRAIN CONTROL MODULE
DK GRN/LT BLU
DK GRN/DK BLU
DK GRN/YEL
YEL/DK BLU
TRANSMISSION SOLENOID/ PRESSURE SWITCH ASSEMBLY
DK GRN/LT BLU
13
TRS T1
DK GRN/DK BLU
9
TRS T3
DK GRN/YEL
8
TRS T42
YEL/DK BLU
5
TRANS RNG PRK/NEUT SIG
DK GRN/LT BLU
1
DK GRN/LT BLU
7
TRS T1
DK GRN/DK BLU
8
DK GRN/DK BLU
8
TRS T3
DK GRN/YEL
11
DK GRN/YEL
9
TRS T42
YEL/DK BLU
10
YEL/DK BLU
10
TRANS RNG PRK/NEUT SIG
C105
TRANSMISSION RANGE SENSOR
① 4 SPEED A/T
② 6 SPPED A/T

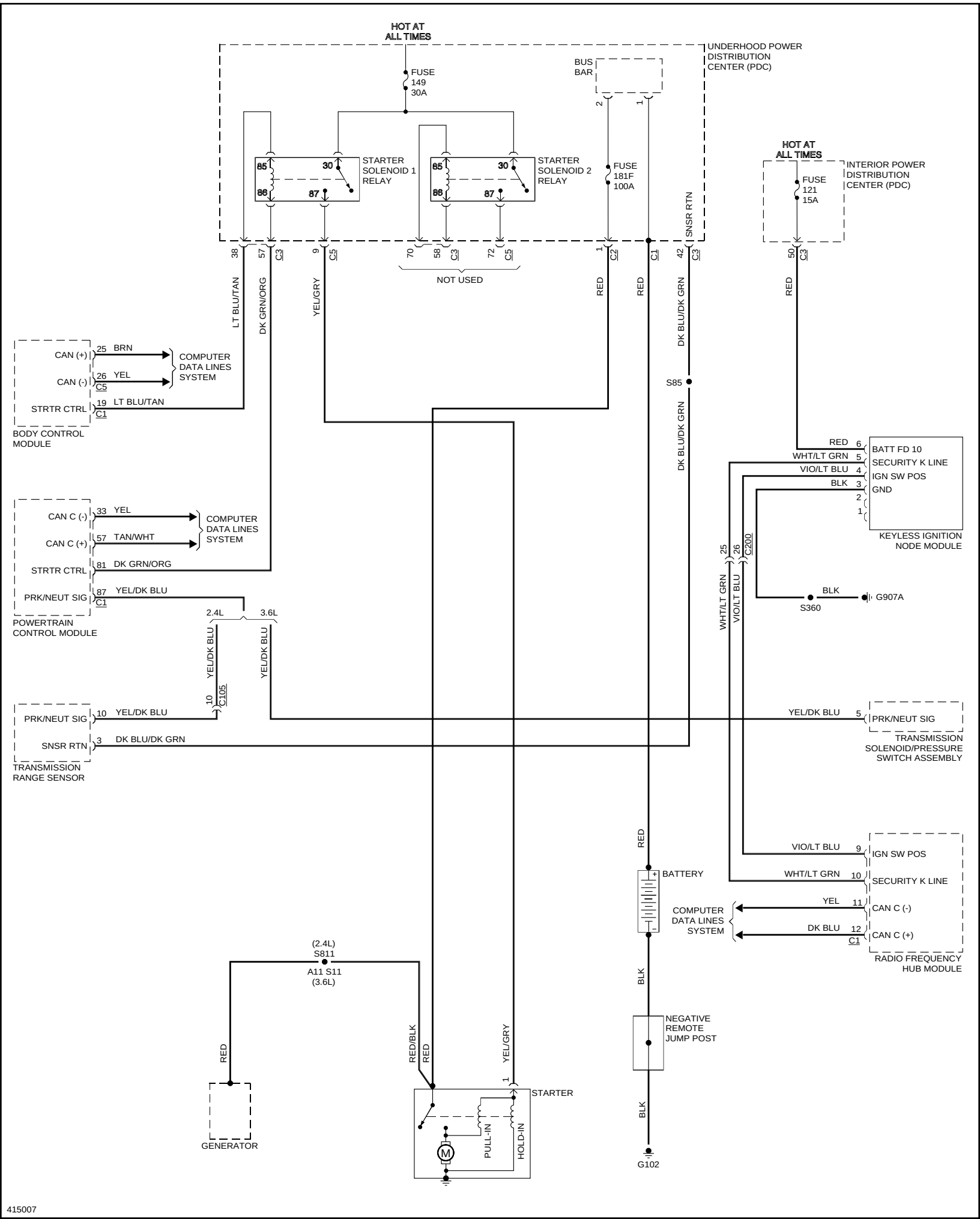

HOT AT
ALL TIMES
UNDERHOOD POWER
DISTRIBUTION CENTER
BUS
BAR
FUSE
179
10A
FUSE
181F
100A
2
1
1
C2
RED
RED
C1
RED
12
C6
RED
BATTERY
+
-
RED
2
BATT FEED
ORG
1
LIN CBC1
INTELLIGENT
BATTERY SENSOR
B
C112
BLK
ORG
7
LIN CBC1
WHT/LT GRN
4
CAN IHS (+)
WHT
5
CAN IHS (-)
C7
COMPUTER
DATA LINES
SYSTEM
BODY CONTROL
MODULE
NEGATIVE
REMOTE
JUMP POST
BLK
G102
YEL
33
CAN C (-)
TAN/WHT
57
CAN C (+)
C1
COMPUTER
DATA LINES
SYSTEM
BRN/GRY
2
GEN FLD CTRL
RED/VIO
40
ALTR SNSE FLNK
TO MOD
C2
POWERTRAIN
CONTROL MODULE
(2.4L)
S811
A11 S11
(3.6L)
RED
RED/BLK
RED
BRN/GRY
RED/VIO
1
2
BRN/WHT
12
CAN C (+)
YEL
13
CAN C (-)
COMPUTER
DATA LINES
SYSTEM
CLUSTER
STARTER
GENERATOR
415008


RED
RED
RED
POWER DISTRIBUTION SYSTEM
POSITIVE REMOTE JUMP POST
BATTERY
+
-
BLK
NEGATIVE REMOTE JUMP POST
B(+)
STARTER
NCA
BLK
G100
FUSIBLE LINK (10 GA-ORG)
2.4L
3.5L
NCA
BRN/GRY
51
19
C2
C2
GEN FIELD CTRL
(OR RED/VIO)
RED/GRY
53
24
C1
C1
GEN SENS
POWERTRAIN CONTROL MODULE
S100
COMPUTER DATA LINES SYSTEM
WHT/GRY
19
CAN INT BUS (+)
WHT/ORG
20
CAN INT BUS (-)
C2
CLUSTER
RED
BRN/ GRY
RED/ GRY
1
2
GENERATOR

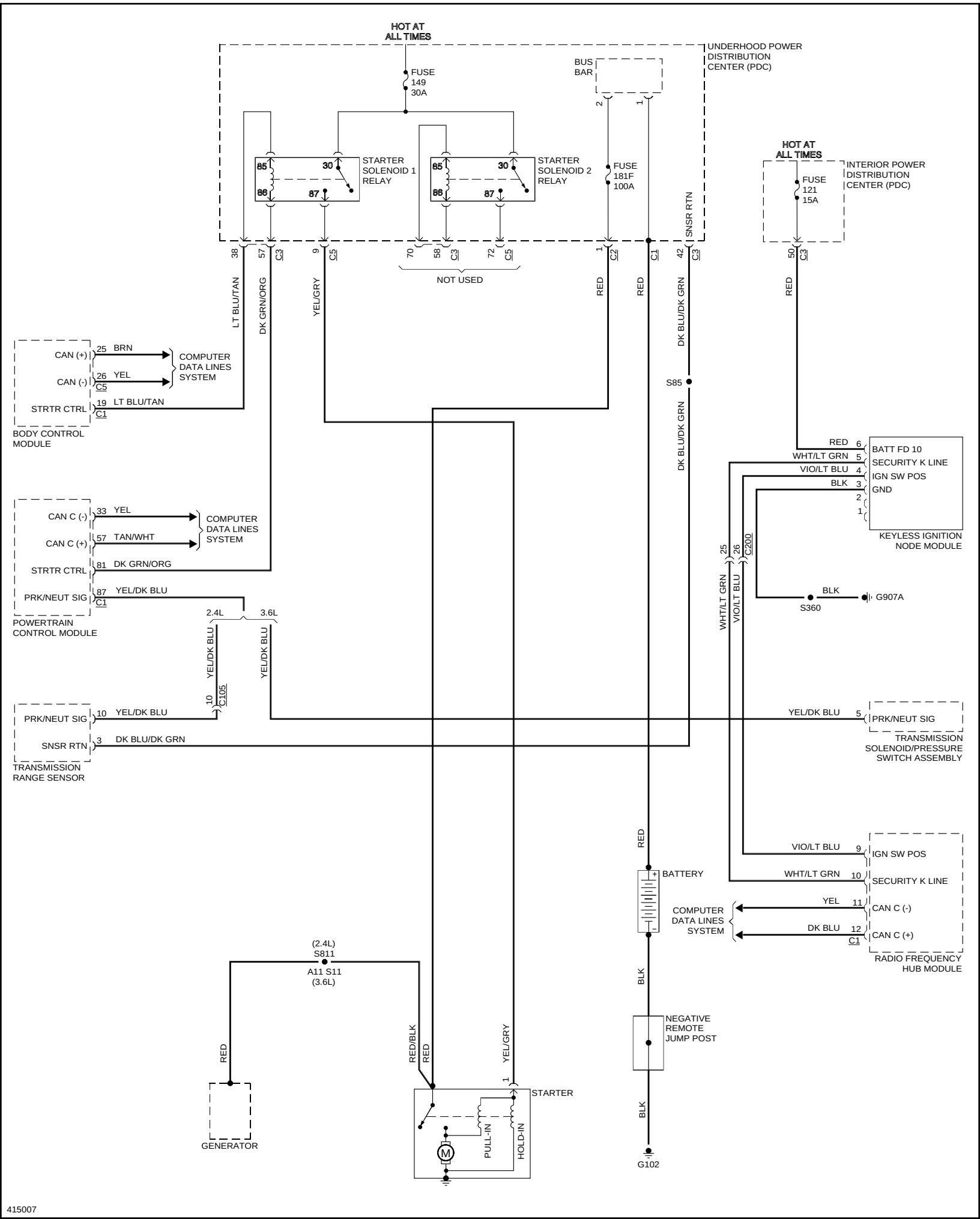
300000


HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 149 30A
BUS BAR
STARTER SOLENOID 1 RELAY
STARTER SOLENOID 2 RELAY
FUSE 181F 100A
NOT USED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER (PDC)
FUSE 121 15A
SNSR RTN
LT BLU/TAN
DK GRN/ORG
YEL/GRY
RED
DK BLU/DK GRN
S85
CAN (+) 25 BRN
CAN (-) 26 YEL C5
STRTR CTRL 19 LT BLU/TAN C1
COMPUTER DATA LINES SYSTEM
BODY CONTROL MODULE
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT
STRTR CTRL 81 DK GRN/ORG
PRK/NEUT SIG 87 YEL/DK BLU C1
POWERTRAIN CONTROL MODULE
2.4L
3.6L
YEL/DK BLU
10 C105
PRK/NEUT SIG 10 YEL/DK BLU
SNSR RTN 3 DK BLU/DK GRN
TRANSMISSION RANGE SENSOR
RED 6 BATT FD 10
WHT/LT GRN 5 SECURITY K LINE
VIO/LT BLU 4 IGN SW POS
BLK 3 GND
2
1
KEYLESS IGNITION NODE MODULE
C200
BLK
S360
G907A
WHT/LT GRN
VIO/LT BLU
YEL/DK BLU 5 PRK/NEUT SIG
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
VIO/LT BLU 9 IGN SW POS
WHT/LT GRN 10 SECURITY K LINE
YEL 11 CAN C (-)
DK BLU 12 CAN C (+) C1
COMPUTER DATA LINES SYSTEM
RADIO FREQUENCY HUB MODULE
BATTERY
BLK
NEGATIVE REMOTE JUMP POST
G102
(2.4L) S811
A11 S11 (3.6L)
RED
RED/BLK
GENERATOR
STARTER
PULL-IN
HOLD-IN
M

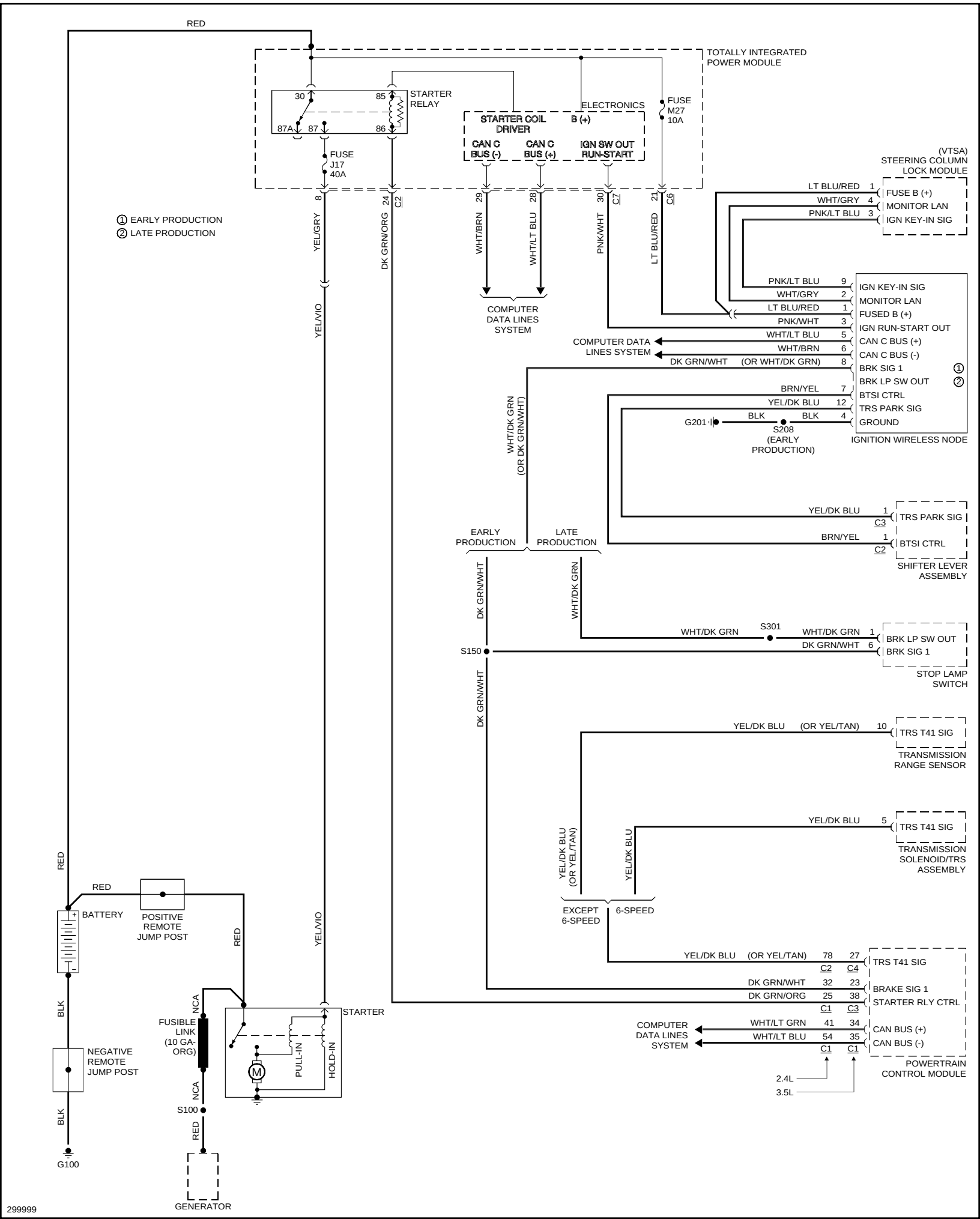
415007

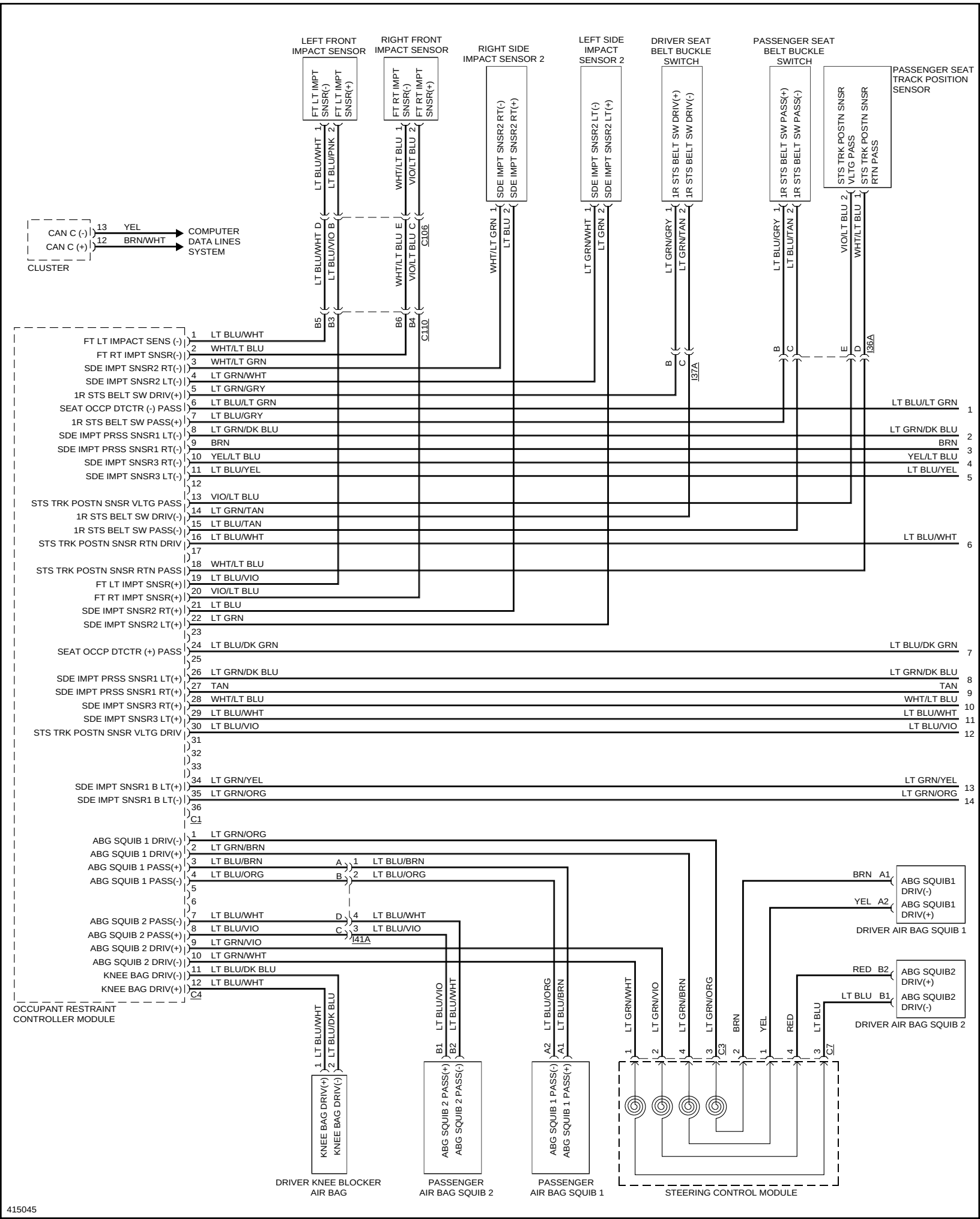

HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 149 30A
BUS BAR
STARTER SOLENOID 1 RELAY
STARTER SOLENOID 2 RELAY
FUSE 181F 100A
NOT USED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER (PDC)
FUSE 121 15A
SNSR RTN
LT BLU/TAN
DK GRN/ORG
YEL/GRY
RED
DK BLU/DK GRN
S85
CAN (+) 25 BRN
CAN (-) 26 YEL C5
STRTR CTRL 19 LT BLU/TAN C1
COMPUTER DATA LINES SYSTEM
BODY CONTROL MODULE
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT
STRTR CTRL 81 DK GRN/ORG
PRK/NEUT SIG 87 YEL/DK BLU C1
POWERTRAIN CONTROL MODULE
2.4L
3.6L
YEL/DK BLU
10 C105
PRK/NEUT SIG 10 YEL/DK BLU
SNSR RTN 3 DK BLU/DK GRN
TRANSMISSION RANGE SENSOR
RED 6 BATT FD 10
WHT/LT GRN 5 SECURITY K LINE
VIO/LT BLU 4 IGN SW POS
BLK 3 GND
2
1
KEYLESS IGNITION NODE MODULE
C200
BLK
S360
G907A
WHT/LT GRN
VIO/LT BLU
YEL/DK BLU 5 PRK/NEUT SIG
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
VIO/LT BLU 9 IGN SW POS
WHT/LT GRN 10 SECURITY K LINE
YEL 11 CAN C (-)
DK BLU 12 CAN C (+) C1
COMPUTER DATA LINES SYSTEM
RADIO FREQUENCY HUB MODULE
BATTERY
BLK
NEGATIVE REMOTE JUMP POST
G102
(2.4L) S811
A11 S11 (3.6L)
RED
RED/BLK
GENERATOR
STARTER
PULL-IN
HOLD-IN
M

415007

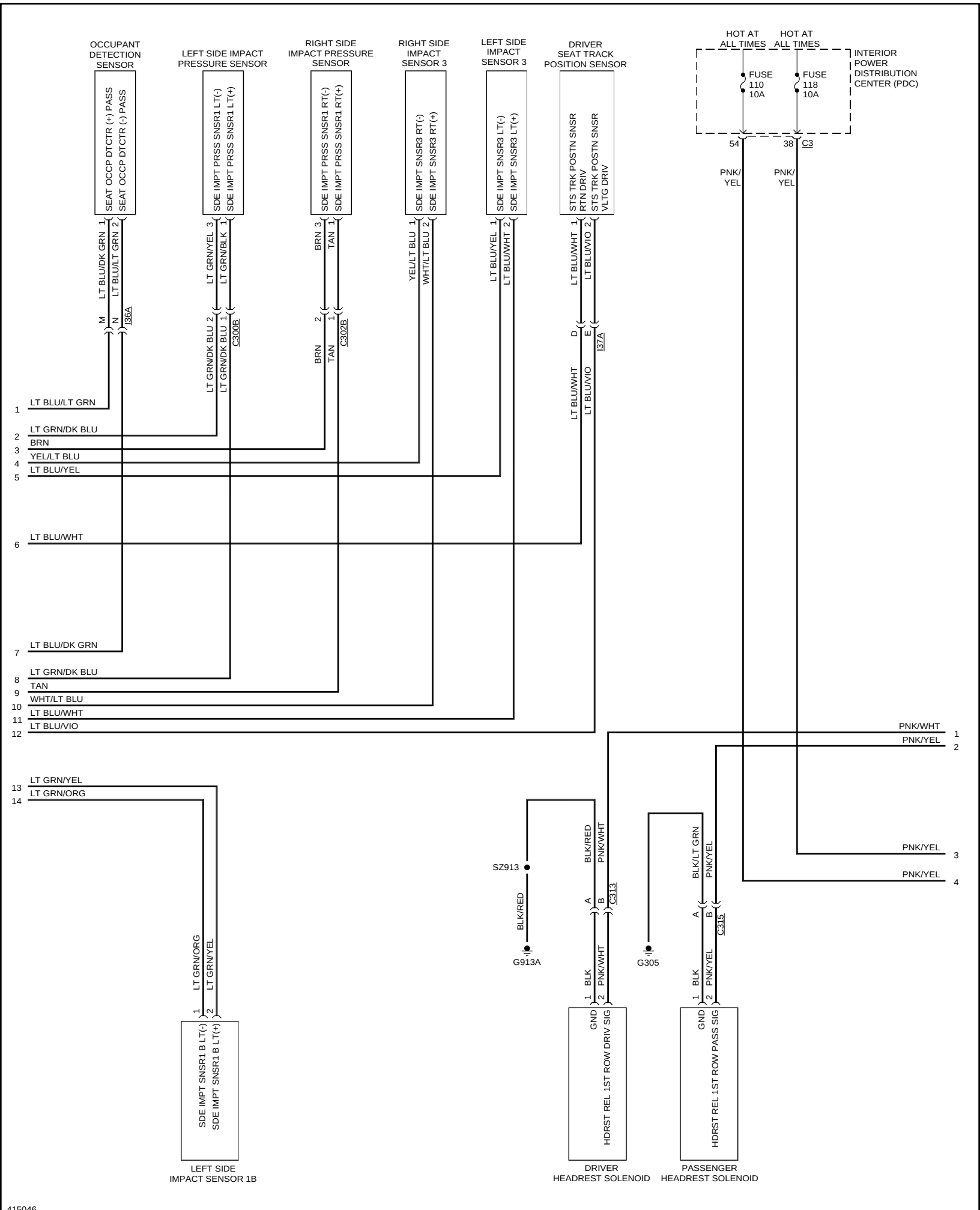

HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER (PDC)
FUSE 149 30A
BUS BAR
STARTER SOLENOID 1 RELAY
STARTER SOLENOID 2 RELAY
FUSE 181F 100A
NOT USED
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER (PDC)
FUSE 121 15A
SNSR RTN
LT BLU/TAN
DK GRN/ORG
YEL/GRY
RED
DK BLU/DK GRN
S85
CAN (+) 25 BRN
CAN (-) 26 YEL C5
STRTR CTRL 19 LT BLU/TAN C1
COMPUTER DATA LINES SYSTEM
BODY CONTROL MODULE
CAN C (-) 33 YEL
CAN C (+) 57 TAN/WHT
STRTR CTRL 81 DK GRN/ORG
PRK/NEUT SIG 87 YEL/DK BLU C1
POWERTRAIN CONTROL MODULE
2.4L
3.6L
YEL/DK BLU
10 C105
PRK/NEUT SIG 10 YEL/DK BLU
SNSR RTN 3 DK BLU/DK GRN
TRANSMISSION RANGE SENSOR
RED 6 BATT FD 10
WHT/LT GRN 5 SECURITY K LINE
VIO/LT BLU 4 IGN SW POS
BLK 3 GND
2
1
KEYLESS IGNITION NODE MODULE
C200
BLK
S360
G907A
WHT/LT GRN
VIO/LT BLU
YEL/DK BLU 5 PRK/NEUT SIG
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
VIO/LT BLU 9 IGN SW POS
WHT/LT GRN 10 SECURITY K LINE
YEL 11 CAN C (-)
DK BLU 12 CAN C (+) C1
COMPUTER DATA LINES SYSTEM
RADIO FREQUENCY HUB MODULE
BATTERY
BLK
NEGATIVE REMOTE JUMP POST
G102
(2.4L) S811
A11 S11 (3.6L)
RED
RED/BLK
GENERATOR
STARTER
PULL-IN
HOLD-IN
M

415007

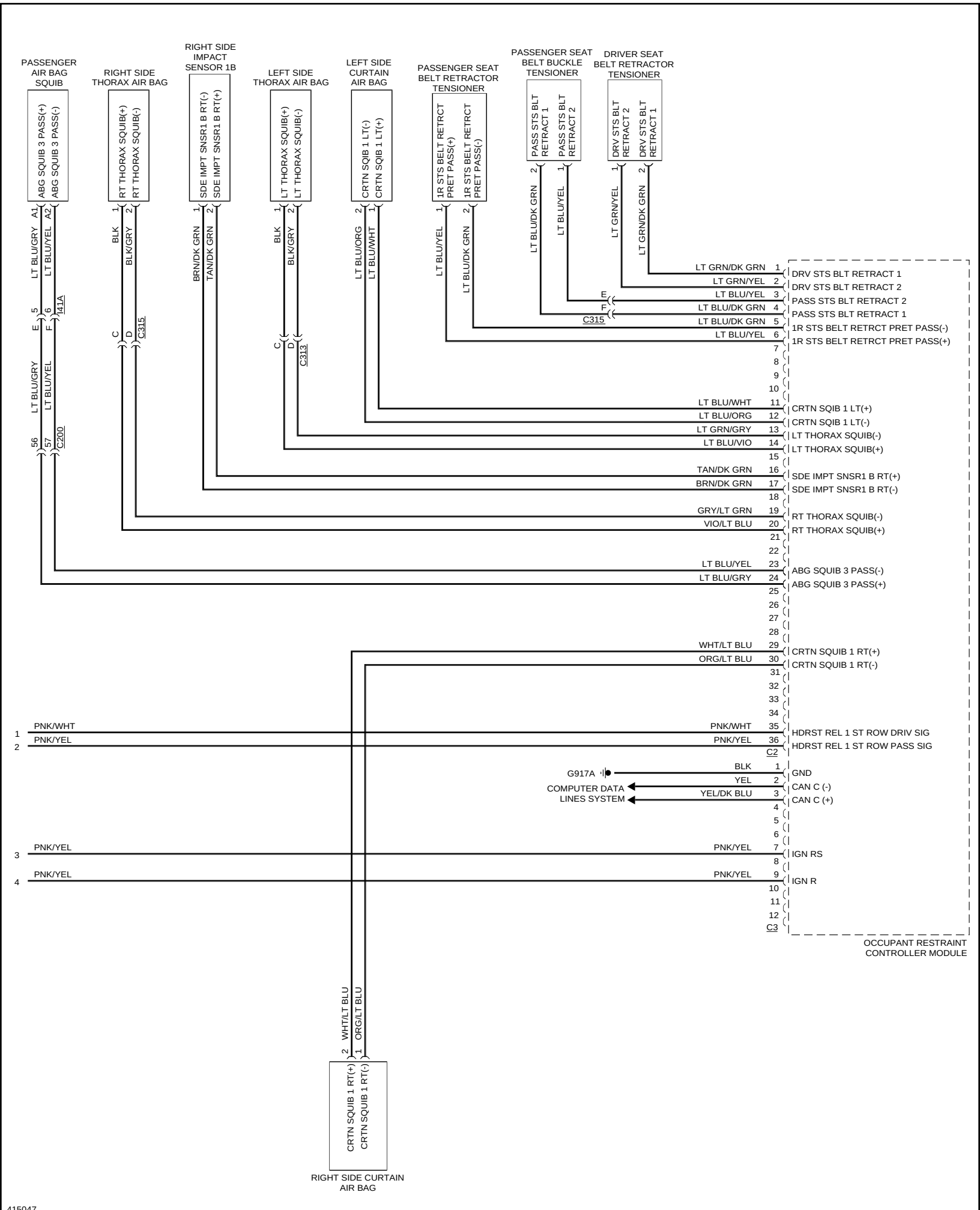

RED
TOTALLY INTEGRATED POWER MODULE
30
85
87A
87
86
STARTER RELAY
FUSE J17 40A
STARTER COIL DRIVER
ELECTRONICS
B (+)
CAN C BUS (-)
CAN C BUS (+)
IGN SW OUT RUN-START
FUSE M27 10A
(VTSA) STEERING COLUMN LOCK MODULE
LT BLU/RED 1
FUSE B (+)
WHT/GRY 4
MONITOR LAN
PNK/LT BLU 3
IGN KEY-IN SIG
① EARLY PRODUCTION
② LATE PRODUCTION
YEL/GRY
DK GRN/ORG
WHT/BRN
WHT/LT BLU
PNK/WHT
LT BLU/RED
C2
C6
C7
COMPUTER DATA LINES SYSTEM
PNK/LT BLU 9
IGN KEY-IN SIG
WHT/GRY 2
MONITOR LAN
LT BLU/RED 1
FUSED B (+)
PNK/WHT 3
IGN RUN-START OUT
WHT/LT BLU 5
CAN C BUS (+)
WHT/BRN 6
CAN C BUS (-)
DK GRN/WHT (OR WHT/DK GRN) 8
BRK SIG 1
BRK LP SW OUT
BRN/YEL 7
BTSI CTRL
YEL/DK BLU 12
TRS PARK SIG
BLK 4
GROUND
G201
S208 (EARLY PRODUCTION)
IGNITION WIRELESS NODE
WHT/DK GRN (OR DK GRN/WHT)
YEL/DK BLU 1
TRS PARK SIG
C3
BRN/YEL 1
BTSI CTRL
C2
SHIFTER LEVER ASSEMBLY
EARLY PRODUCTION
LATE PRODUCTION
DK GRN/WHT
WHT/DK GRN
S301
WHT/DK GRN 1
BRK LP SW OUT
DK GRN/WHT 6
BRK SIG 1
S150
STOP LAMP SWITCH
YEL/DK BLU (OR YEL/TAN) 10
TRS T41 SIG
TRANSMISSION RANGE SENSOR
YEL/DK BLU 5
TRS T41 SIG
TRANSMISSION SOLENOID/TRS ASSEMBLY
YEL/DK BLU (OR YEL/TAN)
YEL/DK BLU
EXCEPT 6-SPEED
6-SPEED
YEL/DK BLU (OR YEL/TAN) 78 27
C2 C4
TRS T41 SIG
DK GRN/WHT 32 23
DK GRN/ORG 25 38
C1 C3
BRAKE SIG 1
STARTER RLY CTRL
WHT/LT GRN 41 34
WHT/LT BLU 54 35
C1 C1
CAN BUS (+)
CAN BUS (-)
COMPUTER DATA LINES SYSTEM
POWERTRAIN CONTROL MODULE
2.4L
3.5L
RED
BATTERY
POSITIVE REMOTE JUMP POST
BLK
NEGATIVE REMOTE JUMP POST
G100
FUSIBLE LINK (10 GA-ORG)
NCA
S100
STARTER
PULL-IN
HOLD-IN
GENERATOR
299999


LEFT FRONT IMPACT SENSOR
RIGHT FRONT IMPACT SENSOR
RIGHT SIDE IMPACT SENSOR 2
LEFT SIDE IMPACT SENSOR 2
DRIVER SEAT BELT BUCKLE SWITCH
PASSENGER SEAT BELT BUCKLE SWITCH
PASSENGER SEAT TRACK POSITION SENSOR
FT LT IMPT SNSR(-)
FT LT IMPT SNSR(+)
FT RT IMPT SNSR(-)
FT RT IMPT SNSR(+)
SDE IMPT SNSR2 RT(-)
SDE IMPT SNSR2 RT(+)
SDE IMPT SNSR2 LT(-)
SDE IMPT SNSR2 LT(+)
1R STS BELT SW DRIV(+)
1R STS BELT SW DRIV(-)
1R STS BELT SW PASS(+)
1R STS BELT SW PASS(-)
STS TRK POSTN SNSR VLTG PASS
STS TRK POSTN SNSR RTN PASS
CAN C (-) 13 YEL
CAN C (+) 12 BRN/WHT
COMPUTER DATA LINES SYSTEM
CLUSTER
C106
C110
I37A
I36A
OCCUPANT RESTRAINT CONTROLLER MODULE
FT LT IMPACT SENS (-)
FT RT IMPT SNSR(-)
SDE IMPT SNSR2 RT(-)
SDE IMPT SNSR2 LT(-)
1R STS BELT SW DRIV(+)
SEAT OCCP DTCTR (-) PASS
1R STS BELT SW PASS(+)
SDE IMPT PRSS SNSR1 LT(-)
SDE IMPT PRSS SNSR1 RT(-)
SDE IMPT SNSR3 RT(-)
SDE IMPT SNSR3 LT(-)
STS TRK POSTN SNSR VLTG PASS
1R STS BELT SW DRIV(-)
1R STS BELT SW PASS(-)
STS TRK POSTN SNSR RTN DRIV
STS TRK POSTN SNSR RTN PASS
FT LT IMPT SNSR(+)
FT RT IMPT SNSR(+)
SDE IMPT SNSR2 RT(+)
SDE IMPT SNSR2 LT(+)
SEAT OCCP DTCTR (+) PASS
SDE IMPT PRSS SNSR1 LT(+)
SDE IMPT PRSS SNSR1 RT(+)
SDE IMPT SNSR3 RT(+)
SDE IMPT SNSR3 LT(+)
STS TRK POSTN SNSR VLTG DRIV
SDE IMPT SNSR1 B LT(+)
SDE IMPT SNSR1 B LT(-)
C1
ABG SQUIB 1 DRIV(-)
ABG SQUIB 1 DRIV(+)
ABG SQUIB 1 PASS(+)
ABG SQUIB 1 PASS(-)
ABG SQUIB 2 PASS(-)
ABG SQUIB 2 PASS(+)
ABG SQUIB 2 DRIV(+)
ABG SQUIB 2 DRIV(-)
KNEE BAG DRIV(-)
KNEE BAG DRIV(+)
C4
I41A
C3
C7
KNEE BAG DRIV(+)
KNEE BAG DRIV(-)
ABG SQUIB 2 PASS(+)
ABG SQUIB 2 PASS(-)
ABG SQUIB 1 PASS(-)
ABG SQUIB 1 PASS(+)
ABG SQUIB1 DRIV(-)
ABG SQUIB1 DRIV(+)
ABG SQUIB2 DRIV(+)
ABG SQUIB2 DRIV(-)
DRIVER KNEE BLOCKER AIR BAG
PASSENGER AIR BAG SQUIB 2
PASSENGER AIR BAG SQUIB 1
STEERING CONTROL MODULE
DRIVER AIR BAG SQUIB 1
DRIVER AIR BAG SQUIB 2

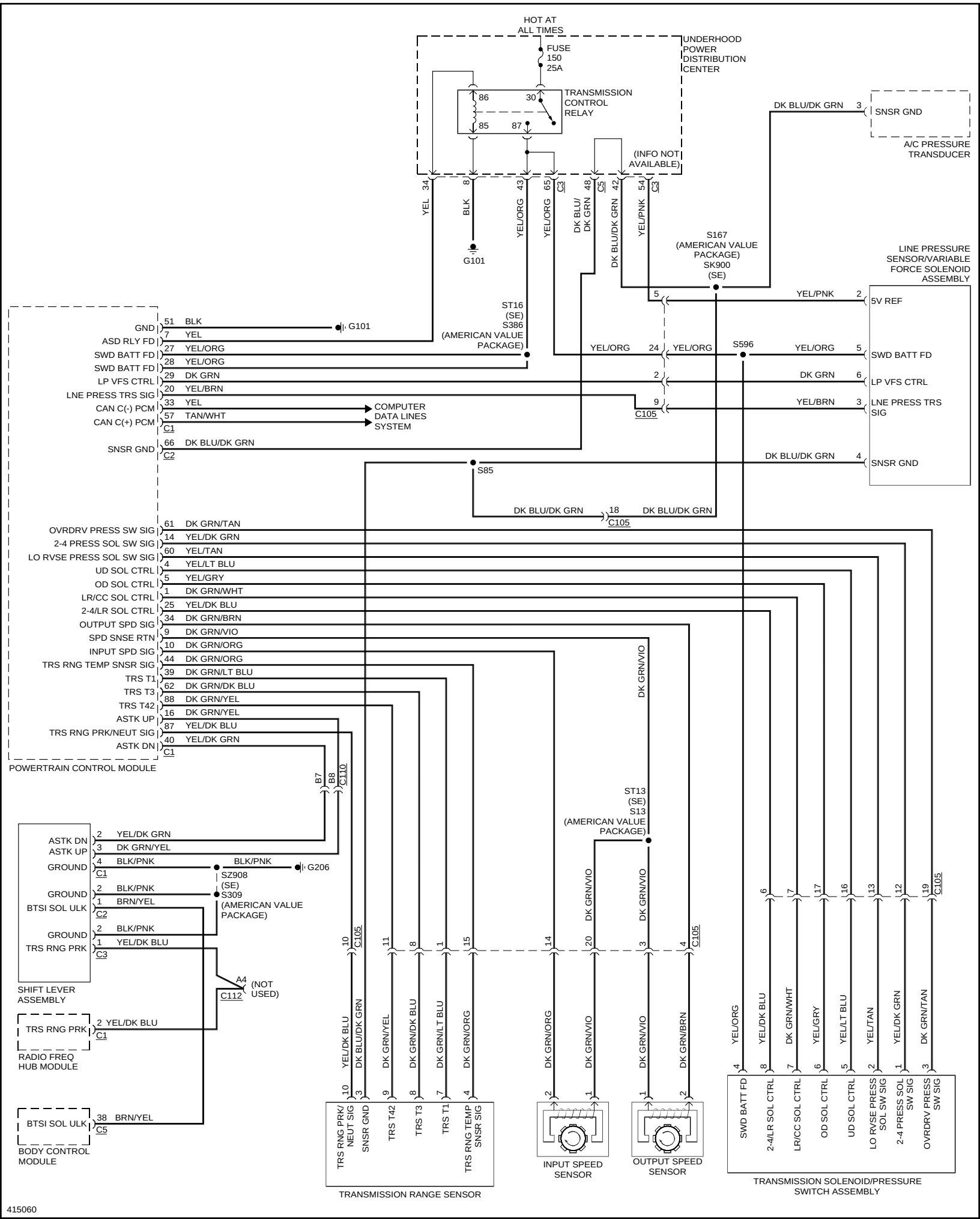
415045

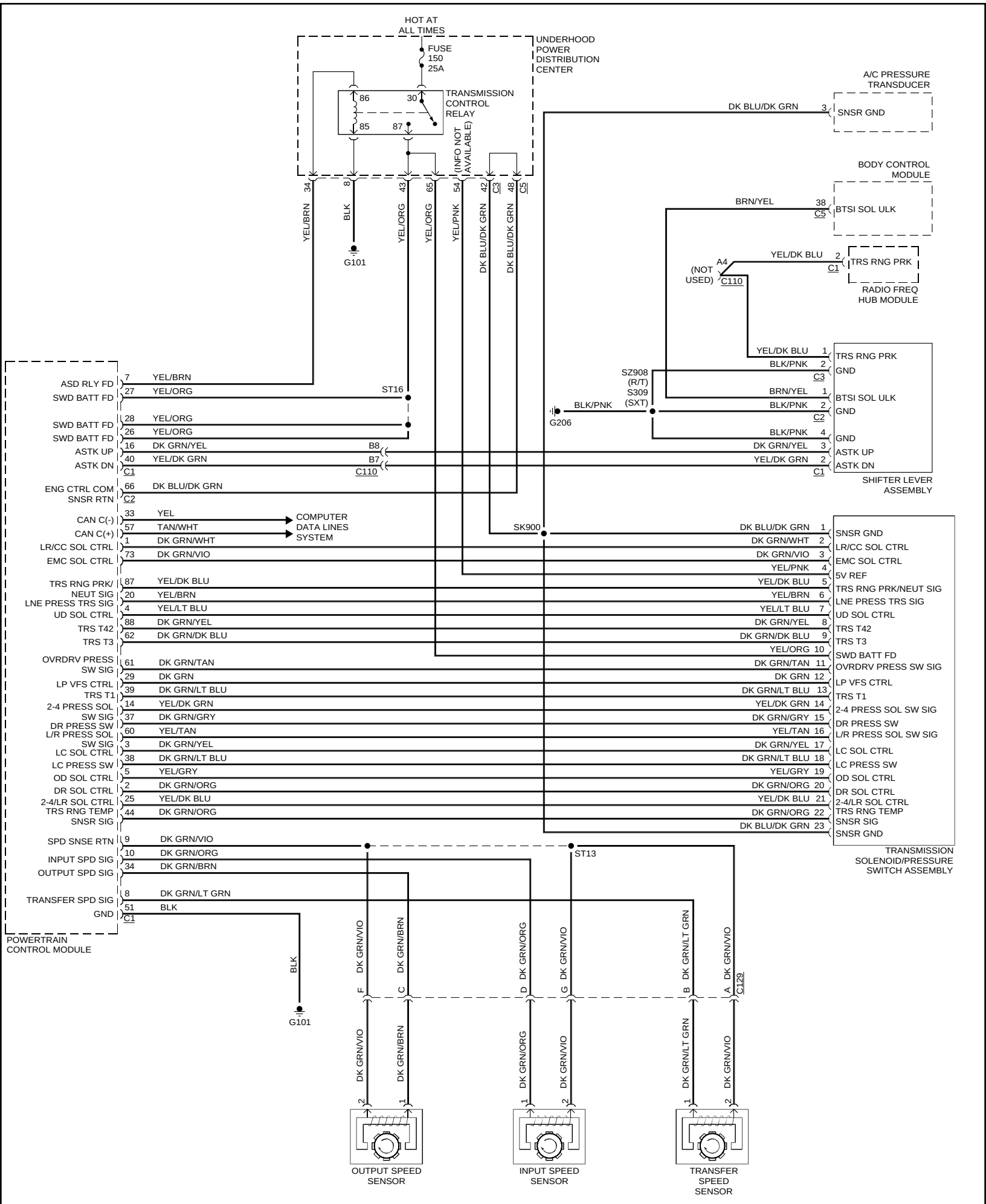

OCCUPANT DETECTION SENSOR
SEAT OCCP DTCTR (+) PASS
SEAT OCCP DTCTR (-) PASS
LEFT SIDE IMPACT PRESSURE SENSOR
SDE IMPT PRSS SNSR1 LT(-)
SDE IMPT PRSS SNSR1 LT(+)
RIGHT SIDE IMPACT PRESSURE SENSOR
SDE IMPT PRSS SNSR1 RT(-)
SDE IMPT PRSS SNSR1 RT(+)
RIGHT SIDE IMPACT SENSOR 3
SDE IMPT SNSR3 RT(-)
SDE IMPT SNSR3 RT(+)
LEFT SIDE IMPACT SENSOR 3
SDE IMPT SNSR3 LT(-)
SDE IMPT SNSR3 LT(+)
DRIVER SEAT TRACK POSITION SENSOR
STS TRK POSTN SNSR RTN DRIV
STS TRK POSTN SNSR VLTG DRIV
HOT AT ALL TIMES
HOT AT ALL TIMES
FUSE 110 10A
FUSE 118 10A
INTERIOR POWER DISTRIBUTION CENTER (PDC)
54
38 C3
PNK/YEL
PNK/YEL
LT BLU/DK GRN
LT BLU/LT GRN
M
N
I36A
LT GRN/YEL
LT GRN/BLK
LT GRN/DK BLU
LT GRN/DK BLU
C300B
BRN
TAN
BRN
TAN
C302B
YEL/LT BLU
WHT/LT BLU
LT BLU/YEL
LT BLU/WHT
LT BLU/WHT
LT BLU/VIO
D
E
I37A
LT BLU/WHT
LT BLU/VIO
1 LT BLU/LT GRN
2 LT GRN/DK BLU
3 BRN
4 YEL/LT BLU
5 LT BLU/YEL
6 LT BLU/WHT
7 LT BLU/DK GRN
8 LT GRN/DK BLU
9 TAN
10 WHT/LT BLU
11 LT BLU/WHT
12 LT BLU/VIO
PNK/WHT 1
PNK/YEL 2
PNK/YEL 3
PNK/YEL 4
13 LT GRN/YEL
14 LT GRN/ORG
SZ913
BLK/RED
G913A
BLK/RED
PNK/WHT
A
B
C313
BLK
PNK/WHT
1
2
GND
HDRST REL 1ST ROW DRIV SIG
G305
BLK/LT GRN
PNK/YEL
A
B
C315
BLK
PNK/YEL
1
2
GND
HDRST REL 1ST ROW PASS SIG
LT GRN/ORG
LT GRN/YEL
1
2
SDE IMPT SNSR1 B LT(-)
SDE IMPT SNSR1 B LT(+)
LEFT SIDE IMPACT SENSOR 1B
DRIVER HEADREST SOLENOID
PASSENGER HEADREST SOLENOID

415046

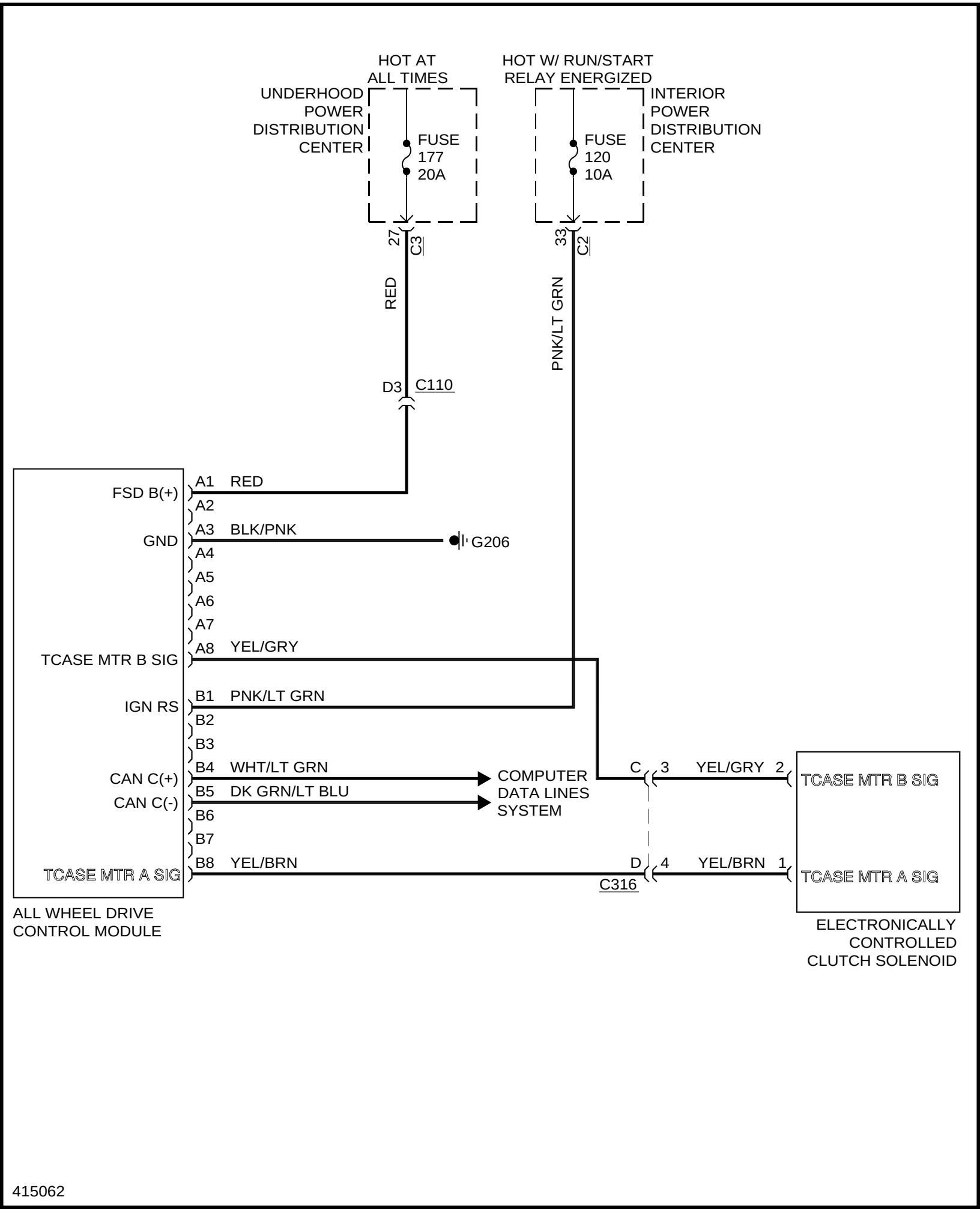

PASSENGER AIR BAG SQUIB
ABG SQUIB 3 PASS(+)
ABG SQUIB 3 PASS(-)
RIGHT SIDE THORAX AIR BAG
RT THORAX SQUIB(+)
RT THORAX SQUIB(-)
RIGHT SIDE IMPACT SENSOR 1B
SDE IMPT SNSR1 B RT(-)
SDE IMPT SNSR1 B RT(+)
LEFT SIDE THORAX AIR BAG
LT THORAX SQUIB(+)
LT THORAX SQUIB(-)
LEFT SIDE CURTAIN AIR BAG
CRTN SQIB 1 LT(-)
CRTN SQIB 1 LT(+)
PASSENGER SEAT BELT RETRACTOR TENSIONER
1R STS BELT RETRCT PRET PASS(+)
1R STS BELT RETRCT PRET PASS(-)
PASSENGER SEAT BELT BUCKLE TENSIONER
PASS STS BLT RETRACT 1
PASS STS BLT RETRACT 2
DRIVER SEAT BELT RETRACTOR TENSIONER
DRV STS BLT RETRACT 2
DRV STS BLT RETRACT 1
LT GRN/DK GRN 1 DRV STS BLT RETRACT 1
LT GRN/YEL 2 DRV STS BLT RETRACT 2
LT BLU/YEL 3 PASS STS BLT RETRACT 2
LT BLU/DK GRN 4 PASS STS BLT RETRACT 1
LT BLU/DK GRN 5 1R STS BELT RETRCT PRET PASS(-)
LT BLU/YEL 6 1R STS BELT RETRCT PRET PASS(+)
LT BLU/WHT 11 CRTN SQIB 1 LT(+)
LT BLU/ORG 12 CRTN SQIB 1 LT(-)
LT GRN/GRY 13 LT THORAX SQUIB(-)
LT BLU/VIO 14 LT THORAX SQUIB(+)
TAN/DK GRN 16 SDE IMPT SNSR1 B RT(+)
BRN/DK GRN 17 SDE IMPT SNSR1 B RT(-)
GRY/LT GRN 19 RT THORAX SQUIB(-)
VIO/LT BLU 20 RT THORAX SQUIB(+)
LT BLU/YEL 23 ABG SQUIB 3 PASS(-)
LT BLU/GRY 24 ABG SQUIB 3 PASS(+)
WHT/LT BLU 29 CRTN SQUIB 1 RT(+)
ORG/LT BLU 30 CRTN SQUIB 1 RT(-)
PNK/WHT 35 HDRST REL 1 ST ROW DRIV SIG
PNK/YEL 36 HDRST REL 1 ST ROW PASS SIG
C2
BLK 1 GND
G917A
YEL 2 CAN C (-)
COMPUTER DATA LINES SYSTEM
YEL/DK BLU 3 CAN C (+)
PNK/YEL 7 IGN RS
PNK/YEL 9 IGN R
C3
OCCUPANT RESTRAINT CONTROLLER MODULE
C200
C313
C315
141A
RIGHT SIDE CURTAIN AIR BAG
CRTN SQUIB 1 RT(+)
CRTN SQUIB 1 RT(-)
WHT/LT BLU
ORG/LT BLU

415047

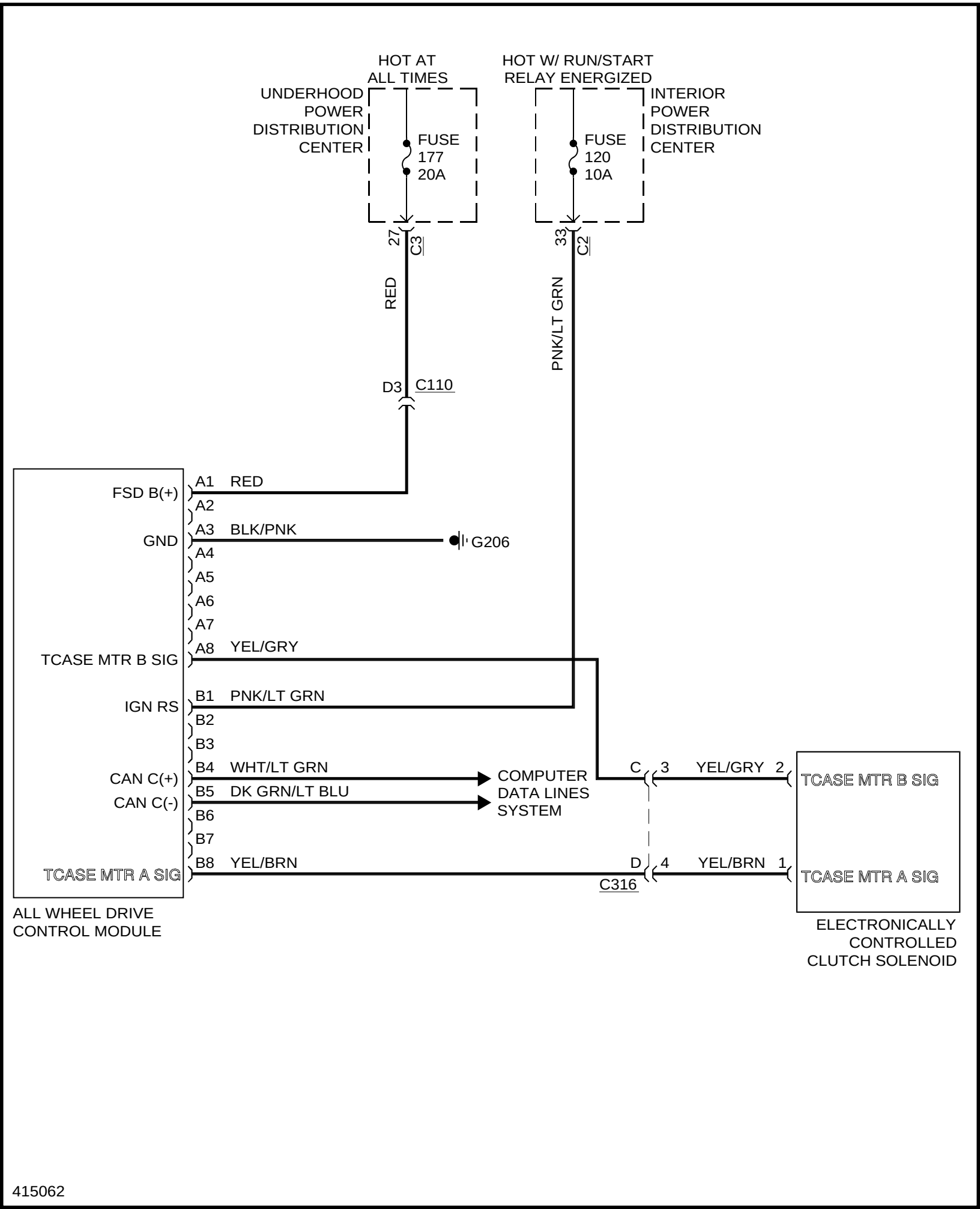

HOT AT ALL TIMES
FUSE 150 25A
UNDERHOOD POWER DISTRIBUTION CENTER
TRANSMISSION CONTROL RELAY
86
30
85
87
(INFO NOT AVAILABLE)
DK BLU/DK GRN 3
SNSR GND
A/C PRESSURE TRANSDUCER
YEL 34
BLK 8
YEL/ORG 43
YEL/ORG 65 C3
DK BLU/ DK GRN 48 C5
DK BLU/DK GRN 42
YEL/PNK 54 C3
G101
S167 (AMERICAN VALUE PACKAGE) SK900 (SE)
LINE PRESSURE SENSOR/VARIABLE FORCE SOLENOID ASSEMBLY
5
YEL/PNK 2
5V REF
ST16 (SE) S386 (AMERICAN VALUE PACKAGE)
GND 51 BLK
G101
ASD RLY FD 7 YEL
SWD BATT FD 27 YEL/ORG
SWD BATT FD 28 YEL/ORG
LP VFS CTRL 29 DK GRN
LNE PRESS TRS SIG 20 YEL/BRN
CAN C(-) PCM 33 YEL
CAN C(+) PCM 57 TAN/WHT
C1
COMPUTER DATA LINES SYSTEM
SNSR GND 66 DK BLU/DK GRN
C2
YEL/ORG 24
YEL/ORG
S596
YEL/ORG 5
SWD BATT FD
2
DK GRN 6
LP VFS CTRL
9
C105
YEL/BRN 3
LNE PRESS TRS SIG
DK BLU/DK GRN 4
SNSR GND
S85
DK BLU/DK GRN
18 C105
DK BLU/DK GRN
OVRDRV PRESS SW SIG 61 DK GRN/TAN
2-4 PRESS SOL SW SIG 14 YEL/DK GRN
LO RVSE PRESS SOL SW SIG 60 YEL/TAN
UD SOL CTRL 4 YEL/LT BLU
OD SOL CTRL 5 YEL/GRY
LR/CC SOL CTRL 1 DK GRN/WHT
2-4/LR SOL CTRL 25 YEL/DK BLU
OUTPUT SPD SIG 34 DK GRN/BRN
SPD SNSE RTN 9 DK GRN/VIO
INPUT SPD SIG 10 DK GRN/ORG
TRS RNG TEMP SNSR SIG 44 DK GRN/ORG
TRS T1 39 DK GRN/LT BLU
TRS T3 62 DK GRN/DK BLU
TRS T42 88 DK GRN/YEL
ASTK UP 16 DK GRN/YEL
TRS RNG PRK/NEUT SIG 87 YEL/DK BLU
ASTK DN 40 YEL/DK GRN
C1
POWERTRAIN CONTROL MODULE
B7
B8
C110
ST13 (SE) S13 (AMERICAN VALUE PACKAGE)
DK GRN/VIO
ASTK DN 2 YEL/DK GRN
ASTK UP 3 DK GRN/YEL
GROUND 4 BLK/PNK
C1
BLK/PNK
G206
SZ908 (SE)
S309 (AMERICAN VALUE PACKAGE)
GROUND 2 BLK/PNK
BTSI SOL ULK 1 BRN/YEL
C2
GROUND 2 BLK/PNK
TRS RNG PRK 1 YEL/DK BLU
C3
A4
C112
(NOT USED)
SHIFT LEVER ASSEMBLY
TRS RNG PRK 2 YEL/DK BLU
C1
RADIO FREQ HUB MODULE
BTSI SOL ULK 38 BRN/YEL
C5
BODY CONTROL MODULE
10 C105
11
8
1
15
14
20
3
4 C105
6
7
17
16
13
12
19 C105
YEL/DK BLU
DK BLU/DK GRN
DK GRN/YEL
DK GRN/DK BLU
DK GRN/LT BLU
DK GRN/ORG
DK GRN/ORG
DK GRN/VIO
DK GRN/VIO
DK GRN/BRN
YEL/ORG
YEL/DK BLU
DK GRN/WHT
YEL/GRY
YEL/LT BLU
YEL/TAN
YEL/DK GRN
DK GRN/TAN
10
3
9
8
7
4
2
1
1
2
4
8
7
6
5
2
1
3
TRS RNG PRK/ NEUT SIG
SNSR GND
TRS T42
TRS T3
TRS T1
TRS RNG TEMP SNSR SIG
SWD BATT FD
2-4/LR SOL CTRL
LR/CC SOL CTRL
OD SOL CTRL
UD SOL CTRL
LO RVSE PRESS SOL SW SIG
2-4 PRESS SOL SW SIG
OVRDRV PRESS SW SIG
TRANSMISSION RANGE SENSOR
INPUT SPEED SENSOR
OUTPUT SPEED SENSOR
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
415060


HOT AT ALL TIMES
FUSE 150 25A
UNDERHOOD POWER DISTRIBUTION CENTER
TRANSMISSION CONTROL RELAY
86
30
85
87
(INFO NOT AVAILABLE)
A/C PRESSURE TRANSDUCER
SNSR GND
DK BLU/DK GRN
BODY CONTROL MODULE
BTSI SOL ULK
BRN/YEL
TRS RNG PRK
YEL/DK BLU
(NOT USED)
C110
RADIO FREQ HUB MODULE
SHIFTER LEVER ASSEMBLY
GND
BLK/PNK
BTSI SOL ULK
ASTK UP
ASTK DN
YEL/DK BLU
DK GRN/YEL
YEL/BRN
BLK
YEL/ORG
YEL/PNK
DK BLU/DK GRN
G101
G206
SZ908 (R/T) S309 (SXT)
ST16
ST13
SK900
C1
C2
C3
C5
B7
B8
ENG CTRL COM SNSR RTN
CAN C(-)
CAN C(+)
COMPUTER DATA LINES SYSTEM
LR/CC SOL CTRL
EMC SOL CTRL
5V REF
TRS RNG PRK/NEUT SIG
LNE PRESS TRS SIG
UD SOL CTRL
TRS T42
TRS T3
SWD BATT FD
OVRDRV PRESS SW SIG
LP VFS CTRL
TRS T1
2-4 PRESS SOL SW SIG
DR PRESS SW
L/R PRESS SOL SW SIG
LC SOL CTRL
LC PRESS SW
OD SOL CTRL
DR SOL CTRL
2-4/LR SOL CTRL
TRS RNG TEMP
SNSR SIG
SPD SNSE RTN
INPUT SPD SIG
OUTPUT SPD SIG
TRANSFER SPD SIG
GND
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
POWERTRAIN CONTROL MODULE
C129
OUTPUT SPEED SENSOR
INPUT SPEED SENSOR
TRANSFER SPEED SENSOR

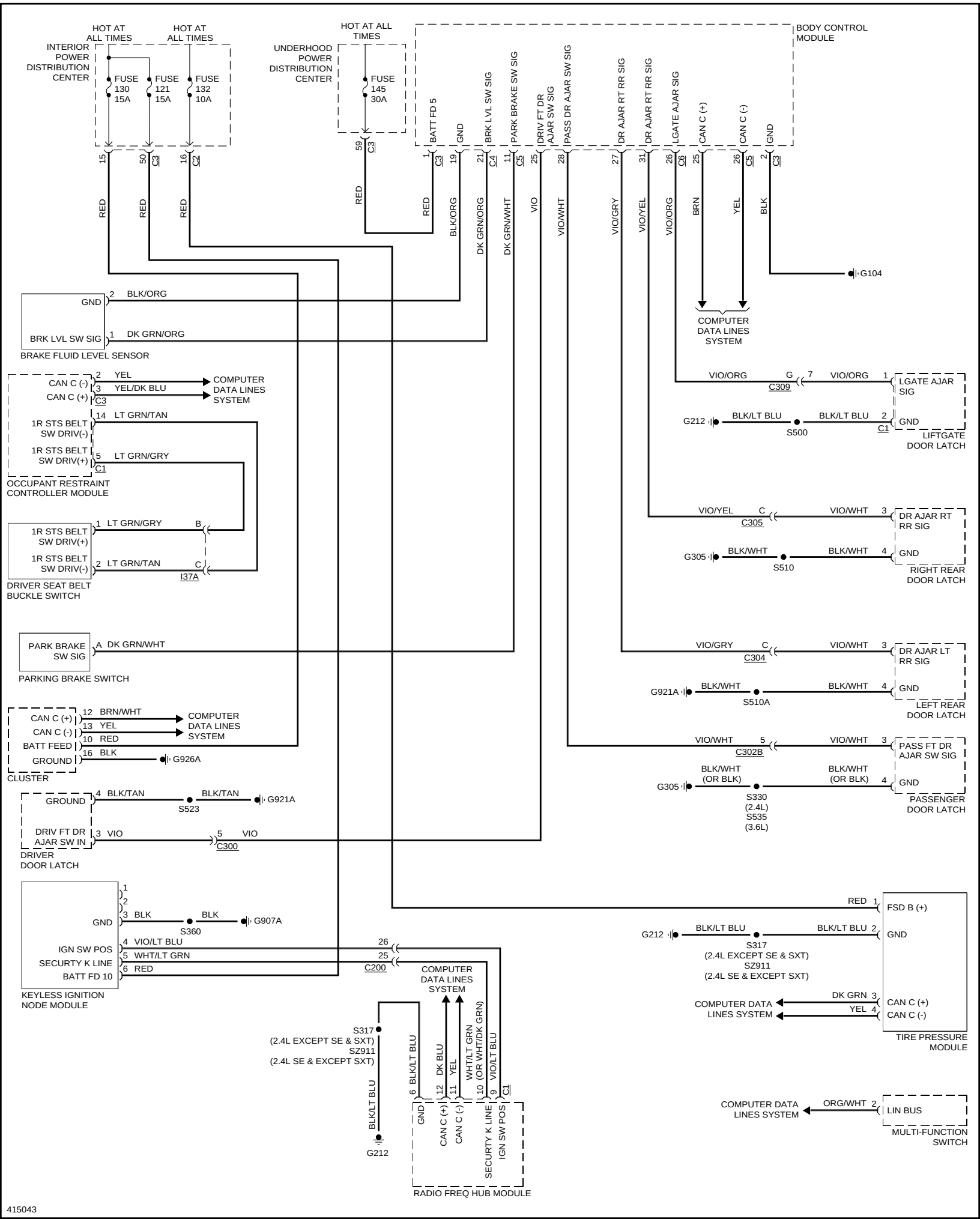
415061

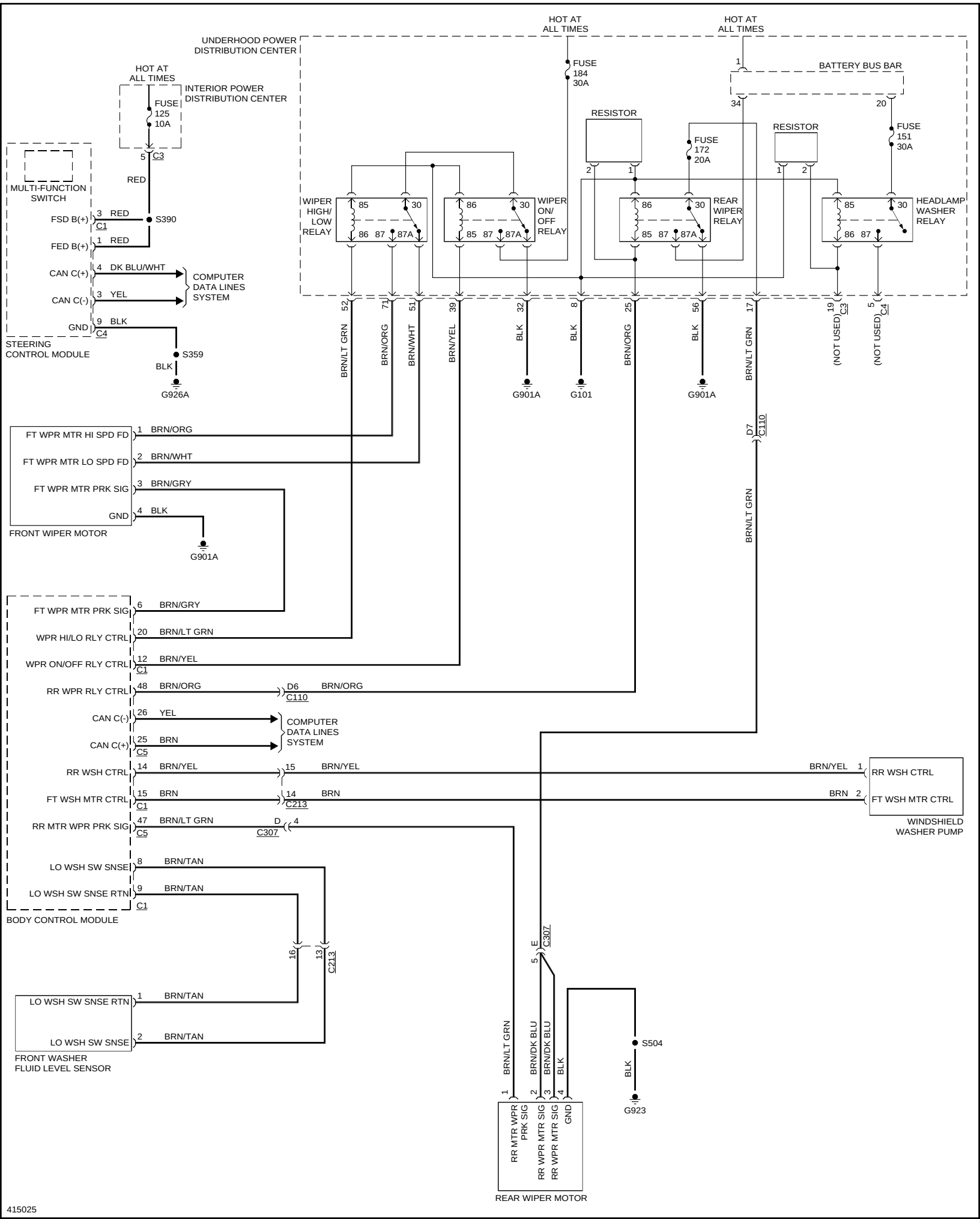

HOT AT
ALL TIMES
HOT W/ RUN/START
RELAY ENERGIZED
UNDERHOOD
POWER
DISTRIBUTION
CENTER
FUSE
177
20A
FUSE
120
10A
INTERIOR
POWER
DISTRIBUTION
CENTER
27
C3
33
C2
RED
PNK/LT GRN
D3
C110
FSD B(+)
A1 RED
A2
GND
A3 BLK/PNK
G206
A4
A5
A6
A7
TCASE MTR B SIG
A8 YEL/GRY
IGN RS
B1 PNK/LT GRN
B2
B3
CAN C(+)
B4 WHT/LT GRN
CAN C(-)
B5 DK GRN/LT BLU
B6
B7
TCASE MTR A SIG
B8 YEL/BRN
COMPUTER
DATA LINES
SYSTEM
C
3
YEL/GRY
2
TCASE MTR B SIG
D
4
YEL/BRN
1
TCASE MTR A SIG
C316
ALL WHEEL DRIVE
CONTROL MODULE
ELECTRONICALLY
CONTROLLED
CLUTCH SOLENOID

415062


HOT AT
ALL TIMES
HOT W/ RUN/START
RELAY ENERGIZED
UNDERHOOD
POWER
DISTRIBUTION
CENTER
FUSE
177
20A
FUSE
120
10A
INTERIOR
POWER
DISTRIBUTION
CENTER
27
C3
33
C2
RED
PNK/LT GRN
D3
C110
FSD B(+)
A1 RED
A2
GND
A3 BLK/PNK
G206
A4
A5
A6
A7
TCASE MTR B SIG
A8 YEL/GRY
IGN RS
B1 PNK/LT GRN
B2
B3
CAN C(+)
B4 WHT/LT GRN
CAN C(-)
B5 DK GRN/LT BLU
B6
B7
TCASE MTR A SIG
B8 YEL/BRN
COMPUTER
DATA LINES
SYSTEM
C
3
YEL/GRY
2
TCASE MTR B SIG
D
4
YEL/BRN
1
TCASE MTR A SIG
C316
ALL WHEEL DRIVE
CONTROL MODULE
ELECTRONICALLY
CONTROLLED
CLUTCH SOLENOID

415062


HOT AT ALL TIMES
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 130 15A
FUSE 121 15A
FUSE 132 10A
HOT AT ALL TIMES
UNDERHOOD POWER DISTRIBUTION CENTER
FUSE 145 30A
BODY CONTROL MODULE
BATT FD 5
GND
BRK LVL SW SIG
PARK BRAKE SW SIG
DRIV FT DR AJAR SW SIG
PASS DR AJAR SW SIG
DR AJAR RT RR SIG
DR AJAR RT RR SIG
LGATE AJAR SIG
CAN C (+)
CAN C (-)
GND
G104
COMPUTER DATA LINES SYSTEM
BRAKE FLUID LEVEL SENSOR
GND
BRK LVL SW SIG
OCCUPANT RESTRAINT CONTROLLER MODULE
CAN C (-)
CAN C (+)
1R STS BELT SW DRIV(-)
1R STS BELT SW DRIV(+)
DRIVER SEAT BELT BUCKLE SWITCH
1R STS BELT SW DRIV(+)
1R STS BELT SW DRIV(-)
I37A
PARKING BRAKE SWITCH
PARK BRAKE SW SIG
CLUSTER
CAN C (+)
CAN C (-)
BATT FEED
GROUND
G926A
DRIVER DOOR LATCH
GROUND
DRIV FT DR AJAR SW IN
S523
G921A
C300
KEYLESS IGNITION NODE MODULE
GND
IGN SW POS
SECURTY K LINE
BATT FD 10
S360
G907A
C200
COMPUTER DATA LINES SYSTEM
S317
(2.4L EXCEPT SE & SXT)
SZ911
(2.4L SE & EXCEPT SXT)
G212
RADIO FREQ HUB MODULE
GND
CAN C (+)
CAN C (-)
SECURITY K LINE
IGN SW POS
LGATE AJAR SIG
LIFTGATE DOOR LATCH
G212
S500
C309
GND
DR AJAR RT RR SIG
RIGHT REAR DOOR LATCH
G305
S510
C305
GND
DR AJAR LT RR SIG
LEFT REAR DOOR LATCH
G921A
S510A
C304
GND
PASS FT DR AJAR SW SIG
PASSENGER DOOR LATCH
G305
S330
(2.4L)
S535
(3.6L)
C302B
GND
TIRE PRESSURE MODULE
FSD B (+)
GND
CAN C (+)
CAN C (-)
G212
S317
(2.4L EXCEPT SE & SXT)
SZ911
(2.4L SE & EXCEPT SXT)
COMPUTER DATA LINES SYSTEM
MULTI-FUNCTION SWITCH
LIN BUS
COMPUTER DATA LINES SYSTEM
415043


UNDERHOOD POWER DISTRIBUTION CENTER
HOT AT ALL TIMES
FUSE 184 30A
HOT AT ALL TIMES
BATTERY BUS BAR
FUSE 172 20A
RESISTOR
RESISTOR
FUSE 151 30A
WIPER HIGH/ LOW RELAY
WIPER ON/ OFF RELAY
REAR WIPER RELAY
HEADLAMP WASHER RELAY
HOT AT ALL TIMES
INTERIOR POWER DISTRIBUTION CENTER
FUSE 125 10A
C3
MULTI-FUNCTION SWITCH
FSD B(+)
FED B(+)
CAN C(+)
CAN C(-)
GND
STEERING CONTROL MODULE
COMPUTER DATA LINES SYSTEM
S390
S359
G926A
BRN/LT GRN
BRN/ORG
BRN/WHT
BRN/YEL
BLK
G901A
G101
(NOT USED)
FRONT WIPER MOTOR
FT WPR MTR HI SPD FD
FT WPR MTR LO SPD FD
FT WPR MTR PRK SIG
GND
BODY CONTROL MODULE
WPR HI/LO RLY CTRL
WPR ON/OFF RLY CTRL
RR WPR RLY CTRL
CAN C(-)
CAN C(+)
RR WSH CTRL
FT WSH MTR CTRL
RR MTR WPR PRK SIG
LO WSH SW SNSE
LO WSH SW SNSE RTN
C307
C213
C110
WINDSHIELD WASHER PUMP
FRONT WASHER FLUID LEVEL SENSOR
S504
G923
REAR WIPER MOTOR
RR MTR WPR PRK SIG
RR WPR MTR SIG
GND
415025

2014 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

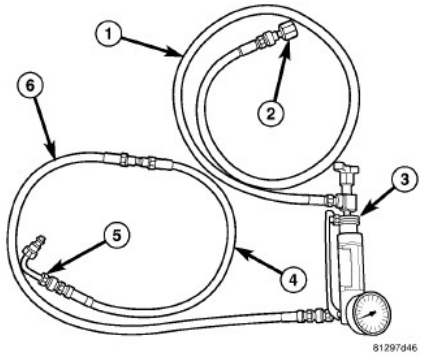
HYDRAULIC FLOW AND PRESSURE TEST

Special Tools: Click to display a list of tools used in this procedure

WARNING: **To prevent personal injury, safety goggles should be worn at all times while performing any test procedures on the power steering system.**

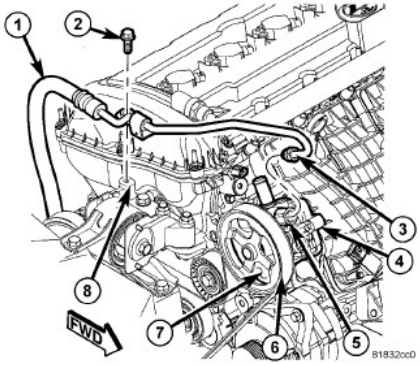
The following procedure is to be used to test the operation of the power steering system on this vehicle. This test will provide the flow rate (Gallons Per Minute (GPM)) of the power steering pump along with the maximum relief pressure. Perform this test any time a power steering system problem is present. This test will help determine if the power steering pump or power steering gear is not functioning properly. The test is performed using tools in the Power Steering Analyzer Kit 6815 with appropriate hoses and adapters. (Refer to 19 - Steering - Special Tools)

1. Check the power steering belt to ensure it is in good condition and adjusted properly.
2. Assemble the following hoses and adapters on the Flow Meter And Gauge 6800 (3):
   a. Gauge end (inlet) - Hose 6905 (6) (in 6893A kit), Hose 6713 (4) (in 6815 kit), Adapter Tube 6844 (5) (in 6893A kit)
   b. Valve end (outlet) - Hose 6959 (1), Adapter Fitting 6826 (2)



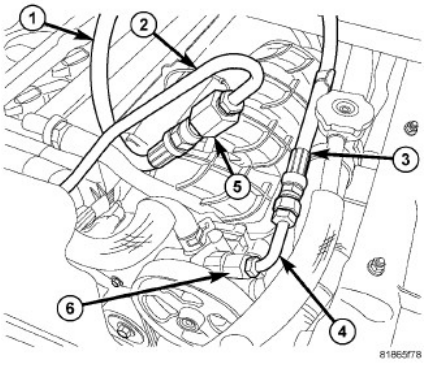
NOTE: In the following steps, figures showing the four-cylinder gas engine have been used. Pump location differs depending on engine application, but a standard pressure hose tube nut fitting is used by all.

3. Unthread the tube nut (3) and disconnect the power steering pressure hose (1) at the power steering pump pressure fitting (5).



4. Connect the vehicle's power steering pressure hose (2) to Adapter Fitting 6826 (5) (on Hose 6959 (1) leading to Analyzer outlet). Tighten the tube nut. (Refer to 19 - Steering - Specifications)
5. Connect Adapter Fitting 6844 (4) (on Hose 6713 (3) leading to Analyzer inlet), to the open power steering pump pressure fitting (6). Tighten the tube nut. (Refer to 19 - Steering - Specifications)

6. Route the hoses away from the exhaust system as well as possible.



TEST PROCEDURE

1. Completely open the valve on the Power Steering Analyzer flow meter.

2. Start the engine and let idle long enough to circulate power steering fluid through the analyzer and hoses, until the air is out of the fluid. Shut off the engine.

3. Check the power steering fluid level and add fluid as necessary. Start the engine again and let idle.

4. The analyzer gauge should read below 862 kPa (125 psi). If above, inspect the hoses for restrictions and repair as necessary. The pressure once the engine is warm should be in the range of 345-552 kPa (50-80 psi). The flow meter should read above 1.5 GPM.

CAUTION: **The following test procedure step involves testing maximum pump pressure output and flow control valve operation. Do not leave valve closed for more than five seconds as the pump could be damaged.**

NOTE: Power steering pump maximum relief pressure is 10,500 to 11,900 kPa (1525 to 1725 psi).

5. Close the flow meter valve fully three times and record highest pressure indicated each time. **All three readings must be within specifications and within 690 kPa (100 psi) of each other.**

- If the power steering pump pressures are within specifications, but not within 690 kPa (100 psi) of each other, replace the power steering pump.
- If the pressures are within 690 kPa (100 psi) of each other, but are outside of specifications, replace the power steering pump.

If the power steering pump requires replacement, (Refer to 19 - Steering/Pump - Removal) .

CAUTION: **During the next step, do not force the pump to operate against the stops for more than 5 seconds at a time as pump damage may result.**

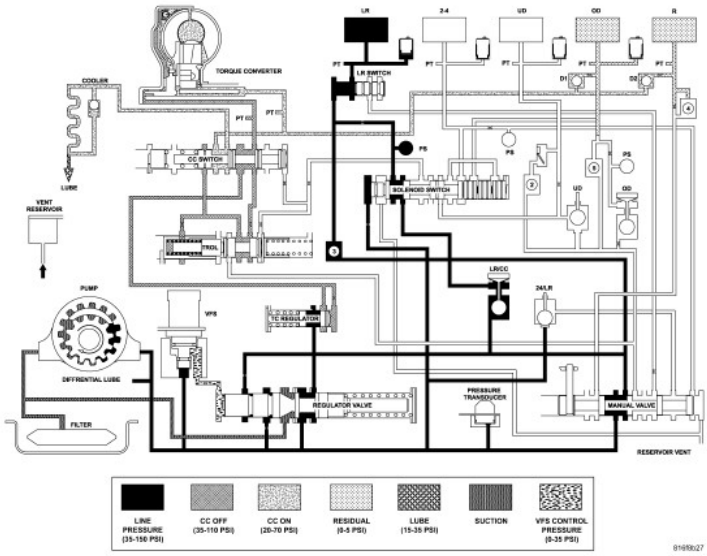
6. Completely open the valve on the Power Steering Analyzer flow meter. Turn the steering wheel to the extreme left until the stop in the steering gear is met, then turn the steering wheel to the right until the right stop is met. Record the highest indicated pressure at each position. Compare the recorded readings to the specifications. If the highest output pressure reading against one stop is not within 690 kPa (100 psi) of the highest reading at the other stop, the steering gear is leaking internally and must be replaced.

If the power steering gear requires replacement, (Refer to 19 - Steering/Gear - Removal) .

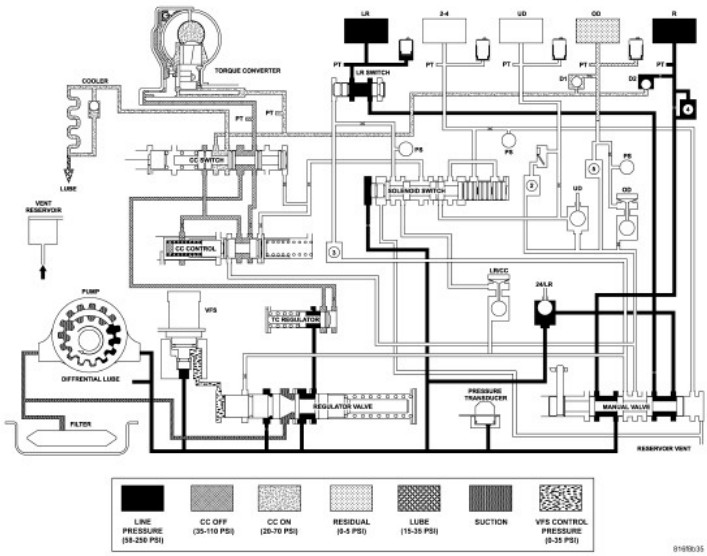
2013 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** L4 | **Liters:** 2.4L
Fuel Delivery: | **Fuel:**

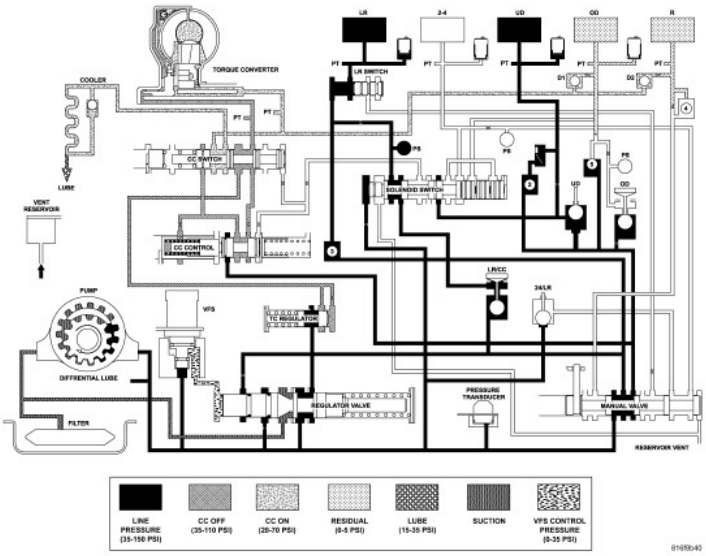
40TE - WITH VARIABLE LINE PRESSURE



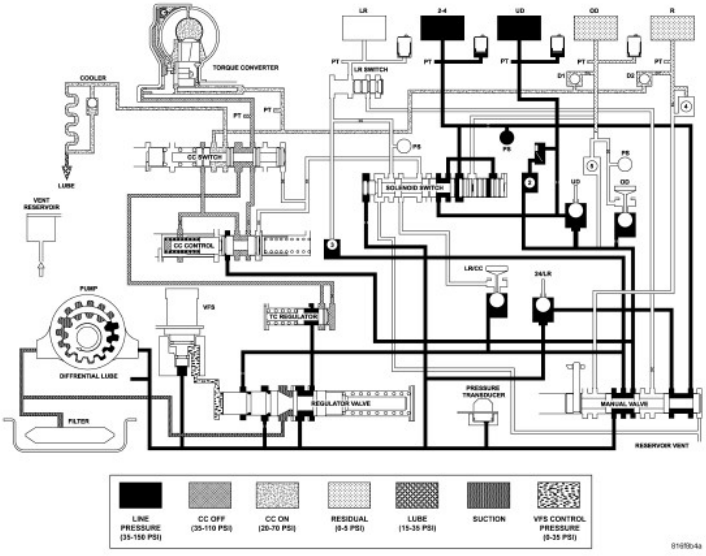
Park and Neutral



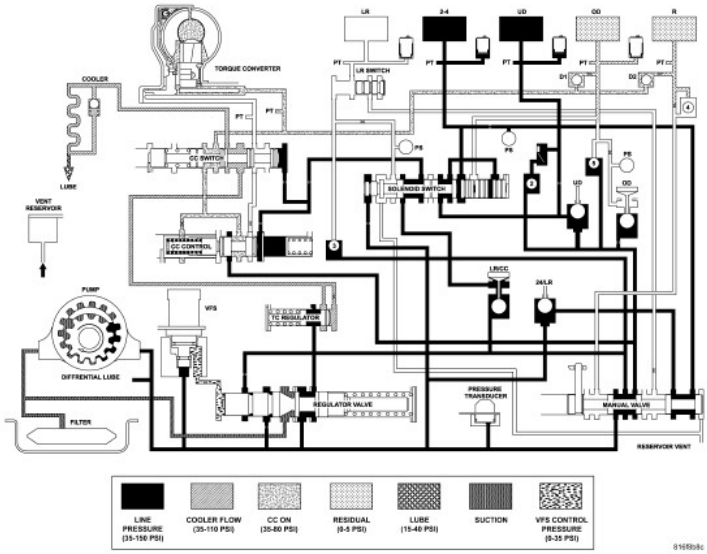
Reverse



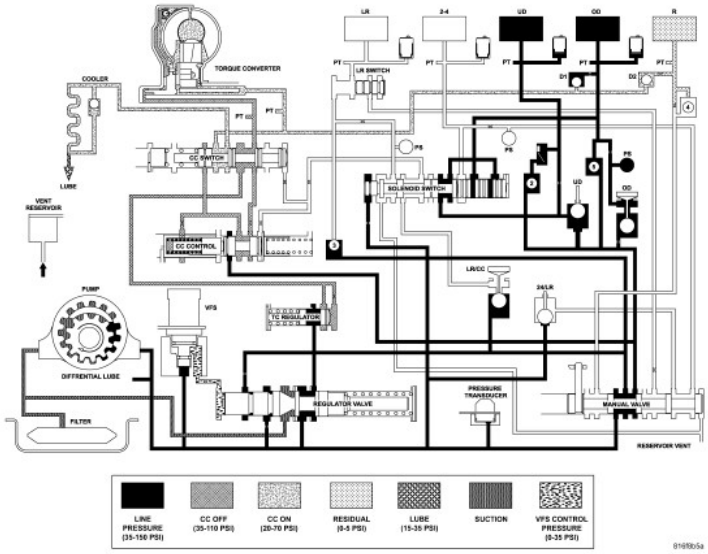
Drive - First Gear



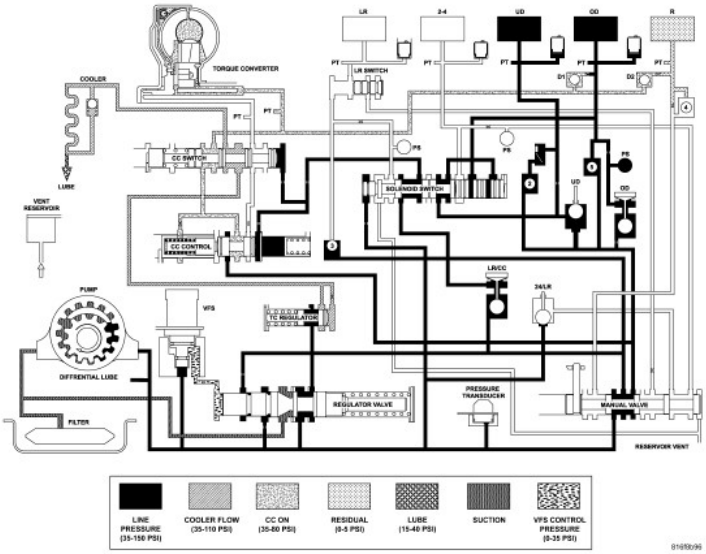
Drive - Second Gear



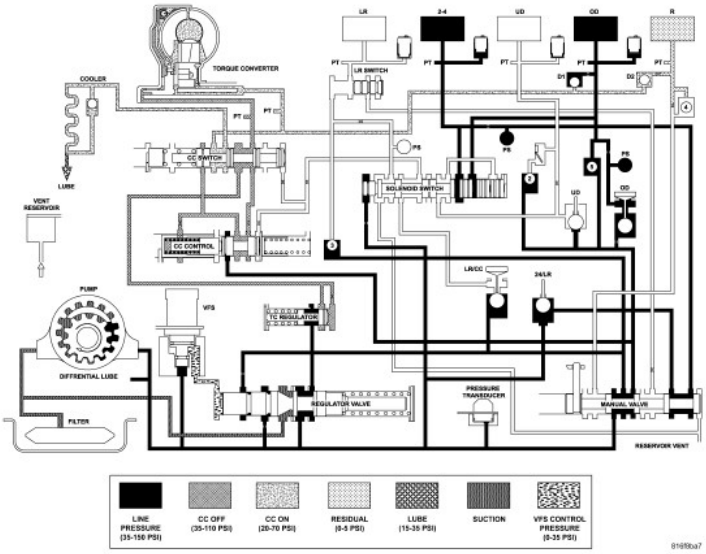
Drive - Second Gear EMCC



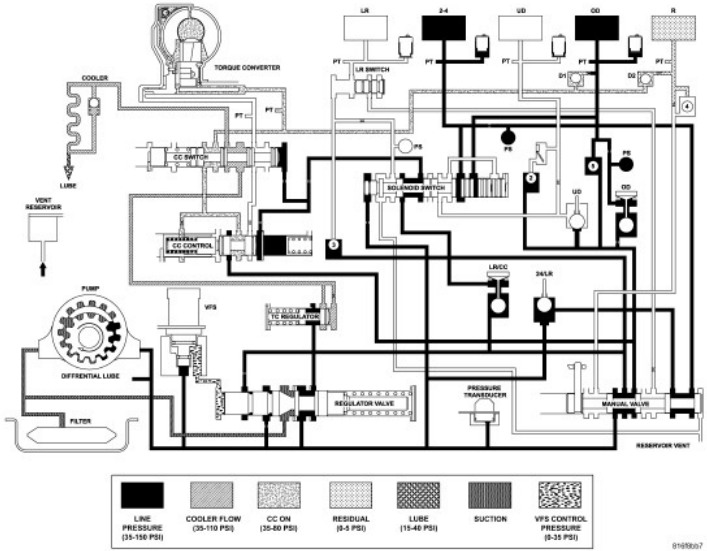
Drive - Direct Gear



Drive - Direct Gear EMCC



Drive - Fourth Gear (Overdrive)

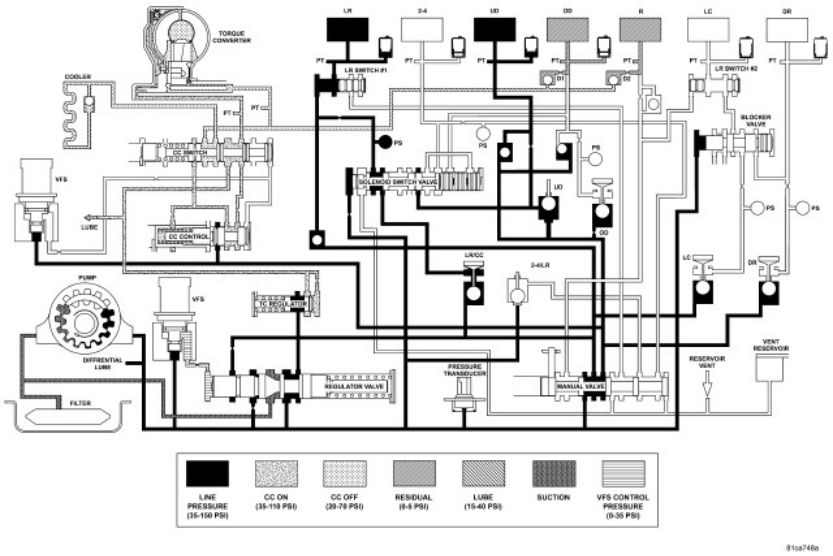


Drive - Fourth Gear (Overdrive) EMCC

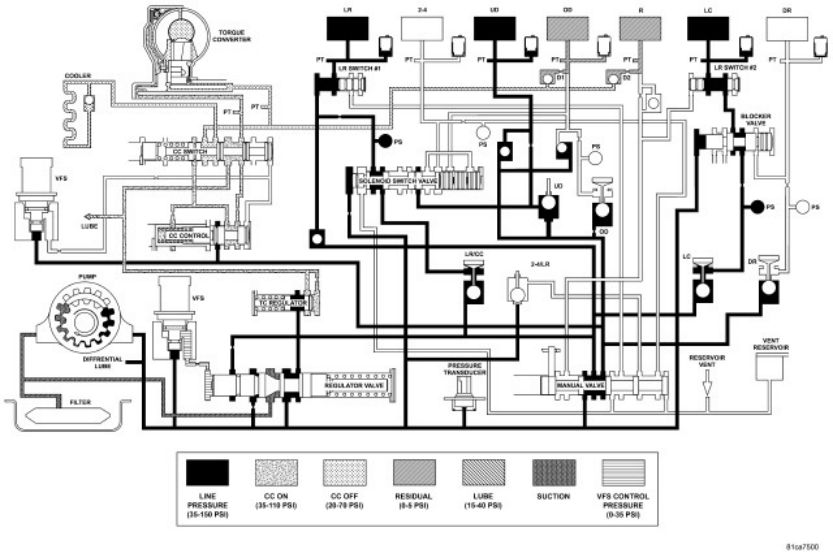
2013 Dodge JC - DODGE JOURNEY

Submodel: | **Engine Type:** V6 | **Liters:** 3.6L
Fuel Delivery: | **Fuel:**

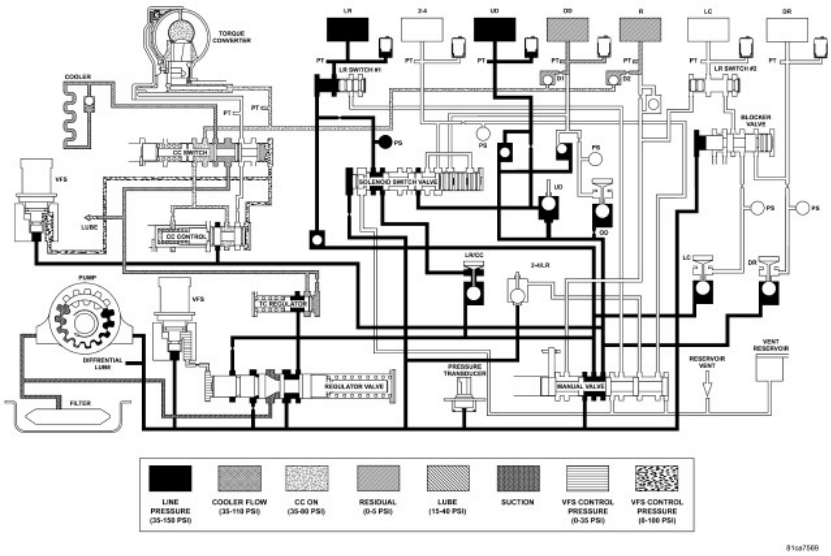
SCHEMATICS AND DIAGRAMS



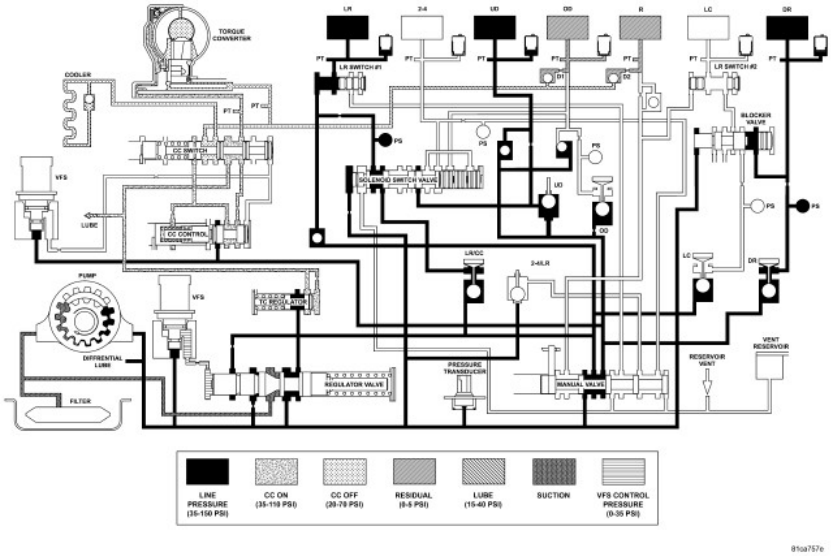
DRIVE FIRST



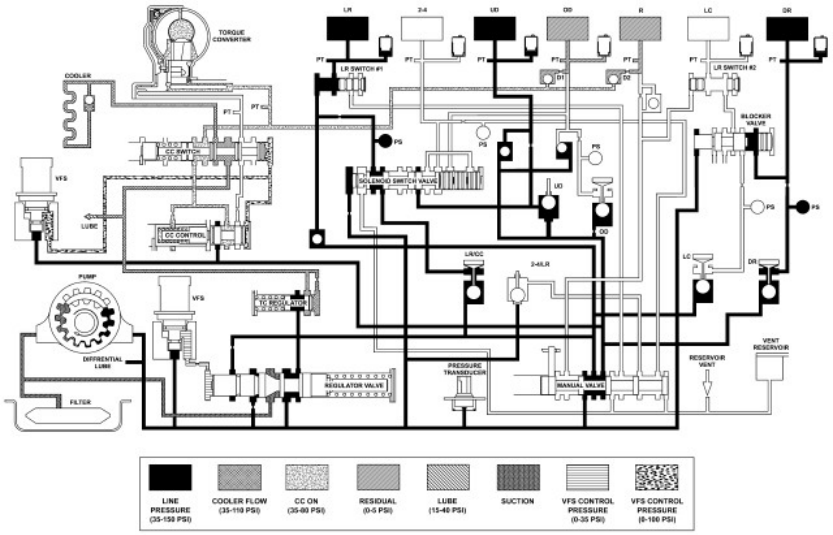
DRIVE FIRST COAST



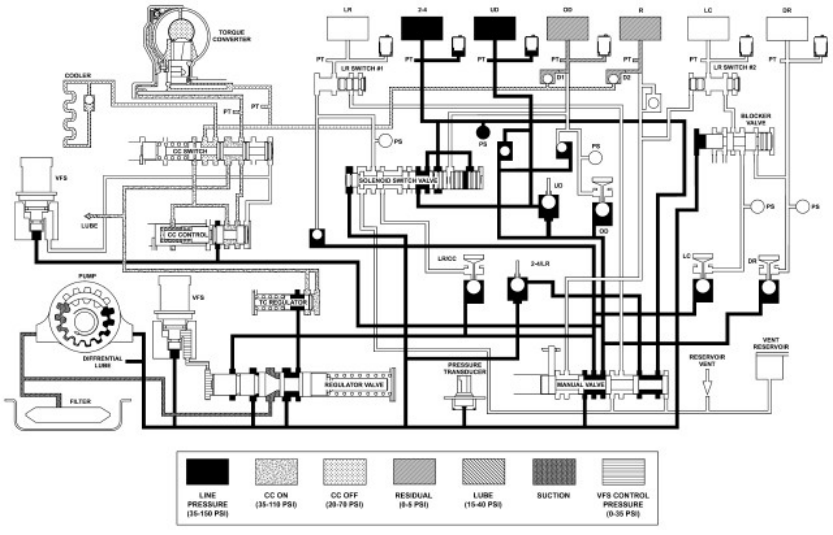
DRIVE FIRST EMCC



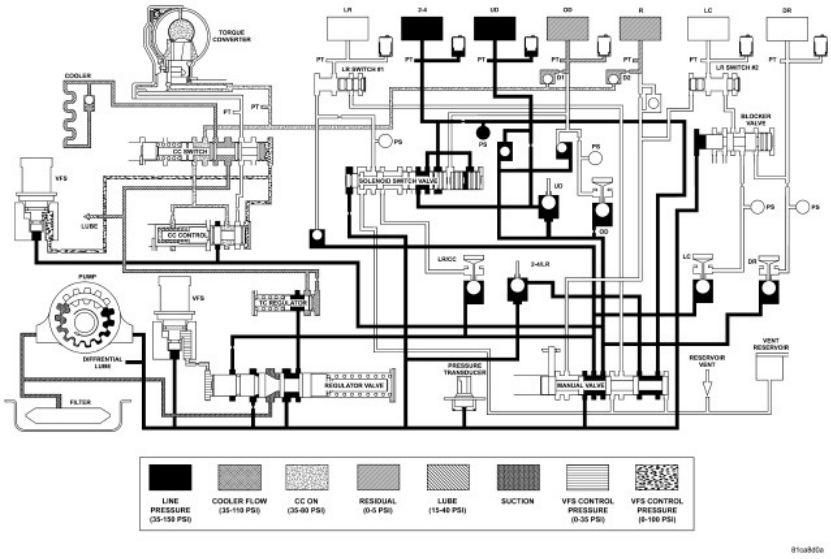
DRIVE SECOND



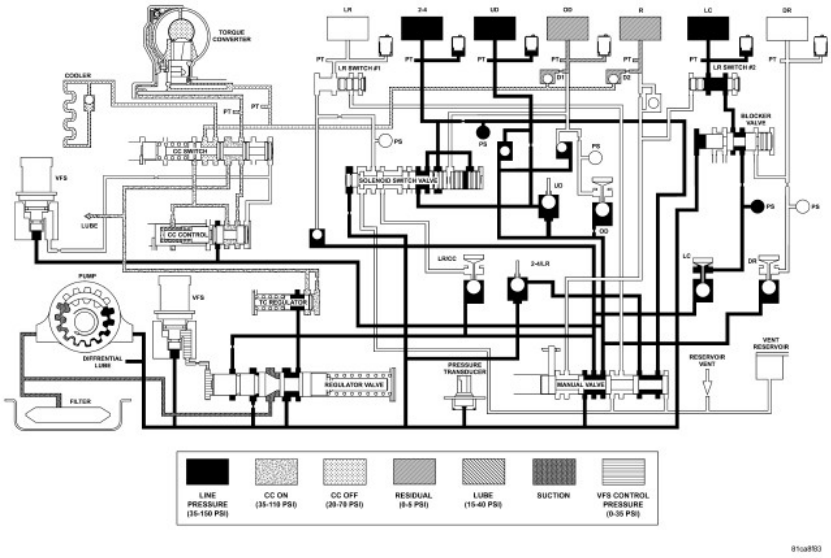
DRIVE SECOND EMCC



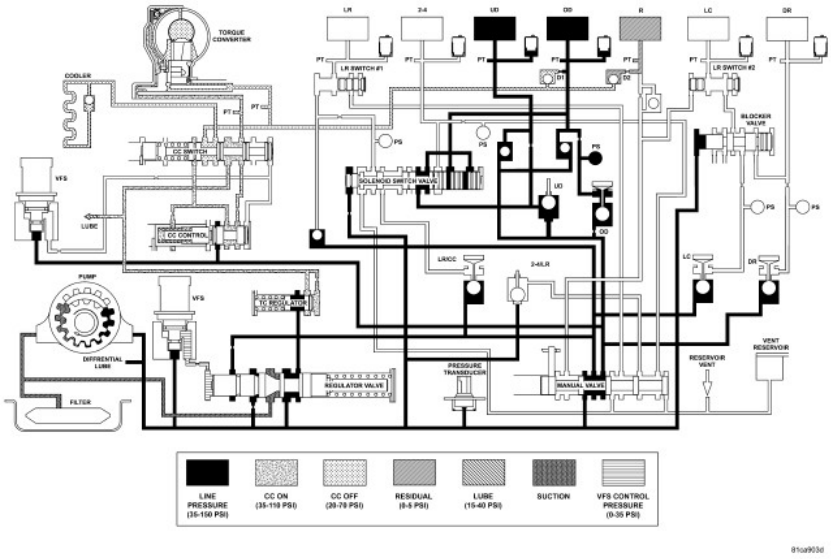
DRIVE THIRD



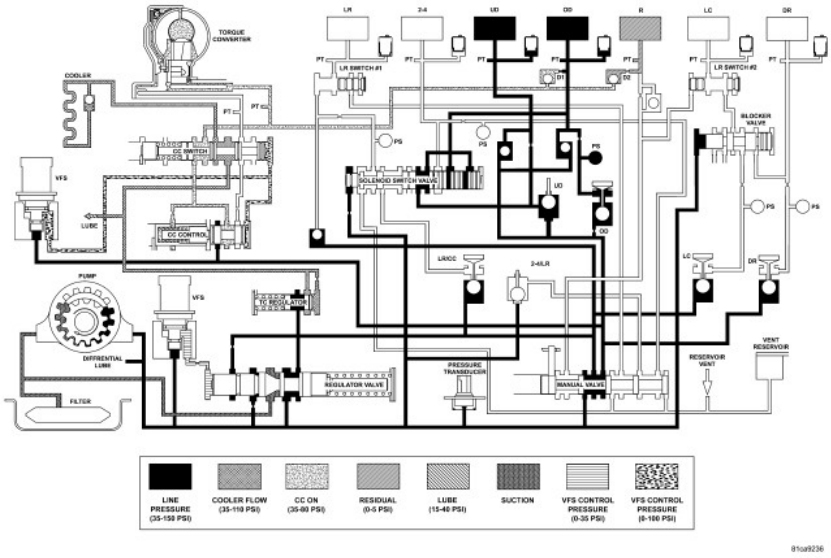
DRIVE THIRD EMCC



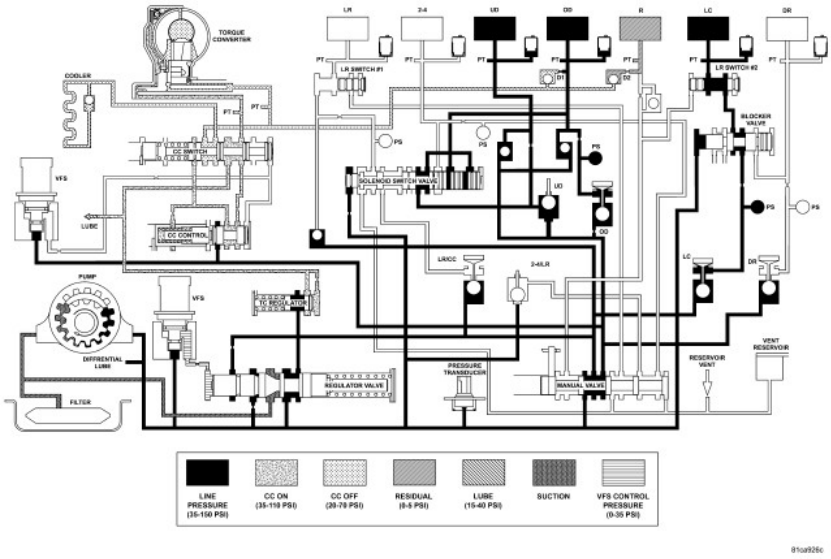
DRIVE THIRD COAST



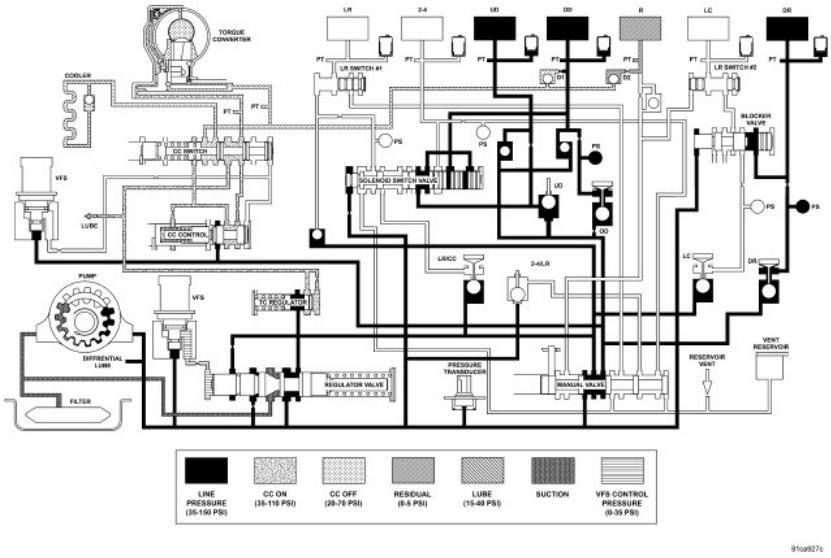
DRIVE FOURTH



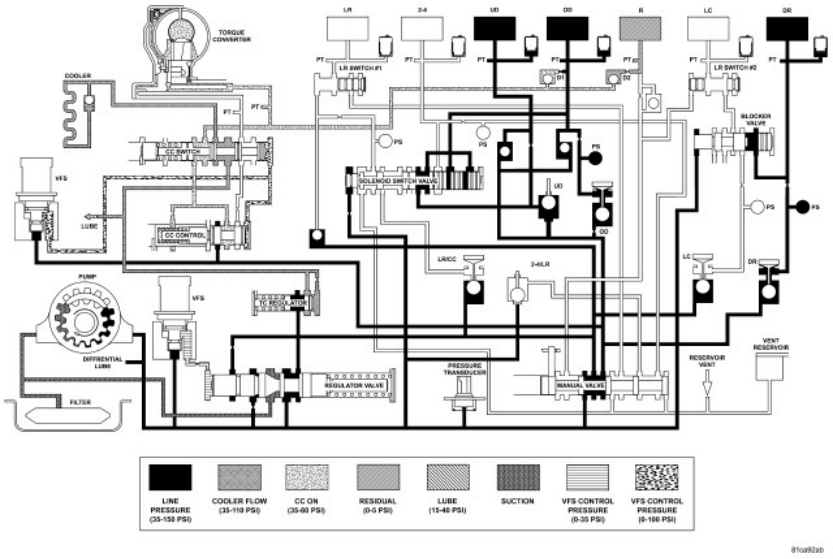
DRIVE FOURTH EMCC



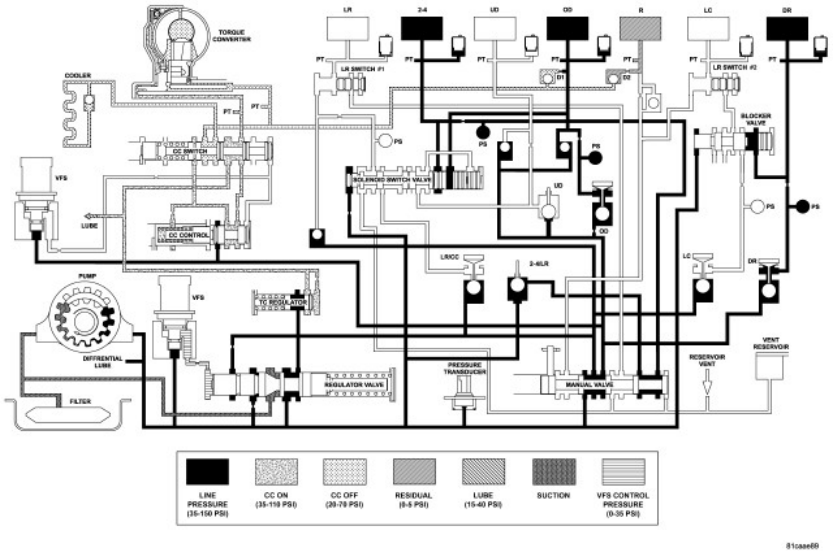
FOURTH COAST



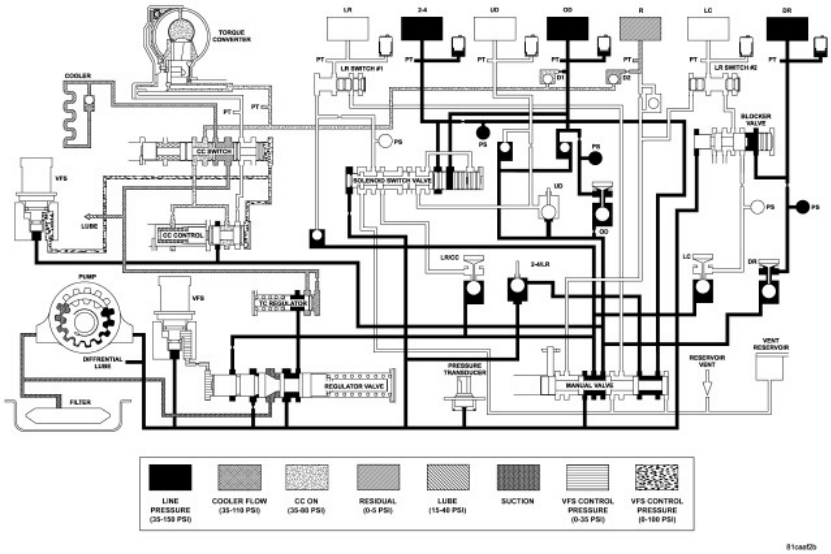
DRIVE FIFTH



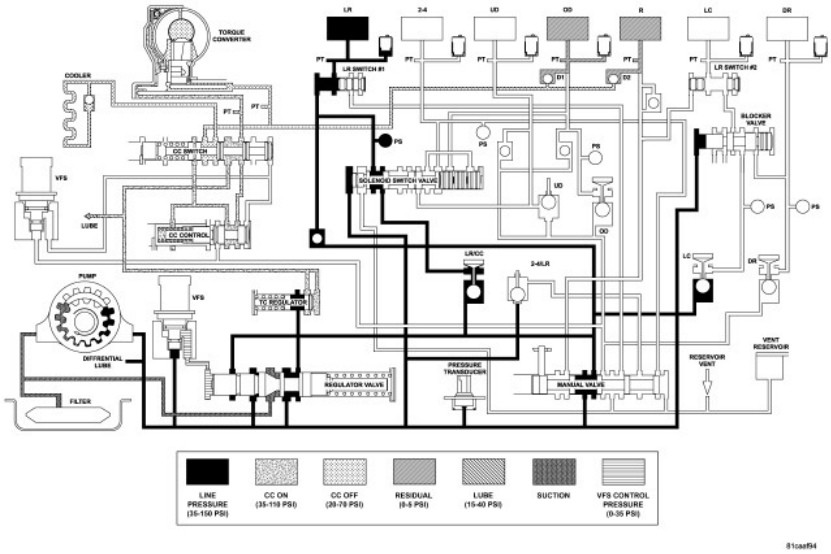
DRIVE FIFTH EMCC



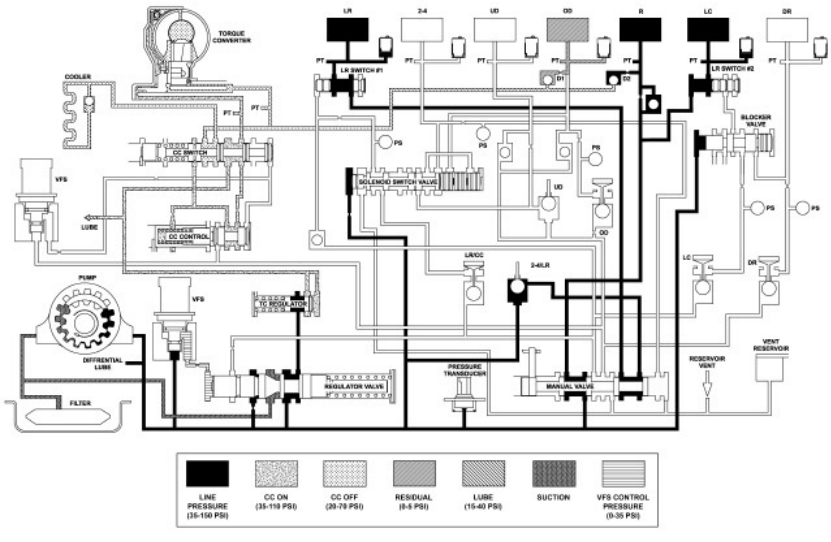
DRIVE SIXTH



DRIVE SIXTH EMCC



PARK NEUTRAL


TORQUE CONVERTER
COOLER
PT
LR SWITCH #1
LR SWITCH #2
CC SWITCH
SOLENOID SWITCH VALVE
BLOCKER VALVE
VFS
LUBE
CC CONTROL
PUMP
CC REGULATOR
DIFFERENTIAL LUBE
FILTER
REGULATOR VALVE
PRESSURE TRANSDUCER
MANUAL VALVE
RESERVOIR VENT
VENT RESERVOIR
LR/CC
2-4/LR
LINE PRESSURE (35-150 PSI)
CC ON (35-110 PSI)
CC OFF (20-70 PSI)
RESIDUAL (0-5 PSI)
LUBE (15-40 PSI)
SUCTION
VFS CONTROL PRESSURE (0-35 PSI)

REVERSE

VIN PLATE DECODING INFORMATION

1	2	3	4	5	6	7	8	9	10	11	12 thru 17
Country	**Make**	**Vehicle Type**	**Other**	**Line**	**Series**	**Body Style**	**Engine**	**Check Digit**	**Model Year**	**Assy. Plant**	**Sequence No.**

The following table interprets the VIN Plate position shown above.

Position	Interpretation	Codes = Description
1	Country of Origin	3 = Manufactured By Chrysler De Mexico Inc.
2	Assembler	D = Dodge
3	Vehicle Type	4 = Multipurpose Passenger Vehicle Less Side Curtain Air Bags 8 = Multipurpose Passenger Vehicle With Side Curtain Air Bags
4	GVWR & Pass. Safety	G = 5001-6000# (2268 - 2721 KG) GVWR & Hyd. Brakes H = 6001-7000# (2722 - 3175 KG) GVWR & Hyd. Brakes
5	Vehicle Line	H = (LHD)(AWD) (E-49) G = (LHD)(FWD) (D-49) 5 = (RHD)(FWD) (B-49)
6	Series	6 = R/T 4 = SE 5 = SXT
7	Body Style	7 = JC Family (Body Style 49)
8	Engine	Y = 2.0L 4 CYL Diesel (ECE) B = 2.4L 4 CYL Gasoline Non Turbo (ED3) V = 3.5L 6 CYL Gasoline Non Turbo (EGF) D = 2.7L 6 CYL Gasoline Non Turbo (EER)
9	Check Digit	0 = Check Digit
10	Model Year	9 = 2009 Model Year
11	Assembly Plant	T = Toluca Assembly
12 thru 17	Vehicle Build Sequence	Model Year Assembly Sequence

Group - 1

Mopar Accessories - Component Parts

Group - 1 Mopar Accessories - Component Parts

Illustration Title — Group-Fig. No.

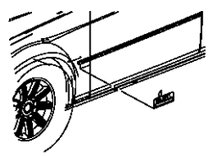
Audio and Electronics
Media System ..... Fig. 1 - 110
Install Kit - Satellite Receiver ..... Fig. 1 - 114
Camera - Back Up ..... Fig. 1 - 118
IPod ..... Fig. 1 - 122

Carriers and Cargo Hauling
Carrier Kit - Hitch ..... Fig. 1 - 204
Carrier Kit - Canoe ..... Fig. 1 - 212
Carrier Kit -Bike-Fork Mount ..... Fig. 1 - 214
Carrier Kit -Bike-Upright Mount ..... Fig. 1 - 216
Wiring Kit -Trailer Tow-7-Way ..... Fig. 1 - 243

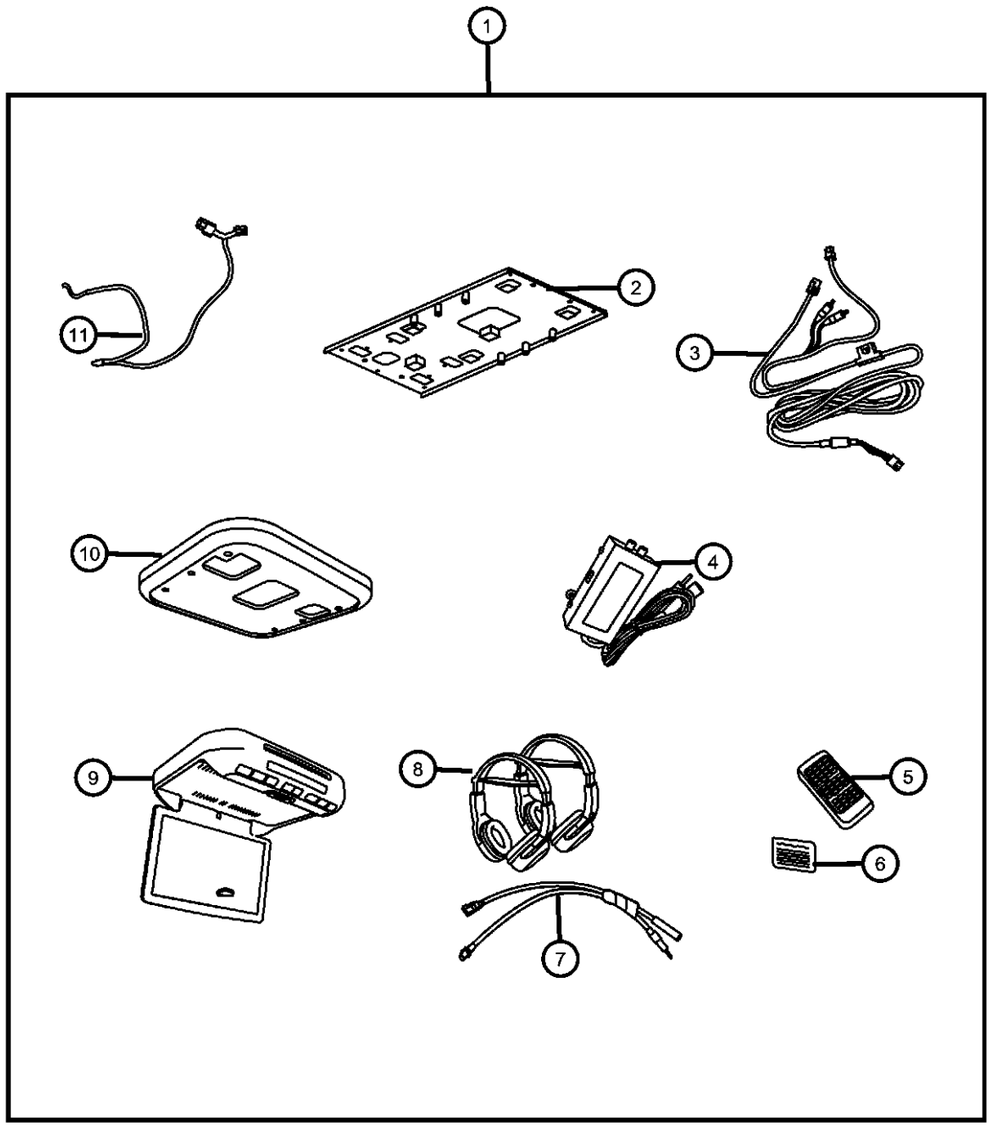
Driver Convenience
Speed Control Kit ..... Fig. 1 - 306
Hands Free Kit- Cellular Phone-Blue Tooth-Low Speed ..... Fig. 1 - 312
Sensor Kit- Park/Distance ..... Fig. 1 - 320

Exterior Appearance
Wheel Kit ..... Fig. 1 - 448

Fog Lights and Electrical
Heater Kit - Engine Block ..... Fig. 1 - 602
Light Kit - Fog ..... Fig. 1 - 604

001-100 Audio and Electronics	**001-200** Carriers and Cargo Hauling	**001-300** Driver Convenience 	**001-400** Exterior Appearance
001-600 Fog Lights and Electrical			

Media System
Figure 1-110



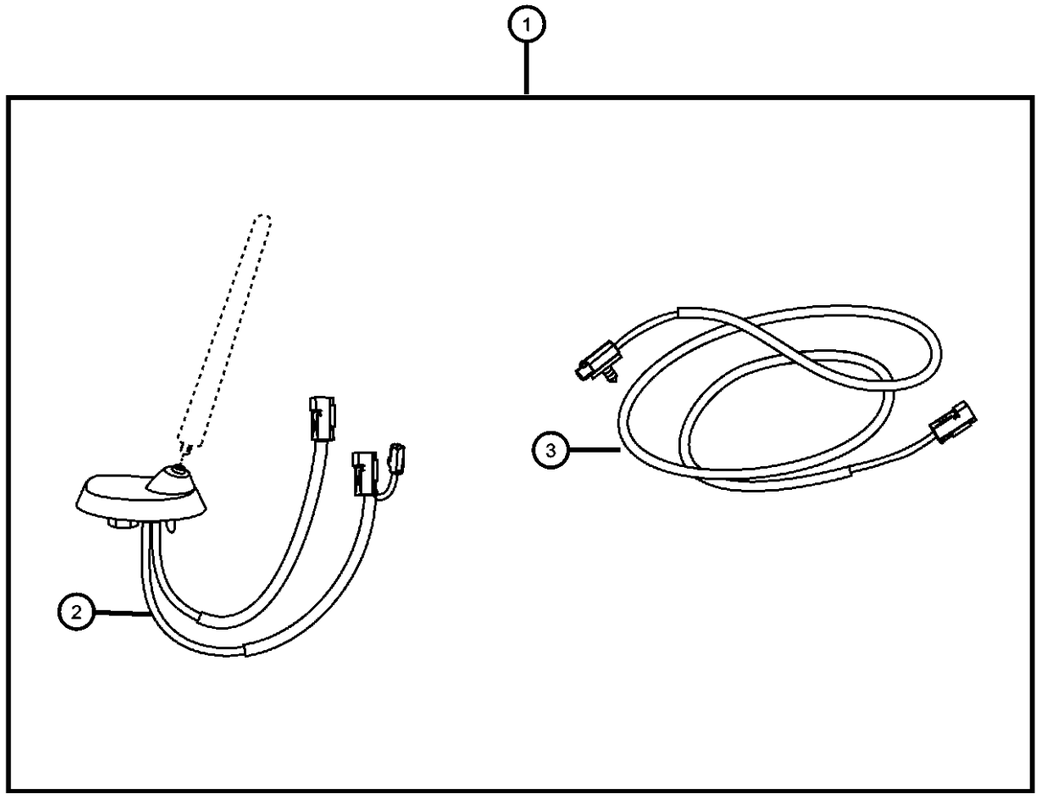
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82210915AB	1							MEDIA SYSTEM, Monitor With DVD, 10 Inch, 10 Inch, Non Moonroof
2	68037919AA	1							BRACKET
3	68026724AA	1							HARNESS, Wiring
4	05166872AA	1							MODULATOR, FM
5	68024459AA	1							REMOTE, Wireless Infrared
6	05020533AA	1							LABEL, Mercury Warning
7	68037916AA	1							HARNESS, Wiring
8	05064037AA	1							HEADPHONES, Wireless, Infrared
9	68022580AB	1							RADIO, AM/FM CD/DVD
10	68022581AA	1							SHROUD, SHROUD
11	68033634AA	1							HARNESS, Wiring

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Install Kit - Satellite Receiver
Figure 1-114

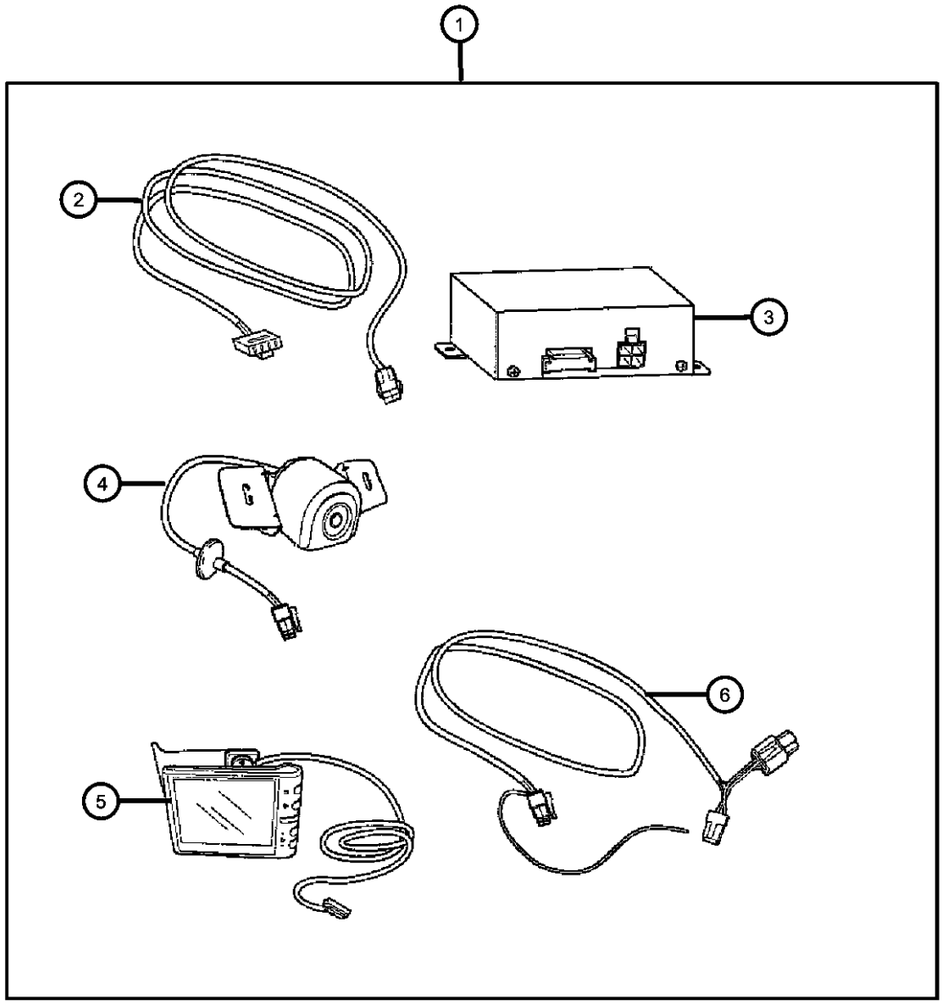
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82210905AC	1			49				INSTALL KIT, Satelite Receiver
2	05064164AB	1			49				BASE, Antenna
3	68023815AA	1			49				HARNESS, Wiring



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camera - Back Up
Figure 1-118

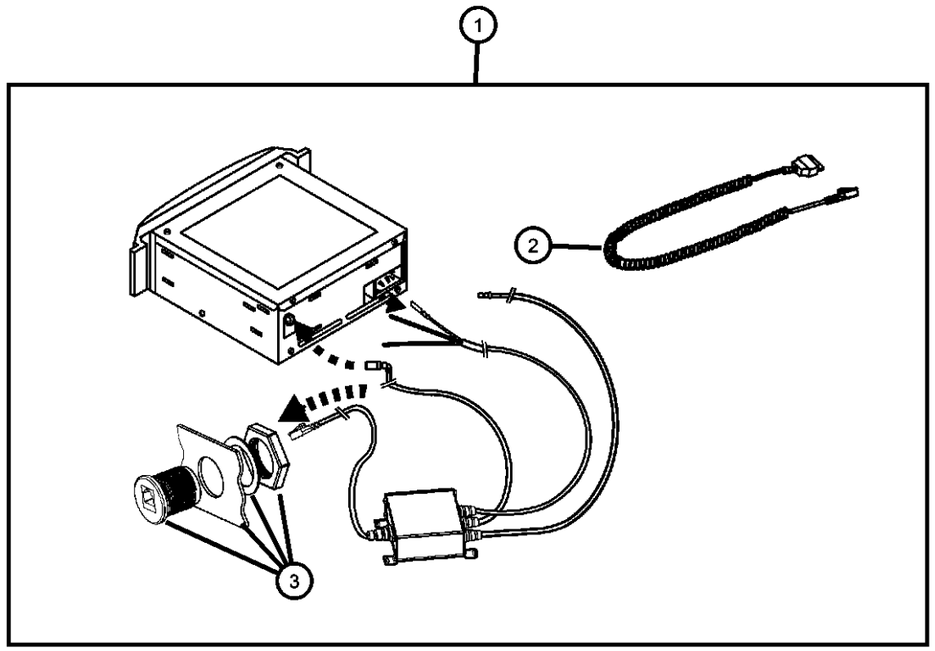


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82210916	1							CAMERA KIT, Back Up
2	05191904AA	1							HARNESS, Wiring
3	05191903AA	1							CONTROL MODULE, Receiver
4	05191906AA	1							CAMERA
5	05191907AA	1							MONITOR, Back Up Camera
6	05191905AA	1							HARNESS, Wiring

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

IPod
Figure 1-122

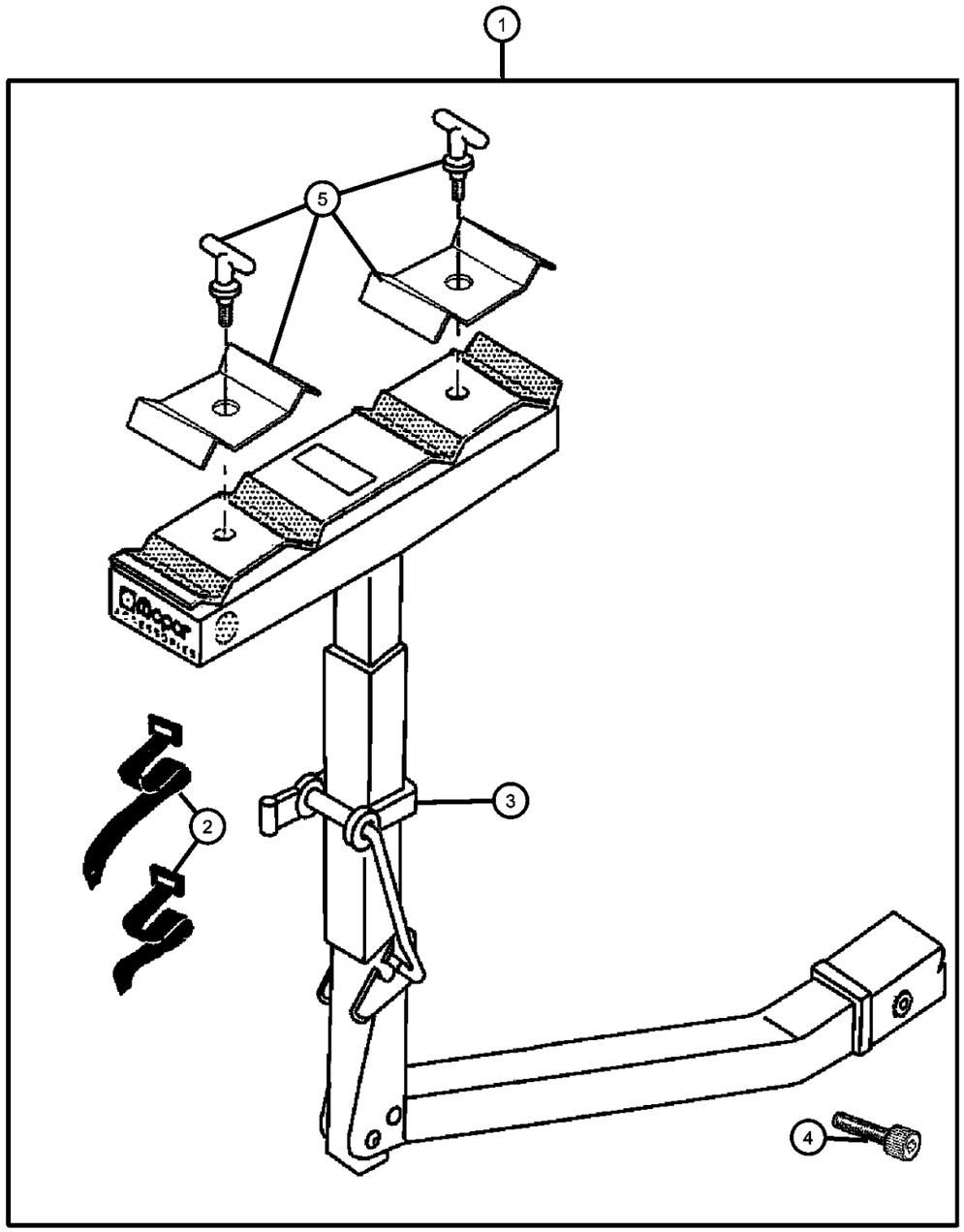


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82210848AB	1			49				MODULE KIT, IPOD Interface
2	68001396AA	1			49				HARNESS, Jumper
3	68024675AA	1			49				HARDWARE, Contains: RJ11 Coupler, Plastic Nut & Lockwasher

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Carrier Kit - Hitch
Figure 1-204

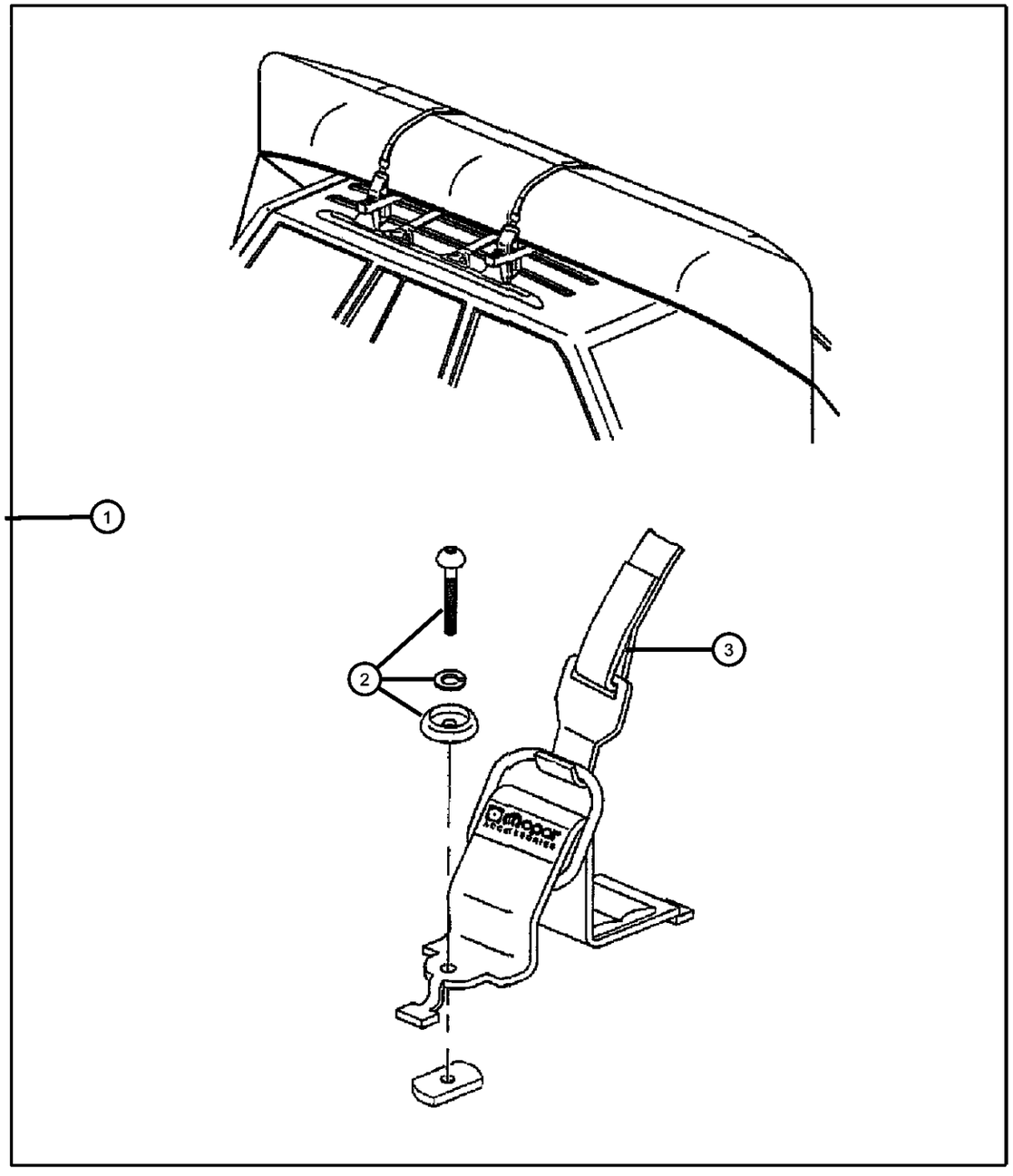


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CARRIER KIT, Bike
	82204453AB	1			49				Two Bike 2.0 Receiver Hitch Required
	82204328AB	1			49				Four Bike 2.0 Receiver Hitch Required
2	04762880	1			49				STRAP KIT, Velcro
3	05016775AA	1			49				STRAP KIT, Bike Carrier Latch
4	05016776AA	1			49				BOLT KIT, Security
5	05018825AA	1			49				HARDWARE KIT, Bike Carrier, Contains: T Handle, Lock Strap, Top Clamp Assy & Nylon Washer

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Carrier Kit - Canoe
Figure 1-212

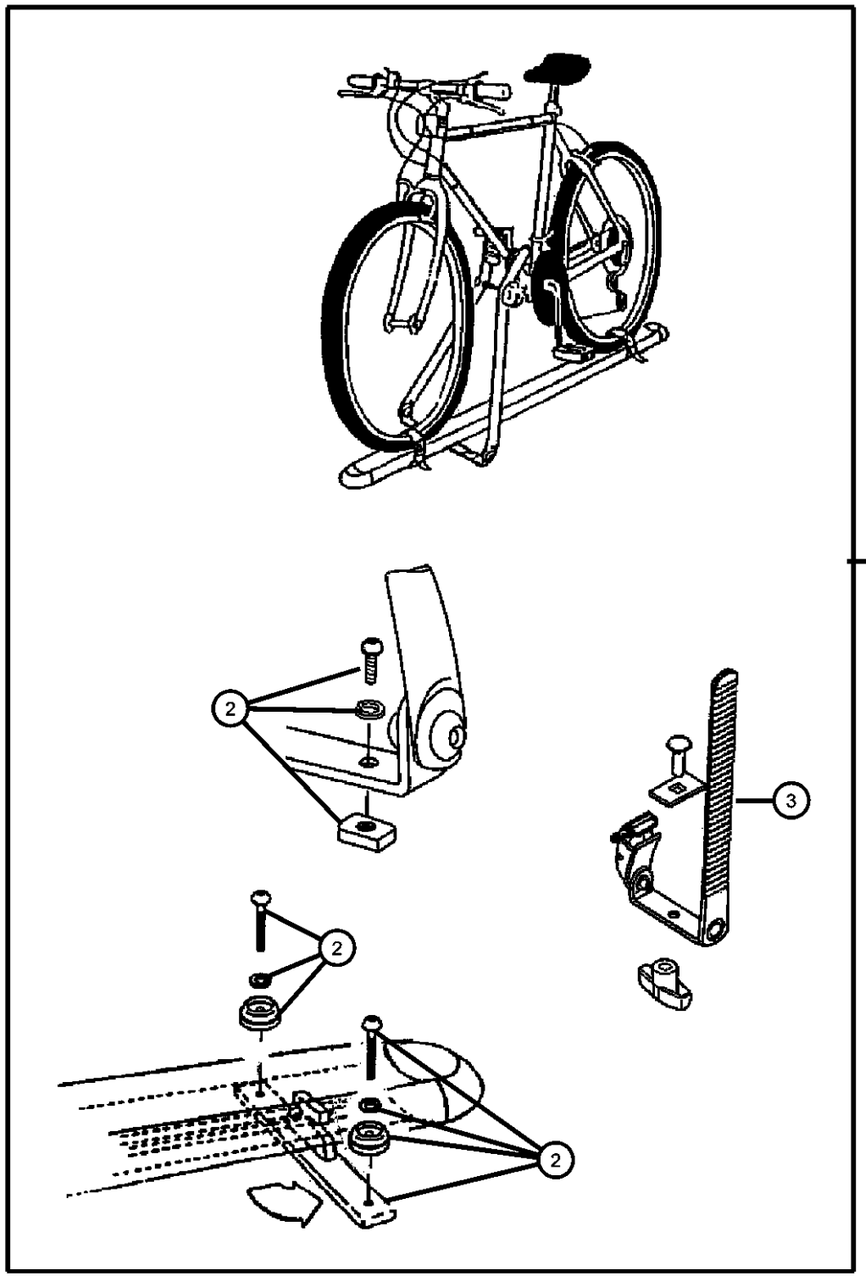


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82204700	1			49				CARRIER KIT, Canoe
2	05016389AA	1			49				HARDWARE KIT, Accessory, Contains: 4-25MM Button Head Screws, 4-30MM Button Head Screws, 4-Lockwashers, 4-Dome Washers, 4-Rubber Washers & 4-T-Nuts
3	05016511AA	1			49				STRAP, Cargo Tie Down

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Carrier Kit -Bike-Fork Mount
Figure 1-214

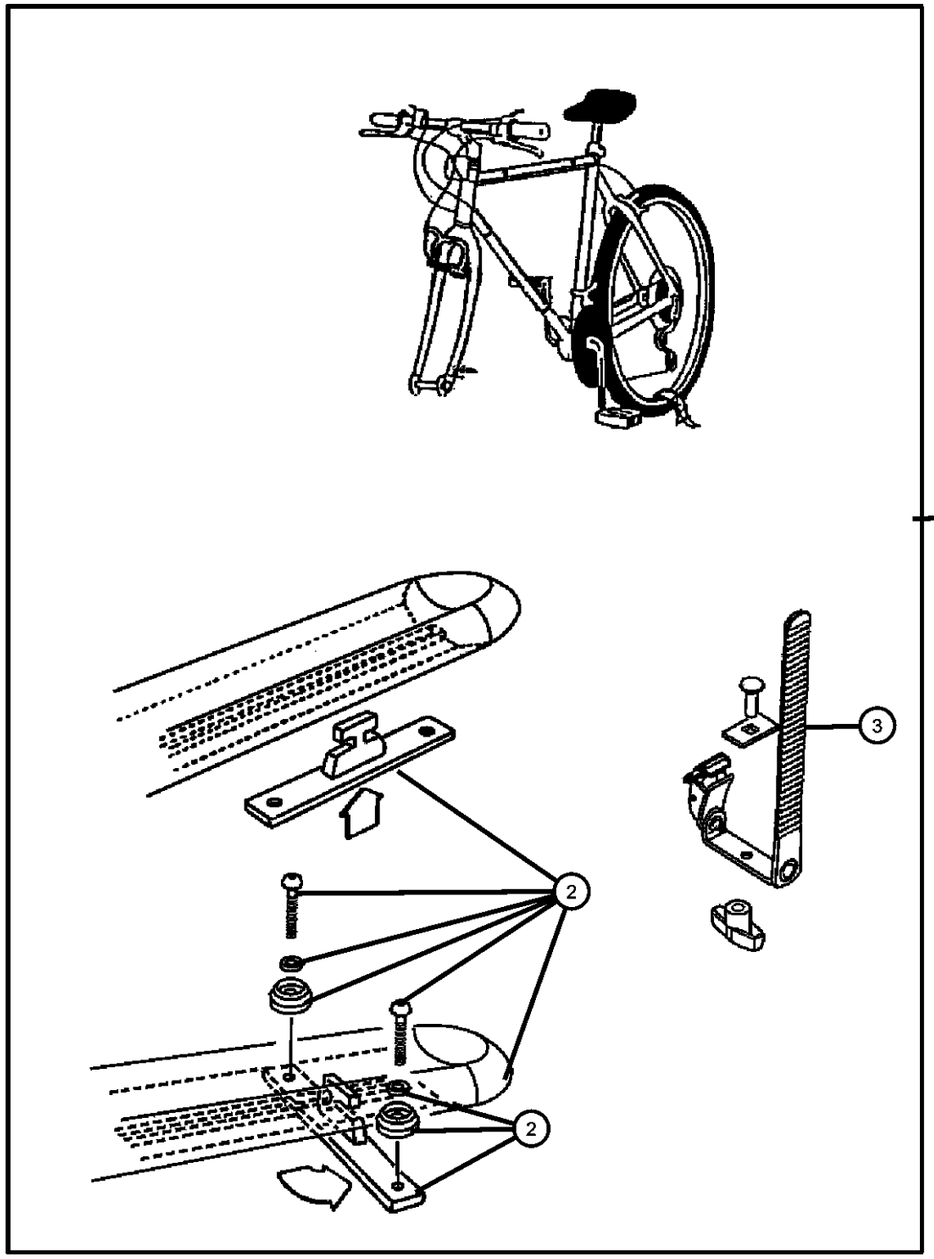


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82207942	1			49				CARRIER KIT, Bike, Upright - Mount
2	05093779AA	1			49				HARDWARE KIT, Accessory, Contains: 2-T-Slot Anchors, 1-Rear T-Slot Bar, 4-Button Head Screws, 2-Lockwashers & 4-Round Dome Washers
3	05114532AA	1			49				STRAP, Cargo Tie Down

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Carrier Kit -Bike-Upright Mount
Figure 1-216

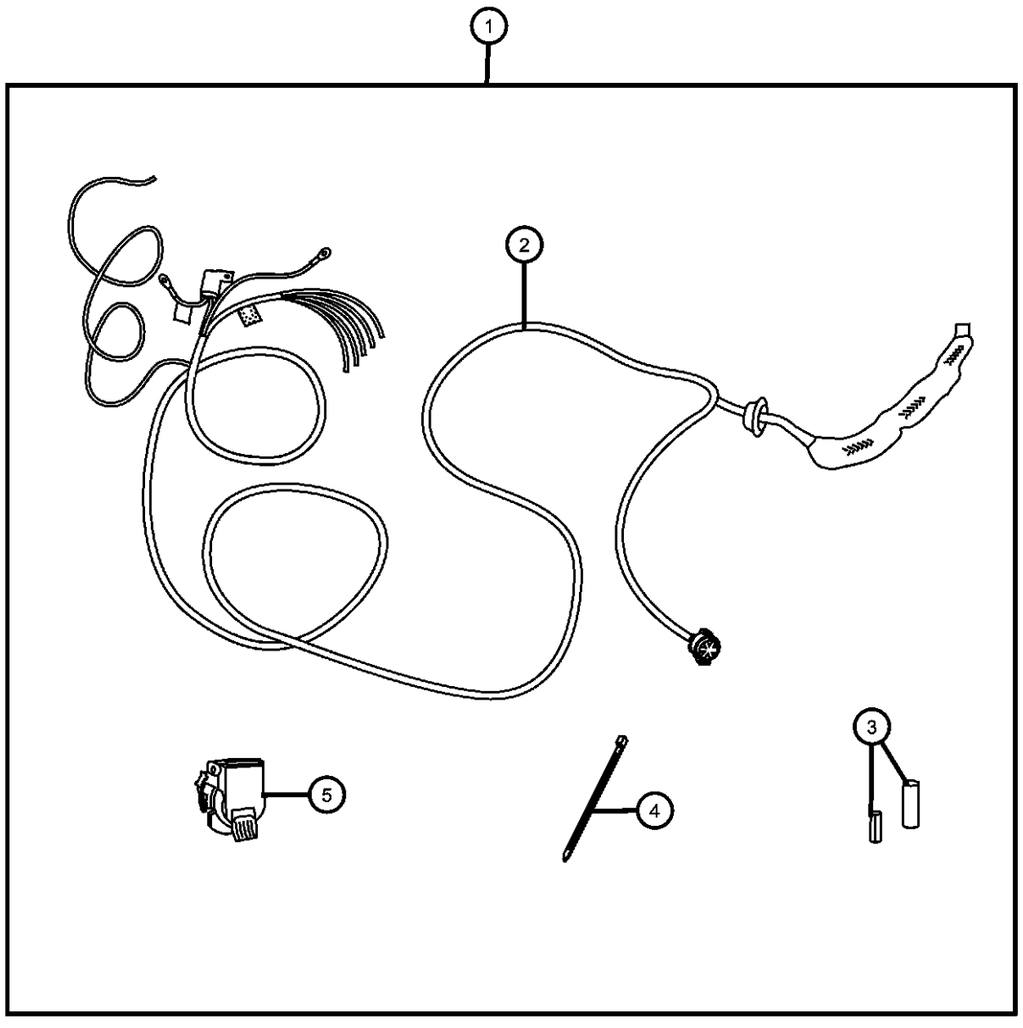


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Hardware Kit also contained in Carrier Kit.									
1	82207943	1			49				CARRIER KIT, Bike, Fork - Mount
2	05093779AA	1			49				HARDWARE KIT, Accessory, Contains: 2-T-Slot Anchors, 1-Rear T-Slot Bar, 4- Button Head Screws, 2- Lockwashers, 4- Round Dome Washers
3	05114532AA	1			49				STRAP, Cargo Tie Down

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Kit -Trailer Tow-7-Way
Figure 1-243

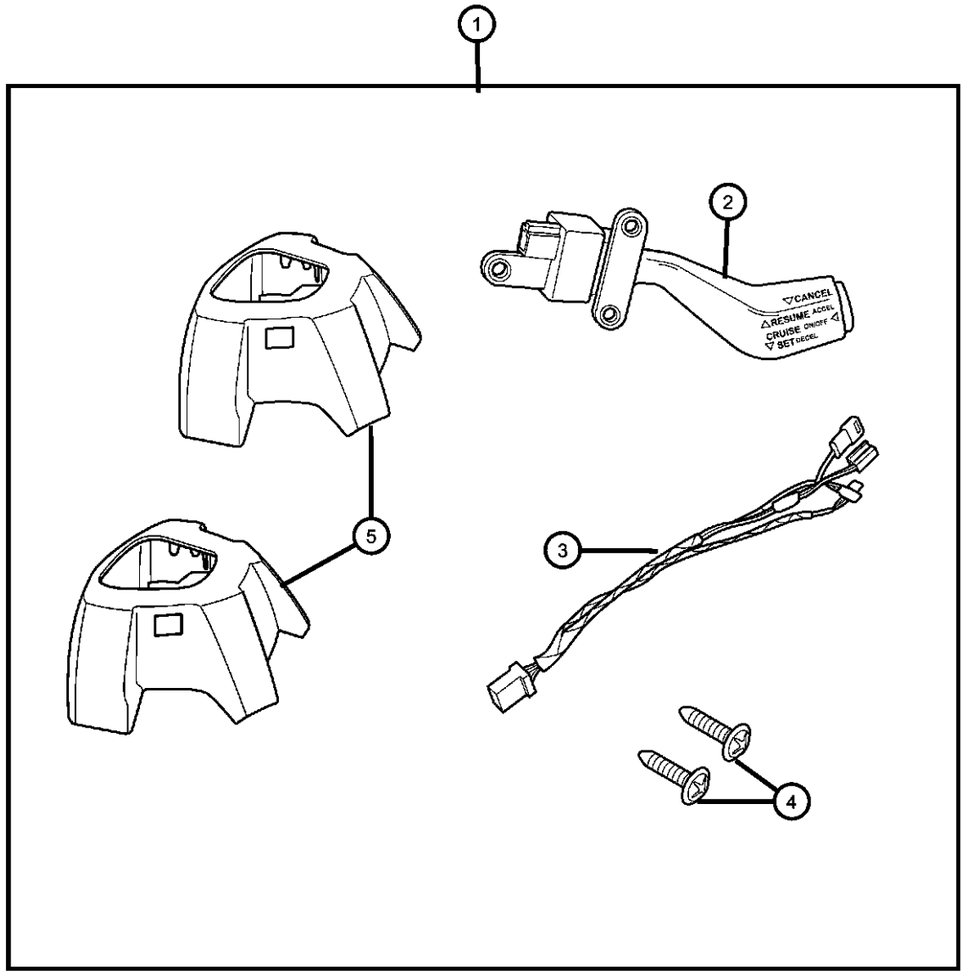


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82211011	1							WIRING KIT, Trailer Tow - 7 Way
2	68027777AA	1							HARNESS, Trailer
3	04778570	1							TUBE, Heat Shrink, Quantity of 5
4	06015756	1			49				STRAP, Tie, Quantity of 12
5	56047684AC	1							CONNECTOR, 7 Way

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Speed Control Kit
Figure 1-306

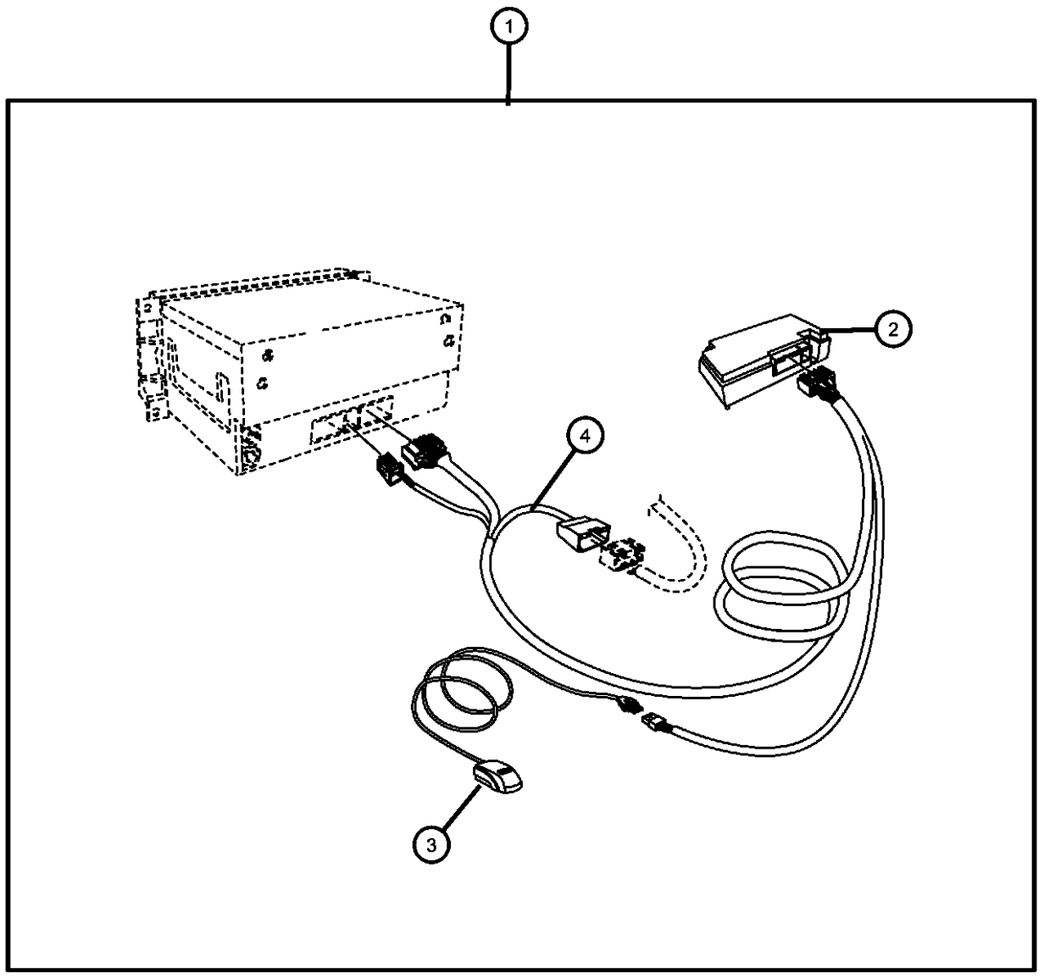


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82211188	1			49				CONTROL PACKAGE, Speed Control
2	04671929AA	1	B, D, E		49				SWITCH, Speed Control
3	68036592AA	1	B, D, E		49				WIRING, Steering Wheel
4		1							SCREW, (NOT SERVICED)
5									COVER, Steering Wheel Back
	1EB85DK7AB	1	B, D, E		49				[KA]
	1EB85XDVAB	1	B, D, E		49				[D1]
-6	06505656AA	1			49				SCREW, Hex Flange Head, M10x1.5x35., Steering Wheel to Column

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Hands Free Kit- Cellular Phone-Blue Tooth-Low Speed
Figure 1-312

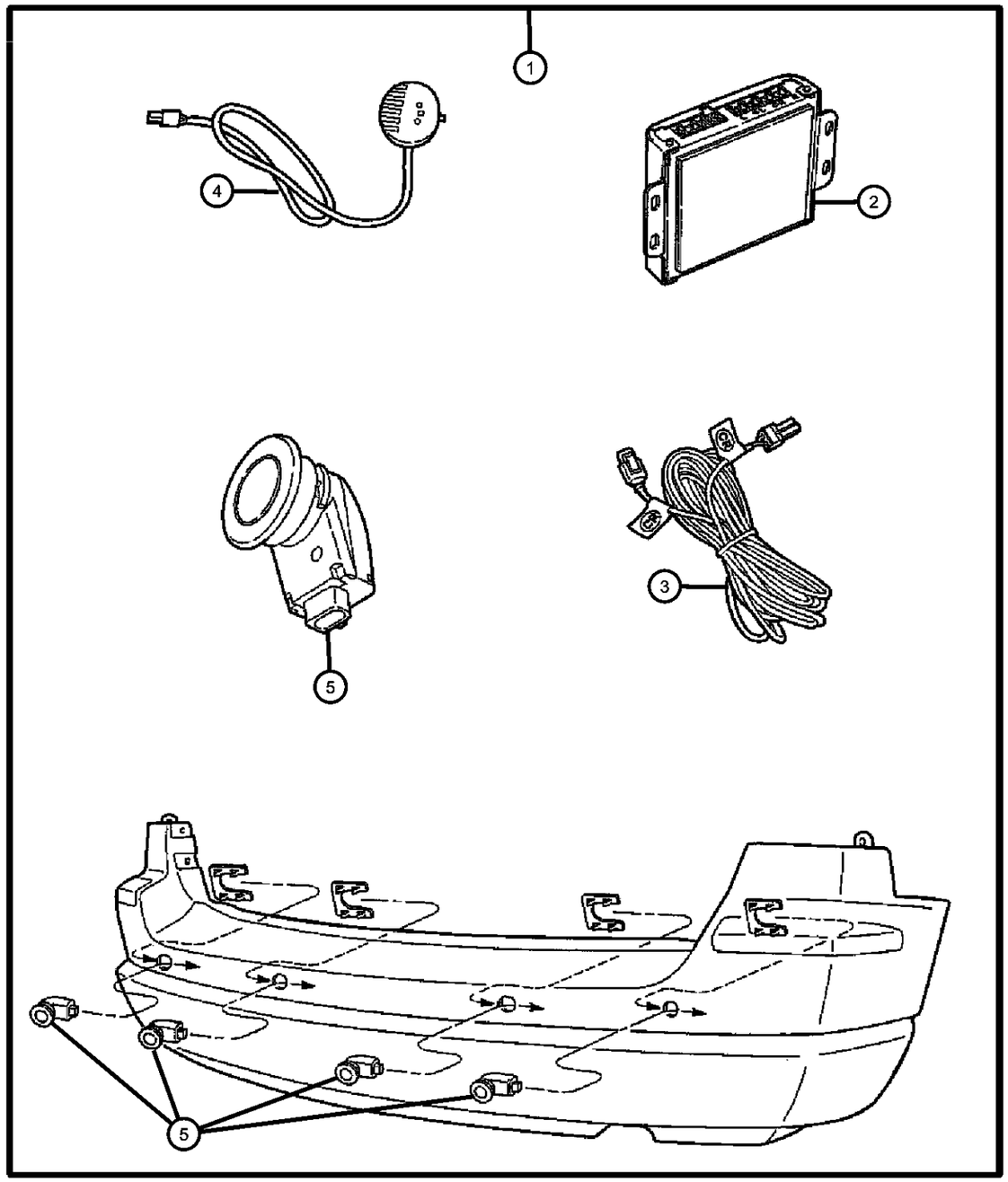


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82211004AB	1			49				HANDS FREE KIT, Cellular Phone
2	05064449AB	1			49				MODULE, Telematics
3	68002646AA	1			49				MICROPHONE, Audio
4	68002648AA	1			49				HARNESS

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Sensor Kit- Park/Distance
Figure 1-320

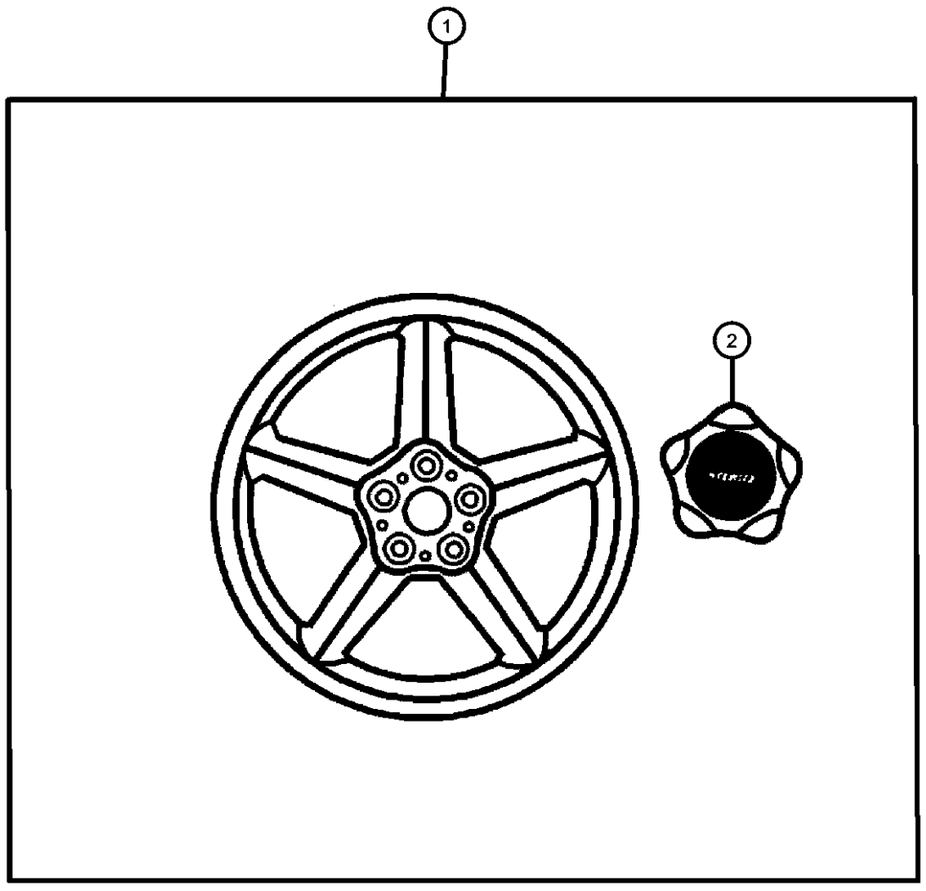


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82208246AE	1			49				SENSOR KIT, Park Distance
2	05137541AA	1			49				MODULE, Parking Assist
3	05137540AA	1			49				WIRING, Distance Sensor
4	05137539AA	1			49				DISPLAY, Parking Assist
5	05137536AA	1			49				SENSOR

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wheel Kit
Figure 1-448

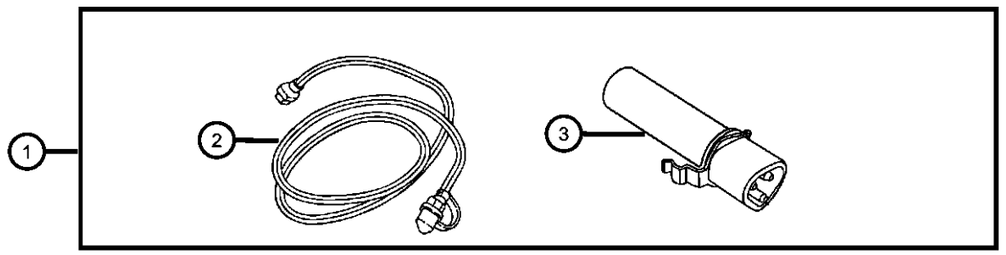


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82211200	1			49				WHEEL KIT, Cast Aluminum, 19x7 Chrome
2	52013982AA	1			49				CAP, Wheel Center

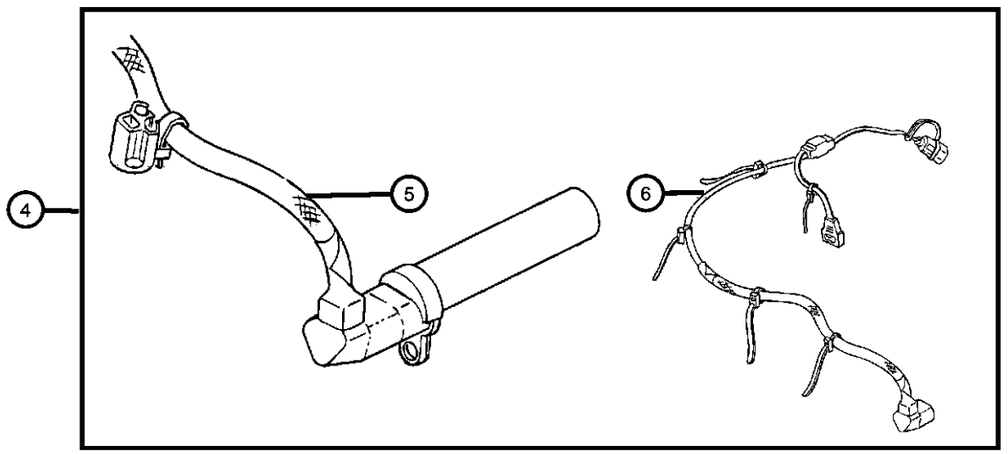
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

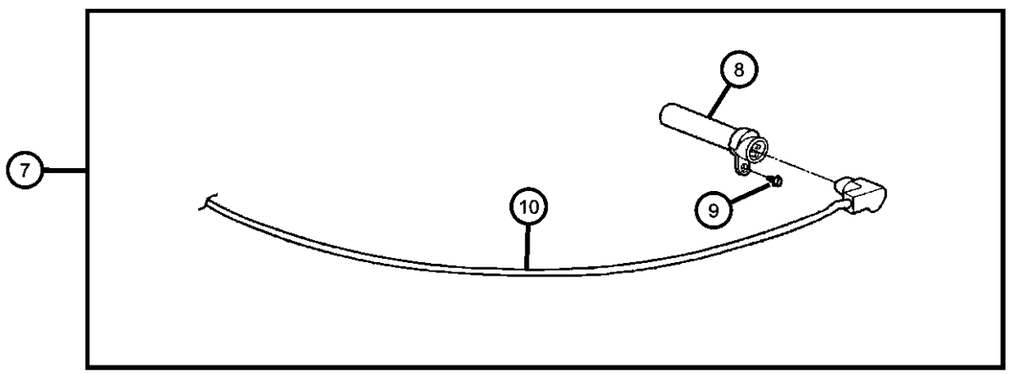
Heater Kit - Engine Block
Figure 1-602



2.4 L



2.7 L



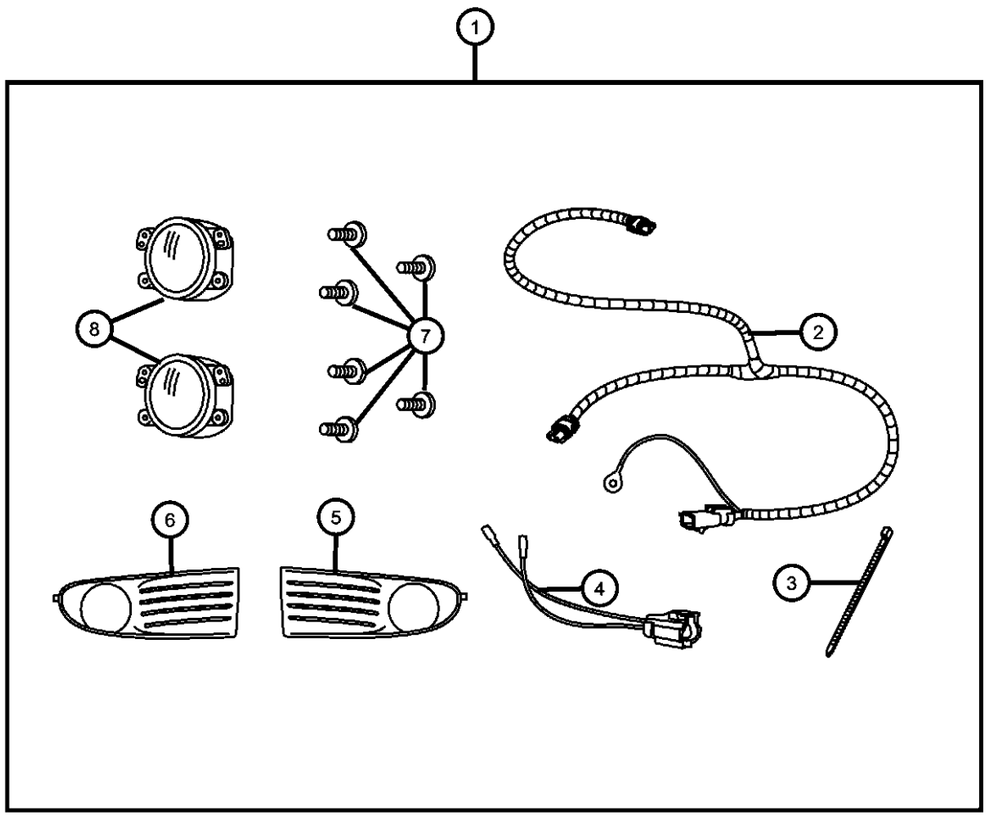
3.5 L

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82210533	1							HEATER KIT, Engine Block, 2.4L
2	05033279AA	1							CORD, Engine Block Heater, 2.4L
3	05033557AB	1							HEATER, Engine, 2.4L
4	82206784	1			49				HEATER KIT, Engine and Battery, 2.7L
5	04609325AB	1			49				HEATER, Engine Block, 2.7L
6	04609112AA	1			49				CORD, Engine Block Heater, 2.7L
7	82208362AB	1			49				HEATER KIT, Engine Block, 3.5L
8	04609325AB	1			49				HEATER, Engine Block, 3.5L
9	06501957	1			49				BOLT AND WASHER, Hex Head, M6X1.00X20.00
10	04868424AC	1			49				CORD, Engine Block Heater, 3.5L

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Light Kit - Fog
Figure 1-604



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	82211187	1			49				LIGHT KIT, Fog-Complete
2	05166846AA	1			49				HARNESS, Overlay
3	06015756	1							STRAP, Tie, Quantity of 4
4	05166846AA	1			49				HARNESS, Overlay
5	05178285AA	1	B, D, E		49				BEZEL, Fog LampLeft Hand
6	05178284AA	1	B, D, E		49				BEZEL, Fog LampRight Hand
7	06505887AA	6	B, D, E		49				SCREW, Pan Head, M4 x 0.70 x 25.00
8	04805856AA	2	B, D, E		49				LAMP, Front Fog

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 2

Front Suspension

Group - 2 Front Suspension

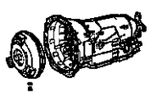
Illustration Title — Group-Fig. No.

Front Suspension, Strut and Cradle

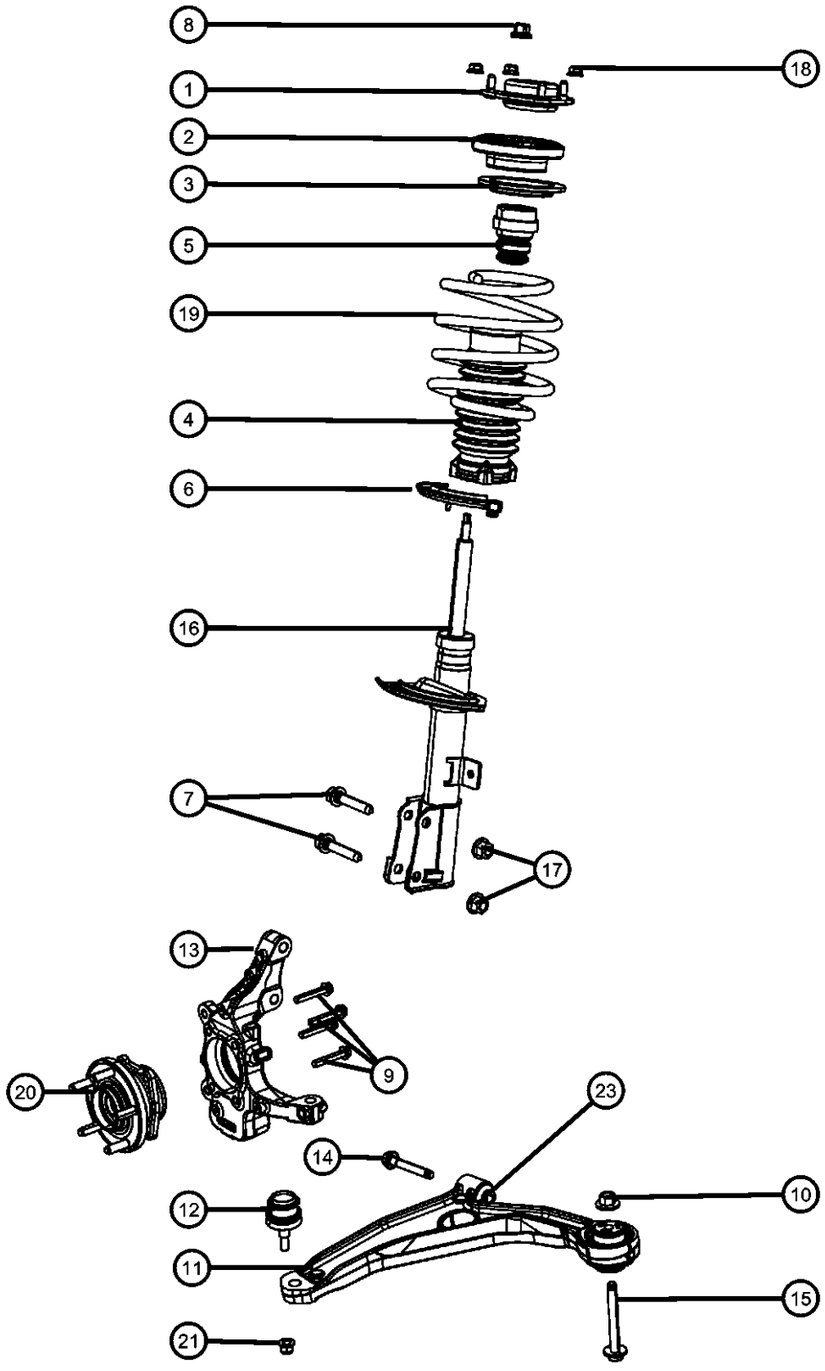
Suspension, Front ..... Fig. 2 - 105
Crossmember,Front Suspension ..... Fig. 2 - 130

Front Stabilizer Bar

Stabilizer Bar, Front ..... Fig. 2 - 205

002-100 Front Suspension, Strut and Cradle 	**002-200** Front Stabilizer Bar		

Suspension, Front
Figure 2-105

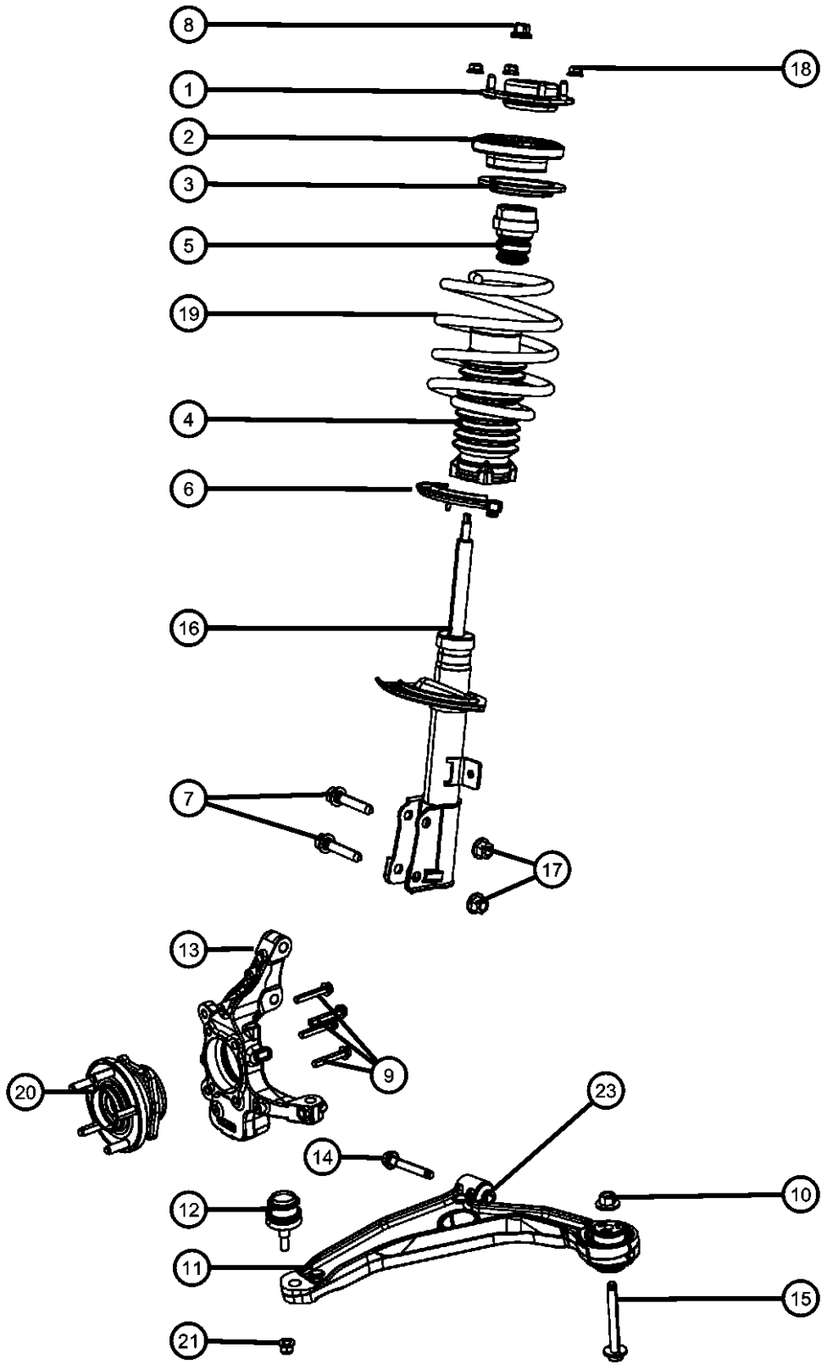


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO									
1									MOUNT, Strut
	05171178AB	2	B, D, E		49				Up to 10/19/07
	05171178AC	2	B, D, E		49				After 10/20/07
2	05171093AC	2	B, D, E		49				BEARING, Strut Mount
3	05151024AA	2	B, D, E		49				ISOLATOR, Spring
4	05171132AC	2	B, D, E		49				SHIELD, Shock Absorber Dust
5	05151184AB	2	B, D, E		49				BUMPER, Jounce
6	05085405AB	2	B, D, E		49				ISOLATOR, Spring
7	06505664AA	4	B, D, E		49				BOLT, Serrated, M14X2.00X77.0
8	06508273AA	2	B, D, E		49				NUT AND WASHER, Hex
9	06104220AA	4	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x50, HUB BEARING TO KNUCKLE
10	06508884AA	2	B, D, E		49				NUT AND WASHER, Hex
11									ARM, Control
	04766423AA	1	B, D, E		49				Left
	04766424AA	1	B, D, E		49				Right
12	05085914AC	1	B, D, E		49				BALL JOINT, Suspension
13									KNUCKLE, Front
	05006211AA	1	B, D, E		49				Left
	05006212AA	1	B, D, E		49				Right
	05171101AB	1	B, D, E		49				Export, Left
	05171102AB	1	B, D, E		49				Export, Right
14	06508758AA	2	B, D, E		49				SCREW, Hex Head, LWR CONTROL ARM TO CRADLE-RR
15	06508758AA	2	B, D, E		49				SCREW, Hex Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Suspension, Front
Figure 2-105

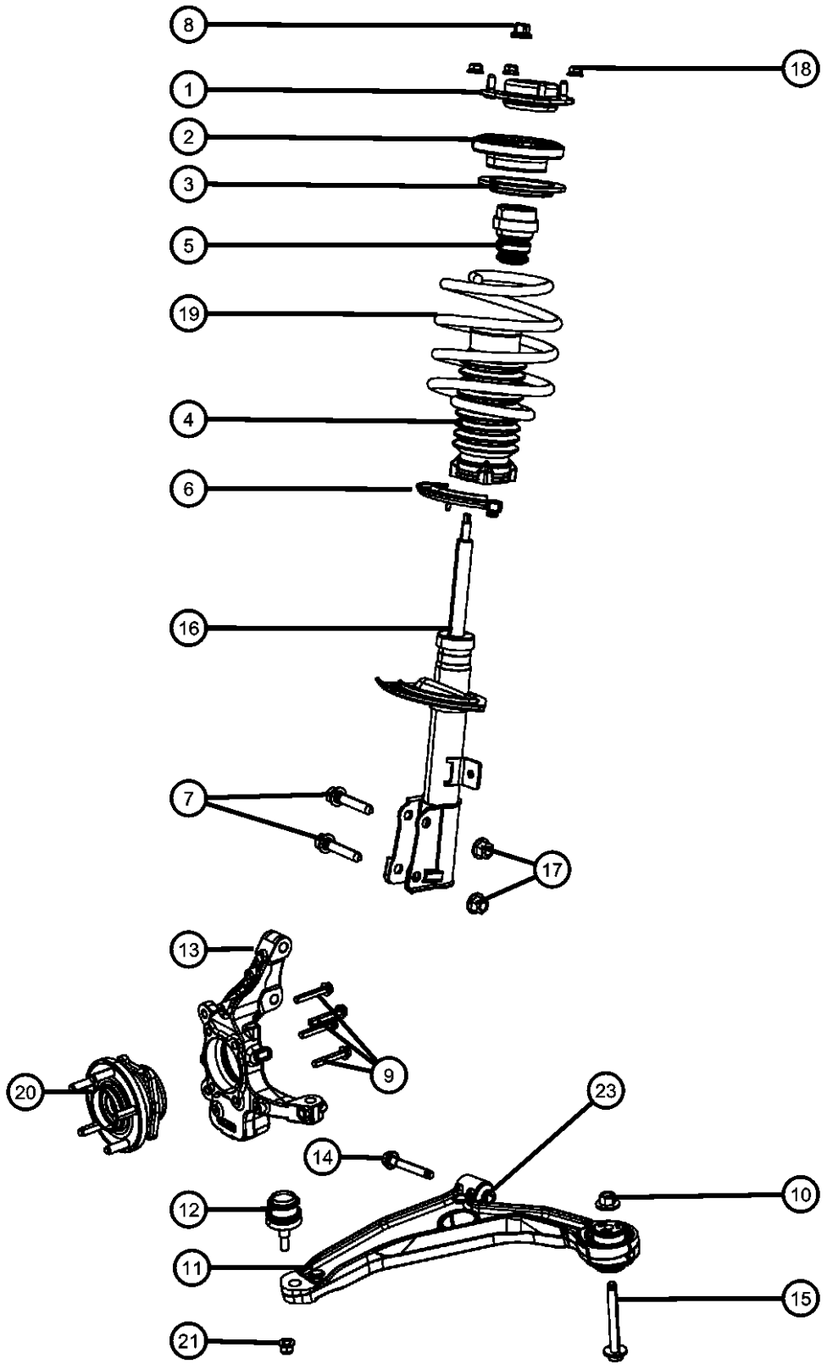


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
16									STRUT, Suspension
	68039638AA	1	B, D, E		49				[SDC], Right
	68039640AA	1	B, D		49				[SDD], Right
	68039641AA	1	B, D		49				[SDD], Left
	68039639AA	1	B, D, E		49				[SDC], Left
	68039643AA	1	B, D, E		49				[SDF], Left
	68043990AA	1	B, D, E		49				[SDD,SDE], Right
	68039642AA	1	B, D, E		49				[SDF], Right
	68043991AA	1	B, D, E		49				[SDD,SDE], Left
17	06502698	4	B, D, E		49				NUT, Hex Flange Lock, M14x2.00
18	06503335	6	B, D, E		49				NUT, Hex, M10X1.25
19									SPRING, Suspension
	05151161AB	1	B, D, E		49				[SDC=SDA+ZCE,ZRE]
	05151164AB	1	B, D, E		49				[SDC=SDA+ZCH,ZRH]
	05151147AB	1	B, D, E		49				[SDF=SDD=SDE+ZFL,ZUL]
	05151148AA	1	B, D, E		49				[SDA=SDF=SDD+ZNH,ZAH]
	05151167AB	1	B, D, E		49				[SDC=SDA+ZCL,ZRL]
	05151149AB	1	B, D, E		49				[SDF=SDD=SDE+ZFN,ZUN]
	05151151AB	1	B, D, E		49				[SDC=SDA+ZCA,ZRA]
	05151153AB	1	B, D, E		49				[SDC=SDA+ZCC,ZRC]
	05151154AB	1	B, D, E		49				[SDC=SDA+ZCD,ZRD]
	05151162AB	1	B, D, E		49				[SDC=SDA+ZCF,ZRF]
	05151163AB	1	B, D, E		49				[SDC=SDA+ZCG,ZRG]
	05151165AB	1	B, D, E		49				[SDC=SDA+ZCJ,ZRJ]
	05151166AB	1	B, D, E		49				[SDC=SDA+ZCK,ZRK]
	05151168AB	1	B, D, E		49				[SDC=SDA+ZCM,ZRM]
	05151169AB	1	B, D, E		49				[SDC=SDA+ZCN,ZRN]
	05151133AB	1	B, D, E		49				[SDF=SDD=SDE+ZUD,ZFD]
	05151141AA	1	B, D, E		49				[SDA=SDF=SDD+ZAA,ZNA]
	05151143AB	1	B, D, E		49				[SDF=SDD=SDE+ZFG,ZUG]
	05151144AA	1	B, D, E		49				[SDA=SDF=SDD+ZAD,ZND]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Suspension, Front
Figure 2-105

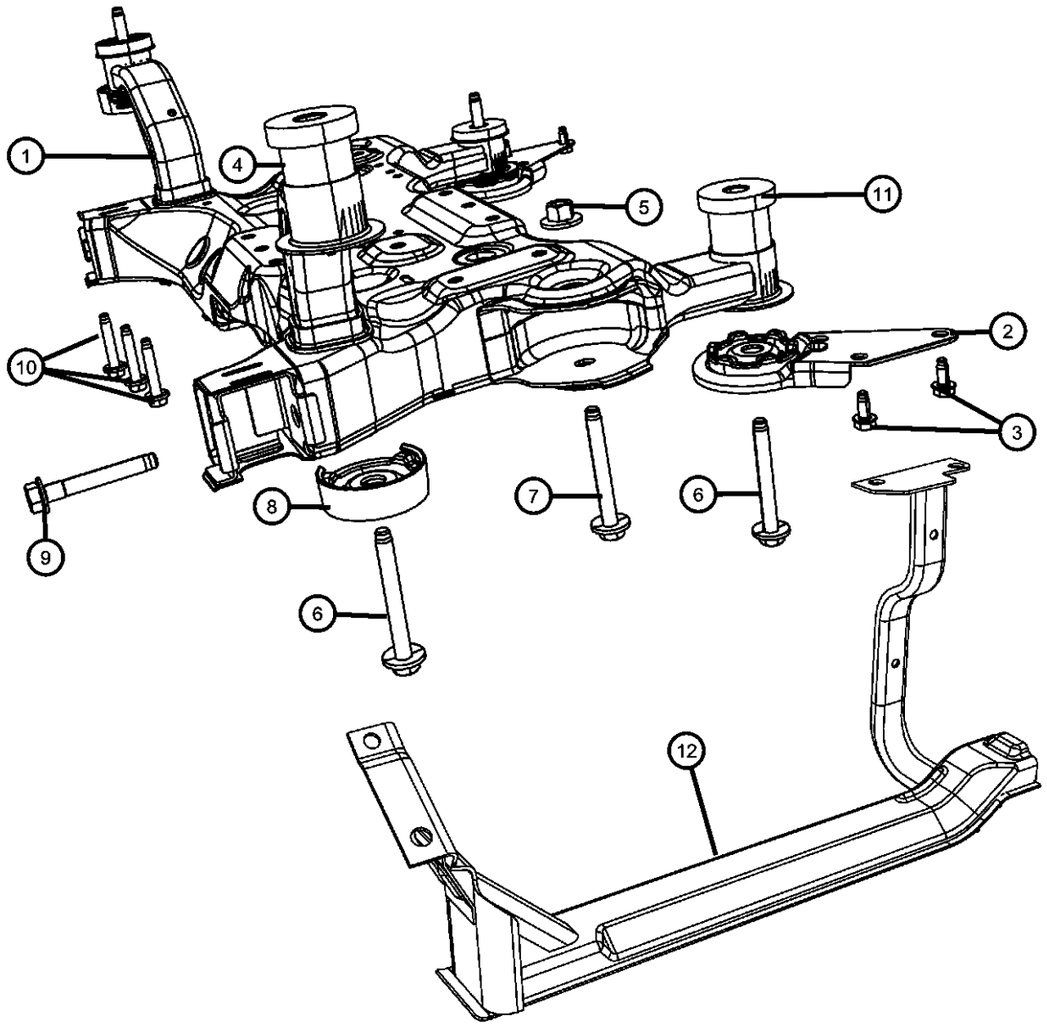


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05151146AB	1	B, D, E		49				[SDF=SDD=SDE+ZFK,ZUK]
	05151147AA	1	B, D, E		49				[SDA=SDF=SDD+ZNG,ZAG]
	05151131AB	1	B, D, E		49				[SDF=SDD=SDE+ZUB,ZFB]
	05151132AB	1	B, D, E		49				[SDF=SDD=SDE+ZUC,ZFC]
	05151130AB	1	B, D, E		49				[SDF=SDD=SDE+ZUA,ZFA]
	05151142AB	1	B, D, E		49				[SDF=SDD=SDE+ZFF,ZUF]
	05151143AA	1	B, D, E		49				[SDA=SDF=SDD+ZAC,ZNC]
	05151141AB	1	B, D, E		49				[SDF=SDD=SDE+ZFE,ZUE]
	05151142AA	1	B, D, E		49				[SDA=SDF=SDD+ZAB,ZNB]
	05151145AB	1	B, D, E		49				[SDF=SDD=SDE+ZFJ,ZUJ]
	05151146AA	1	B, D, E		49				[SDA=SDF=SDD+ZAF,ZNF]
	05151144AB	1	B, D, E		49				[SDF=SDD=SDE+ZFH,ZUH]
	05151145AA	1	B, D, E		49				[SDA=SDF=SDD+ZAE,ZNE]
	05151148AB	1	B, D, E		49				[SDF=SDD=SDE+ZUM,ZFM]
	05151149AA	1	B, D, E		49				[SDA=SDF=SDD+ZAJ,ZNJ]
	05151152AB	1	B, D, E		49				[SDC=SDA+ZCB,ZRB]
20	04721010AA	2	B, D, E		49				HUB AND BEARING, Brake
21	06507676AA	2	B, D, E		49				NUT, Hex Flange Lock, M12X1.50
-22	05013687AB	2	B, D, E		49				BOLT KIT, Camber Adjustment
23	05273731AB	1	B, D, E		49				BUSHING, Control Arm

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crossmember,Front Suspension
Figure 2-130

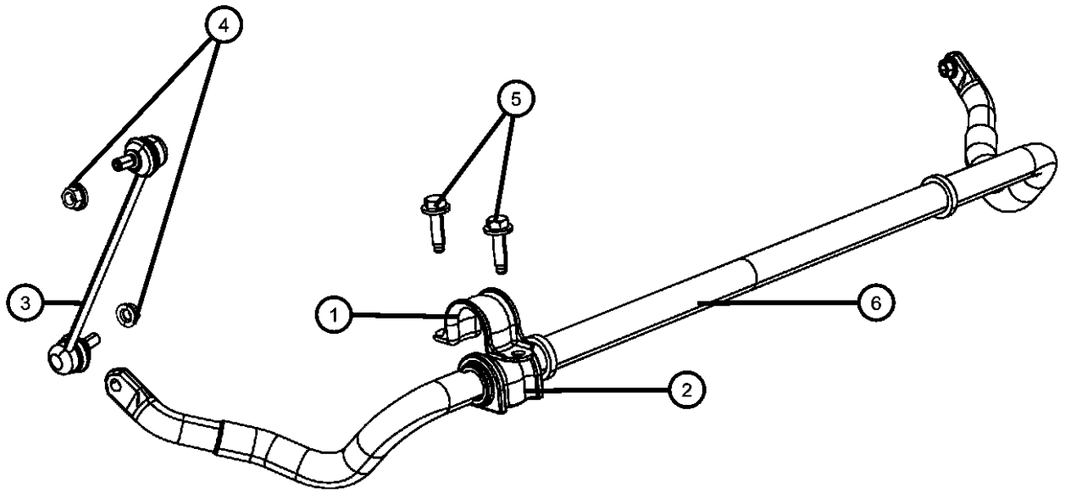


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CROSSMEMBER, Front Suspension
	05006926AA	1	B, D, E		49		DEF		
	05085819AE	1	B, D, E		49				
2									BRACKET, Crossmember
	05151014AA	1	B, D, E		49				Right
	05151015AA	1	B, D, E		49				Left
3	06105063AA	4	B, D, E		49				SCREW AND WASHER, Hex Head
4	05006387AA	2	B, D, E		49				ISOLATOR, CROSSMEMBER, Front crossmember
5	06508884AA	2	B, D, E		49				NUT AND WASHER, Hex
6	06105245AA	4	B, D, E		49				BOLT, Hex Head
7	06508758AA	2	B, D, E		49				SCREW, Hex Head
8									SEAT, Isolator Mount, Front crossmember
	05006581AA	2	B, D, E		49				XS
	05085795AB	2	B, D, E		49				
9	06508844AA	2	B, D, E		49				BOLT, Hex Head
10	06104426AA	3	B, D, E		49				BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00
11	04766076AC	2	B, D, E		49				ISOLATOR, CROSSMEMBER, Front crossmember, At Rear Of Crossmember
12	05006873AA	1	B		49				BEAM, Lower Load

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Stabilizer Bar, Front
Figure 2-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05151025AA	2	B, D, E		49				RETAINER, Stabilizer Bar Grommet
2									BUSHING, Stabilizer Bar
	05151238AB	2	B, D		49				[SDD=SDA=SDC=SDF+X84]
	04721918AA	2	B, D, E		49				[SDE]
	05151236AB	2	B, D, E		49				[SDE+X84]
	04721085AE	2	B, D		49				
3									LINK, Stabilizer Bar
	04766962AA	2	B, D, E		49				Link Only
	MN101368	1	B, D, E		49				
4	06508961AA	4	B, D, E		49				NUT & WASHER, Hex, M10 X 1.25
5	06104418AA	4	B, D, E		49				BOLT AND WASHER, Hex Head, M10x1.50x40.00
6									STABILZER BAR, Suspension
	05151136AB	1	E		49				[SDD+X84]
		1	B, D, E		49				[SDE+X84]
	05151138AB	1	B, D		49				[SDD=SDA=SDC=SDF+X84]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 3590

All Wheel Drive; Differential and Drive Line

Group - 3590 All Wheel Drive; Differential and Drive Line

Illustration Title — Group-Fig. No.

Front Axle Drive Shafts
Shafts, Front Axle ..... Fig. 3590 - 305
Shafts, Front Axle Intermediate ..... Fig. 3590 - 306

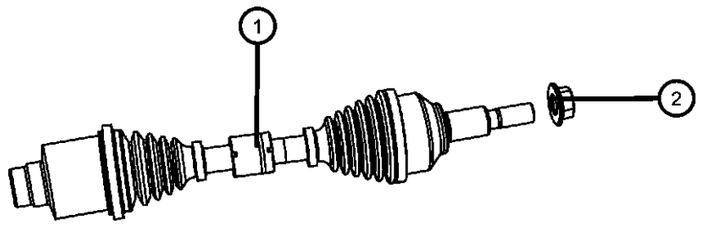
Drive Shaft
Shaft , Drive ..... Fig. 3590 - 605

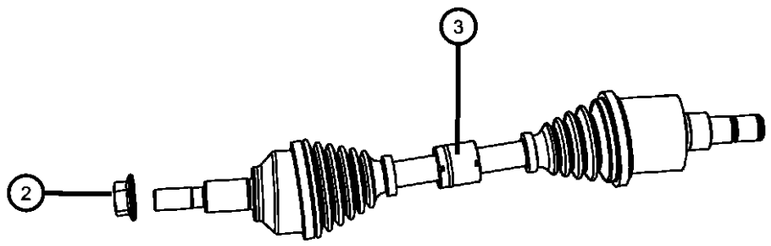
Rear Axle Assembly
Axle Assembly ..... Fig. 3590 - 705

Rear Axle Shafts
Shafts, Rear Axle ..... Fig. 3590 - 905

003590-300 Front Axle Drive Shafts	**003590-600** Drive Shaft	**003590-700** Rear Axle Assembly	**003590-900** Rear Axle Shafts

Shafts, Front Axle
Figure 3590-305



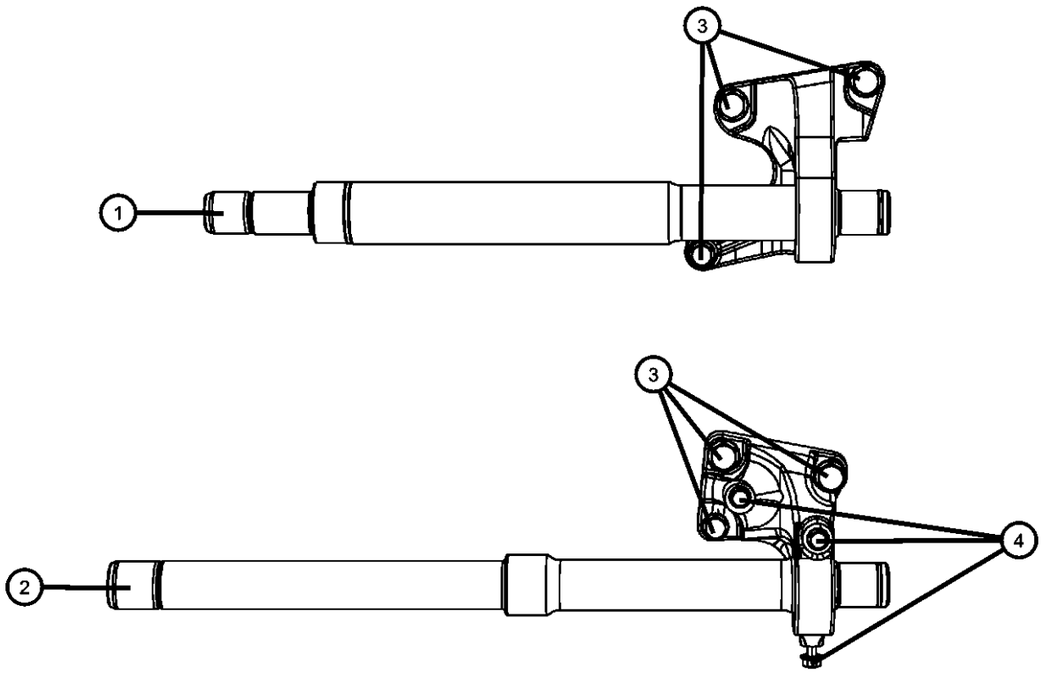


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO [DD7									
1	05273546AD	1	B, D, E		49				SHAFT, Front DriveRight
2	06509298AA	2	B, D, E		49				NUT, Hex Flange Lock, M22x1.50
3									SHAFT, Front Drive
	05273545AE	1	B, D, E		49				Left
	05273763AG	1	B, D		49				[ED3], Left
-4	04809863AC	2	B, D, E		49				GASKET, Front halfshaft/hub, DRIVE HUB TO HALFSHAFT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Shafts, Front Axle Intermediate
Figure 3590-306

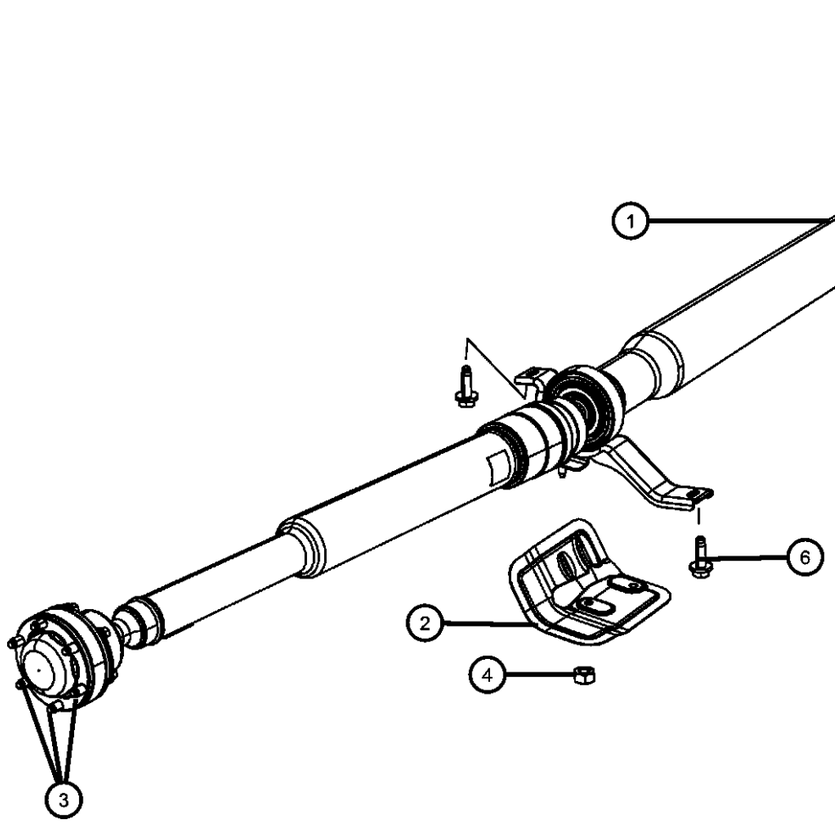


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05273664AC	1	B, D, E		49				SHAFT, Intermediate
2	04743817AE	1	E		49				SHAFT, Intermediate
3	06104218AA	3	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x40.00
4	06104179AA	3	B, D, E		49				BOLT, Hex Flange Head, M6x1.00x12.00
-5	05085868AD	1	B, D, E		49				SHIELD, Heat
-6	05157015AC	1	B, D, E		49				BRACKET, Halfshaft

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Shaft , Drive
Figure 3590-605

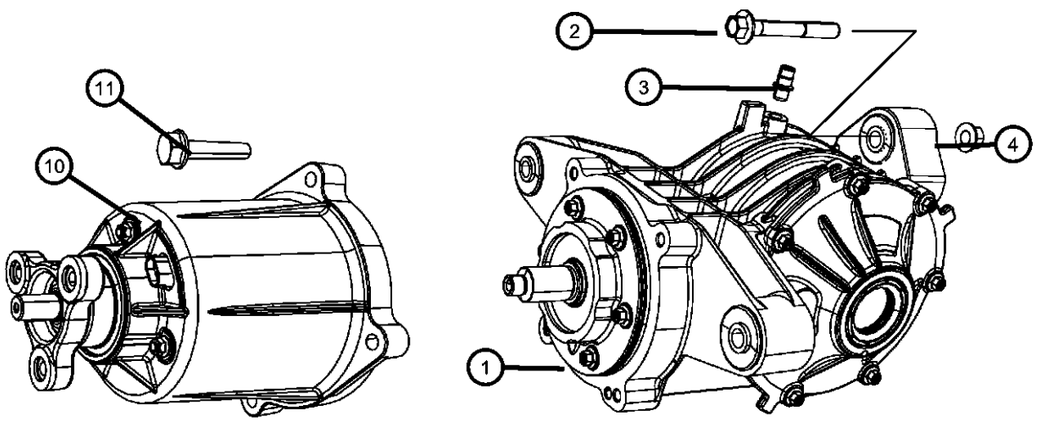


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05157005AD	1	E		49				SHAFT, Drive
2	05157011AA	1	E		49				SHIELD, Heat
3	68024965AA	1	E		49				BOLT AND RETAINER KIT, Driveshaft
4	06104716AA	2	B, D, E		49				NUT, Hex Flange Lock, M8X1.25
5	06501596	3	E		49				BOLT AND CONED WASHER, Hex Head, M10X1.50X45.00
6	06104416AA	2	E		49				BOLT AND WASHER, Hex Head, M10X1.50X35.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Axle Assembly
Figure 3590-705

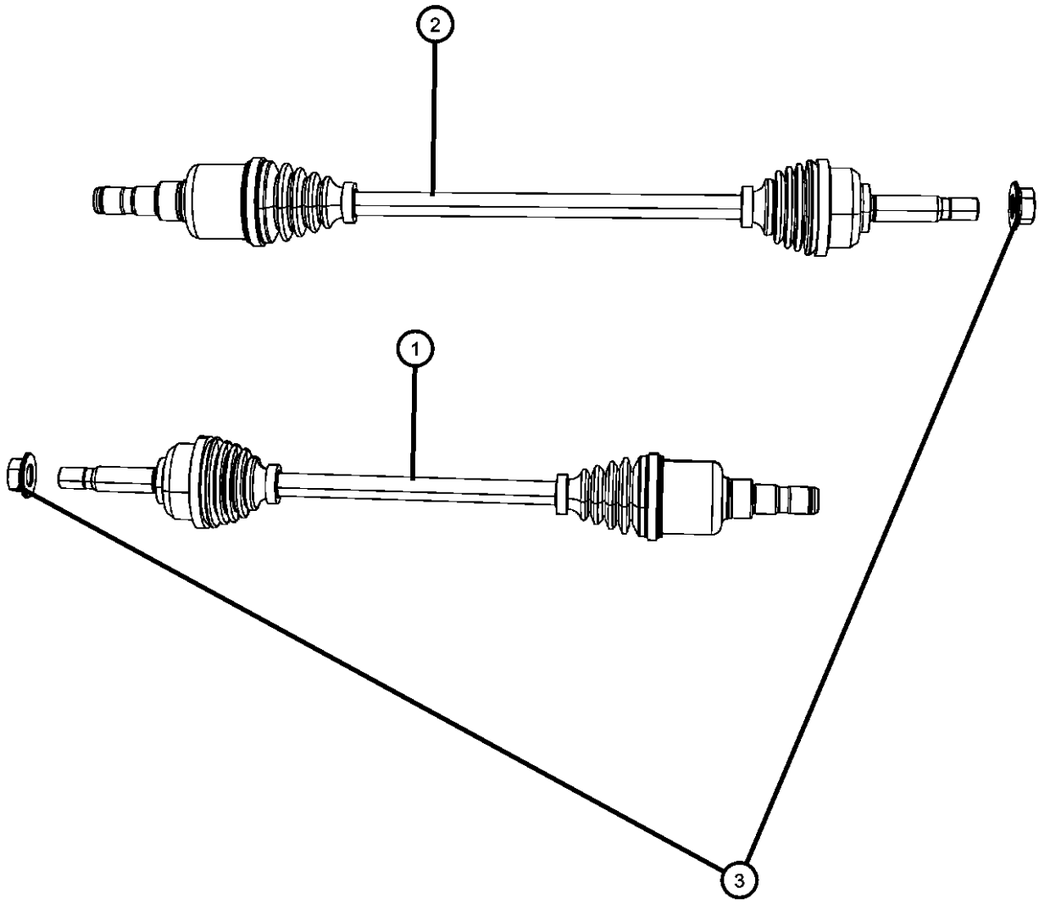


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05157002AB	1	E		49				DIFFERENTIAL, Rear Axle
2	06502725	3	E		49				BOLT, Hex Flange Head, M12x1.75x90.00
3	06502835	3	E		49				NUT, Hex Flange Lock, M12x1.75
4	04809686AC	1	E		49				VENT
-5	05126311AA	1	E		49				SEAL, Input
-6	05134787AA	2	E		49				SEAL, Output Shaft
-7	05175395AA	1	E		49				PLUG, Fill
-8	05134970AA	1	E		49				PLUG, Drain
9	05010320AA	AR	E		49				LUBE, Axle, MS-9763, SAE 75W-90, [32oz] Minimum Ship Quantity 12
10	04809868AD	1	E		49				BDORC/VISCOUS UNIT KIT, Rear axle
11	06104220AA	4	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Shafts, Rear Axle
Figure 3590-905



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04743818AB	1	E		49				SHAFT, Axle HalfRight
2	04743819AB	1	E		49				SHAFT, Axle HalfLeft
3	06105190AA	2	B, D, E		49				NUT, Hex Flange Lock, M22x1.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 0035ZU

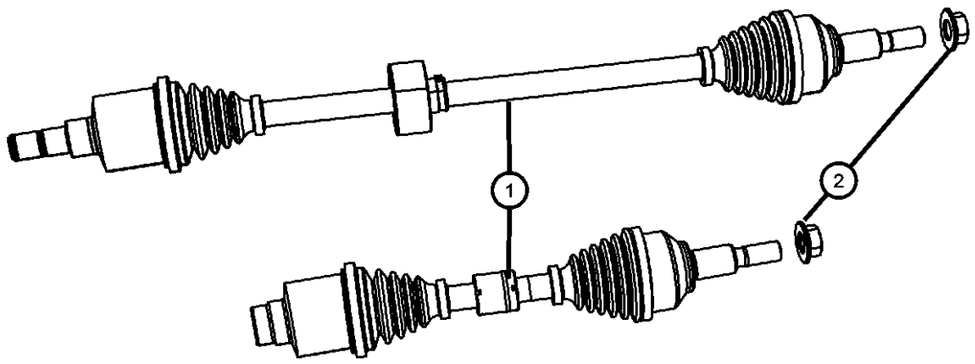
Front Wheel Drive; Differential and Drive Line

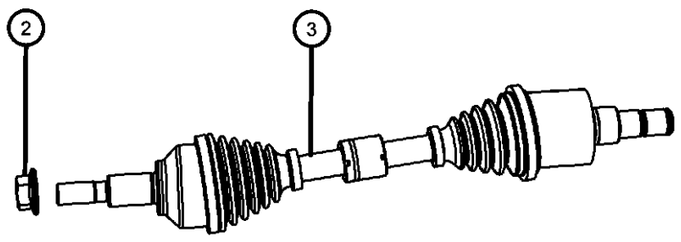
Illustration Title — Group-Fig. No.

Front Axle Drive Shafts
Shafts, Front Axle ..... Fig. 0035ZU - 305
Shafts, Front Axle Intermediate ..... Fig. 0035ZU - 306

0035ZU-300 Front Axle Drive Shafts			

Shafts, Front Axle
Figure 0035ZU-305



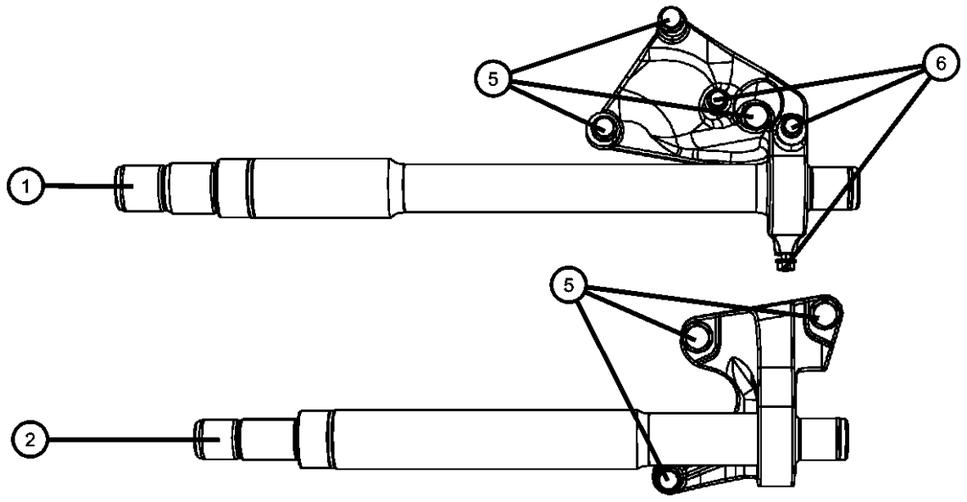


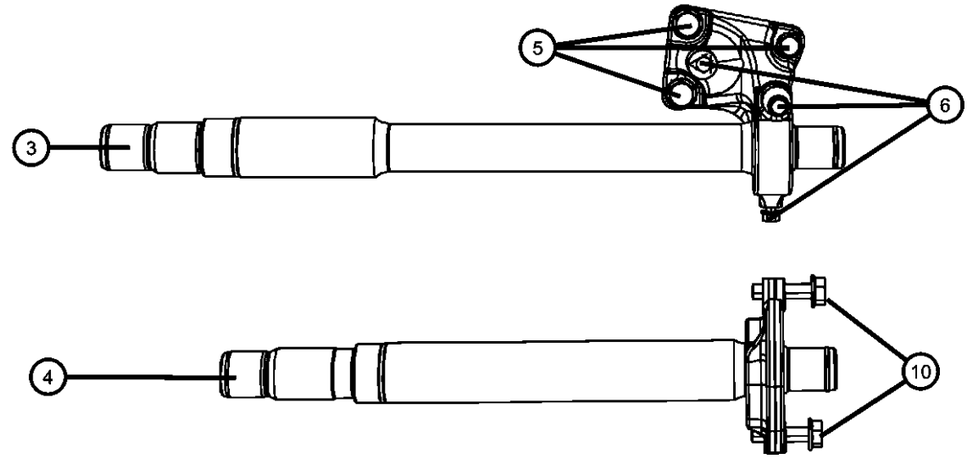
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO [DD7									
1									SHAFT, Front Drive, One Piece Replaces Original Two Piece Shaft
	05085130AA	1	B, D		49				[EDG,ED3,DFF] Without Intermediate Shaft, Right
	05085185AF	1	B, D		49				[EER,DFF], Right
	05273532AE	1	B, D		49				[ECE,DEF], Right
	05273546AE	1	B, D, E		49				[EER,EGF,DG2], Right
	05273556AC	1	B, D		49				[ECE,DG5], Right
	05273558AE	1	B, D		49				[EDG,ED3,DD7,DFF] With Intermediate Shaft, Right
2	06509298AA	2	B, D, E		49				NUT, Hex Flange Lock, M22x1.50
3									SHAFT, Front Drive
	05085180AF	1	B, D		49				[EDG,ED3,EER,DFF], Left
	05085187AD	1	B, D		49				[ECE,DG5], Left
	05273763AG	1	B, D		49				[ED3,DD7], Left
	05273531AE	1	B, D		49				[ECE,DEF], Left
	05273545AD	1	B, D, E		49				[EER,EGF,DG2], Left
-4	04809863AC	2	B, D, E		49				GASKET, Front halfshaft/hub, DRIVE HUB TO HALFSHAFT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Shafts, Front Axle Intermediate
Figure 0035ZU-306





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05085097AC	1	B, D		49				SHAFT, Intermediate, [EER,DG2]
2									SHAFT, Intermediate
	05085094AC	1	B, D		49				[EDG,ED3,DFF]
	05273664AC	1	B, D, E		49				[ED3,DD7]
3									SHAFT, Intermediate
	05085096AD	1	B, D		49				[EER,DFF]
	05273644AD	1	B, D		49				[EGF,DG2]
4									SHAFT, Intermediate
	05085098AD	1	B, D		49				[ECE,DG5]
	05273469AE	1	B, D		49				[ECE,DEF]
5	06104218AA	3	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x40.00, INTERMEDIATE SHAFT BRKT TO ENG BLK
6	06104179AA	3	B, D, E		49				BOLT, Hex Flange Head, M6x1.00x12.00
-7	05085868AD	1	B, D, E		49				SHIELD, Heat
-8	05157015AC	1	B, D, E		49				BRACKET, Halfshaft
-9	06102215AA	2	B, D		49				SCREW, INTERMEDIATE SHAFT BRKT TO ENG BLK
10	06104200AA	2	B, D		49				SCREW, INTERMEDIATE SHFT BRKT TO ENG BLOCK

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 5

Brakes

005-100 Front Brakes	**005-200** Rear Brakes	**005-300** Power Brake Booster	**005-400** Brake Master Cylinder
005-500 Hydraulic Control Unit, Brake Tubes and Hoses	**005-600** Brake Pedals	**005-700** Parking Brake Lever, Cables, and Rear Disc Park Brake Assembly	

Group - 5 Brakes

Illustration Title — Group-Fig. No.

Front Brakes
Brakes, Front ..... Fig. 5 - 105

Rear Brakes
Brakes, Rear Disc ..... Fig. 5 - 205

Power Brake Booster
Booster, Vacuum Power Brake ..... Fig. 5 - 305

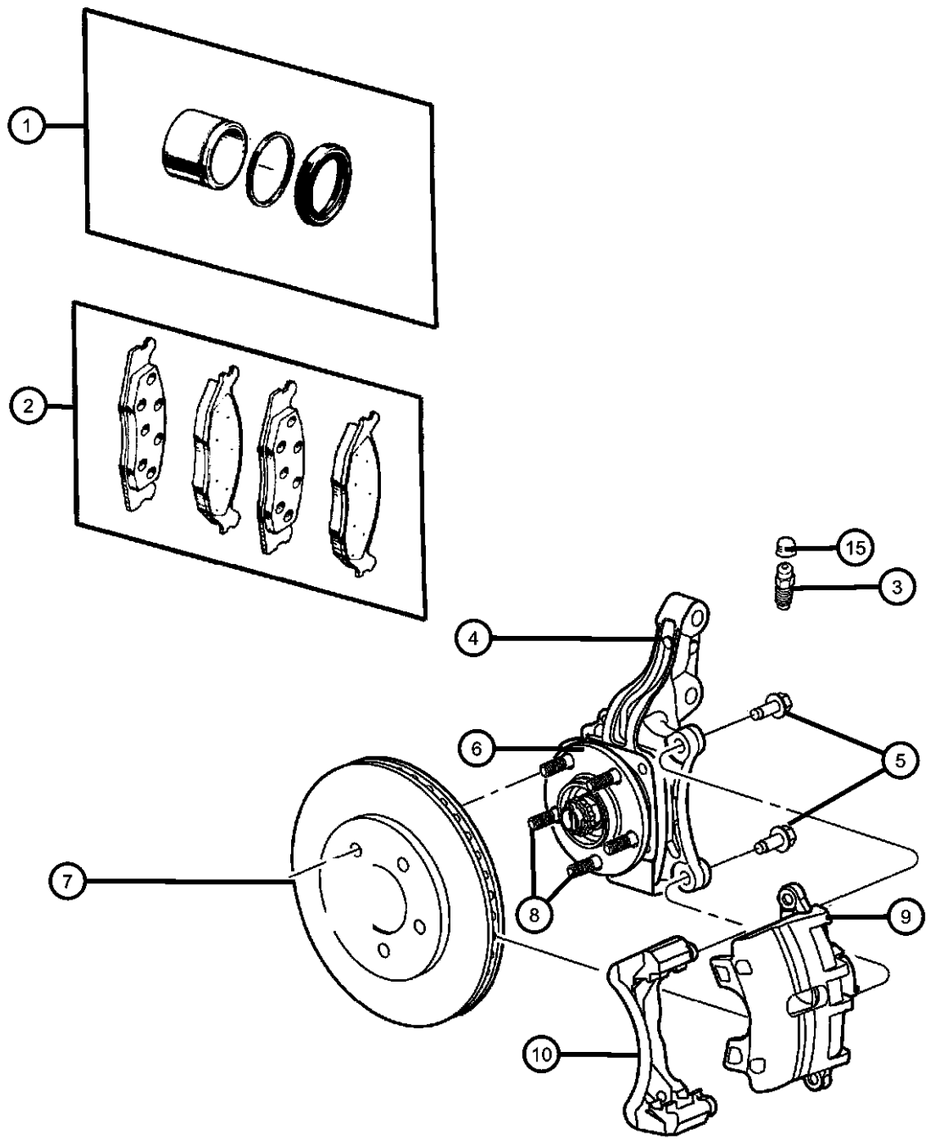
Brake Master Cylinder
Master Cylinder ..... Fig. 5 - 405

Hydraulic Control Unit, Brake Tubes and Hoses
HCU and Tubes, Front with Anti Lock Brakes [LHD] ..... Fig. 5 - 505
HCU and Tubes, Front with Anti Lock Brakes [RHD] ..... Fig. 5 - 510
Brakes Tubes and Hoses, Rear ..... Fig. 5 - 520

Brake Pedals
Pedals, Brake, Auto Trans,Manual Trans ..... Fig. 5 - 605

Parking Brake Lever, Cables, and Rear Disc Park Brake Assembly
Park Brake Lever and Cables ..... Fig. 5 - 705

Brakes, Front
Figure 5-105

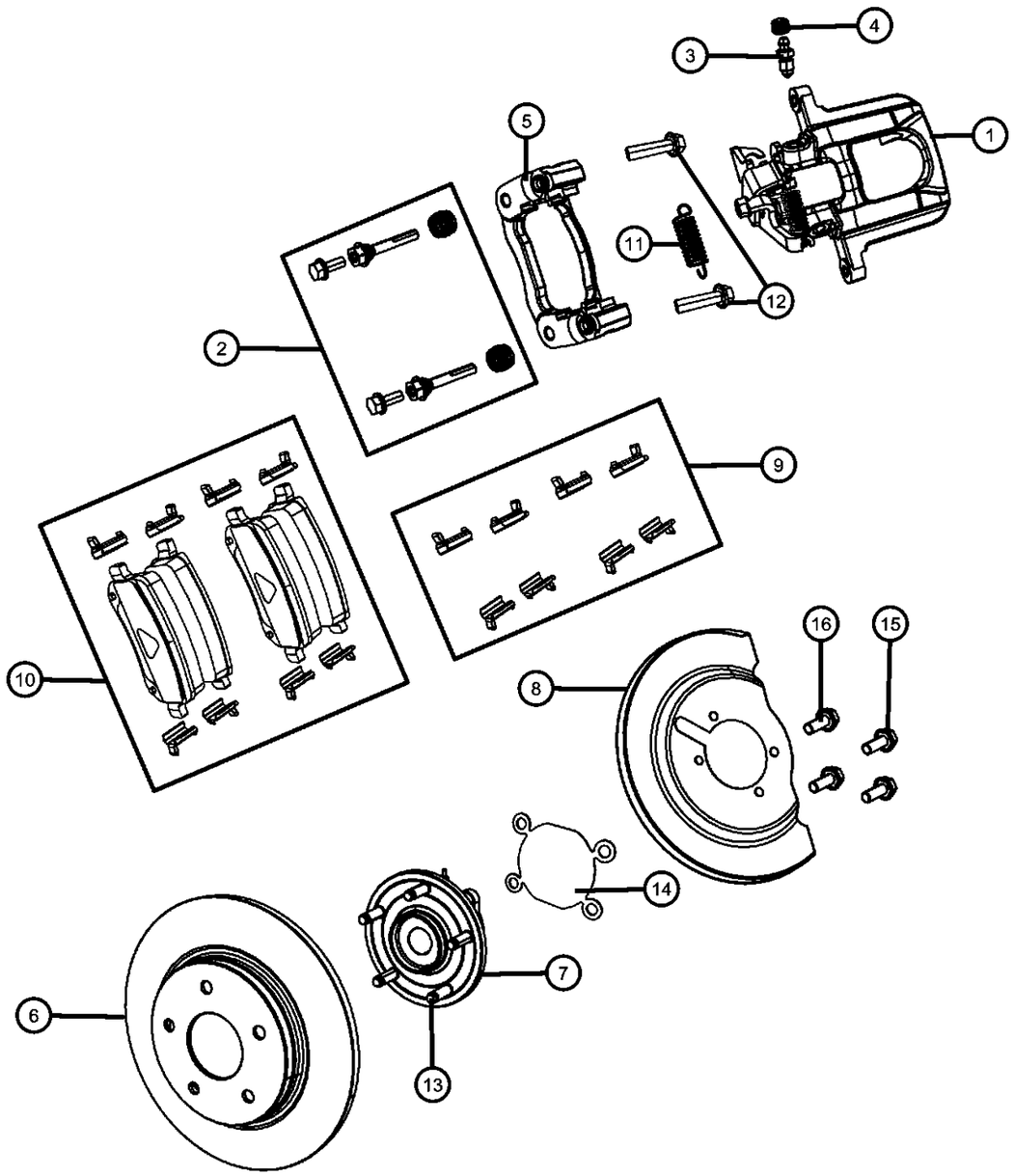


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68003698AA	1	B, D, E		49				PISTON AND SEAL KIT, Disc Brake
2	68068762AA	1	B, D, E		49				PAD KIT, Front Disc Brake
3	05143354AA	1	B, D, E		49				SCREW, Bleeder
4									KNUCKLE, Front
	05006211AA	1	B, D, E		49				Left
	05006212AA	1	B, D, E		49				Right
	05171101AB	1	B, D, E		49				Export, Left
	05171102AB	1	B, D, E		49				Export, Right
5	06104255AA	4	B, D, E		49				SCREW, FRT CALIPER ADAPTER TO KNUCKLE
6	04721010AA	2	B, D, E		49				HUB AND BEARING, Brake
7									ROTOR, Brake
	04721995AA	2	B, D, E		49				[BRF]
	68032944AA	2	B, D, E		49				[BR3]
8	06508707AA	5	B, D, E		49				STUD, Wheel
9									CALIPER ASSEMBLY, Disc Brake, Front
	68003707AA	1	B, D, E		49				Right
	68003697AA	1	B, D, E		49				Left
10	68038077AA	1	B, D, E		49				ADAPTER, Disc Brake Caliper
-11	68003706AA	1	B, D, E		49				PIN KIT, Disc Brake
-12									SHIELD, Splash
	04766026AB	1	B, D, E		49				Right
	04766027AB	1	B, D, E		49				Left
-13	68003705AA	1	B, D, E		49				SPRING KIT, Disc Brake Pad, PAD SPRING CLIP KIT
-14	06104220AA	4	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x50, HUB BEARING TO KNUCKLE
15	04238717	1	B, D, E		49				CAP, Bleeder

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Brakes, Rear Disc
Figure 5-205

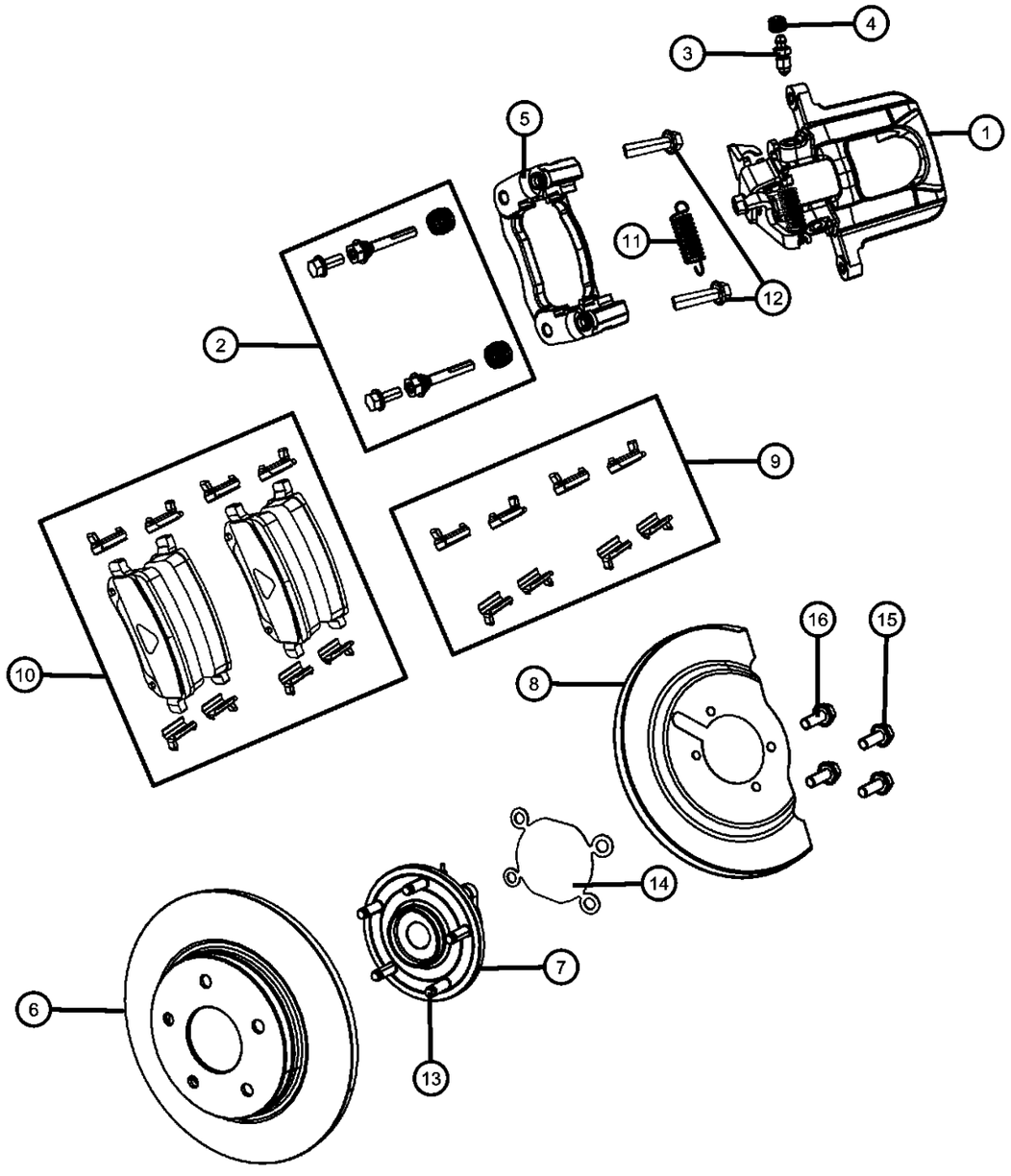


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
[EGL] = 3.8 V6 [EGV] = 3.3 V6 [EGQ] = 4.0 V6 [ENS] = 2.8 4 CYLINDER									
[BRE] = 4 WHEEL DISC [BR3] = 4 WHEEL DISC ANTI - LOCK									
1									CALIPER, Disc Brake
	68029890AB	1	B, D, E		49				After 12-17-08, Right
	68029889AB	1	B, D, E		49				After 12-17-08, Left
	68029890AA	1	B, D, E		49				Up-To 12-17-08, Right
	68029889AA	1	B, D, E		49				Up-To 12-17-08, Left
2	68003777AA	1	B, D, E		49				PIN KIT, Disc Brake
3	05143354AA	1	B, D, E		49				SCREW, Bleeder
4	68029885AB	1	B, D, E		49				CAP, Bleeder
5	68029886AA	1	B, D, E		49				ADAPTER, Disc Brake Caliper, Rear
6	04721996AA	2	B, D, E		49				ROTOR, Brake
7									HUB AND BEARING, Wheel
	05171125AB	1	B, D, E		49				Left
	05171124AB	1	B, D, E		49				Right
8									SHIELD, Splash
	04721682AA	1	B, D, E		49				Right
	04721683AA	1	B, D, E		49				Left
9	68029888AA	1	B, D, E		49				SPRING KIT, Brake Shoe Hold Down
10	68029887AA	1	B, D, E		49				PAD KIT, Rear Disc Brake
11	68029891AA	1	B, D, E		49				SPRING, Parking Brake Lever
12	06104237AA	4	B, D, E		49				BOLT, Hex Flange Head, M12x1.50x45.00, Adapter to Knuckle
13	06508707AA	5	B, D, E		49				STUD, Wheel
14	05154115AA	2	B, D		49				SHIELD, Hub And Bearing

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Brakes, Rear Disc
Figure 5-205

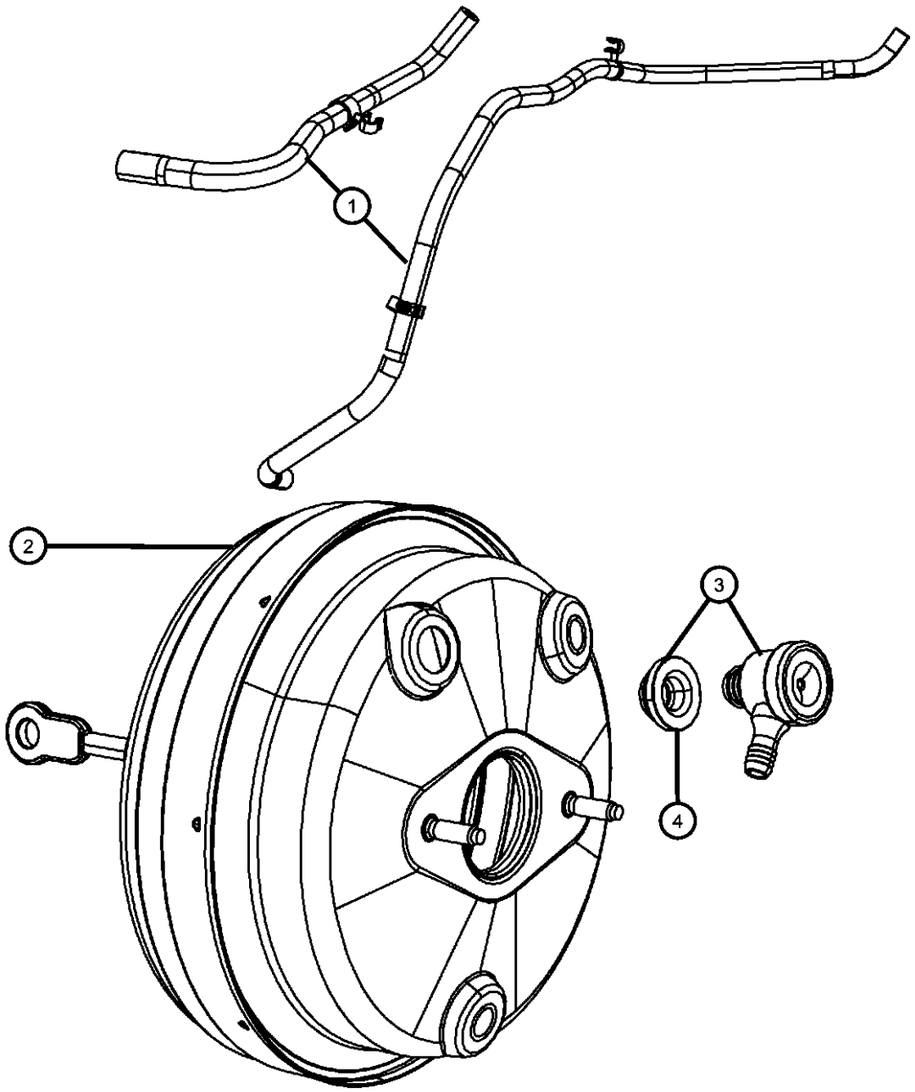


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
15	06104221AA	8	B, D, E		49				BOLT, Hex Flange Head, M10X1.50X55.00, Used Without # 15 Sheild
16	06104222AA	8	B, D, E		49				BOLT, Hex Flange Head, M10X1.5X60.0, Used with Sheild #15

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Booster, Vacuum Power Brake
Figure 5-305

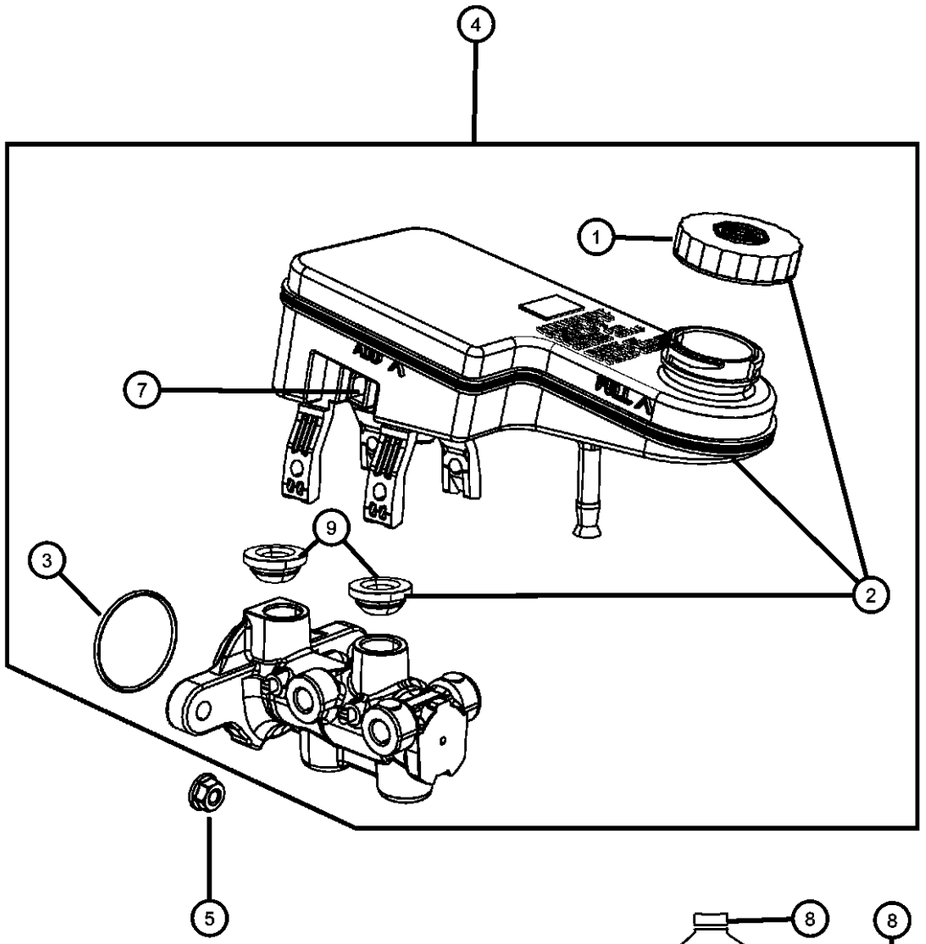


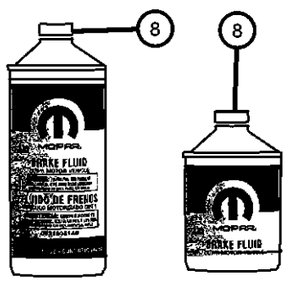
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO [DD7									
1									HOSE, Vacuum Supply
	04721974AA	1	B		49				ENGINE TO BOOSTER RHD [ED3]
	04743837AC	1	D, E		49				ENGINE TO BOOSTER [EDG,ED3]
	04743838AC	1	D, E		49				ENGINE TO BOOSTER [EER]
	04743839AC	1	D, E		49				ENGINE TO BOOSTER [EGF]
	04743861AA	1	B		49				VACUUM TO BOOSTER - RHD [ECE]
	04743862AC	1	B		49				ENGINE TO BOOSTER [EER]
	04743856AC	1	B, D, E		49				ENGINE TO BOOSTER [ECE]
	04743857AC	1	D, E		49				VACUUM TO BOOSTER - LHD [ECE]
	04743858AB	1	B		49				VACUUM TO BOOSTER
	04743859AB	1	B, D, E		49				ENGINE TO BOOSTER [ED3]
2									BOOSTER, Power Brake
	68038555AC	1	D, E		49				
	68038558AC	1	B		49				
3	04723391	1	D, E		49				VALVE, Brake Booster Check
4									GROMMET, Brake Booster Check Valve
	05179921AA	1	D, E		49				
		1	B		49				
-5	06035334	1	B, D, E		49				CLIP, Master Cylinder Push Rod Pin, BRAKE BOOSTER TO PEDAL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Master Cylinder
Figure 5-405



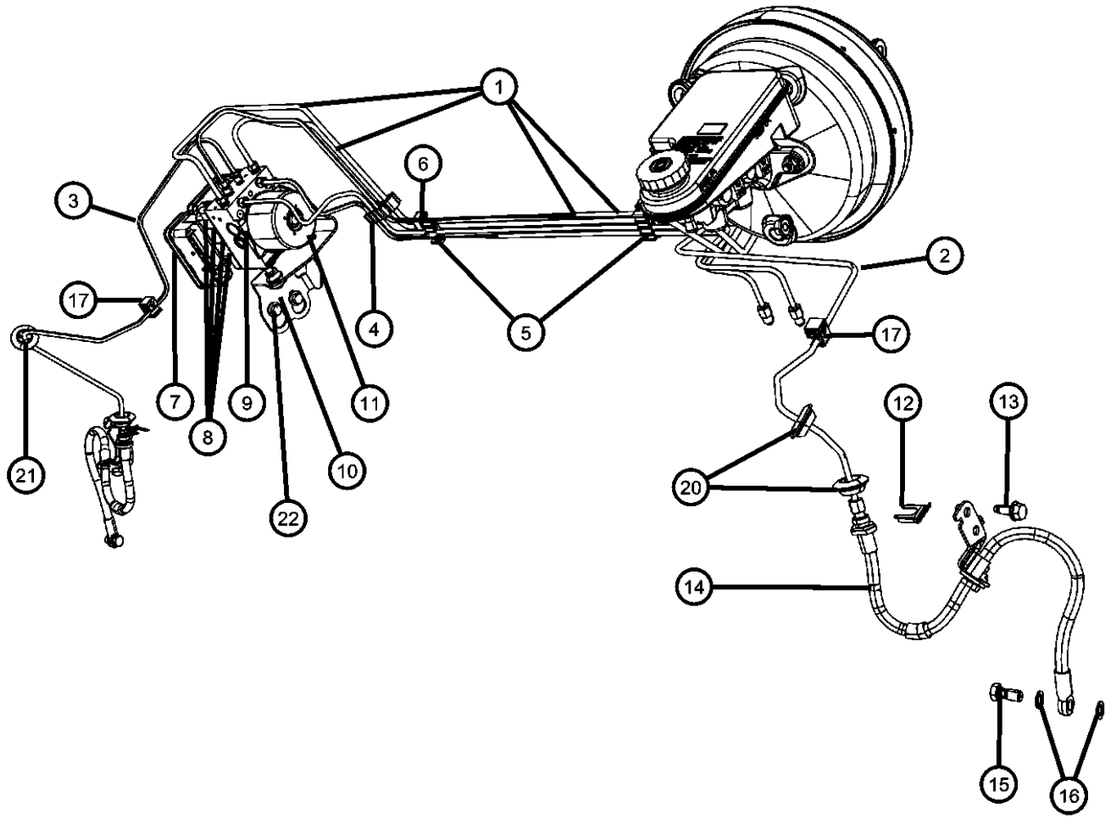


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CAP, Master Cylinder Reservoir
	04683656	1	D, E		49				
		1	B		49				
2									RESERVOIR, Brake Master Cylinder
	68038557AA	1	B		49				
		1	D, E		49				
3									SEAL, Master Cylinder To Booster
	05191826AA	1	D, E		49				
		1	B		49				
4									MASTER CYLINDER, Brake
	68038556AB	1	D, E		49				Includes Master Cylinder, Reservoir, Cap, Grommets and Seal
	68038559AB	1	B		49				Includes Master Cylinder, Reservoir, Cap, Grommets and Seal
5									NUT, Hex Flange Lock, M8X1.25
	68003622AA	1	D, E		49				
		1	B		49				
-6	06035334	1	B, D, E		49				CLIP, Master Cylinder Push Rod Pin, BRAKE BOOSTER TO PEDAL
7	68057090AA	1	D, E		49				SWITCH, Brake Fluid Level
8									FLUID, Brake, Standard MS-4574
	04318080AB	AR	D, E		49				[12 Fluid Ounces] Minimum Ship Quantity Of 24
	04318081AB	AR	D, E		49				[32 Fluid Ounces] Minimum Ship Quantity Of 12
9									GROMMET, Master Cylinder Reservoir
	68068519AA	2	D, E		49				
		2	B		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

HCU and Tubes, Front with Anti Lock Brakes [LHD]
Figure 5-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04743828AE	1	D, E		49				TUBE BUNDLE, Brake
2	05171130AD	1	D, E		49				TUBE, BrakeLeft Front
3	04743829AD	1	D, E		49				TUBE, BrakeRight Front
4	05175422AA	2	D, E		49				CLIP, Brake Line
5									CLIP, Brake Line
	05175418AA	1	D, E		49				2 Way
	05175422AA	2	D, E		49				6 Way
6	68019017AA	1	D, E		49				CLIP, Brake Line
7									MODULE, Anti-Lock Brake System
	68038229AA	1	D, E		49				[DG5]
	68038226AA	1	D, E		49				[DFF,DG2]
8	68020717AA	12	D, E		49				SEAL, ECU Coil Seal
9	05159024AA	1	D, E		49				O RING
10									BRACKET, Brake Control Unit
	68038228AA	1	D, E		49				[DFF,DG2]
		1	D, E		49				[DG5]
11									HYDRAULIC CONTROL UNIT, Anti-Lock Brake System
	68038227AA	1	D, E		49				
	68045542AA	1	D, E		49				[HSA]
12	02208893	2	B, D, E		49				LOCK, Brake Hose
13	06104087AA	2	B, D, E		49				SCREW, Throttle Cable to Support Bracket, M8x1.25x20.00
14									HOSE, Brake
	04862210AB	1	B, D, E		49				Right
	04862211AB	1	B, D, E		49				Left
15	06505801AA	2	B, D, E		49				BOLT, Banjo
16	06502114	4	B, D, E		49				GASKET, Brake Hose To Caliper
17	05175421AA	1	B		49				CLIP, Brake Line
-18	06102054AA	3	B, D, E		49				NUT, Hex Weld, M8x1.25, BRAKE LINES TO CROSSMEMBER
-19	06502979	2	B, D, E		49				NUT AND WASHER, Hex, M10x1.5, NVH BRKT TO CROSSMEMBER

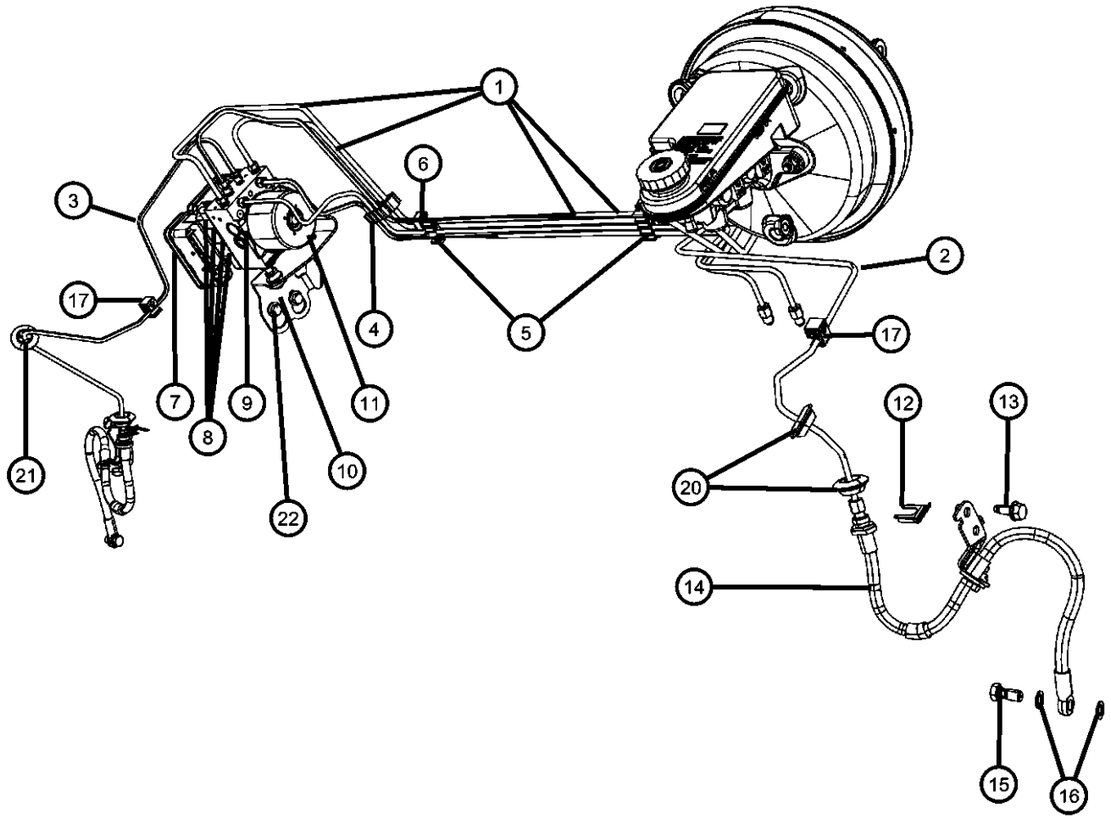
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

HCU and Tubes, Front with Anti Lock Brakes [LHD]
Figure 5-505

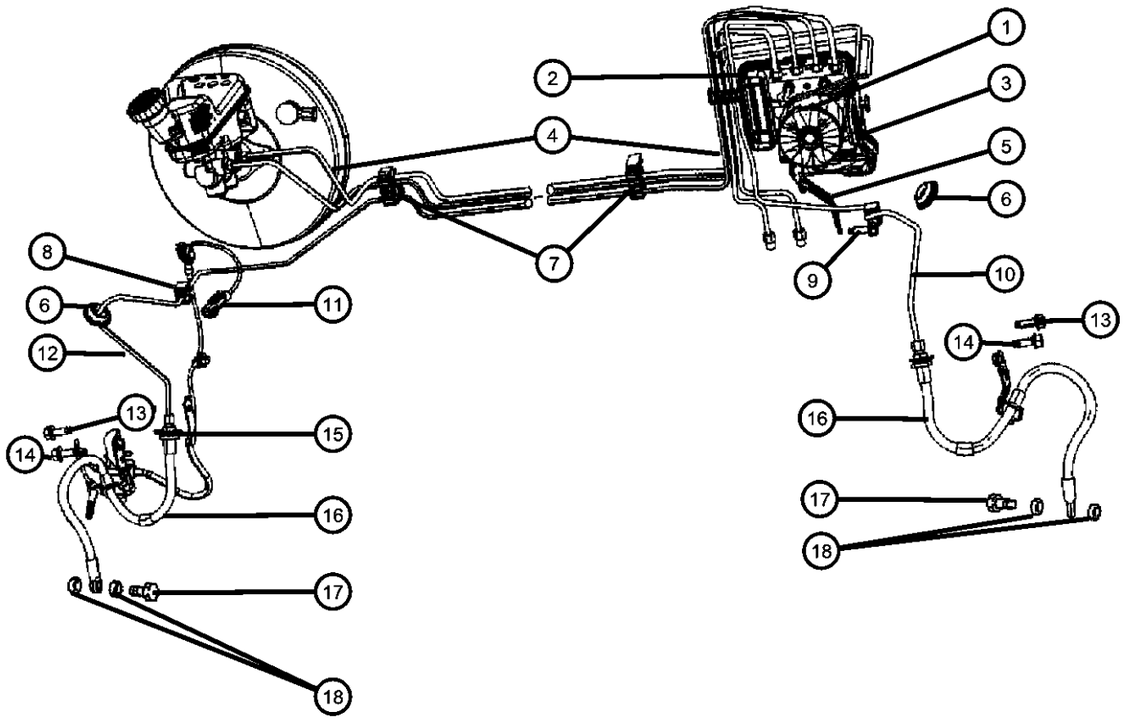


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
20	05105821AB	1	B		49				GROMMET
21	05175424AA	1	D, E		49				GROMMET, Brake Line
22	06104364AA	3	B, D, E		49				BOLT AND WASHER, Hex Head, M6x1.00x16.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

HCU and Tubes, Front with Anti Lock Brakes [RHD]
Figure 5-510

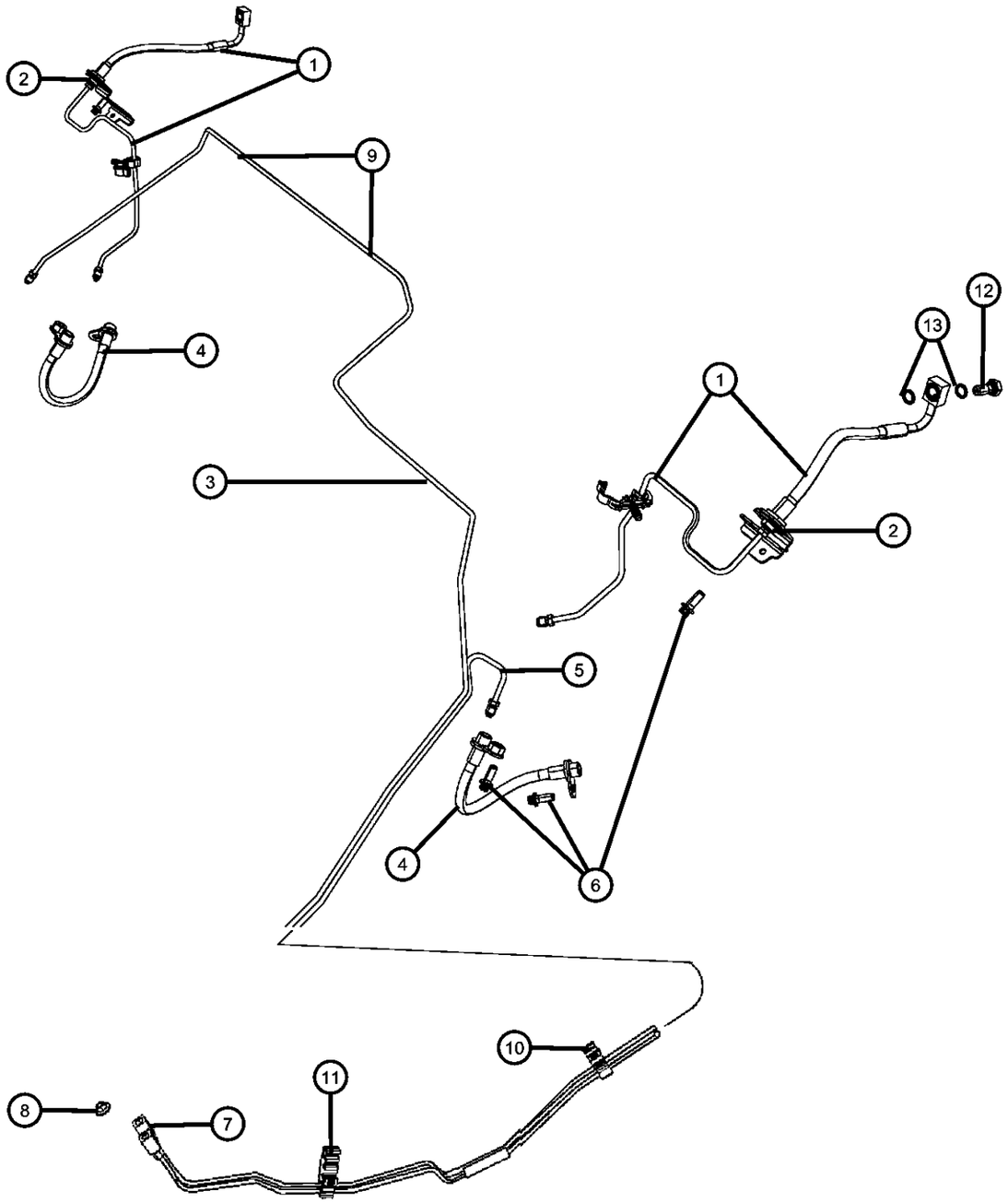


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HYDRAULIC CONTROL UNIT, Anti-Lock Brake System
	68038231AA	1	B		49				
	68045541AA	1	B		49				[HSA]
2									MODULE, Anti-Lock Brake System
	68038226AA	1	B		49				[ESP]
	68038233AA	1	B		49				
3	05159024AA	1	B		49				O RING
4	04743830AC	1	B		49				TUBE BUNDLE, Brake
5	68038232AA	1	B		49				BRACKET, Brake Control Unit
6	05179921AA	1	B		49				GROMMET, Brake Booster Check Valve
7	05175422AA	3	B		49				CLIP, Brake Line
8	05175421AA	1	B		49				CLIP, Brake Line
9	06104388AA	1	B		49				SCREW, Hex Head, M8x1.25x30
10	05171131AD	1	B		49				TUBE, Brake
11									SENSOR, Anti-Lock Brakes
	05085822AB	1	B, D, E		49				Right
	05085823AB	1	B, D, E		49				Left
12	04743836AC	1	B		49				TUBE, Brake
13	06105048AA	2	B, D, E		49				BOLT, Hex Flange Head, M8x1.25x20.00, Sensor Brkt and Brake hose Brt to Knunckle
14	06104087AA	2	B, D, E		49				SCREW, Throttle Cable to Support Bracket, M8x1.25x20.00, Hose Brkt to Knuckle
15	02208893	2	B, D, E		49				LOCK, Brake Hose
16									HOSE, Brake
	04862210AB	1	B, D, E		49				Right
	04862211AB	1	B, D, E		49				Left
17	06505801AA	2	B, D, E		49				BOLT, Banjo
18	06502114	4	B, D, E		49				GASKET, Brake Hose To Caliper
-19	05191002AA	1	B		49				SCREW, Hex Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Brakes Tubes and Hoses, Rear
Figure 5-520

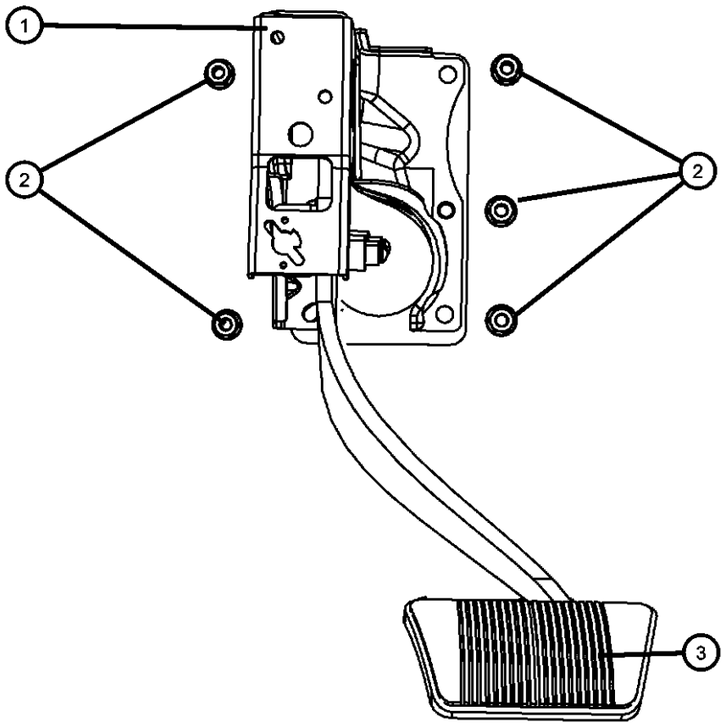


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HOSE, Brake
	04766559AA	2	B, D, E		49				[BR3]
	04862212AC	1	B, D, E		49				Right
	04862213AB	1	B, D, E		49				Left
2	02208893	2	B, D, E		49				LOCK, Brake Hose
3									TUBE, Brake
	05171130AB	1	D, E		49				[BRF]
	68044130AA	1	B, D, E		49				
4	04766559AA	2	B, D, E		49				HOSE, Brake
5	68039509AA	1	B, D, E		49				TUBE, Brake, Left Rear
6	06104087AA	2	B, D, E		49				SCREW, Throttle Cable to Support Bracket, M8x1.25x20.00
7	05105682AA	1	B, D, E		49				JUNCTION BLOCK, Brake Tube
8	06105038AA	1	B, D, E		49				SCREW, Hex Flange Head, M6x1.00x25.00, BRAKE JUNCTION BLOCK TO BIW BRACKET
9	68044128AA	4	B, D, E		49				CLIP, 2 Way
10	68044129AA	2	B, D, E		49				CLIP, 4 Way
11	68039512AA	5	B, D, E		49				CLIP, 4 Way
12	06508914AA	2	B, D, E		49				BOLT, Banjo
13	06502114	4	B, D, E		49				GASKET, Brake Hose To Caliper
-14	06105036AA	2	B, D, E		49				BOLT, Hex Flange Head, M6x1.00x16.00, RR HOSE & TUBE ASSY TO KNUCKLE
-15									SENSOR, Anti-Lock Brakes
	04743869AD	1	B, D, E		49				Left
	04743874AD	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pedals, Brake, Auto Trans,Manual Trans
Figure 5-605

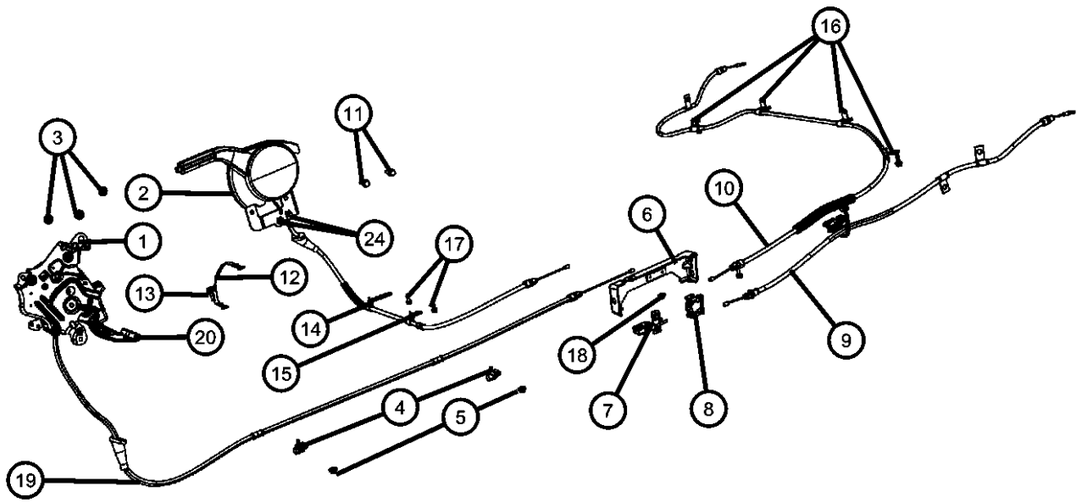


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO [DD7									
1									PEDAL, Brake
	05105521AI	1	B		49				[DFF,DG5]
		1	B		49				[DG2]
	05105522AI	1	D, E		49				[DD7,DEF]
	05105523AH	1	D, E		49				[BR3]
	68045821AC	1	D, E		49				[BRF][DFF,DG5]
	05105520AI	1	B		49				[DD7,DEF]
		1	D, E		49				[BR3][DFF,DG5]
	68045821AA	1	D, E		49				[DG2]
2	06104716AA	5	B, D, E		49				NUT, Hex Flange Lock, M8X1.25
3									PAD, Pedal
	68020438AA	1	D, E		49				
		1	B		49				
	05170975AB	1	D, E		49				[DD7,DEF]
		1	B		49				[DD7,DEF]
-4	06035334	1	B, D, E		49				CLIP, Master Cylinder Push Rod Pin

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Park Brake Lever and Cables
Figure 5-705

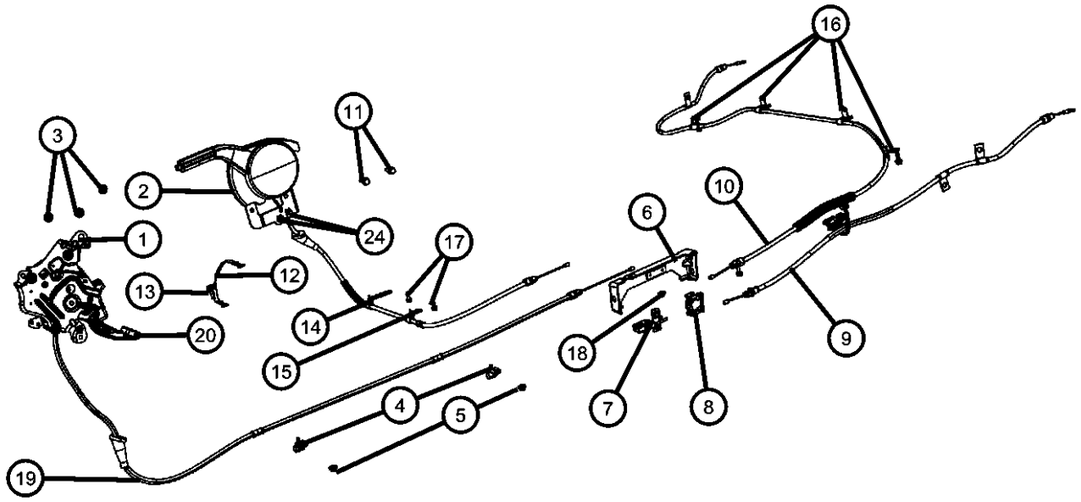


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04743865AC	1	D, E		49				LEVER, Parking Brake
2									LEVER, Parking Brake
	1GF41XDVAB	1	B		49				[DV][D1]
	1GF241DVAE	1	D, E		49				
	1GF41DK7AB	1	B		49				[KA]
3									NUT AND WASHER, Hex, M6X1.00
	06104725AA	3	D, E		49				P/B TO COWL
		1	B, D, E		49				REACTION BRKT TO SILL
4									CLIP, Cable Routing
	04766418AA	2	D, E		49				
		1	B		49				
5	06104725AA	2	D, E		49				NUT AND WASHER, Hex, M6X1.00
6	04743864AA	1	B, D, E		49				BRACKET, Parking Brake
7									EQUALIZER, Parking Brake Cable
	04721977AA	1	B		49				
		1	D, E		49				
8	04721945AA	1	D, E		49				EQUALIZER, Parking Brake Cable
9	04862227AH	1	B, D, E		49				CABLE, Parking Brake
10	04862226AE	1	B, D, E		49				CABLE, Parking Brake
11	06105049AA	3	B		49				BOLT, Hex Flange Head, M8X1.25X25.00
12									STRAP, Ground
	04671169AC	1	B		49				
		1	D, E		49				
13									BOLT, Hex Flange Head, M8X1.25X25.00
	06105049AA	3	D, E		49				
		3	B		49				
14									CLIP, Cable Routing
	04766419AA	1	D, E		49				
		1	B		49				
15									CLIP, Cable Routing

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Park Brake Lever and Cables
Figure 5-705



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04766418AA	1	D, E		49				
		1	B		49				
16	06508100AA	4	B, D, E		49				SCREW, Hex Flange Head Tapping, M8x1.25x25.00
17									SCREW, Hex Flange Head, M6X1.0x20.0
	06104336AA	2	D, E		49				
		2	B		49				
18	06104725AA	1	B, D, E		49				NUT AND WASHER, Hex, M6X1.00
19									CABLE, Parking Brake
	04766480AA	1	B		49				
	04766479AC	1	D, E		49				
20	68051369AA	1	D, E		49				PAD, Parking Brake Pedal
-21	04221463	1	D, E		49				SWITCH, Parking Brake
-22	06104196AA	3	D, E		49				BOLT, Hex Head, LEVER ASSY TO BRACKET
-23	04721993AA	1	B, D, E		49				INSULATOR, Anti Rattle
24	06104715AA	2	B, D, E		49				NUT, Hex Flange Lock, M6X1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 6

Clutch

006-100 Clutch	**006-300** Clutch Controls	**006-400** Clutch Pedals	

Group - 6 Clutch

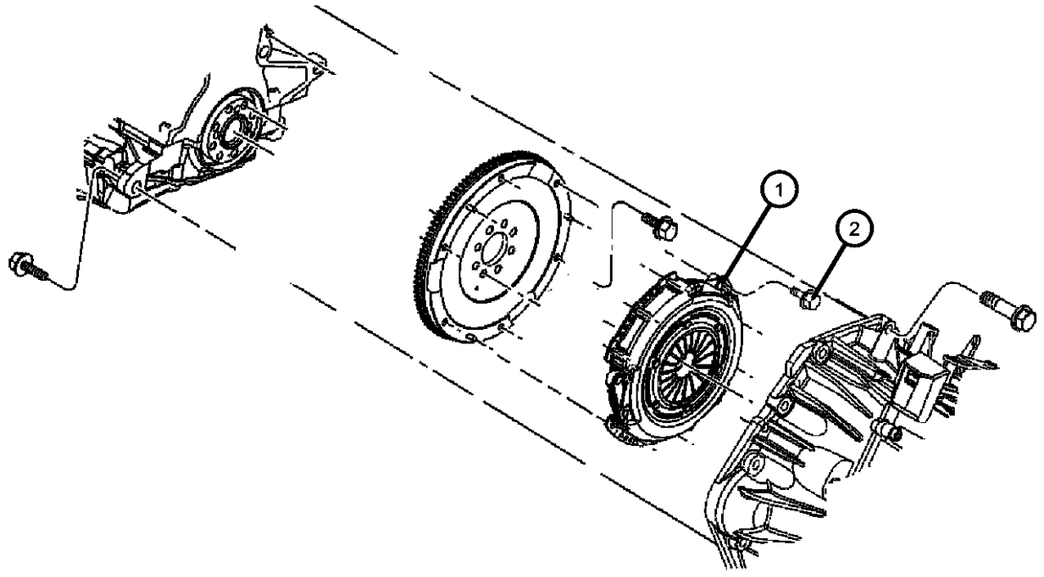
Illustration Title — Group-Fig. No.

Clutch
Clutch Assembly [DEF] ..... Fig. 6 - 105
Clutch Assembly [DD7] ..... Fig. 6 - 106

Clutch Controls
Controls, Hydraulic Clutch ..... Fig. 6 - 305

Clutch Pedals
Pedal, Clutch ..... Fig. 6 - 405

Clutch Assembly [DEF]
Figure 6-105

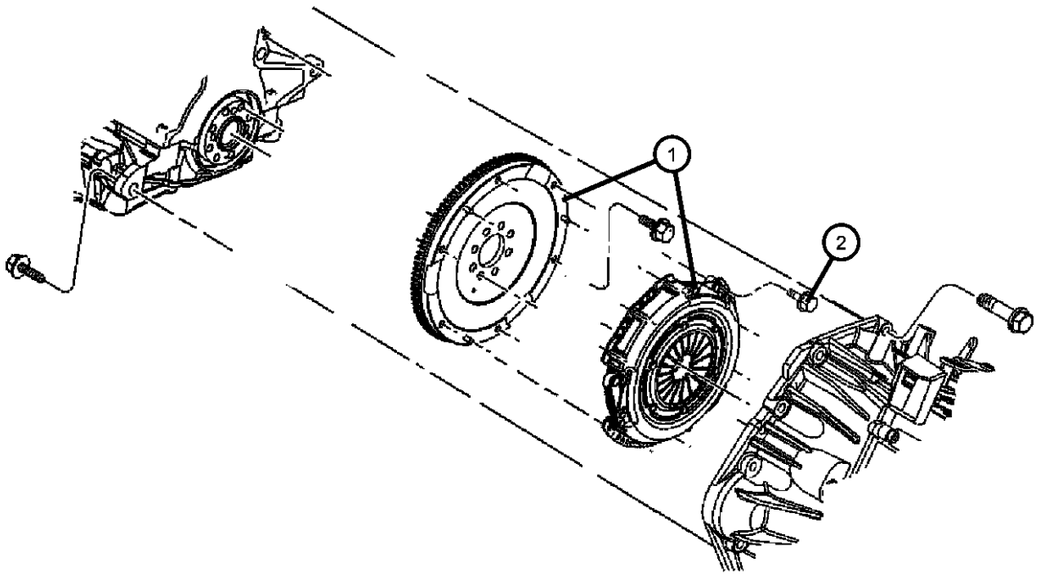


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [DEF]=6-Speed Manual Transmission									
1	05106018AA	1	B, D, E			ECE	DEF		CLUTCH KIT, Pressure Plate and Disc
2	06508455AA	6	B, D, E			ECE	DEF		BOLT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Clutch Assembly [DD7]
Figure 6-106

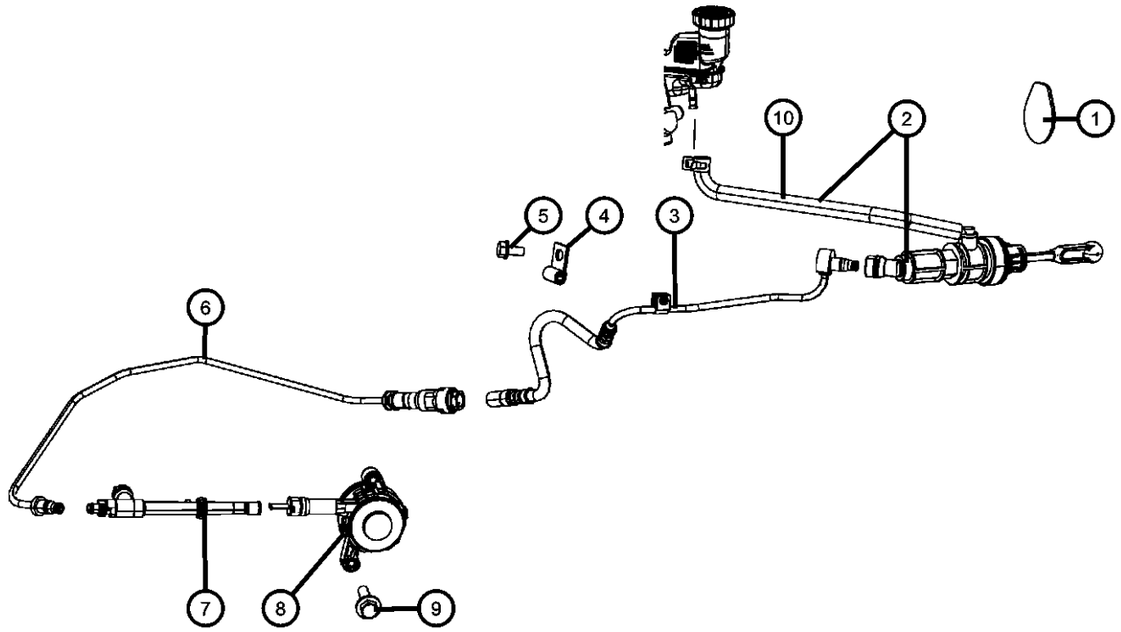


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [DD7]=5 Speed Manual Transmission									
1	05062150AD	1	B, D, E			ED3	DD7		CLUTCH KIT, Pressure Plate and Disc
2	06504383	4	B, D, E			ED3	DD7		BOLT, Hex Head Lock, M10X1.50X13.20

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Controls, Hydraulic Clutch
Figure 6-305

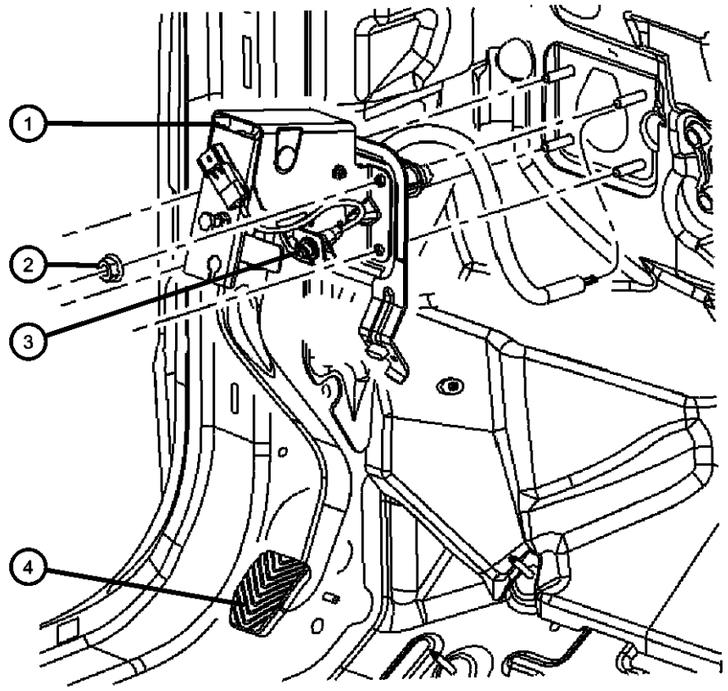


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [DD7]=5 Speed Manual Transmission [DEF]=6-Speed Manual Transmission									
1	05273470AB	1	B				DD7, DEF		PLUG, Body
2									ACTUATOR, Hydraulic Clutch
	05106064AB	1	B				DD7, DEF		
	05106031AB	1	D, E				DD7, DEF		
3									HOSE, Clutch
	04743867AC	1	D, E				DD7, DEF		
	04743868AC	1	B				DD7, DEF		
4	06508622AA	1	B, D, E				DD7, DEF		CLIP, Clutch Tube
5	06104195AA	1	B, D, E				DD7, DEF		BOLT, Hex Flange Head, M8x1.25x16.0
6									TUBE, Clutch M/Cyl
	05273429AB	1	B, D, E				DD7		
	05273460AC	1	B, D, E				DEF		
7									ADAPTER, CLUTCH SLAVE CYLINDER, LOWER
	05273461AA	1	B, D, E				DEF		
	05106032AA	1	B, D, E				DD7		
8	05273431AA	1	B, D, E				DD7, DEF		CYLINDER, Clutch Slave
9	06104124AA	2	B, D, E				DD7, DEF		BOLT, Hex Flange Head, M6X1.0X30.00
10									HOSE, Clutch
	04743868AB	1	B				DD7, DEF		MASTER CYLINDER TO TRANS RHD
	04743867AB	1	D, E				DD7, DEF		MASTER CYLINDER TO TRANS LHD
11	04318080AB	AR	D, E						FLUID, Brake, Standard MS-4574, [12 oz] Minimum Ship Quantity Of 24

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Pedal, Clutch
Figure 6-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [DD7]=5 Speed Manual Transmission [DEF]=6-Speed Manual Transmission									
1									PEDAL, Clutch
	04766380AE	1	D, E				DEF		
	04766382AC	1	B				DEF		
	05273419AF	1	D, E				DD7		
	05273425AF	1	B				DD7		
2	06104709AA	4	B, D, E				DD7, DEF		NUT, Hex Flange, M8x1.25
3									SWITCH, Clutch Starter Interlock
	05026130AC	1	D, E				DEF		
		1	B				DEF		
	05026131AC	1	D, E				DD7		
		1	B				DD7		
4									PAD, Pedal
	05170975AB	1	D, E				DD7, DEF		
		1	B				DD7, DEF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 7
Cooling

007-100 Radiator and Related Parts; Charge Air Cooler	**007-200** Water Pump and Related Parts	**007-300** Engine Coolant Reservoir (Bottle)	**007-400** Pulleys and Related Parts
007-500 Drive Belts	**007-600** Transmission Oil Cooler, and Lines		

Illustration Title — Group-Fig. No.

Radiator and Related Parts; Charge Air Cooler
Radiator and Related Parts ..... Fig. 7 - 105
Radiator and Related Parts ..... Fig. 7 - 110
Radiator and Related Parts ..... Fig. 7 - 115
Radiator and Related Parts ..... Fig. 7 - 120
Radiator Support ..... Fig. 7 - 150
Charge Air Cooler ..... Fig. 7 - 175

Water Pump and Related Parts
Water Pump and Related Parts ..... Fig. 7 - 205
Water Pump and Related Parts ..... Fig. 7 - 210
Water Pump and Related Parts ..... Fig. 7 - 215
Water Pump and Related Parts ..... Fig. 7 - 220
Thermostat and Related Parts ..... Fig. 7 - 250
Thermostat and Related Parts ..... Fig. 7 - 255
Thermostat and Related Parts ..... Fig. 7 - 260
Thermostat and Related Parts ..... Fig. 7 - 265

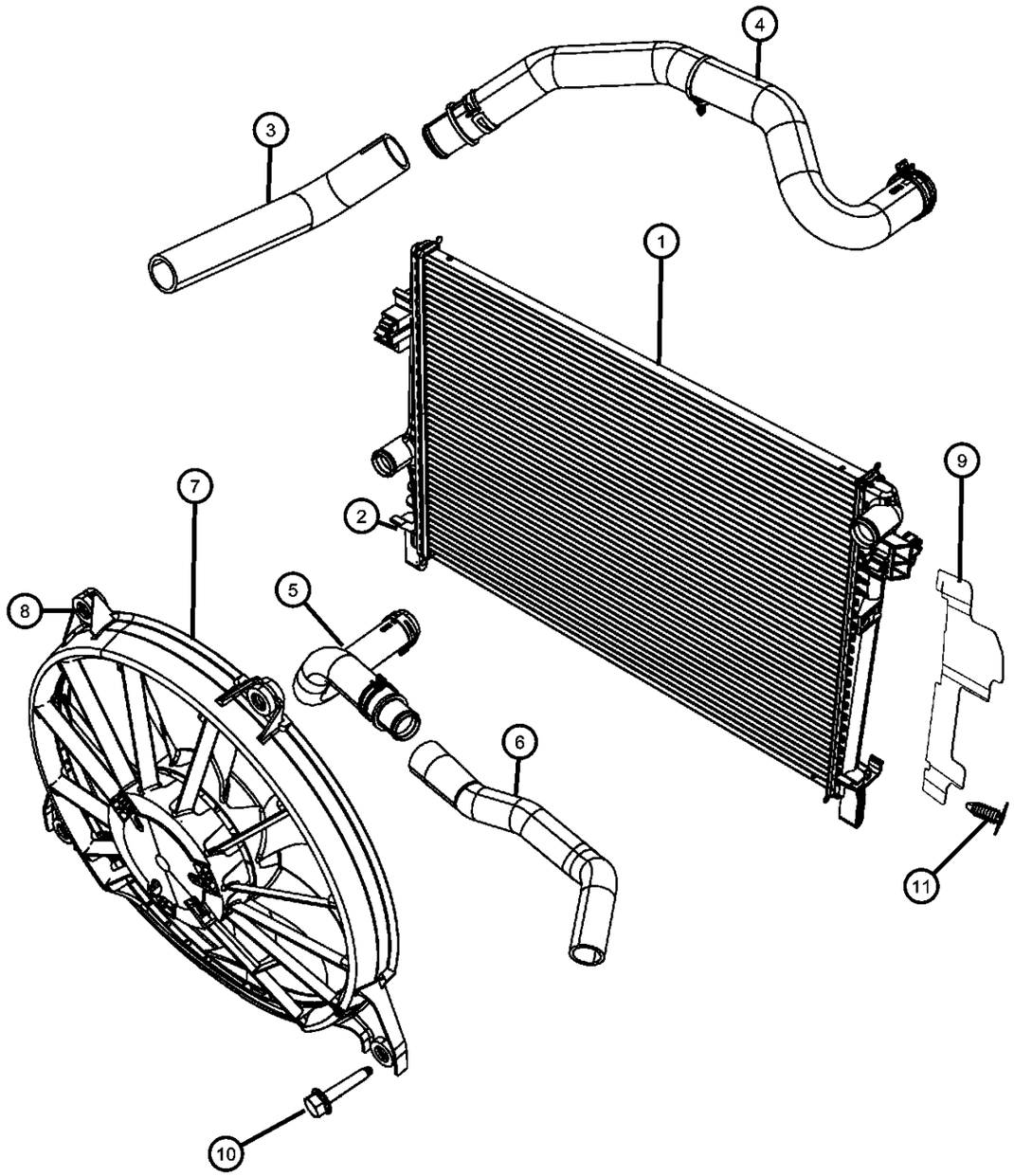
Engine Coolant Reservoir (Bottle)
Coolant Recovery Bottle ..... Fig. 7 - 305
Coolant Recovery Bottle ..... Fig. 7 - 310

Pulleys and Related Parts
Pulleys and Related Parts ..... Fig. 7 - 405
Pulleys and Related Parts ..... Fig. 7 - 410
Pulleys and Related Parts ..... Fig. 7 - 415
Pulleys and Related Parts ..... Fig. 7 - 420

Drive Belts
Belts, Serpentine and V-Belts ..... Fig. 7 - 505
Belts, Serpentine and V-Belts ..... Fig. 7 - 510
Belts, Serpentine and V-Belts ..... Fig. 7 - 515
Belts, Serpentine and V-Belts ..... Fig. 7 - 520

Transmission Oil Cooler, and Lines
Transmission Oil Cooler and Lines ..... Fig. 7 - 605

Radiator and Related Parts
Figure 7-105

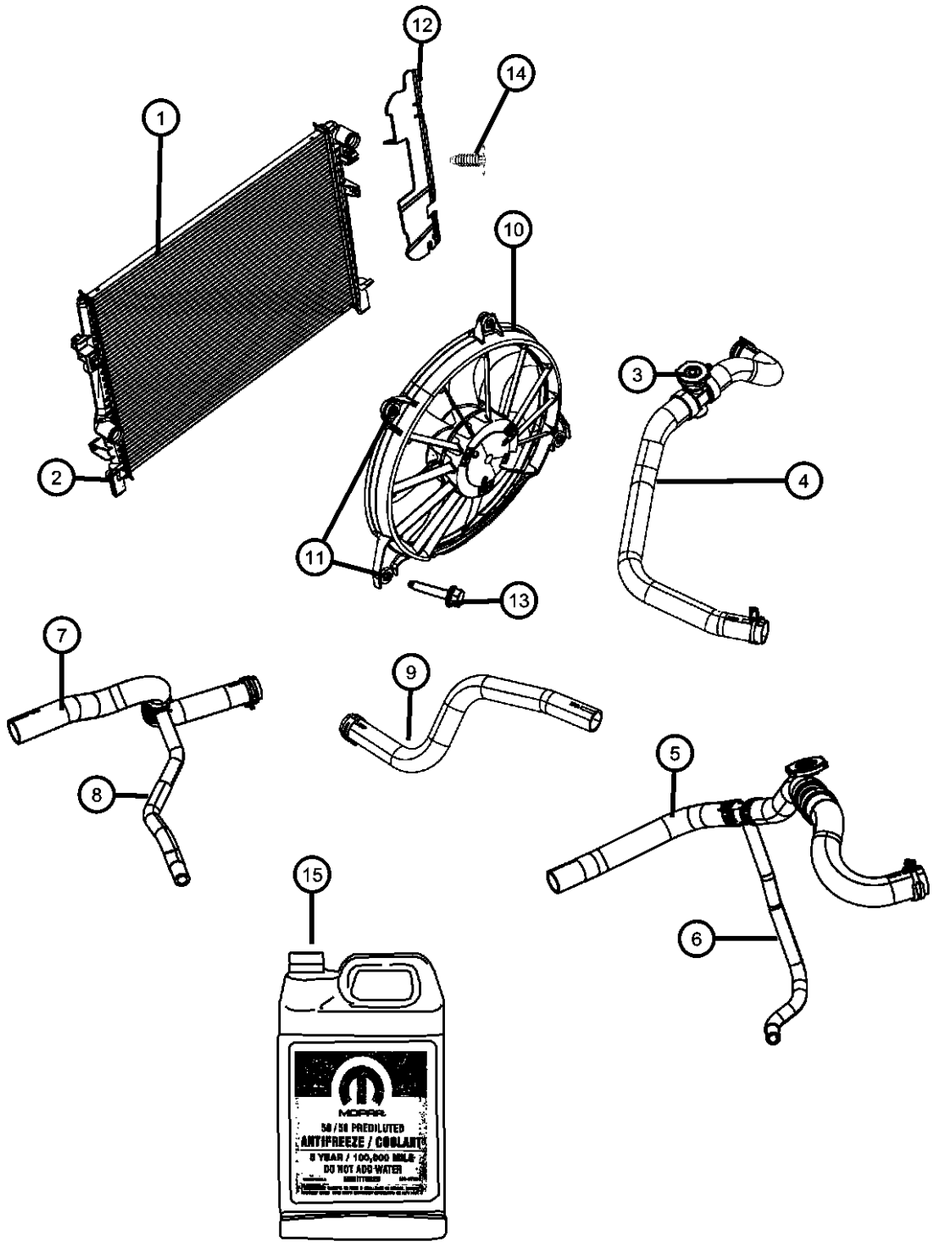


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EGA] = 3.3L V6 SMPI [EGH] = 3.8L V6 SMPI									
1									RADIATOR, Engine Cooling
	68038238AA	1	B, D, E			ECE	DG5		
		1	B, D, E			ECE	DBB		[MTX]
		1	B, D, E			ECE	DG5		[ATX]
2									DRAINCOCK, Radiator
	68046360AA	1	B, D, E			ECE	DBB		
		1	B, D, E			ECE	DG5		
3	05291897AA	1	B, D, E			ECE			HOSE, Radiator Inlet
4	05058404AC	1	B, D, E			ECE			HOSE, Radiator Inlet
5	05058399AC	1	B, D, E			ECE			HOSE, Radiator Outlet
6	05058401AB	1	B, D, E			ECE			HOSE, Radiator Outlet
7									MODULE, Fan
	68038241AA	1	B, D, E			ECE	DG5		
		1	B, D, E			ECE	DBB		
8									ISOLATOR, Fan Module
	68038243AA	4	B, D, E			ECE	DBB		
		4	B, D, E			ECE	DG5		
9									SHIELD, Radiator
	05058510AC	1	B, D, E			ECE			Right
	05058509AC	1	B, D, E			ECE			Left
10									BOLT, Hex Flange Head, M6X1.00X35.00
	06104184AA	4	B, D, E						
	06105040AA	1	B, D, E			ECE			
11	06505403AA	3	B, D, E			ECE			PIN, Push
-12	68024164EA	2	B, D, E			ECE			ANTIFREEZE, Coolant, Glysantin G 30-91, Minimum Ship Quantity of 12 gallons.

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-110

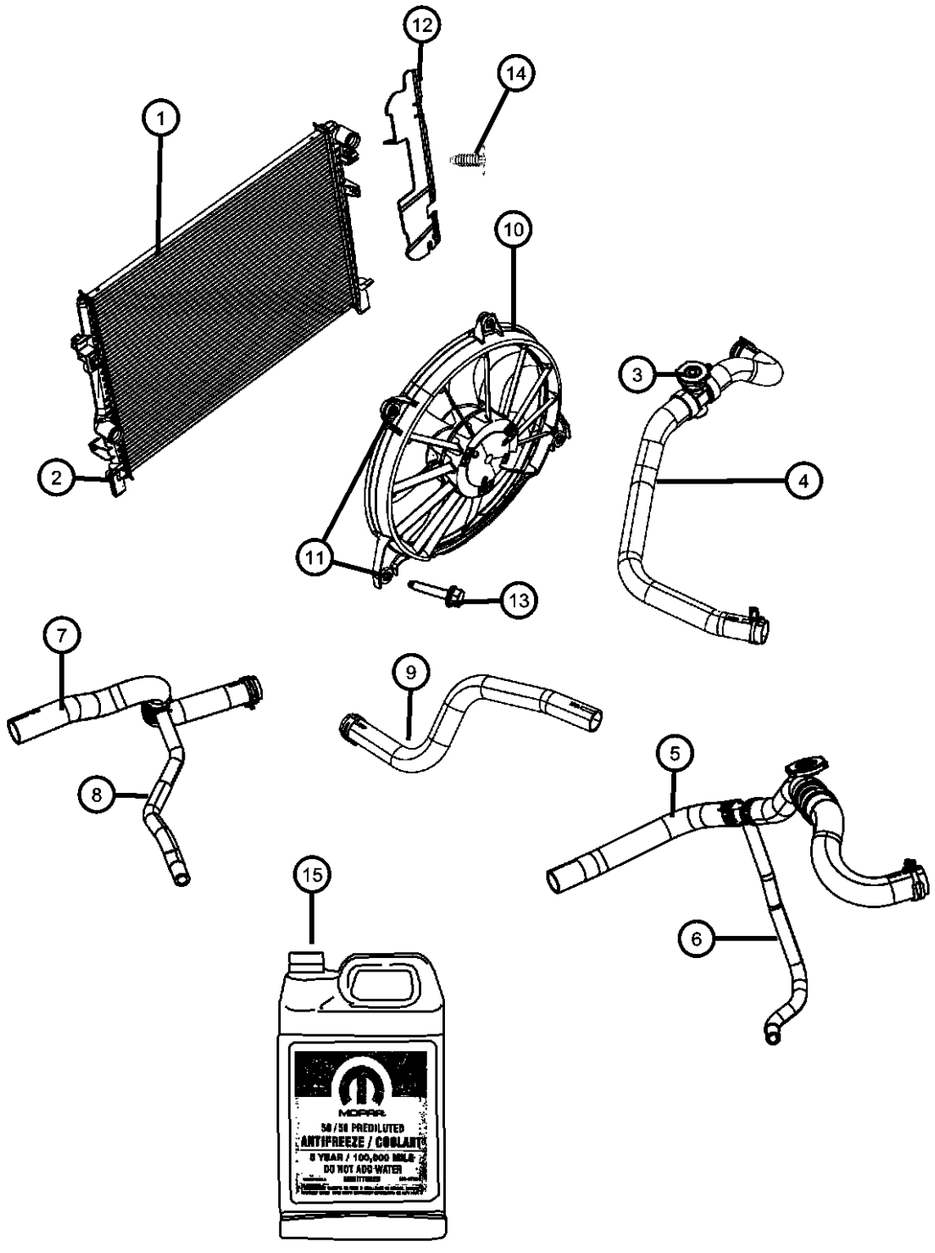


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [DAV] = Continuously Variable Transmission [DD7] = 5 Speed Manual T355 Transmission [DEF] = 6-Speed Manual Aisin BG6 Transmission [EBA] = 1.8L 4 CYL DOHC 16V Dual VVT Engine [ECN] = 2.0L 4 CYL DOHC 16V Dual VVT Engine [ECD] = 2.0L 4 CYL									
1									RADIATOR, Engine Cooling
	68038238AA	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			ED3, EDG	DBB		[MXT]
2									DRAINCOCK, Radiator
	68046360AA	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			ED3, EDG	DG2, DG5		
3	55116897AA	1	B, D, E			ED3, EDG			CAP, Radiator
4	05058394AB	1	B, D, E			ED3, EDG			HOSE, Radiator Inlet
5	05058446AB	1	B, D, E			ED3, EDG			HOSE, Radiator Inlet
6	05291898AA	1	B, D, E			ED3, EDG			HOSE, Oil Cooler Inlet
7	05058566AB	1	B, D, E			ED3, EDG			HOSE, Radiator Outlet
8									HOSE, Oil Cooler Outlet
	05291899AA	1	B, D, E			ED3, EDG			[NHA]
		1	B, D, E			ED3, EDG			
9	05058398AC	1	B, D, E			ED3, EDG			HOSE, Radiator Outlet
10									MODULE, Fan
	68038247AA	1	B, D, E			ED3, EDG	DBB		[HAA], Or [HAF]
		1	B, D, E			ED3, EDG	DG2, DG5		[HAA], Or [HAF]
	68038241AA	1	B, D, E			ED3, EDG	DBB		[HAG], Or [HAH]
		1	B, D, E			ED3, EDG	DFF		[HAA], Or [HAF]
		1	B, D, E			ED3, EDG	DFF		[HAG], Or [HAH]
		1	B, D, E			ED3, EDG	DG2, DG5		[HAG], Or [HAH]
11									ISOLATOR, Fan Module
	68038243AA	4	B, D, E			ED3, EDG	DFF		
		4	B, D, E			ED3, EDG	DG2, DG5		
		1	B, D, E			ED3, EDG	DBB		[MTX]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-110

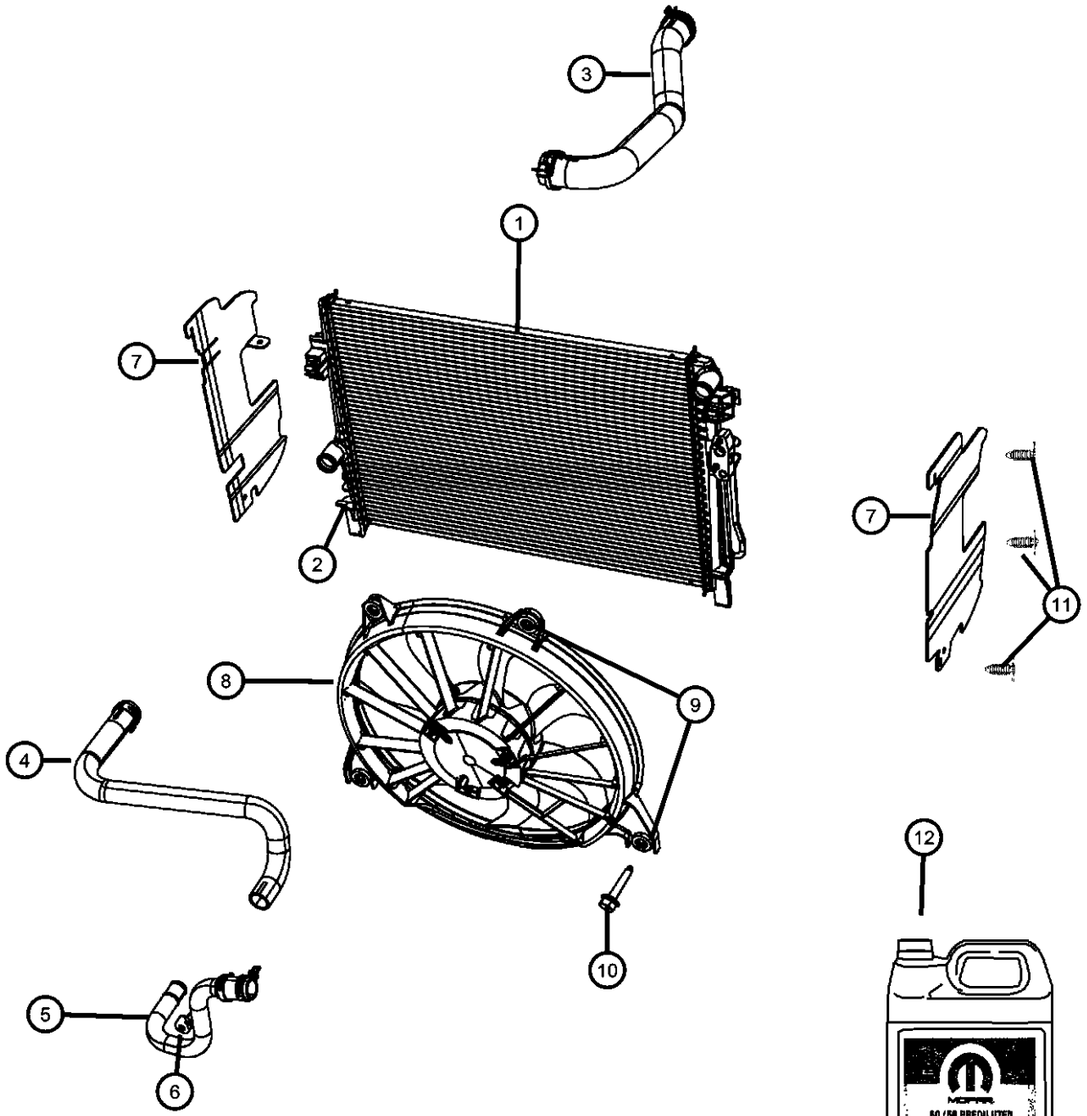


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		4	B, D, E			ED3, EDG	DBB		
		1	B, D, E			ED3, EDG	DG2, DG5		[ATX]
		1	B, D, E			ED3, EDG	DFF		[ATX]
12									SHIELD, Radiator
	05058406AB	1	B, D, E			ED3, EDG, EER, EGF			Left Side
	05058454AB	1	B, D, E			ED3, EDG, EER, EGF			Right Side
	05058457AC	1	B, D, E			ED3, EDG, EER, EGF			Left
	05058507AB	1	B, D, E			ED3, EDG, EER, EGF			Right
13	06105040AA	4	B, D, E			ED3, EDG	DFF, DG2, DG5		BOLT, Hex Flange Head, M6X1.00X35.00
14	06505403AA	3	B, D, E			ED3, EDG, EER, EGF			PIN, Push
15									ANTIFREEZE, Coolant, Gallon, Standard MS-9769
	68048953AA	2	B, D, E			ED3, EDG			[128 Fluid Ounces] Minimum Ship Quantity of 6 gallons.
	68051211AA	2	B, D, E			ED3, EDG			GO5 SPANISH LABEL
	68051212AA	2	B, D, E			ED3, EDG			[128 Fluid Ounces] 50/50 Mix, Minimum Ship Quantity of 6 gallons.

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-115

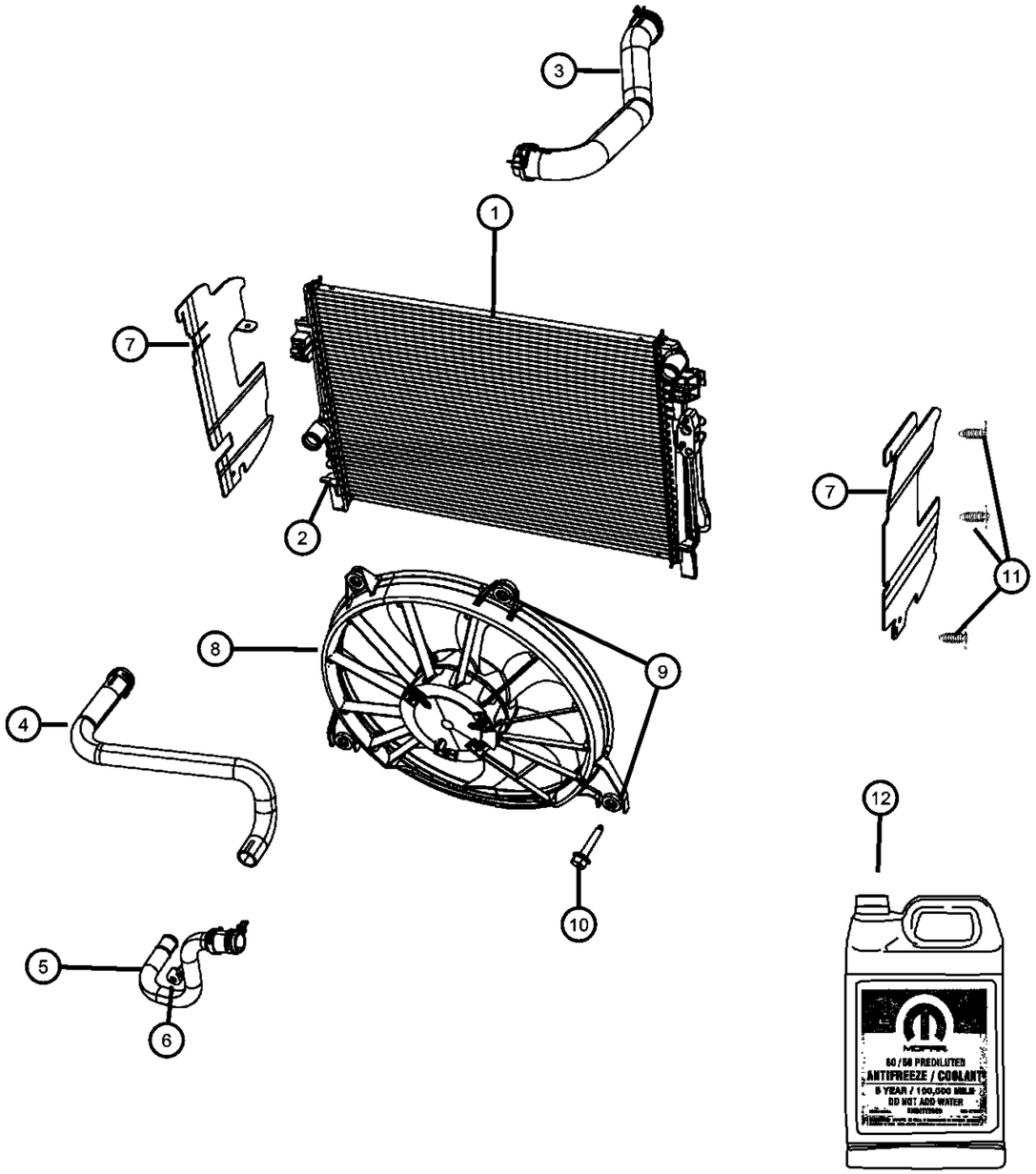


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [DAV] = Continuously Variable Transmission [DD7] = 5 Speed Manual T355 Transmission [DEF] = 6-Speed Manual Aisin BG6 Transmission [EBA] = 1.8L 4 CYL DOHC 16V Dual VVT Engine [ECN] = 2.0L 4 CYL DOHC 16V Dual VVT Engine [ECD] = 2.0L 4 CYL									
1									RADIATOR, Engine Cooling
	68038238AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
		1	B, D, E			EER, EGF	DBB		[MTX]
		1	B, D, E			EER, EGF	DG2, DG5		[ATX]
		1	B, D, E			EER, EGF	DFF		[ATX]
2									DRAINCOCK, Radiator
	68046360AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
3	05058395AB	1	B, D, E			EER			HOSE, Radiator Inlet
4	05058396AC	1	B, D, E			EER			HOSE, Radiator Outlet
5	05058403AB	1	B, D, E			EER			HOSE, Radiator Outlet
6	06505096AA	1	B, D, E			EER			BOLT AND CONED WASHER, Hex head, M10X1.50X25.00, RADIATOR HOSE OUTLET TO ENGINE
7									SHIELD, Radiator
	05058406AB	1	B, D, E			ED3, EDG, EER, EGF			Left Side
	05058454AB	1	B, D, E			ED3, EDG, EER, EGF			Right Side
	05058457AC	1	B, D, E			ED3, EDG, EER, EGF			Left
	05058507AC	1	B, D, E			ED3, EDG, EER, EGF			Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-115

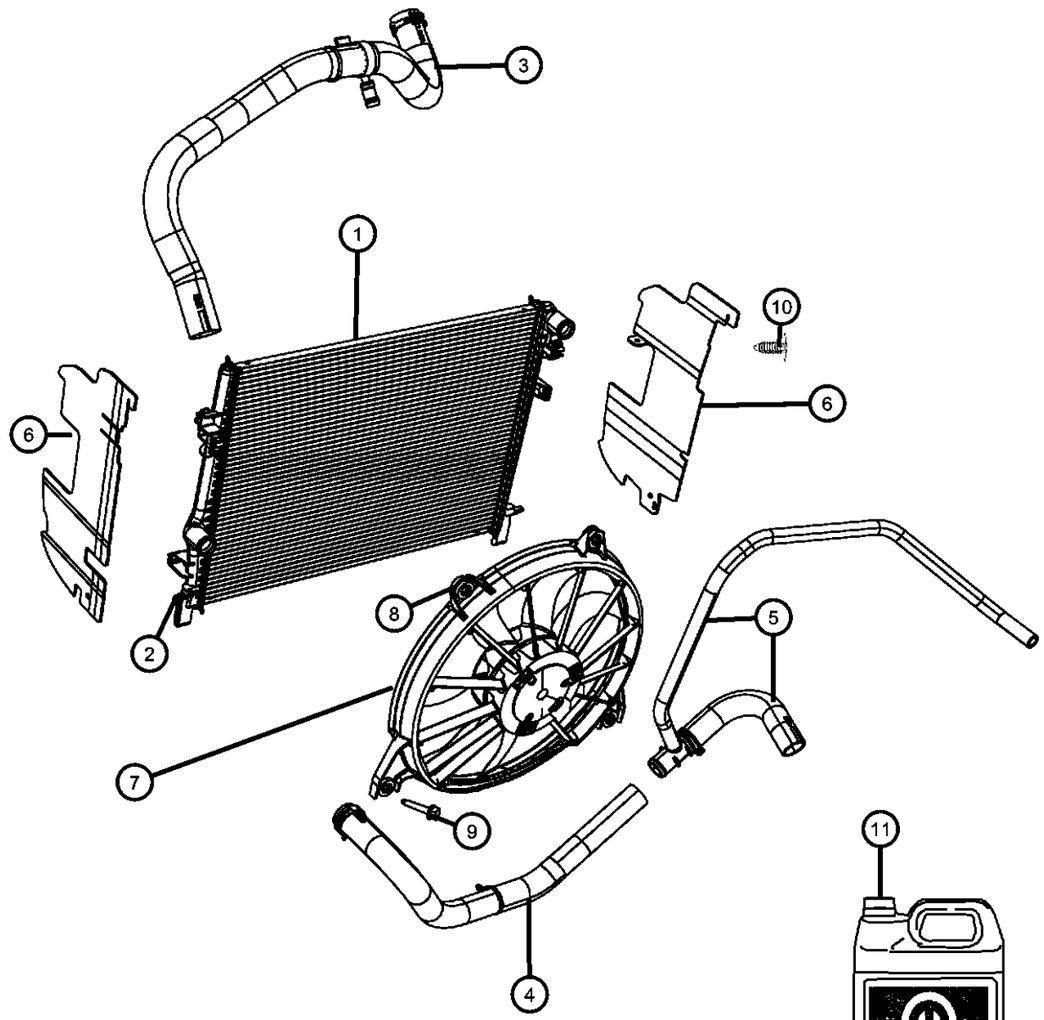


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8									MODULE, Fan
	68038241AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
		1	B, D, E			EER, EGF	DBB		[MTX]
		1	B, D, E			EER, EGF	DG2, DG5		[ATX]
		1	B, D, E			EER, EGF	DFF		[ATX]
9									ISOLATOR, Fan Module
	68038243AA	4	B, D, E			EER, EGF	DBB		
		4	B, D, E			EER, EGF	DFF		
		4	B, D, E			EER, EGF	DG2, DG5		
10									BOLT, Hex Flange Head, M6X1.00X35.00
	06105040AA	4	B, D, E			EER, EGF	DFF		
		4	B, D, E			EER, EGF	DBB		
11	06505403AA	3	B, D, E			ED3, EDG, EER, EGF			PIN, Push
12									ANTIFREEZE, Coolant, Gallon, Standard MS-9769
	68048953AA	20	B, D, E			EER, EGF			[128 Fluid Ounces] Minimum Ship Quantity of 6 gallons.
	68051212AA	20	B, D, E			EER, EGF			[128 Fluid Ounces] 50/50 Mix, Minimum Ship Quantity of 6 gallons.

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-120

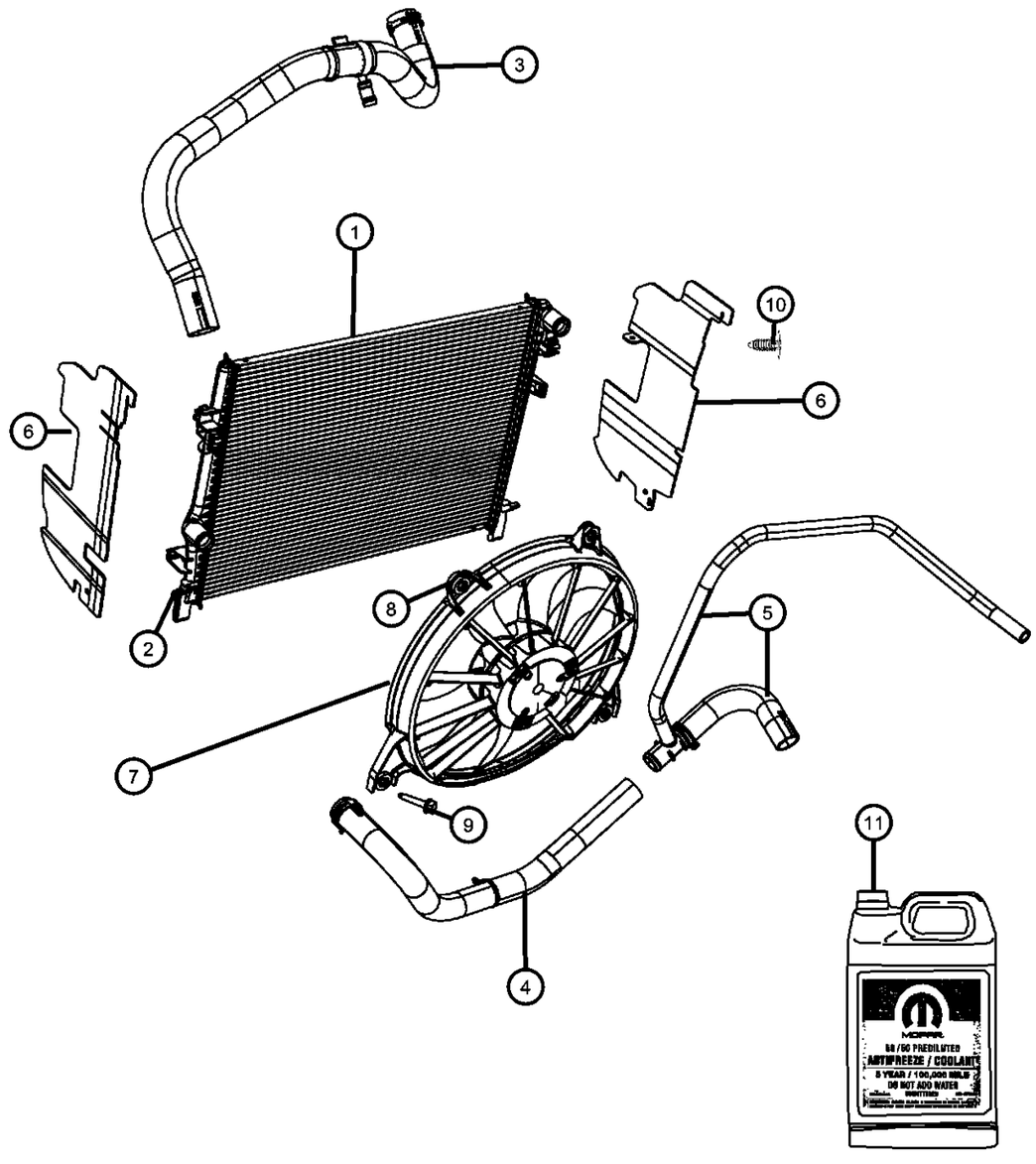


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [DAV] = Continuously Variable Transmission [DD7] = 5 Speed Manual T355 Transmission [DEF] = 6-Speed Manual Aisin BG6 Transmission [EBA] = 1.8L 4 CYL DOHC 16V Dual VVT Engine [ECN] = 2.0L 4 CYL DOHC 16V Dual VVT Engine [ECD] = 2.0L 4 CYL									
1									RADIATOR, Engine Cooling
	68038238AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
2									DRAINCOCK, Radiator
	68046360AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
3	05058393AB	1	B, D, E			EGF			HOSE, Radiator Inlet
4	05058397AC	1	B, D, E			EGF			HOSE, Radiator Outlet
5	05291896AC	1	B, D, E			EGF			HOSE, Radiator Outlet
6									SHIELD, Radiator
	05058454AC	1	B, D, E			ED3, EDG, EER, EGF			Right Side
	05058457AC	1	B, D, E			ED3, EDG, EER, EGF			Left
	05058507AC	1	B, D, E			ED3, EDG, EER, EGF			Right
	05058406AC	1	B, D, E			ED3, EDG, EER, EGF			Left Side
7									MODULE, Fan
	68038241AA	1	B, D, E			EER, EGF	DBB		
		1	B, D, E			EER, EGF	DFF		
		1	B, D, E			EER, EGF	DG2, DG5		
8									ISOLATOR, Fan Module
	68038243AA	4	B, D, E			EER, EGF	DBB		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Radiator and Related Parts
Figure 7-120

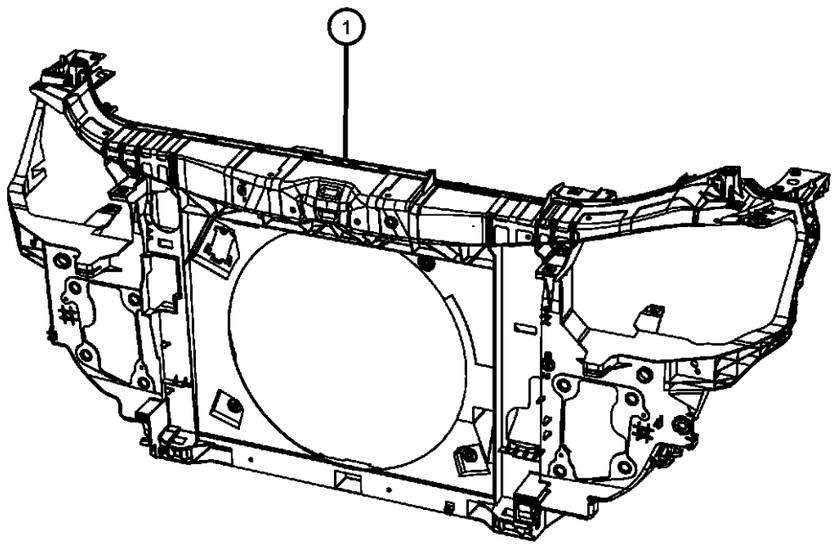


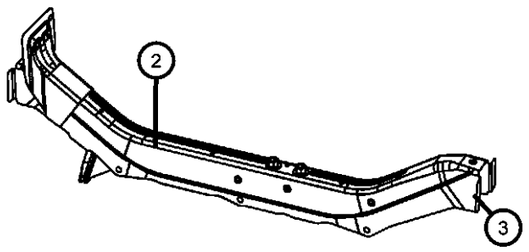
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		4	B, D, E			EER, EGF	DFF		
		4	B, D, E			EER, EGF	DG2, DG5		
9									BOLT, Hex Flange Head, M6X1.00X35.00
	06105040AA	4	B, D, E			EER, EGF	DG2, DG5		
		4	B, D, E			EER, EGF	DFF		
		4	B, D, E			EER, EGF	DBB		
10	06505403AA	3	B, D, E			ED3, EDG, EER, EGF			PIN, Push
11									ANTIFREEZE, Coolant, Gallon, Standard MS-9769
	68048953AA	3	B, D, E			EER, EGF			[128 Fluid Ounces] Minimum Ship Quantity of 6 gallons.
	68051212AA	3	B, D, E			EER, EGF			[128 Fluid Ounces] 50/50 Mix, Minimum Ship Quantity of 6 gallons.

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Radiator Support
Figure 7-150



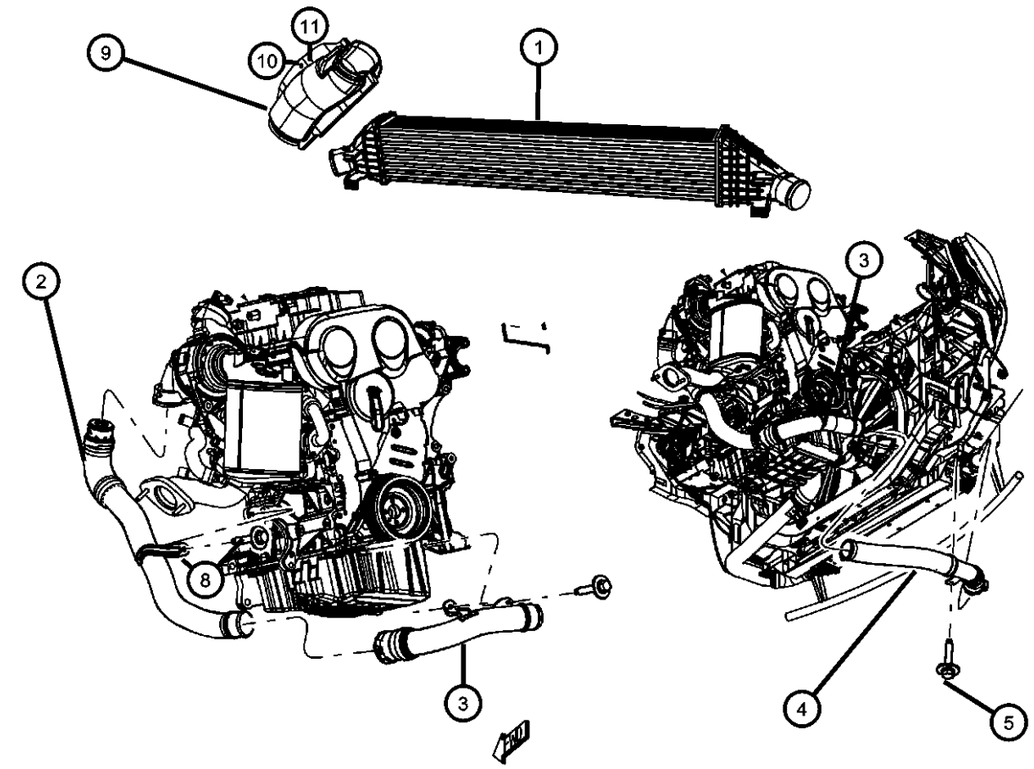


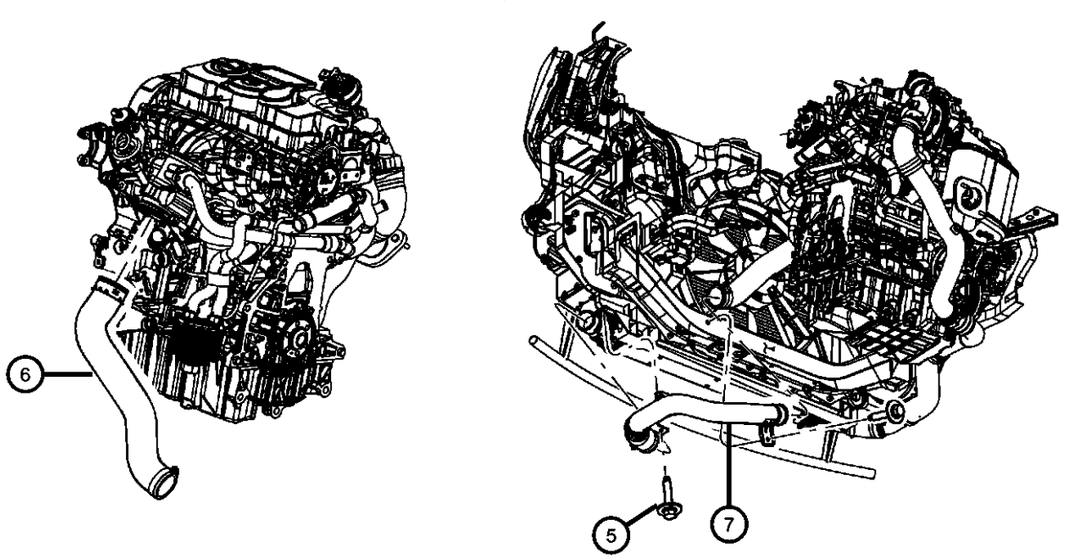
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05116300AC	1	B, D, E						PANEL, Radiator Closure
2	05067896AB	1	B, D, E						CROSSMEMBER, Radiator
3	06508332AA	3	B, D, E						SCREW, CARRIER TO LOWER CROSSMEMBER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Charge Air Cooler
Figure 7-175



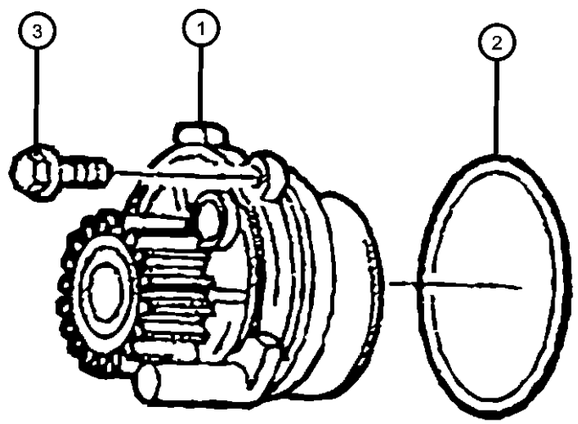


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									COOLER, Charge Air
	68038242AA	1	B, D, E			ECE	DBB		
		1	B, D, E			ECE	DG5		
2	04891817AA	1	B, D, E			ECE			HOSE
3	04891862AB	1	B, D, E			ECE			HOSE
4	04891860AB	1	B, D, E			ECE			HOSE
5									BOLT, Hex Flange Head, M6X1.00X35.00
	06105040AA	1	B, D, E			ECE			CAC INLET TUBE TO BODY
		2	B, D, E			ECE			CAC OUTLET TUBE TO BODY
6	04891862AB	1	B, D, E			ECE			HOSE
7	04891861AB	1	B, D, E			ECE			HOSE
8	06104179AA	1	B, D, E			ECE			BOLT, Hex Flange Head, M6x1.00x12.00, CAC INLET TUBE TO BACK OF ENGINE
9	68046186AA	1	B, D, E			ECE			SLEEVE, Tubing Cover
10									SCREW
	04720533	32	D, E			ED3, EDG, EER, EGF			
	06104350AA	1	B, D, E			ECE			
11	06100840	1	B, D, E			ECE			NUT, Spring, ACOUSTIC LINER TO CAC

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Water Pump and Related Parts
Figure 7-205

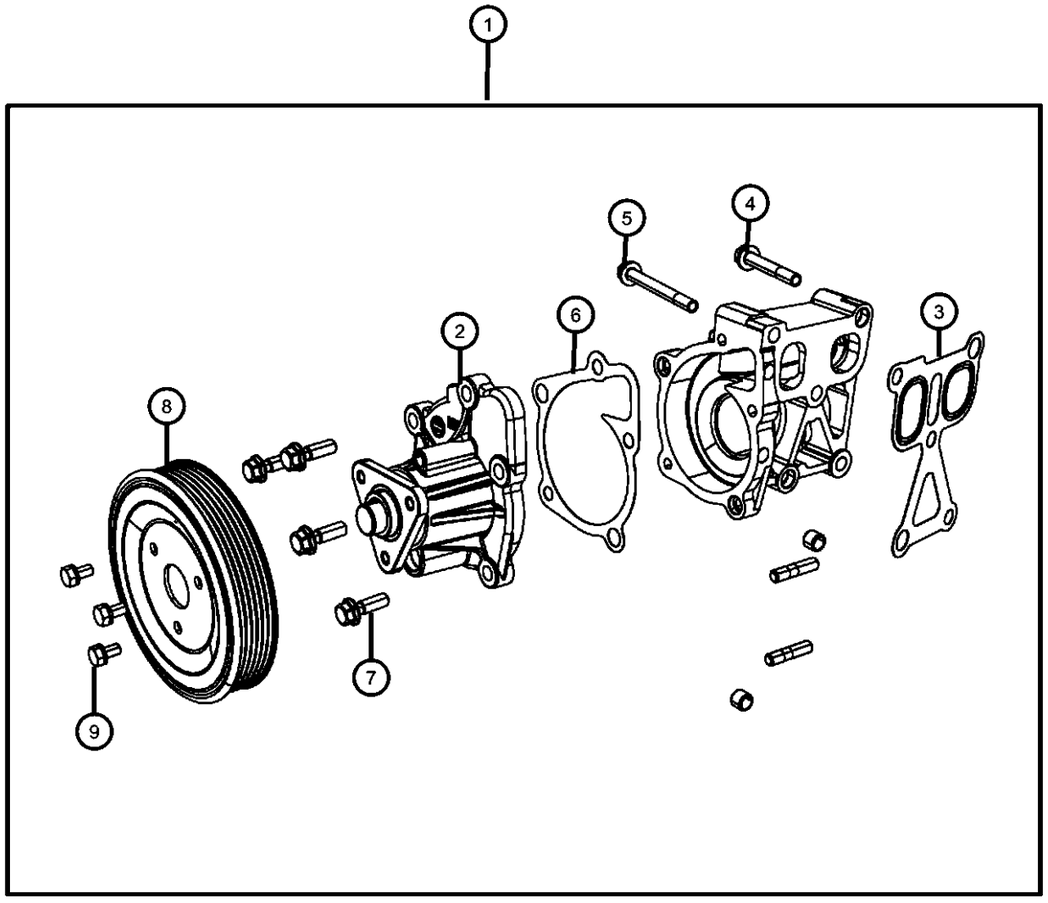


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PUMP, Water
	68000693AB	1	B, D, E			ECE			
	RX000693AB	1	B, D, E			ECE			Remanufactured Export Only
2	68001448AA	1	B, D, E			ECE			O RING
3	68001543AB	3	B, D, E			ECE			BOLT, Hex Head, M7x21.5

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Water Pump and Related Parts
Figure 7-210

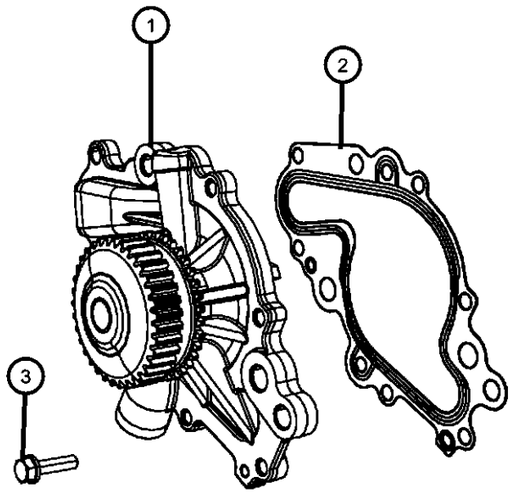


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [EBA] = 1.8L 4 CYL DOHC 16V Dual VVT Engine [ECN] = 2.0L 4 CYL DOHC 16V Dual VVT Engine [ED3] = 2.4L 4 CYL DOHC 16V Dual VVT Engine Components with no call out are serviced in assy only									
1	05047138AB	1	B, D, E			ED3, EDG			PUMP, Water, Include Pulley and Gasket
2	68046026AA	1	B, D, E			ED3, EDG			PUMP, Water
3	04884696AA	1	B, D, E			ED3, EDG			GASKET, Water Pump Outlet, Not Serviced with Pump
4	1140308553	2	B, D, E			ED3, EDG			BOLT, WATER PUMP TO CYL BLOCK
5	1140308803	3	B, D, E			ED3, EDG			BOLT
6	68046028AA	1	B, D, E			ED3, EDG			GASKET, Water Pump
7	68048706AA	5	B, D, E			ED3, EDG			BOLT, Hex Flange Head, WATERPUMP TO HOUSING
8	68046027AA	1	B, D, E			ED3, EDG			PULLEY, Water Pump
9	68048701AA	3	B, D, E			ED3, EDG			BOLT, Hex Flange Head, use 68048701aa, PULLEY TO WATER PUMP

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Water Pump and Related Parts
Figure 7-215

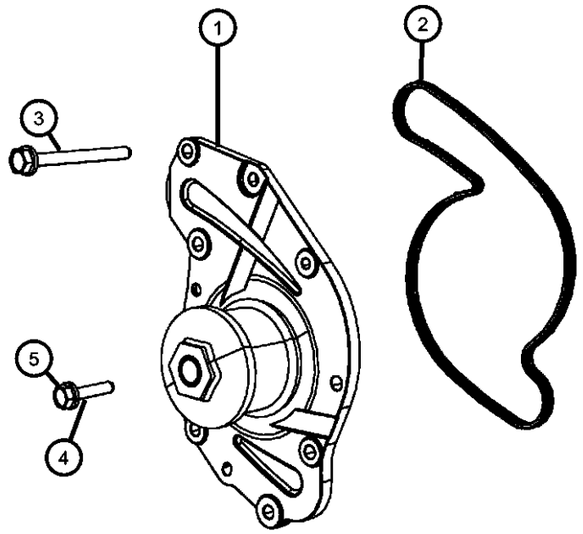


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EER] = 2.7L V6 DOHC 24 VALVE MPI [EGC] = 'MAGNUM' 3.5L V6 SOHC 24V [EGG] = 3.5L HIGH OUTPUT V6 24V MPI [EGJ] = 3.5L V6 SOHC 24 VALVE [EGK] =3.5L HIGH OUTPUT V6 24V MPI									
1	04892425AA	1	B, D, E			EE0			PUMP, Water
2	04892311AA	1	B, D, E			EE0			GASKET, Water Pump
3	06508448AA	6	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M6X1.00X25.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Water Pump and Related Parts
Figure 7-220

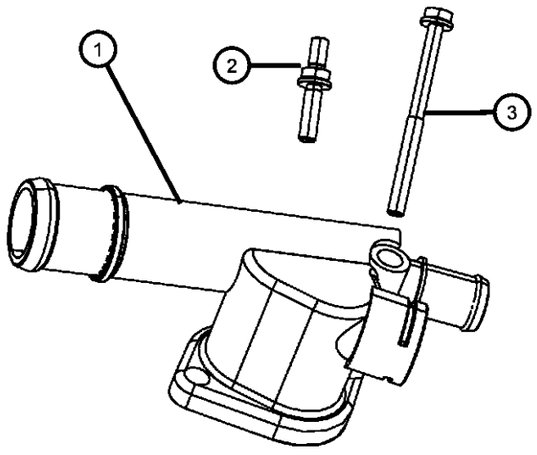


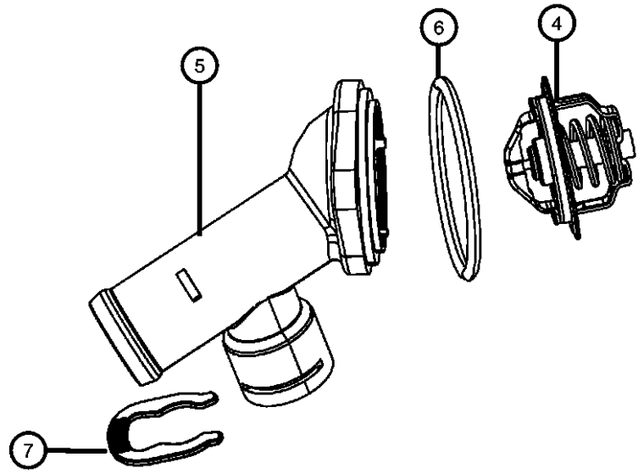
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EER] = 2.7L V6 DOHC 24 VALVE MPI [EGC] = 'MAGNUM' 3.5L V6 SOHC 24V [EGG] = 3.5L HIGH OUTPUT V6 24V MPI [EGJ] = 3.5L V6 SOHC 24 VALVE [EGK] =3.5L HIGH OUTPUT V6 24V MPI									
1	04792968AD	1	B, D, E			EGF			PUMP, Water
2	04792982AA	1	B, D, E			EGF			GASKET, Water Pump
3	06101770	6	B, D, E			EGF			BOLT AND CONED WASHER, Hex head, M6X1.00X45.00
4	06100267	4	B, D, E			EGF			BOLT AND CONED WASHER, Hex Head, M6x25x12.5
5	06100266	1	B, D, E			EGF			BOLT AND WASHER, M6x1.0x20, WATER PUMP TO TIMING BELT COVER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Thermostat and Related Parts
Figure 7-250



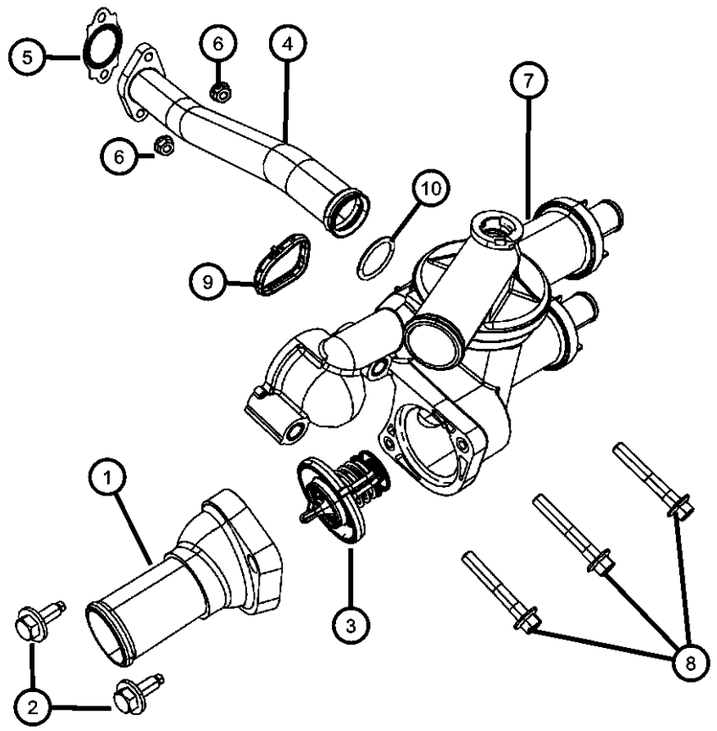


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68041184AA	1	B, D, E			ECE			HOUSING, Water Outlet
2	68001546AB	1	B, D, E			ECE			STUD, Double Ended, M6x22xM6x12
3	68001517AB	1	B, D, E			ECE			BOLT, Hex Head, M6x75x37
4	68000800AA	1	B, D, E			ECE			THERMOSTAT, Engine Coolant
5	68000804AB	1	B, D, E			ECE			HOUSING, Thermostat
6	68001449AA	1	B, D, E			ECE			O RING
7	68001423AA	1	B, D, E			ECE			CLIP

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Thermostat and Related Parts
Figure 7-255



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

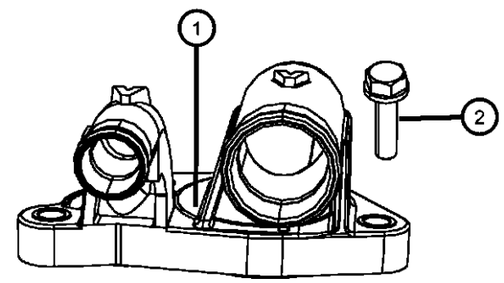
Note: Seal/Gasket Not Needed For Thermostat. [RTV] May Be Used If Needed.
Sales Codes:
[DAV]= Continuously Variable Transmission
[DD7]= 5 Speed Manual T355 Transmission
[DEF]= 6-Speed Manual Aisin BG6 Transmission
[EBA]= 1.8L 4 CYL DOHC 16V Dual VVT Engine
[ECN]= 2.0L 4 CYL DOHC 16V Dual VVT Engine
[ECD]= 2.0L 4 CYL

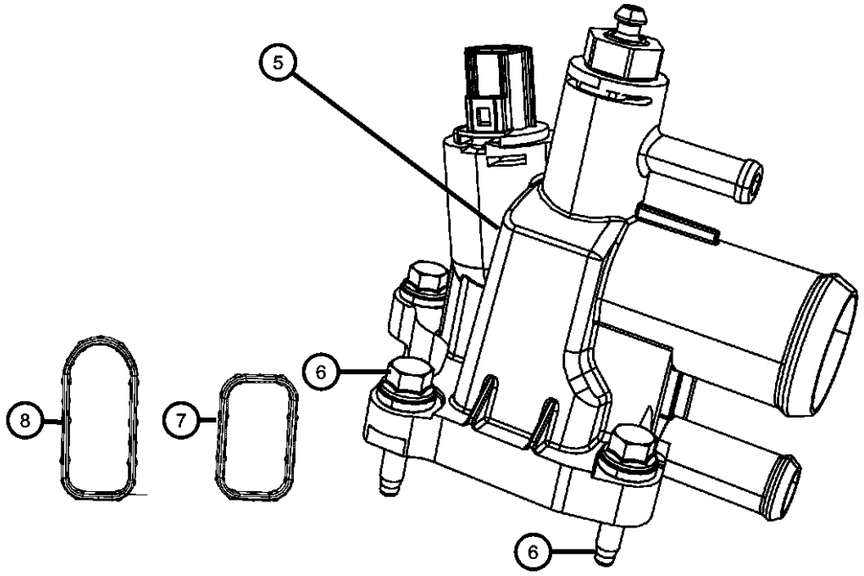
1	04884571AB	1	B, D, E			ED3, EDG			HOUSING, Thermostat
2	06508355AA	2	B, D, E			ED3, EDG			BOLT, THERMOSTAT HOUSING TO COOLANT HOUSING
3									THERMOSTAT, See Catalog Note
	55111016AC	1	B, D, E			ED3, EDG			170 Degrees F
	55111017AB	1	B, D, E			ED3, EDG			203 Degrees F
4	04884697AB	1	B, D, E			ED3, EDG			TUBE, Water Inlet
5	04884703AA	1	B, D, E			ED3, EDG			GASKET, Water Inlet
6	06104716AA	2	B, D, E			ED3, EDG			NUT, Hex Flange Lock, M8X1.25
7	68003582AB	1	B, D, E			ED3, EDG			ADAPTER PACKAGE, Coolant
8	06508393AA	3	B, D, E			ED3, EDG			BOLT, COOLANT ADAPTER ASSY TO CYL HEAD
9	04884572AA	1	B, D, E			ED3, EDG			SEAL
10	04884873AA	1	B, D, E			ED3, EDG			O RING, Water Inlet Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Thermostat and Related Parts
Figure 7-260





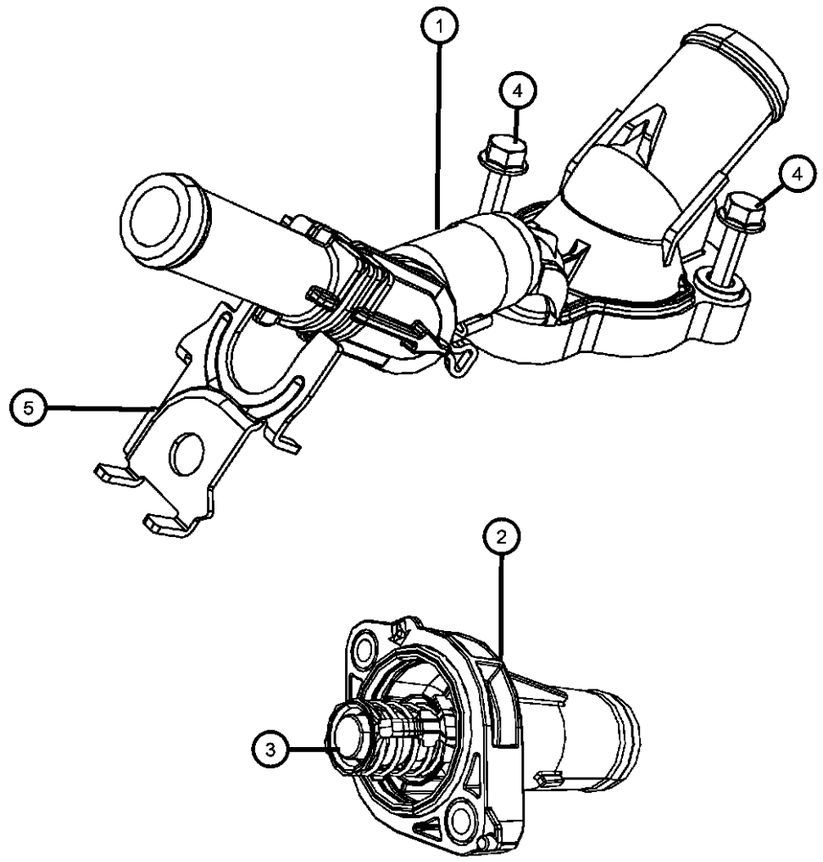
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04892113AB	1	B, D, E			EE0			CONNECTOR, Water Inlet, Includes Thermostat and Seal
2	06102012	3	B, D, E			EE0			BOLT
3	68023515AA	1	B, D, E			EE0			THERMOSTAT PACKAGE, Engine Coolant, Includes Seal
4	04892354AA	1	B, D, E			EE0			SEAL, Thermostat
5	04892116AC	1	B, D, E			EE0			HOUSING, Water Outlet
6	06105039AA	4	B, D, E			EE0			BOLT, Hex Flange Head, M6X1.00X30.00
7	04892323AA	1	B, D, E			EE0			SEAL, Water Outlet
8	04892325AA	1	B, D, E			EE0			SEAL, Water Outlet

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Thermostat and Related Parts
Figure 7-265

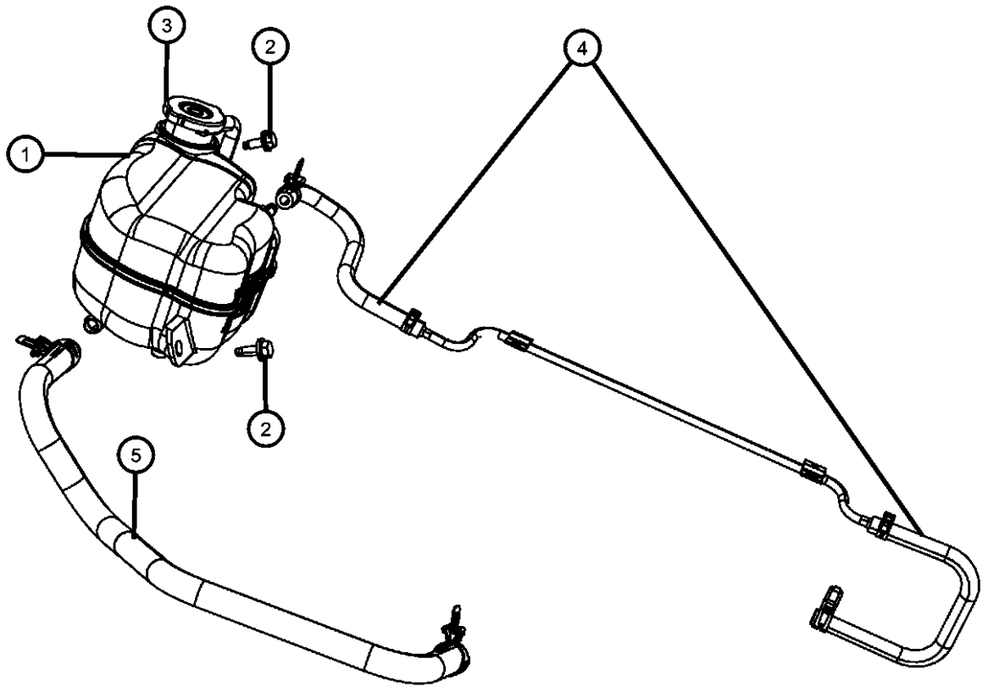
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04892189AD	1	B, D, E			EGF			HOUSING, Water Inlet
2	04892307AA	1	B, D, E			EGF			HOUSING, Thermostat
3	04666140AA	1	B, D, E			EGF			THERMOSTAT
4	06105039AA	2	B, D, E			EGF			BOLT, Hex Flange Head, M6X1.00X30.00
5	04892210AD	1	B, D, E			EGF			BRACKET, Tube



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Coolant Recovery Bottle
Figure 7-305

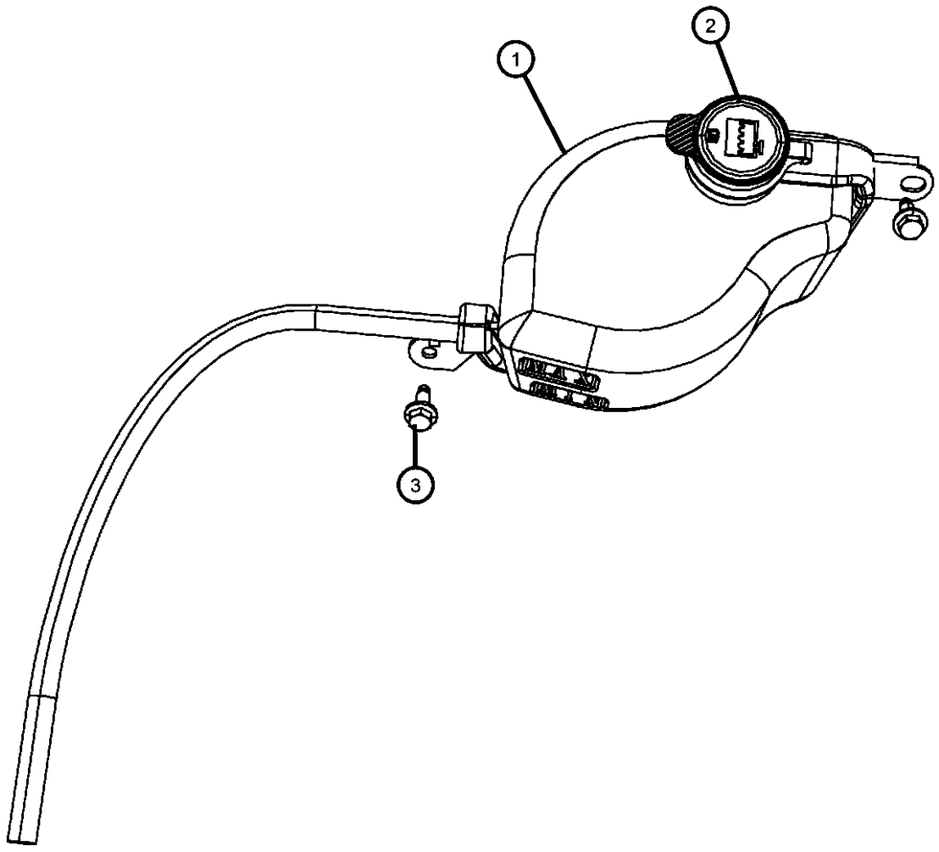


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05058456AB	1	B, D, E			ECE, EER, EGF			BOTTLE, Pressurized Coolant
2	06104386AA	2	B, D, E			ECE, EER, EGF			BOLT AND WASHER, Hex Head, M8X1.25X25.00
3									CAP, Radiator
	55116897AA	1	B, D, E			ED3, EDG			
	04596198	1	B, D, E			ECE, EER, EGF			
4									HOSE, Coolant Bottle Inlet
	05058407AC	1	B, D, E			EGF			
	05058409AB	1	B, D, E			EER			
	05058411AB	1	B, D, E			ECE			
5	05058412AB	1	B, D, E			ECE			HOSE, Coolant Bottle Outlet

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Coolant Recovery Bottle
Figure 7-310

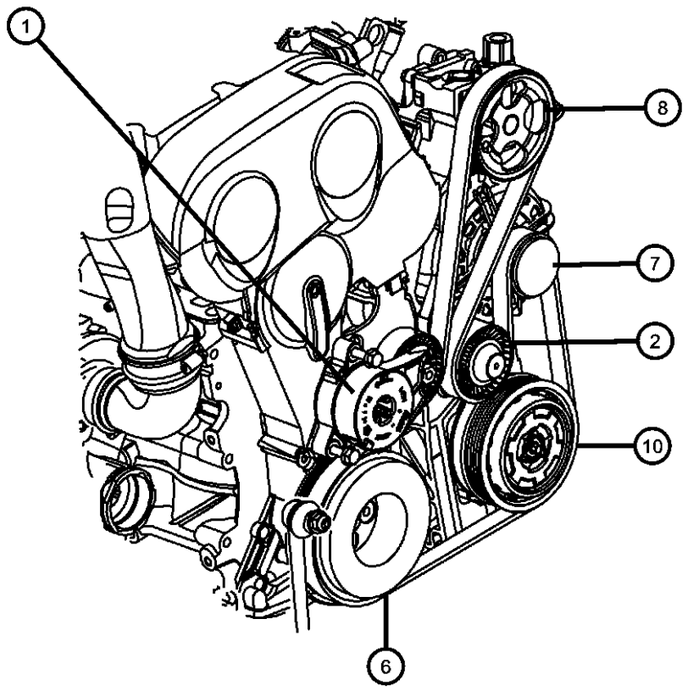


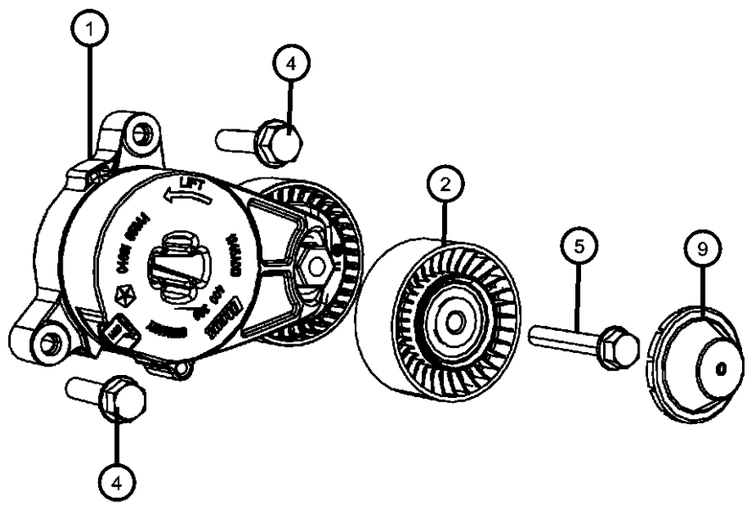
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05058455AC	1	B, D, E			ED3, EDG			BOTTLE, Coolant Recovery
2	55056382AA	1	B, D, E			ED3, EDG			CAP, Coolant Reserve Tank
3	06104386AA	2	B, D, E			ED3, EDG			BOLT AND WASHER, Hex Head, M8X1.25X25.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pulleys and Related Parts
Figure 7-405



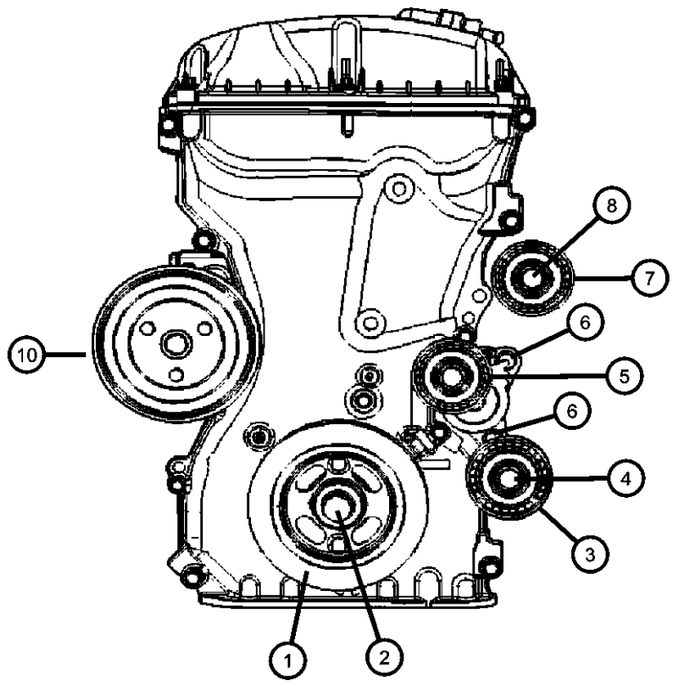


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Code: [ECD] = 2.0L Diesel Engine									
1	04891659AA	1	B, D, E			ECE			TENSIONER, Belt
2	04891660AA	1	B, D, E			ECE			PULLEY, Idler
-3	04891736AA	1	B, D, E			ECE			SHIELD, Idler
4	06104199AA	2	B, D, E			ECE			SCREW, Hex Flange Head, M8x1.25x35
5	06104202AA	1	B, D, E			ECE			SCREW AND WASHER, Hex Head, M8X1.25X50.00
6		1							PULLEY, Crankshaft, Serviced with Damper, (NOT SERVICED)
7		1							PULLEY, Alternator, Serviced with Alternator, (NOT SERVICED)
8		1							PULLEY, Power Steering Pump, Serviced with Pump, (NOT SERVICED)
9	04891734AA	1	B, D, E			ECE			CAP, Pulley
10	68045270AA	1	B, D, E			ECE, ED3, EDG			PULLEY HUB KIT, A/C Compressor, Serviced with Compressor

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pulleys and Related Parts
Figure 7-410

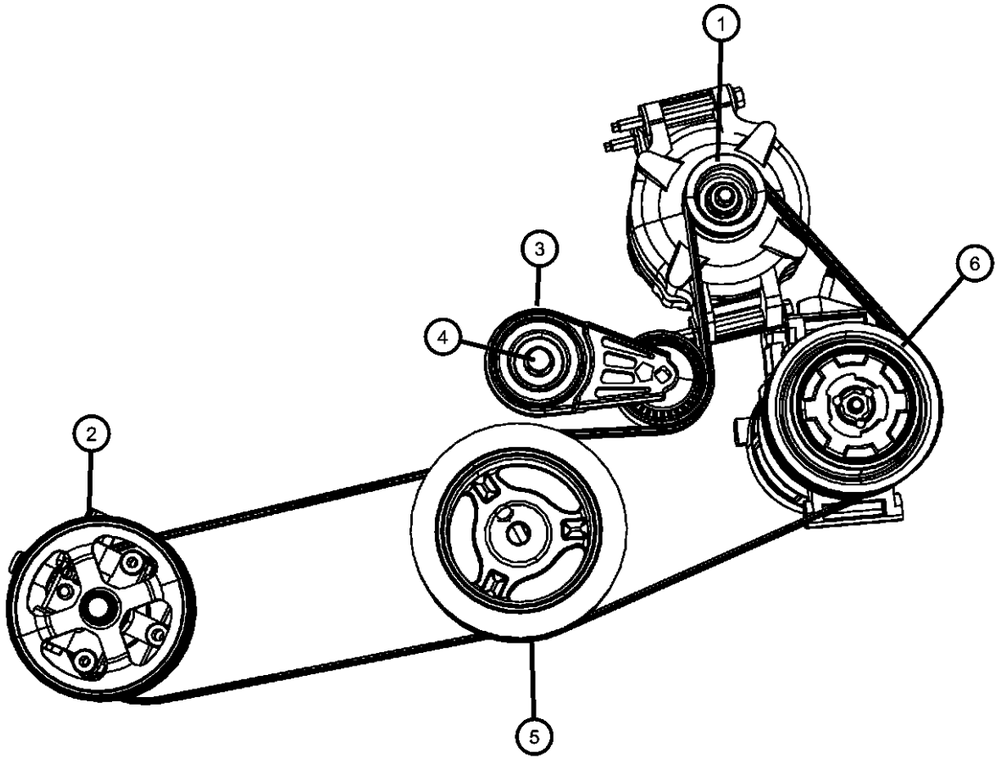


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [EBA] = 1.8L Gas Engine [ECN] = 2.0L Gas Engine [ED3] = 2.4L Gas Engine									
1		1							DAMPER, Crankshaft, Item listed Group 09, (NOT SERVICED)
2	06509029AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M14x1.50x40.00, DAMPER PULLEY TO CRANKSHAFT
3	04891596AB	1	B, D, E			ED3, EDG			PULLEY, Idler
4	06508391AA	1	B, D, E			ED3, EDG			SCREW, Hex Flange Head, M10X1.50X40.00, IDLER TO ENG ACCESSORY DRIVE BRKT
5									TENSIONER, Belt
	04891595AC	1	B, D, E			ED3, EDG			On or After 7/1/2008
	04891595AB	1	B, D, E			ED3, EDG			Up to and Including 6/30/2008
6	06104025AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x30, TENSIONER TO ACCESSORY DRIVE BRKT
7	04891797AA	1	B, D, E			ED3, EDG			PULLEY, Idler
8	06508391AA	1	B, D, E			EDG, ED3			SCREW, Hex Flange Head, M10X1.50X40.00, IDLER TO ENG ACCESSORY DRIVE BRKT
-9	68045270AA	1	B, D, E			ECE, ED3, EDG			PULLEY HUB KIT, A/C Compressor
10	68046027AA	1	B, D, E			ED3, EDG			PULLEY, Water Pump

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Pulleys and Related Parts
Figure 7-415

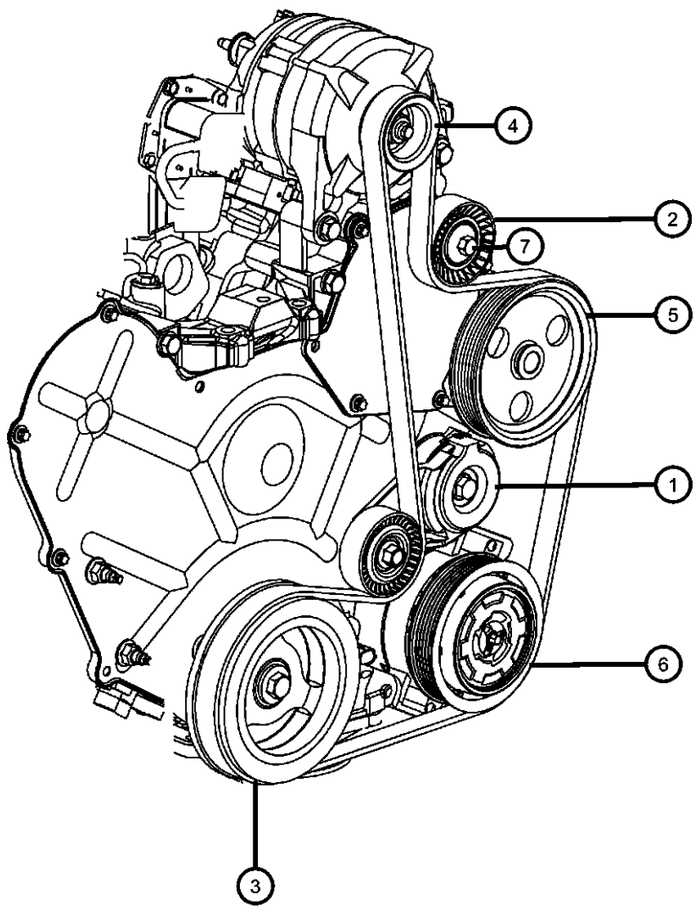


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [EER] = 2.7L V6 DOHC 24 VALVE MPI									
1		1							PULLEY, Alternator, Serviced with Unit, (NOT SERVICED)
2	04792574AA	1	B, D, E			EER			PULLEY, Power Steering Pump
3	04891617AA	1	B, D, E			EE0			TENSIONER, Accessory Drive Belt
4	06104223AA	1	B, D, E			EE0			SCREW, Hex Flange Head, M10x1.5x65
5		1							PULLEY, Crankshaft, Serviced with Damper, (NOT SERVICED)
6	68045274AA	1	B, D, E			EER, EGF			PULLEY HUB KIT, A/C Compressor

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Pulleys and Related Parts
Figure 7-420

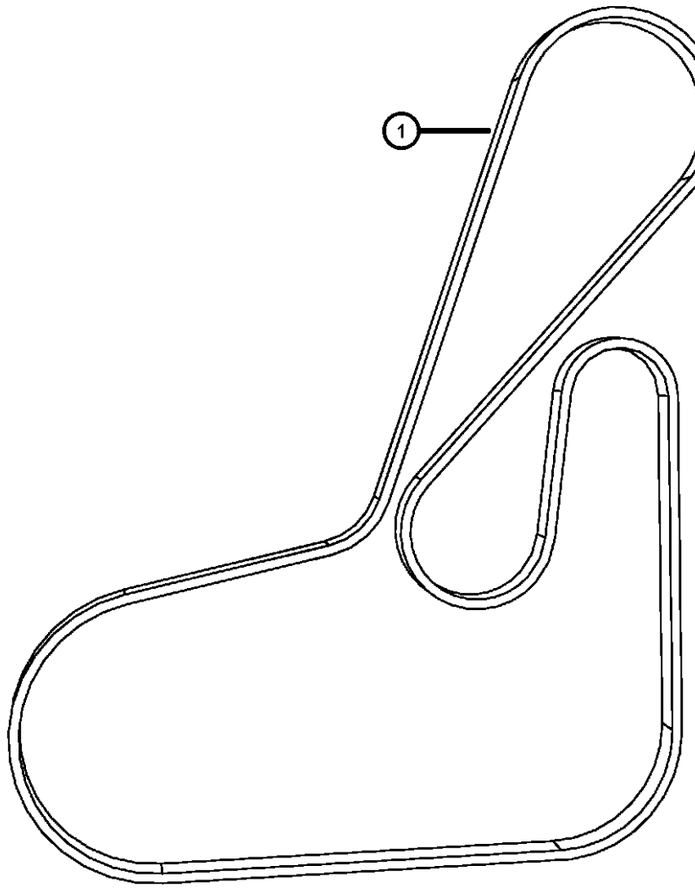


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04593805AB	1	B, D, E			EGF			TENSIONER, Belt
2	04891720AA	1	B, D, E			EGF			PULLEY, Idler
3		1							PULLEY, Crankshaft, Serviced with Damper, (NOT SERVICED)
4		1							PULLEY, Alternator, Serviced with Alternator, (NOT SERVICED)
5	04593830AA	1	B, D, E			EGF			PULLEY, Power Steering Pump
6									PULLEY HUB KIT, A/C Compressor
	68045274AA	1	B, D, E			EER, EGF			
		1	B, D, E			EER, EGF			[HBB]
7	06508247AA	1	B, D, E			EGF			SCREW, Hex Flange Head, M8x1.25x34, IDLER TO FRT COVER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Belts, Serpentine and V-Belts
Figure 7-505

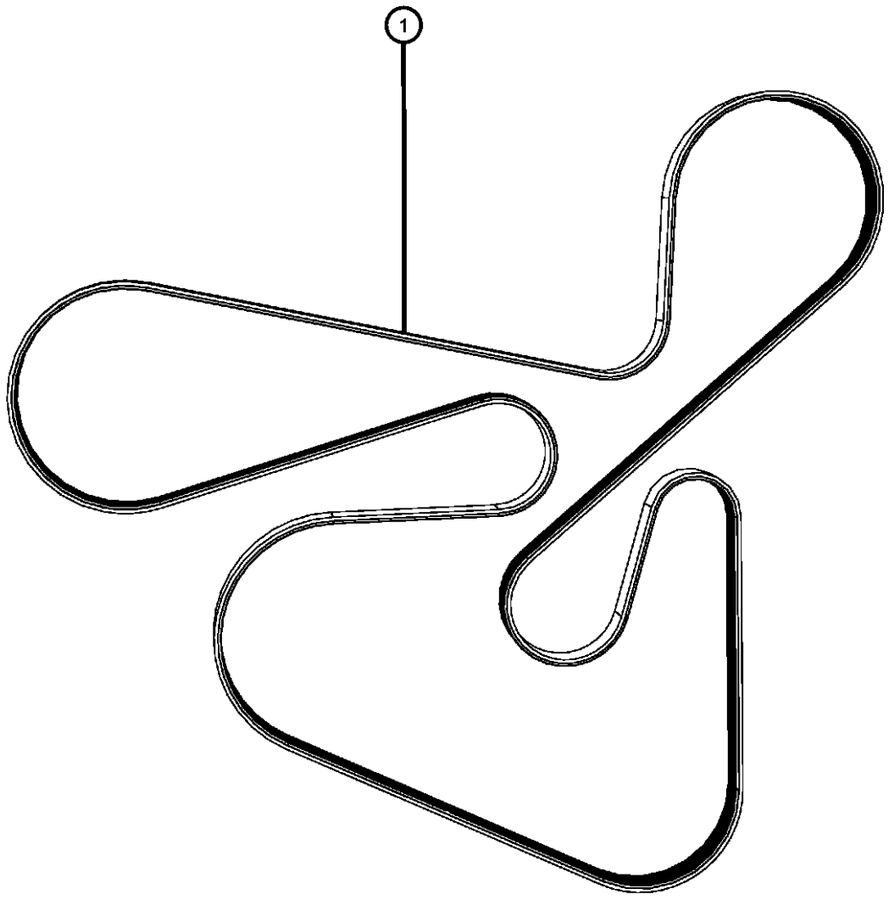


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EGA] = 3.3L V6 SMPI [EGH] = 3.8L V6 SMPI									
1	04891804AA	1	B, D, E			ECE			BELT, Serpentine

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Belts, Serpentine and V-Belts
Figure 7-510

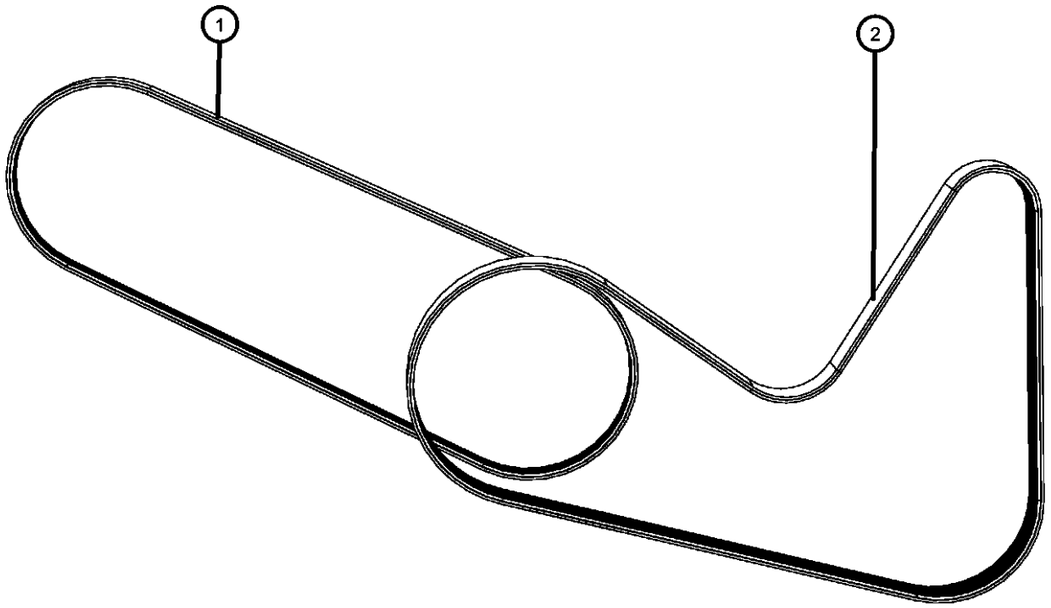


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EGA] = 3.3L V6 SMPI [EGH] = 3.8L V6 SMPI									
1	04891721AB	1	B, D, E			ED3, EDG			BELT, Serpentine

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Belts, Serpentine and V-Belts
Figure 7-515

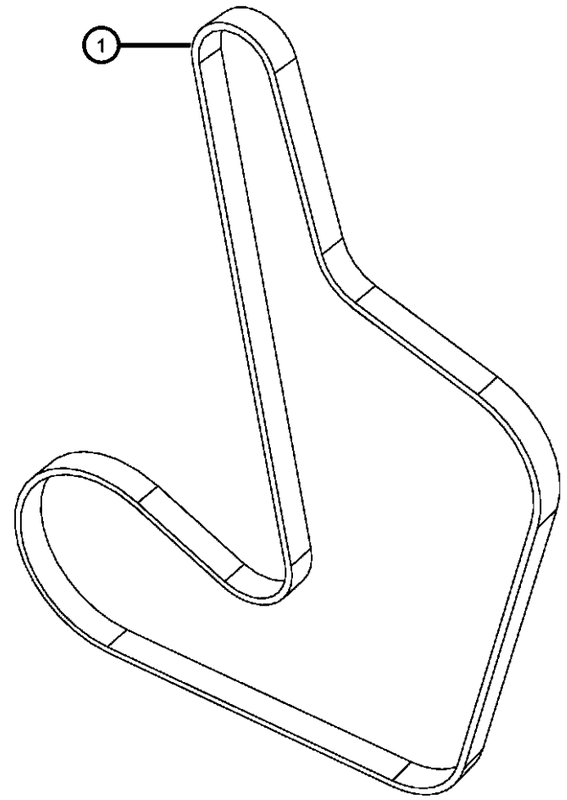


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EGA] = 3.3L V6 SMPI [EGH] = 3.8L V6 SMPI									
1	04891935AB	1	B, D, E			EE0			BELT, Serpentine, POWER STEERING
2	04891704AA	1	B, D, E			EE0			BELT, Serpentine, ACCESSORY DRIVE

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Belts, Serpentine and V-Belts
Figure 7-520

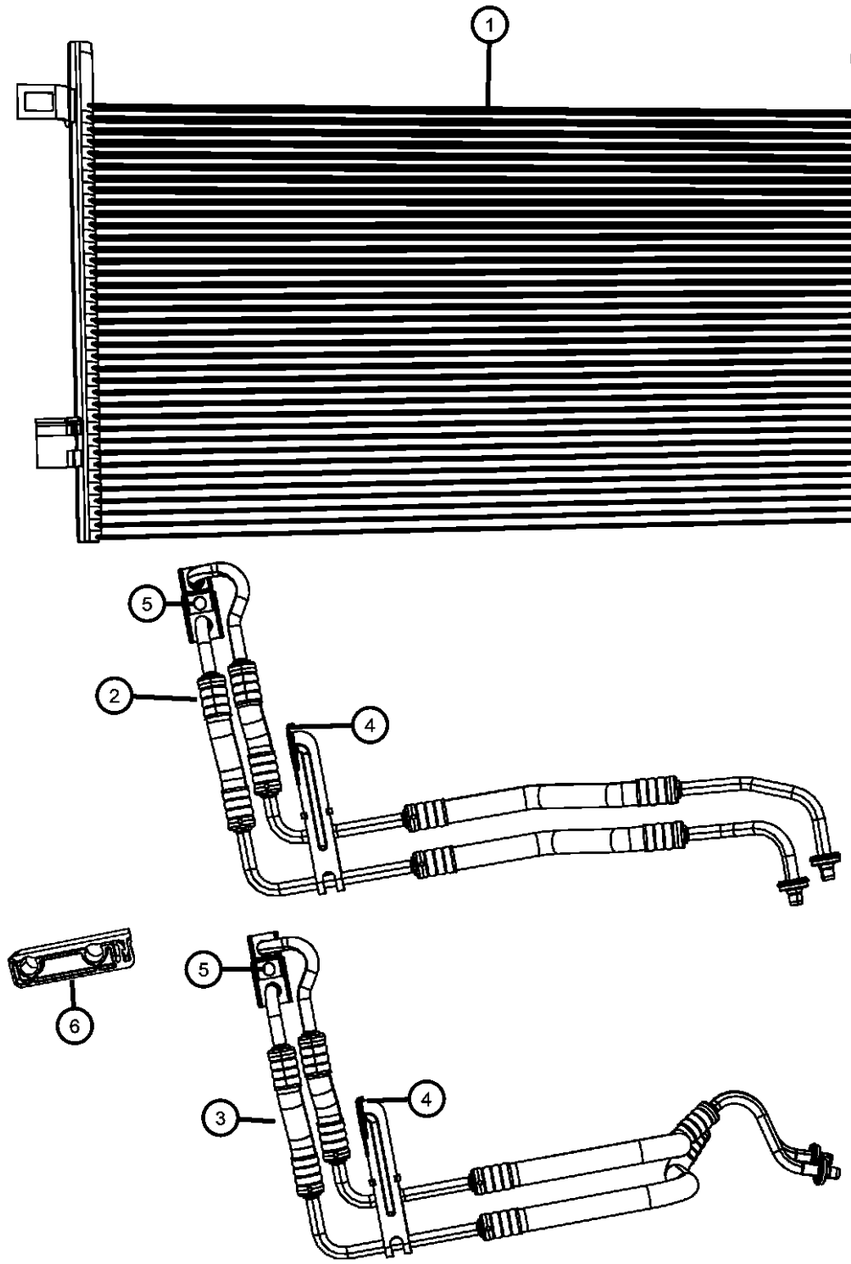


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:Sales Codes: [EGA] = 3.3L V6 SMPI [EGH] = 3.8L V6 SMPI									
1	04891875AA	1	B, D, E			EGF			BELT, Serpentine

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transmission Oil Cooler and Lines
Figure 7-605



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes: [DGL] = 4 Speed Automatic Transmission 41TE [EDZ] = 2.4L 4 Cyl DOHC SMPI [EGA] = 3.3L 6 Cyl SMPI									
1									COOLER, Condenser and Trans Cooler
	68038244AA	1	B, D, E			EER, EGF	DFF		
		1	B, D, E			ECE	DG5		
		1	B, D, E			ED3, EDG	DG2, DG5		
		1	B, D, E			ED3, EDG	DFF		
2	05058405AC	1	B, D, E			ECE	DG5		HOSE AND TUBE, Oil Cooler Pressure and Return
3									HOSE AND TUBE, Oil Cooler Pressure and Return
	05058400AB	1	B, D, E			EER, EGF	DG2		
	05058402AC	1	B, D, E			ED3, EDG, EER	DFF		
4	06508332AA	1	B, D, E						SCREW, TRANS OIL COOLER LINE TO FRT END
5	06104716AA	1	B, D, E						NUT, Hex Flange Lock, M8X1.25
6	05291900AB	1	B, D, E				DG2		CLIP, Oil Cooler Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 8

Electrical

008-100 Starters	**008-1000** Battery, Battery Tray and Cables	**008-1100** Lamps-Interior and Exterior	**008-1200** Wiring-Powertrain
008-1300 Wiring-Headlamp to Dash	**008-1400** Wiring-Instrument Panel	**008-1500** Wiring-Body and Accessories	**008-1600** Wiring and Repair

008-1900 Ignition - Spark Plugs, Cables, Coils, and Glow Plugs	**008-200** Generators / Alternators	**008-2100** Instrument Panel Cluster	**008-2200** Radio, Antenna, Speakers, DVD, and Video systems
008-2400 Navigation	**008-2500** Telecommunication	**008-2700** Speed Control	**008-300** Wiper and Washer System
008-400 Keys, Modules and Engine Controllers	**008-500** Power Distribution Center, Fuse Block, Junction Block, Relays and Fuses	**008-600** Sensors	**008-800** Switches
008-900 Horns			

Group - 8 Electrical

Illustration Title — Group-Fig. No.

Starters
Starter and Related Parts ..... Fig. 8 - 105
Starter and Related Parts ..... Fig. 8 - 106
Starter and Related Parts ..... Fig. 8 - 107
Starter and Related Parts ..... Fig. 8 - 108
Remote Start ..... Fig. 8 - 110

Generators / Alternators
Generator/Alternator and Related Parts ..... Fig. 8 - 205
Generator/Alternator and Realted Parts ..... Fig. 8 - 206
Generator/Alternator and Related Parts ..... Fig. 8 - 207
Generator/Alternator and Related Parts ..... Fig. 8 - 208

Wiper and Washer System
Front Wiper System ..... Fig. 8 - 305
Front Washer System ..... Fig. 8 - 310
Rear Wiper System ..... Fig. 8 - 315
Rear Washer System ..... Fig. 8 - 320
Headlamp Washer System ..... Fig. 8 - 325

Keys, Modules and Engine Controllers
Modules Engine Compartment ..... Fig. 8 - 405
Modules Instrument Panel ..... Fig. 8 - 410
Modules Body ..... Fig. 8 - 420
Modules Brakes, Suspension and Steering ..... Fig. 8 - 430
Receiver Modules, Key, and Key Fobs ..... Fig. 8 - 435

Power Distribution Center, Fuse Block, Junction Block, Relays and Fuses
Power Distribution ..... Fig. 8 - 505
Power Inverter Outlet ..... Fig. 8 - 520
Air Pump Relay ..... Fig. 8 - 540

Sensors
Sensors Engine ..... Fig. 8 - 605
Sensors, Engine ..... Fig. 8 - 606
Sensors, Engine ..... Fig. 8 - 607
Sensors Rngine ..... Fig. 8 - 610
Sensors Oxygen ..... Fig. 8 - 615
Sensors Oxygen ..... Fig. 8 - 616
Sensors Oxygen and Exhaust Temperature ..... Fig. 8 - 620
Sensors Brakes ..... Fig. 8 - 625
Sensors Steering and Suspension ..... Fig. 8 - 630
Sensors Body ..... Fig. 8 - 635
Sensers Drivetrain ..... Fig. 8 - 640

Switches
Switches Instrument Panel ..... Fig. 8 - 805
Switches Console ..... Fig. 8 - 810
Switched Doors and Liftgate ..... Fig. 8 - 815
Switches Seats ..... Fig. 8 - 825
Switches Steering Column and Wheel ..... Fig. 8 - 830
Switches Powertrain ..... Fig. 8 - 835
Switches Heater and Air Conditioning ..... Fig. 8 - 840

Horns
Horns ..... Fig. 8 - 905
Alarm ..... Fig. 8 - 910

Battery, Battery Tray and Cables
Battery Tray and Support ..... Fig. 8 - 1005
Battery Wiring ..... Fig. 8 - 1010

Lamps-Interior and Exterior
Lamps Front ..... Fig. 8 - 1105
Lamps Rear ..... Fig. 8 - 1110
Lamps Interior ..... Fig. 8 - 1115

Wiring-Powertrain
Wiring Powertrain ..... Fig. 8 - 1205
Wiring Powertrain ..... Fig. 8 - 1206
Wiring Engine ..... Fig. 8 - 1210
Wiring Transmission ..... Fig. 8 - 1215
Ground Straps ..... Fig. 8 - 1220

Wiring-Headlamp to Dash
Wiring Headlamp to Dash ..... Fig. 8 - 1305

Wiring-Instrument Panel
Wiring Instrument Panel ..... Fig. 8 - 1405

Wiring-Body and Accessories
Wiring Body ..... Fig. 8 - 1505
Wiring Chassis and Underbody ..... Fig. 8 - 1510
Wiring Doors and Liftgate ..... Fig. 8 - 1515
Wiring Seats Front ..... Fig. 8 - 1520
Wiring Air Conditioning and Heater ..... Fig. 8 - 1530

Wiring and Repair
Wiring Repairs ..... Fig. 8 - 1605

Ignition - Spark Plugs, Cables, Coils, and Glow Plugs
Spark Plugs and Ignition Coil ..... Fig. 8 - 1905
Spark Plugs and Ignition Coil ..... Fig. 8 - 1906
Spark Plugs and Ignition Coil ..... Fig. 8 - 1907
Glow Plugs ..... Fig. 8 - 1915

Instrument Panel Cluster
Cluster Instrument Panel ..... Fig. 8 - 2105

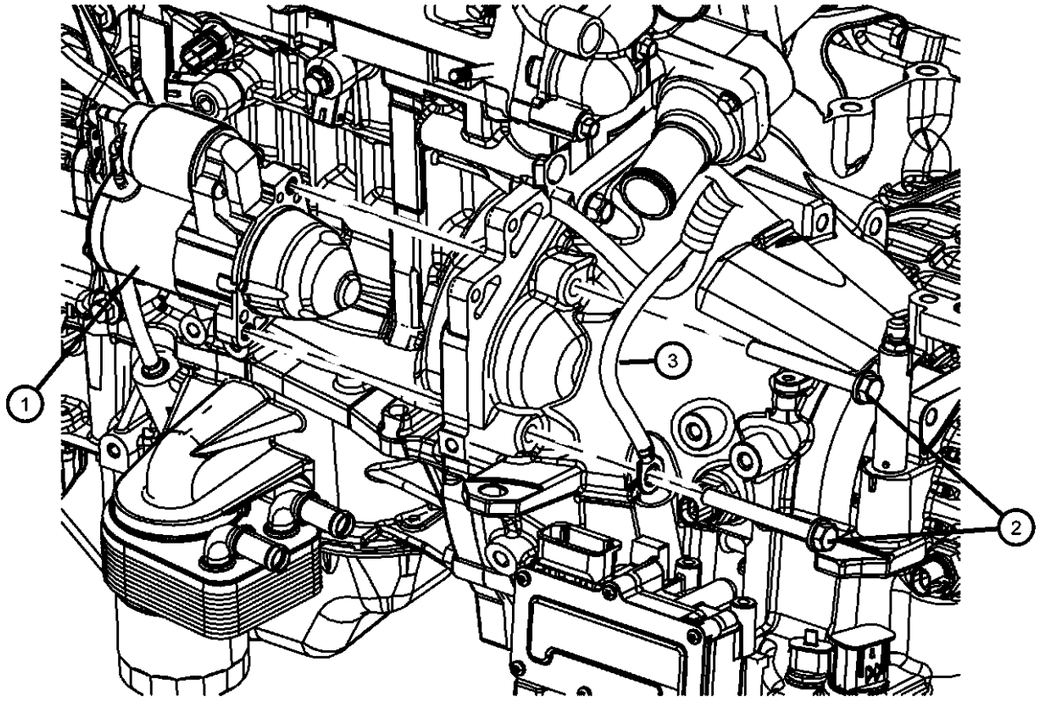
Radio, Antenna, Speakers, DVD, and Video systems
Radios ..... Fig. 8 - 2205
Antenna ..... Fig. 8 - 2210
Satellite Radio System ..... Fig. 8 - 2215
Speakers and Amplifers ..... Fig. 8 - 2220
DVD and Video System ..... Fig. 8 - 2225
Rear View Camera System ..... Fig. 8 - 2230

Navigation
Navigation System ..... Fig. 8 - 2405

Telecommunication
Telecommunications ..... Fig. 8 - 2505

Speed Control
Speed Control ..... Fig. 8 - 2705

Starter and Related Parts
Figure 8-105



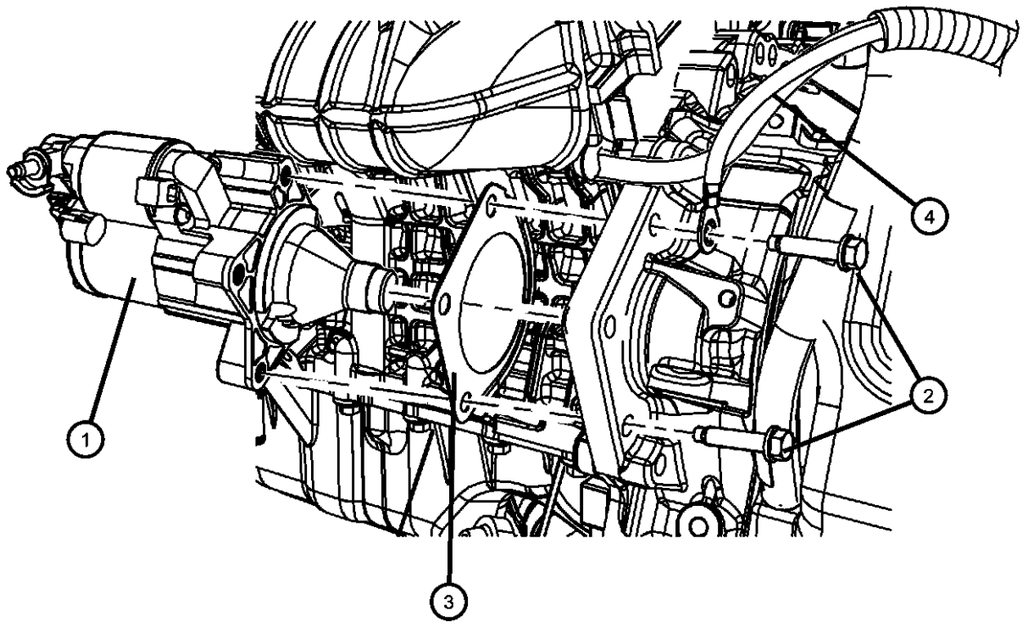
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05034555AA	1	B, D, E		49	ED3, EDG			STARTER, Engine
2	06101999	2	B, D, E		49	ED3, EDG			SCREW AND WASHER, Hex Head, M10X1.50X90.00
3	04801707AB	1	B, D, E		49	ED3, EDG			WIRING, Starter

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Starter and Related Parts
Figure 8-106

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04608800AE	1	B, D, E		49	EER, EGF			STARTER, Engine
2	06502717	2	B, D, E		49	EE0, EGF			BOLT AND WASHER, Hex Head, M10x1.50x50.00
3									SHIELD, Starter
	04861592AA	1	B, D, E		49	EGF	DG2		
		1	B, D, E		49	EER	DFF, DG2		
4	04801708AB	1	B, D, E		49	EER			WIRING, Starter

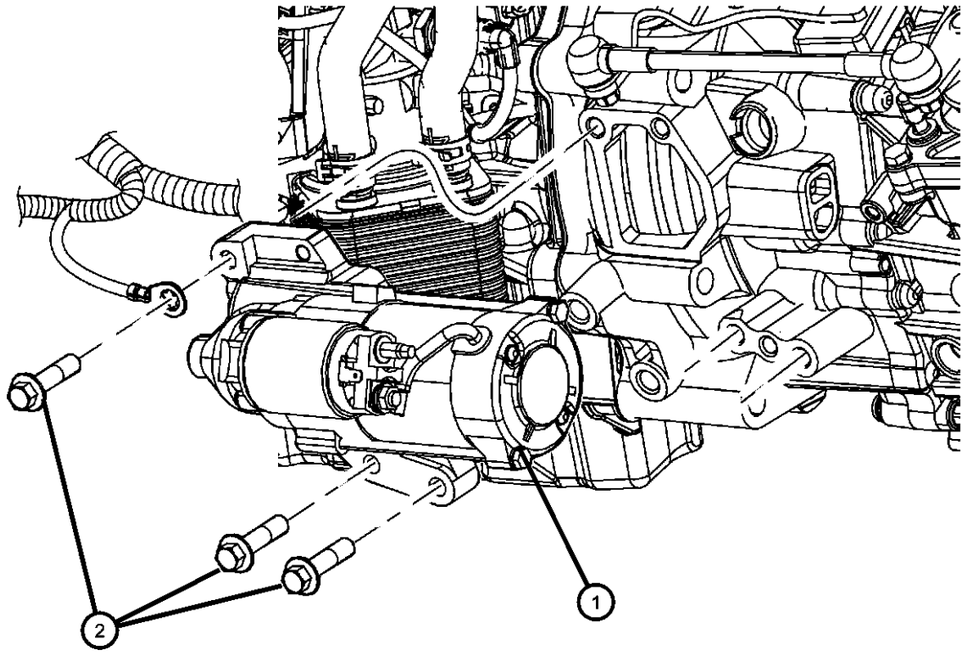


JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Starter and Related Parts
Figure 8-107

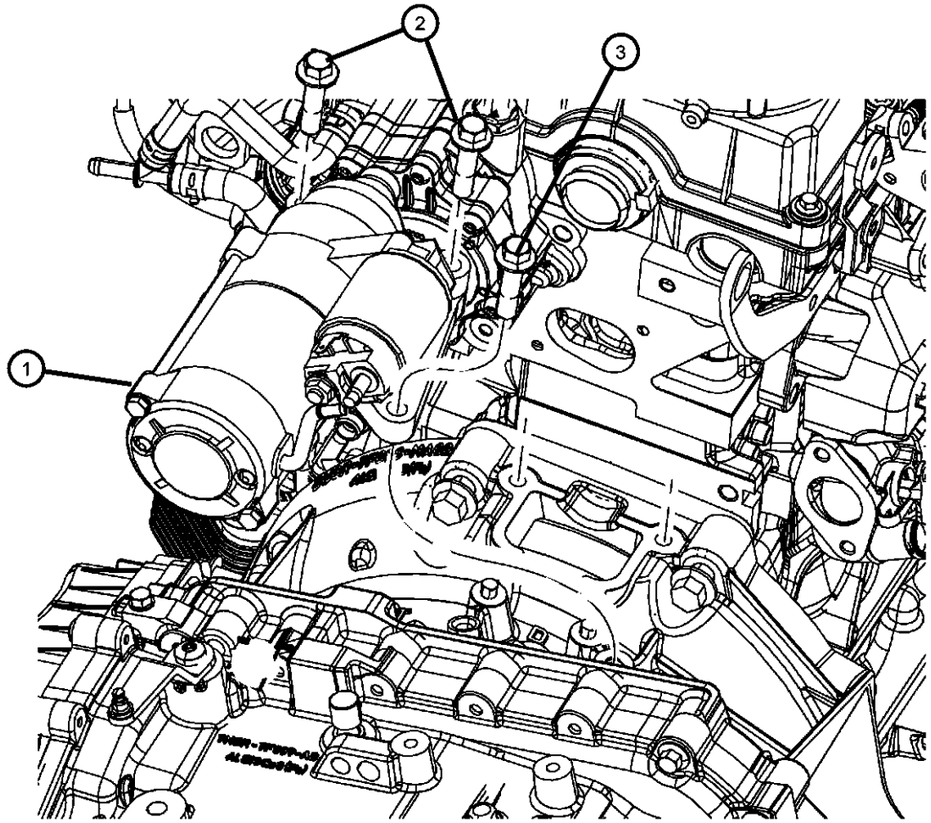
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05033440AC	1	B, D, E		49	ECE	DEF		STARTER, Engine
2	06508522AA	3	B, D, E		49	ECE	DEF		SCREW, Hex Flange Head, M10X1.25X40.00



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Starter and Related Parts
Figure 8-108

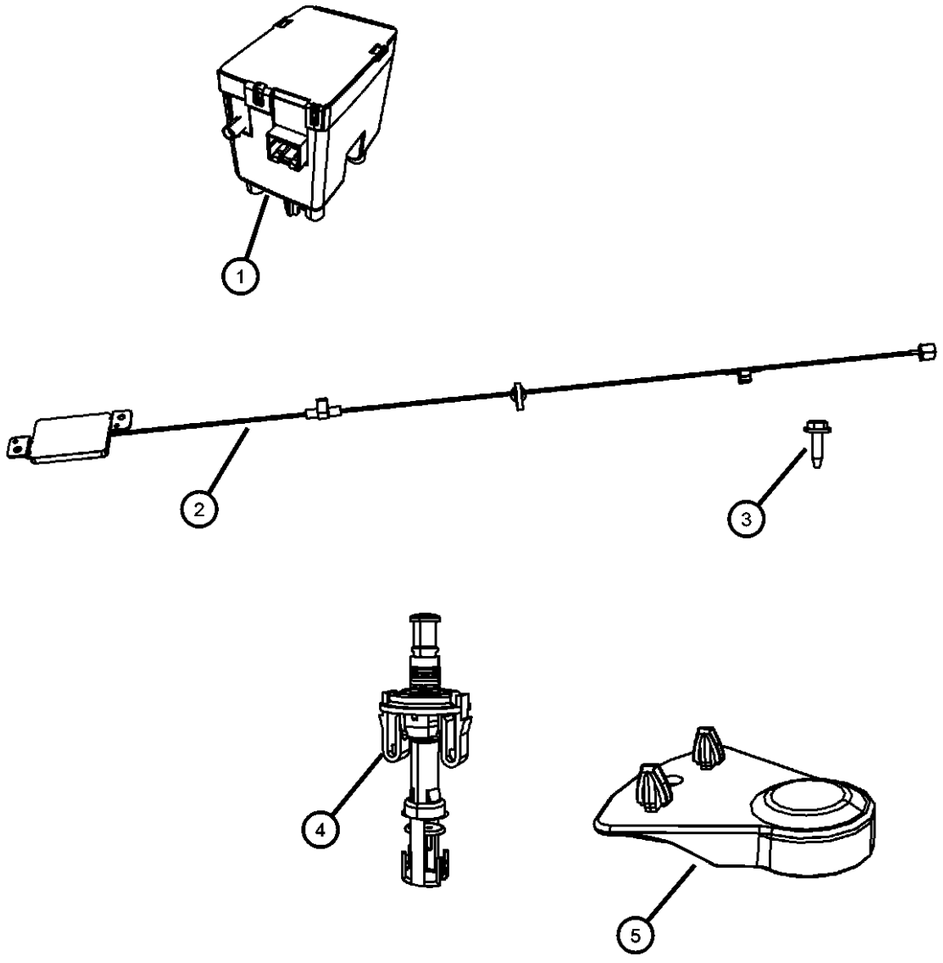


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05082388AA	1	B, D, E		49	ECE	DG5		STARTER, Engine
2	06502717	2	B, D, E		49	ECE	DG5		BOLT AND WASHER, Hex Head, M10x1.50x50.00
3	06101848	1	B, D, E		49	ECE	DG5		BOLT AND WASHER, Hex Head, M10x1.50x30.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Remote Start
Figure 8-110

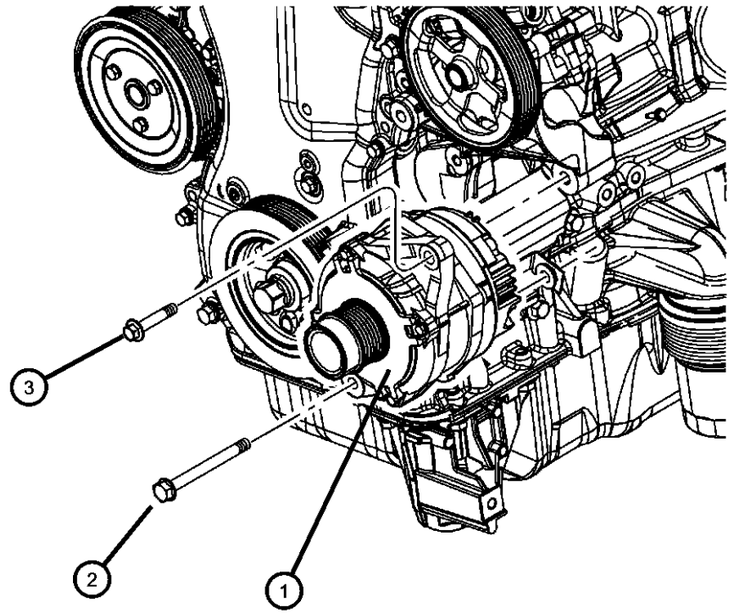


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05026874AB	1	B, D, E		49				RECEIVER, Wireless Ignition Node, [XBM]
2	05026243AC	1	B, D, E		49				ANTENNA, Keyless Entry
3		1							SCREW, Tapping Hex Head, M4.2X1.7X15.80, (NOT SERVICED)
4	05026211AA	1	B, D, E		49				SWITCH, Underhood
5	05026571AA	1	B, D, E		49				PLATE, Striker

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Generator/Alternator and Related Parts
Figure 8-205

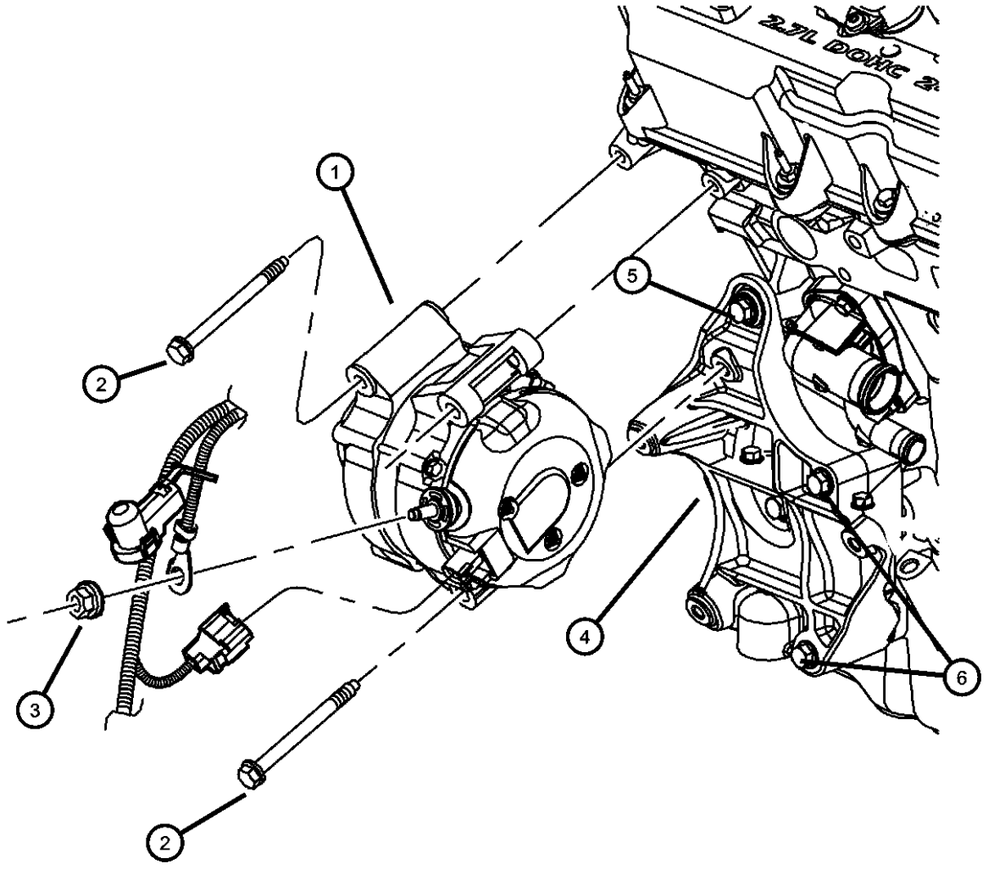


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04801490AA	1	B, D, E		49	ED3, EDG			ALTERNATOR, Engine
2	06104227AA	1	B, D, E		49	ED3, EDG			SCREW, Hex Flange Head, M10X1.5X100.0
3	06508278AA	1	B, D, E		49	ED3, EDG			SCREW, Hex Flange Head, M10X1.25X50.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Generator/Alternator and Realted Parts
Figure 8-206

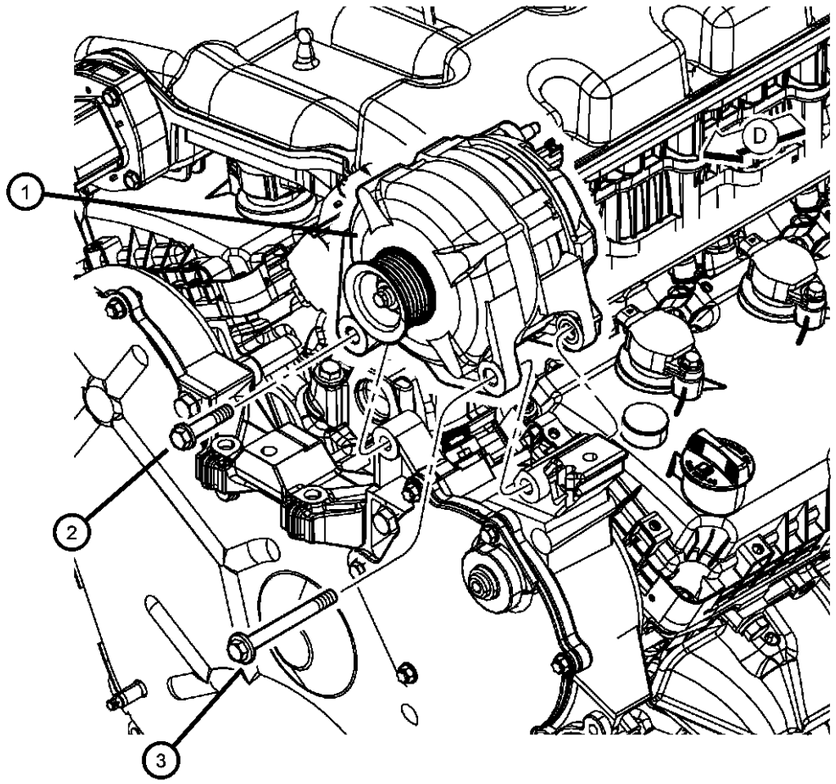


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									ALTERNATOR, Engine
	04801482AB	1	B, D, E		49	EE0			[BAB]
	05033756AD	1	B, D, E		49	EER			[BAE]
2	06502425	2	B, D, E		49	EE0			SCREW AND WASHER, Hex Head, M8x1.25x95
3	06101809	1	B, D, E		49				NUT AND WASHER, Hex, M8x1.25
4	04891616AA	1	B, D, E		49	EE0			BRACKET, Alternator And Compressor
5	06104206AA	1	B, D, E		49	EE0			SCREW, Hex Flange Head, M8X1.25X80.0
6	06104198AA	3	B, D, E		49	EE0			SCREW, Hex Flange Head, M8X1.25X30.0

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Generator/Alternator and Related Parts
Figure 8-207

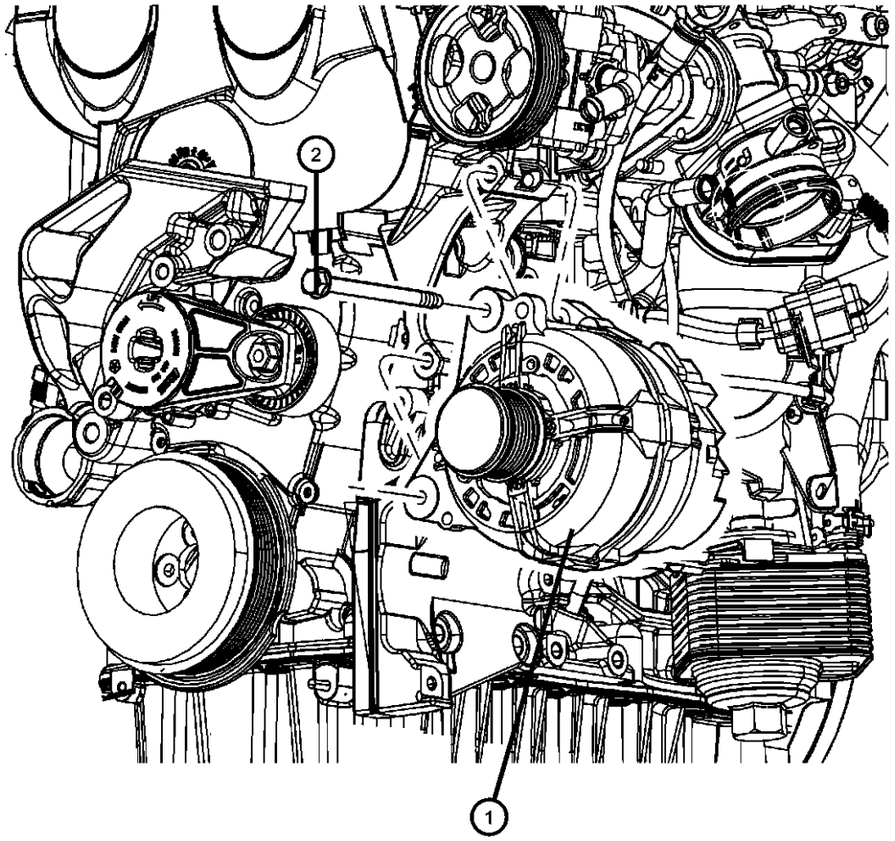


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									ALTERNATOR, Engine
	04801483AA	1	B, D, E		49	EGF			[BAB]
	05033759AC	1	B, D, E		49	EGF			[BAE]
2	06102172AA	1	B, D, E		49	EGF			SCREW AND WASHER, Hex Head, M10x1.5x50
3	06102122AA	1	B, D, E		49	EGF			BOLT AND WASHER, Hex Head, M10X1.50X100

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Generator/Alternator and Related Parts
Figure 8-208

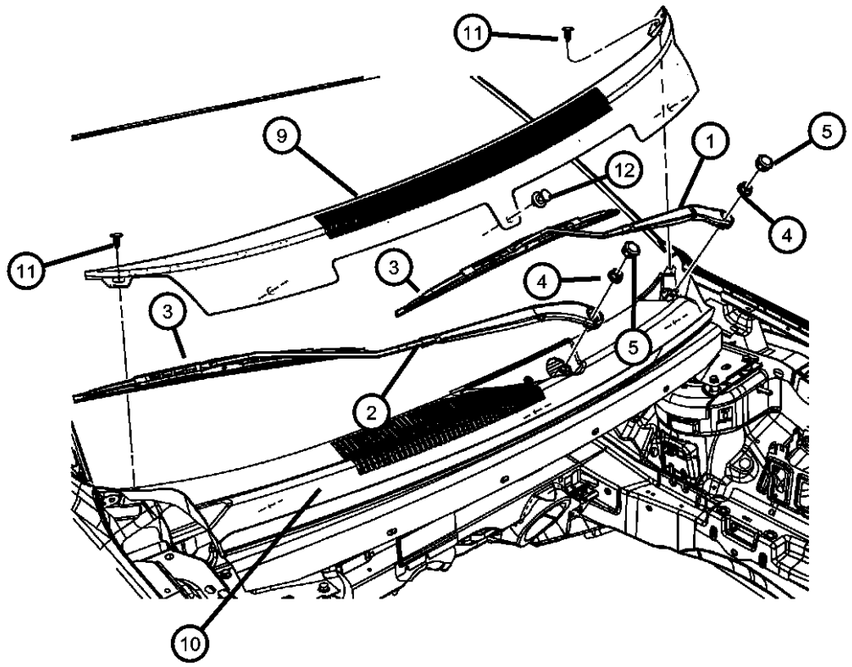


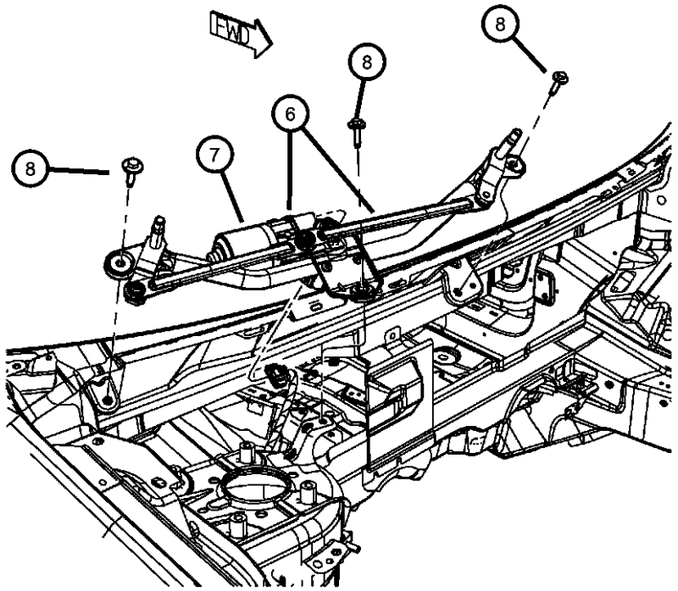
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									GENERATOR, Engine
	04801715AA	1	B, D, E		49	ECE			[BAA]
	05033757AB	1	B, D, E		49	ECE			[BA6]
2	06508316AA	2	B, D, E		49	ECE			SCREW, Hex Flange Head, M8X1.25X110.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Wiper System
Figure 8-305



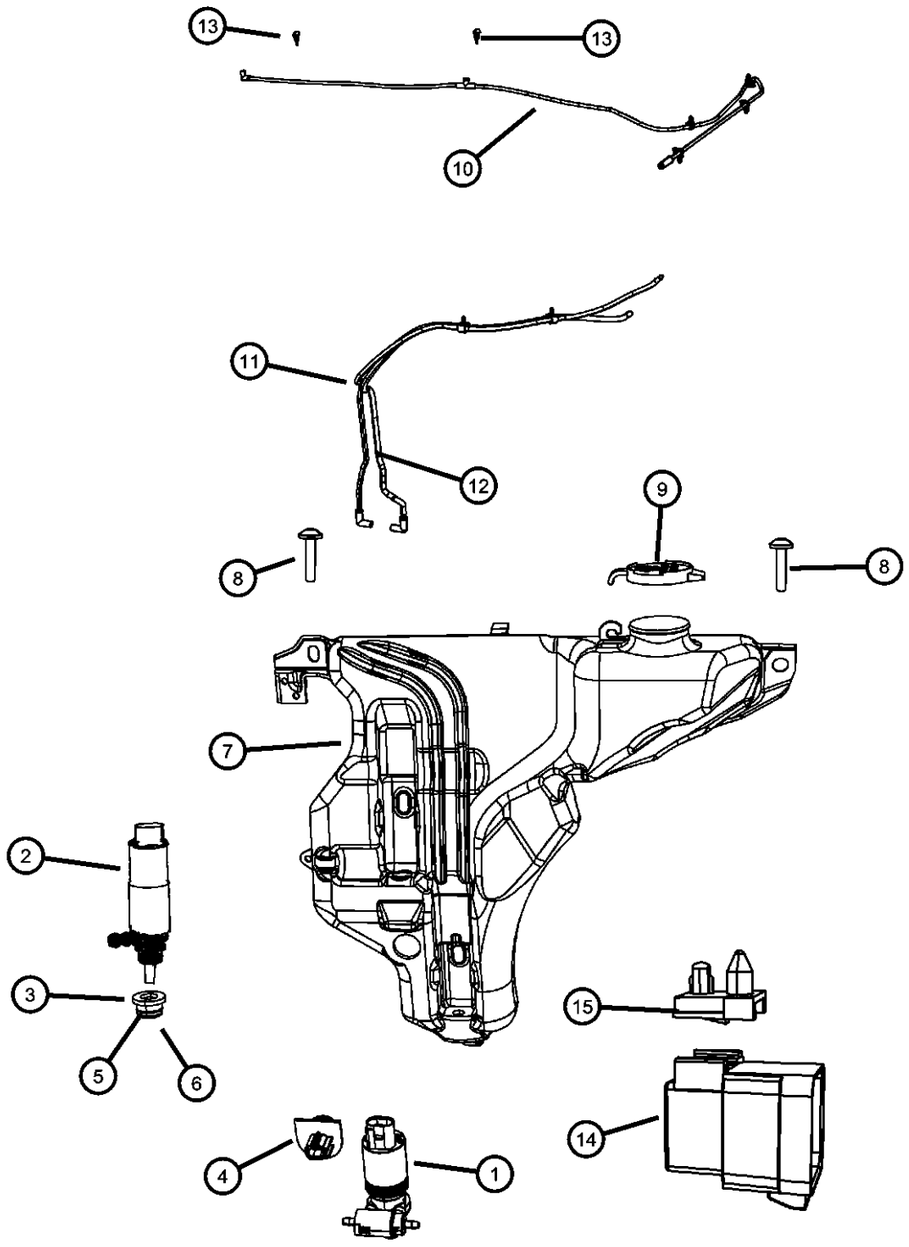


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									ARM, Front Wiper
	68030275AA	1	D, E		49				
	68030277AA	1	B		49				
2									ARM, Front Wiper
	68030274AA	1	D, E		49				
	68030276AA	1	B		49				
3									BLADE, Front Wiper
	68030273AA	1	D, E		49				Left
		1	B		49				Right
	68046382AA	1	D, E		49				Right
		1	B		49				Left
4	06504954AA	2	B, D, E		49				NUT AND WASHER, Hex, M10X1.25
5	04630783	2	B, D, E		49				CAP, Wiper Arm
6									MOTOR AND LINKAGE, Windshield wiper
	05178012AD	1	B		49				
	05116303AE	1	D, E		49				
7	68030272AA	1	D, E		49				MOTOR, Wiper
8	06104370AA	3	B, D, E		49				BOLT AND CONED WASHER, Hex Head, M6x1.00x30.00
9	05178502AC	1	B, D, E		49				SCREEN, Cowl
10									SCREEN, Cowl
	05116266AB	1	D, E		49				
	05116267AB	1	B		49				
11	06509135AA	2	B, D, E		49				PIN, Push
12	06104900AA	3	B, D, E		49				RIVET

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Washer System
Figure 8-310

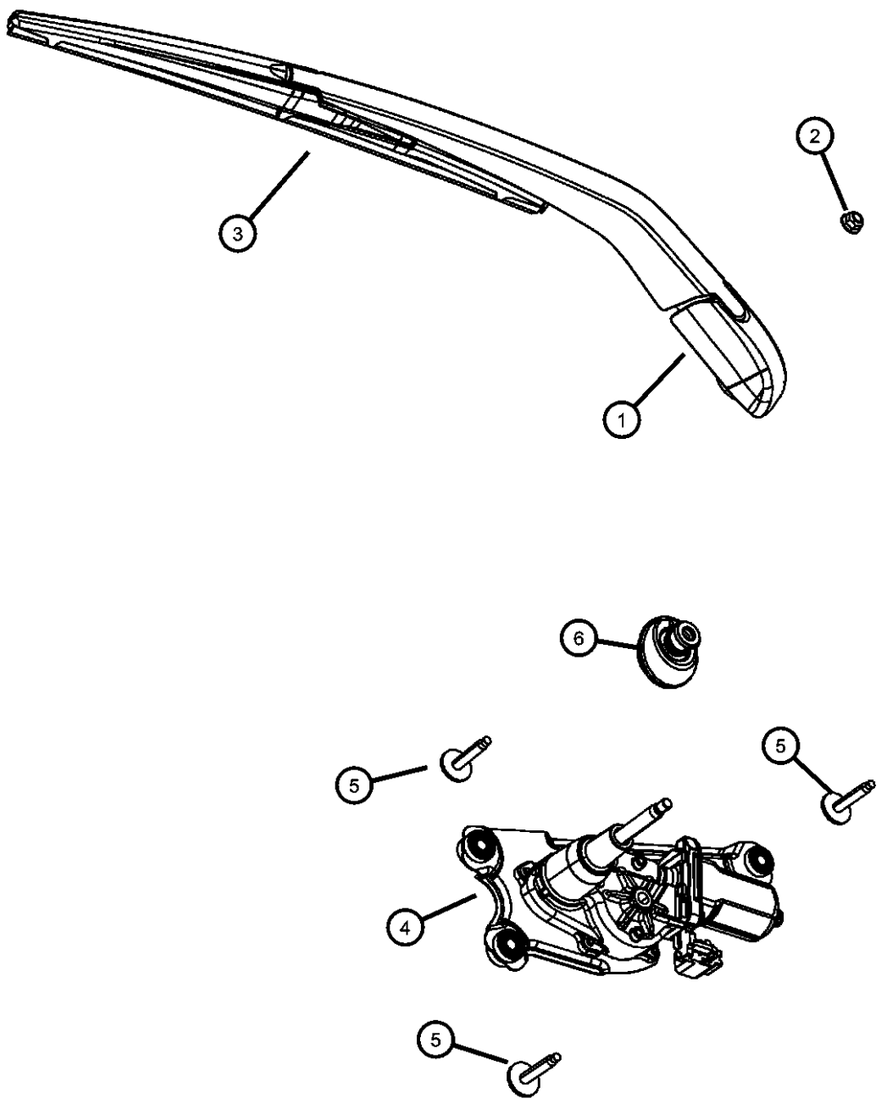


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05179153AC	1	B, D, E		49				PUMP, Windshield Washer, Dual Outlet
2	68041383AA	1	B, D, E		49				PUMP, Washer, Headlamp
3	05152030AA	1	B, D, E		49				GROMMET, Windshield Washer Pump
4	05152029AA	1	B, D, E		49				SENSOR, Washer Fluid Level
5	05152031AA	1	B, D, E		49				GROMMET, Washer Level Sensor
6	68041384AA	1	B, D, E		49				GROMMET, Washer, Head lamp pump
7									RESERVOIR, Windshield Washer
	68041379AA	1	B, D, E		49				
	68041382AB	1	B, D, E		49				[JHS]
8	06104124AA	2	B, D, E		49				BOLT, Hex Flange Head, M6X1.0X30.00
9	55077261AA	1	B, D, E		49				CAP, Washer Reservoir
10	05178468AB	1	B, D, E		49				HOSE ASSY, WINDSHIELD WASHER
11	05116306AB	1	B, D, E		49				HOSE ASSY, WINDSHIELD WASHER
12	05178466AA	1	B, D, E		49				HOSE, Windshield Washer
13	05116079AA	2	B, D, E		49				NOZZLE, Washer, Windshield
14	04692257AA	1	B, D, E		49				RELAY, Headlamp washers
15	04692258AA	1	B, D, E		49				CLIP, Headlamp washers

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Wiper System
Figure 8-315

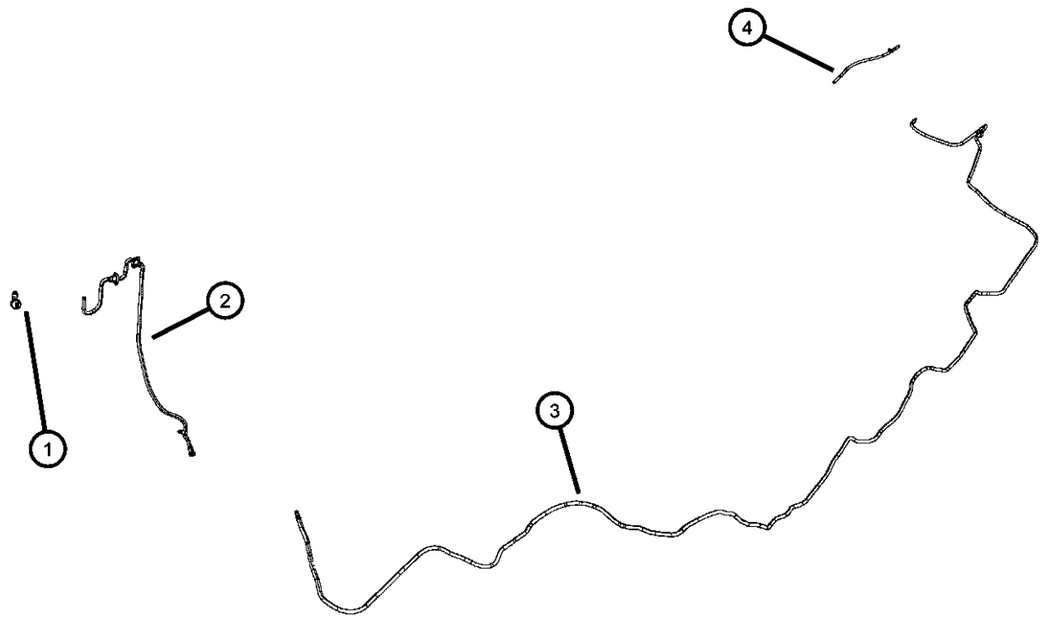


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68040371AA	1	B, D, E		49				ARM, Liftgate Wiper
2	06505316AA	1	B, D, E		49				NUT, Hex Flange Lock, M6X1.00
3	68040372AA	1	B, D, E		49				BLADE, Rear window wiper
4	05178201AC	1	B, D, E		49				MOTOR, Liftgate Wiper
5	06506669AA	3	B, D, E		49				SCREW, Hex, M6x1x35
6	05178334AB	1	B, D, E		49				GROMMET, Rear Wiper Motor

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Washer System
Figure 8-320

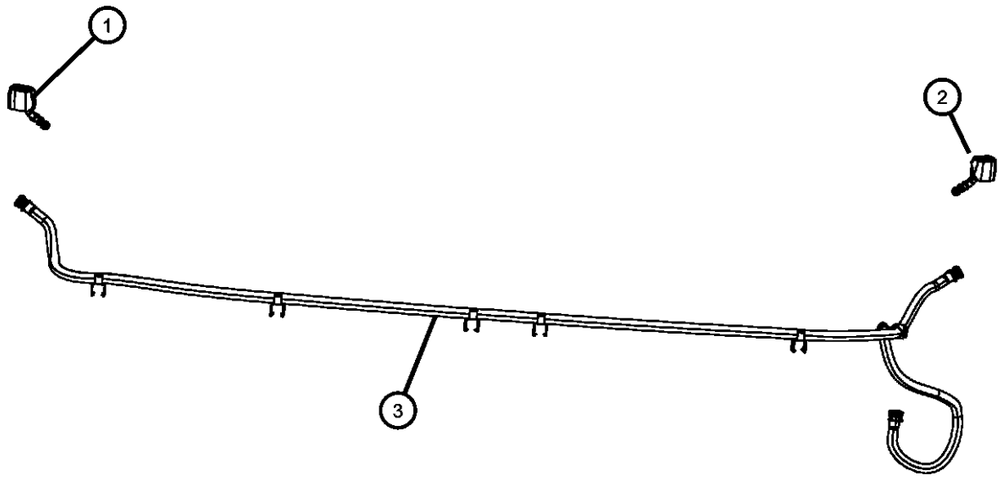


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05116020AA	1	B, D, E		49				NOZZLE, Washer, Liftgate
2	05116018AB	1	B, D, E		49				HOSE, Rear Wiper
3		1							HOSE, Washer, Body, Serviced in body wiring, (NOT SERVICED)
4	05178459AB	1	B, D, E		49				HOSE ASSY, Rear WINDOW WIPER WASHER, Left shock tower

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headlamp Washer System
Figure 8-325

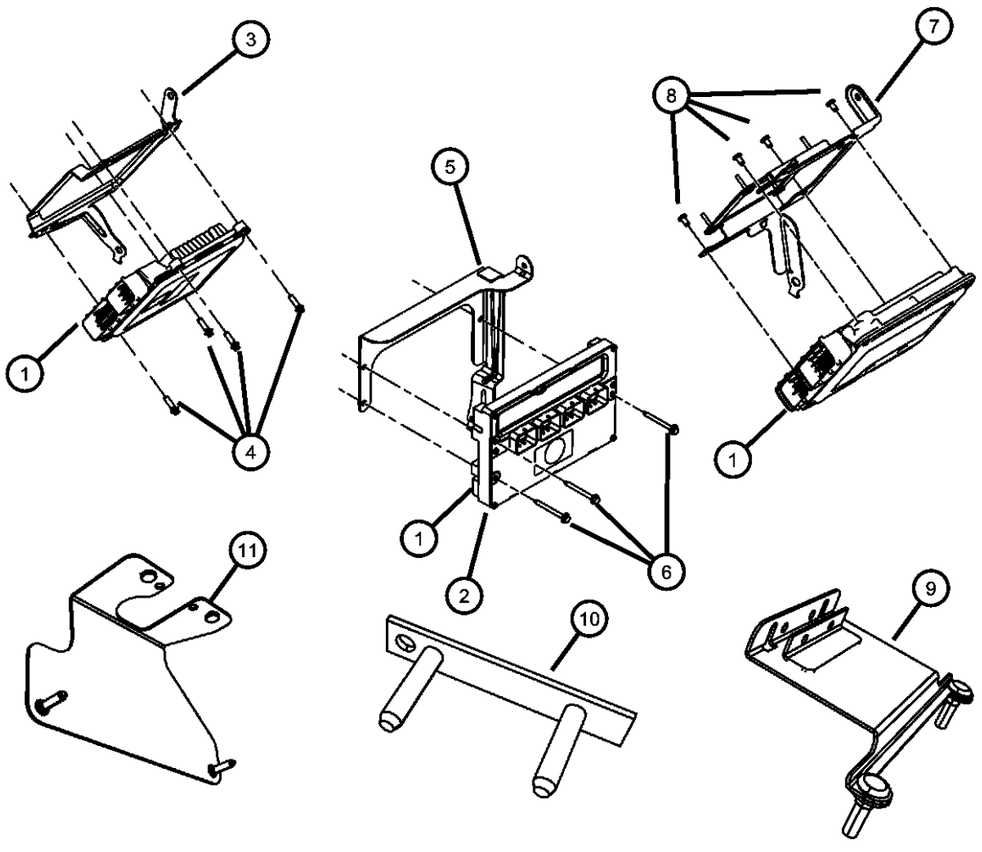


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									NOZZLE, Washer, Headlamp
	1GD08FQ-DAA	1	B, D, E		49				[QD], Right
	1GD08GB-SAA	1	B, D, E		49				[BS], Right
	1GD08DA4AA	1	B, D, E		49				[A4], Right
	1GD08FK-GAA	1	B, D, E		49				[KG], Right
	1GD08WS2AA	1	B, D, E		49				[S2], Right
	1GD08ARHAA	1	B, D, E		49				[RH], Right
	1GD08AXRAA	1	B, D, E		49				[XR], Right
	1GD08GPLAA	1	B, D, E		49				[PL], Right
	1GD08SW1AA	1	B, D, E		49				[W1], Right
2									NOZZLE, Washer, Headlamp
	1GD09FK-GAA	1	B, D, E		49				[KG], Left
	1GD09FQ-DAA	1	B, D, E		49				[QD], Left
	1GD09AXRAA	1	B, D, E		49				[XR], Left
	1GD09DA4AA	1	B, D, E		49				[A4], Left
	1GD09SW1AA	1	B, D, E		49				[W1], Left
	1GD09WS2AA	1	B, D, E		49				[S2], Left
	1GD09ARHAA	1	B, D, E		49				[RH], Left
	1GD09GB-SAA	1	B, D, E		49				[BS], Left
	1GD09GPLAA	1	B, D, E		49				[PL], Left
3	05178444AA	1	B, D, E		49				HOSE, Washer, Headlamp

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Modules Engine Compartment
Figure 8-405

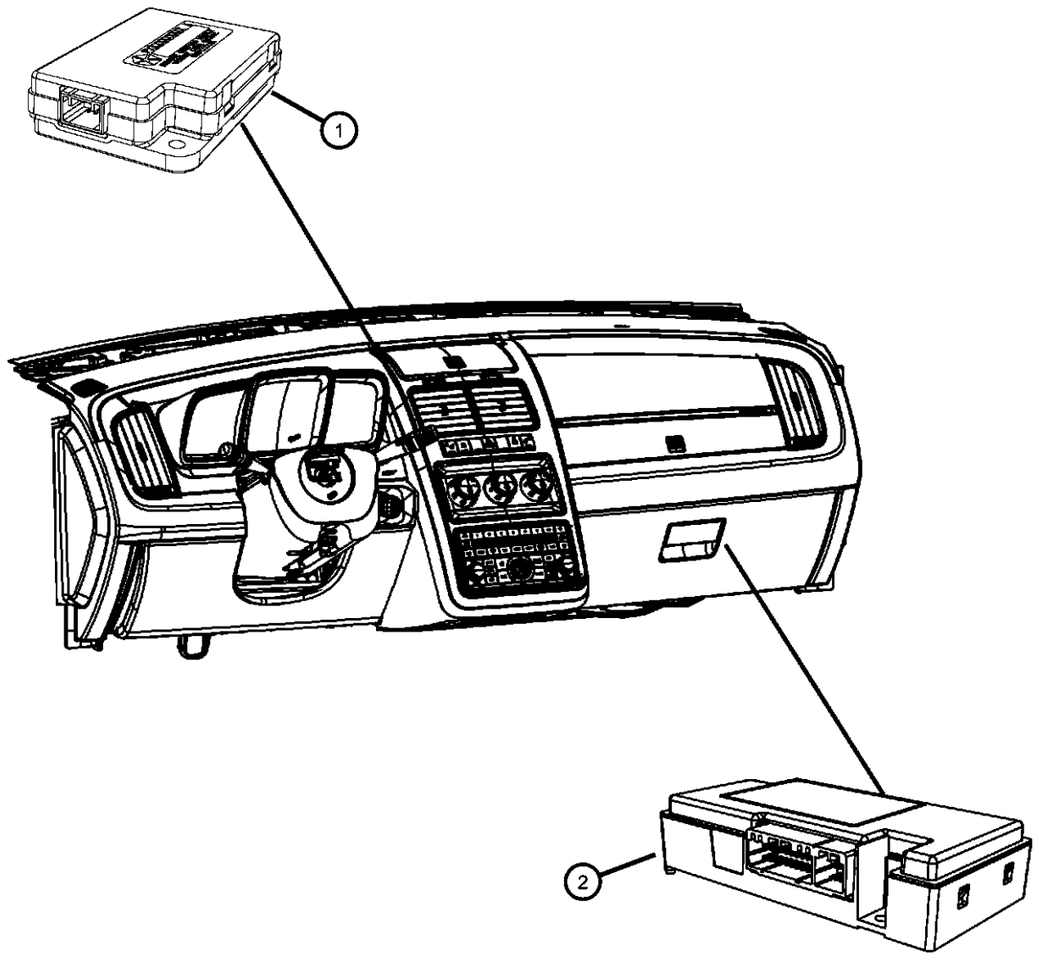


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE, Powertrain Control, Generic
	05150471AA	1	B, D, E		49	ED3	DD7		
	05150244AC	1	B, D, E		49	EGF	DG2		
	05150469AA	1	B, D, E		49	EER	DFF		
		1	E		49	EGF	DG2		
	05150472AA	1	B, D, E		49	ED3, EDG	DFF		
2									MODULE, Engine Controller
	05094820AB	1	B, D, E		49	ECE	DEF		[XD4]
	05094821AB	1	B, D, E		49	ECE	DG5		[XD4]
	05094603AB	1	B, D, E		49	ECE	DEF		
	05094604AD	1	B, D, E		49	ECE	DG5		
3	05187495AD	1	B, D, E		49	EER, EGF			BRACKET, Powertrain Control Module
4	06508798AA	4	B, D, E		49	ED3, EDG			SCREW, Pan Head, M6X1.00X26.00
5									BRACKET, Powertrain Control Module
	05187497AC	1	B, D, E		49	ED3			
		1	B, D, E		49	ED3, EDG			
6	06508798AA	4	B, D, E		49	ED3, EDG			SCREW, Pan Head, M6X1.00X26.00
7	05187499AC	1	B, D, E		49	ECE			BRACKET, Powertrain Control Module
8	06503626	4	B, D, E		49	ECE			SCREW, Tapping Pan Head, M5X0.80X9.70
9									ALIGNMENT PLATE, PLATE
	05187520AA	1	B, D, E		49	ED3			
	05187878AB	1	B, D, E		49	ECE			
10	05187120AA	1	B, D, E		49	ECE, ED3, EER			STUD PLATE, Control Module
11									COVER, Wiring Protector
	05187294AA	1	B, D, E		49	EER			
	05187519AA	1	B, D, E		49	ED3			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Modules Instrument Panel
Figure 8-410

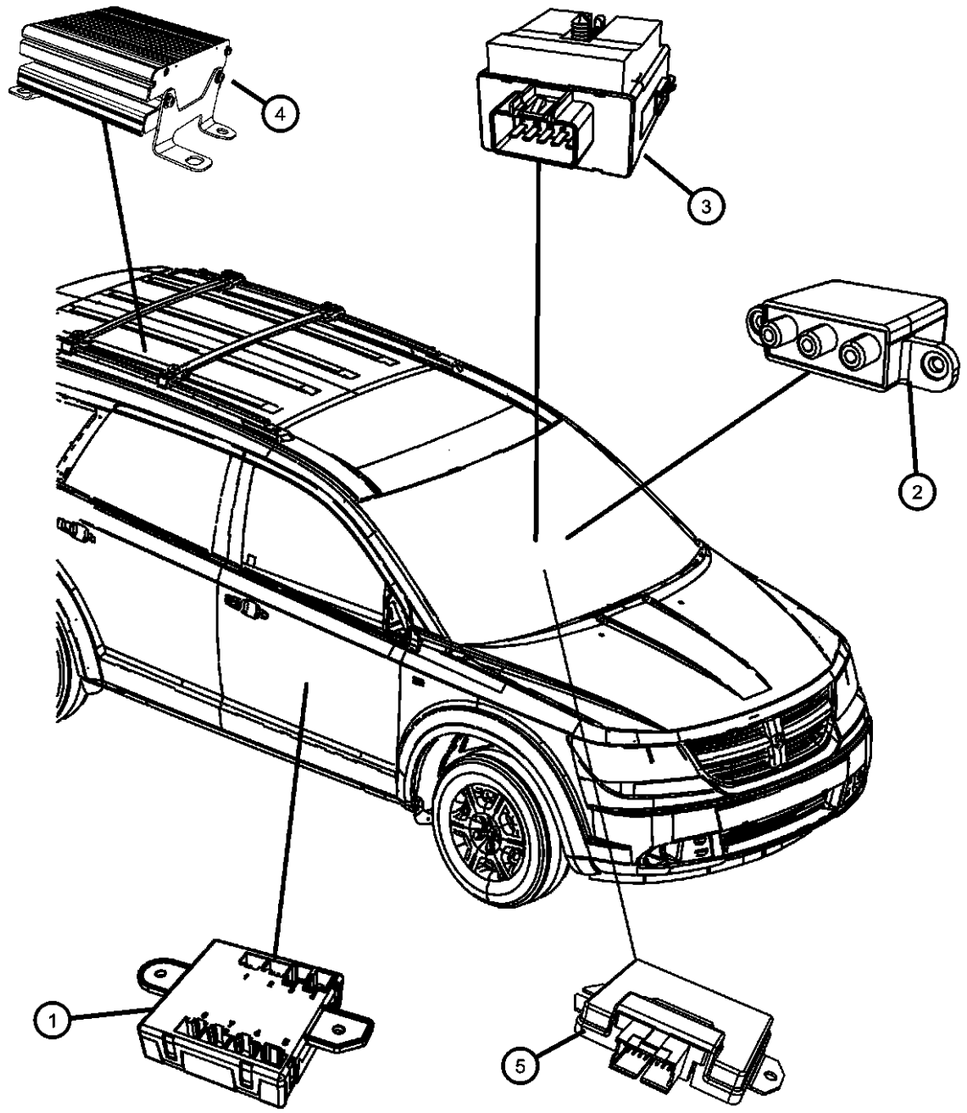


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE, Compass
	04671918AF	1	B, D, E		49				Up to 01/28/08
	04671918AG	1	B, D, E		49				After 01/28/08
2									MODULE, Telematics
	05064481AC	1	B, D, E		49				[RSP]
	05064488AE	1	B, D, E		49				[RSQ]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Modules Body
Figure 8-420

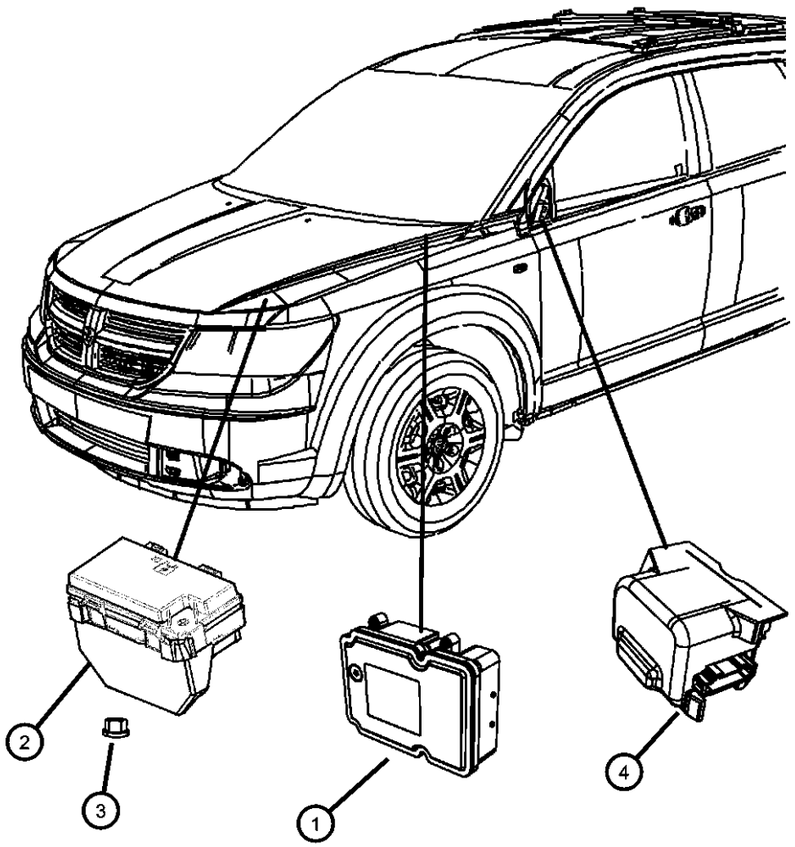


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE, Door
	04602807AH	1	B, D, E		49				[JP3,LER], Left
	05026596AA	1	B, D, E		49				[JP3,JSC,LER] Up to 07/02/08, Right
	05026596AB	1	B, D, E		49				[JP3,JSC,LER] After 07/02/08, Right
	05026597AA	1	B, D, E		49				[JP3,JSC,LER] Up to 07/02/08, Left
	05026597AB	1	B, D, E		49				[JP3,JSC,LER] After 07/02/08, Left
	05026808AA	1	B, D, E		49				[JP3,JSC] Up to 07/02/08, Right
	05026809AB	1	B, D, E		49				[JP3,JSC] After 07/02/08, Left
	05026808AB	1	B, D, E		49				[JP3,JSC] After 07/02/08, Right
	05026809AA	1	B, D, E		49				[JP3,JSC] Up to 07/02/08, Left
	04602676AG	1	B, D, E		49				[JP3], Right
	04602677AG	1	B, D, E		49				[JP3], Left
	04602806AH	1	B, D, E		49				[JP3,LER], Right
2									MODULE, Multimedia
	05107083AA	1	D, E		49	ED3, EDG, EER, EGF	DG0		Up to 05/01/08
	05107083AB	1	B		49				After 05/01/08
		1	D, E		49		DBB		After 05/01/08
		1	B		49				Up to 05/01/08
		1	B, D, E		49	ECE	DG0		Up to 05/01/08
3									MODULE, Heated Seat
	04602522AF	1	D, E		49				
		1	B		49				
4	05026409AB	1	B, D, E		49				MODULE, Power Inverter
5	56029361AC	1	E		49				MODULE, ELECTRIC CLUTCH CONTROL, VISCOUS COUPLING

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Modules Brakes, Suspension and Steering
Figure 8-430

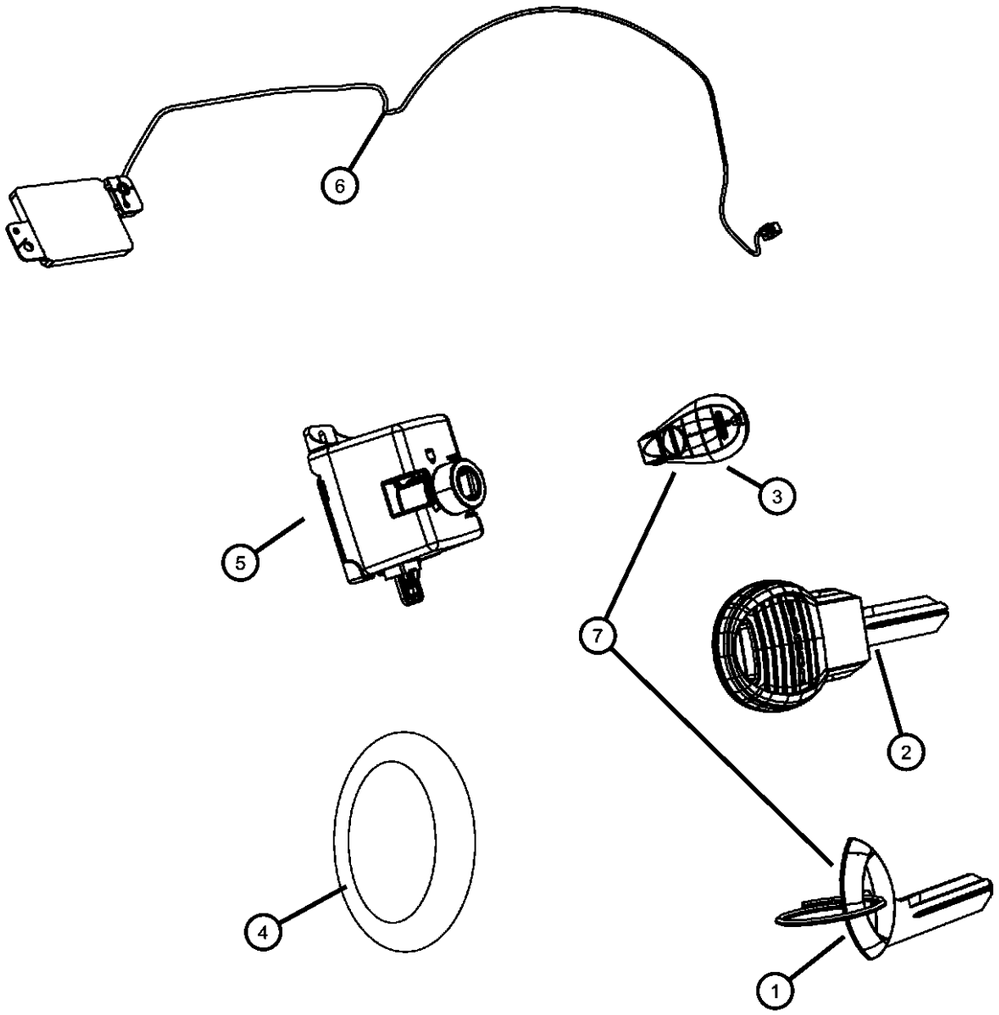


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE, Anti-Lock Brake System
	68038226AA	1	D, E		49		DFF, DG2		
		1	B		49		DFF, DG2		
	68045540AA	1	D, E		49		DG5		
		1	D, E		49		DD7, DEF		
		1	B		49		DG5		
		1	B		49		DD7, DEF		
2									MODULE, Totally Integrated Power
	04692290AB	1	B, D, E		49				Export
	04692302AB	1	B, D, E		49				
3	06101809	1	B, D, E		49				NUT AND WASHER, Hex, M8x1.25, Positive cable to Totaly Integrate Power Module
4	05026132AC	1	B, D, E		49				MODULE, SHAFT LOCK - STEERING COLUMN

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Receiver Modules, Key, and Key Fobs
Figure 8-435

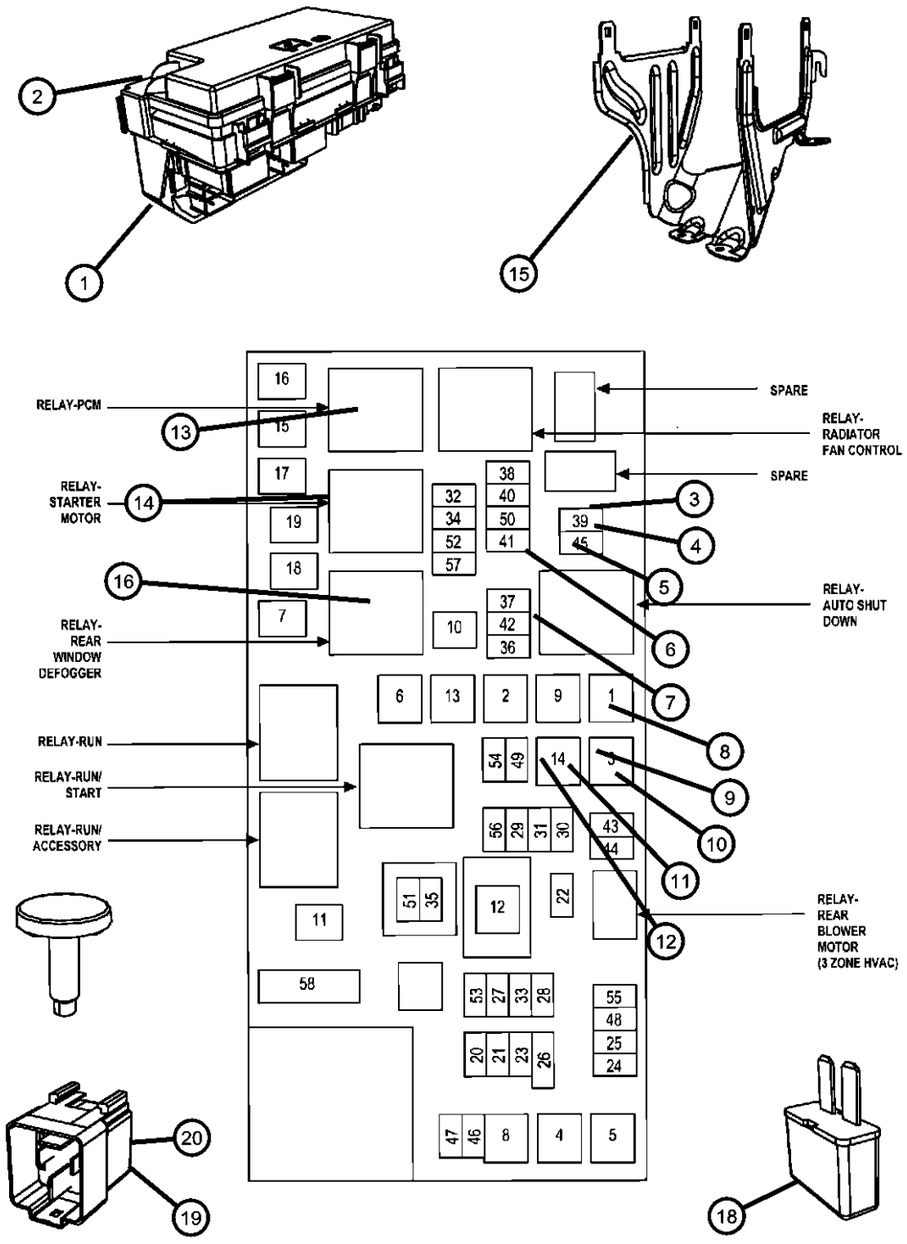


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05018689AA	1	B, D, E		49				KEY, Blank
2	68033740AA	2	B, D, E		49				KEY, Blank, [GXX]
3									TRANSMITTER, Integrated Key FOB
	05026196AD	2	B, D, E		49				[XBM]
	05026422AC	2	B, D, E		49				[GXR], Export
	05026423AC	2	B, D, E		49				[GXN]
	05026101AD	2	B, D, E		49				[GXR]
4	05066241AA	2	B, D, E		49				BATTERY, Transmitter
5									RECEIVER, Wireless Ignition Node
	05026872AC	1	B, D, E		49				[GXR], Export
	05026872AD	1	B, D, E		49				[GXR] After 02/11/09, Export
	05026874AD	1	B, D, E		49				[XBM]
	05026875AE	1	B, D, E		49				[GXR]
	05026877AA	1	B, D, E		49				[GXN] Up to 02/11/09, Export
	05026877AD	1	B, D, E		49				[GXN] After 10/27/08, Export
6									ANTENNA, Keyless Entry
	05026243AC	1	B, D, E		49				[XBM]
	05026436AA	1	B, D, E		49				[GXN]
7									TRANSMITTER KIT, Integrated Key FOB
	68043592AA	2	B, D, E		49				[XBM]
	68043896AA	1	B, D, E		49				[GXR], Export
	68043898AA	2	B, D, E		49				[GXN]
	68043590AA	2	B, D, E		49				[GXR]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Distribution
Figure 8-505

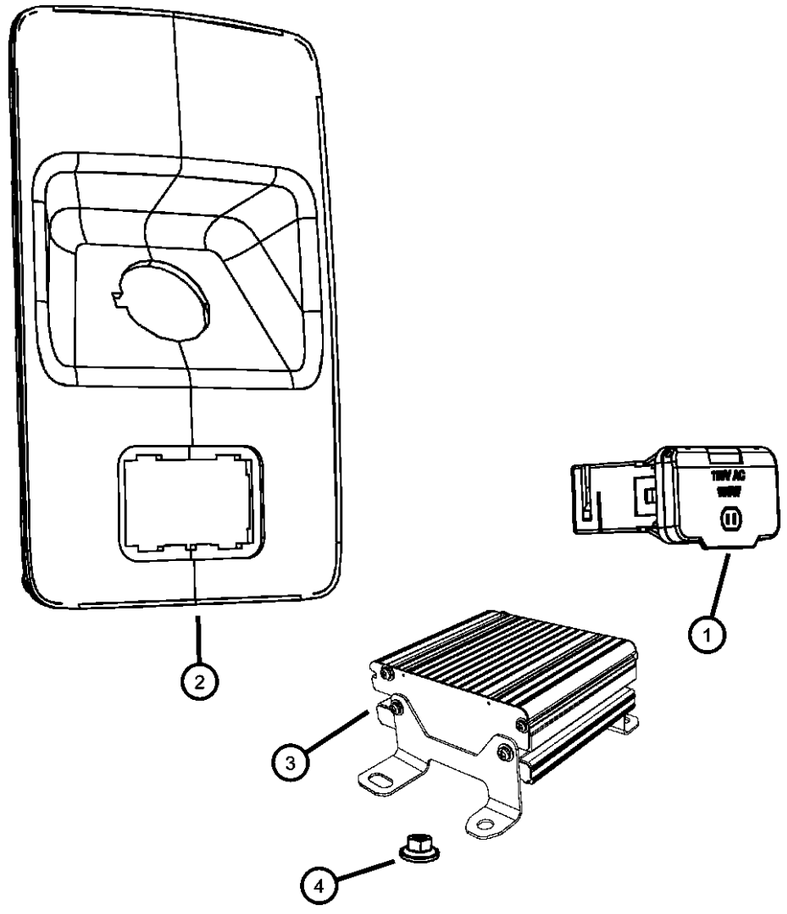


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE, Totally Integrated Power
	56049720AS	1	B, D, E		49				Up to 01/28/08
	04692290AB	1	B, D, E		49				After 01/28/08, Export
	04692302AB	1	B, D, E		49				After 01/28/08
2	68036345AA	1	B, D, E		49				COVER, Totally Integrated Power Module
3	000ATM10	1	B, D, E		49				FUSE, Mini, 10 AMP, Red
4	000ATM15	1	B, D, E		49				FUSE, Mini, 15 AMP, Light Blue
5	000ATM20	1	B, D, E		49				FUSE, Mini, 20 AMP, Yellow
6	000ATM25	1	B, D, E		49				FUSE, Mini, 25 Amp, Natural
7	000ATM30	1	B, D, E		49				FUSE, Mini, 30 AMP, Green
8	06102075AA	1	B, D, E		49				FUSE CARTRIDGE, 20 Amp
9	68001678AA	1	B, D, E		49				FUSE CARTRIDGE, 25 Amp
10	04868007AA	1	B, D, E		49				FUSE CARTRIDGE, 30 Amp
11	04868008AA	1	B, D, E		49				FUSE CARTRIDGE, 40 Amp
12	04868024AA	1	B, D, E		49				FUSE CARTRIDGE, 60 Amp
13									RELAY, Mini
	04692141AA	1	B, D, E		49				INTEG POWER MODULE
	05293163AA	1	B, D, E		49				Export
	04692079AA	1	B, D, E		49				[JHS]
14									RELAY
	04692257AA	1	B, D, E		49				Headlamp washer
	56007078	1	B, D, E		49	EDG			Air injection pump
15	05082092AB	1	B, D, E		49				BRACKET, Power Distribution Center
16	68004063AA	1	B, D, E		49				PULLER, Fuse
-17									HOLDER, Fuse
	68004064AB	1	B, D, E		49				Yellow
	68004065AB	1	B, D, E		49				White
18	56021543	1	B, D, E		49				BREAKER, Circuit
19	04727370AA	1	B, D, E		49				RELAY, Mini
20	68046379AA	1	B, D, E		49				RELAY, Radiator Fan

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Power Inverter Outlet
Figure 8-520



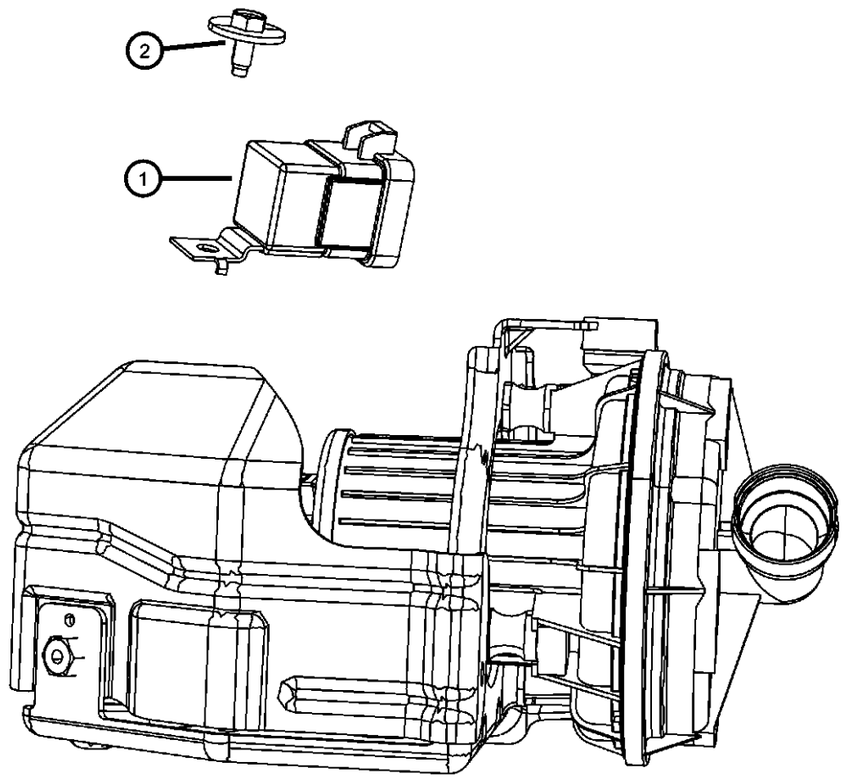
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									POWER OUTLET, Inverter
	05082095AB	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		
		1	D, E		49	ED3, EDG, EER, EGF	DFF		
2									BEZEL, Center Console
	68042931AA	1	D, E		49	EDG, ED3, EER, EGF	DFF		[RDJ]
	68042913AA	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		
		1	D, E		49	ED3, EDG, EER, EGF	DFF		
		1	D, E		49	EER, EGF, ED3, EDG	DG2, DG5		[RDJ]
3									MODULE, Power Inverter
	05026278AB	1	B, D, E		49				Without bracket
	05026409AA	1	B, D, E		49				With bracket
4	06104725AA	4	B, D, E		49				NUT AND WASHER, Hex, M6X1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Air Pump Relay
Figure 8-540

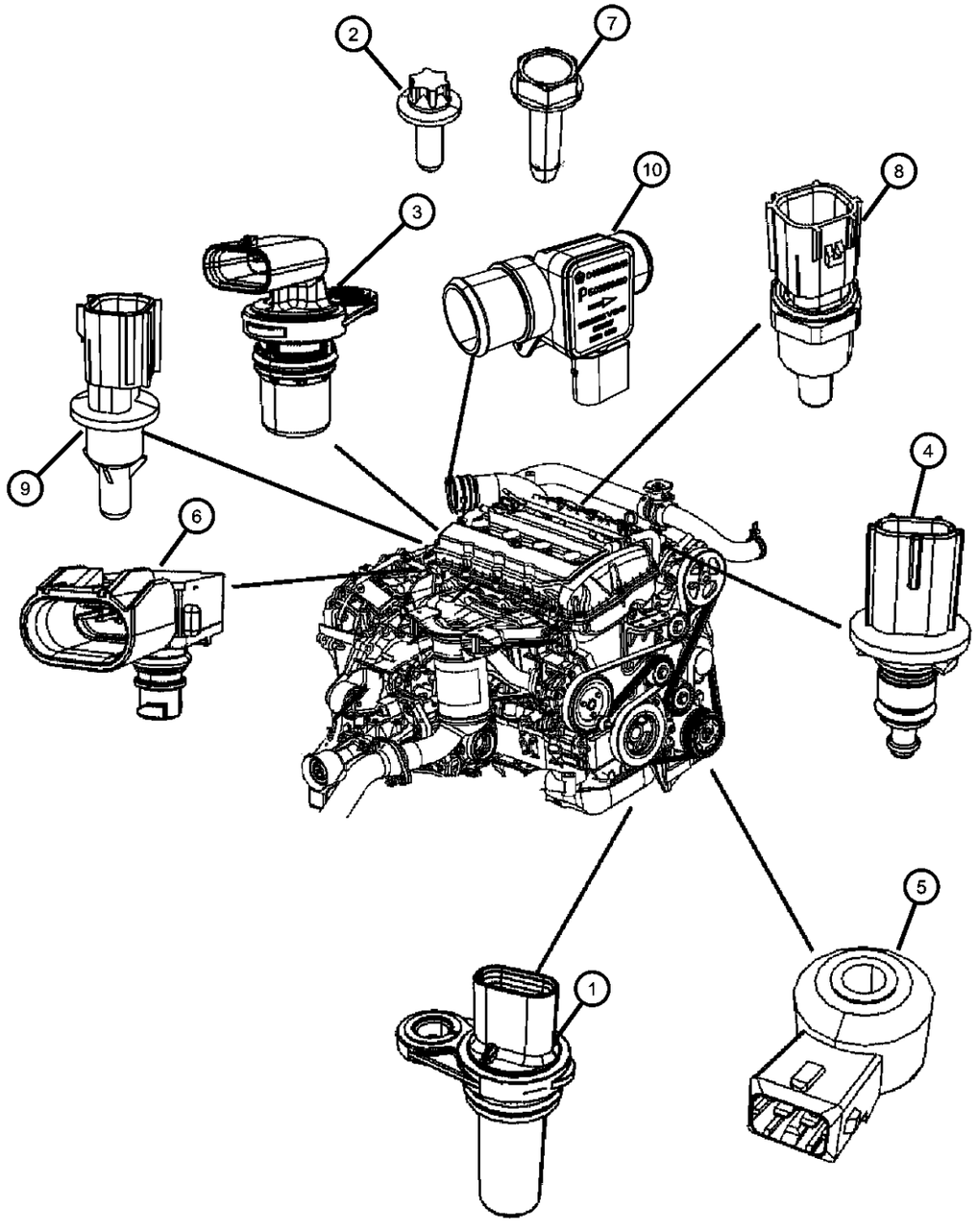
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	56007078	1	B, D, E		49	EDG			RELAY
2		1							SCREW AND WASHER, Hex Head, M6X1.00X15.5, (NOT SERVICED)



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Engine
Figure 8-605

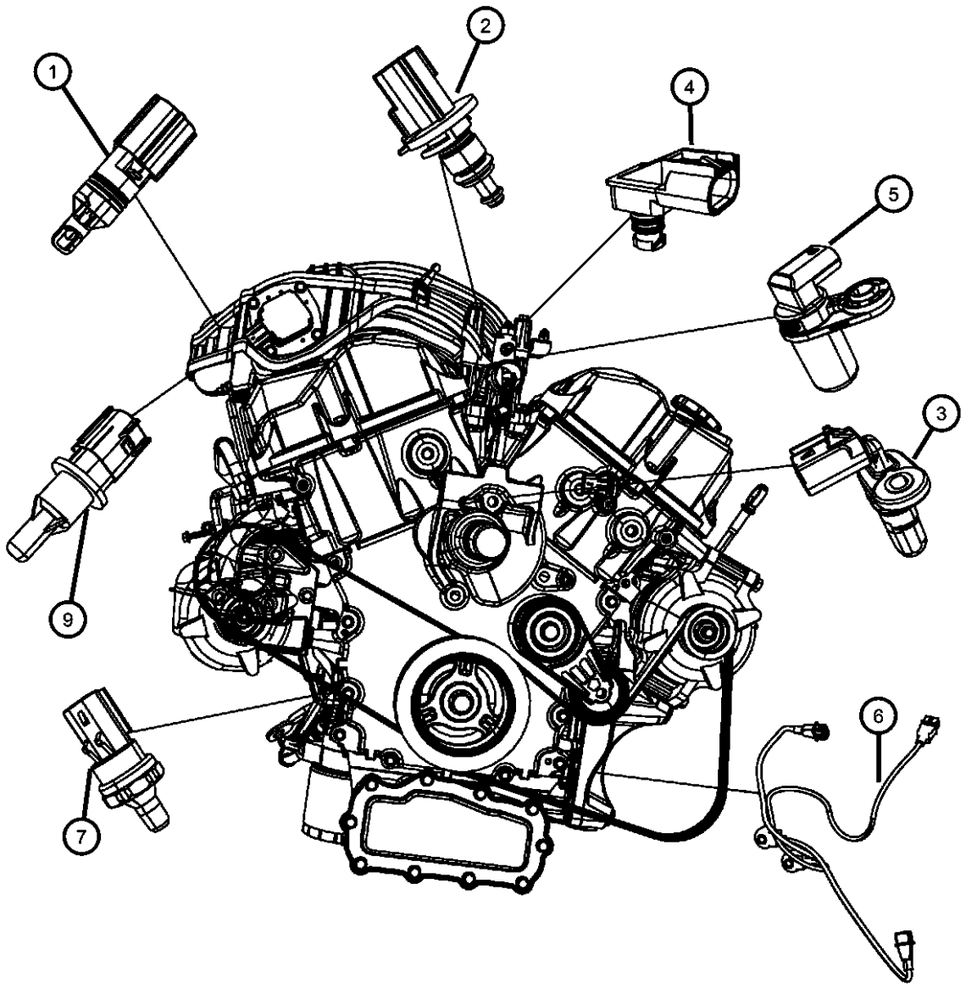


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05033307AC	1	B, D, E		49	ED3, EDG			SENSOR, Crankshaft Position
2									SCREW, Hex Flange Head, M6x1.00x20.00
	06105037AA	2	B, D, E		49	EDG			
		2	B, D, E		49	ED3			
3	05033308AB	2	B, D, E		49	ED3, EDG			SENSOR, Camshaft
4	05033313AA	1	B, D, E		49	ED3, EDG			SENSOR, Coolant Temperature
5	05033316AA	1	B, D, E		49	ED3, EDG			SENSOR, Knock
6									SENSOR, MAP
	05033310AB	1	B, D, E		49	ED3			
		1	B, D, E		49	EDG			
7	06102417AA	1	B, D, E		49	ED3			SCREW, Tapping Hex Head, M4.2X1.70X16.00
8	05033314AA	1	B, D, E		49	ED3, EDG			SENSOR, Temperature
9	05293138AA	1	B, D, E		49				SENSOR, Air Temperature, Mounted in air cleaner housing
10	04891928AA	1	B, D, E		49	EDG			SENSOR, Mass Airflow

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Engine
Figure 8-606

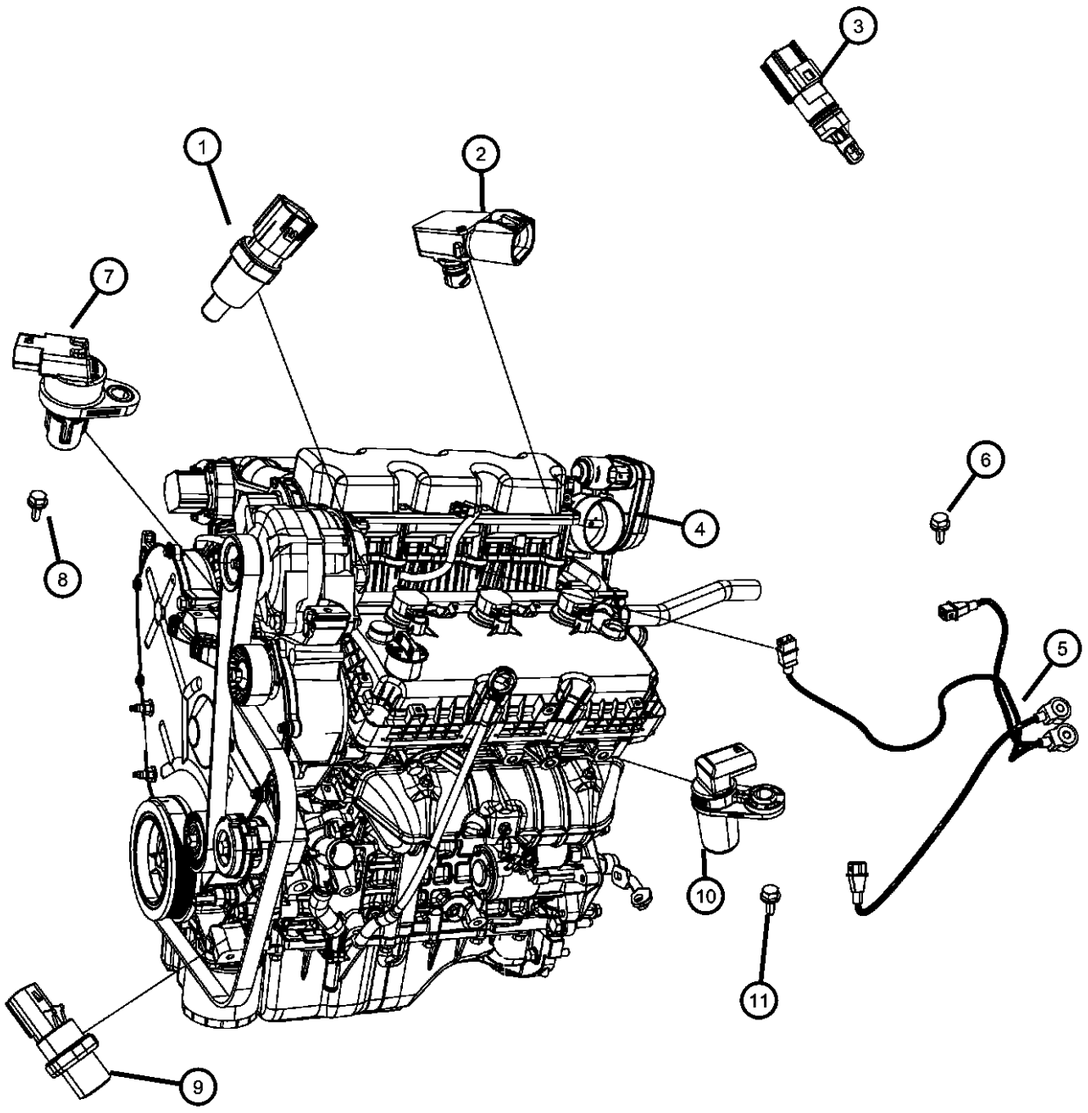


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	56028364AA	1	B, D, E		49	EER			SENSOR, Air Temperature
2	05033313AA	1	B, D, E		49	EE0			SENSOR, Coolant Temperature
3	04609089AH	1	B, D, E		49	EE0			SENSOR, Camshaft
4	05033310AC	1	B, D, E		49	EER			SENSOR, MAP
5	05029811AC	1	B, D, E		49	EER, EGF			SENSOR, Crankshaft Position
6	04606093AD	1	B, D, E		49	EE0			SENSOR, Detonation
7	05149098AA	1	B, D, E		49	EER, EGF			SENDING UNIT, Oil Pressure
-8		1							SENSOR, Throttle Position, Serviced in throttle body assy, (NOT SERVICED)
9	05293138AA	1	B, D, E		49				SENSOR, Air Temperature

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Engine
Figure 8-607

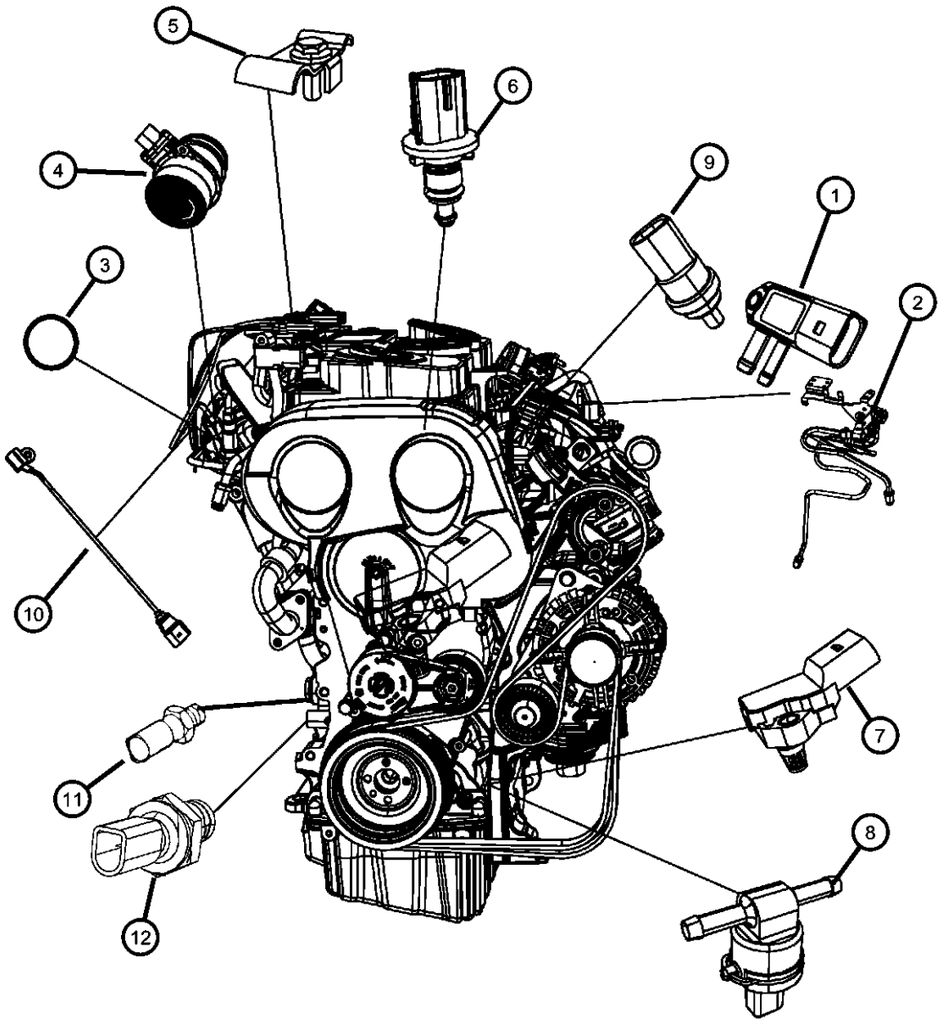


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05149096AB	1	B, D, E		49	EGF			SENSOR, Coolant Temperature
2	05033310AC	1	B, D, E		49	EGF			SENSOR, MAP
3	56028364AA	1	B, D, E		49	EGF			SENSOR, Air Temperature
4		1							SENSOR, Throttle Position, Serviced in Throttle Body assembly only, (NOT SERVICED)
5	04606093AD	1	B, D, E		49	EGF			SENSOR, Detonation
6	06101759	1	B, D, E		49	EGF			SCREW AND WASHER, Hex Head, M8x1.25x35
7	05029808AD	1	B, D, E		49	EGF			SENSOR, Camshaft
8	06104173AA	1	B, D, E		49	EGF			SCREW, Hex Flange Head, M5x0.8x16.00
9	05149098AA	1	B, D, E		49	EER, EGF			SENDING UNIT, Oil Pressure
10	05029811AC	1	B, D, E		49	EE0, EGF			SENSOR, Crankshaft Position
11	06501957	1	B, D, E		49	EER, EGF			BOLT AND WASHER, Hex Head, M6X1.00X20.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Rngine
Figure 8-610

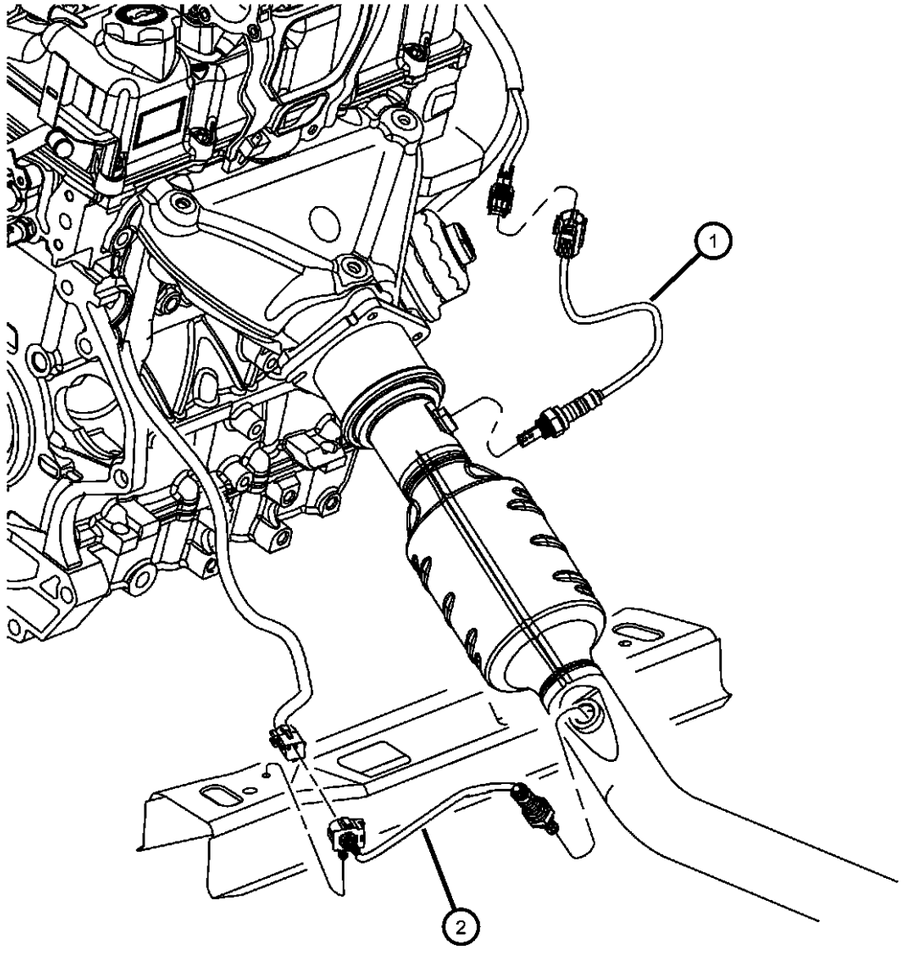


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05149175AA	1	B, D, E		49	ECE			SENSOR, Differential Pressure
2	05149138AA	1	B, D, E		49	ECE			BRACKET, Differential Pressure Sensor
3	05149157AA	1	B, D, E		49	ECE			SEAL, O-Ring
4	05033320AA	1	B, D, E		49	ECE			SENSOR, Mass Airflow
5	05149160AA	1	B, D, E		49	ECE			BRACKET, Tube, SENSOR BRACKET TUBES TO CANISTER
6	68001313AB	1	B, D, E		49	ECE			SENSOR, Temperature
7	05033378AA	1	B, D		49	ECE			SENSOR, Fuel Temperature
8	05149001AA	1	B, D, E		49	ECE			SENSOR, Fuel Temperature, PRESSURE & TEMPERATURE
9	68040931AA	1	B, D, E		49	ECE			SENSOR, Crankshaft
10	68001591AA	1	B, D, E		49	ECE			SENSOR, Camshaft
11	68028946AB	1	B, D, E		49	ECE			SENDING UNIT, Oil Pressure
12	68044764AA	1	B, D, E		49	ECE			SENSOR, Oil Level

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Oxygen
Figure 8-615



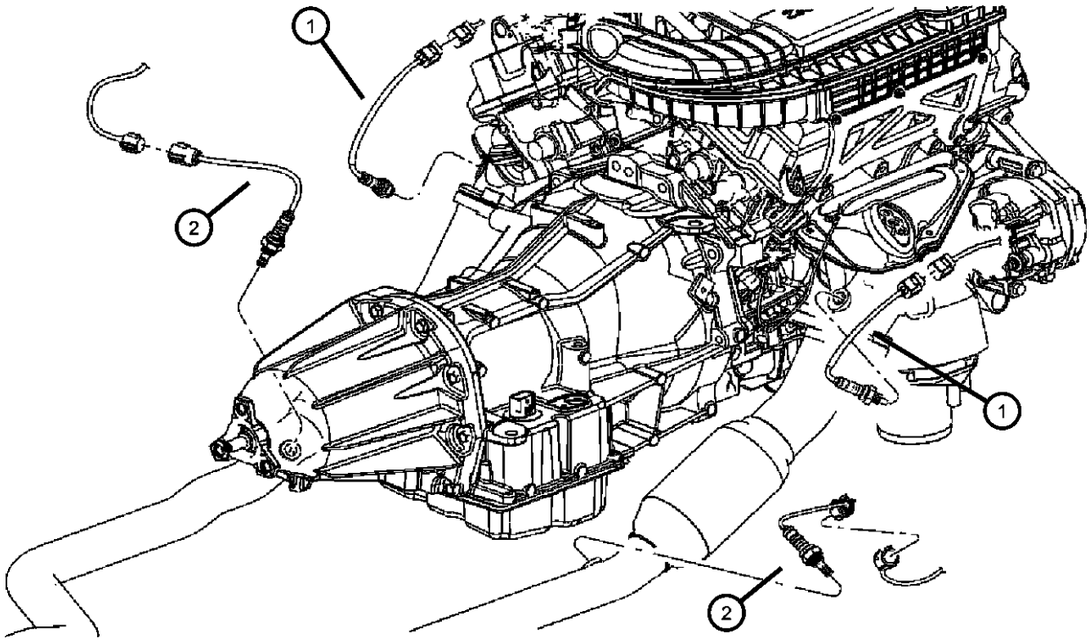
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Oxygen
	56029084AA	1	B, D		49	ED3, EDG			Before Catalyst
		1	E		49	ED3, EDG			Before Catalyst
2									SENSOR, Oxygen
	56029084AA	1	B, D		49	ED3, EDG			After Catalyst
		1	E		49	ED3, EDG			After Catalyst

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Oxygen
Figure 8-616

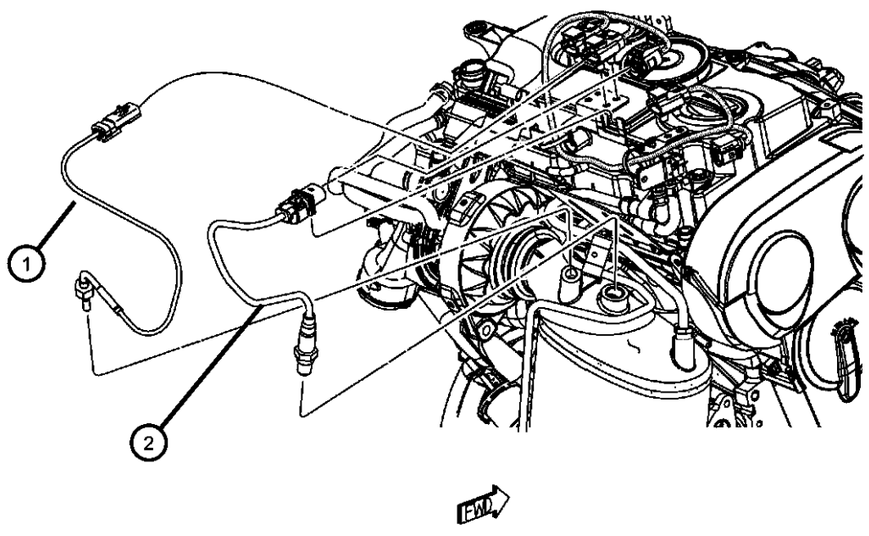
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	56029049AA	1	B, D, E		49	EE0, EGF			SENSOR, OxygenBefore Catalyst
2	56029049AA	1	B, D, E		49	EE0, EGF			SENSOR, OxygenAfter Catalyst

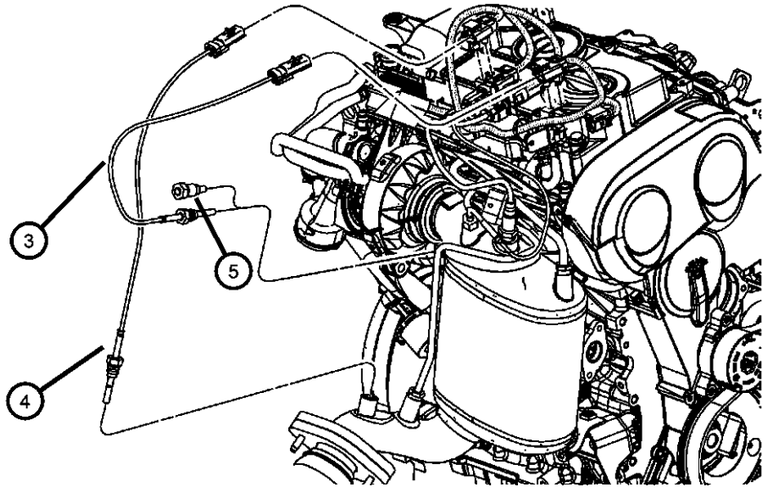


JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Oxygen and Exhaust Temperature
Figure 8-620



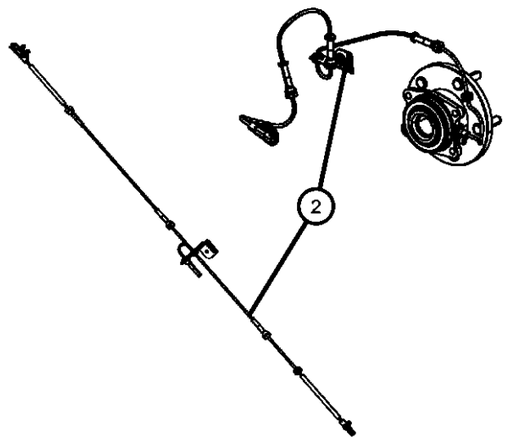


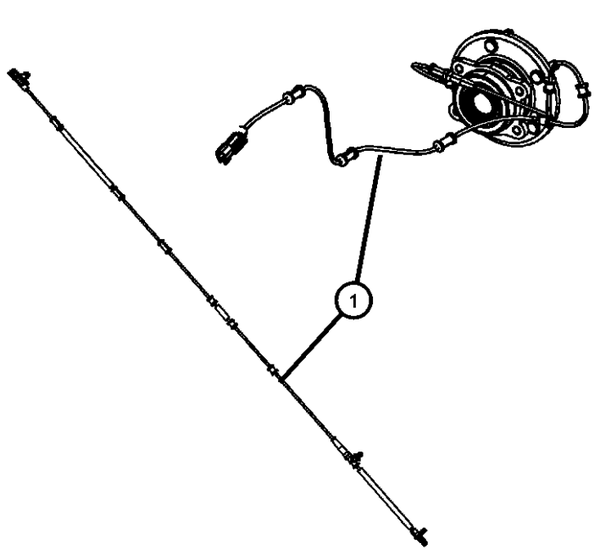
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05149027AA	1	B, D, E		49	ECE			SENSOR, Oxygen
2	05149132AA	1	B, D, E		49	ECE			SENSOR, Exhaust Temperature, Before DPF
3	05149131AA	1	B, D, E		49	ECE			SENSOR, Exhaust Temperature, Before Turbo
4	05149133AA	1	B, D, E		49	ECE			SENSOR, Exhaust Temperature, After DPF
5	05162025AA	1	B, D, E		49	ECE			PLUG

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Brakes
Figure 8-625



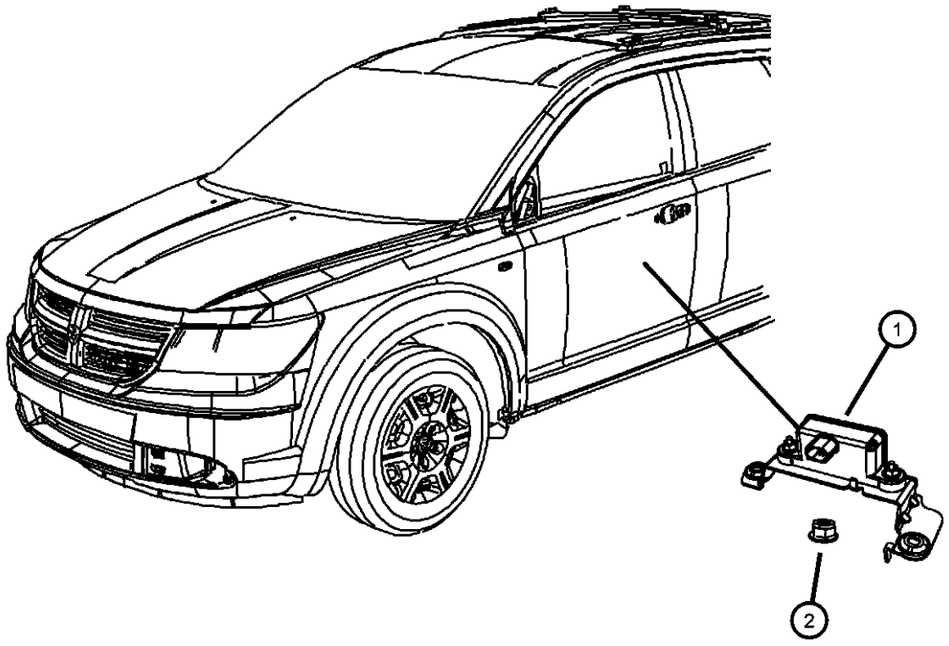


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Anti-Lock Brakes
	05085822AB	1	B, D, E		49				Right Front
	05085823AB	1	B, D, E		49				Left Front
2									SENSOR, Anti-Lock Brakes
	04743869AD	1	B, D, E		49				Left Rear
	04743874AD	1	B, D, E		49				Right Rear

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Steering and Suspension
Figure 8-630

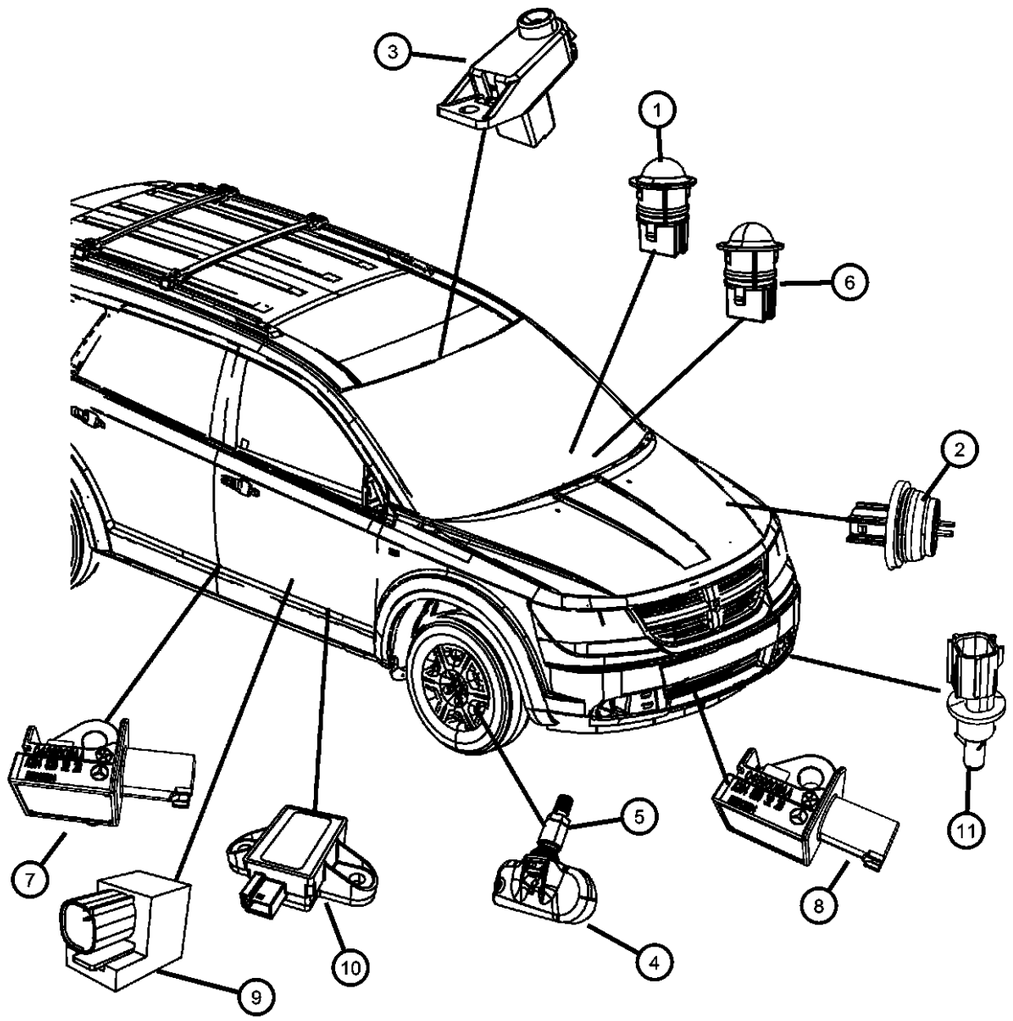


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Dynamics, Lateral Acceleration and YAW Rate
	56029429AA	1	E		49				
		1	B, D		49				[BNG]
	56029482AA	1	B, D		49				
2	06104715AA	2	B, D, E		49				NUT, Hex Flange Lock, M6X1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors Body
Figure 8-635

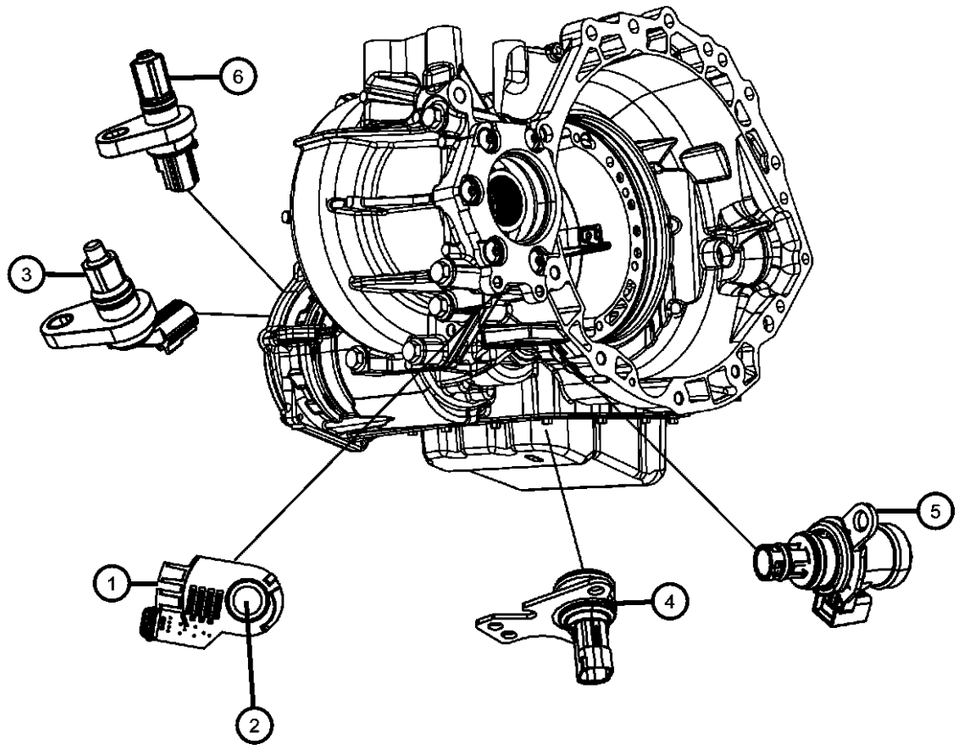


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Sun
	55111900AB	1	B, D, E		49				[HAF]
	55111903AA	1	B, D, E		49				[HAG]
2	05152029AA	1	B, D, E		49				SENSOR, Washer Fluid Level
3	55111911AA	1	B, D, E		49				SENSOR, Infrared
4	68001698AA	4	B, D, E		49				SENSOR PACKAGE, Tire Pressure
5	68001743AA	4	B, D, E		49				HARDWARE KIT, Mounting
6	55111902AB	1	B, D, E		49				SENSOR, A.T.C. Sun
7	04896011AB	2	B, D, E		49				SENSOR, Impact
8	56054046AA	2	B, D, E		49				SENSOR, Impact
9	05084008AA	2	D, E		49				SENSOR, Seat Position
10	56054047AB	2	B, D, E		49				SENSOR, Pressure, 1ST ROW SIDE SENSOR TO FRONT DOOR MODULE
11	05293138AA	1	B, D, E		49				SENSOR, Air Temperature, Ambient

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensers Drivetrain
Figure 8-640

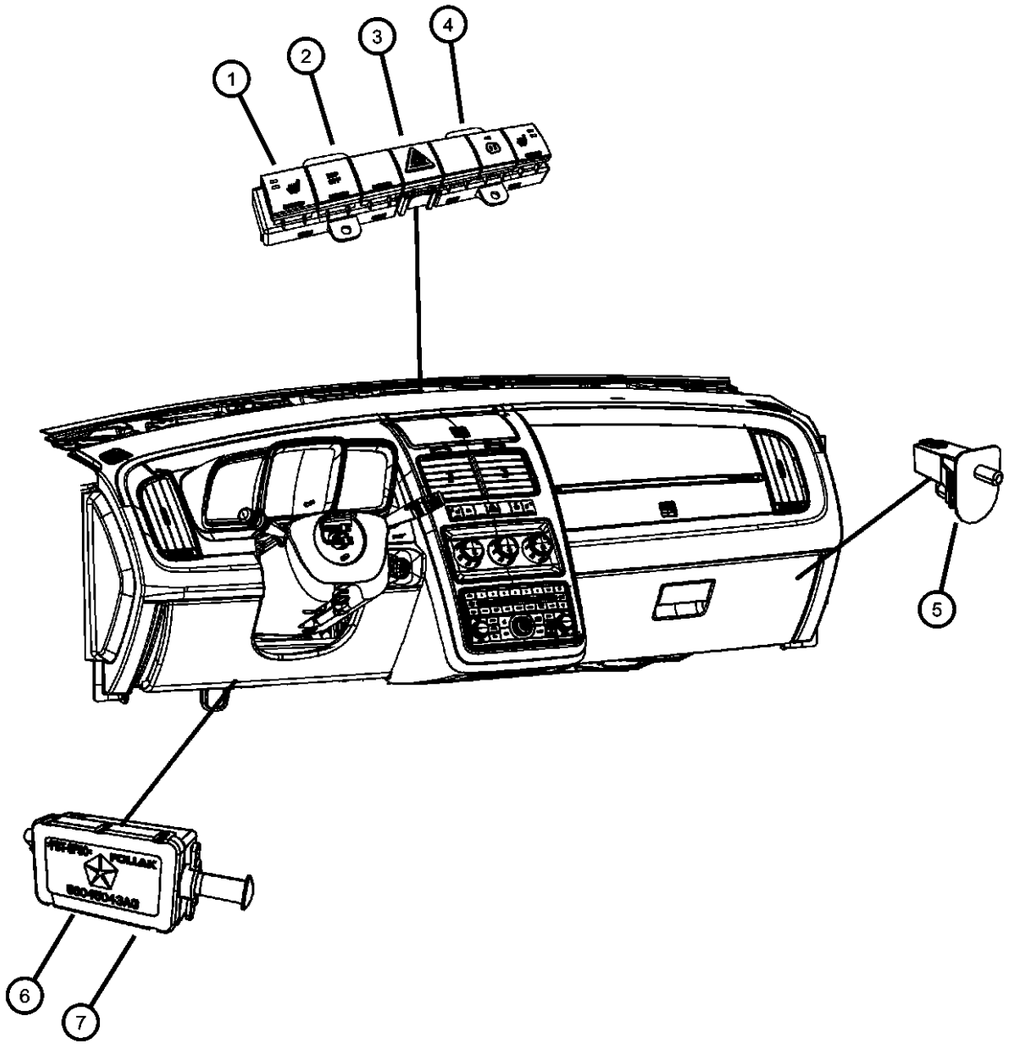


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Transmission Range
	68060438AA	1	B, D, E		49	ECE	DG5		
	04659676AC	1	B, D, E		49	EER	DFF		
		1	B, D, E		49	ED3, EDG	DFF		
	05078967AB	1	B, D		49	EGF	DG2		
		1	E		49	EGF	DG2		
		1	B, D, E		49	EER	DG2		
2	68060439AA	1	B, D, E		49	ECE	DG5		BUSHING, Transmission Range Sensor
3									SPEED SENSOR ASSY, Transfer
	05078930AA	1	B, D		49	EGF	DG2		
		1	B, D, E		49	EER	DG2		
4									SENSOR, TRANS PRESSURE TRANSDUCER
	05078708AA	1	B, D, E		49	EER	DG2		
		1	B, D		49	EGF	DG2		
5									SENSOR, TRANS VARIABLE FORCE SOLENOID 0 - 90 PSI
	05169313AA	1	B, D, E		49	EER	DG2		
		1	B, D		49	EGF	DG2		
6									SPEED SENSOR ASSY, Input output
	05078554AA	2	B, D, E		49	EER	DG2		
		2	B, D		49	EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Instrument Panel
Figure 8-805

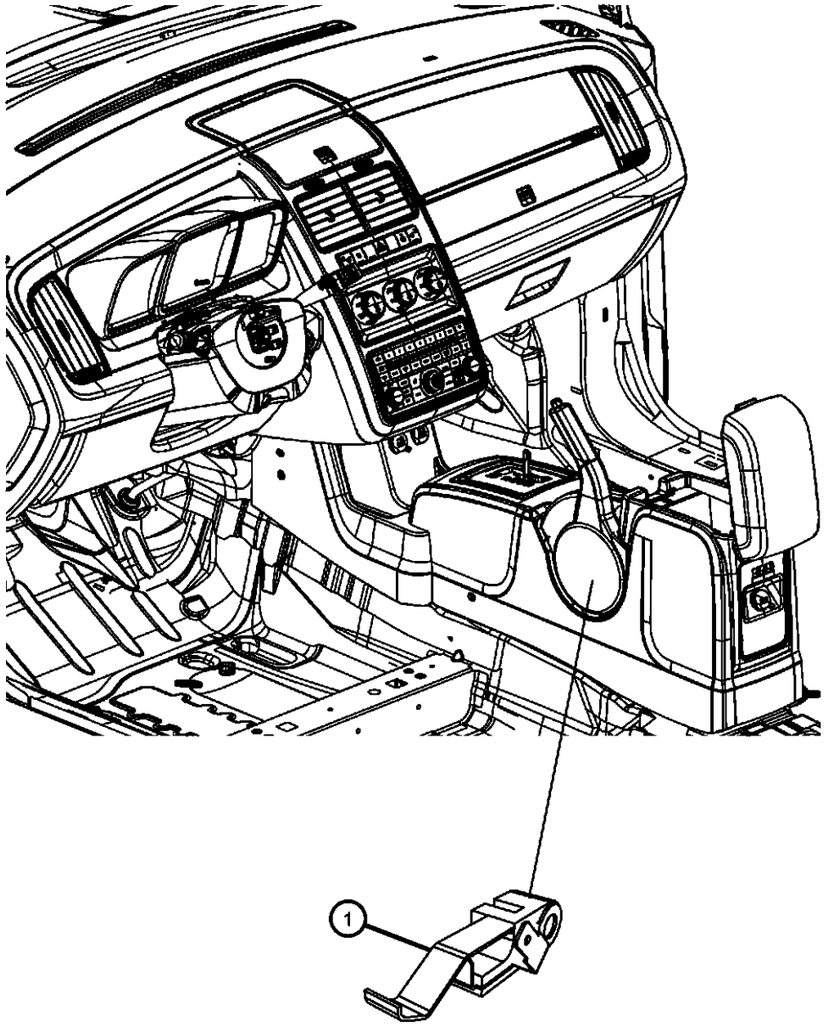


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04602566AF	1	B, D, E		49				SWITCH, 2 Gang
2									SWITCH, 3 Gang
	04602562AG	1	B, D, E		49				[JKL]
	68018744AB	1	B, D, E		49				[JKV]
3	04602568AG	1	B, D, E		49				SWITCH, 4 Gang, [JPM]
4									SWITCH, 5 Gang
	68018742AB	1	B, D, E		49				[JKV,JPM]
	04602564AG	1	B, D, E		49				[JKL,JPM]
5	04565022	1	D, E		49				SWITCH AND LAMP, Glove Box
6	56054001AB	1	B, D, E		49				SWITCH, Stop Lamp, After 05/19/08
7	05083344AA	1	B, D, E		49				SWITCH PACKAGE, Stop Lamp, Up to 05/19/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Console
Figure 8-810

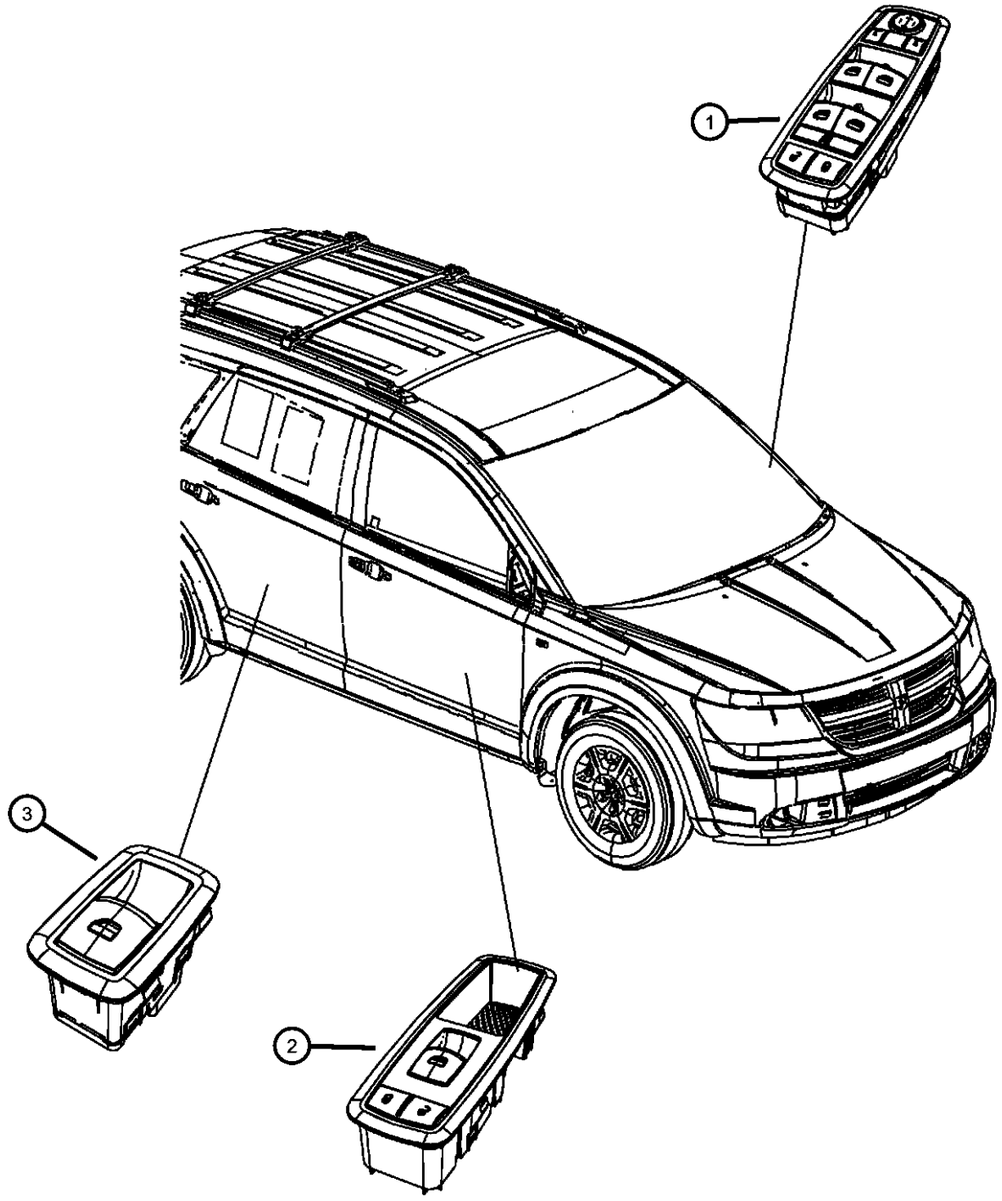


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SWITCH, Parking Brake
	04221463	1	D, E		49		DFF, DG2		
	05209922	1	D, E		49		DD7, DEF		
		1	D, E		49		DG5		
		1	B		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switched Doors and Liftgate
Figure 8-815

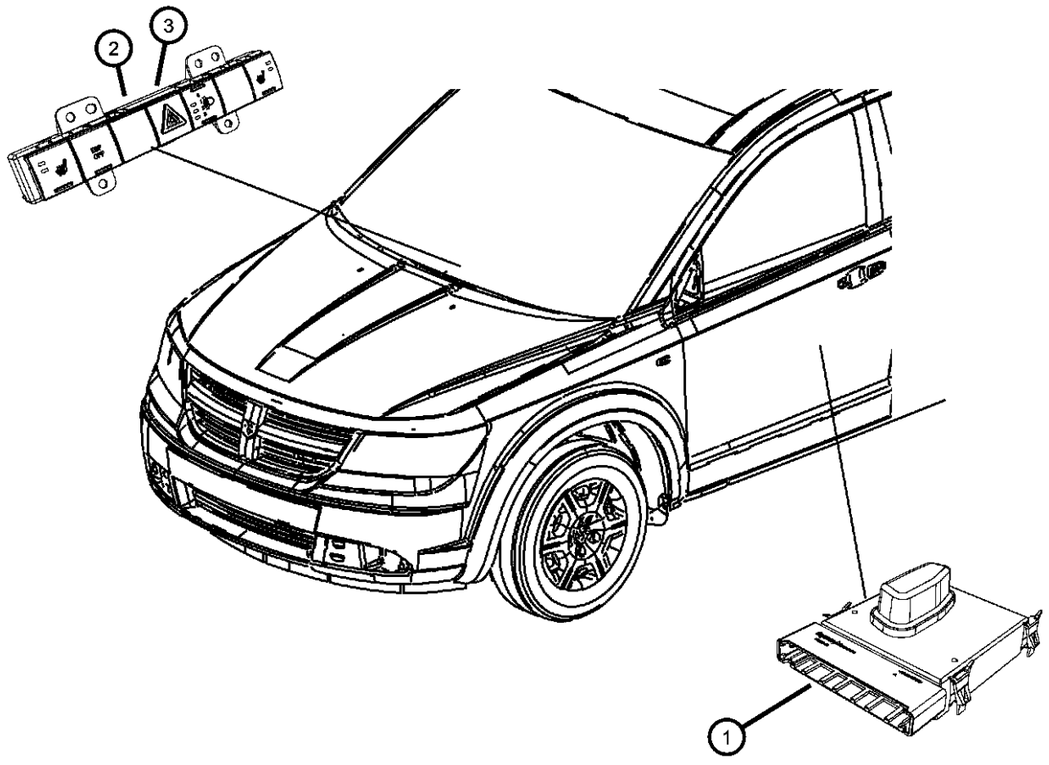


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SWITCH, Power Window
	04602533AC	1	D, E		49				10 Gang [JP3], Left Front Door
	04602534AC	1	B		49				11 Gang [JP3], Left Front Door
	04602632AD	1	D, E		49				10 Gang [JPD], Left Front Door
	68029021AA	1	D, E		49				11 Gang [JSC,LER], Left Front Door
	68039999AA	1	D, E		49				10 Gang [JSC], Left Front Door
2									SWITCH, Power Window
	04602540AC	1	D, E		49				3 Gang [JPD], Right Front Door
	04602544AC	1	D, E		49				3 Gang [JP3], Right Front Door
		1	B		49				3 Gang [JP3], Right Front Door
	68029178AA	1	D, E		49				3 gang [JSC]
3	04602531AF	2	B, D, E		49				SWITCH, Power Window, [JPD,JP3,JSC], Rear Door

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Seats
Figure 8-825

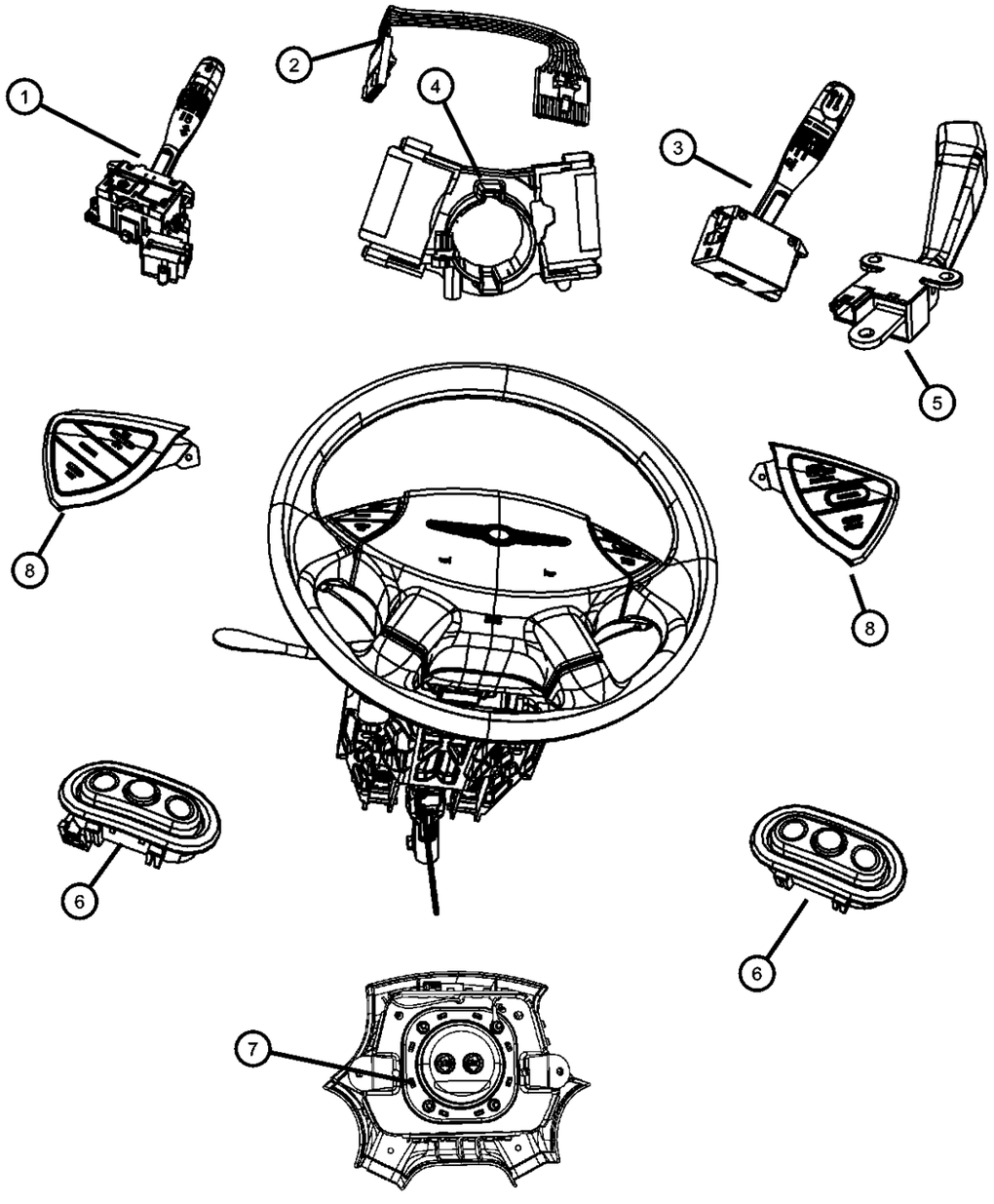


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SWITCH, Power Seat
	56049428AD	1	B		49				
	56049429AD	1	D, E		49				
2									SWITCH, 5 Gang
	04602564AG	1	B, D, E		49				[JKL,JPM] Contains heated seat switch
	68018742AB	1	B, D, E		49				[JKV,JPM] Contains heated seat switch
3	04602568AG	1	B, D, E		49				SWITCH, 4 Gang, [JPM] Contains heated seat switch

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Steering Column and Wheel
Figure 8-830

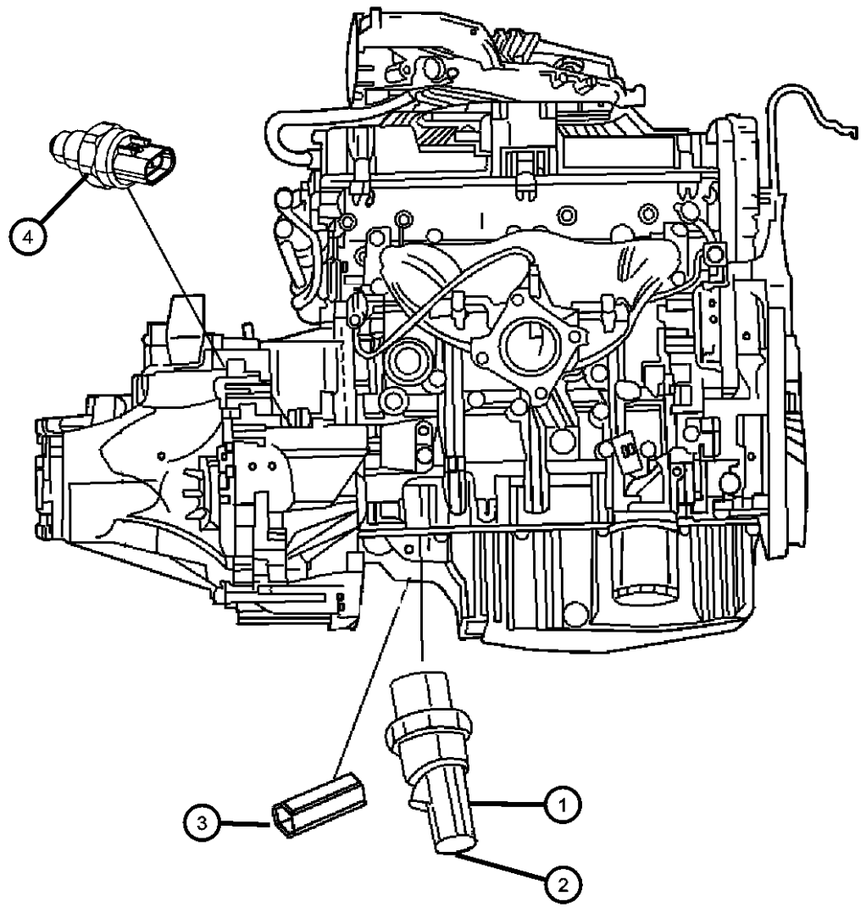


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SWITCH, Multifunction
	68015101AC	1	B, D, E		49				[JHA,JHB,BNB,LNJ,LMG]
	68015102AD	1	B, D, E		49				[JHA,JHB,BNB,LMG]
	68024197AA	1	B, D, E		49				[JHA,JHB,BNB,LNJ,LPG,LMG]
	05183950AB	1	B, D, E		49				[JHA,JHB,LPG,BNB]
	05183952AB	1	B, D, E		49				[JHA,JHB,BNB]
	05183946AB	1	B, D, E		49				[JHA,JHB,LPG,LNJ,BNB]
	68041485AA	1	B, D, E		49				[JHA,JHB,LNJ,BNB]
2	05189814AA	1	B, D, E		49				WIRING, Jumper, Multifunction Switch
3	68003215AC	1	B, D, E		49				SWITCH, Wiper
4									HOUSING, Switch
	68046021AA	1	B, D, E		49				Left
	68046016AA	1	B, D, E		49				Right
5									SWITCH, Speed Control
	04671929AA	1	B, D, E		49				Up to 04/01/08
	68057091AA	1	B, D, E		49				After 08/27/08
	04671929AB	1	B, D, E		49				After 04/01/08 and up to 08/27/08
6									SWITCH, Radio Control
	04685728AB	1	B, D, E		49				Right
	04685729AB	1	B, D, E		49				Left
7	05189428AC	1	B, D, E		49				SWITCH, Horn
8									SWITCH, EVIC, STEERING WHEEL
	56046035AC	1	B, D, E		49				Left
	56046036AC	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Powertrain
Figure 8-835

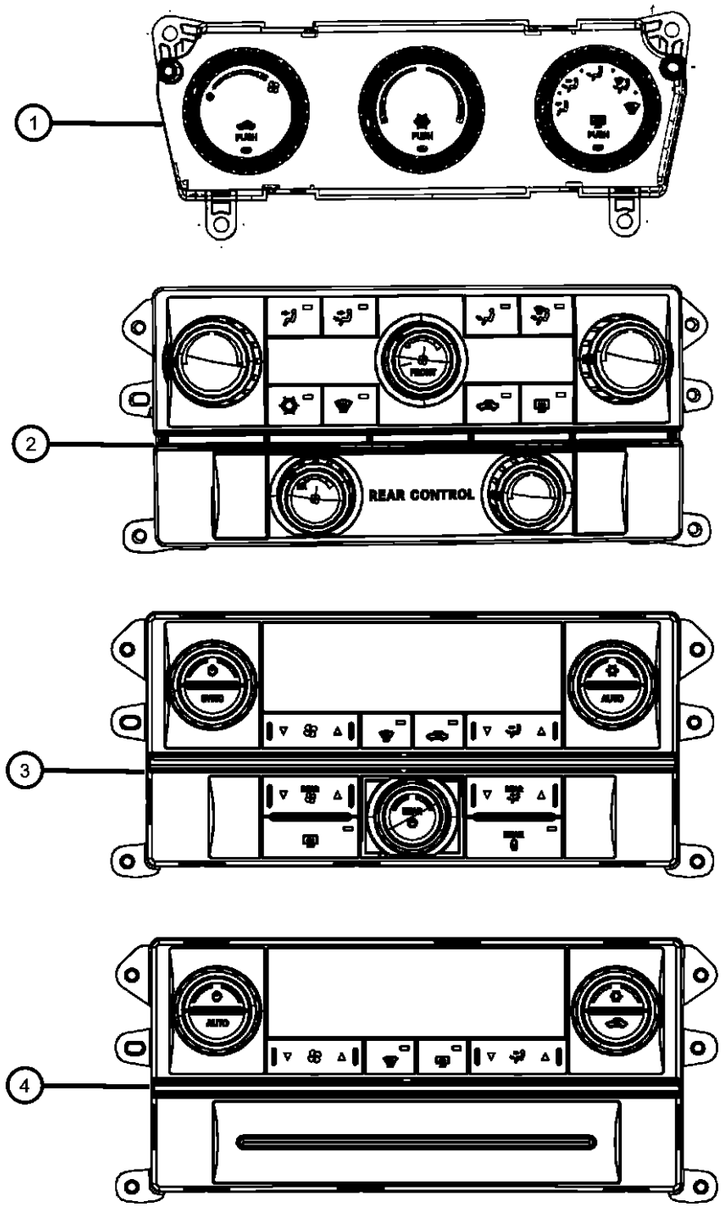


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05149098AA	1	B, D, E		49	EE0, EGF			SENDING UNIT, Oil Pressure
2	68003360AA	1	B, D, E		49	ED3, EDG			SWITCH PACKAGE, Oil Pressure
3	04795259AD	1	B, D, E		49	ED3, EDG			SHIELD, Wiring
4									SWITCH, Back Up Lamp
	05163420AB	1	B, D, E		49	ED3	DD7		
	05191045AA	1	B, D, E		49	ECE	DEF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Switches Heater and Air Conditioning
Figure 8-840

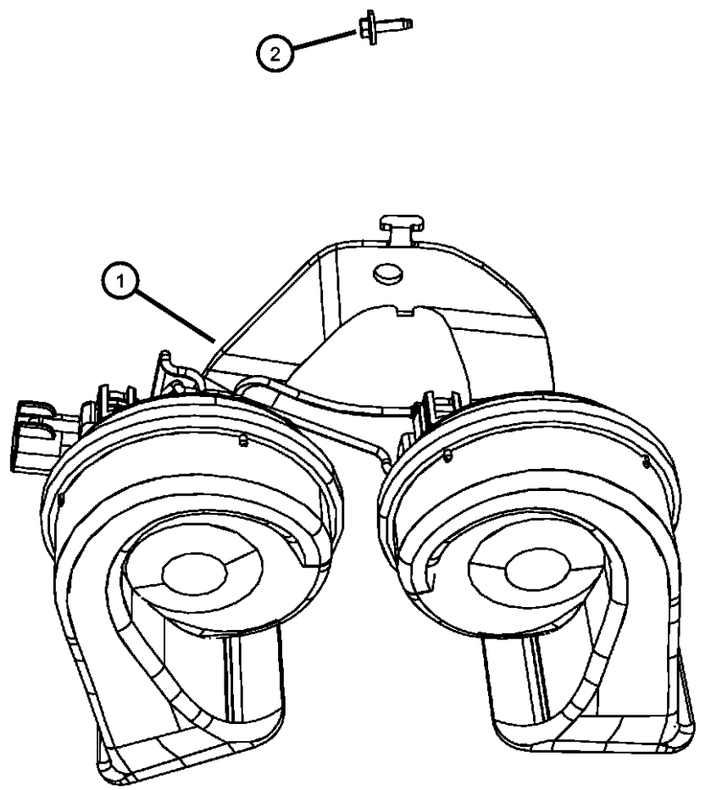


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CONTROL, A/C And Heater
	55111938AB	1	B, D, E		49				[HAA] Up to 03/05/2009, Export
	55111939AB	1	B, D, E		49				[HAA] Up to 03/05/2009,
	55111950AA	1	B, D, E		49				[HAA] After 03/05/2009
	55111951AA	1	B, D, E		49				[HAA] After 03/05/2009, Export
2	55111892AD	1	B, D, E		49				CONTROL, A/C And Heater, [HAG]
3									CONTROL, A/C And Heater
	55111894AD	1	B, D, E		49				[HAH]
	55111898AB	1	B, D, E		49				[HAH,ABB]
4									CONTROL, A/C And Heater
	55111895AE	1	B, D, E		49				[HAF, ABB]
	55111893AB	1	B, D, E		49				[HAF]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Horns
Figure 8-905

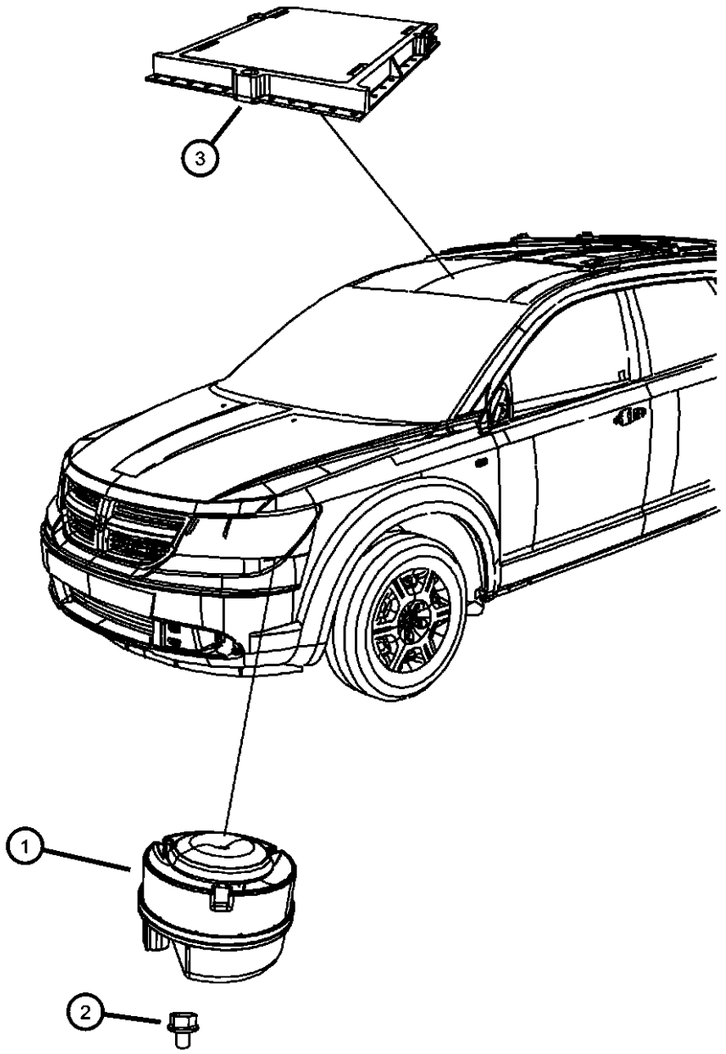


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05026791AA	1	B, D, E		49				HORN AND BRACKET, Dual
2	06104368AA	1	B, D, E		49				BOLT AND WASHER, Hex Head, M6X1.00X25.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Alarm
Figure 8-910

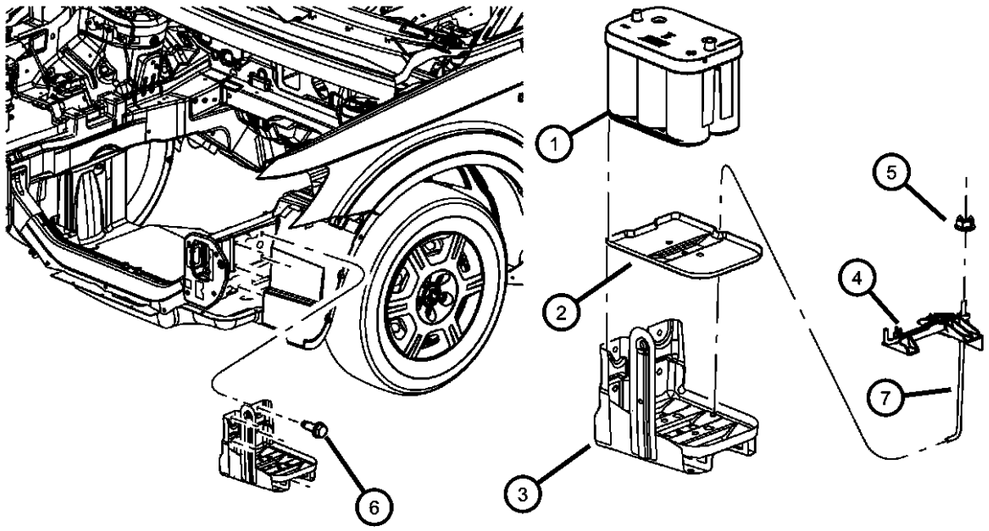


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	56038724AB	1	B, D, E		49				SIREN, Alarm
2	06104194AA	1	B, D, E		49				SCREW, Hex Flange Head, M8X1.25X12.0
3	05026526AA	1	B, D, E		49				MODULE, Alarm

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Battery Tray and Support
Figure 8-1005

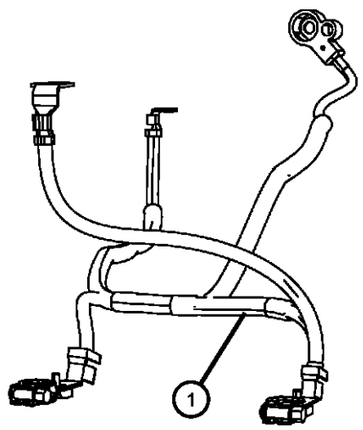


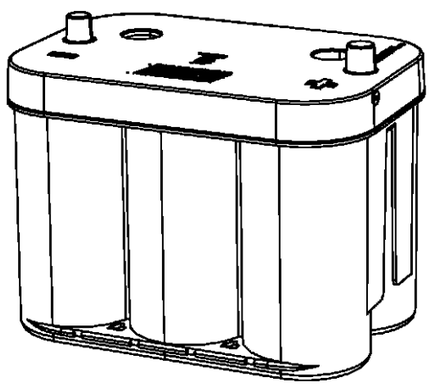
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BATTERY, Storage
	04868999AC	1	B, D, E		49				[BCV]
	04868999ED	1	B, D, E		49				[BCV], Export
	56041380AE	1	B, D, E		49				[BCP]
2	05116485AA	1	B, D, E		49				LINER, Battery Tray
3	05178247AA	1	B, D, E		49				TRAY, Battery
4	05116495AA	1	B, D, E		49				RETAINER, Battery
5	06502720	1	B, D, E		49				NUT, Hex Flange Lock, M8x1.25
6	06105049AA	4	B, D, E		49				BOLT, Hex Flange Head, M8X1.25X25.00
7	05116523AA	1	B, D, E		49				RETAINER, Battery

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Battery Wiring
Figure 8-1010



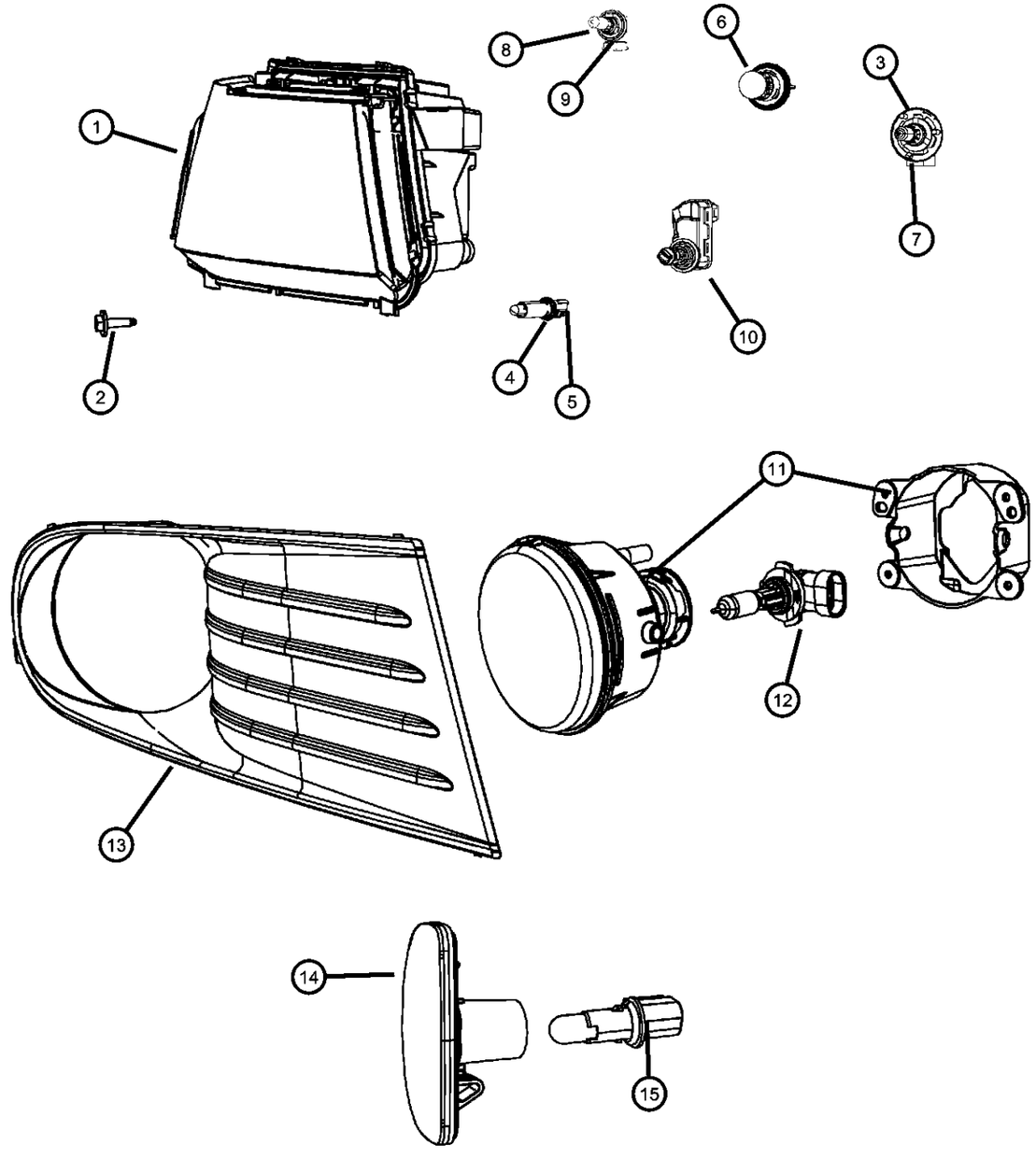


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Battery
	05084111AB	1	B, D, E		49	ED3, EDG, EER, EGF			Contains jump start connection
	05084970AB	1	B, D, E		49	ECE			Contains jump start connection

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Lamps Front
Figure 8-1105

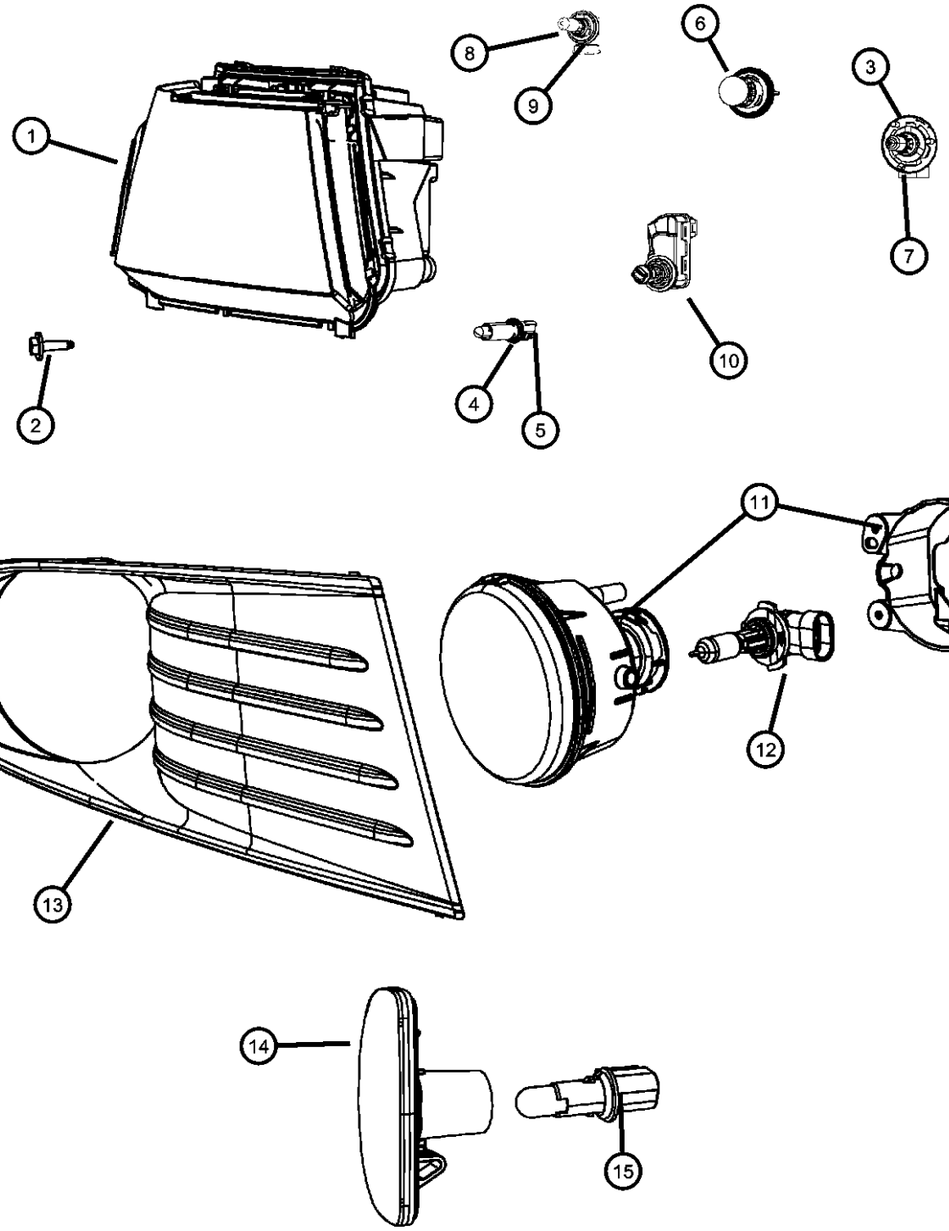


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									LAMP, Headlamp Park And Turn
	05067786AC	1	B		49				[LMW], Right
	05067787AC	1	B		49				[LMW], Left
	05067788AC	1	D, E		49				[LMH], Right
	05067789AC	1	D, E		49				[LMH]
	05116288AA	1	D, E		49				[LME], Right
	05116289AA	1	D, E		49				[LME], Left
2	06105098AA	6	D, E		49				BOLT AND WASHER, Hex Head, M6X1.00.X25.00
3									BULB, Headlamp
	L0000H11	1	D, E		49				
		1	B		49				
4									BULB, W5W
	L002825W5W	1	D, E		49				
		1	B		49				
5	L0000168	1	D, E		49				BULB, 168
6									BULB, 3757AK
	L0003757AK	1	B, D, E		49				
		1	B		49				
7									BULB, Headlamp
	L0009005	1	B		49				
	P0009005EB								SilverStar
	L0009006	1	D, E		49				[LME]
	P0009006EB								SilverStar
		1	D, E		49				
	P0009005EB								SilverStar
8									SOCKET, Side Marker
	68038230AA	1	D, E		49				[LME]
	68038235AA	1	D, E		49				[LMH]
		1	B		49				[LMW]
9									SOCKET, Park And Turn Signal
	68038216AA	1	B		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Lamps Front
Figure 8-1105

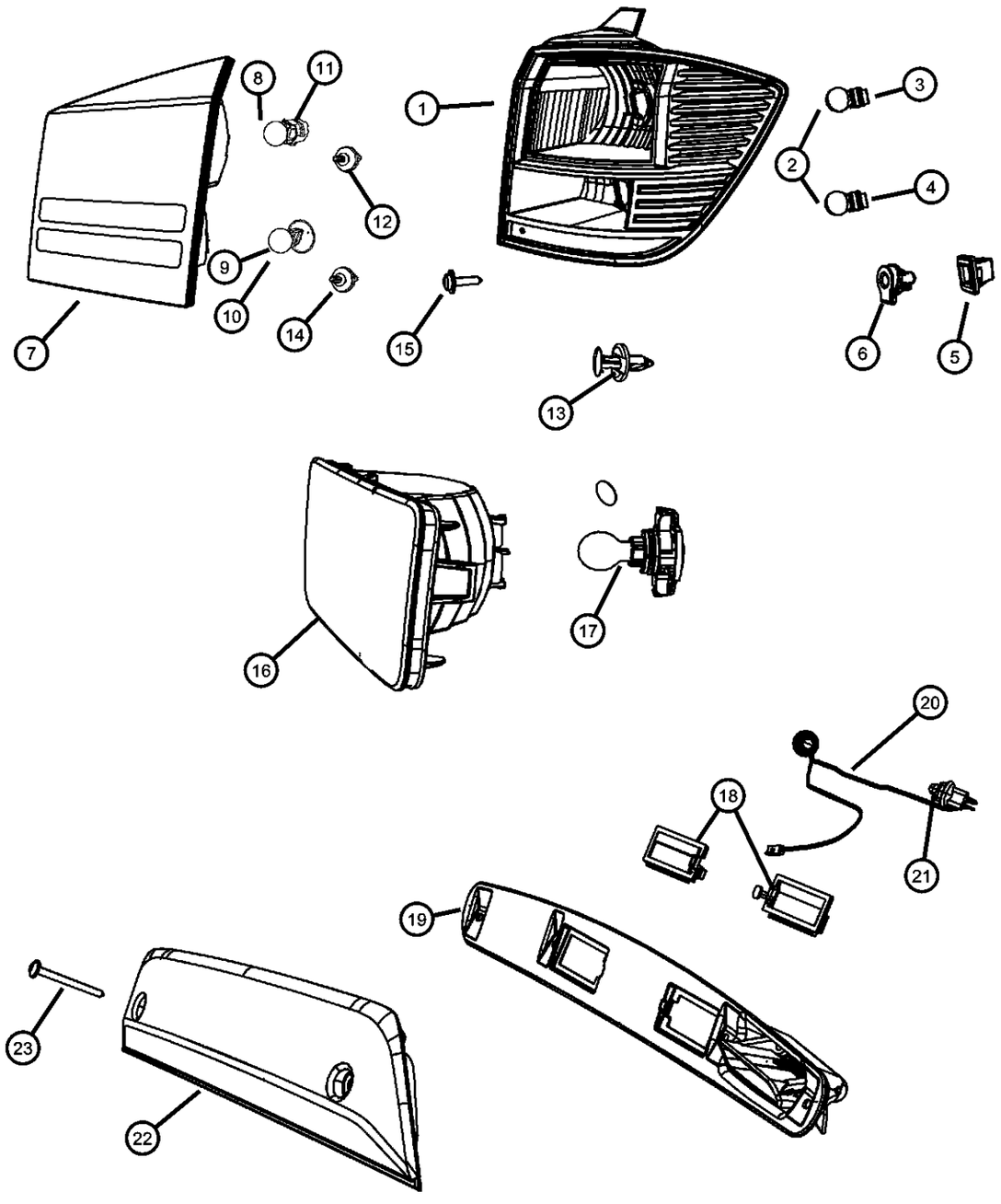


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49				
10	68038752AA	1	B		49				MOTOR, Headlamp Leveling
11	04805856AA	2	B, D, E		49				LAMP, Front Fog
12	L0009145	2	B, D, E		49				BULB, 9145
13									BEZEL, Fog Lamp
	05178285AA	1	B, D, E		49				Left
	05178284AA	1	B, D, E		49				Right
14	04806224AE	2	B, D, E		49				LAMP, Side Repeater
15	05126194AA	2	B, D, E		49				BULB, WY5W

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Lamps Rear
Figure 8-1110

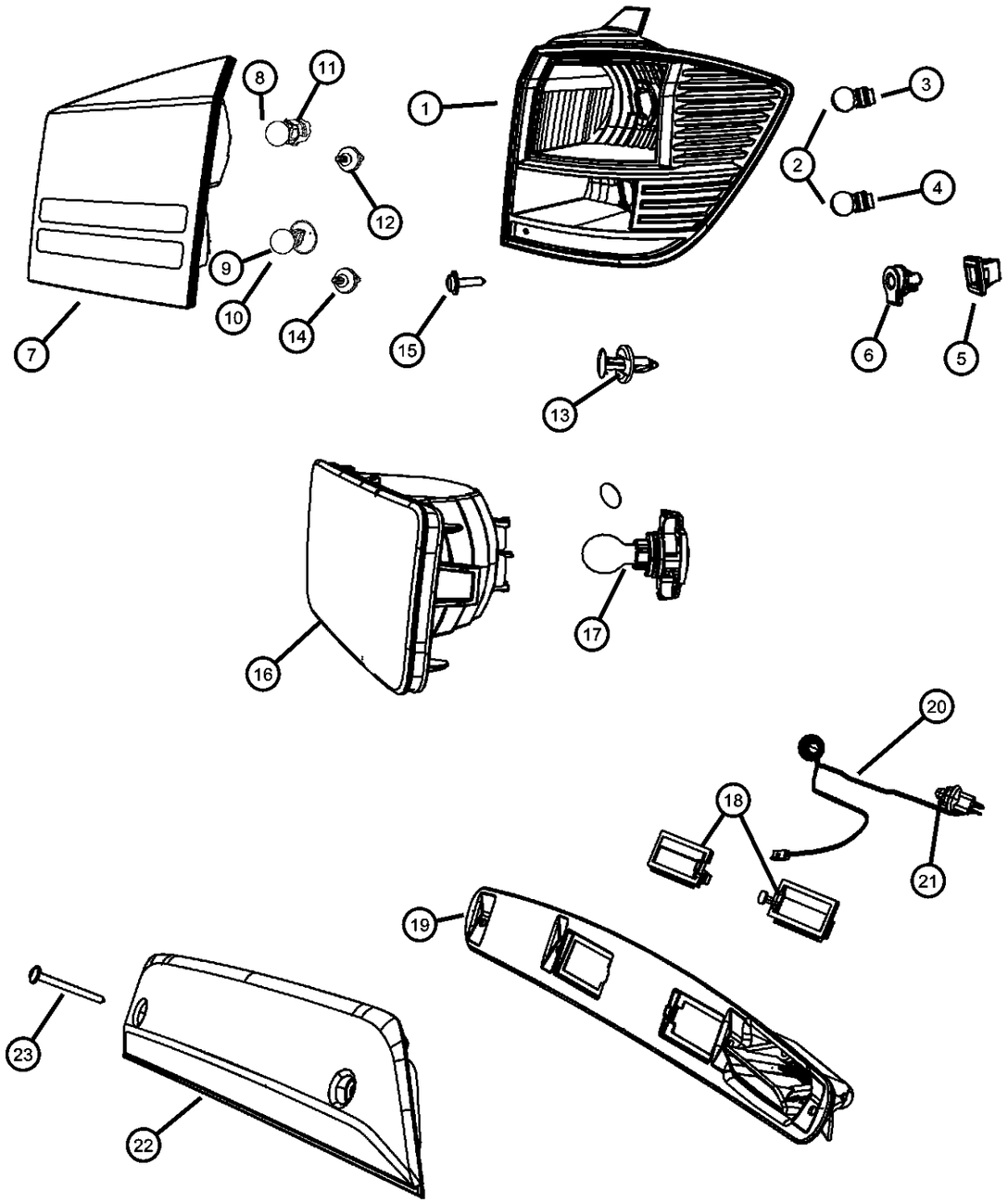


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									LAMP, Tail Stop Turn
	05067784AB	1	B, D, E		49				[LPC], Right, Quarter Panel
	05067785AB	1	B, D, E		49				[LPC], Left, Quarter Panel
	05116290AC	1	B, D, E		49				Right, Quarter Panel
	05116291AC	1	B, D, E		49				Left, Quarter Panel
2	L003157K	1	B, D, E		49				BULB, 3157K
3	68050912AA	1	B, D, E		49				SOCKET, Lamp
4	68036507AA	1	B, D, E		49				SOCKET
5	05113359AA	2	B, D, E		49				GROMMET, Tail Lamp
6	05113360AA	2	B, D, E		49				GROMMET, Tail Lamp
7									LAMP, Tail Stop Backup
	04806368AB	1	B, D, E		49				Right, Liftgate
	04806369AB	1	B, D, E		49				Left, Liftgate
8	L0003757AK	1	B, D, E		49				BULB, 3757AK
9	L003157K	1	B, D, E		49				BULB, 3157K
10	L0003157	2	B, D, E		49				BULB, 3157, [LPT]
11	L003757A	1	B, D, E		49				BULB, 3757A, [LPC]
12	68036496AA	1	B, D, E		49				SOCKET, Tail lamp
13	06503598	4	B, D, E		49				PIN, Push, M8x21, Taillamp to body side apperature
14	68036503AA	1	B, D, E		49				SOCKET, Back-Up Lamp
15	06104610AA	4	B, D, E		49				SCREW AND WASHER, Tapping Pan Head, M4.2X1.4X19.0, Tailgate lamps to liftgate attaching
16									LAMP, Rear Fog
	05178272AA	1	B, D, E		49				Right
	05178273AA	1	B, D, E		49				Left
17	L00PS19W	1	B, D, E		49				BULB
18	68041378AA	2	B, D, E		49				LENS, License Lamp
19									HANDLE, Liftgate
	05178320AC	1	B, D, E		49				
	05178321AC	1	B, D, E		49				[XAC]
20	68040760AA	1	B, D, E		49				WIRING, License Lamp

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Lamps Rear
Figure 8-1110

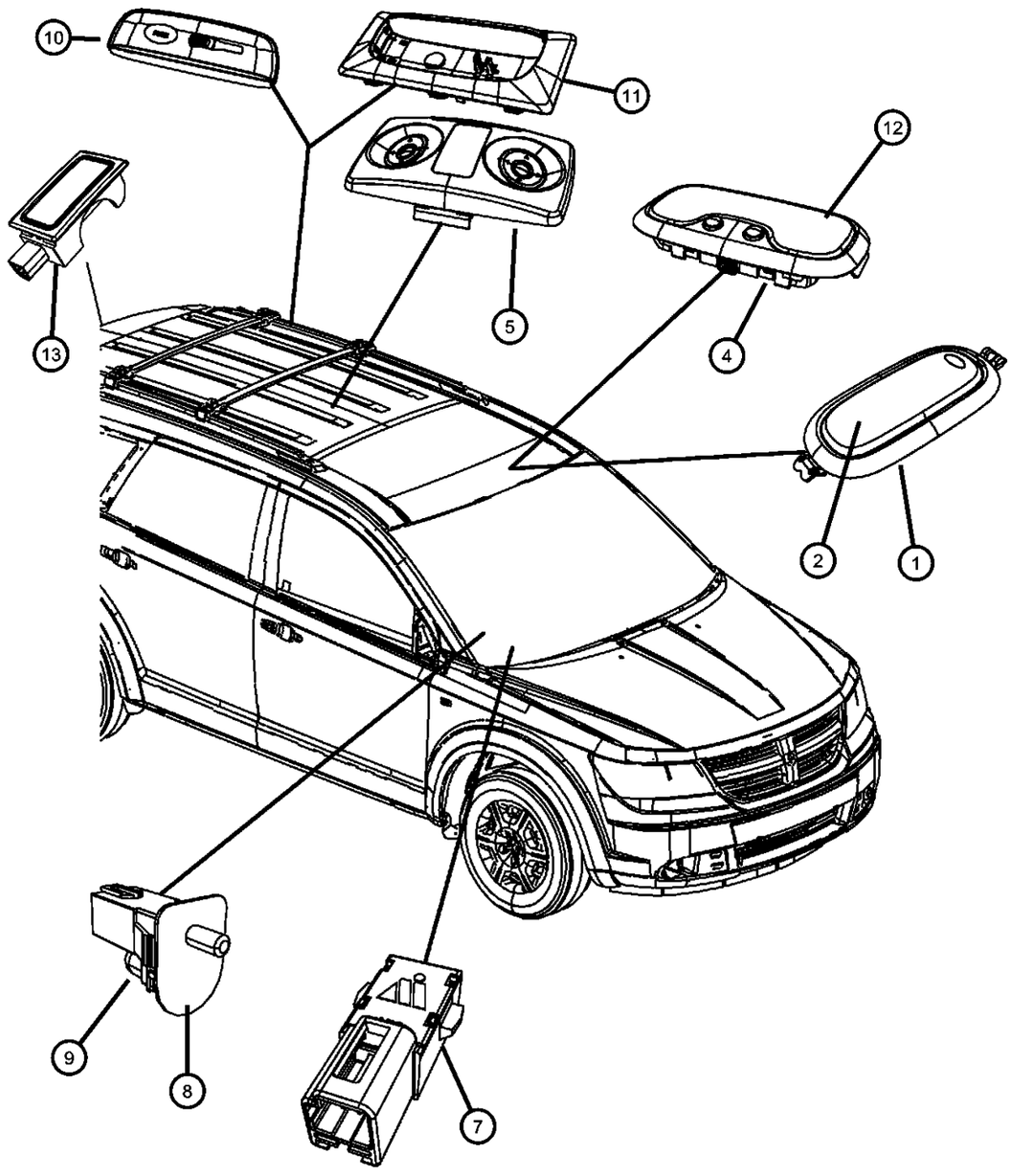


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
21									BULB, W5W
	L002825W5W	1	D, E		49				
		1	B		49				
22	05116302AB	1	B, D, E		49				LAMP, Center High Mounted Stop
23	06104572AA	2	B, D, E		49				SCREW, Tapping, M4.2X1.4X50.0

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Lamps Interior
Figure 8-1115

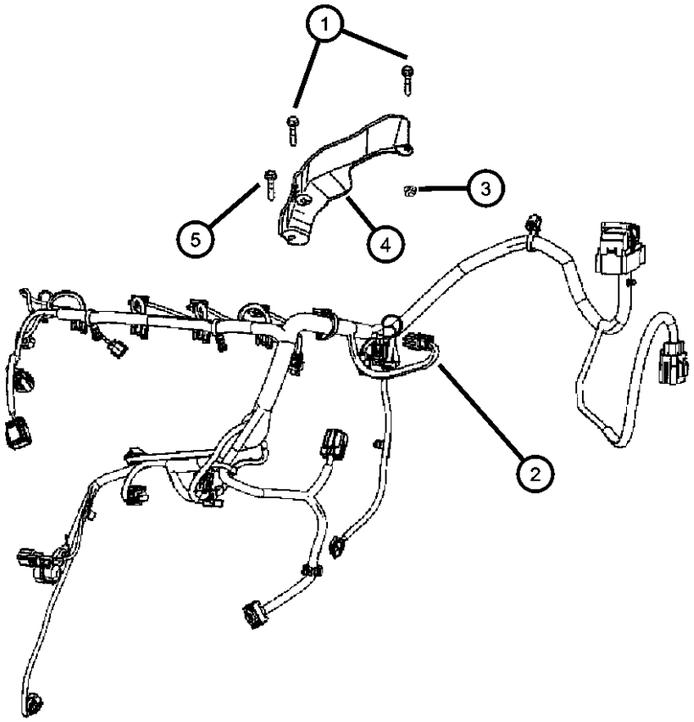


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	5JG58DW1AE	1	B, D, E		49				LAMP, Dome
2	05093414AA	1	B, D, E		49				LENS, Dome Lamp
-3	L0000578	1	B, D, E		49				BULB, 578
4									LAMP, Reading
	1AN73DW1AB	1	B, D, E		49				[LCE]
	1CY12DW1AB	1	B, D, E		49				[LBR] 2nd seat
5	1FW421W1AB	1	B, D, E		49				LAMP, Reading, [LBR] 3rd row, Rear
-6	L0021202	2	B, D, E		49				BULB, 212-2
7									LAMP, Courtesy
	05023945AA	2	B, D, E		49				[LBL], Instrument Panel
	1MU00DW1AA	1	B, D, E		49				[LCE],
8	04565022	1	D, E		49				SWITCH AND LAMP, Glove Box
9	L0000194	1	B, D, E		49				BULB, 194
10	1LZ65DW1AA	1	B, D, E		49				LAMP, Flashlight
11									BEZEL, Flashlight
	1LZ48DK7AA	1	B, D, E		49				[KA]
	1LZ48XDVAA	1	B, D, E		49				[D1]
		1	B, D, E		49				[DV]
12	1DT52DW1AA	2	B, D, E		49				LAMP, Reading LED
13	68045450AA	1	B, D, E		49				LAMP, Courtesy, Liftgate

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Powertrain
Figure 8-1205

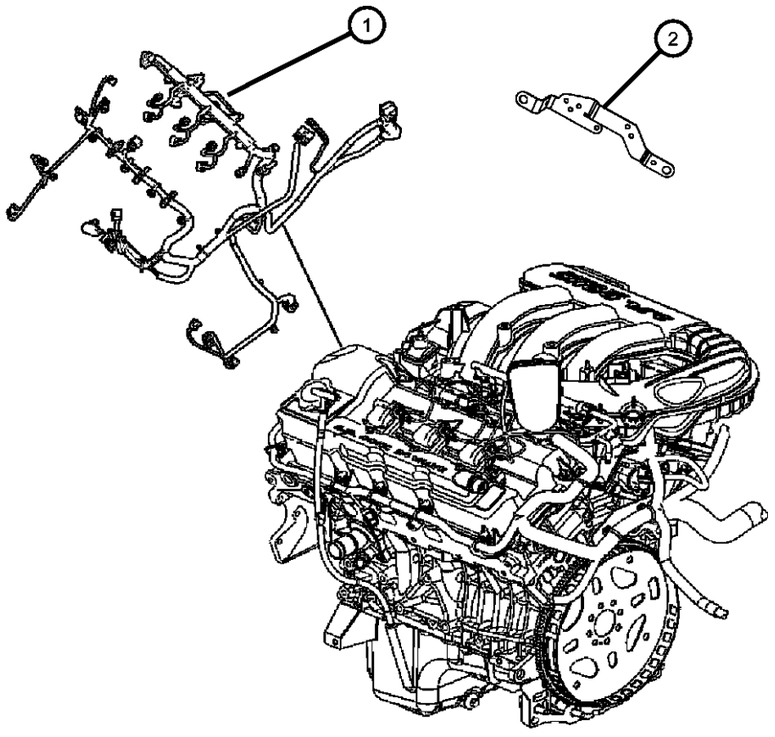


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1		1							SCREW, Hex Flange Head, M6x1.0x16.0, (NOT SERVICED)
2									WIRING, Engine
	68041227AA	1	B, D, E		49	EDG	DFF		[HBB]
	68041228AA	1	B, D, E		49	EDG	DFF		
	04801697AB	1	B, D, E		49	ED3, EDG	DFF		[HBB]
	04801701AE	1	B, D, E		49	ED3	DD7		[HBB]
	68018225AB	1	B, D, E		49	ED3	DD7		
	68018226AB	1	B, D, E		49	ED3, EDG	DFF		
3	06101447	1	B, D, E		49	ED3, EDG			NUT AND WASHER, M6x1.00
4	04795259AD	1	B, D, E		49	ED3, EDG			SHIELD, Wiring
5	06104384AA	1	B, D, E		49	ED3, EDG			BOLT AND WASHER, Hex Head, M8x1.25x20

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Powertrain
Figure 8-1206

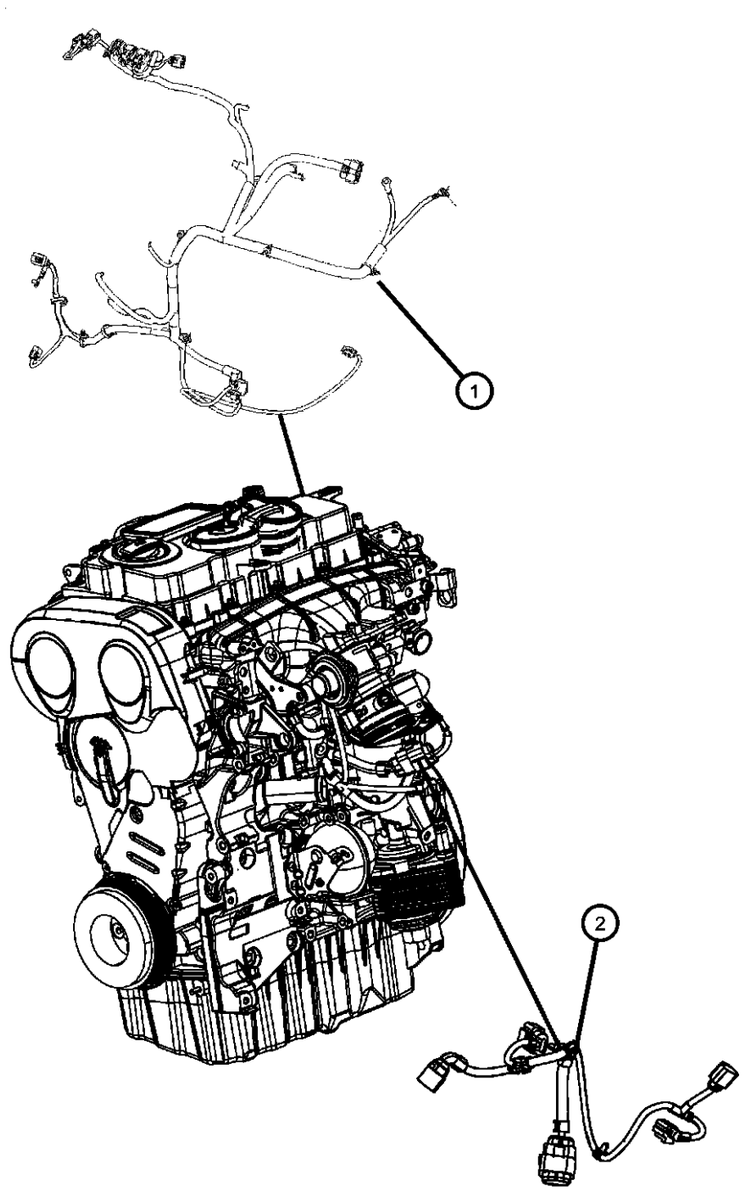


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Engine
	04801698AC	1	B, D, E		49	EER			
	68046699AA	1	B, D, E		49	EGF			
2	04801466AA	1	B, D, E		49				BRACKET, Engine Wiring

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Engine
Figure 8-1210

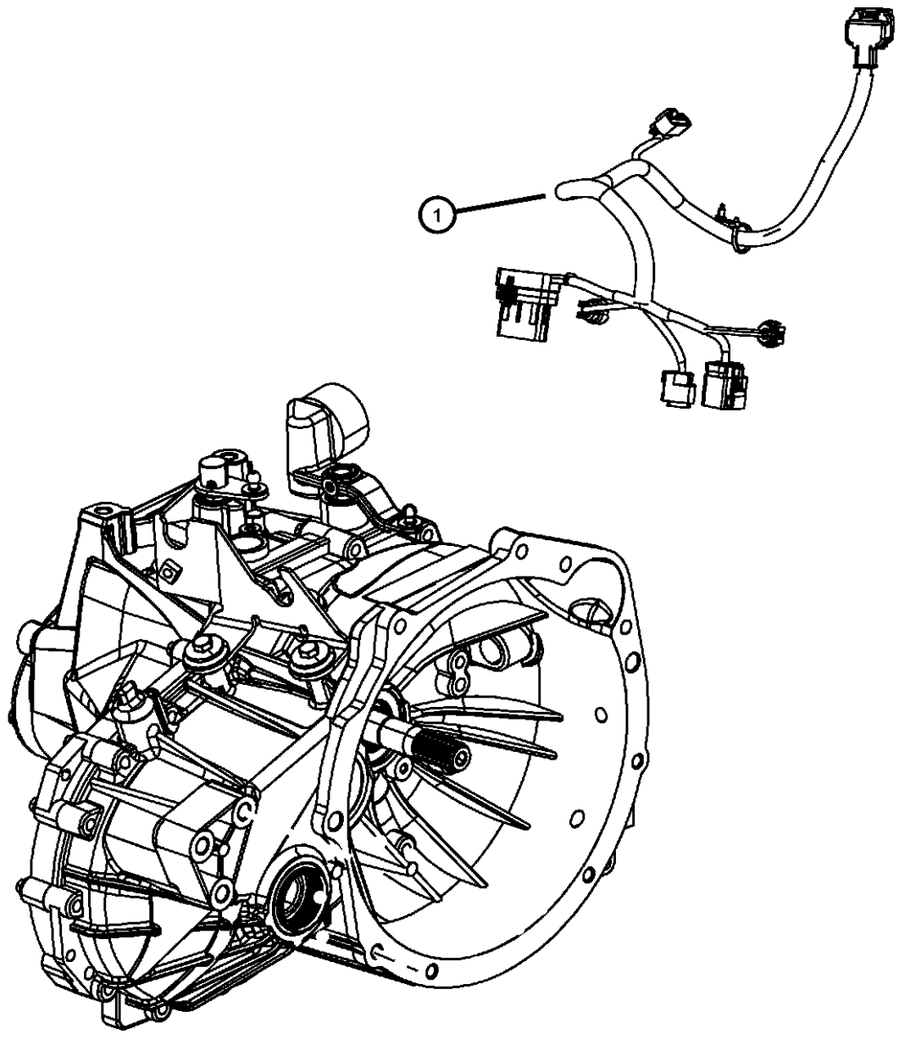


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Engine
	04801569AB	1	B, D, E		49	ECE	DEF		[XD4,HBB]
	04801570AB	1	B, D, E		49	ECE	DG5		[XD4,HBB]
	04801717AB	1	B, D, E		49	ECE	DEF		[HBB]
	68018224AB	1	B, D, E		49	ECE	DG5		
	04801718AB	1	B, D, E		49	ECE	DG5		[HBB]
	68018221AB	1	B, D, E		49	ECE	DEF		[XD4]
	68018222AB	1	B, D, E		49	ECE	DG5		[XD4]
	68018223AB	1	B, D, E		49	ECE	DEF		
2	68041436AA	1	B, D, E		49	ECE			WIRING, Engine Sensors

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Transmission
Figure 8-1215

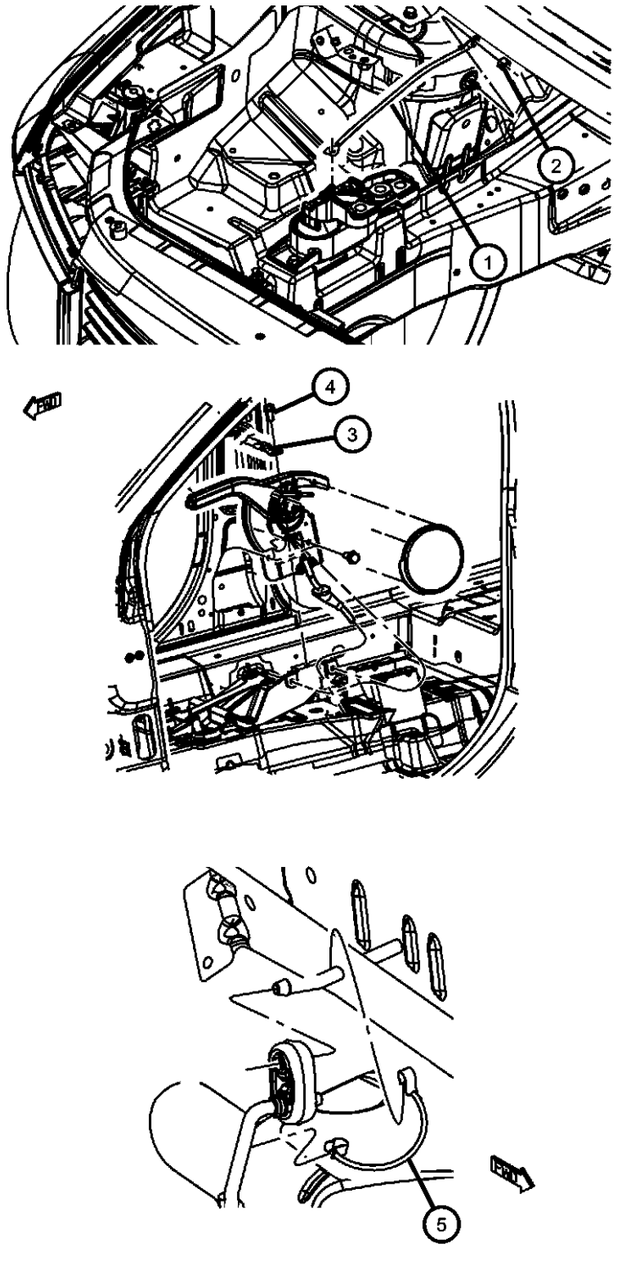


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Transmission
	04801705AB	1	B, D, E		49	EER	DFF		
	04801706AB	1	B, D, E		49		DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Ground Straps
Figure 8-1220

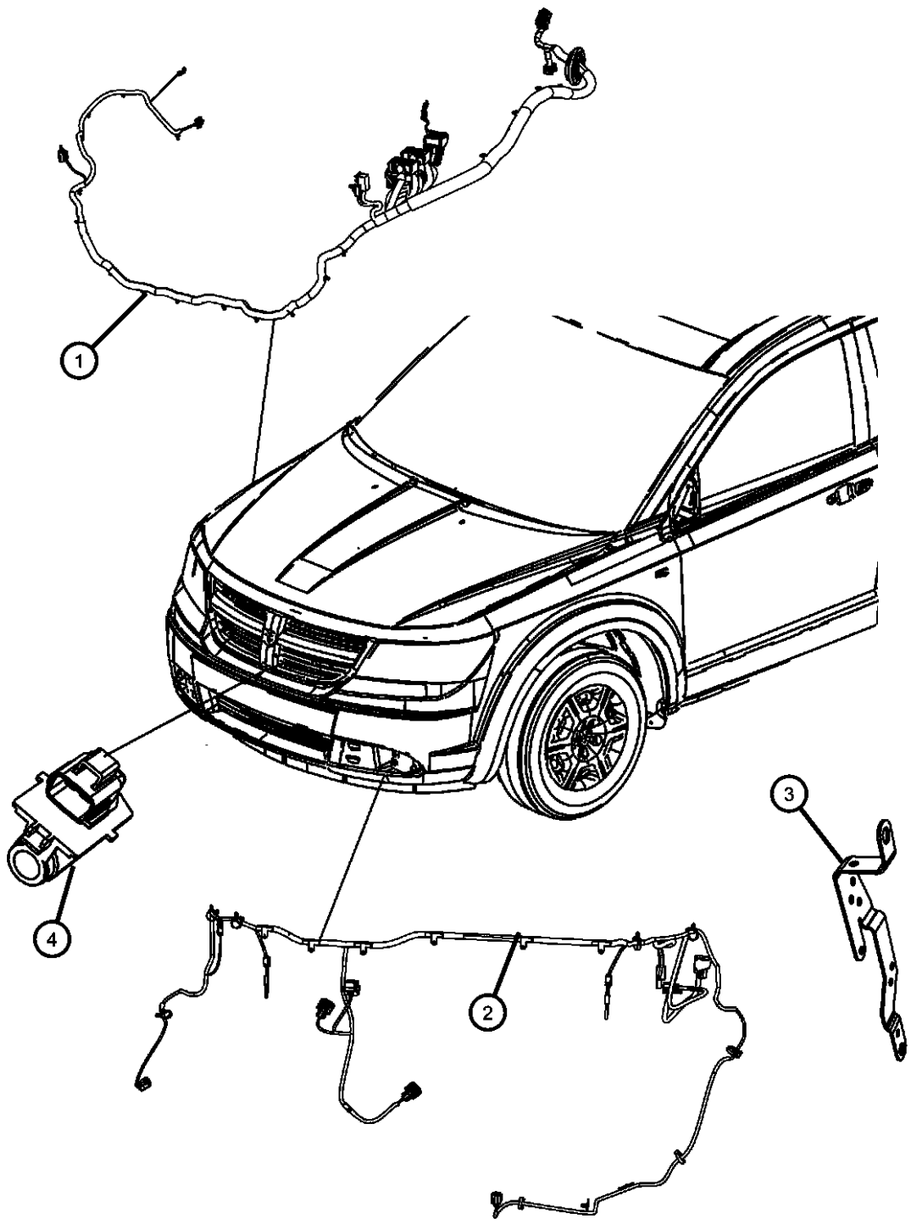


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05064603AA	1	B, D, E		49				STRAP, Ground
2		1							NUT, (NOT SERVICED)
3									STRAP, Ground
	04671169AC	1	D, E		49		DG5		
		1	D, E		49		DD7, DEF		
		1	B		49				
4	06105049AA	2	B, D, E		49				BOLT, Hex Flange Head, M8X1.25X25.00
5	05059001AC	1	B, D, E		49				STRAP, Ground

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Headlamp to Dash
Figure 8-1305

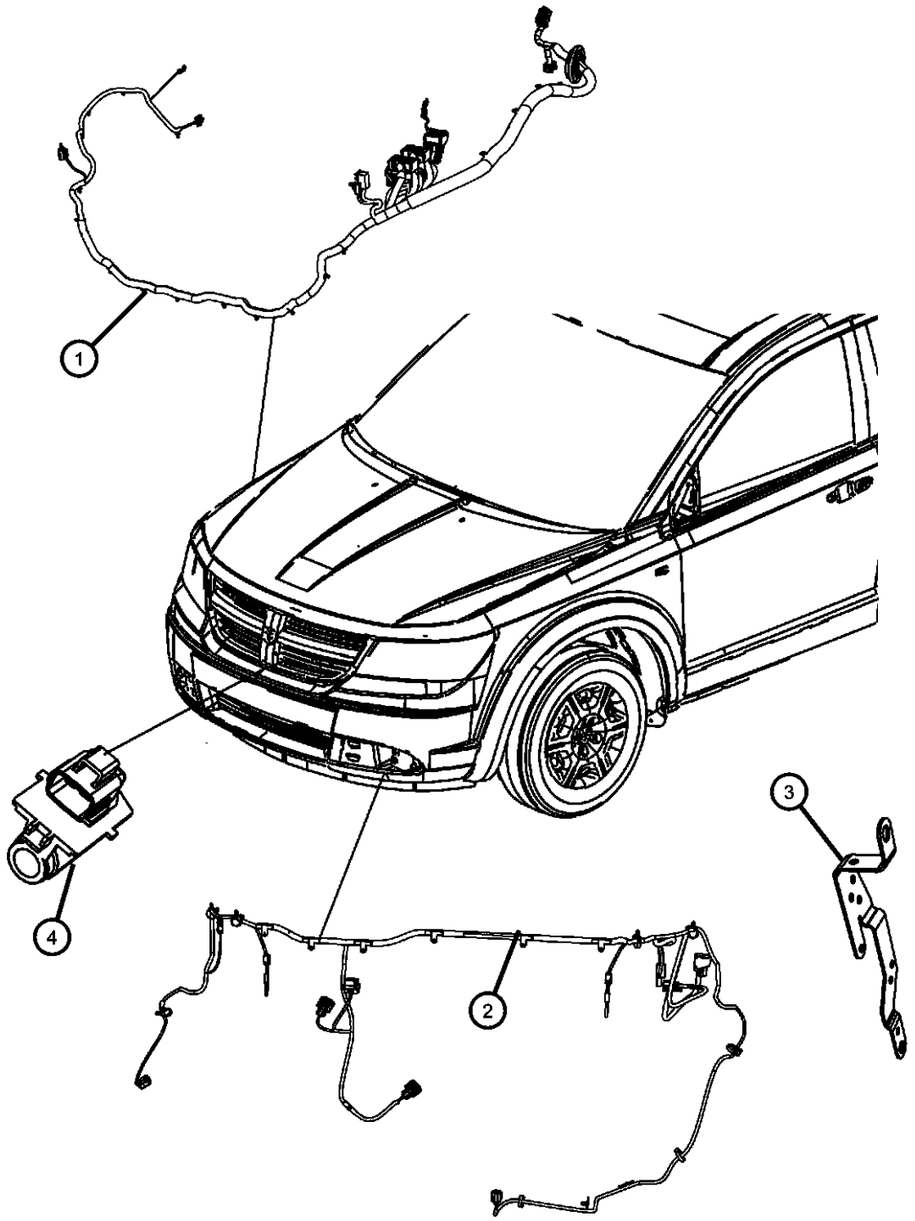


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Headlamp to Dash
	05084579AD	1	D, E		49	ECE	DG5		
	05084577AD	1	D, E		49	EER, EGF	DFF, DG2		[LMF]
	05084578AD	1	D, E		49	ED3	DFF, DG2		[LMF]
	05084580AD	1	B		49	ED3	DFF, DG2		
	05084581AD	1	B		49	EER, EGF	DFF, DG2		
	05084582AD	1	B		49	ECE	DG5		
	68025240AC	1	D, E		49	ED3	DD7		[LMF]
	68025241AC	1	B		49	ED3	DD7		
	68025242AC	1	D, E		49	ECE	DG5		[XD4]
	68025243AC	1	B		49	ECE	DG5		[XD4]
	68025244AC	1	D, E		49	ECE	DEF		
	68025245AC	1	B		49	ECE	DEF		
	68025246AC	1	D, E		49	ECE	DEF		[XD4]
	68025247AC	1	B		49	ECE	DEF		[XD4]
	68044250AA	1	D, E		49	EER, EGF	DFF, DG2		
	04795991AD	1	D, E		49	ED3	DFF, DG2		
	04795992AD	1	D, E		49	EDG	DFF, DG2		
2									WIRING, Engine Compartment
	68028698AB	1	B		49				
	04795995AD	1	D, E		49				
	05084015AD	1	D, E		49				[ABB,JHS]
	68024568AC	1	D, E		49				[LNJ]
	68024569AC	1	D, E		49				[ABB,LNJ,JHS]
	68024693AC	1	B		49				[LNJ,JHS]
	68024694AC	1	B		49				[JHS]
	68028695AB	1	D, E		49				[ABB]
	68028696AB	1	D, E		49				[ABB,LNJ]
	68028697AB	1	B		49				[LNJ]
3	68018751AB	1	D, E		49	ECE	DG5		BRACKET, Wiring, BODY & HD/LP INLINE CONNECTORS
4									RESISTOR, Radiator Fan

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Headlamp to Dash
Figure 8-1305

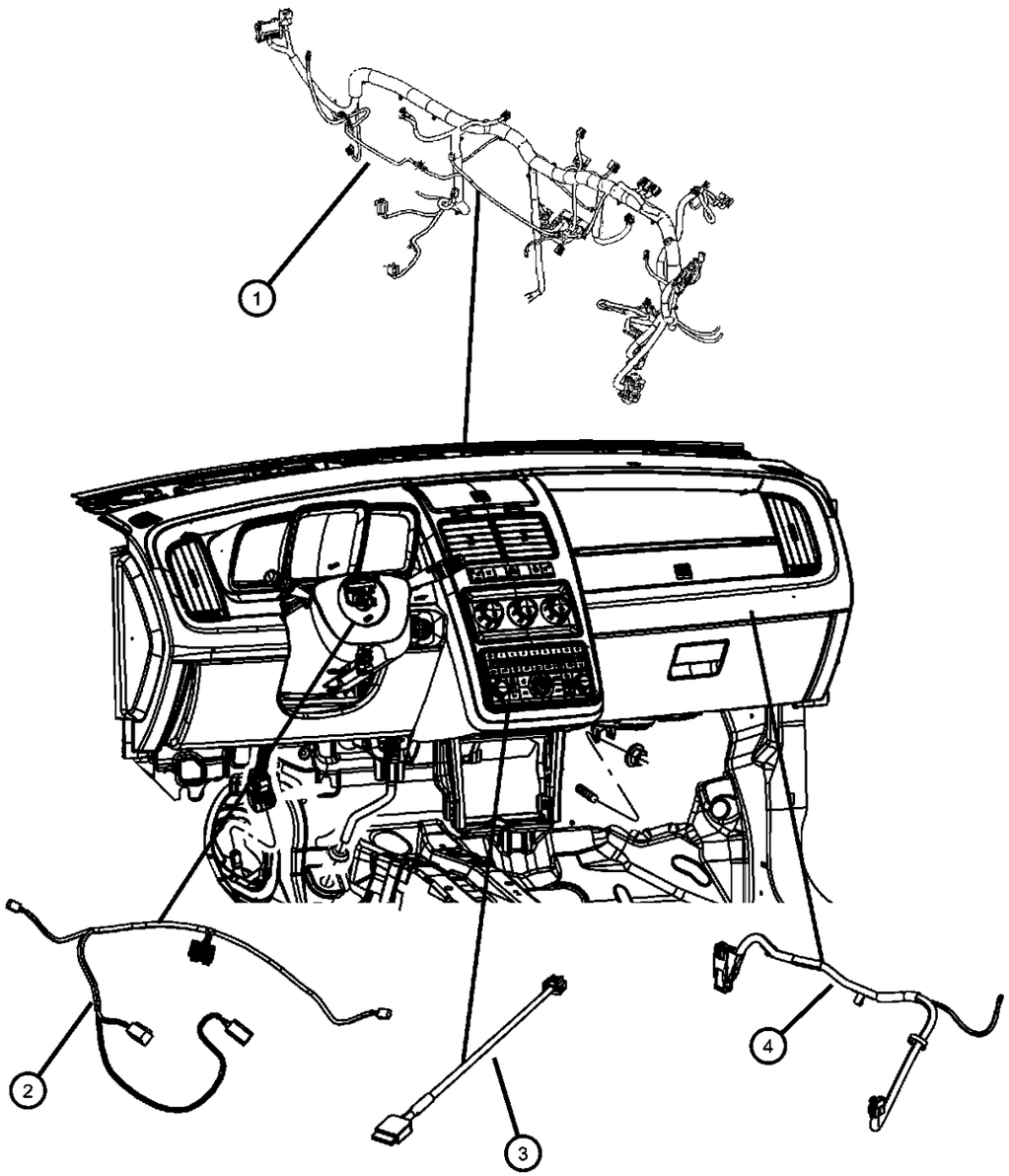


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68054677AA	1	B, D, E		49	ED3, EDG	DG2, DG5		
		1	B, D, E		49	ECE	DG5		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Instrument Panel
Figure 8-1405

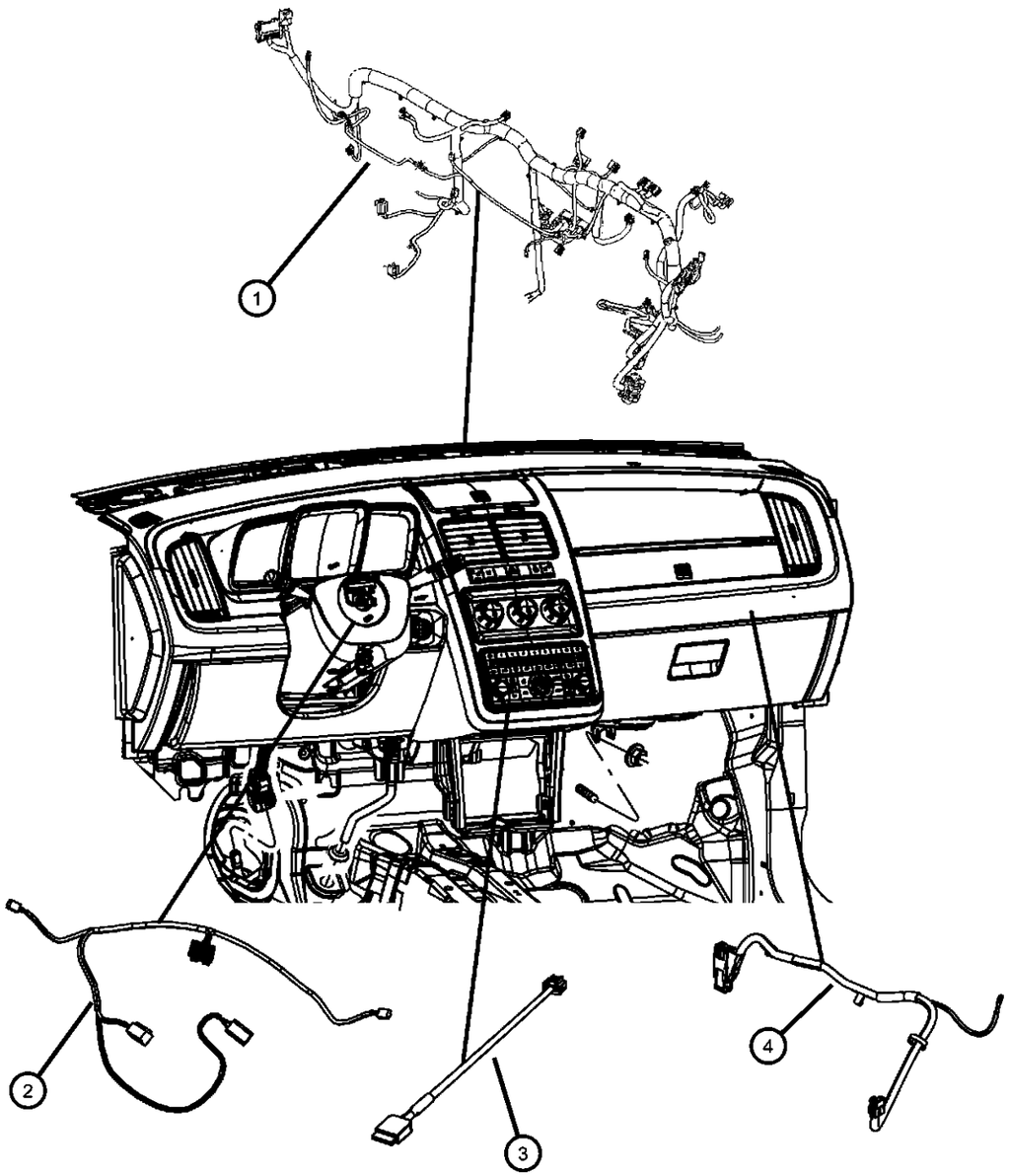


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Instrument Panel
	04795990AD	1	D, E		49				[REU,REX,RE1,HAA] Up to 11/27/08
	05084587AE	1	D, E		49				[HAA] Up to 11/27/08
	05084588AE	1	D, E		49				[HAG] Up to 11/27/08
	05084604AE	1	D, E		49				[REU,REX,RE1,HAF,RC9,LAZ] Up to 11/27/08
	05084605AE	1	D, E		49				[REU,REX,RE1,HAH,RC9,LAZ] Up to 11/27/08
	05084632AD	1	B		49				[HAA,RCG] Up to 11/27/08
	05084592AE	1	D, E		49				[REU,REX,RE1,RC9,HAA] Up to 11/27/08
	05084593AE	1	D, E		49				[REU,REX,RE1,RC9,HAG] Up to 11/27/08
	05084599AE	1	D, E		49				[REU,REX,RE1,HAF,LAZ] Up to 11/27/08
	05084603AE	1	D, E		49				[REU,REX,RE1,HAH,LAZ] Up to 11/27/0/
	05084633AD	1	B		49				[REL,REQ,RET,REZ,HAF,RCG]
	05084634AD	1	B		49				[REL,REQ,RET,REZ,HAH,RCG]
	05084635AD	1	B		49				[HAA,RC9] Up to 11/27/08
	05084636AD	1	B		49				[REL,REQ,RET,REZ,HAF,RC9]
	05084637AD	1	B		49				[REL,REQ,RET,REZ,HAH,RC9]
	05084638AD	1	B		49				[REX,RE1,HAF,RCG] Up to 11/27/08
	05084639AD	1	B		49				[REX,RE1,HAH,RCG] Up to 11/27/08
	05084641AD	1	B		49				[REX,RE1,HAF,RC9] Up to 11/27/08
	68043664AD	1	D, E		49				[HAG,RC9] After 11/27/08
	68043665AD	1	D, E		49				[REU,REX,RE1,HAA] After 11/27/08
	68043663AD	1	D, E		49				[HAA,RC9] After 11/27/08
	68043668AD	1	D, E		49				[REU,REX,RE1,RC9,HAG] After 11/27/08
	68043669AD	1	D, E		49				[HAH,XAC,RDJ,RSP,RSQ] After 11/27/08
	68043667AD	1	D, E		49				[REU,REX,RE1,RC9,HAA] After 11/27/08
	68043670AD	1	D, E		49				[HAH,RC9] After 11/27/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Instrument Panel
Figure 8-1405

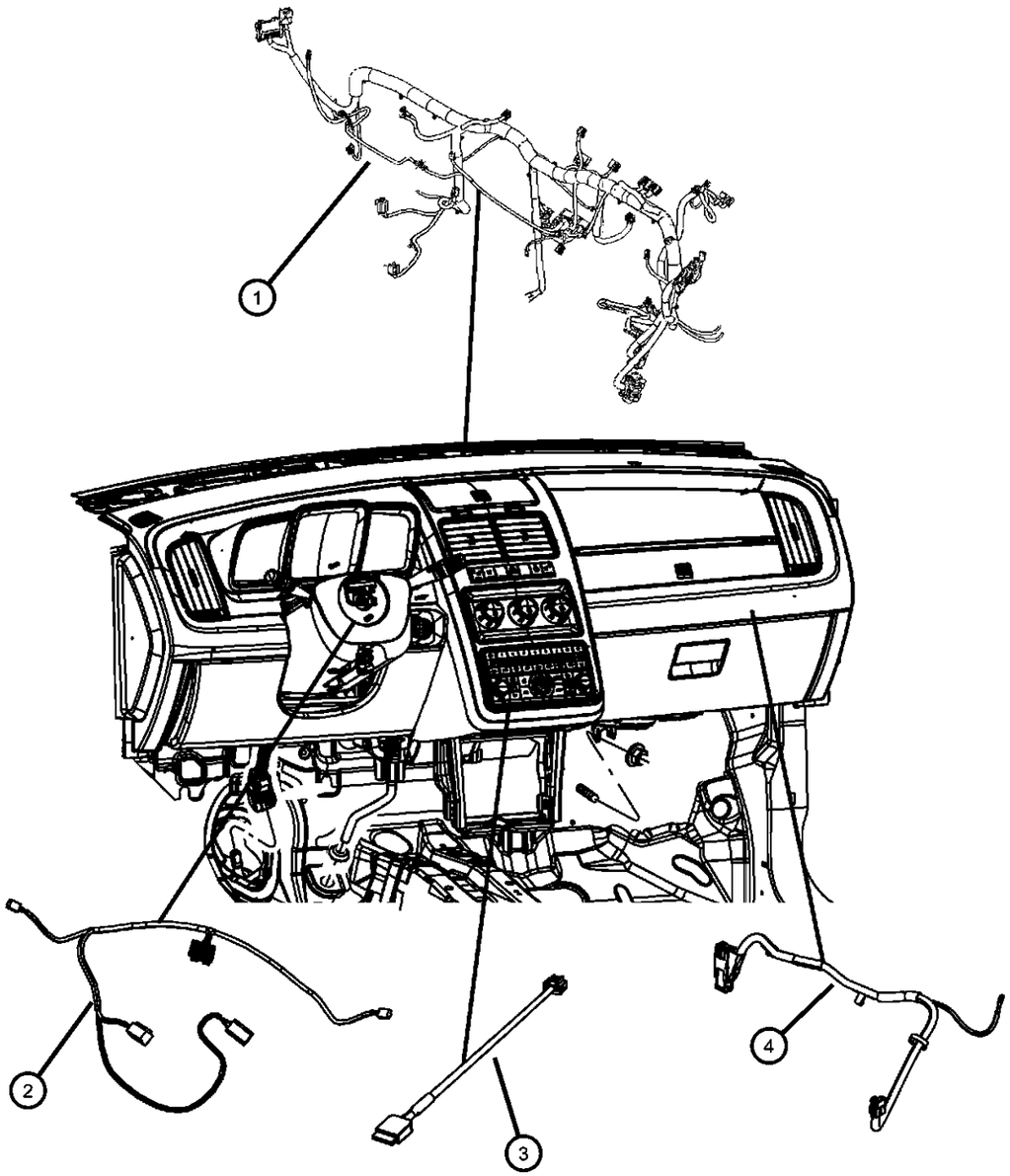


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68043671AD	1	D, E		49				[HAF] After 11/27/08, Export
		1	D, E		49				[HAH] After 11/27/08, Export
	68043672AD	1	D, E		49				[HAF,RC9] After 11/27/08
		1	D, E		49				[HAF,XAC] After 11/27/08
	68043675AD	1	D, E		49				[HAF,LAZ] After 11/27/08
	68043676AD	1	D, E		49				[HAH,LAZ] After 11/27/08
	68043674AD	1	D, E		49				[HAH] After 11/27/08
	68043678AD	1	D, E		49				[HAH,RC9,LAZ] After 11/27/08
	68043679AD	1	D, E		49				[REU,REX,RE1,HAF,LAZ] After 11/27/08
	68043677AD	1	D, E		49				[HAF,RC9,LAZ] After 11/27/08
	68043681AD	1	D, E		49				[REU,REX,RE1,HAF,RC9,LAZ] After 11/27/08
	68043682AD	1	D, E		49				[REU,REX,RE1,HAH,RC9,LAZ] After 11/27/08
	68043680AD	1	D, E		49				[REU,REX,RE1,HAH,LAZ] After 11/27/08
	68043673AD	1	D, E		49				[HAF] After 11/27/08
	68043683AD	1	D, E		49				[REU,REX,RE1,HAF] After 11/27/08
	68043687AD	1	B		49				[REQ,RET,REZ,HAF,RCG]
	68043688AD	1	B		49				[REQ,RET,REZ,HAH,RCG]
	68043686AD	1	B		49				[HAA,RCG] After 11/27/08
	68043690AD	1	B		49				[REQ,RET,REZ,HAF,RC9]
	68043691AD	1	B		49				[REQ,RET,REZ,HAH,RC9]
	68043689AD	1	B		49				[HAA,RC9] After 11/27/08
	68043693AD	1	B		49				[REX,RE1,HAH,RCG] After 11/27/08
	68043694AD	1	B		49				[REX,RE1,HAF,RC9]0after 11/27/08
	68043684AD	1	D, E		49				[REU,REX,RE1,HAF,RC9]
	68043685AD	1	D, E		49				[REU,REX,RE1,HAH,RC9] After 11/27/08
	68043695AD	1	B		49				[REX.RE1,HAH,RC9]
	68043699AD	1	B		49				[REQ,RET,REZ,HAH,RC9,LAZ]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Instrument Panel
Figure 8-1405

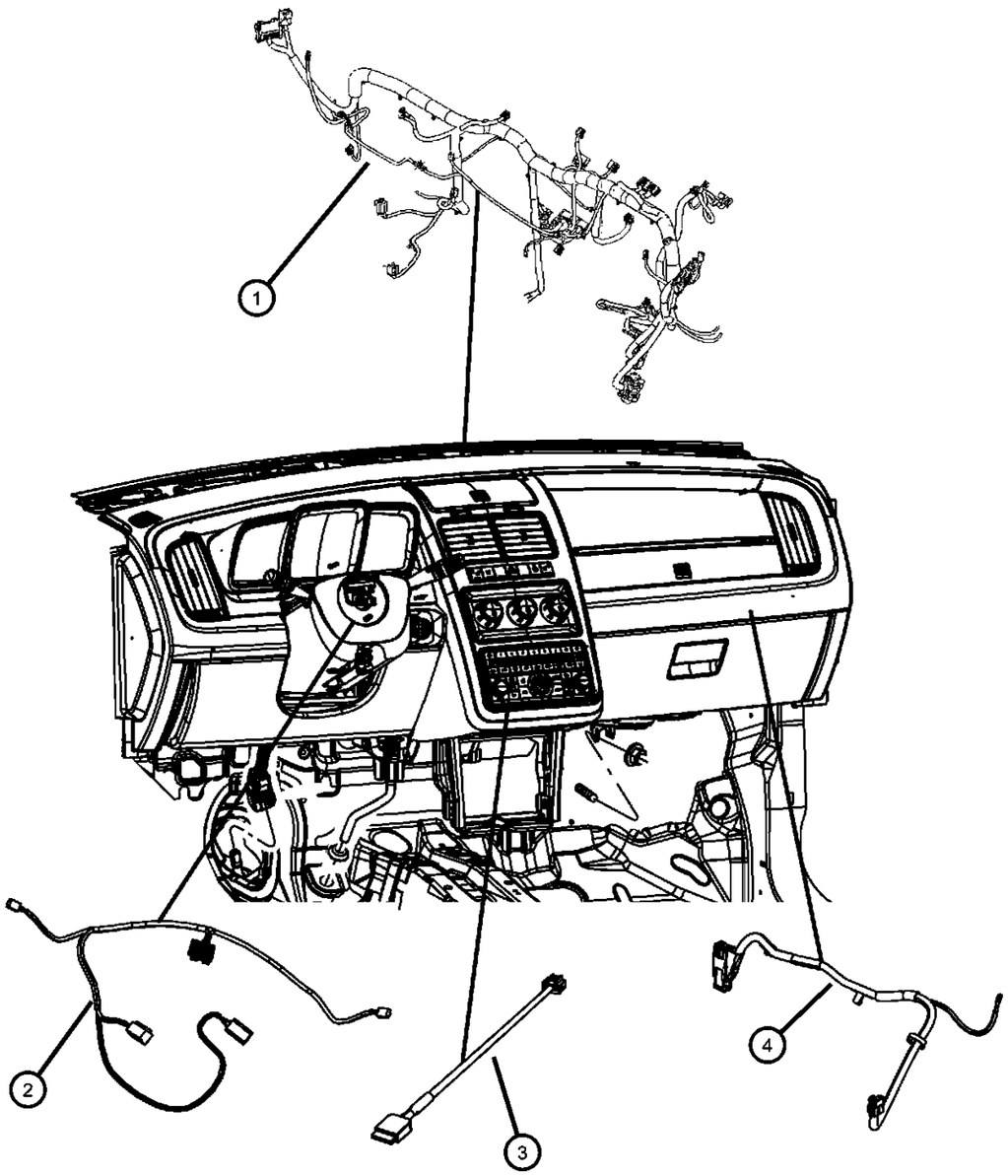


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68043700AD	1	B		49				[REX,RE1,HAF,RCG,LAZ] After 11/27/08
	68043698AD	1	B		49				[REQ,RET,REZ,HAF,RC9,LAZ]
	68043702AD	1	B		49				[REX,RE1,HAF,RC9,LAZ] After 11/27/08
	68043703AD	1	B		49				[REX,RE1,HAH,RC9,LAZ] After 11/27/08
	68043701AD	1	B		49				[REX,RE1,HAH,RCG,LAZ] After 11/27/08
	68044666AB	1	D, E		49				[REU,REX,RE1,HAG] Up to 11/27/08
	68043692AD	1	B		49				[REX,RE1,HAF,RCG] After 11/27/08
	68043696AD	1	B		49				[REQ,RET,REZ,HAF,RCG,LAZ]
	68043697AD	1	B		49				[REQ,RET,REZ,HAH,RCG,LAZ]
	68037658AB	1	D, E		49				[REU,REX,RE1,HAH,RC9] Up to 11/27/08
	68041655AB	1	D, E		49				[REU,REX,RE1,HAF] Up to 11/27/08
	68033654AB	1	D, E		49				[HAH] Up to 11/27/08
	68041657AB	1	D, E		49				[REU,REX,RE1,RC9]
	68043659AD	1	D, E		49				[HAA] After 11/27/08
	68041656AB	1	D, E		49				[REU,REX,RE1,HAH] Up to 11/27/08
	68044666AD	1	D, E		49				[REU,REX,RE1,HAG] After 11/27/08
	68043704AD	1	D, E		49				[REU,REX,RE1,HAH] After 11/27/08
	68033651AB	1	D, E		49				[HAF,XAC] Up to 11/27/08
	68033652AB	1	D, E		49				[HAF,RC9] Up to 11/27/08
		1	D, E		49				[HAF,ABB]
	68028648AC	1	B		49				[REX,RE1,HAH,RC9,LAZ] Up to 11/27/08
	68033649AB	1	D, E		49				[HAH,XAC,RDJ,RSP,RSQ] Up to 11/27/08
	68033650AB	1	D, E		49				[HAH,RC9] Up to 11/27/08
	05084642AD	1	B		49				[REX,RE1,HAH,RC9]
	68018005AE	1	D, E		49				[HAA,XAC,RDJ,RSP,RSQ] Up to 11/27/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Instrument Panel
Figure 8-1405

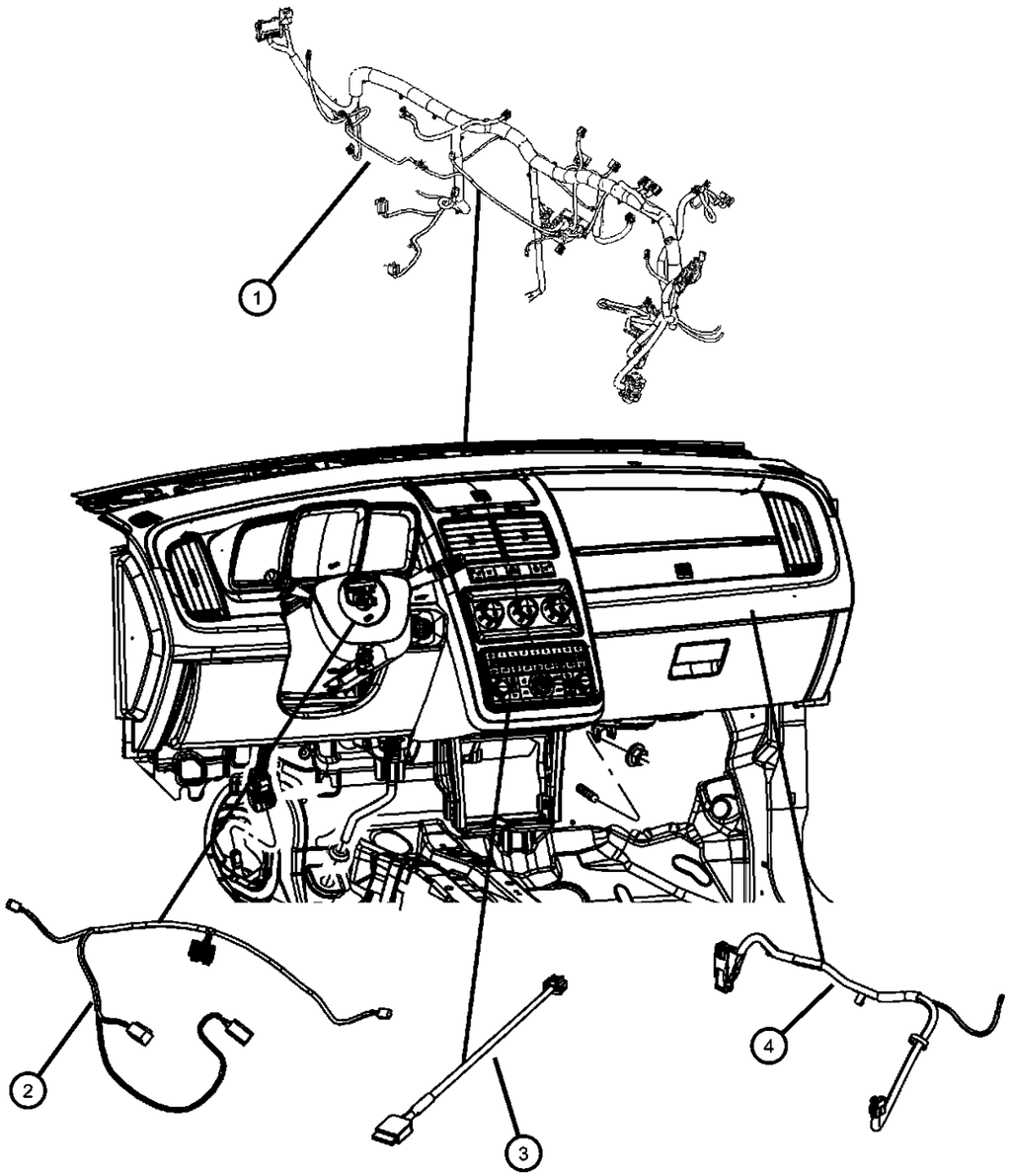


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68043661AD	1	D, E		49				[HAA,XAC,RDJ,RSP,RSQ] After 11/27/08
	68043662AD	1	D, E		49				[HAG,XAC,RDJ,RSP,RSQ] After 11/27/08
	68043660AD	1	D, E		49				[HAG] After 11/27/08
	68018018AE	1	D, E		49				[HAH,LAZ] Up to 11/27/08
	68018019AE	1	D, E		49				[HAF,RC9,LAZ] Up to 11/27/08
	68018020AE	1	D, E		49				[HAH,RC9,LAZ] Up to 11/27/08
	68021601AC	1	B		49				[REL,REQ,RET,REZ,HAF,RCG,LAZ]
	68021602AC	1	B		49				[REL,REQ,RET,REZ,HAH,RCG,LAZ]
		1	D, E		49				[HAA,ABB]
	68018006AE	1	D, E		49				[HAG,XAC,RDJ,RSP,RSQ] Up to 11/27/08
		1	D, E		49				[HAG,ABB]
	68018007AE	1	D, E		49				[HAA,RC9] Up to 11/27/08
	68018008AE	1	D, E		49				[HAG,RC9] Up to 11/27/08
	68018017AD	1	D, E		49				[HAF,LAZ] Up to 11/27/08
	68028643AC	1	B		49				[REL,REQ,RET,REZ,HAF,RC9,LAZ]
	68028644AC	1	B		49				[REL,REQ,RET,REZ,HAH,RC9,LAZ]
	68028645AC	1	B		49				[REX,RE1,HAF,RCG,LAZ] Up to 11/27/08
	68028646AC	1	B		49				[REX,RE1,HAH,RCG,LAZ] Up to 11/27/08
	68028647AC	1	B		49				[REX,RE1,HAF,RC9,LAZ] Up to 11/27/08
2									WIRING, Steering Wheel
	68046020AA	1	B, D, E		49				[SCL,LAZ]
	68000462AB	1	B, D, E		49				[SCA,NHM]
	68018160AC	1	B, D, E		49				[SCA]
	68036592AA	1	B, D, E		49				[SCL]
3									WIRING, Jumper, IPOD
	68035494AA	1	B, D, E		49				Up to 05/19/08
	68046566AA	1	B, D, E		49				After 05/19/08
4									WIRING, Overlay, Cabin Heater

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Instrument Panel
Figure 8-1405

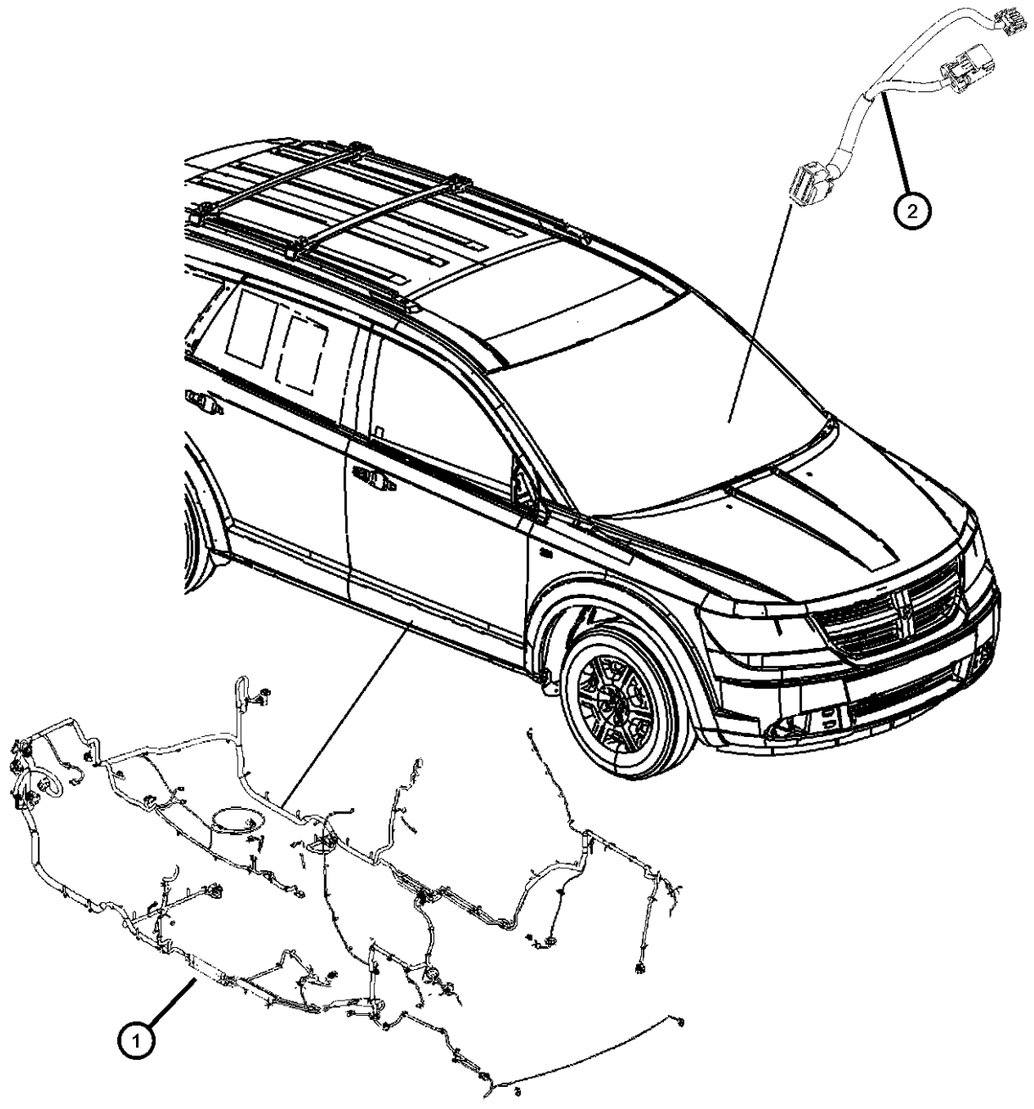


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68027272AB	1	B		49	ECE			
	68019165AD	1	D, E		49	ECE			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Body
Figure 8-1505

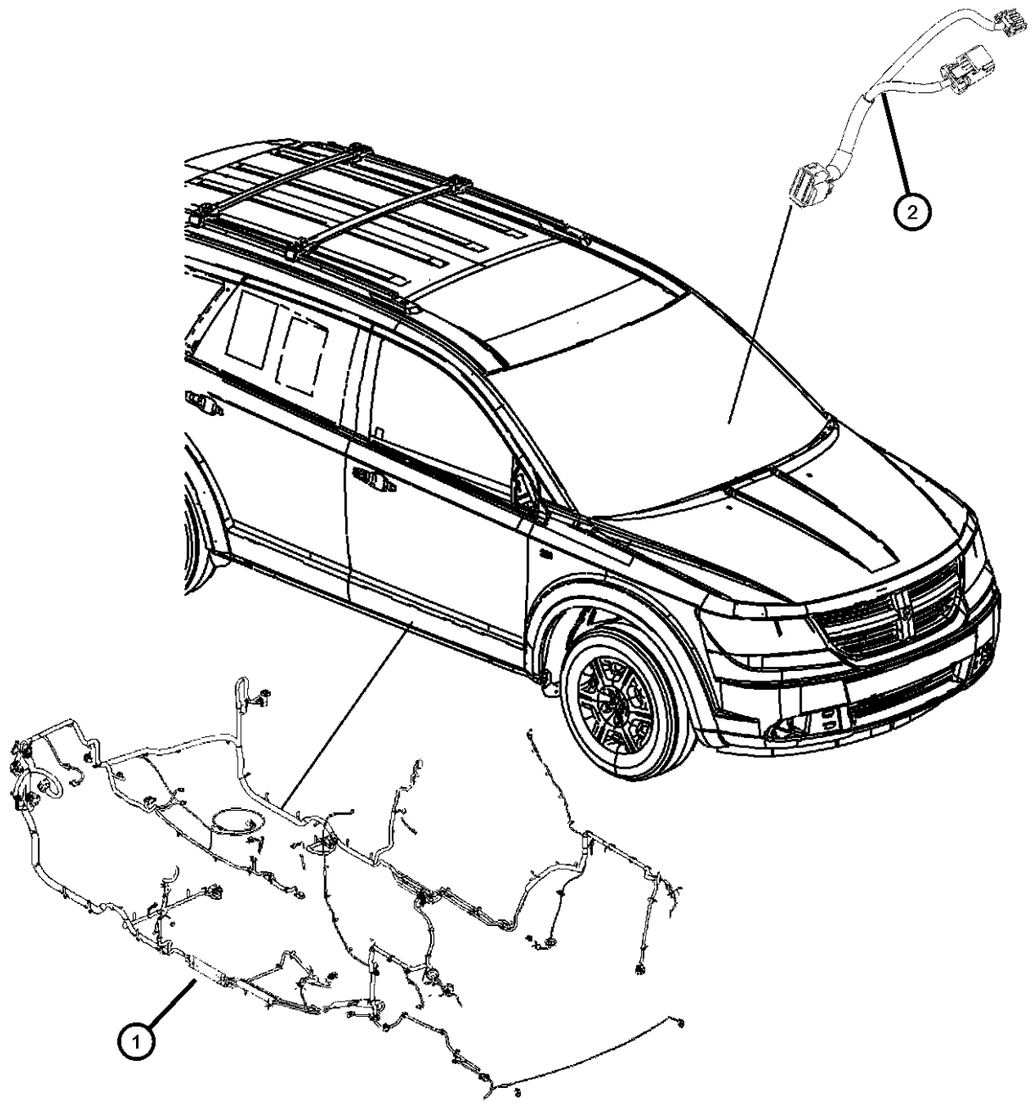


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Unified Body
	05084760AD	1	D		49	ED3, EDG, EER, EGF			[ABB]
	05084761AD	1	D		49	ECE			Base
	05084762AD	1	D		49	ED3, EDG, EER, EGF			[ABB,RC9]
	05084763AD	1	D		49	ECE			[RC9]
	05084764AD	1	D		49	ED3, EDG, EER, EGF			[ABB,HAG]
	05084765AD	1	D		49	ECE			[HAG]
	05084766AD	1	D		49	ED3, EDG, EER, EGF			[ABB,HAG,RC9]
	05084767AC	1	B		49	ECE			[RC9,HBB]
	05084768AC	1	B		49	ED3, EDG, EER, EGF			[RCG]
	05084769AC	1	B		49	ECE			[RCG]
	05084770AC	1	B		49	ED3, EDG, EER, EGF			[RC9]
	05084771AC	1	B		49	ECE			[RC9]
	05084772AC	1	B		49	ED3, EDG, EER, EGF			[RCG,HBB]
	05084773AC	1	B		49	ECE			[RCG,HBB]
	68029795AB	1	D		49	ED3, EDG, EER, EGF			[HAH]
	68029796AB	1	D		49	ED3, EDG, EER, EGF			[HAH,RC9]
	68029797AB	1	D		49	ED3, EDG, EER, EGF			[HAG,RC9]
	68029798AB	1	D		49	ED3, EDG, EER, EGF			[JPM,RC9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Body
Figure 8-1505

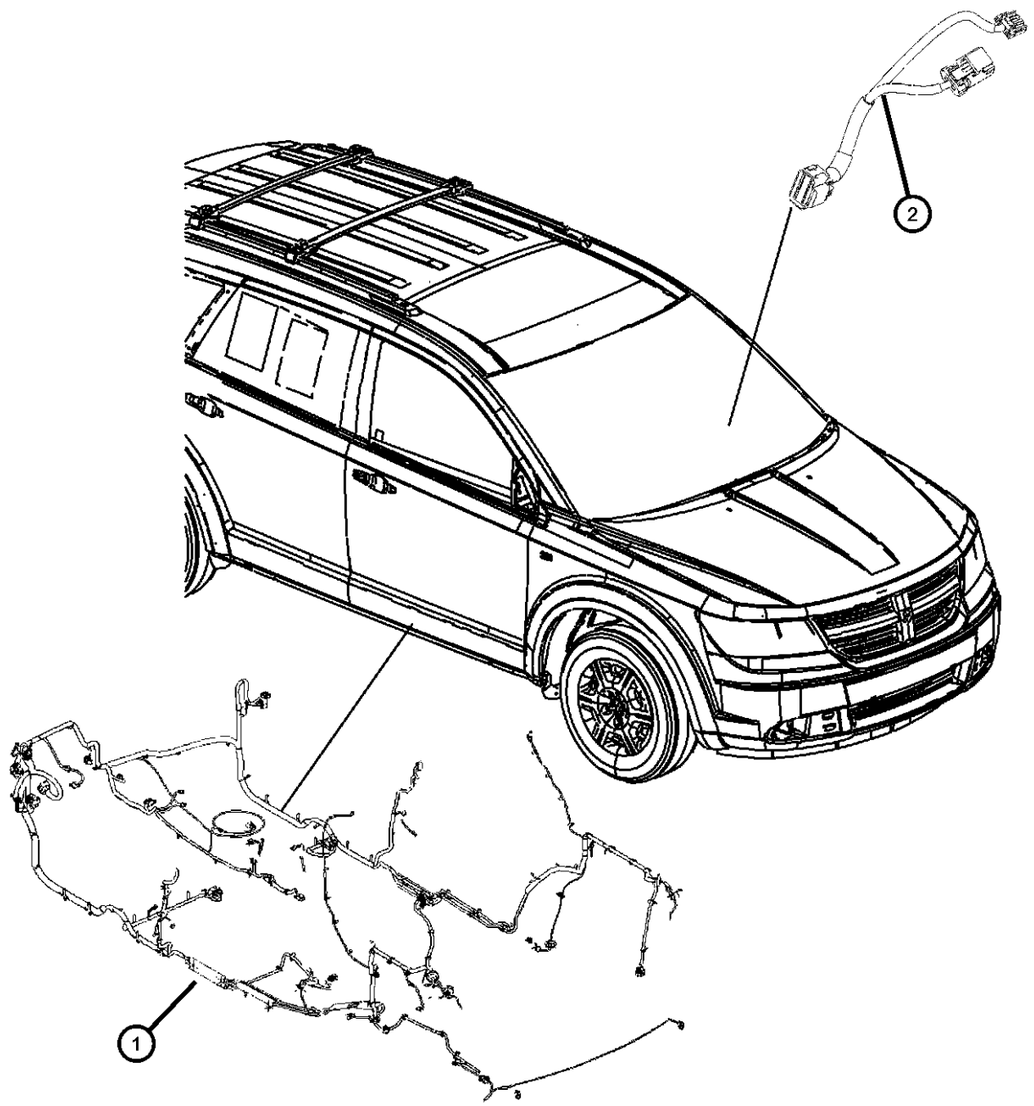


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68029799AB	1	D		49	ED3, EDG, EER, EGF			[HAH,JPM]
	68029800AB	1	D		49	ED3, EDG, EER, EGF			[HAH,JPM,RC9]
	68029810AB	1	E		49				[RC9]
	68029811AB	1	E		49				[HAH]
	68029812AB	1	E		49				[HAH,RC9]
	68029816AB	1	D		49	ED3, EDG, EER, EGF			[ABB,HAH]
	68029817AB	1	D		49	ECE			[HAH]
	68029818AB	1	D		49	ED3, EDG, EER, EGF			[ABB,HAH,RC9]
	68029819AB	1	D		49	ECE			[HAH,RC9]
	68045859AA	1	D		49	ED3, EDG, EER, EGF			[HAG,JPM,RC9,RSV]
	68045860AA	1	D		49	ED3, EDG, EER, EGF			[HAH,RC9,RSV]
	68045861AA	1	D		49	ED3, EDG, EER, EGF			[HAG,RC9,RSV]
	68045862AA	1	D		49	ED3, EDG, EER, EGF			[JPM,RC9,RSV]
	68045863AA	1	D		49	ED3, EDG, EER, EGF			[HAH,JPM.RC9,RSV]
	68045864AA	1	E		49				[HAG,RC9,RSV]
	68045865AA	1	E		49				[RC9,RSV]
	68045866AA	1	E		49				[HAH,RC9,RSV]
	68046858AA	1	D		49	ED3, EDG, EER, EGF			[RC9,RSV]
	05084753AD	1	D		49	ED3, EDG, EER, EGF			[JPM]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Body
Figure 8-1505

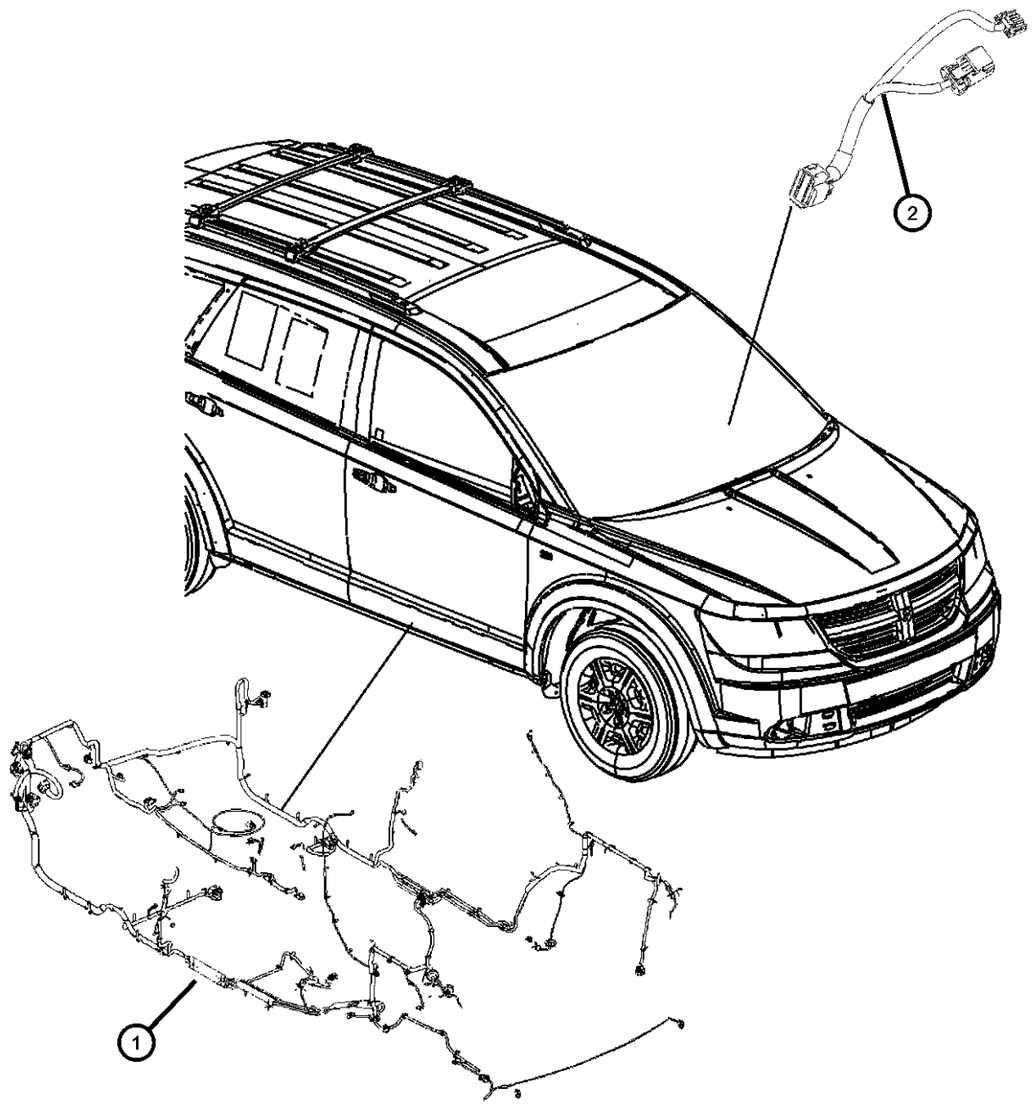


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05084754AD	1	D		49	ED3, EDG, EER, EGF			[HAG,JPM]
	05084755AD	1	D		49	ED3, EDG, EER, EGF			[HAG,JPM,RC9]
	05084756AD	1	E		49				Base
	05084758AD	1	E		49				[HAG]
	05084759AC	1	B		49	ED3, EDG, EER, EGF			[RC9,HBB]
	05084011AD	1	D		49	ECE			[HAG,RC9]
	05084012AD	1	E		49				[HAG,RC9]
	05084750AD	1	D		49	ED3, EDG, EER, EGF			Base
	05084751AD	1	D		49	ED3, EDG, EER, EGF			[RC9]
	05084752AD	1	D		49	ED3, EDG, EER, EGF			[HAG]
2									WIRING, Console
	68024987AA	1	B		49				[JKP,XHL]
		1	B, D, E		49	ECE	DG2, DG5		[JKP,XHL]
		1	D, E		49		DBB		[JKP,XHL]
	05084775AA	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKP,XHL,CWP,CU2]
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKP,XHL,CWP,CU2]
	05084776AA	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKP,XHL,CU2]
	05084778AA	1	D, E		49	EGF, ED3, EDG, EER	DG2, DG5		[JKW,JKV]
		1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW,JKV,CVM]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Body
Figure 8-1505

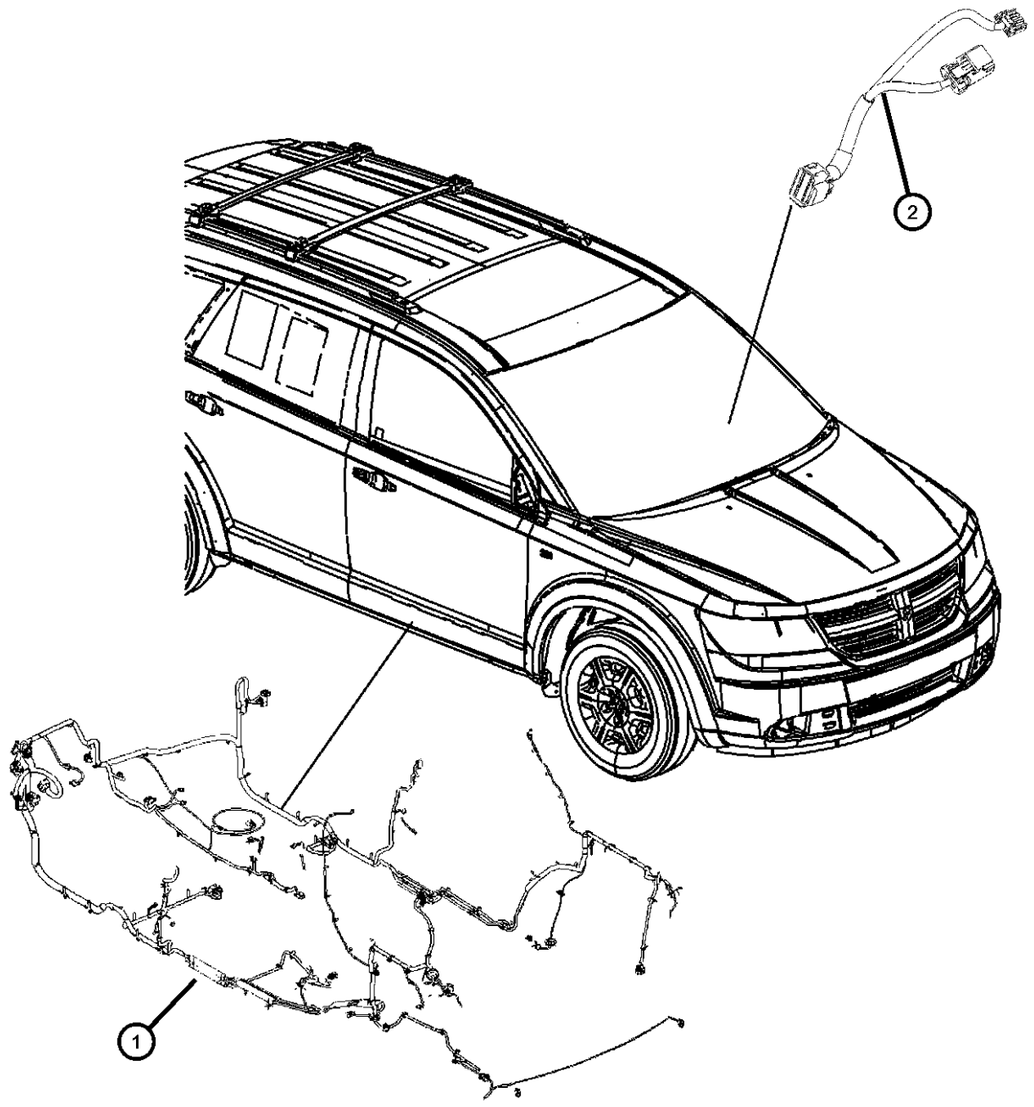


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW,JKV]
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW,JKV,CVM]
	05084779AA	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW]
		1	D, E		49		DBB		[JKW,CU2]
		1	B		49				[JKW,CU2]
		1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW,CVM]
	05084777AC	1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW,JKV,RDJ]
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW,JKV,RDJ]
		1	B, D, E		49	ECE	DG2, DG5		[JKW,CU2,CVM]
		1	B, D, E		49	ECE	DFF		[JKW,CU2]
	05084780AA	1	B, D, E		49	ECE	DFF		[JKW,RDJ,CU2]
		1	B		49				[JKW,RDJ,CU2]
		1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW,RDJ,CVM]
		1	D, E		49		DBB		[JKW,RDJ,CU2]
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW,RDJ]
		1	B, D, E		49	ECE	DG2, DG5		[JKW,RDJ,CU2]
	05084781AA	1	B		49				[JKW,CWP,CU2]
		1	D, E		49		DBB		[JKW,CWP,CU2,CVM]]
		1	D, E		49		DBB		[JKW,CWP,CU2]
		1	B, D, E		49	ECE	DG2, DG5		[JKW,CWP,CU2]
		1	B, D, E		49	ECE	DFF		[JKW,CWP,CU2]
		1	B		49				[JKW,CWP,CU2,CVM]]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Body
Figure 8-1505



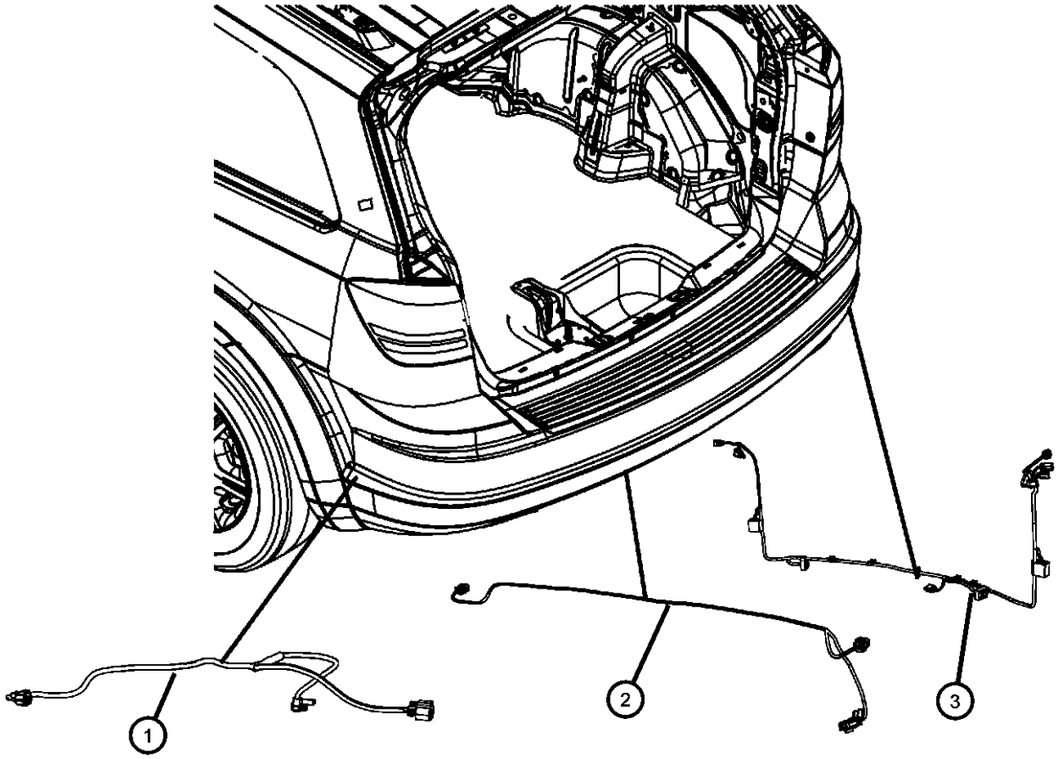
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05084782AA	1	B		49				[JKW,CWP,RDJ,CU2]
		1	B, D, E		49	ECE	DG2, DG5		[JKW,CWP,RDJ,CU2]
		1	D, E		49		DBB		[JKW,CWP,RDJ,CU2]
		1	B, D, E		49	ECE	DFF		[JKW,CWP,RDJ,CU2]
		1	B, D, E		49	ECE	DFF		[JKW,CWP,RDJ,CU2,CVM]
		1	B, D, E		49	ECE	DG2, DG5		[JKW,CWP,RDJ,CU2,CVM]
	05084779AB	1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW]
		1	D, E		49	ED3, EDG, EER, EGF	DFF		[JKW,CVM]
		1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		[JKW,RDJ]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Chassis and Underbody
Figure 8-1510

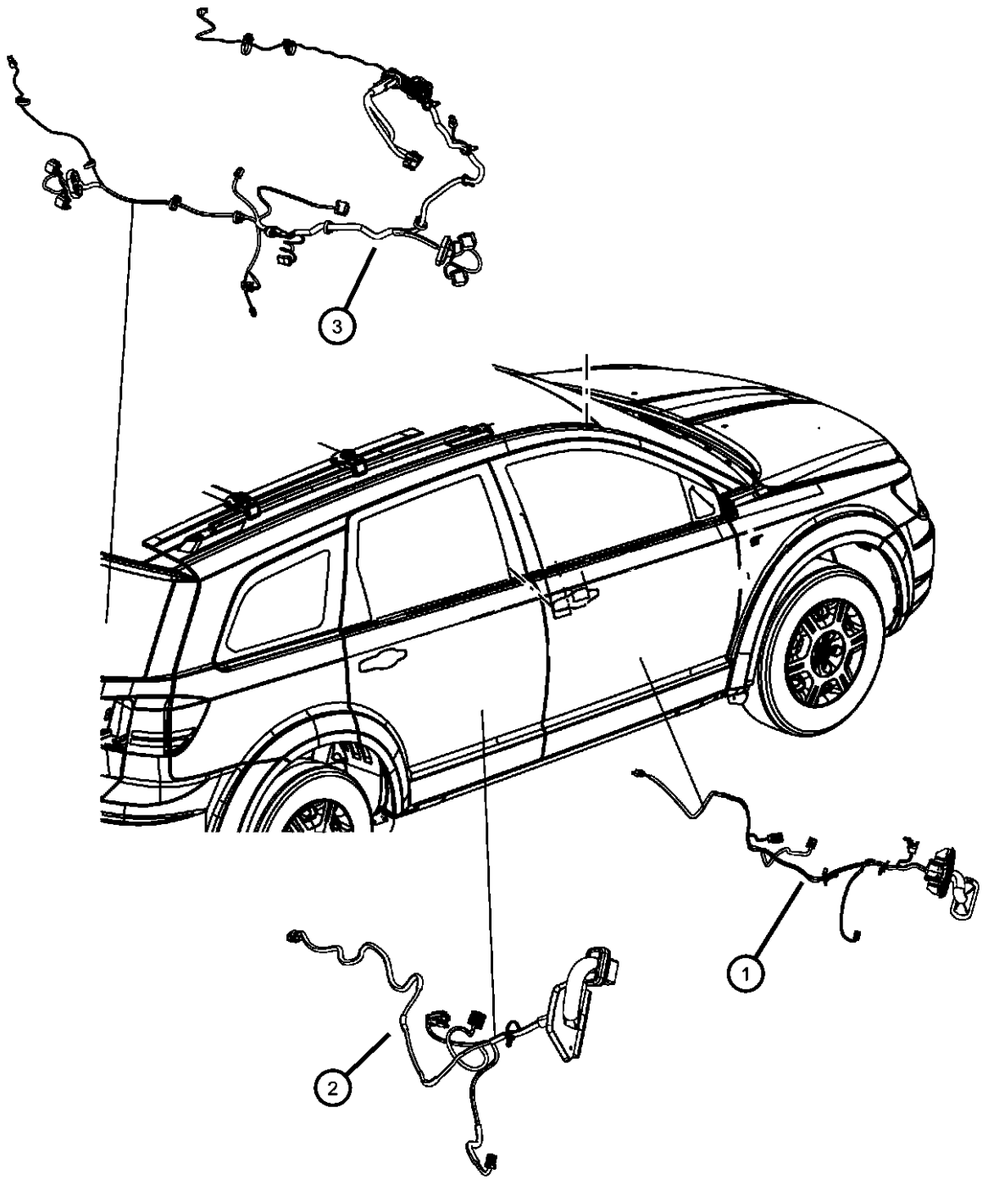
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05084774AA	1	E		49	EGF			WIRING, Fuel Tank
2	05084971AC	1	B, D, E		49				WIRING, Trailer Tow
3	05178314AA	1	B, D, E		49				WIRING, Rear Fascia



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Doors and Liftgate
Figure 8-1515

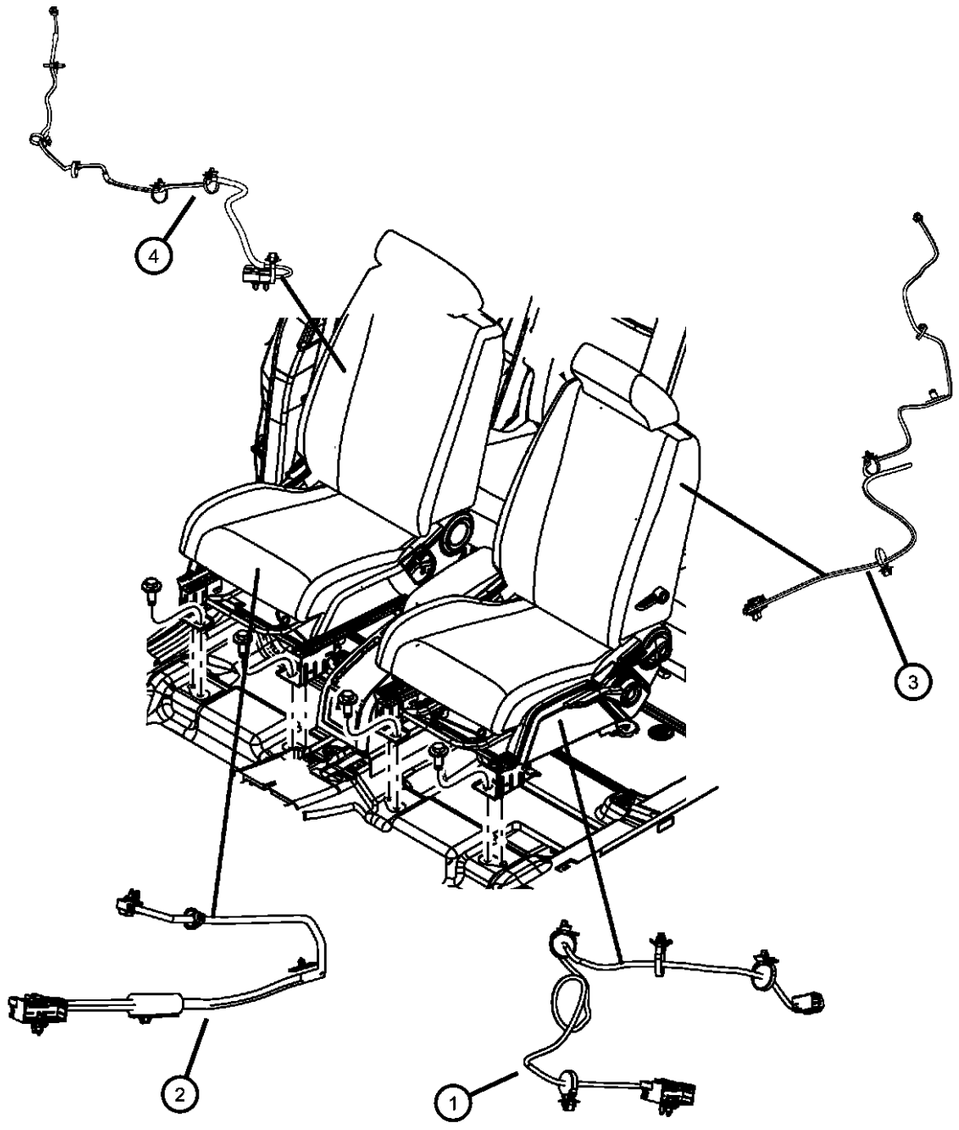


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Front Door
	04795993AD	1	D, E		49				Left
	04795994AD	1	D, E		49				Right
	04795997AD	1	D, E		49				[JSC], Left
	68032749AB	1	B		49				Left
	68038012AB	1	B		49				Right
	05084010AD	1	B		49				[LS9], Right
	05084747AD	1	B		49				[LS9], Left
	05084748AD	1	D, E		49				[JSC], Right
2									WIRING, Rear Door
	05084013AD	1	B, D, E		49				
	05084014AD	1	B, D, E		49				[LS9]
3									WIRING, Liftgate
	05084017AG	1	B, D, E		49				[XAC]
	05267856AG	1	B, D, E		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Seats Front
Figure 8-1520

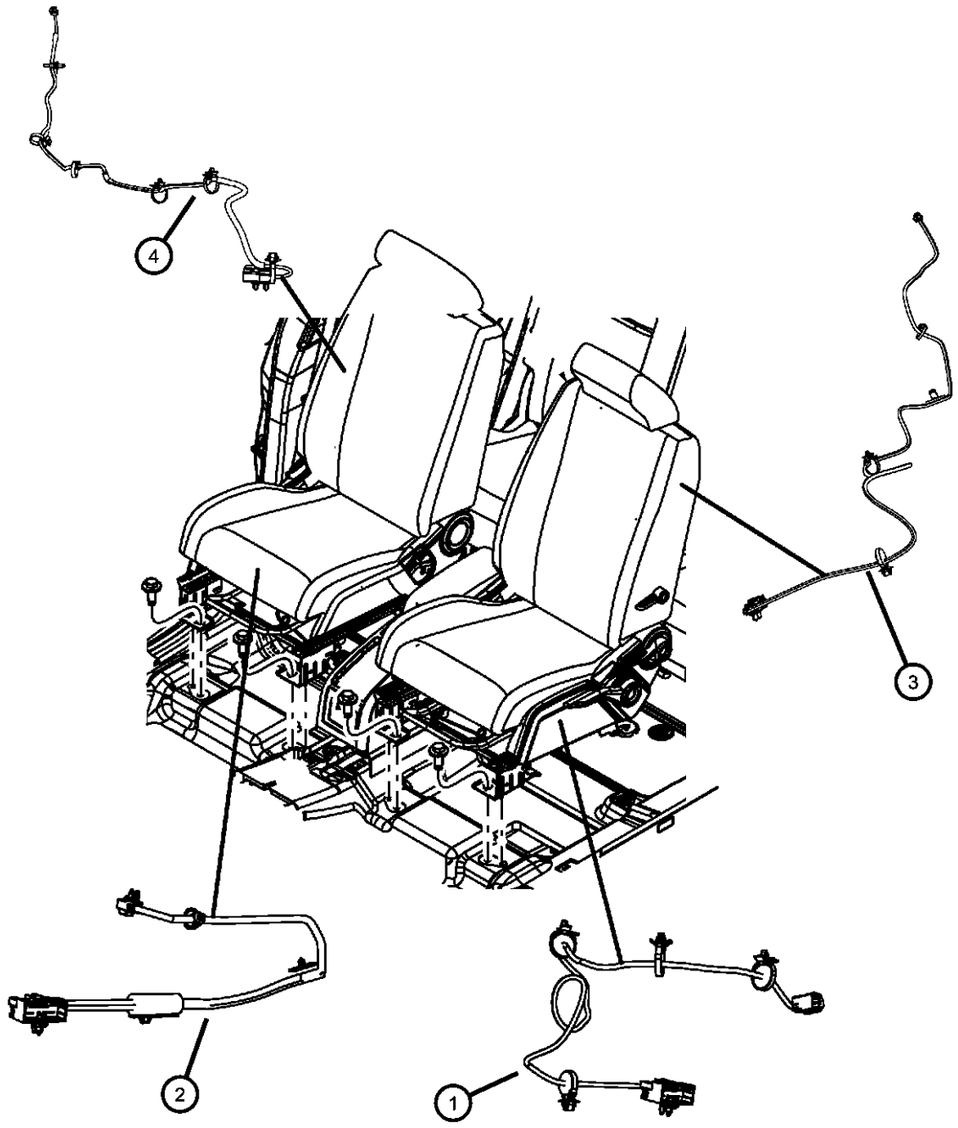


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WIRING, Power Seat
	68037293AA	1	D, E		49				4 way
	68043356AA	1	B		49				6 way, side air bag, seat track positioning system
	68060721AA	1	D, E		49				6 way
	68043346AA	1	D, E		49				6 way heated
	68043351AA	1	B		49				6 way, heated, side air bag, seat track positioning system
	68041159AA	1	D, E		49				6 way, side air bag
	68042227AA	1	D, E		49				[JPM] 6 way
	68046633AA	1	B		49				6 way, side air bag right hand drive
	68046661AA	1	B		49				6 way, side air bag, heated right hand drive
	68046631AA	1	D, E		49				6 way, heated, side air bag
	68046632AA	1	D, E		49				6 way, heated, side air bags, seat track positioning system
2									WIRING, Power Seat
	68041167AA	1	D, E		49				2 way seat track positioning system, side air bag
	68043347AA	1	D, E		49				2WAY,MANUAL,SIDE Air Bag,Heated flip and stow
		1	B		49				2WAY,MANUAL,SIDE Air Bag,Heated flip and stow
	68042230AA	1	D, E		49				2 way seat storage, heated, side air bag
3									WIRING, Side Air Bag
	68041773AA	1	D, E		49				Non fold flat seat
	68043337AA	1	B		49				Heated seat
	68041776AA	1	B		49				Fold flat seat
		1	B		49				Non fold flat seat
		1	D, E		49				Fold flat seat
		1	D, E		49				Heated seat
4									WIRING, Side Air Bag
	68041773AA	1	D, E		49				No fold flat seat
	68041776AA	1	D, E		49				Fold flat seat

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Seats Front
Figure 8-1520



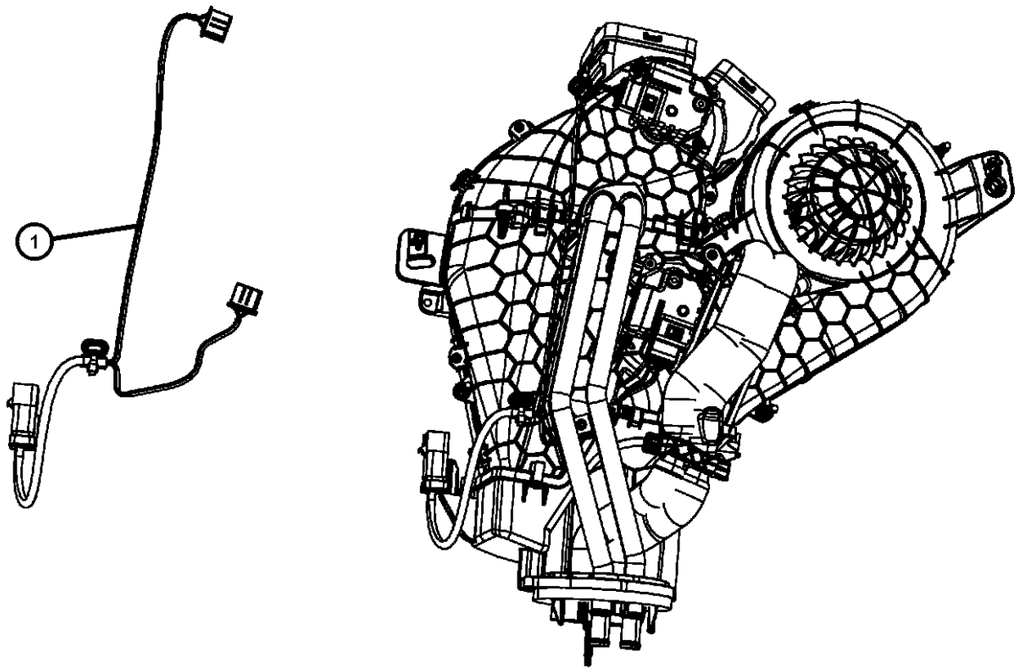
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49				No fold flat seat
		1	B		49				Fold flat seat

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wiring Air Conditioning and Heater
Figure 8-1530

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68038197AA	1	B, D, E		49				WIRING, A/C and HEATERRear



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-1									STRAP, Tie, For Electrical Connector Repair Information visit the World Wide Web at http://dto.vftis.com/mopar/dis-claimer.asp
	05073039AA	1	B, D, E		49	EE0			
	06036396AA	2	B, D, E		49				
-2	68040500AA	1	B, D, E		49				CLIP
-3	68024150AA	1	B, D, E		49				WIRING KIT, Fusible Link, 10 GAUGE WIRE THAT IS DARK GREEN IN COLOR
-4									CONNECTOR
	68037295AA	1	D, E		49				
	68041437AA	1	B, D, E		49	ECE			
-5									CONNECTOR, Led wire
	68042632AA	1	B, D, E		49	ECE	DFF		
		1	D, E		49		DBB		
		1	B		49				
		1	B, D, E		49	ECE	DG2, DG5		
		1	D, E		49	ED3, EDG, EER, EGF	DG2, DG5		
		1	D, E		49	ED3, EDG, EER, EGF	DFF		
-6	05187521AA	1	B, D, E		49	ECE			COVER, Connector

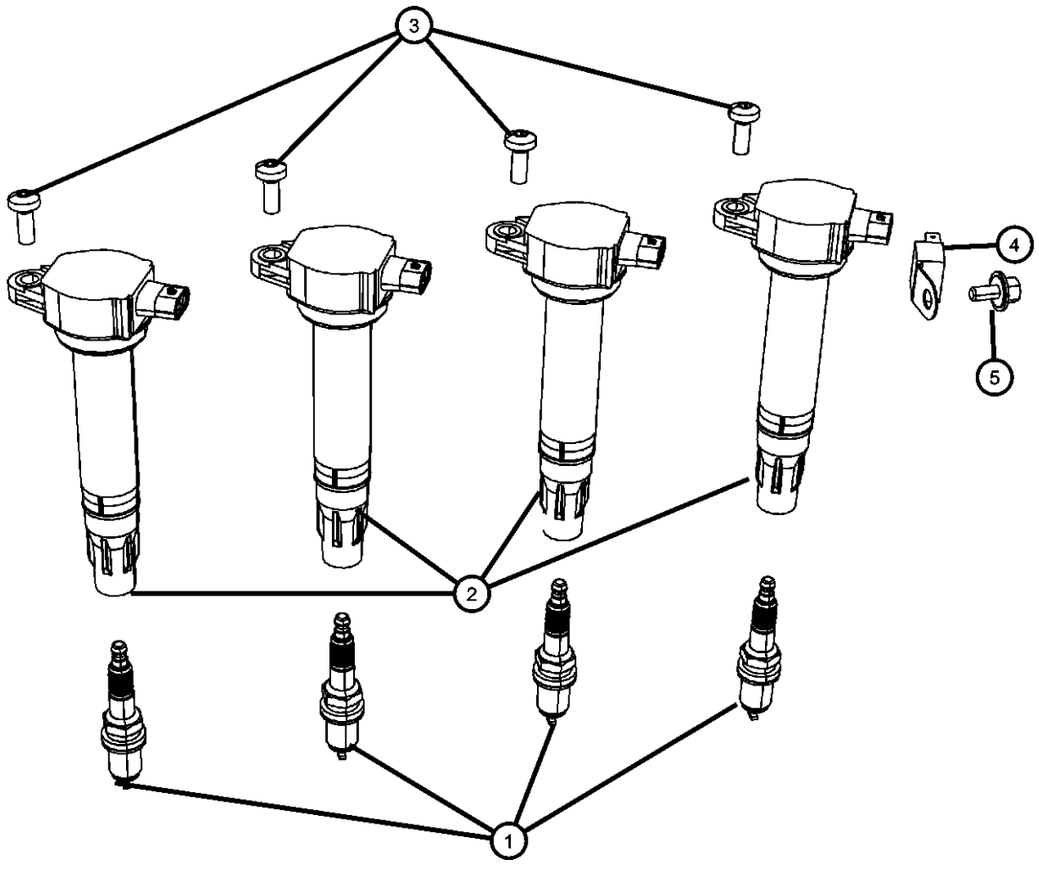
For Electrical Connector Repair Information visit the World Wide Web at

http://dto.vftis.com/mopar/disclaimer.asp

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Spark Plugs and Ignition Coil
Figure 8-1905



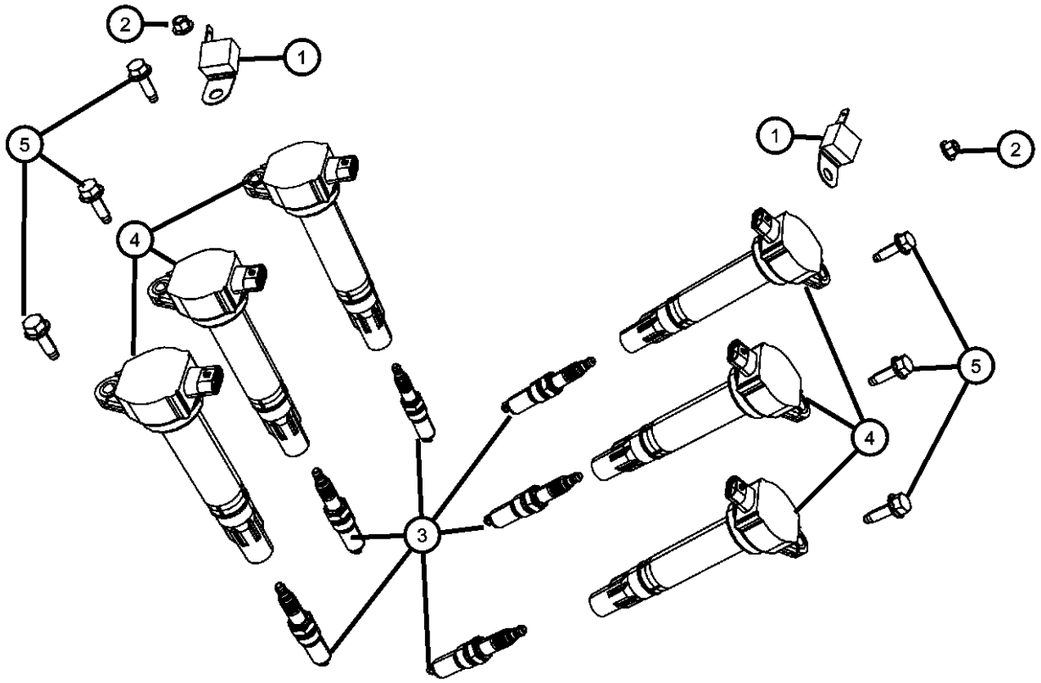
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SPARK PLUG
	05149060AB	4	B, D, E		49	EDG			
	SP0ZFR5F11	4	B, D, E		49	ED3			
2	04606824AB	4	B, D, E		49	ED3, EDG			COIL, Ignition
3	06104142AA	4	B, D, E		49	ED3, EDG			SCREW, Pan Head, M6x1.00x16.00
4	04606866AA	1	B, D, E		49	ED3, EDG			CAPACITOR, Ignition
5		1							SCREW, Hex Flange Head, M6x1x12, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Spark Plugs and Ignition Coil
Figure 8-1906

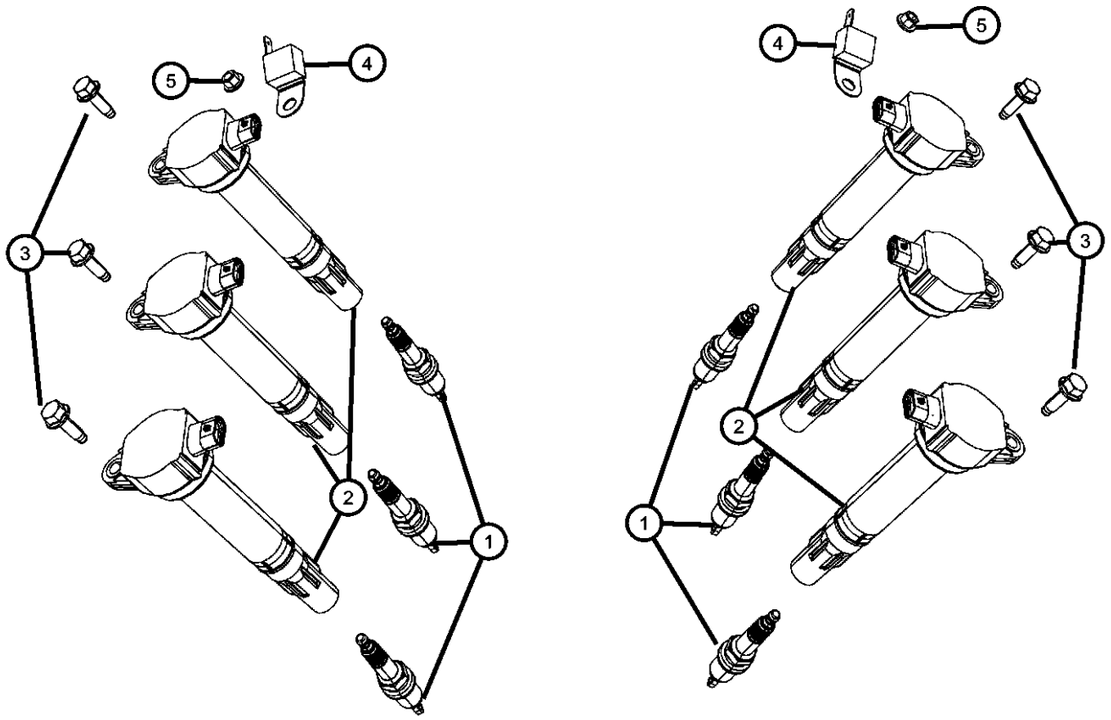
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04606866AA	2	B, D, E		49	EER			CAPACITOR, Ignition
2		2							NUT, M5x.8, (NOT SERVICED)
3	SPRE14PMC5	6	B, D, E		49	EE0			SPARK PLUG
4	04606869AB	6	B, D, E		49	EER, EGF			COIL, Ignition
5	06508683AA	6	B, D, E		49	EER			SCREW, Hex Flange Head, M6x1x20



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Spark Plugs and Ignition Coil
Figure 8-1907

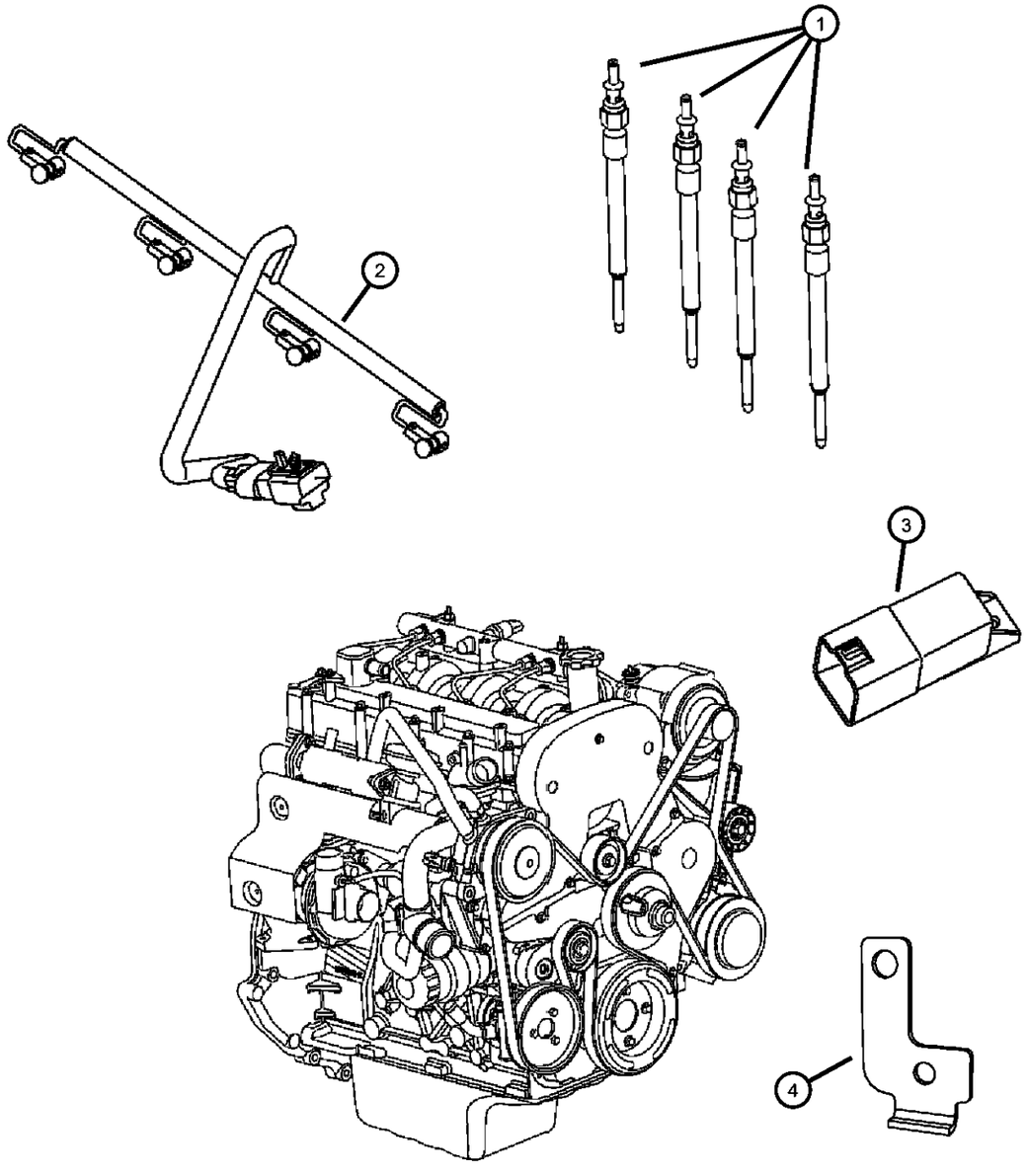


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	SZFR5LP13G	6	B, D, E		49	EGF			SPARK PLUG
2	04606869AB	6	B, D, E		49	EE0, EGF			COIL, Ignition
3	06508683AA	6	B, D, E		49	EGF			SCREW, Hex Flange Head, M6x1x20
4	05149061AA	1	B, D, E		49	EGF			CAPACITOR, Ignition
5		1							NUT, M5x.8, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Glow Plugs
Figure 8-1915

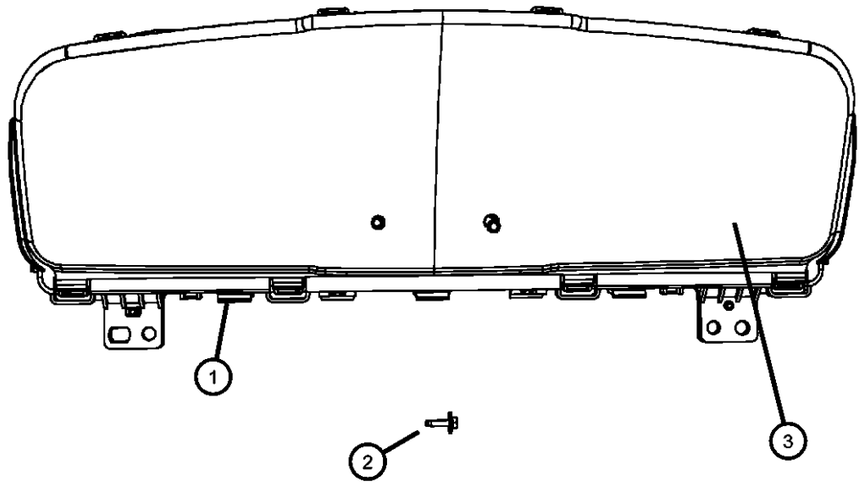


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68021306AA	1	B, D, E		49	ECE			PLUG, Glow
2	68001592AB	1	B, D, E		49	ECE			WIRING, Glow Plug
3	05033351AA	1	B, D, E		49	ECE			MODULE, Glow Plug
4	05094044AB	1	B, D, E		49	EC0			BRACKET, Glow plug

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cluster Instrument Panel
Figure 8-2105



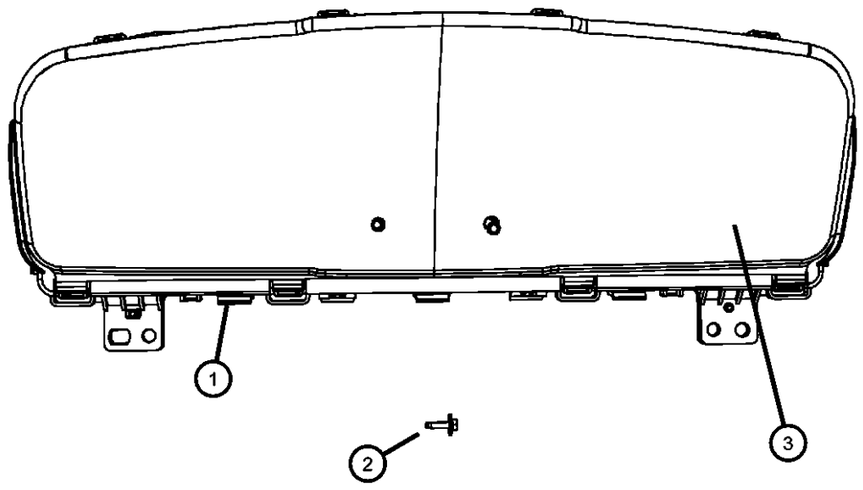
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CLUSTER, Instrument Panel
	05172539AD	1	B, D, E		49				[JCB,JA6]
	05172873AA	1	B, D, E		49				[JCB,JA4,LEJ]
	56044830AF	1	B, D, E		49				[JCB]
	56044832AC	1	B, D, E		49				[JCB,LEJ]
	56044833AF	1	B, D, E		49				[JCB,JAT,JA6]
	56044834AF	1	B, D, E		49	ED3, EDG, EER, EGF			[JDJ]
	56044835AF	1	B, D, E		49	ED3, EDG, EER, EGF			[JDJ,LEJ]
	56044836AF	1	B, D, E		49	ED3, EDG, EER, EGF			[JDJ,JAT]
	56044838AF	1	B, D, E		49	ECE			[JDJ,JAT]
	56044839AF	1	B, D, E		49	ECE			[JDJ,LEJ]
	56044840AF	1	B, D, E		49	ECE			[JDJ]
	56044842AF	1	B, D, E		49	ECE			[JCE]
	56044843AF	1	B, D, E		49	ECE			[JCE,LEJ]
	56044844AF	1	B, D, E		49	ECE			[JCE,JAT]
	56044845AF	1	B, D, E		49	ED3, EDG, EER, EGF			[JCE,JAT]
	56044846AF	1	B, D, E		49	ED3, EDG, EER, EGF			[JCE]
	56044848AD	1	B, D, E		49	ED3, EDG, EER, EGF			[JCE,LEJ]
2	06104568AA	4	B, D, E		49				SCREW, Tapping Round Head, M4.2X1.4X19.0
3									MASK AND LENS, Instrument Cluster
	68048516AA	1	B, D, E		49	ED3, EDG, EER, EGF			
	68048517AA	1	B, D, E		49	ECE			[LEJ]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cluster Instrument Panel
Figure 8-2105

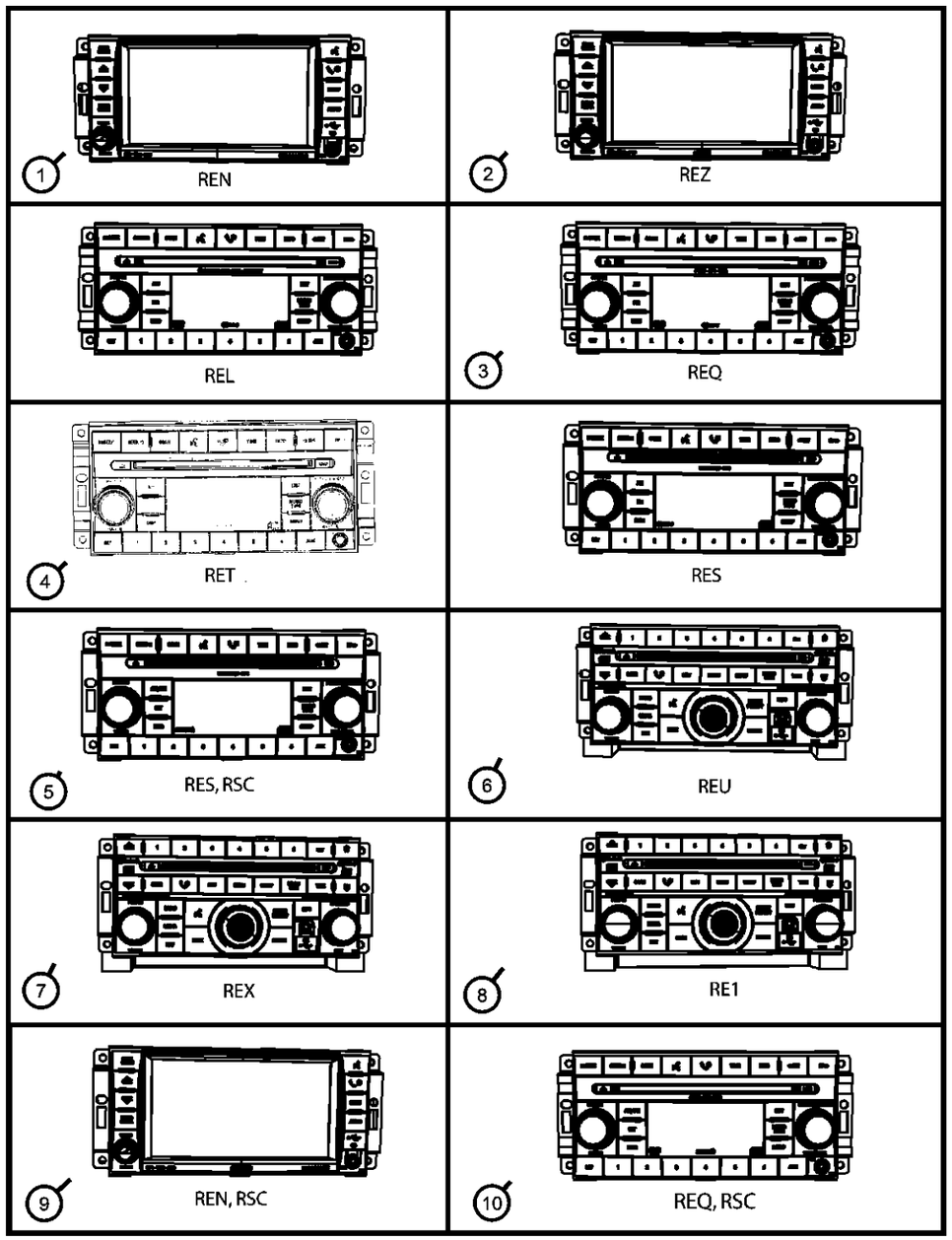
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49	ED3, EDG, EER, EGF			[LEJ]
		1	B, D, E		49	ECE			



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Radios
Figure 8-2205

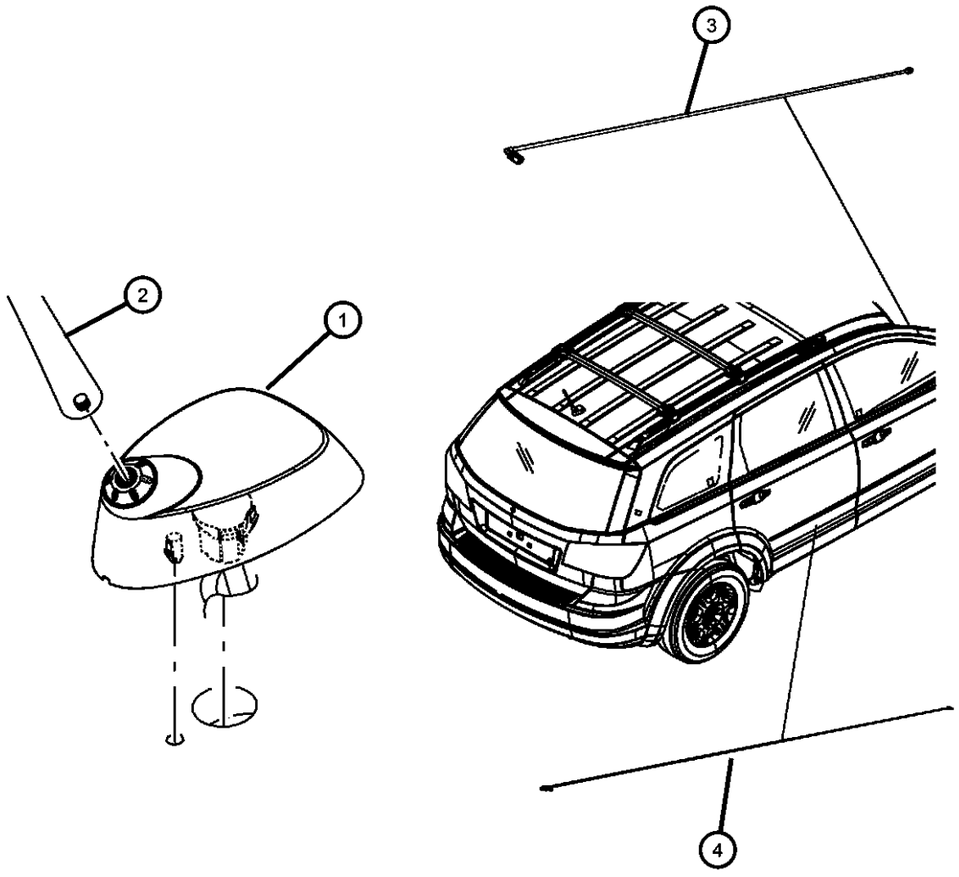


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05064757AB	1	B, D, E		49				RADIO, AM/FM/DVD/HDD/MP3/RR CAMERA, [REN]
2	05064760AB	1	B, D, E		49				RADIO, MW/FM/DVD/HDD/MP3/RR CAMERA, [REZ]
3	05064940AC	1	B, D, E		49				RADIO, AM/FM/6 DVD, [REQ]
4	05064942AA	1	B, D, E		49				RADIO, MW/FM/6 DVD, [RET]
5	05064421AD	1	B, D, E		49				RADIO, AM/FM/CD/SDARS, [RES,RSC]
6	05107097AF	1	B, D, E		49				RADIO, AM/FM/6 DVD/HDD/NAV/USB, [REU]
7	05107098AF	1	B, D, E		49				RADIO, MW/FM/6 DVD/HDD/NAV/USB, [REX]
8	05091099AB	1	B, D, E		49				RADIO, MW/FM/6 DVD/HDD/NAV/USB, [RE1]
9	05064759AB	1	B, D, E		49				RADIO, AM/FM/DVD/HDD/MP3/SDARS/RR CAMERA, [REN,RSC]
10	05064932AA	1	B, D, E		49				RADIO, AM/FM/6 DVD/SDARS, [REQ,RSC]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Antenna
Figure 8-2210

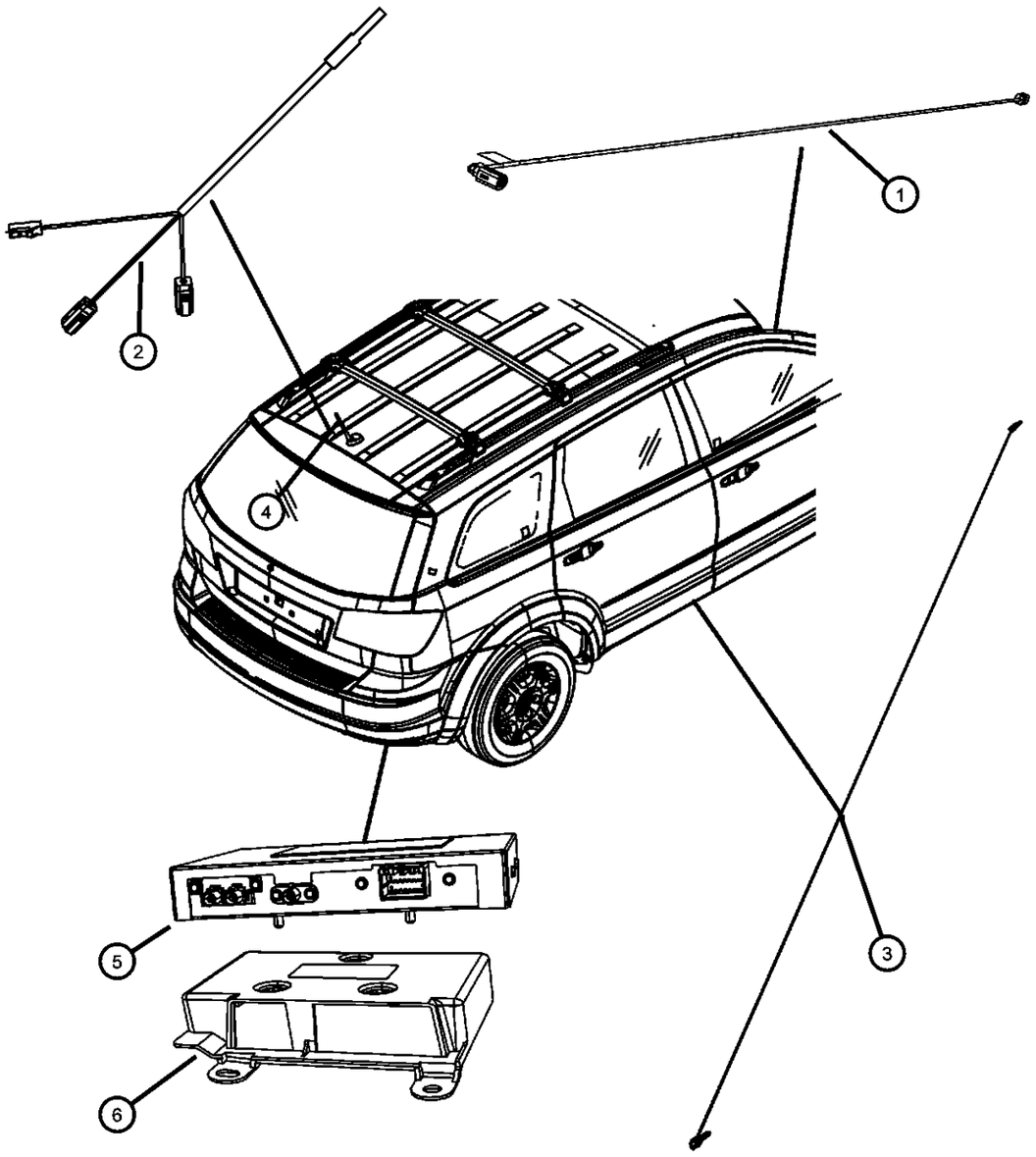


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									ANTENNA, Base Cable And Bracket
	05064164AC	1	B, D, E		49				[RSC] Satellite Radio
	05064252AC	1	B, D, E		49				[-RSC] Without Satellite Radio
2	05064710AA	1	B, D, E		49				MAST, Antenna, [RDB]
3	05064328AA	1	B, D, E		49				CABLE, AntennaInstrument Panel
4	05064329AA	1	B, D, E		49				CABLE, Antenna

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Satellite Radio System
Figure 8-2215

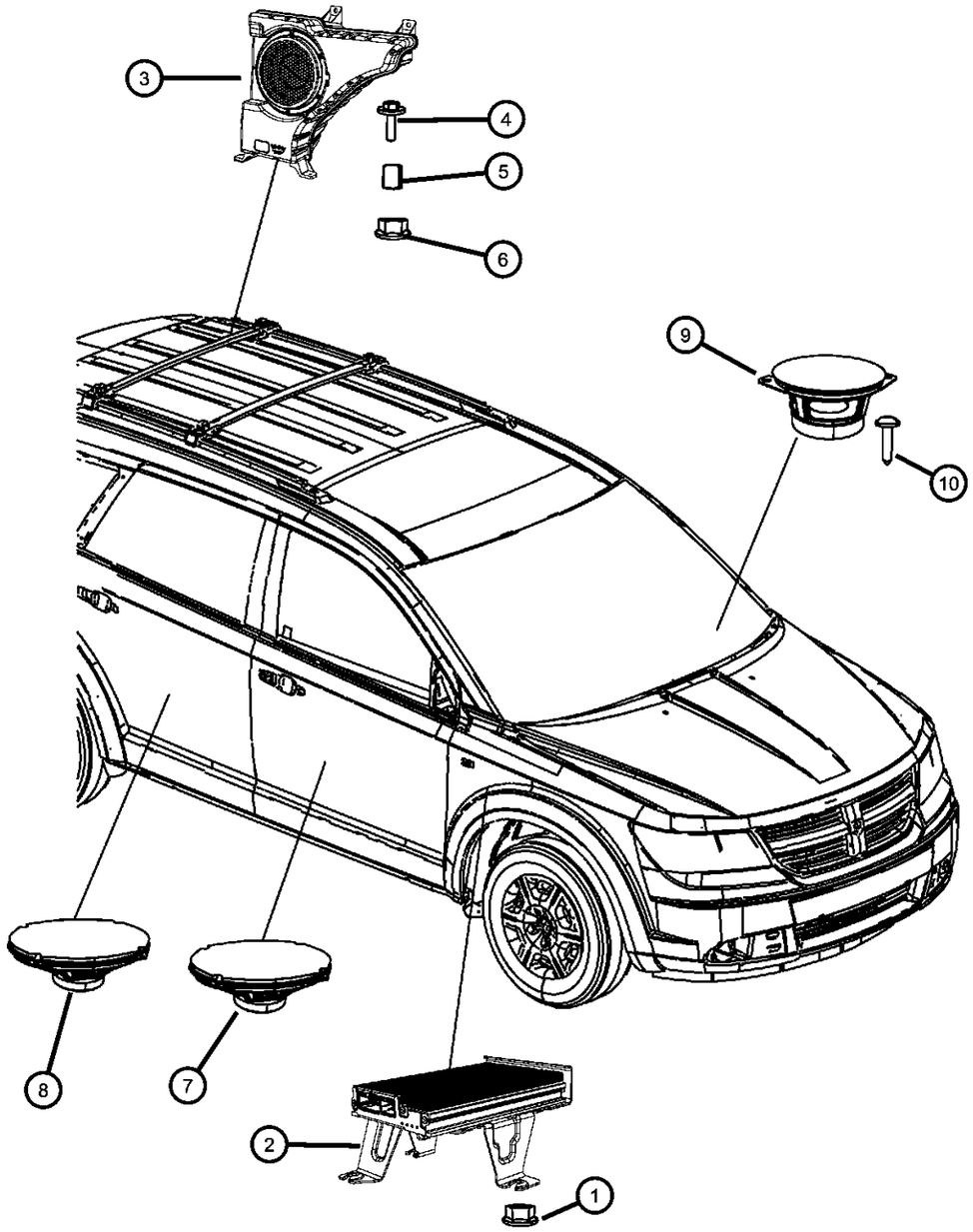


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05064330AB	1	B, D, E		49				WIRING, Radio
2									ANTENNA, Base Cable And Bracket
	05064164AB	1	B, D, E		49				[RSC]
	05064252AC	1	B, D, E		49				
3									CABLE, Satellite Radio
	05064331AC	1	B, D, E		49				[RSC] Body
	68049340AB	1	B, D, E		49				
	68049342AA	1	D		49	ED3, EDG, EER, EGF			[RC9] SDARS
	68049341AA	1	D		49	ED3, EDG, EER, EGF			Body
		1	E		49				Body
	68049344AA	1	D		49	ED3, EDG, EER, EGF			[RC9,RSV] Video
	68049343AA	1	D		49	ED3, EDG, EER, EGF			[RC9,RSV] Body Middle
		1	E		49				[RC9,RSV] Body Middle
		1	E		49				[RC9,RSV] Video
4	05064724AA	1	B, D, E		49				ANTENNA, Satellite, [RSV]
5	05064189AH	1	B, D, E		49				RECEIVER, Satellite
6	05064745AA	1	B, D, E		49				BRACKET, SATELLITE VIDEO RECEIVER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Speakers and Amplifers
Figure 8-2220

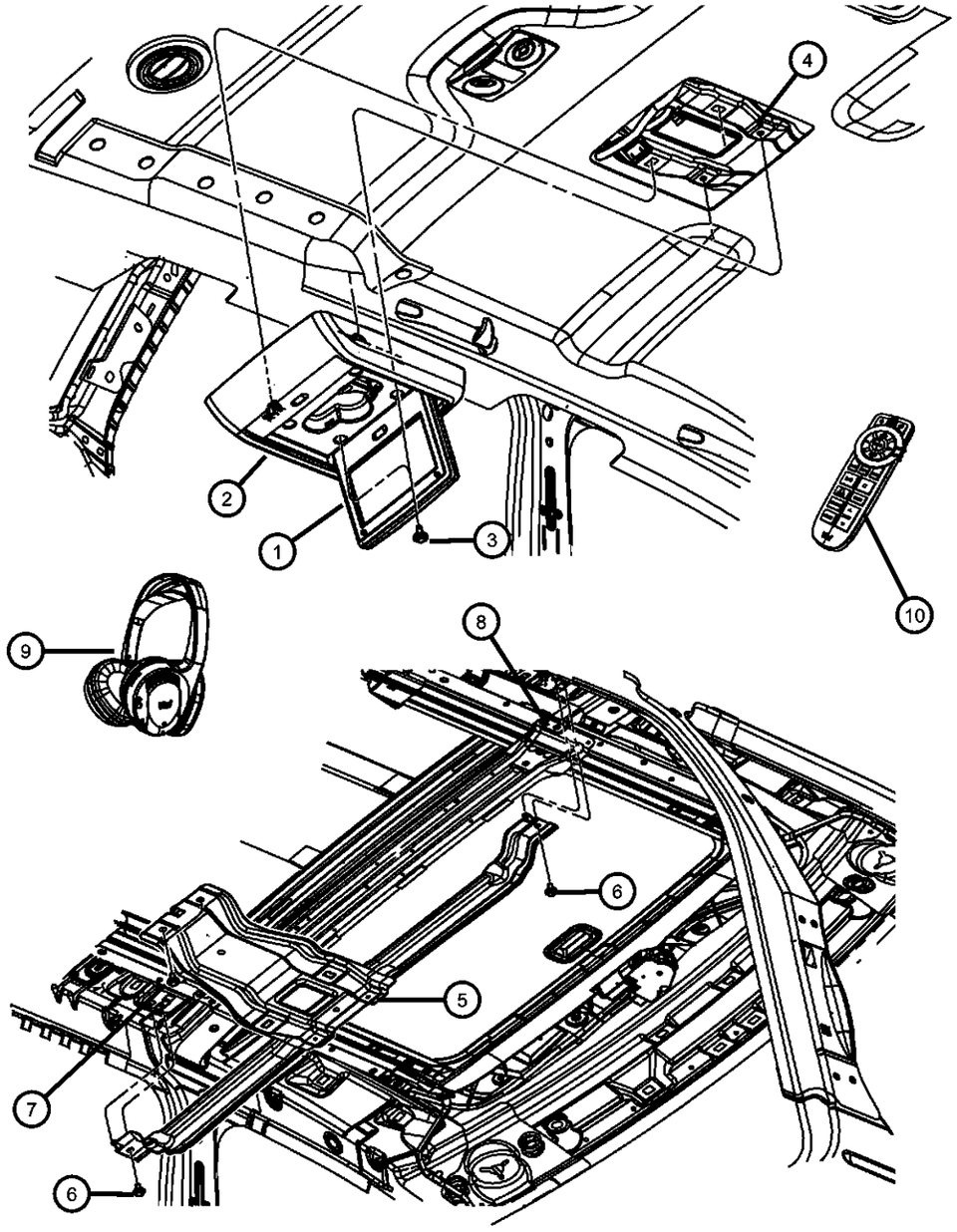


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06104708AA	3	B, D, E		49				NUT, Hex, M6, Amplifer to Body
2	05064302AC	1	B, D, E		49				AMPLIFIER, [RD6]
3	05064298AC	1	B, D, E		49				SPEAKER, Sub Woofer
4	06101818	2	B, D, E		49				SCREW AND WASHER, Hex Head, M6X1.00X25.00, Subwoofer to Quarter Panel
5	06506955AA	2	B, D, E		49				NUT, Snap In, Subwoofer to Quarter Panel
6	06104708AA	3	B, D, E		49				NUT, Hex, M6, Amplifier to body
7									SPEAKER, 6"X9"
	05081669AA	2	B, D, E		49				[RC9], Front Door
	05091019AB	2	B, D, E		49				[RCG], Front Door
8									SPEAKER, 6"X9"
	05081669AA	2	B, D, E		49				[RC9], Rear Door
	05091019AB	2	B, D, E		49				[RCG], Rear Door
9									SPEAKER, 3.5"
	05059062AA	2	B, D, E		49				[RCG], Instrument Panel
	05064120AB	2	B, D, E		49				[RC9], Instrument Panel
10	06104568AA	4	B, D, E		49				SCREW, Tapping Round Head, M4.2X1.4X19.0, Instrument panel speaker mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

DVD and Video System
Figure 8-2225



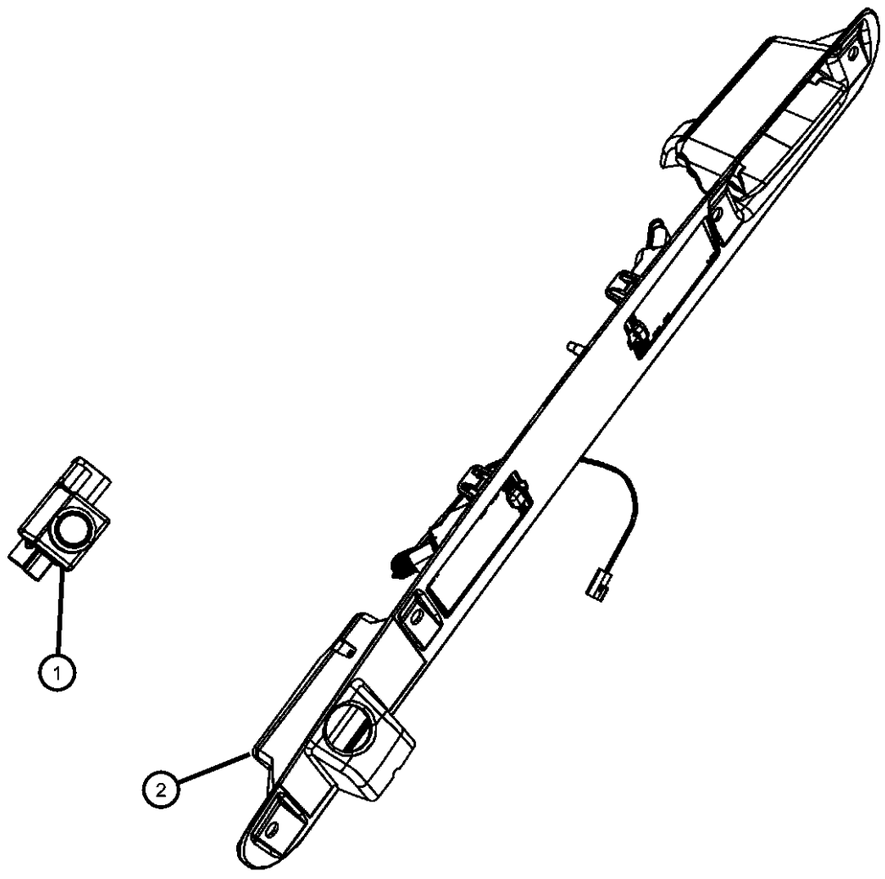
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	1CM00DW1AE	1	B, D, E		49				MONITOR, Media System
2									BEZEL, DVD screen
	1FN43DW1AB	1	B, D, E		49				
	1FN44DW1AB	1	B, D, E		49				[HAG]
	1FN45DW1AB	1	B, D, E		49				[HAH]
3		1							SCREW AND WASHER, (NOT SERVICED),
4	05104653AA	4	B, D, E		49				SCREW, Hex Head, M6X16X8.8, Video Screen Bracket to Roof BOW
5									BRACKET, Mounting
	05064399AC	1	B, D, E		49				[GWG]
	05064407AC	1	B, D, E		49				
6	05104653AA	2	B, D, E		49				SCREW, Hex Head, M6X16X8.8, Video Screen Bracket to Roof Rail
7	06506035AA	2	B, D, E		49				NUT, U, M6x1.00, Video Screen Bracket to Roof Rail
8	06506035AA	2	B, D, E		49				NUT, U, M6x1.00, Video Screen Bracket to Roof BOW
9	05107082AC	2	B, D, E		49				HEADPHONES, Wireless
10	05107094AB	1	B, D, E		49				REMOTE, Wireless Infrared

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear View Camera System
Figure 8-2230

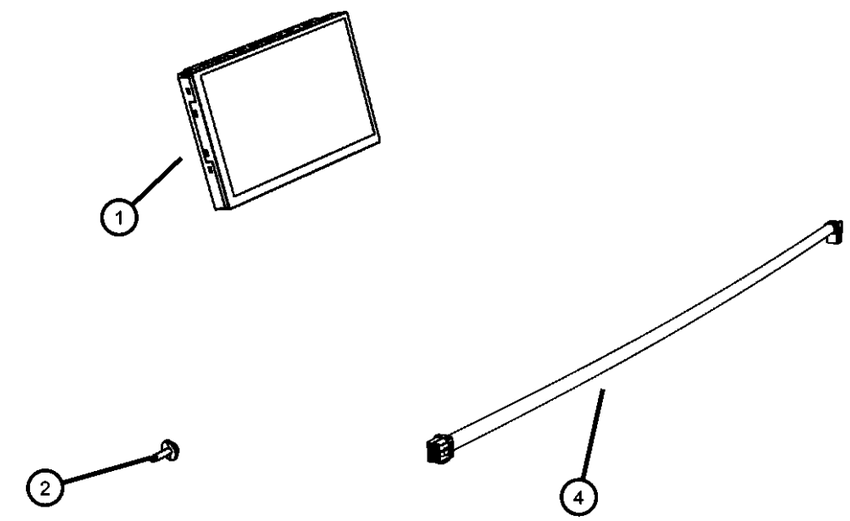
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05026338AB	1	B, D, E		49				CAMERA
2	05178321AC	1	B, D, E		49				HANDLE, Liftgate
3	68040760AA	1	B, D, E		49				WIRING, License Lamp

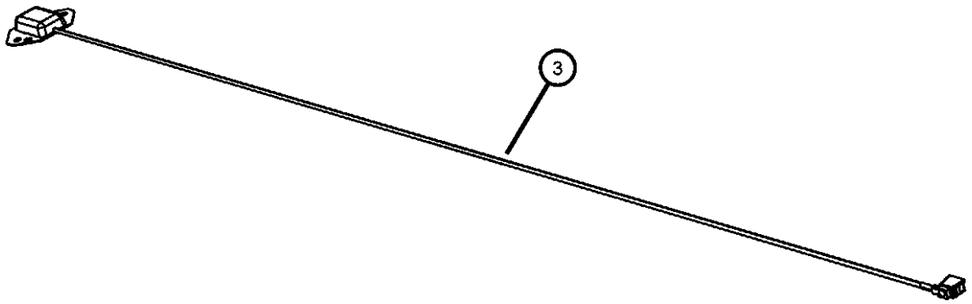


JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Navigation System
Figure 8-2405



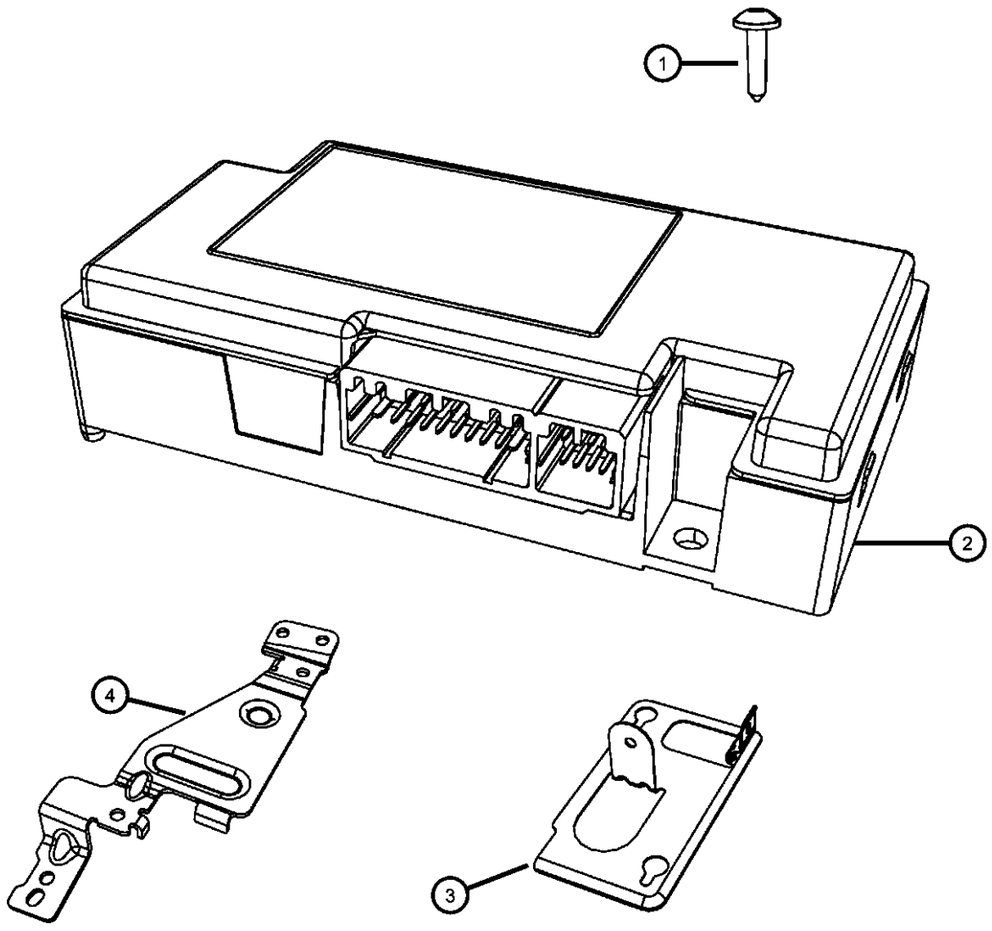


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05064339AB	1	B, D, E		49				DISPLAY, Navigation
2	06104568AA	2	B, D, E		49				SCREW, Tapping Round Head, M4.2X1.4X19.0
3	05064187AA	1	B, D, E		49				ANTENNA, Global Positioning
4	05064490AB	1	B, D, E		49				WIRING, Navigation Display

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Telecommunications
Figure 8-2505

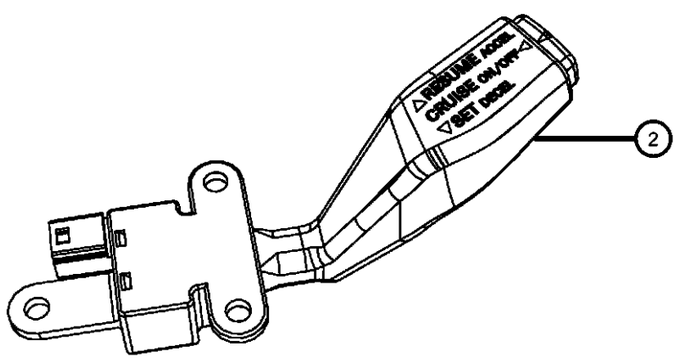


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06104568AA	4	B, D, E		49				SCREW, Tapping Round Head, M4.2X1.4X19.0
2									MODULE, Telematics
	05064483AD	1	B, D, E		49				[RSQ] Up to 01/28/08
	05064483AG	1	B, D, E		49				[RSQ] After 01/28/08
	05064449AE	1	B, D, E		49				[RSP]
3	05031941AA	1	B, D, E		49				BRACKET, Module, [RSP,RSQ]
4	68046547AA	1	D, E		49				BRACKET, Module

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Speed Control
Figure 8-2705



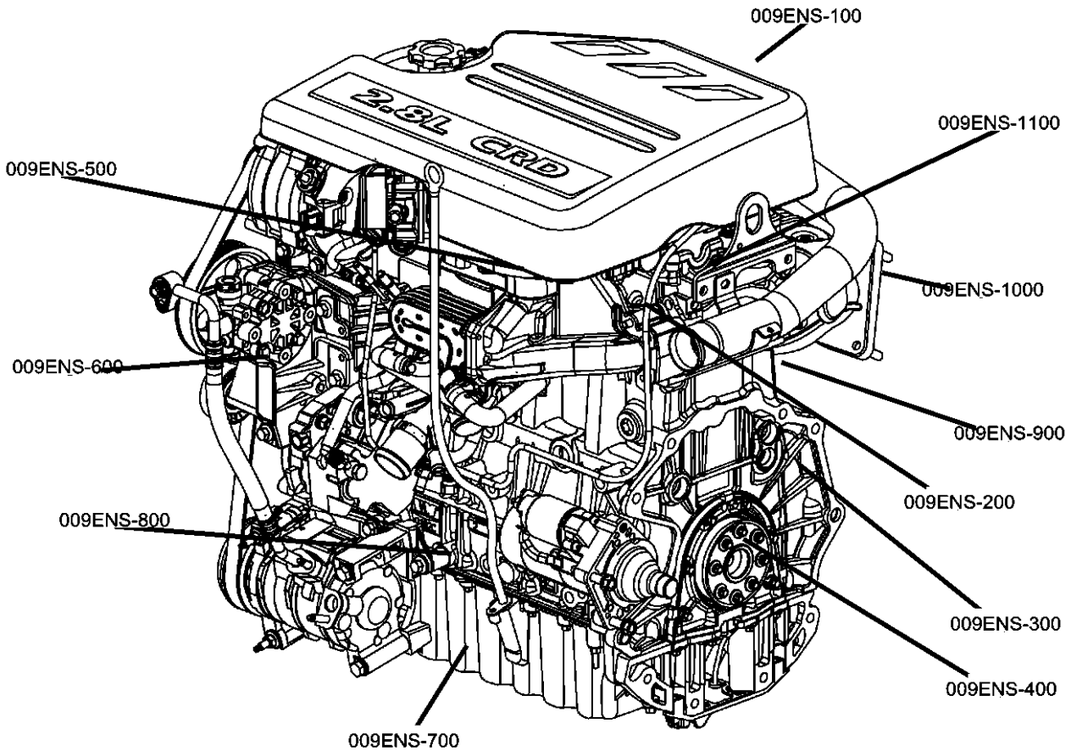
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes: [LAZ] = Vehicle Information Center [NHM] = Speed Control [RDZ] = Steering Wheel Mounted Audio Controls [SCL] = Leather Wrapped Steering Wheel									
-1		1							CLIP, Mounting, (NOT SERVICED)
2									SWITCH, Speed Control
	04671929AA	1	B, D, E		49				Up to 04/01/08
	68057091AA	1	B, D, E		49				After 08/27/08
	04671929AB	1	B, D, E		49				After 04/01/08 and up to 08/27/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 009ECE

2.0L Turbo Diesel; Engine



009ECE-100 Engine Identification	**009ECE-1000** Manifolds and Vacuum Fittings	**009ECE-1100** Crankcase Ventilation	**009ECE-1200** Engine Mounting
009ECE-200 Cylinder Head	**009ECE-300** Cylinder Block	**009ECE-400** Crankshaft, Piston, Drive Plate, Flywheel, and Damper	**009ECE-500** Camshaft and Valve
009ECE-600 Timing Belt/Chain and Cover and Balance Shaft	**009ECE-700** Engine Oiling, Oil Pan and Indicator (Dipstick)	**009ECE-800** Engine Oil Cooler	**009ECE-900** Turbo and Super Chargers

Group - 009ECE 2.0L Turbo Diesel; Engine

Illustration Title — Group-Fig. No.

Engine Identification
Engine Assembly And Service Long Block 2.0L Diesel [ECE] ..... Fig. 009ECE - 110
Engine Cover And Related Parts 2.0L Diesel [ECE] ..... Fig. 009ECE - 125

Cylinder Head
Cylinder Head Cover 2.0L Diesel [ECE] ..... Fig. 009ECE - 205
Cylinder Head 2.0L Diesel [ECE] ..... Fig. 009ECE - 225

Cylinder Block
Engine Cylinder Block And Hardware 2.0L Diesel [ECE] ..... Fig. 009ECE - 305

Crankshaft, Piston, Drive Plate, Flywheel, and Damper
Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.0L Diesel [ECE] ..... Fig. 009ECE - 405
Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.0L Diesel [ECE] ..... Fig. 009ECE - 425

Camshaft and Valve
Camshafts And Valvetrain 2.0L Diesel [ECE] ..... Fig. 009ECE - 505

Timing Belt/Chain and Cover and Balance Shaft
Timing Case Cover 2.0L Diesel [ECE] ..... Fig. 009ECE - 605
Timing System 2.0L Diesel [ECE] ..... Fig. 009ECE - 625
Balance Shaft/Oil Pump Assembly 2.0L Diesel [ECE] ..... Fig. 009ECE - 665

Engine Oiling, Oil Pan and Indicator (Dipstick)
Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.0L Diesel [ECE] ..... Fig. 009ECE - 725
Engine Oil Filter And Adapter 2.0L Diesel [ECE] ..... Fig. 009ECE - 745

Engine Oil Cooler
Engine Oil Cooler 2.0L Diesel [ECE] ..... Fig. 009ECE - 805

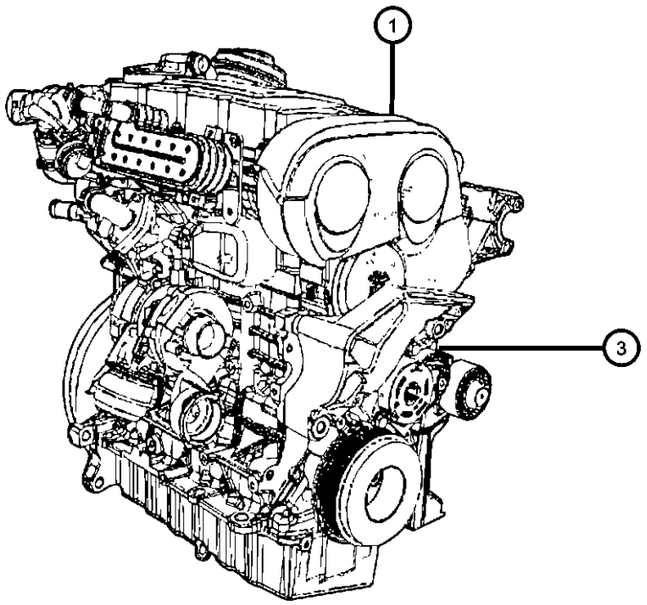
Turbo and Super Chargers
Exhaust Manifold/Turbocharger Assembly 2.0L Diesel [ECE] ..... Fig. 009ECE - 945

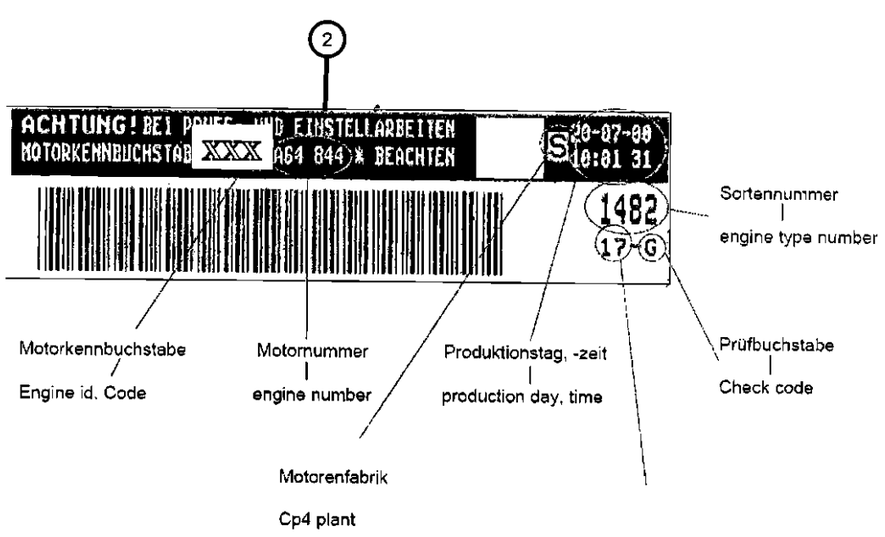
Manifolds and Vacuum Fittings
Intake Manifold 2.0L Diesel [ECE] ..... Fig. 009ECE - 1025

Crankcase Ventilation
Crankcase Ventilation 2.0L Diesel [ECE] ..... Fig. 009ECE - 1105

Engine Mounting
Engine Mounting Front FWD 2.0L Diesel [ECE] ..... Fig. 009ECE - 1205
Engine Mounting Right Side FWD 2.0L Diesel [ECE] ..... Fig. 009ECE - 1215
Engine Mounting Left Side FWD 2.0L Diesel [ECE] ..... Fig. 009ECE - 1230
Engine Mounting Rear FWD 2.0L Diesel [ECE] ..... Fig. 009ECE - 1245

Engine Assembly And Service Long Block 2.0L Diesel [ECE]
Figure 009ECE-110





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

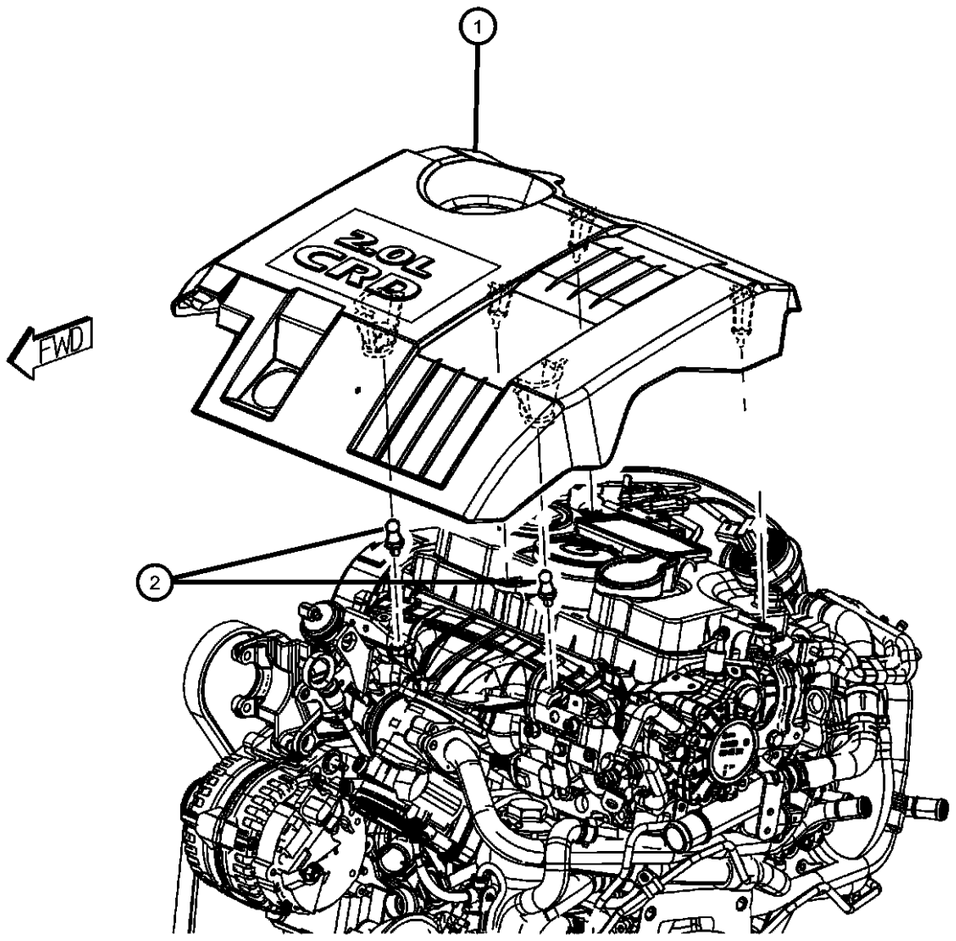
NOTE:
When Engine Long Block Is Ordered, The First Three Alpha Characters Of The Engine I.D. Code Must Be Obtained For Proper Engine Replaceme
Engine I.D. Codes Are Listed Below:
[BSY] = NON-Balance Shaft Engine
[BLY] = Balance Shaft Engine WITHOUT Diesel Particulate Filter
[BWD] = Balance Shaft Engine WITH Diesel Particulate Filter
Engine Long Block Does Not Include Any External Bolt On Components, Only Main Components Cylinder Head, Cylinder Block, And Internals ETC
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1		1							ENGINE, Complete, Diesel, Serviced By Base Engine Only, (NOT SERVICED),
2		1							LABEL, Engine Identification, Located On Timing Cover See Note For Important Information, (NOT SERVICED)
3	68040870AA	1	B, D, E			ECE			ENGINE, Long Block, See Note For Important Information

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cover And Related Parts 2.0L Diesel [ECE]
Figure 009ECE-125



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

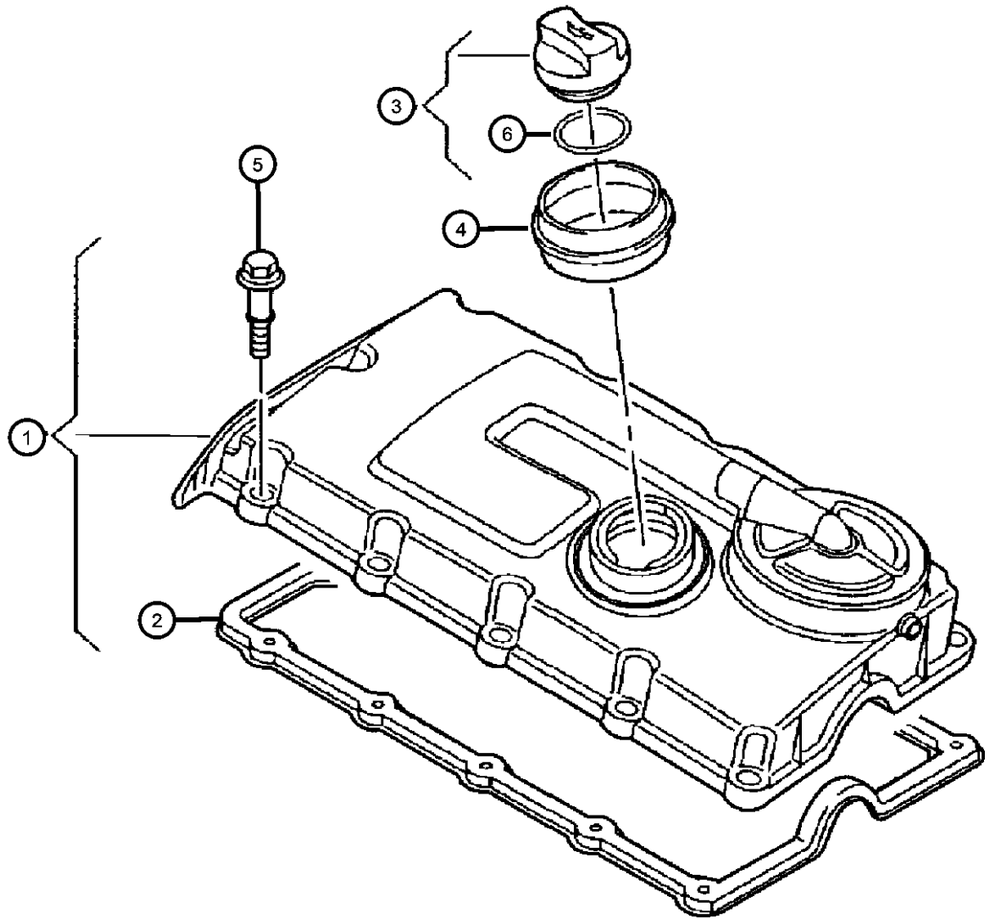
NOTE:
When Engine Long Block Is Ordered, The First Three Alpha Characters Of The Engine I.D. Code Must Be Obtained For Proper Engine Replaceme
Engine I.D. Codes Are Listed Below:
[BSY] = NON-Balance Shaft Engine
[BLY] = Balance Shaft Engine WITHOUT Diesel Particulate Filter
[BWD] = Balance Shaft Engine WITH Diesel Particulate Filter
Engine Long Block Does Not Include Any External Bolt On Components, Only Main Components Cylinder Head, Cylinder Block, And Internals ET
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04891885AB	1	B, D, E		ECE	COVER, Engine
2	06508217AA	2	B, D, E		ECE	BALL STUD, Engine Cover Attach, M6X1.00X10.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Cover 2.0L Diesel [ECE]
Figure 009ECE-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

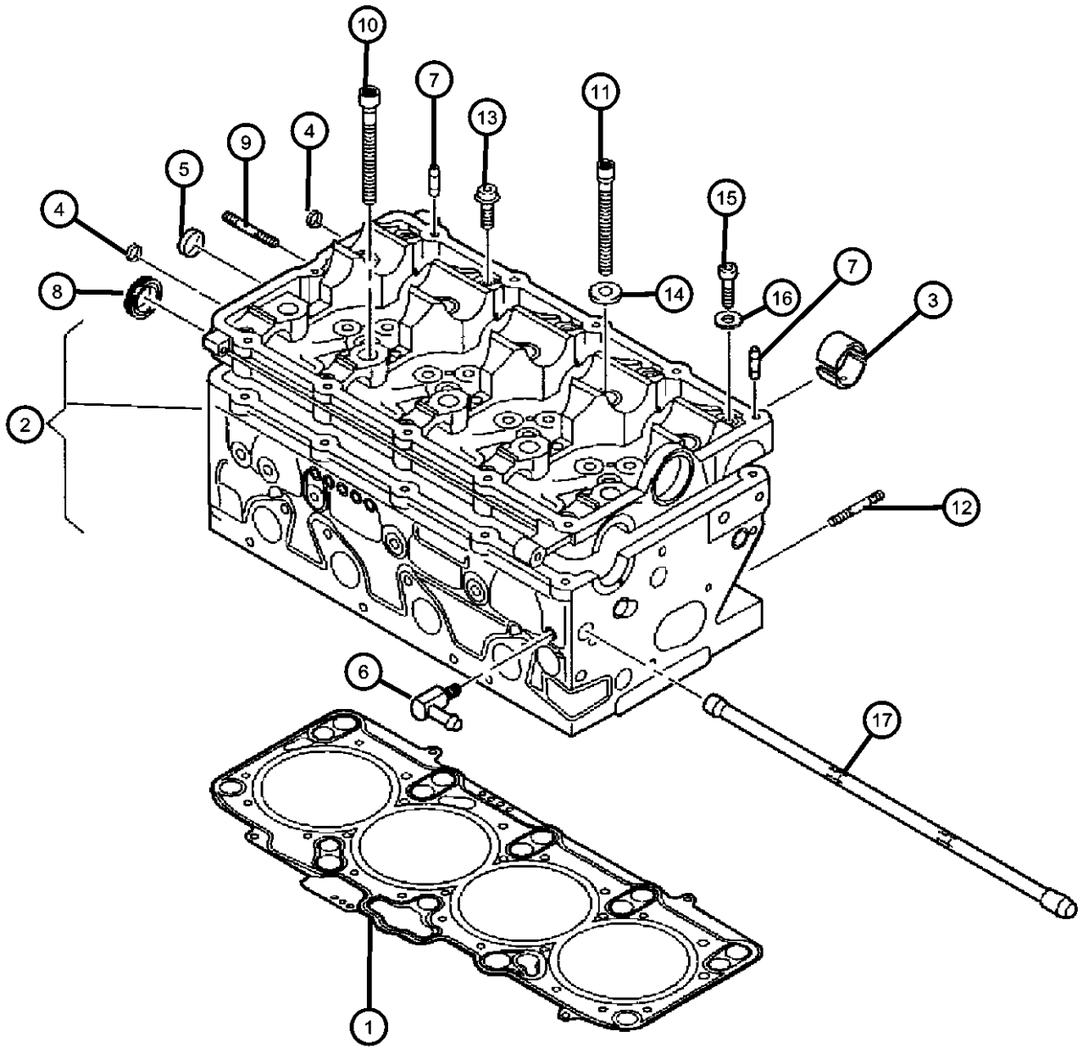
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68041142AA	1	B, D, E			ECE			COVER, Cylinder Head
2	68001293AA	1	B, D, E			ECE			GASKET, Cylinder head Cover
3	68041153AA	1	B, D, E			ECE			CAP, Oil Filler
4	68001312AA	1	B, D, E			ECE			GASKET, Oil Filler Cap
5	68001292AA	11	B, D, E			ECE			BOLT, Hex Head, M6x20, Cylinder Head Cover To Cylinder Head, Mounting
6	68001296AA	1	B, D, E			ECE			SEAL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 2.0L Diesel [ECE]
Figure 009ECE-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

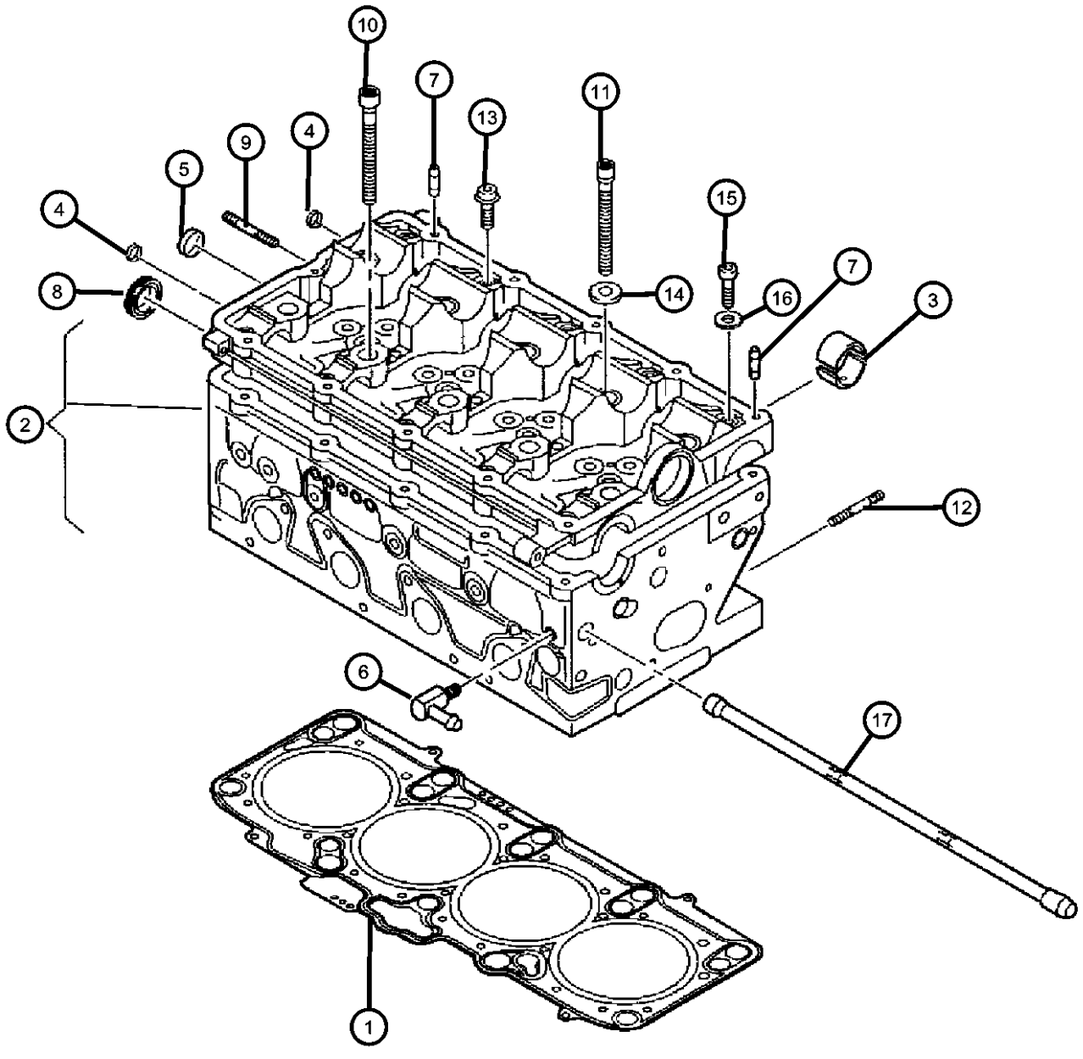
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1						GASKET, Cylinder Head
	68001272AA	1	B, D, E		ECE	1.71 MM 3 Holes
	68033094AA	1	B, D, E		ECE	1.63 MM 2 Holes
	68033096AA	1	B, D, E		ECE	1.55 MM 1 Hole
2	68001295AA	1	B, D, E		ECE	HEAD, Cylinder
3						BEARING, Camshaft
	68001139AA	10	B, D, E		ECE	Intake, Upper And Lower
	68001565AA	5	B, D, E		ECE	Exhaust, Lower
	68001570AA	5	B, D, E		ECE	Exhaust, Upper
4	68004312AA	2	B, D, E		ECE	PLUG, Core
5	68001486AB	1	B, D, E		ECE	PLUG, Core
6	68001314AA	1	B, D, E		ECE	FITTING
7	68001418AA	3	B, D, E		ECE	DOWEL PIN
8	68001164AA	2	B, D, E		ECE	SEAL, Camshaft
9	68001310AA	1	B, D, E		ECE	STUD, Double Ended, M8x73

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 2.0L Diesel [ECE]
Figure 009ECE-225

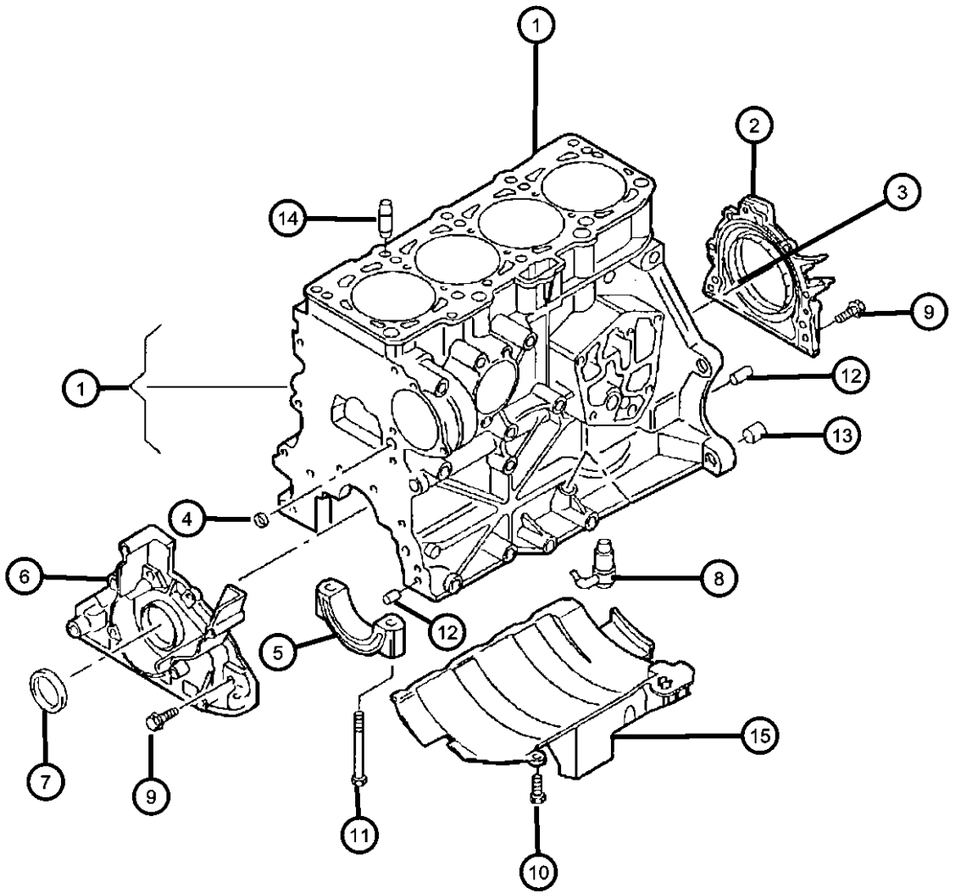


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	68001458AA	8	B, D, E			ECE			BOLT, M6x88, Cylinder Head To Cylinder Block, Mounting
11	68001457AA	10	B, D, E			ECE			BOLT, Torx Head, M12x149, Cylinder Head To Cylinder Block, Mounting
12	68001524AA	8	B, D, E			ECE			STUD, Double Ended, M8x35
13	68019947AA	10	B, D, E			ECE			BOLT, Socket Head, M8x35, Cam Plate To Cylinder Head
14	68001523AA	10	B, D, E			ECE			WASHER, Flat, M12.50x23.00x4.50, Cam Plate To Cylinder Head
15	68001487AB	5	B, D, E			ECE			BOLT, Socket Head, M8x20, Cam Plate To Cylinder Head
16	68041152AA	5	B, D, E			ECE			WASHER, Flat, M8.50x25.00x4.00, Cam Plate To Cylinder Head, Mounting
17	68001311AA	1	B, D, E			ECE			RAIL, Fuel

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.0L Diesel [ECE]
Figure 009ECE-305



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

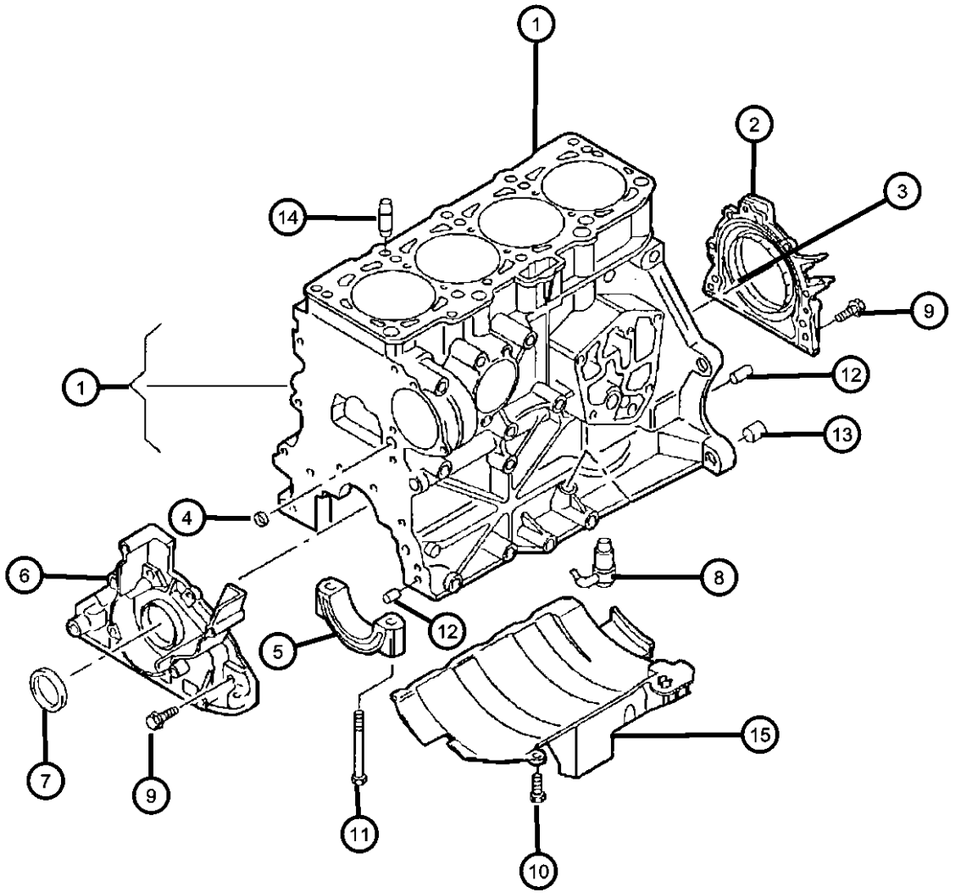
NOTE:
Base Engine Does Not Include Any Externa Bolt On Components, Only Main Components Cylinder Head, Cylinder Block, And Internals ETC.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68034259AB	1	B, D, E			ECE			BLOCK, Cylinder, Bare Cylinder Block
2	68000669AA	1	B, D, E			ECE			RETAINER AND SEAL, Crankshaft Rear Oil
3		1							SEAL, Rear Main Crankshaft, Serviced In Rear Retainer, (NOT SERVICED)
4	68004312AA	3	B, D, E			ECE			PLUG, Core
5		3							CAP, Main, Serviced with Cylinder Block, (NOT SERVICED)
6	68034263AA	1	B, D, E			ECE			RETAINER, Crankshaft Front Oil Seal
7	68000666AA	1	B, D, E			ECE			SEAL, Crankshaft Oil, Front
8	68000668AA	4	B, D, E			ECE			JET, Piston Oil Cooler
9									BOLT, Hex Head, M7x21.5
	68001543AB	6	B, D, E			ECE			Rear Oil Seal Retainer To Cylinder Block, Mounting
		6	B, D, E			ECE			Front Oil Seal Retainer To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.0L Diesel [ECE]
Figure 009ECE-305

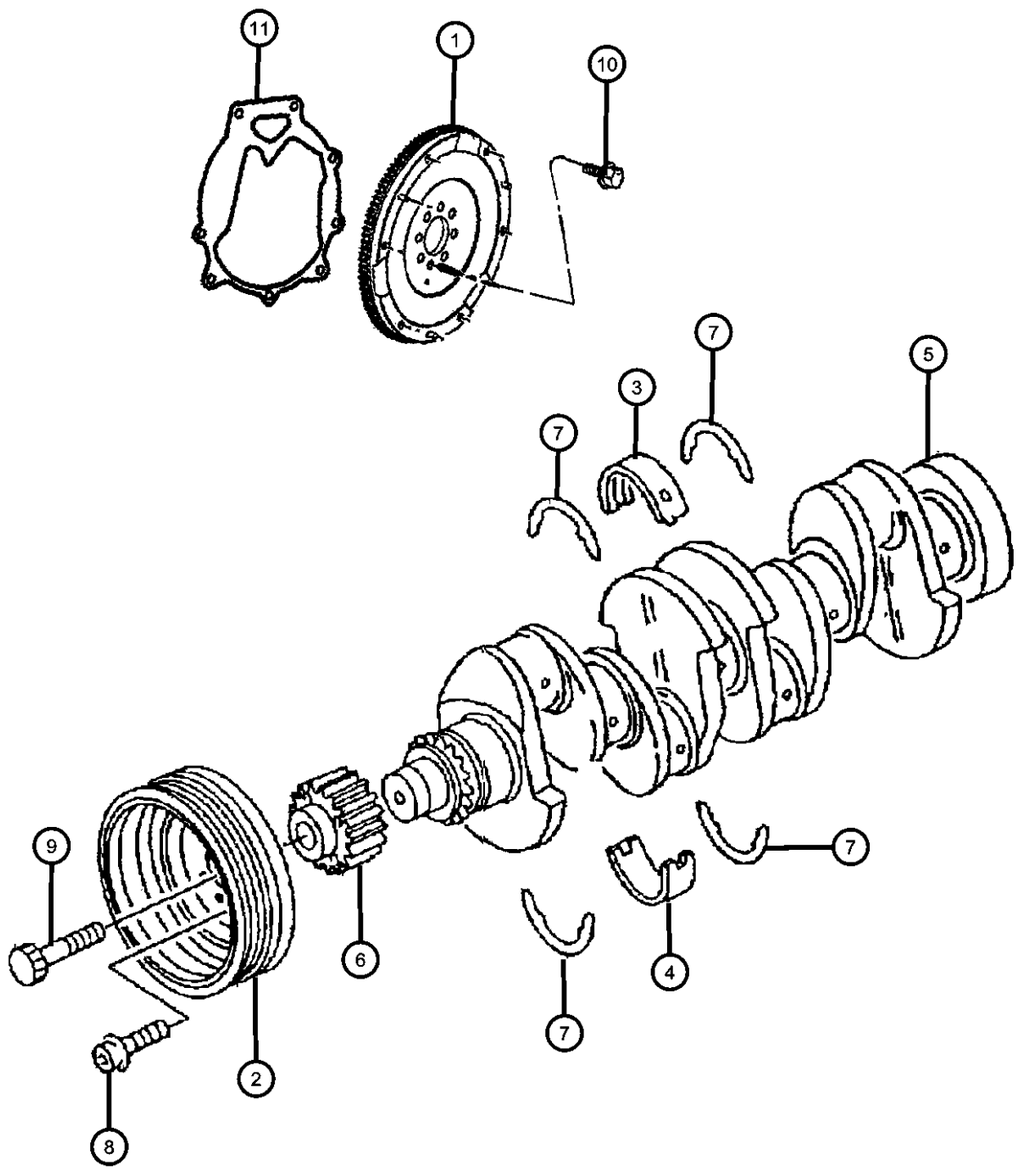


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	68001536AB	1	B, D, E			ECE			BOLT, M7x55, Windage Tray To Cylinder Block, Mounting
11	68001347AA	10	B, D, E			ECE			BOLT, Hex Flange Head, M10x80.00, Main Bearing Caps To Cylinder Block, Mounting
12	68001492AA	4	B, D, E			ECE			DOWEL PIN, 8.80x14.00
13	68000665AA	2	B, D, E			ECE			DOWEL PIN, 14.50x21.00, Cylinder Head To Cylinder Block, Mounting
14	68000664AA	2	B, D, E			ECE			DOWEL PIN, 16.00x13.50, Clutch Housing To Cylinder Block, Mounting
15	68000670AA	1	B, D, E			ECE			TRAY, Windage

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.0L Diesel [ECE]
Figure 009ECE-405

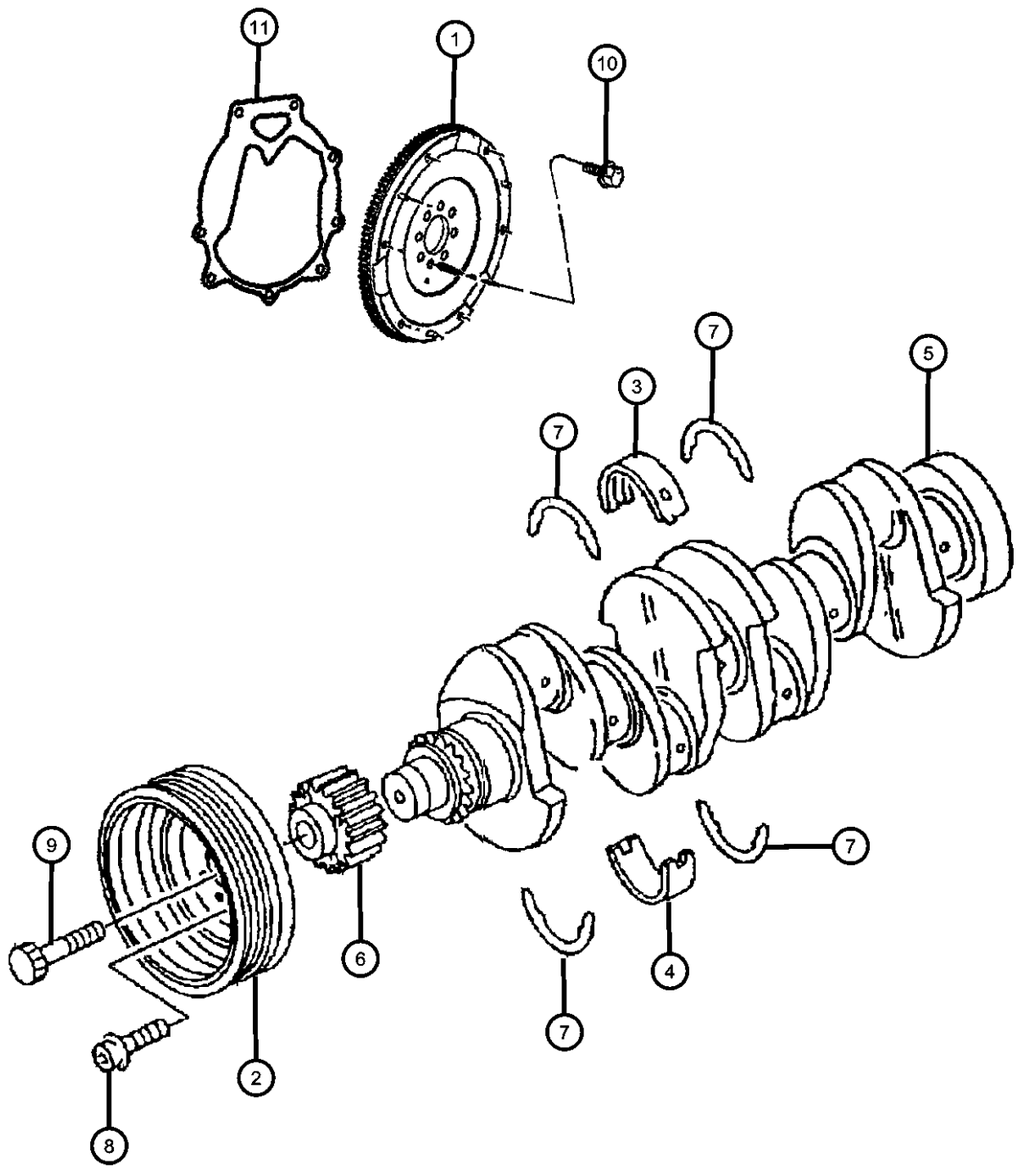


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual. For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification] Sales Codes: [DEF] = 6-Speed Manual Aisian BG6 Transmission [DFF] = 4-Seed Automatic VLP 41TE Transmission [DD7] = 5-Speed Manual T355 Transmission [DG2] = 6-Speed Automatic 62TE Transmission [DG5] = 6-Speed Automatic Transmission [DG0] = All Automatic Transmissions [ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine [EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine [ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine [ED0] = All 2.4L 4 Cylinder Gas Engines [EER] = 2.7L V-6 DOHC 24 Valve MPI Engine [EE0] = All 2.7L 6 Cylinder Gas Engines [EGF] = 3.5L High Output V-6 24 Valve MPI Engine [EG0] = All 3.5L 6 Cylinder Gas Engines [NAA] = Federal Emissions [NAE] = California Emisssions [NAM] = Mexico Emissions [NAS] = 50 State Emissions [NA1] = Export Emissions [NHA] = Engine Oil Cooler [NHK] = Engine Cylinder Block Heater									
1									FLYWHEEL
	04872694AF	1	B, D, E			ECE	DG5		
	05106019AA	1	B, D, E			ECE	DEF		
2	68001304AA	1	B, D, E			ECE			DAMPER, Vibration
3	68001343AB	5	B, D, E			ECE			BEARING, Crankshaft Upper
4	68001344AB	5	B, D, E			ECE			BEARING, Crankshaft Lower
5	68034265AA	1	B, D, E			ECE			CRANKSHAFT
6	68034267AA	1	B, D, E			ECE			SPROCKET, Crankshaft
7	68000631AA	1	B, D, E			ECE			WASHER KIT, Crankshaft Thrust, One [1] Package Services One [1] Set
8	68021326AA	4	B, D, E			ECE			BOLT, M8x20, Pulley To Crankshaft, Mounting
9	68001597AA	1	B, D, E			ECE			BOLT, 12 Point Head, M16x1.5x59, Damper To Crankshaft, Mounting
10									BOLT, Lock Patch, M10X1.00X22.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.0L Diesel [ECE]
Figure 009ECE-405

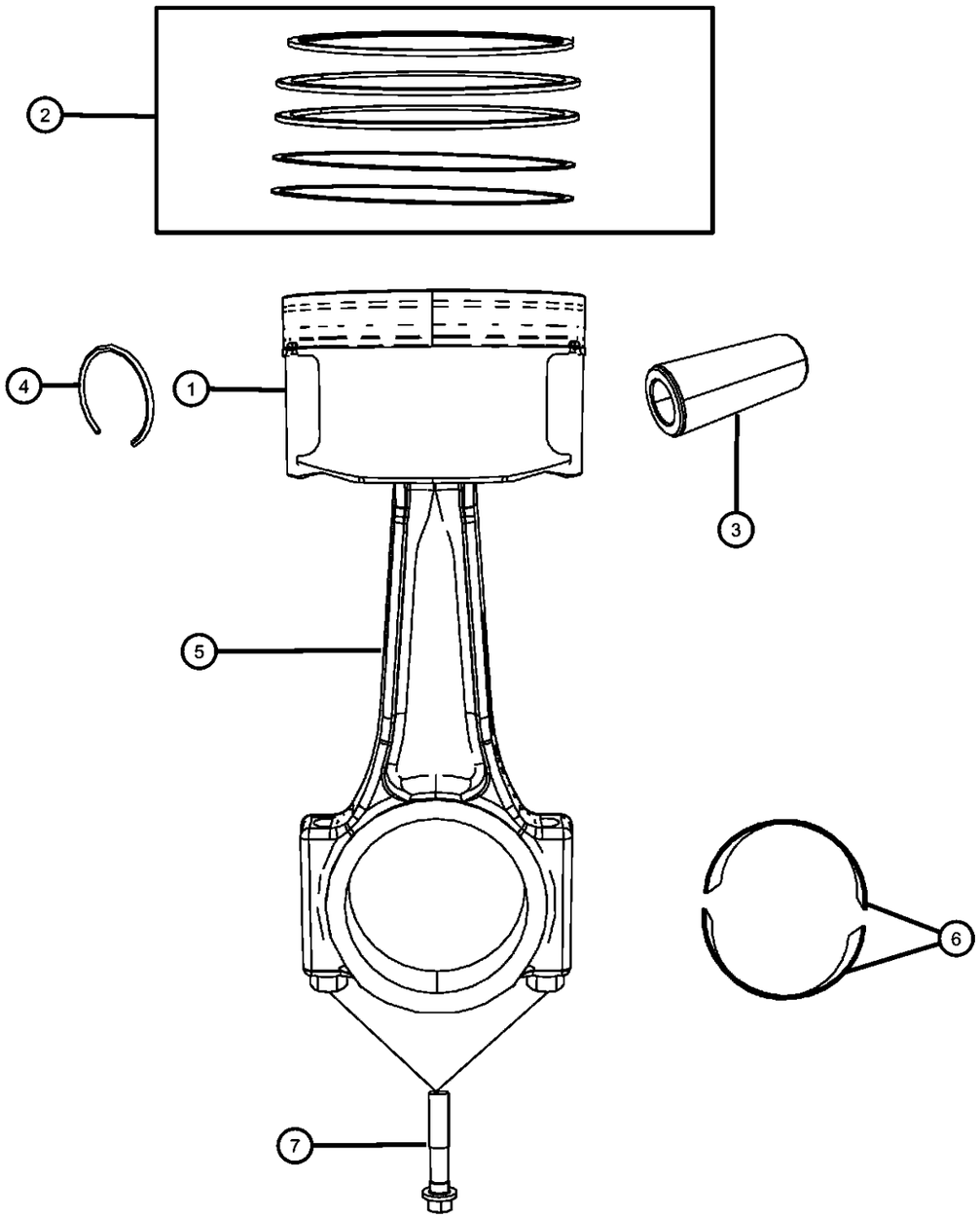


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	06508456AA	6	B, D, E			ECE	DG5		Flywheel To Crankshaft, Mounting
		6	B, D, E			ECE	DEF		,
11									COVER, Transmission Case
	04891665AA	1	B, D, E			ECE	DEF		
		1	B, D, E			ECE	DG5		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.0L Diesel [ECE]
Figure 009ECE-425



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

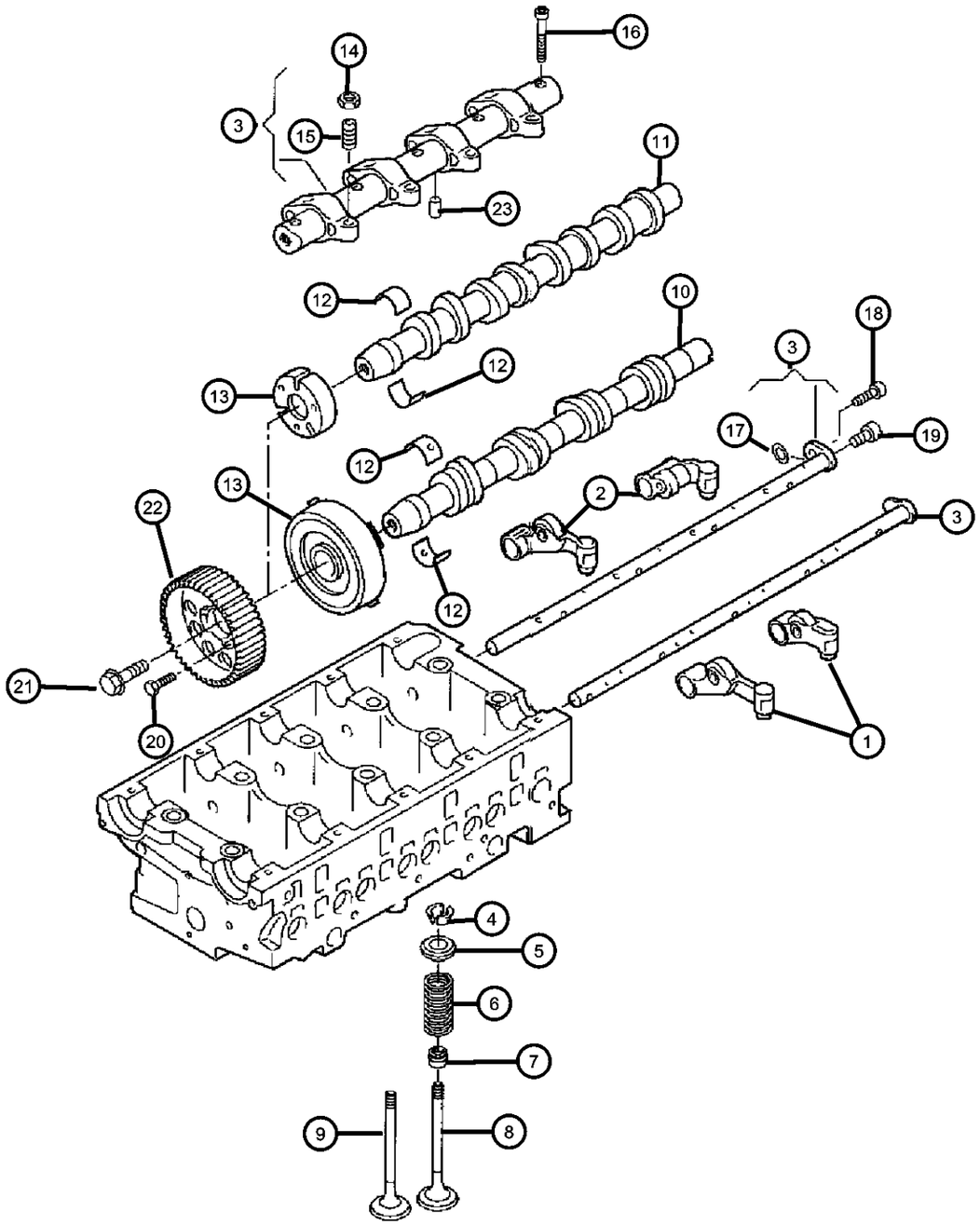
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PISTON, ENGINE
	68004320AA	4	B, D, E			ECE			Size Group 1
	68041154AA	4	B, D, E			ECE			Size Group 3
2	68000632AA	4	B, D, E			ECE			RING KIT, Piston
3		4							PIN, Piston, Serviced With Piston, (NOT SERVICED)
4	68001495AA	8	B, D, E			ECE			RING, Piston Pin
5	68000673AA	4	B, D, E			ECE			ROD, Connecting
6									BEARING, Connecting Rod, STD., See Note
	68000674AB	4	B, D, E			ECE			Upper
	68002278AB	4	B, D, E			ECE			Lower
7	68001598AA	8	B, D, E			ECE			BOLT, Torx Head, M8x1.00x44

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.0L Diesel [ECE]
Figure 009ECE-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

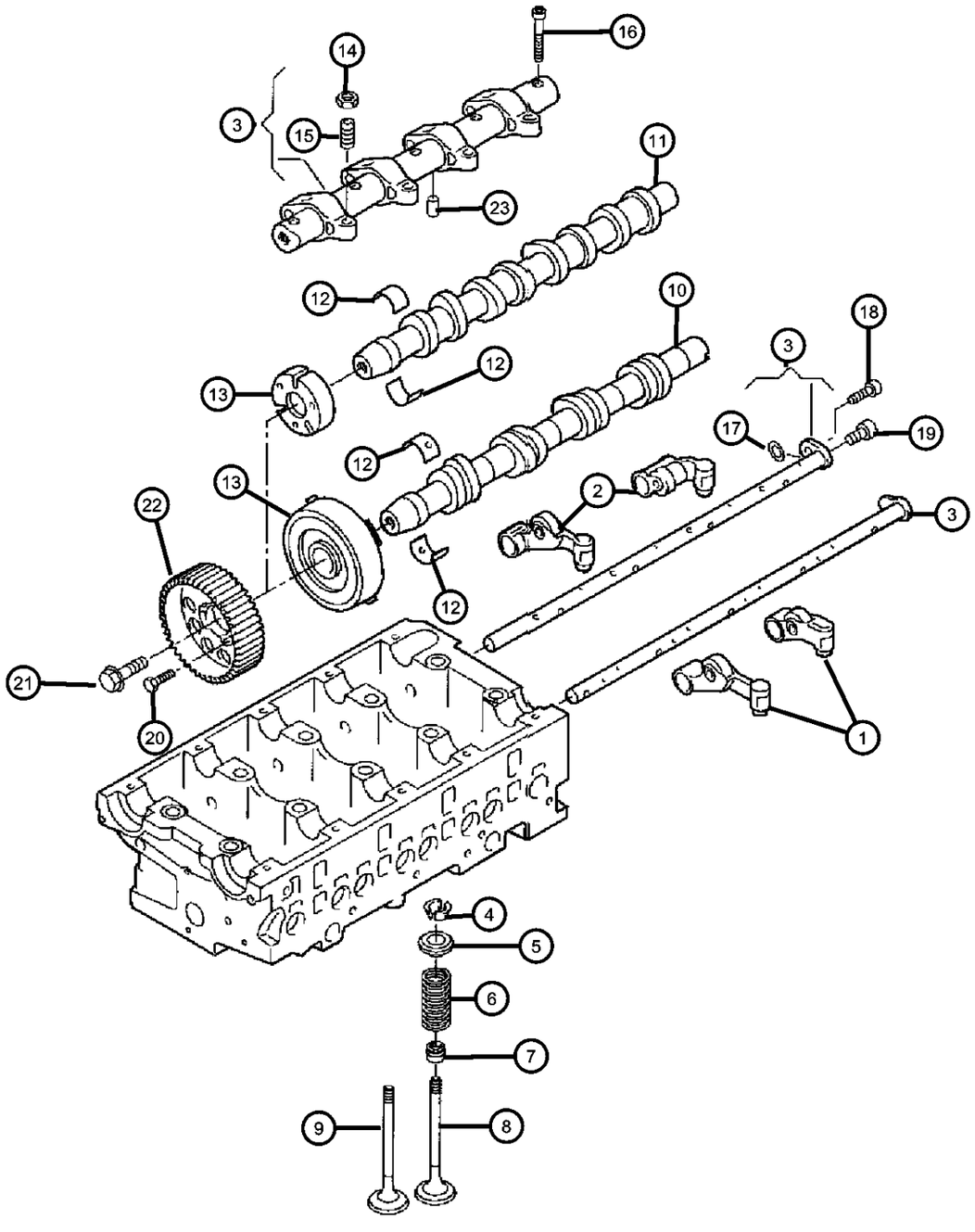
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1									ROCKER ARM, Intake
	68001577AA	4	B, D, E			ECE			Short, Intake
	68001578AA	4	B, D, E			ECE			Long, Intake
2									ROCKER ARM, Exhaust
	68001579AA	4	B, D, E			ECE			Short
	68001580AA	4	B, D, E			ECE			Long
3									SHAFT, Rocker Arm
	68001575AA	1	B, D, E			ECE			Smooth Shaft, Intake
	68001576AA	1	B, D, E			ECE			Smooth Shaft, Exhaust
	68004322AA	1	B, D, E			ECE			With Arms, Nut And Bolt
4	68001550AA	32	B, D, E			ECE			LOCK, Valve Spring Retainer
5	68001599AA	16	B, D, E			ECE			RETAINER, Valve Spring
6	68001584AA	16	B, D, E			ECE			SPRING, Valve
7	68001551AA	16	B, D, E			ECE			SEAL, Valve Guide
8	68001582AA	8	B, D, E			ECE			VALVE, Intake, Standard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.0L Diesel [ECE]
Figure 009ECE-505

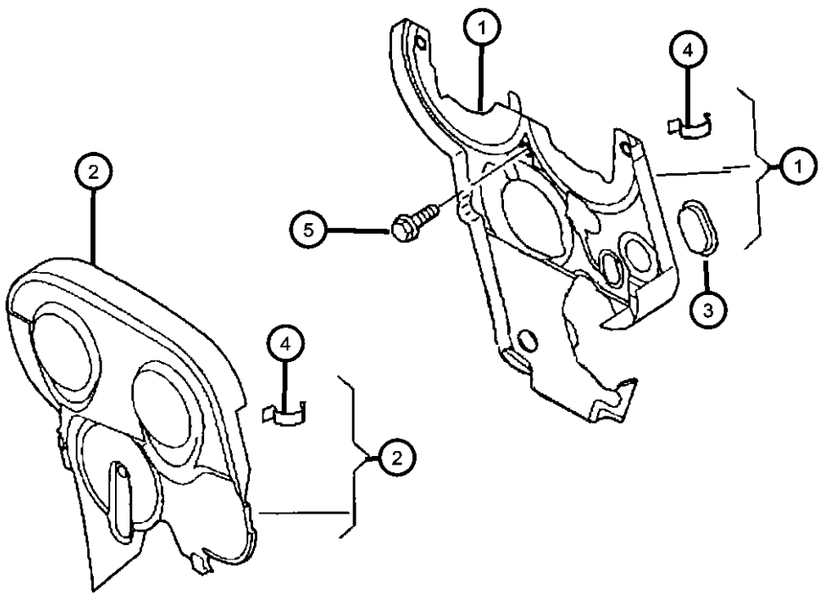


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	68001583AA	8	B, D, E			ECE			VALVE, Exhaust, Standard
10	68001571AA	1	B, D, E			ECE			CAMSHAFT, Intake
11	68041155AA	1	B, D, E			ECE			CAMSHAFT, Exhaust
12									BEARING, Camshaft
	68001139AA	10	B, D, E			ECE			Intake, Upper And Lower
	68001565AA	5	B, D, E			ECE			Exhaust, Lower
	68001570AA	5	B, D, E			ECE			Exhaust, Upper
13									HUB
	68001574AA	1	B, D, E			ECE			Exhaust
	68034302AB	1	B, D, E			ECE			Intake
14	68001516AA	4	B, D, E			ECE			NUT, Hex, M12x1.25, Rocker Arm Shaft, Mounting
15	68019948AA	4	B, D, E			ECE			BOLT, M12x1.25x26.75, Adjusting With Ball Head
16	68001348AA	5	B, D, E			ECE			BOLT, M8x58, Rocker Arm Shaft, Mounting
17	68001547AA	1	B, D, E			ECE			SEAL
18	68001515AA	1	B, D, E			ECE			BOLT, M6x18
19	68001519AA	1	B, D, E			ECE			BOLT, Torx Head, M8x12
20	68041160AA	6	B, D, E			ECE			BOLT, Hex Flange Head, M8x30, Camshaft Sprocket, Mounting
21	68001532AA	2	B, D, E			ECE			BOLT, Hex Head, M12x1.5x35
22	68001554AA	2	B, D, E			ECE			SPROCKET, Camshaft
23	68001611AA	1	B, D, E			ECE			DOWEL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing Case Cover 2.0L Diesel [ECE]
Figure 009ECE-605

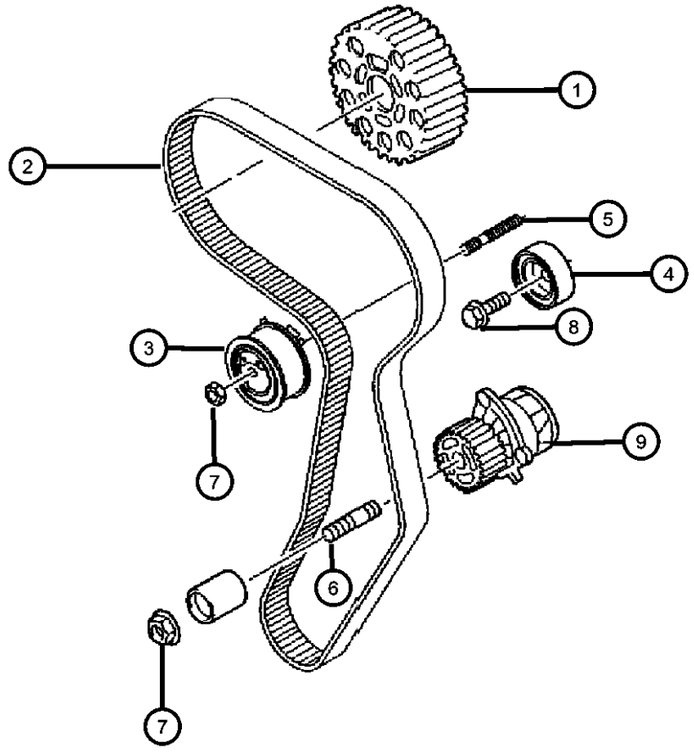


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
									NOTE:
									Sales Codes:
									[DEF] = 6-Speed Manual Aisian BG6 Transmission
									[DFF] = 4-Seed Automatic VLP 41TE Transmission
									[DD7] = 5-Speed Manual T355 Transmission
									[DG2] = 6-Speed Automatic 62TE Transmission
									[DG5] = 6-Speed Automatic Transmission
									[DG0] = All Automatic Transmissions
									[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
									[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
									[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
									[ED0] = All 2.4L 4 Cylinder Gas Engines
									[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
									[EE0] = All 2.7L 6 Cylinder Gas Engines
									[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
									[EG0] = All 3.5L 6 Cylinder Gas Engines
									[NAA] = Federal Emissions
									[NAE] = California Emisssions
									[NAM] = Mexico Emissions
									[NAS] = 50 State Emissions
									[NA1] = Export Emissions
									[NHA] = Engine Oil Cooler
									[NHK] = Engine Cylinder Block Heater
1									COVER, Timing Case
	68000677AA	1	B, D, E			ECE			Lower
	68000814AA	1	B, D, E			ECE			Inner
2									COVER, Timing Belt
	68000813AA	1	B, D, E			ECE			Outer, Center
	68001308AB	1	B, D, E			ECE			Outer Upper, Center
3	68001338AB	1	B, D, E			ECE			PLUG
4	68001419AA	3	B, D, E			ECE			CLIP
5									BOLT, Hex Head, M6x16
	68019940AA	3	B, D, E			ECE			InnerTiming Case Cover, Mounting
		3	B, D, E			ECE			Center Timing Belt Cover, Mounting
		2	B, D, E			ECE			LowerTiming Case Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.0L Diesel [ECE]
Figure 009ECE-625



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

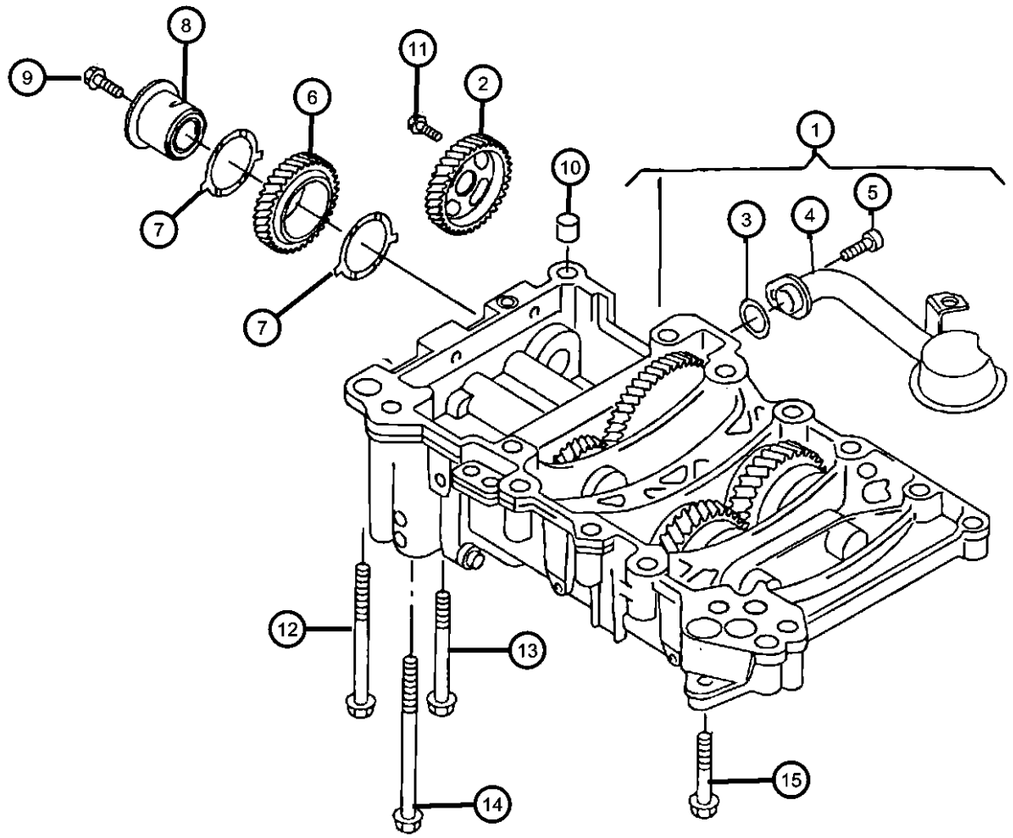
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68001554AA	2	B, D, E		ECE	SPROCKET, Camshaft
2	68001309AA	1	B, D, E		ECE	BELT, Timing
3	68000816AA	1	B, D, E		ECE	TENSIONER, Belt
4						PULLEY, Idler
	68000678AA	1	B, D, E		ECE	Lower
	68000817AA	1	B, D, E		ECE	Upper
5	68001310AA	1	B, D, E		ECE	STUD, Double Ended, M8x73
6	68001501AA	1	B, D, E		ECE	STUD, M8x55
7						NUT, Hex Flange, M8
	68001447AA	1	B, D, E		ECE	Timing Belt Tensioner, Mounting
	68041168AA	1	B, D, E		ECE	Idler Pulley, Mounting
8	68001498AB	1	B, D, E		ECE	BOLT, Hex Head, M10x50, Idler Pulley, Mounting
9						PUMP, Water
	68000693AB	1	B, D, E		ECE	
	RX000693AB	1	B, D, E		ECE	Remanufactured Export Only

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Balance Shaft/Oil Pump Assembly 2.0L Diesel [ECE]
Figure 009ECE-665



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

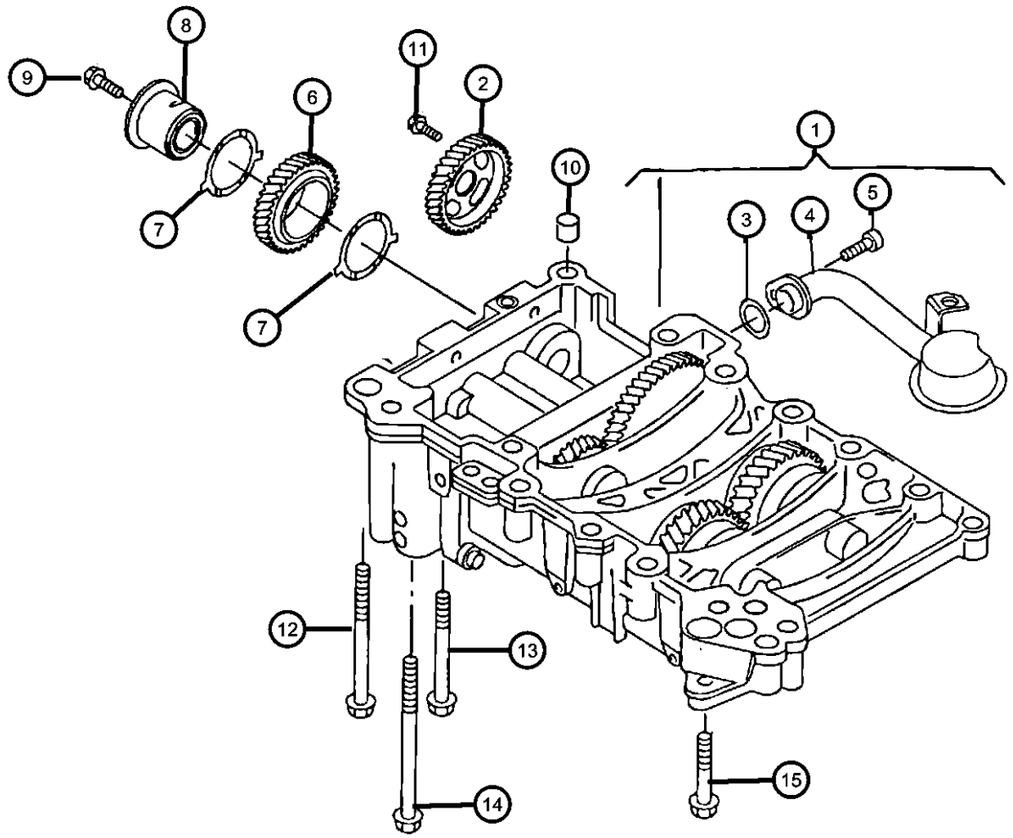
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68034298AA	1	B, D, E		ECE		SHAFT PACKAGE, Balance with Oil Pump
2	68034310AA	1	B, D, E		ECE		SPROCKET, Drive
3	68034305AA	1	B, D, E		ECE		O RING, Oil Pickup Tube
4	68034269AA	1	B, D, E		ECE		TUBE, Oil Pickup
5	68034323AA	1	B, D, E		ECE		BOLT, M6x20, Oil Pickup Tube, Mounting
6	68034301AA	1	B, D, E		ECE		RING GEAR FLANGE
7	68034299AA	2	B, D, E		ECE		WASHER, Thrust
8	68034304AA	2	B, D, E		ECE		HUB
9	68034324AA	1	B, D, E		ECE		BOLT, M12x30, Ring Gear Flange, Mounting
10	68034306AA	2	B, D, E		ECE		DOWEL
11	68034307AA	4	B, D, E		ECE		BOLT, Hex Head, M7x18, Drive Sprocket, Mounting
12	68041180AA	1	B, D, E		ECE		BOLT, Hex Flange Head, M7x85x70, Balance Shaft Assembly, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Balance Shaft/Oil Pump Assembly 2.0L Diesel [ECE]
Figure 009ECE-665

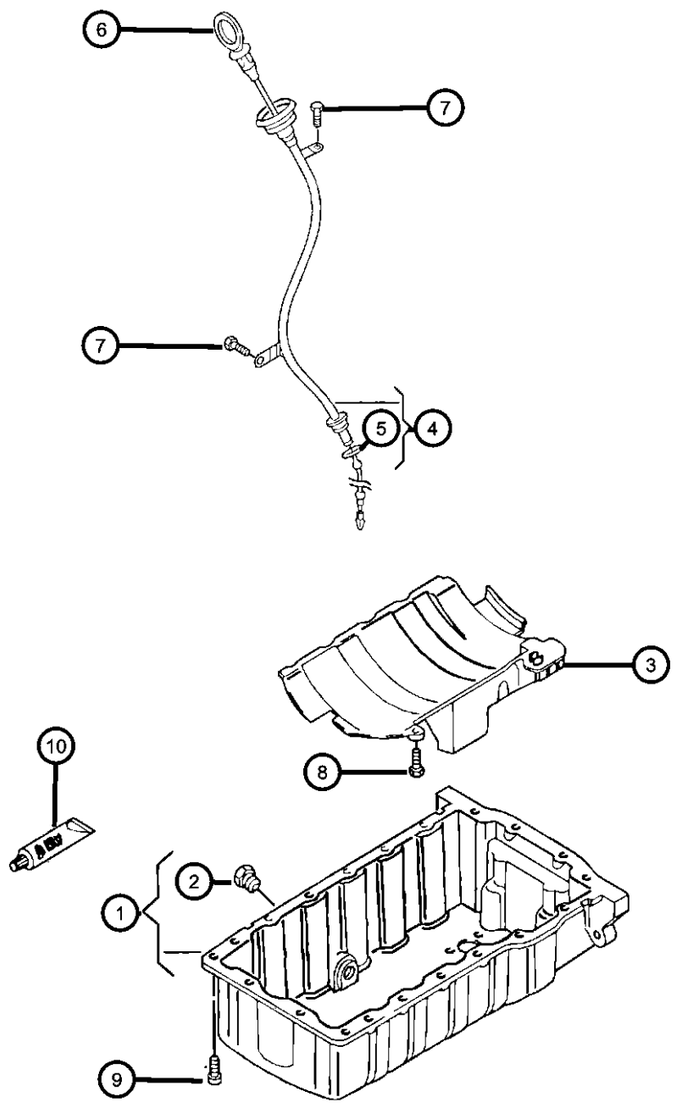


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
13	68034325AA	5	B, D, E			ECE			BOLT, M8x70, Balance Shaft Assembly, Mounting
14	68034312AA	1	B, D, E			ECE			BOLT, Hex Head, M7x105x39, Balance Shaft Assembly, Mounting
15	68034313AA	1	B, D, E			ECE			BOLT, Hex Head, M8x40, Balance Shaft Assembly, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.0L Diesel [ECE]
Figure 009ECE-725



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

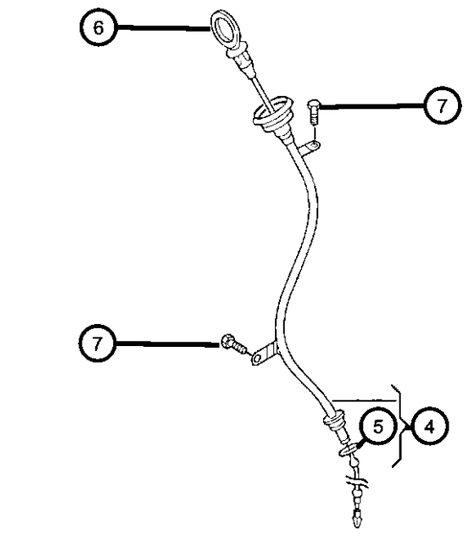
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

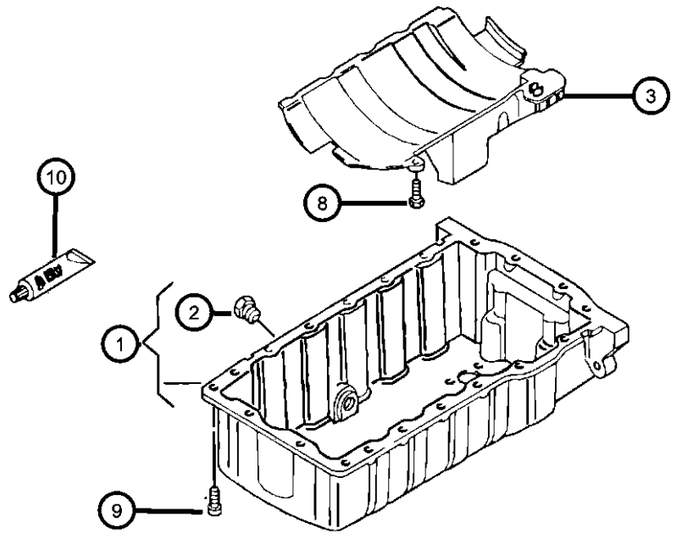
	1	68034264AB	1	B, D, E		ECE			PAN, Engine Oil
	2	68004313AA	1	B, D, E		ECE			PLUG, Drain
	3	68000670AA	1	B, D, E		ECE			TRAY, Windage
	4								TUBE, Engine Oil Indicator
		68043570AA	1	B, D, E		ECE			Plastic
		68034266AA	1	B, D, E		ECE			Metal
	5	68001521AA	1	B, D, E		ECE			O RING, Engine Oil Indicator Tube
	6								INDICATOR, Engine Oil Level
		68034268AB	1	B, D, E		ECE			Used With Metal Tube
		68040869AA	1	B, D, E		ECE			Used With Plastic Tube
	7	68034314AA	1	B, D, E		ECE			BOLT, Hex Head, M6x16, Engine Oil Indicator Tube, Mounting
	8	68001536AB	1	B, D, E		ECE			BOLT, M7x55, Windage Tray, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.0L Diesel [ECE]
Figure 009ECE-725



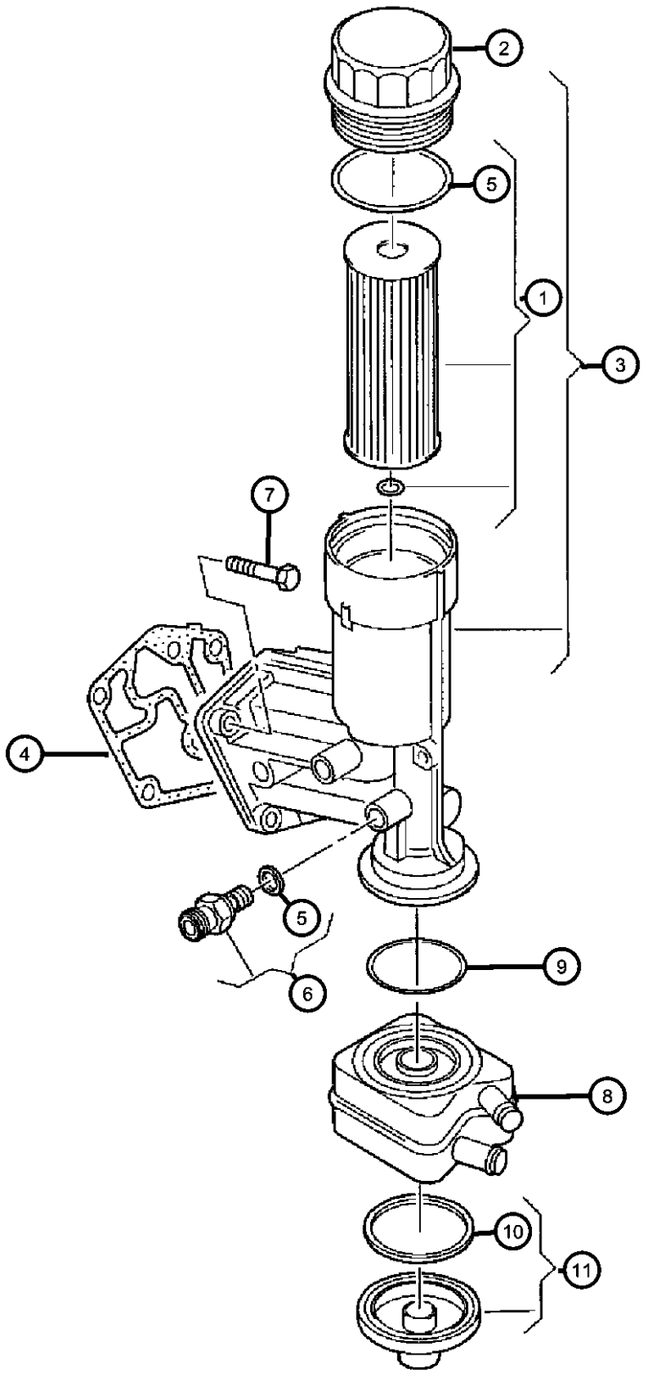


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	68041138AA	20	B, D, E			ECE			BOLT, Hex Socket Head, M7x28, Engine Oil Pan, Mounting
10		20							SEALANT, RTV, Please Refer To Mopar Vechile Care And Maintenance Catalog, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Filter And Adapter 2.0L Diesel [ECE]
Figure 009ECE-745



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

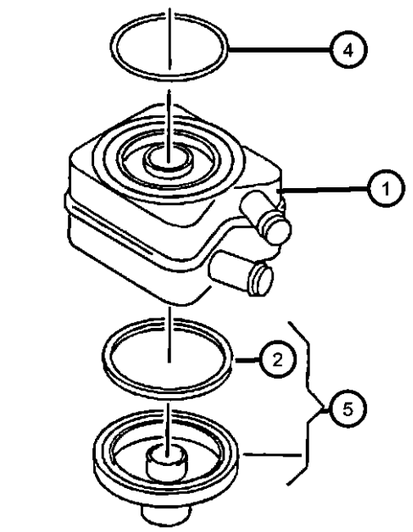
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

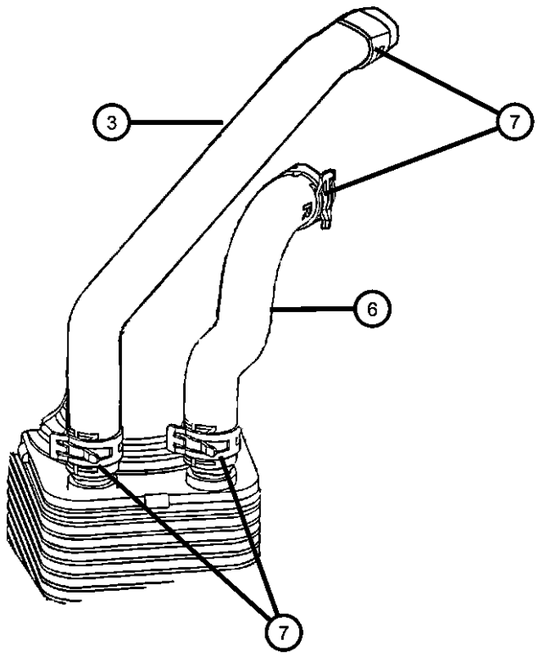
1	68001297AA	1	B, D, E			ECE			FILTER, Engine Oil
2	68004324AA	1	B, D, E			ECE			CAP, Oil Filter Housing
3	68004323AA	1	B, D, E			ECE			HOUSING, Oil Filter
4	68001474AA	1	B, D, E			ECE			GASKET, Oil Filter Housing
5									O RING
	68001298AA	1	B, D, E			ECE			
	68001477AA	1	B, D, E			ECE			Fitting
6	68001478AA	1	B, D, E			ECE			FITTING
7	68001540AB	4	B, D, E			ECE			BOLT, M7x42, Oil Filter Housing, Mounting
8	68000688AB	1	B, D, E			ECE			COOLER, Engine Oil
9	68000691AA	1	B, D, E			ECE			SEAL, Engine Oil Cooler
10	68000690AA	1	B, D, E			ECE			GASKET, Engine Oil Cooler
11	68000689AA	1	B, D, E			ECE			COVER, Engine Oil Cooler

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Cooler 2.0L Diesel [ECE]
Figure 009ECE-805





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

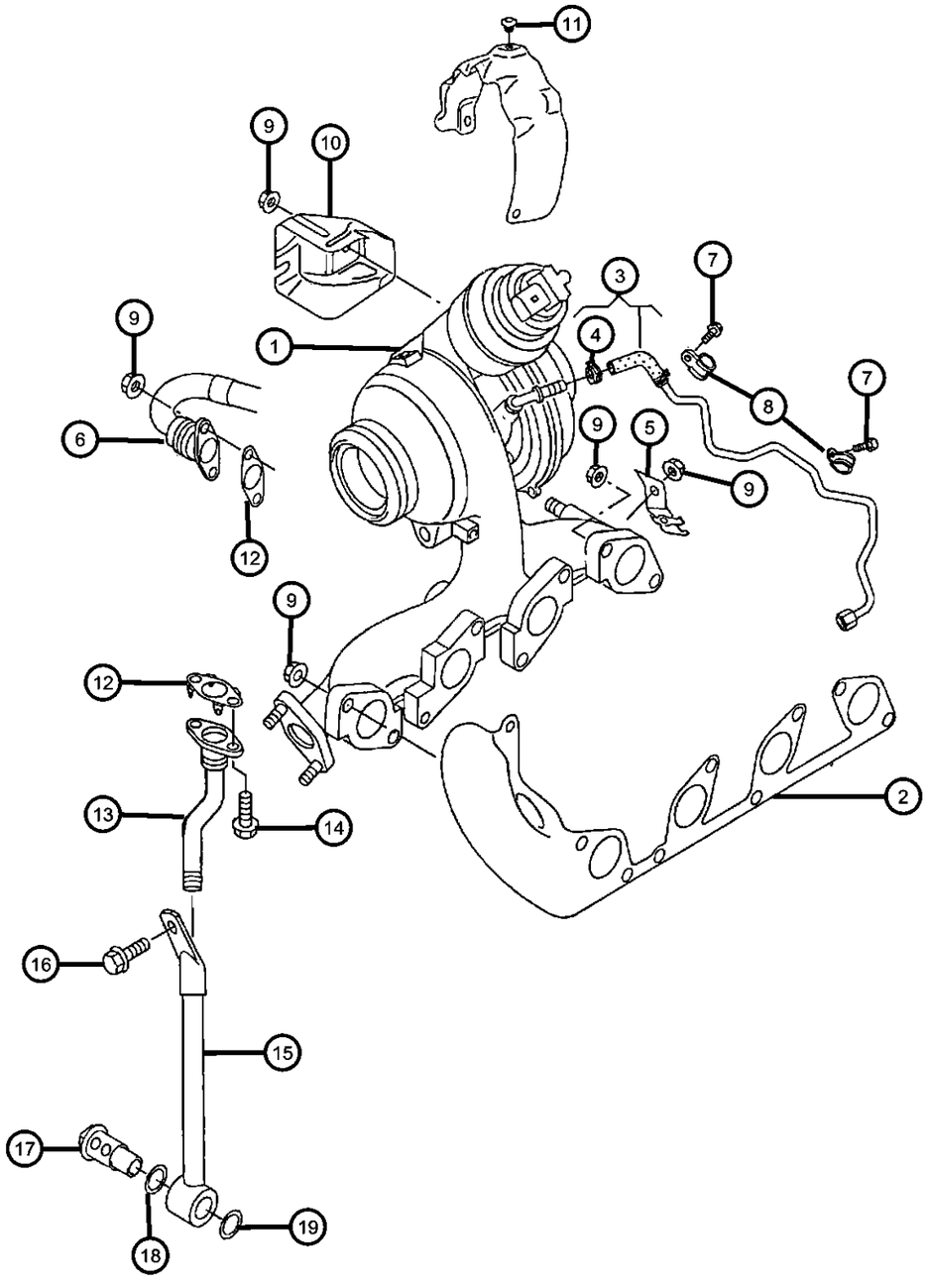
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68000688AB	1	B, D, E			ECE			COOLER, Engine Oil
2	68000690AA	1	B, D, E			ECE			GASKET, Engine Oil Cooler
3		1							HOSE, Oil Cooler Inlet, (NOT SERVICED)
4	68000691AA	1	B, D, E			ECE			SEAL, Engine Oil Cooler
5	68000689AA	1	B, D, E			ECE			COVER, Engine Oil Cooler
6	05162000AA	1	B, D, E			ECE			HOSE, Oil Cooler Return
7	J3203077	2	B, D, E			ECE			CLAMP, Hose, 23X15

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold/Turbocharger Assembly 2.0L Diesel [ECE]
Figure 009ECE-945



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

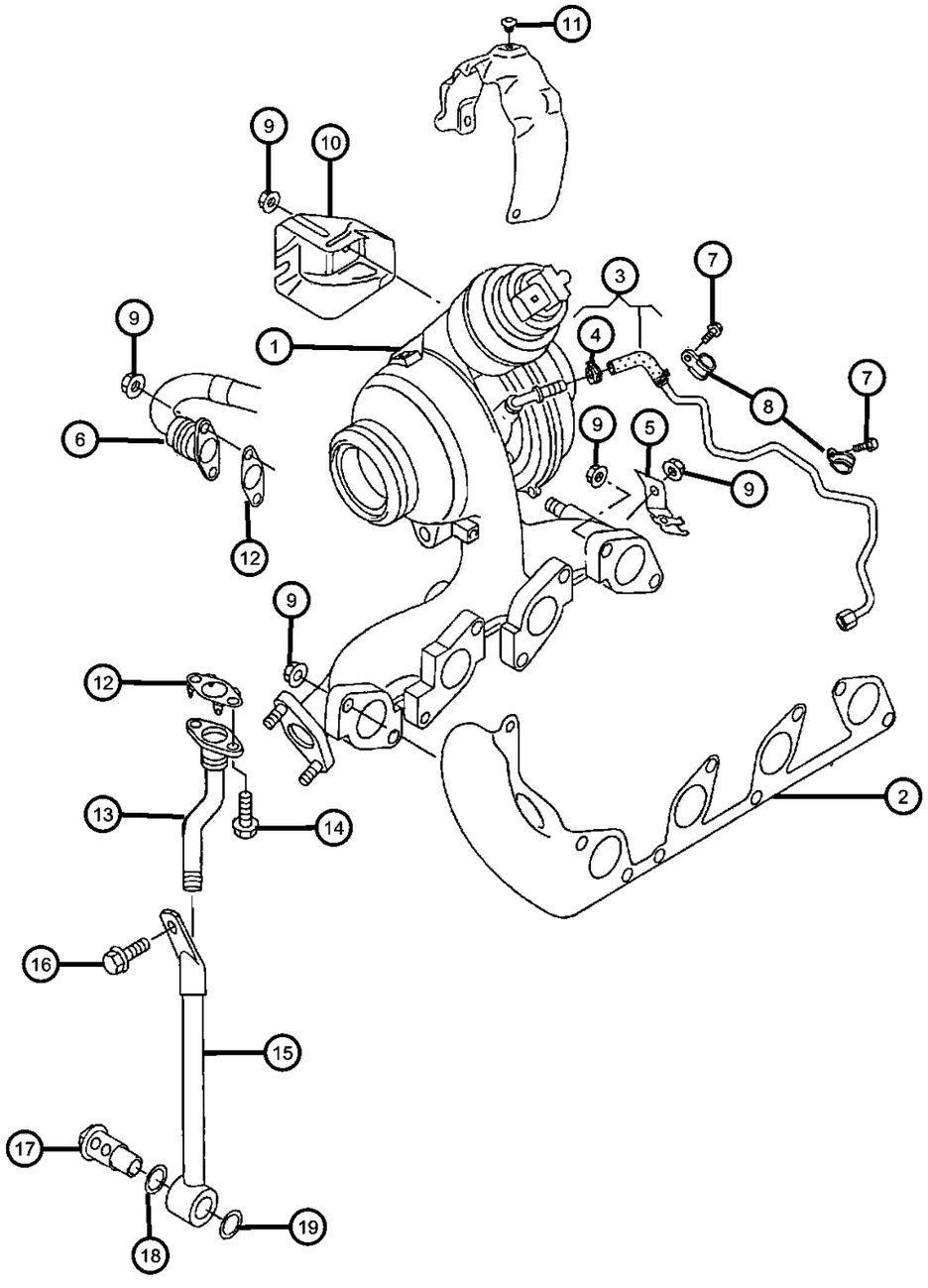
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68021540AA	1	B, D, E			ECE			MANIFOLD/TURBOCHARGER, Exhaust
2	68021543AA	1	B, D, E			ECE			GASKET, Exhaust Manifold
3	68021537AA	1	B, D, E			ECE			HOSE AND TUBE, Turbocharger Oil Feed
4	68021320AA	1	B, D, E			ECE			CLAMP, Hose
5	68001465AA	1	B, D, E			ECE			BRACKET, Exhaust Manifold
6	68021530AA	1	B, D, E			ECE			TUBE, EGR System
7	68041405AA	2	B, D, E			ECE			BOLT, Hex Flange Head, M6x12, Oil Feed Tube, Mounting
8	68041376AA	2	B, D, E			ECE			CLIP, Tube, Oil Feed Tube, Mounting
9									NUT, Hex Flange Lock, M8
	68041369AA	8	B, D, E			ECE			Exhaust Manifold, Mounting
		1	B, D, E			ECE			Exhaust Manifold Bracket, Mounting
		2	B, D, E			ECE			Tube To Turbo, Mounting
10									COVER, Turbocharger

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold/Turbocharger Assembly 2.0L Diesel [ECE]
Figure 009ECE-945

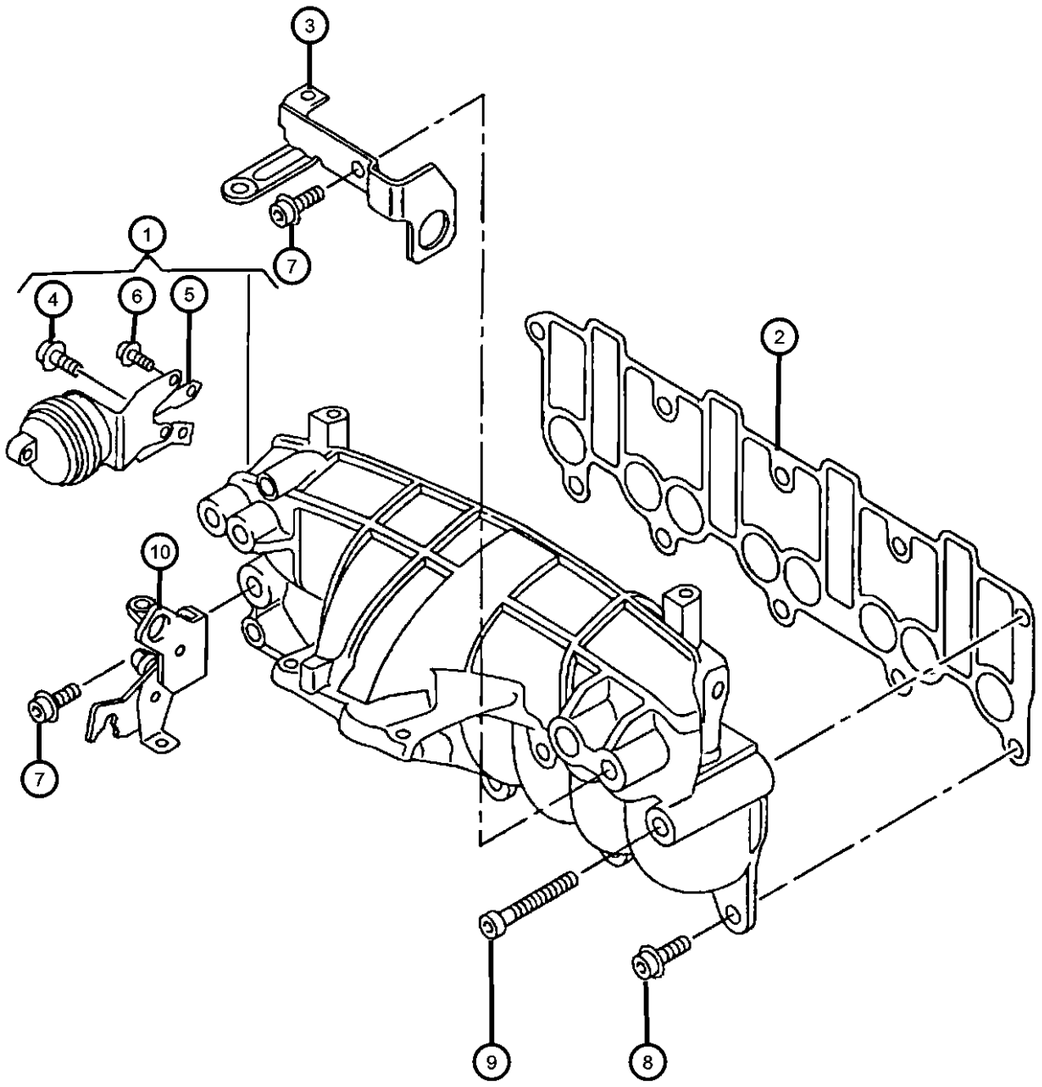


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68041414AA	1	B, D, E			ECE			Lower
	68041416AA	1	B, D, E			ECE			Upper
11	68041415AA	2	B, D, E			ECE			BOLT, Torx head, M6x8, Turbocharger Cover, Mounting
12	68021533AA	1	B, D, E			ECE			TUBE, Turbo Oil Drain
13									GASKET
	68021535AA	1	B, D, E			ECE			Oil Drain Tube
	68001560AA	1	B, D, E			ECE			EGR System Tube
14	68001533AA	2	B, D, E			ECE			BOLT, Hex Flange Head, M6x16, Oil Drain Tube, Mounting
15	68041408AA	1	B, D, E			ECE			SUPPORT, Turbocharger
16	68041406AA	2	B, D, E			ECE			BOLT, Hex Head, M8x35, Turbocharger Support Bracket, Mounting
17	68041413AA	1	B, D, E			ECE			BOLT, Banjo
18	68041410AA	1	B, D, E			ECE			SEAL
19	68041409AA	1	B, D, E			ECE			O RING

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold 2.0L Diesel [ECE]
Figure 009ECE-1025



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

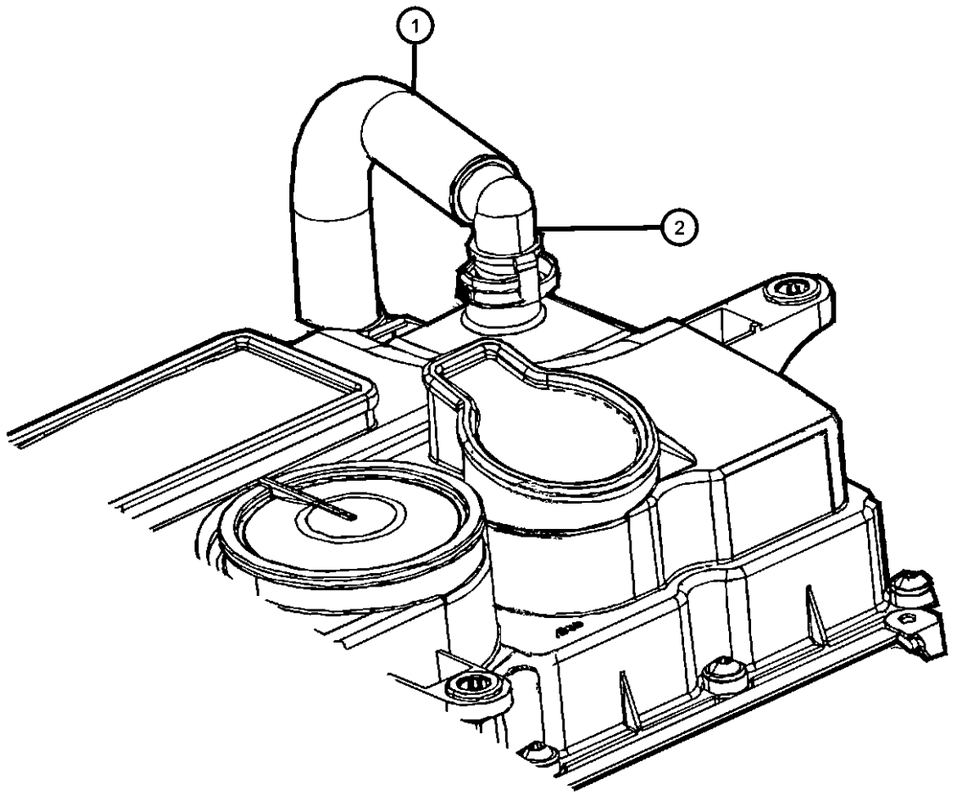
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68041191AA	1	B, D, E		ECE		MANIFOLD, Engine Intake
2	68001462AB	1	B, D, E		ECE		GASKET, Intake Manifold
3	68001459AA	1	B, D, E		ECE		BRACKET
4		1					BOLT, Hex Flange Head, Serviced With Intake Manifold, (NOT SERVICED)
5	68041192AA	1	B, D, E		ECE		ACTUATOR, Manifold Tuning Valve
6	68041193AA	1	B, D, E		ECE		BOLT, Torx Head, M6x12, Actuator To Intake Manifold, Mounting
7	68021326AA	2	B, D, E		ECE		BOLT, M8x20, Bracket To Intake Manifold, Mounting
8	68001526AB	5	B, D, E		ECE		BOLT, M8x25, Intake Manifold To Cylinder Head, Mounting
9	68001548AA	5	B, D, E		ECE		BOLT, M8x80, Intake Manifold To Cylinder Head, Mounting
10	68001453AA	1	B, D, E		ECE		BRACKET

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankcase Ventilation 2.0L Diesel [ECE]
Figure 009ECE-1105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

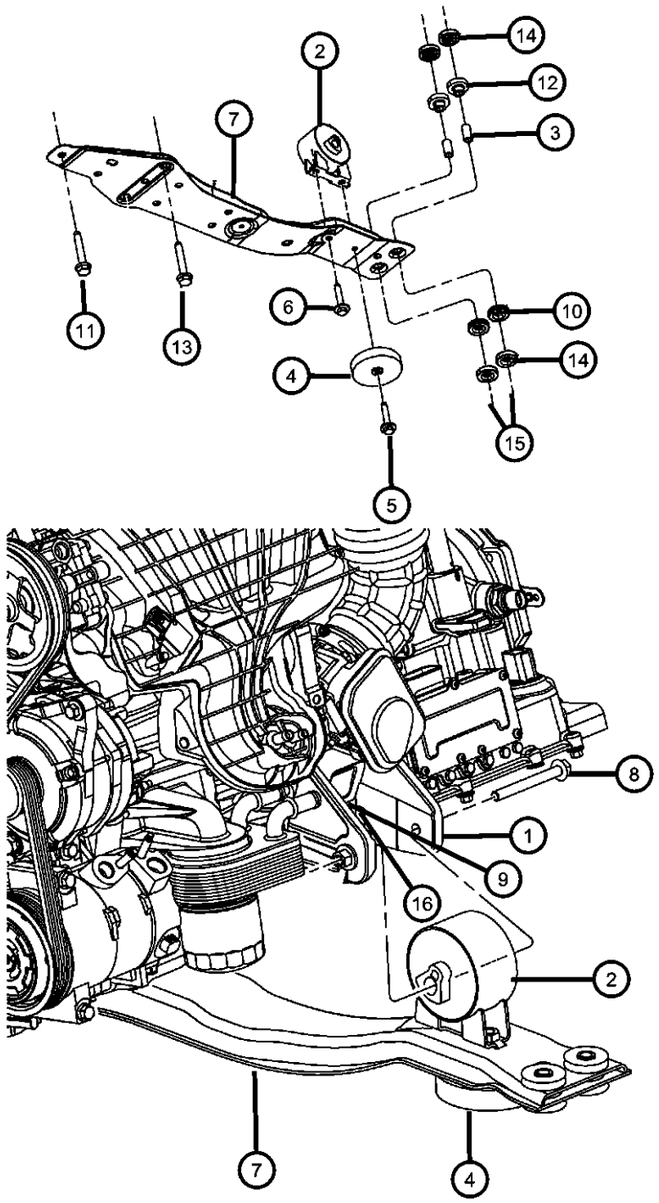
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1		1							HOSE, PCV, Serviced With Clean Air Hose 04891898AB, (NOT SERVICED)
2	05162034AA	1	B, D, E			ECE			FITTING, Crankcase Vent Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.0L Diesel [ECE]
Figure 009ECE-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

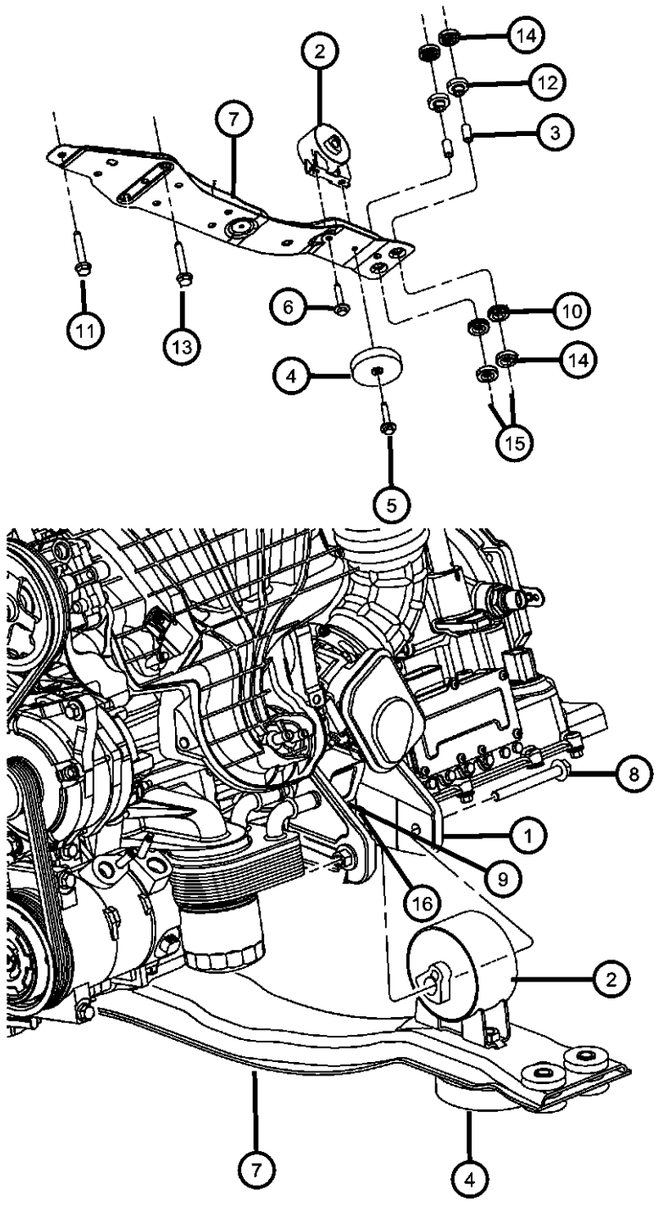
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BRACKET, Engine Mount
	05085512AE	1	B, D, E				DEF		
	05085513AC	1	B, D, E				DG5		
2									ISOLATOR
	05171083AD	1	B, D, E				DEF		
	05171084AC	1	B, D, E				DG5		
3	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM
4	04766422AA	1	B, D, E			ECE			DAMPER, Mass
5	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
6	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
7	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.0L Diesel [ECE]
Figure 009ECE-1205

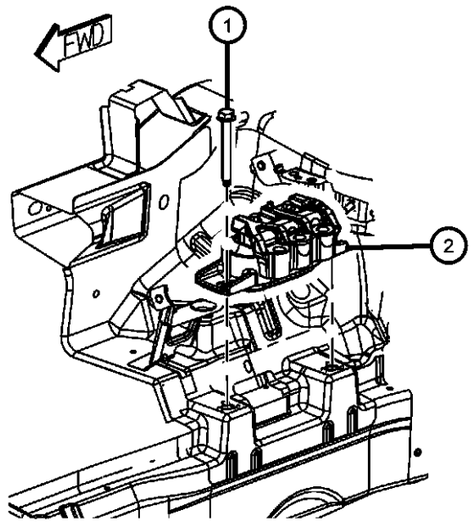


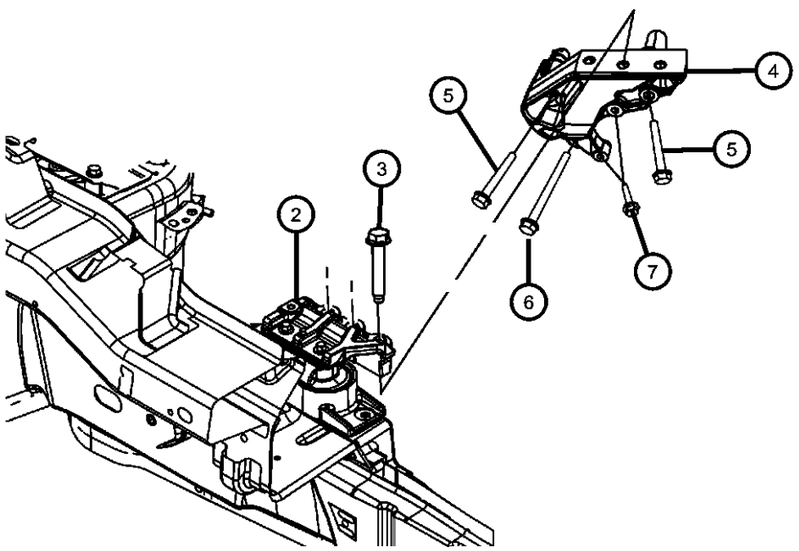
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting
9	06509040AA	2	B, D, E				DD7, DEF		BOLT, Hex Flange Head, M12X1.25X35.00, Torque Reaction Bracket To Transmission, Mounting
10	04766276AA	4	B, D, E			ECE, EGF			BUSHING, Crossmember
11	06104418AA	2	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
12		2							SPACER, Mounting, (NOT SERVICED)
13	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
14		3							BUSHING, Crossmember, (NOT SERVICED)
15	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Sup-port, Mounting
16	06508523AA	1	B, D, E				DEF		BOLT, Hex Flange Head, M12X1.75X133.00, Torque Reaction Bracket To Transmission, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 2.0L Diesel [ECE]
Figure 009ECE-1215





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

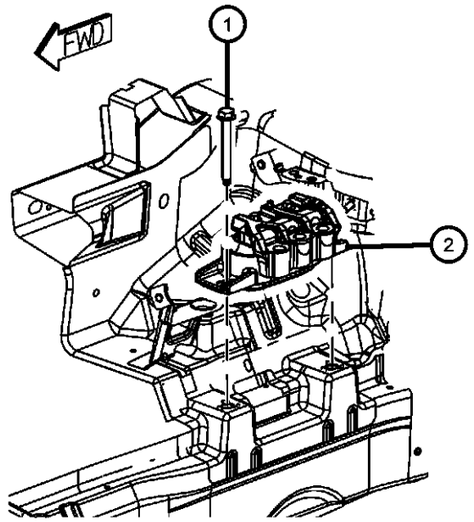
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

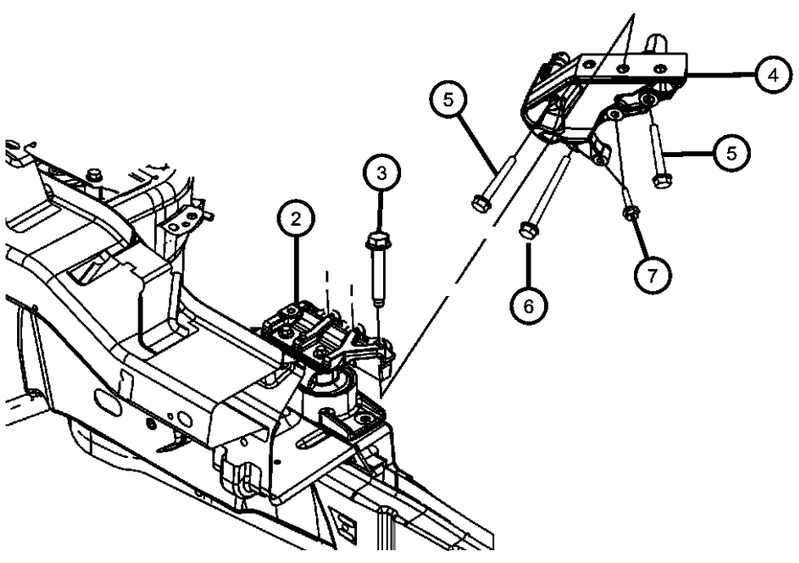
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame Rail, Mounting
2	05085490AC	1	B, D, E				DEF, DG5		ISOLATOR
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount To Engine Mount Bracket, Mounting
4									BRACKET, Transmission Mount
	04766159AB	1	B, D, E				DG5		
	05085828AB	1	B, D, E				DEF		
5	06104225AA	2	B, D, E			ECE			BOLT, Hex Flange Head, M10X1.50X80.00, Engine Mount Support Bracket To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 2.0L Diesel [ECE]
Figure 009ECE-1215





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6	06104230AA	1	B, D, E			ECE			BOLT, Hex Flange Head, M10X1.50X130.00, Engine Mount Support Bracket To Cylinder Block, Mounting
7	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount Support Bracket To Cylinder Block, Mounting

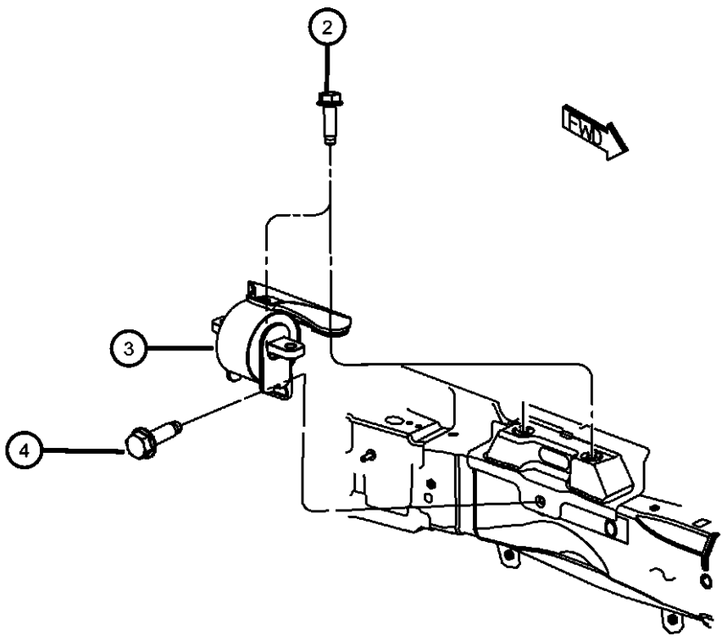
JOURNEY (JC)

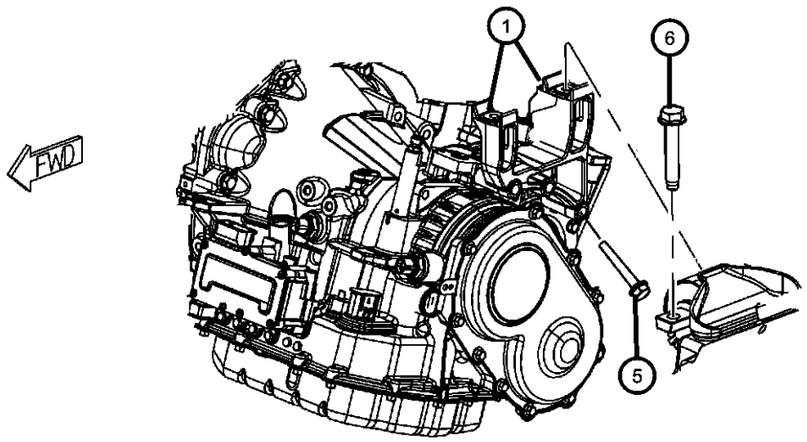
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Engine Mounting Left Side FWD 2.0L Diesel [ECE]
Figure 009ECE-1230





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

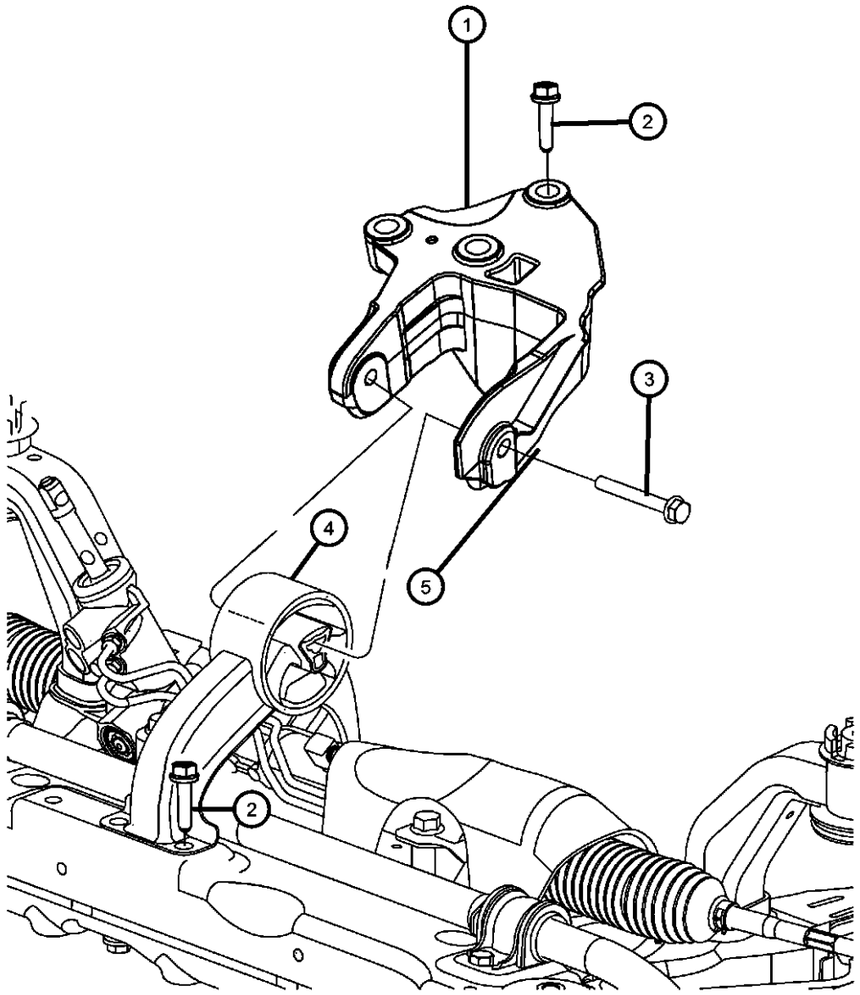
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1									BRACKET, Transmission Mount
	04766159AA	1	B, D, E				DG5		
	05085828AB	1	B, D, E				DEF		
2	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Moount To Top Of Frame Rail, Mounting
3	04766476AC	1	B, D, E				DEF, DG5		ISOLATOR, Transmission Mount
4	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount To Side Of Frame Rail, Mounting
5	06104225AA	2	B, D, E			ECE			BOLT, Hex Flange Head, M10X1.50X80.00, Transmission Bracket To Transmission, Mounting
6	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Left Mount To Transmission Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear FWD 2.0L Diesel [ECE]
Figure 009ECE-1245



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

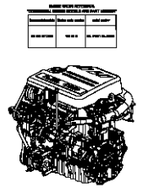
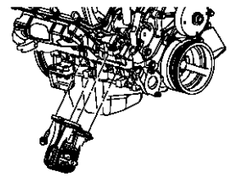
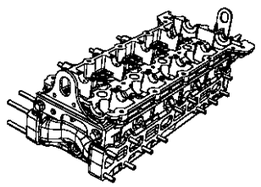
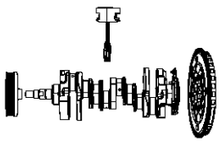
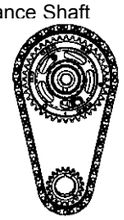
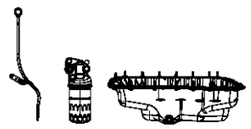
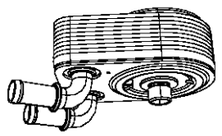
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BRACKET, Engine Mount
	68046503AA	1	B, D, E				DEF		
	68046505AA	1	B, D, E				DG5		
2	06102233AA	3	E				DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00Mounting
3	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Torque Reaction Bracket, Mounting
4									ISOLATOR
	05171090AC	1	B, D, E				DEF		
	05171091AB	1	B, D, E				DG5		
5	06102408AA	3	B, D, E				DG5		BOLT, Hex Flange Head, M12x1.75x30.00, Rear Bracket To Transmission, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 009ED3

2.4L Gas; Engine

009ED3-100 Engine Identification 	**009ED3-1000** Manifolds and Vacuum Fittings 	**009ED3-1100** Crankcase Ventilation 	**009ED3-1200** Engine Mounting 
009ED3-200 Cylinder Head 	**009ED3-300** Cylinder Block	**009ED3-400** Crankshaft, Piston, Drive Plate, Flywheel, and Damper 	**009ED3-500** Camshaft and Valve
009ED3-600 Timing Belt/Chain and Cover and Balance Shaft 	**009ED3-700** Engine Oiling, Oil Pan and Indicator (Dipstick) 	**009ED3-800** Engine Oil Cooler 	

Group - 009ED3 2.4L Gas; Engine

Illustration Title — Group-Fig. No.

Engine Identification
Engine Identification 2.4L [ED3] ..... Fig. 009ED3 - 105
Engine Assembly And Service Long Block 2.4L [ED3] ..... Fig. 009ED3 - 115
Engine Cover And Related Parts 2.4L [ED3] ..... Fig. 009ED3 - 125
Engine Gasket Kits 2.4L [ED3] ..... Fig. 009ED3 - 145

Cylinder Head
Cylinder Head Cover 2.4L [ED3] ..... Fig. 009ED3 - 205
Cylinder Head 2.4L [ED3] ..... Fig. 009ED3 - 225

Cylinder Block
Engine Cylinder Block And Hardware 2.4L [ED3] ..... Fig. 009ED3 - 305
Engine Cylinder Block Heater 2.4L [ED3] ..... Fig. 009ED3 - 325

Crankshaft, Piston, Drive Plate, Flywheel, and Damper
Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [ED3] ..... Fig. 009ED3 - 405
Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.4L [ED3] ..... Fig. 009ED3 - 425

Camshaft and Valve
Camshafts And Valvetrain 2.4L [ED3] ..... Fig. 009ED3 - 505

Timing Belt/Chain and Cover and Balance Shaft
Timing Case Cover 2.4L [ED3] ..... Fig. 009ED3 - 605
Timing System 2.4L [ED3] ..... Fig. 009ED3 - 625
Balance Shaft/Oil Pump Assembly 2.4L [ED3] ..... Fig. 009ED3 - 665

Engine Oiling, Oil Pan and Indicator (Dipstick)
Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.4L [ED3] ..... Fig. 009ED3 - 725
Engine Oil Filter And Engine Oil 2.4L [ED3] ..... Fig. 009ED3 - 745

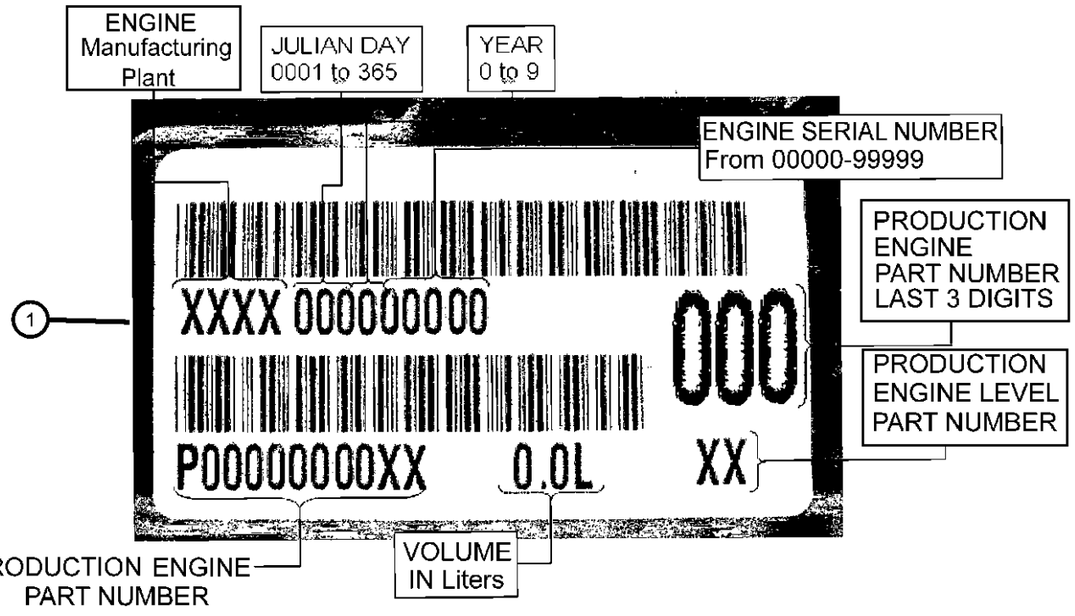
Engine Oil Cooler
Engine Oil Cooler And Hoses/Tubes 2.4L [ED3] ..... Fig. 009ED3 - 805

Manifolds and Vacuum Fittings
Exhaust Manifold And Heat Sheilds 2.4L [ED3] ..... Fig. 009ED3 - 1005
Intake Manifold 2.4L [ED3] ..... Fig. 009ED3 - 1025

Crankcase Ventilation
Crankcase Ventilation 2.4L [ED3] ..... Fig. 009ED3 - 1105

Engine Mounting
Engine Mounting Front FWD 2.4L [ED3] ..... Fig. 009ED3 - 1205
Engine Mounting Right Side FWD 2.4L [ED3] ..... Fig. 009ED3 - 1225
Engine Mounting Left Side FWD 2.4L [ED3] ..... Fig. 009ED3 - 1245
Engine Mounting Rear FWD 2.4L [ED3] ..... Fig. 009ED3 - 1265

Engine Identification 2.4L [ED3]
Figure 009ED3-105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

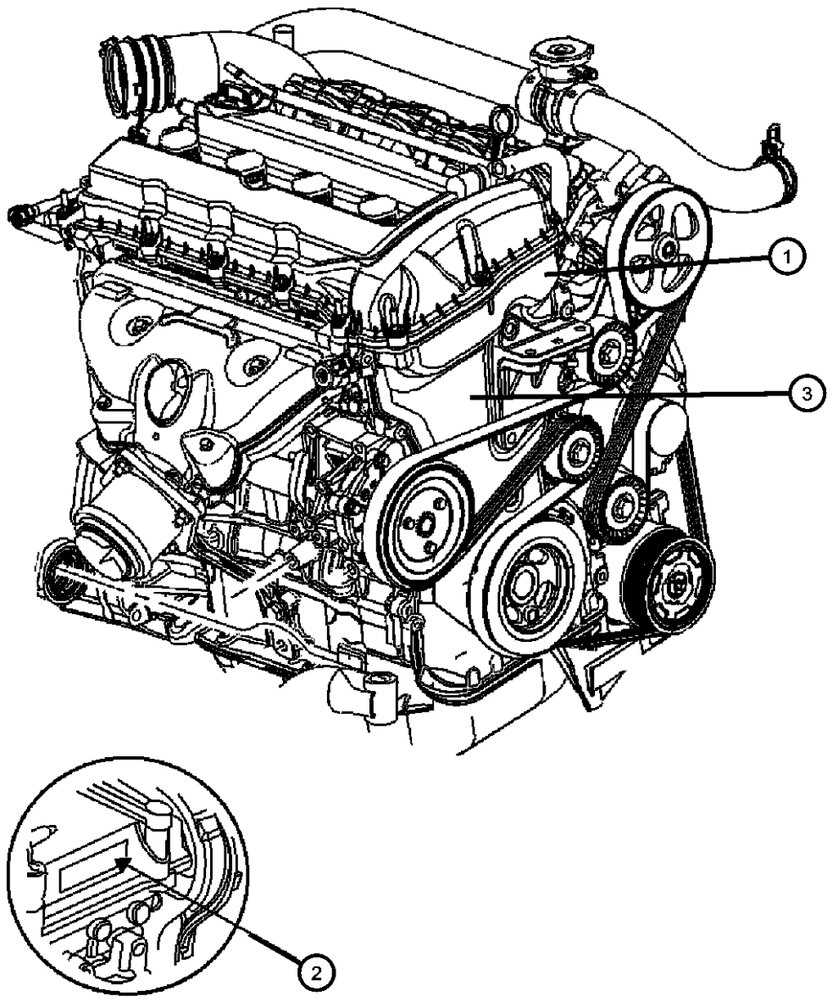
Note:
The Engine Identification Label Is Attached To One Of The Cylinder Head Covers.
The Production Engine Part Number Is Not A Servicable Part Number.
A Engine Is Usally Serviced By A Long Block Or Short Block Engine.

1	3	LABEL, Engine Identification, See Note:, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Assembly And Service Long Block 2.4L [ED3]
Figure 009ED3-115



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

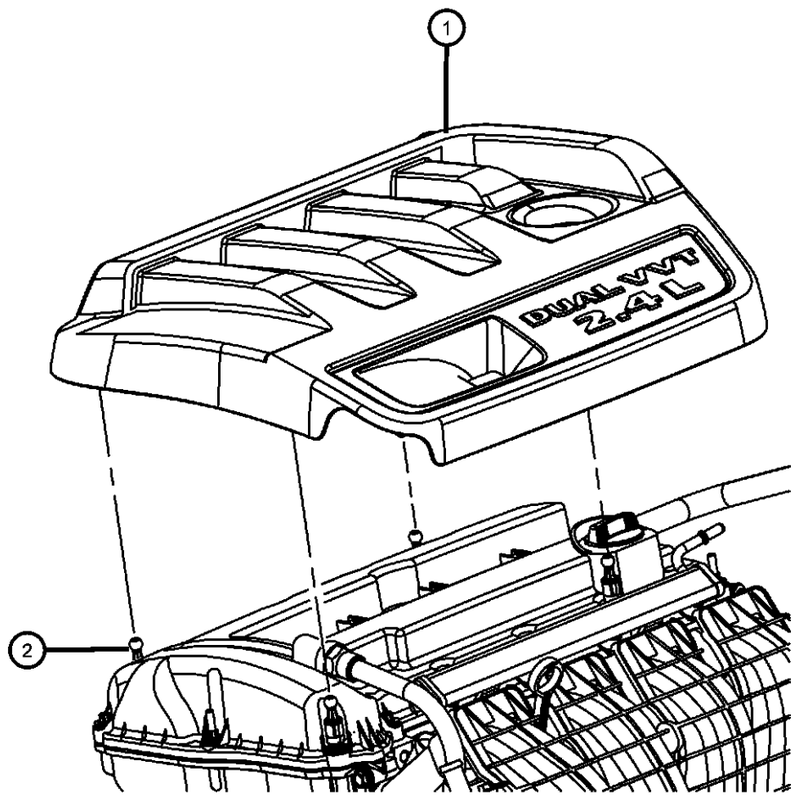
NOTE:
The Following Parts Must Be Replaced When Ordering A Replacement Short Block:
Upper Engine Gasket Package, Flex Plate To Clutch Bolts, Flex Plate To Crankshaft Bolts, Catalytic Converter Gasket, Thermostat Housing “D“ Ri
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	3	ENGINE, Complete, (NOT SERVICED)
2	3	LABEL, Engine Identification, See Note, (NOT SERVICED)
3	3	ENGINE, Long Block, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cover And Related Parts 2.4L [ED3]
Figure 009ED3-125



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

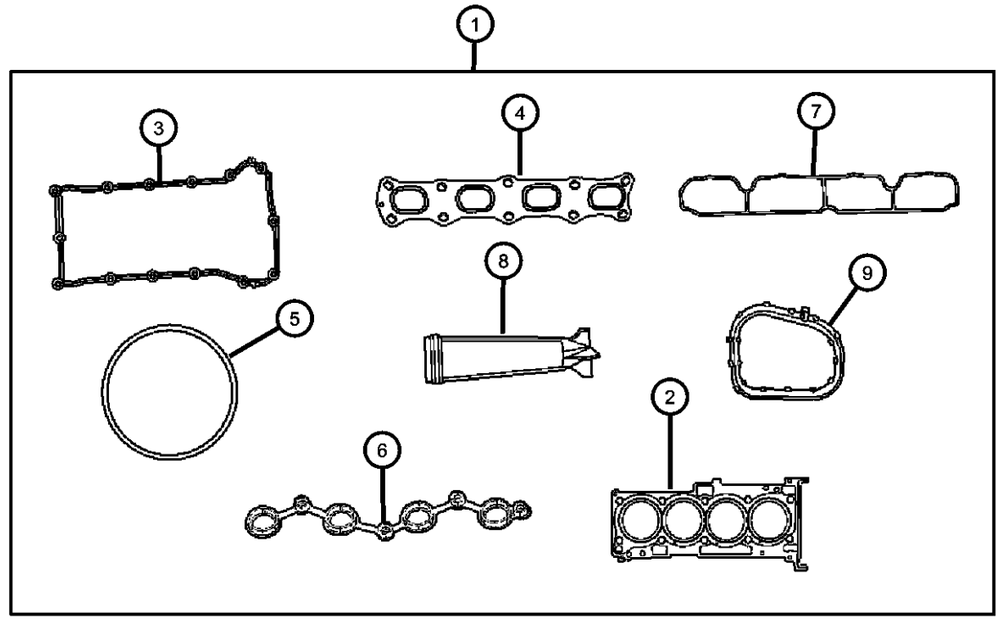
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

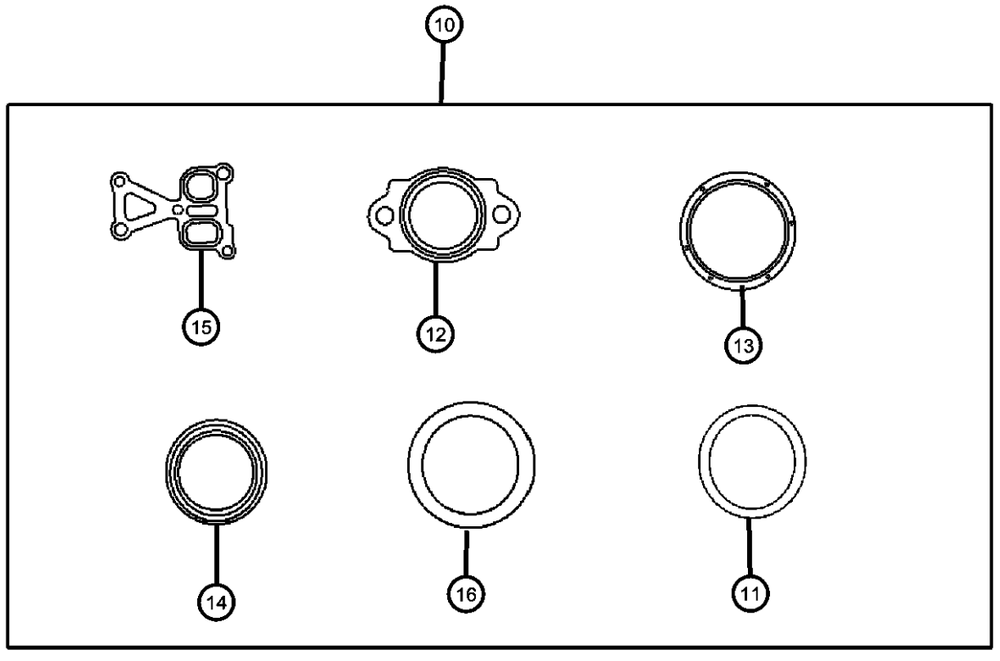
1	04891689AB	1	B, D, E			ED3, EDG			COVER, Engine
2	04891847AA	4	B, D, E			EDG, ED3			BALL STUD

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.4L [ED3]
Figure 009ED3-145





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

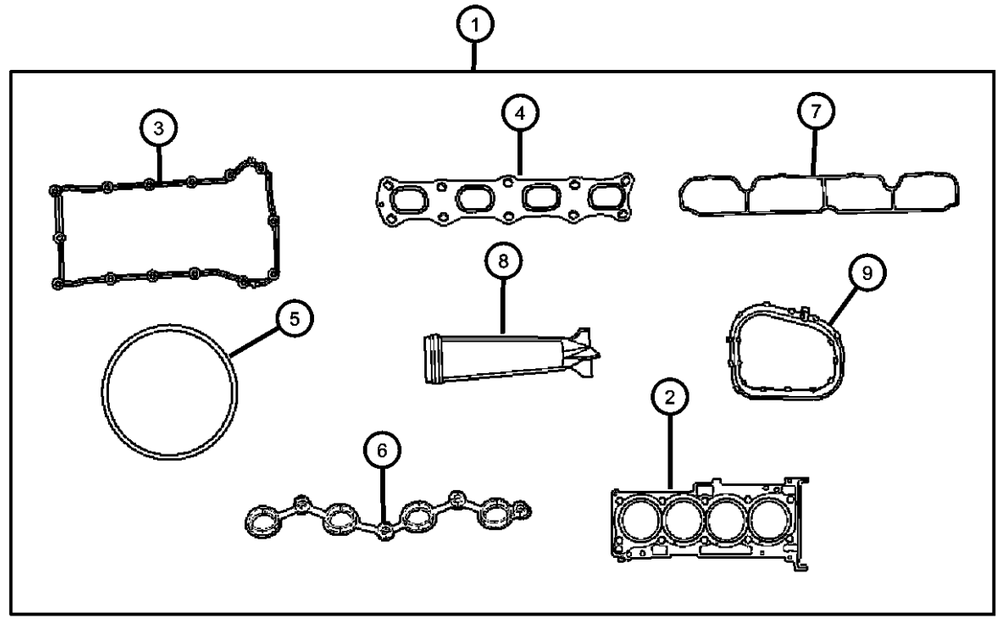
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

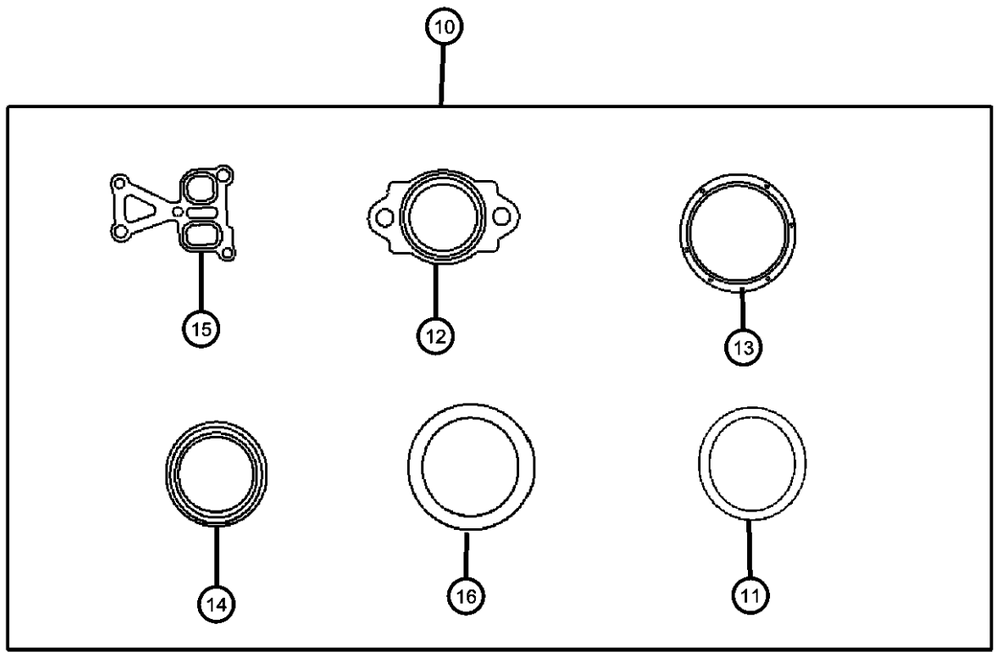
1	05189956AA	1	B, D, E			ED3			GASKET PACKAGE, Engine Upper
2	05189976AA	1	B, D, E			ED3			GASKET PACKAGE, Cylinder Head, Includes CVVT Filter
3	04884762AA	1	B, D, E			ED3, EDG			GASKET, Cylinder head Cover
4	1555A185	1	B, D, E			ED3			GASKET, Exhaust Manifold
5	04884551AA	1	B, D, E			ED3			GASKET, Throttle Body
6	04884765AA	1	B, D, E			ED3, EDG			GASKET, Ignition Coil
7	04884550AB	1	B, D, E			ED3			GASKET, Intake Manifold
8	1028A025	1	B, D, E			ED3, EDG			FILTER, Continuous Variable Valve Timing
9	04884572AA	1	B, D, E			ED3, EDG			SEAL, Coolant Outlet Adapter, Coolant Outlet Adapter
10	05189957AA	1	B, D, E			ED3			GASKET PACKAGE, Engine Lower, Contains Items 11,12, 13, 14, 15, 16
11	05047077AA	1	B, D, E			ED3, EDG			O RING, Engine Oil Indicator Tube
12	04884703AA	1	B, D, E			ED3, EDG			GASKET, Water Inlet
13	2142125000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Front

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.4L [ED3]
Figure 009ED3-145



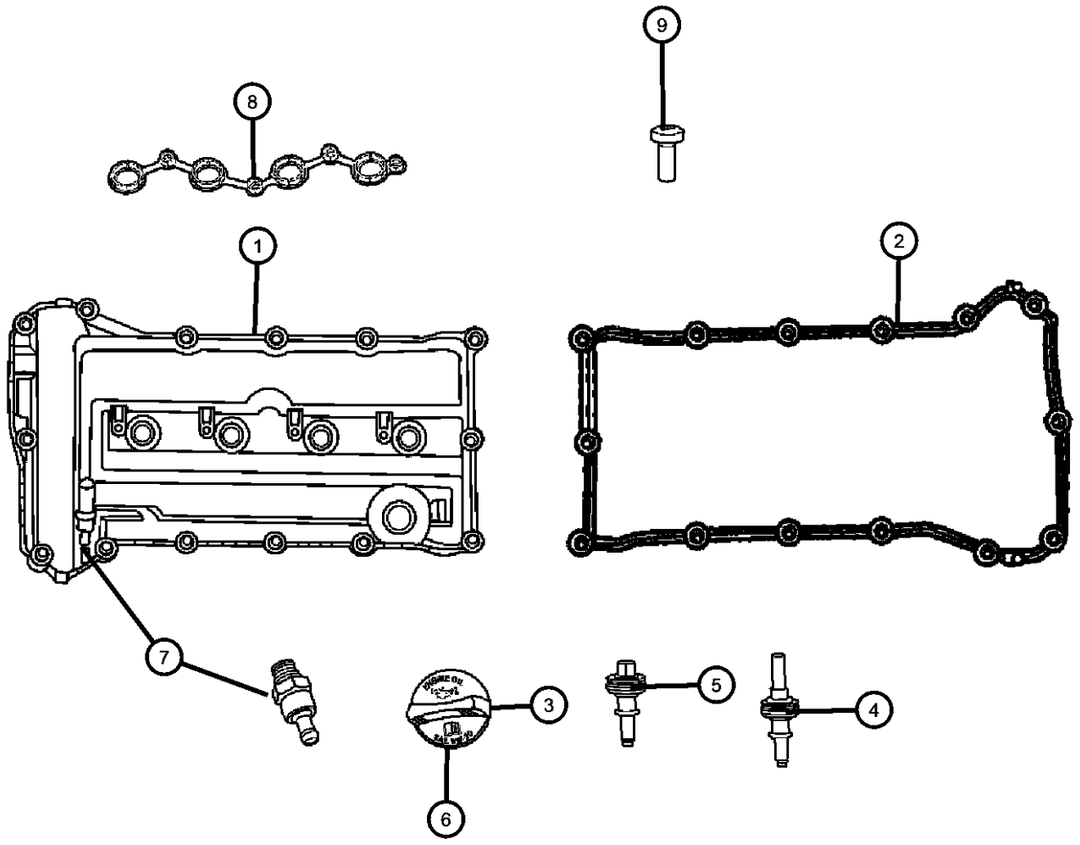


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
14	2144325000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Rear
15	04884696AA	1	B, D, E			ED3, EDG			GASKET, Water Pump Outlet
16	04884873AA	1	B, D, E			ED3, EDG			O RING, Water Inlet Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Cover 2.4L [ED3]
Figure 009ED3-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

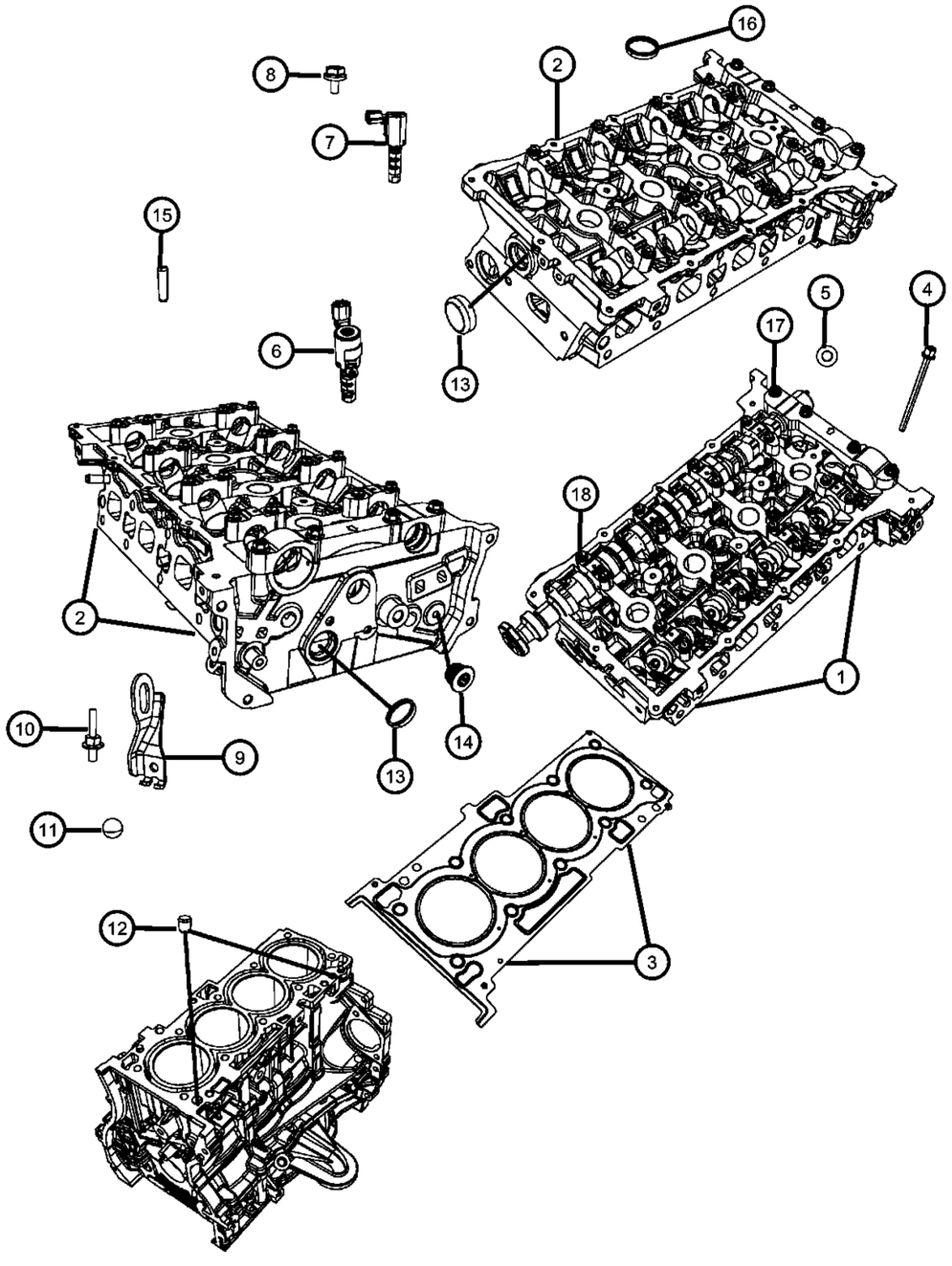
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884760AE	1	B, D, E		ED3, EDG		COVER, Cylinder Head
2	04884762AA	1	B, D, E		ED3, EDG		GASKET, Cylinder head Cover
3	53013775AA	1	B, D, E		ED3, EDG		CAP, Oil Filler
4	04884763AA	11	B, D, E		ED3, EDG		BOLT AND GROMMET, Special, M6X1.00-6G, Cylinder Head Cover To Cylinder Head, Mounting
5	04884764AA	7	B, D, E		ED3, EDG		STUD AND GROMMET, Special, M6X1.00-6G, Cylinder Head Cover To Cylinder Head, Mounting
6	68029299AA	1	B, D, E		ED3, EDG		O RING, Oil Filler Cap
7	05047002AA	1	B, D, E		ED3, EDG		VALVE, PCV
8	04884765AA	1	B, D, E		ED3, EDG		GASKET, Ignition Coil
9	06104142AA	4	B, D, E		ED3, EDG		SCREW, Pan Head, M6x1.00x16.00, Ignition Coil To Cylinder Head Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 2.4L [ED3]
Figure 009ED3-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

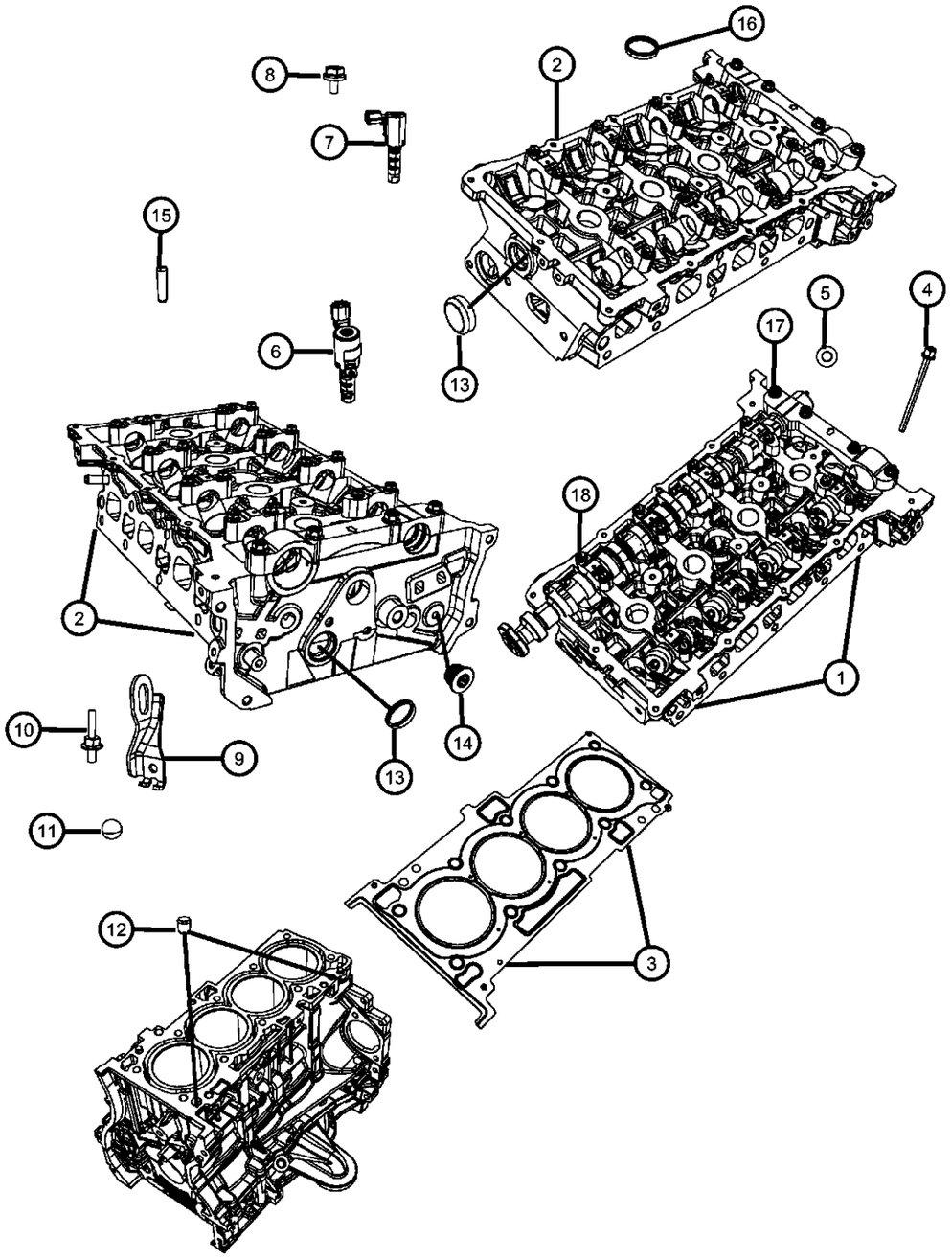
NOTE:
Complete Cylinder Head Package Contains: Instruction Sheet,Machined Cylinder Head,Core Plugs,Sealing Caps,Main Oil Gallery Balls,Valve Se
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68004168AB	1	B, D, E			ED3			HEAD PACKAGE, Engine Cylinder, See Note For Contents
2		1							HEAD, Engine Cylinder, Partial Serviced With Complete Cylinder Head Only, (NOT SERVICED)
3	05189976AA	1	B, D, E			ED3			GASKET PACKAGE, Cylinder Head
4									BOLT, Torx Head, M11x1.50x165.70
	06508858AA	8	B, D, E			ED3, EDG			Cylinder Head To Cylinder Block 2, Mounting
	06508857AA	2	B, D, E			ED3, EDG			Cylinder Head To Cylinder Block 1, Mounting
5	06508859AA	2	B, D, E			ED3, EDG			WASHER, Flat Special, ID M11.50 OD 23.20 THK 3.40, Cylinder Head To Cylinder Block, Mounting
6	04884695AA	1	B, D, E			ED3, EDG			SOLENOID, Variable Valve Timing, Intake
7	04884483AA	1	B, D, E			ED3, EDG			SOLENOID, Variable Valve Timing, Exhaust

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 2.4L [ED3]
Figure 009ED3-225

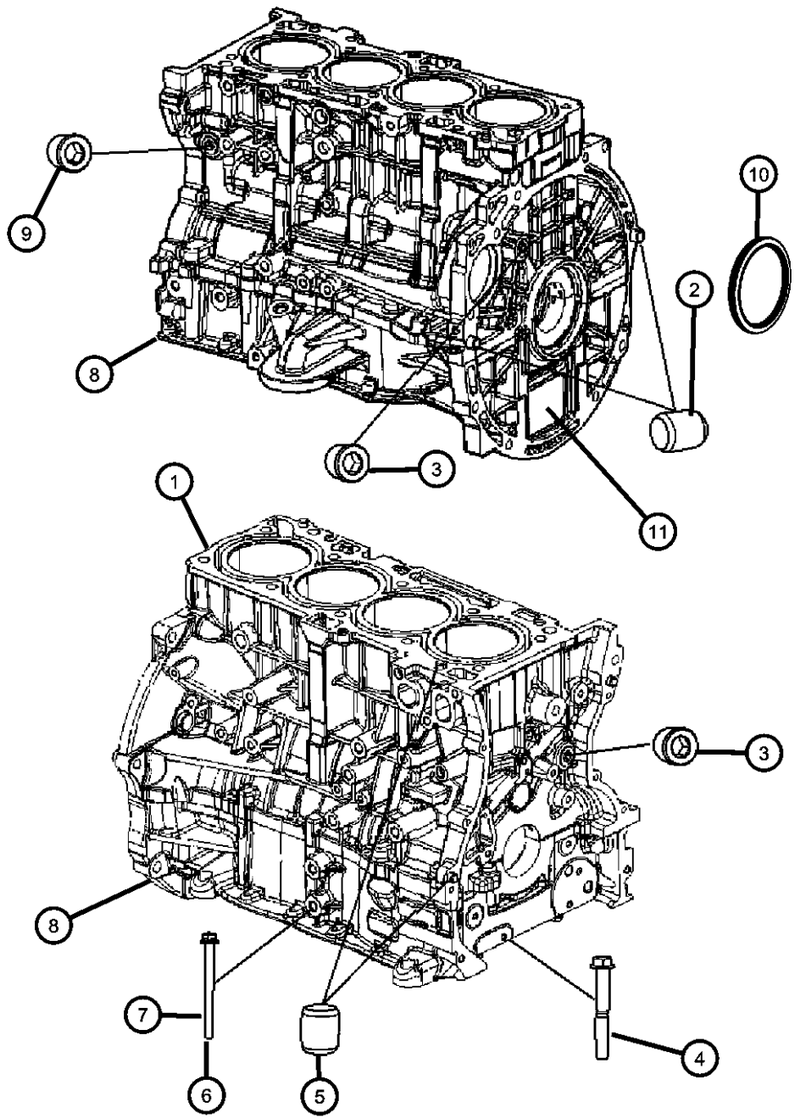


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8	06105036AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x16.00, Oil Cotrol Valve To Cylinder Head, Mounting
9	04884752AC	1	B, D, E			ED3, EDG			BRACKET, Engine Lift
10	06508424AA	1	B, D, E			ED3, EDG			STUD, Double Ended, M8x1.25x50.00
11	1601110000	7	B, D, E			ED3			BALL, Mail Oil Gallery
12	04884905AA	2	B, D, E			ED3, EDG			DOWEL PIN, Cylinder Head To Cylinder Block, Mounting
13	04884892AA	1	B, D, E			ED3			PLUG, Core
14	04884893AA	2	B, D, E			ED3			CAP, CAP-SEALING
15		2							GUIDE, Valve, Serviced With Cylinder Head, (NOT SERVICED)
16		2							SEAT, Valve Serviced With Cylinder Head, (NOT SERVICED)
17	2212625000	4	B, D, E			ED3			BOLT, M8x40, Front Camshaft Bearing Cap To Cylinder Head, Mounting
18	2212235500	16	B, D, E			ED3			BOLT, M6x38, Camshaft Bearing Cap To Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.4L [ED3]
Figure 009ED3-305



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

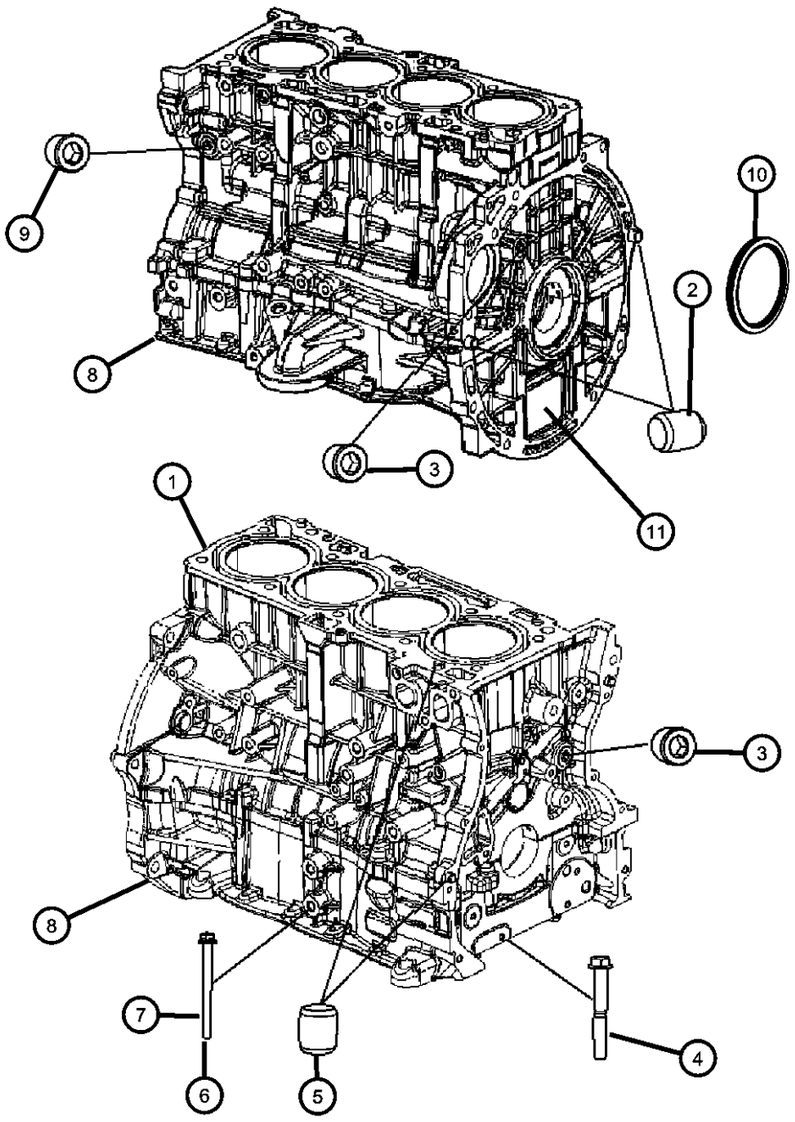
NOTE:
The Following Parts Must Be Replaced When Ordering A Replacement Short Block:
Upper Engine Gasket Package, Flex Plate To Clutch Bolts, Flex Plate To Crankshaft Bolts, Catalytic Converter Gasket, Thermostat Housing “D“ Ri
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05183906AC	1	B, D, E			ED3			ENGINE, Short Block, See Note For Contents
2	04884783AA	2	B, D, E			ED3, EDG			DOWEL PIN, Transmission To Cylinder Block, Mounting
3									PLUG
	04884701AA	1	B, D, E			ED3, EDG			Oil Feed To Chain Tensioner
		2	B, D, E			ED3, EDG			Main Oil Gallery
4		2							BOLT, [M10X1.25X76], (NOT SERVICED),
5									DOWEL PIN
	04884905AA	2	B, D, E			ED3, EDG			Cylinder Block To Ladder, Mounting
		2	B, D, E			ED3, EDG			Cylinder Block To Cylinder Head, Mounting
		2	B, D, E			ED3, EDG			Cylinder Block To Chain Case Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.4L [ED3]
Figure 009ED3-305

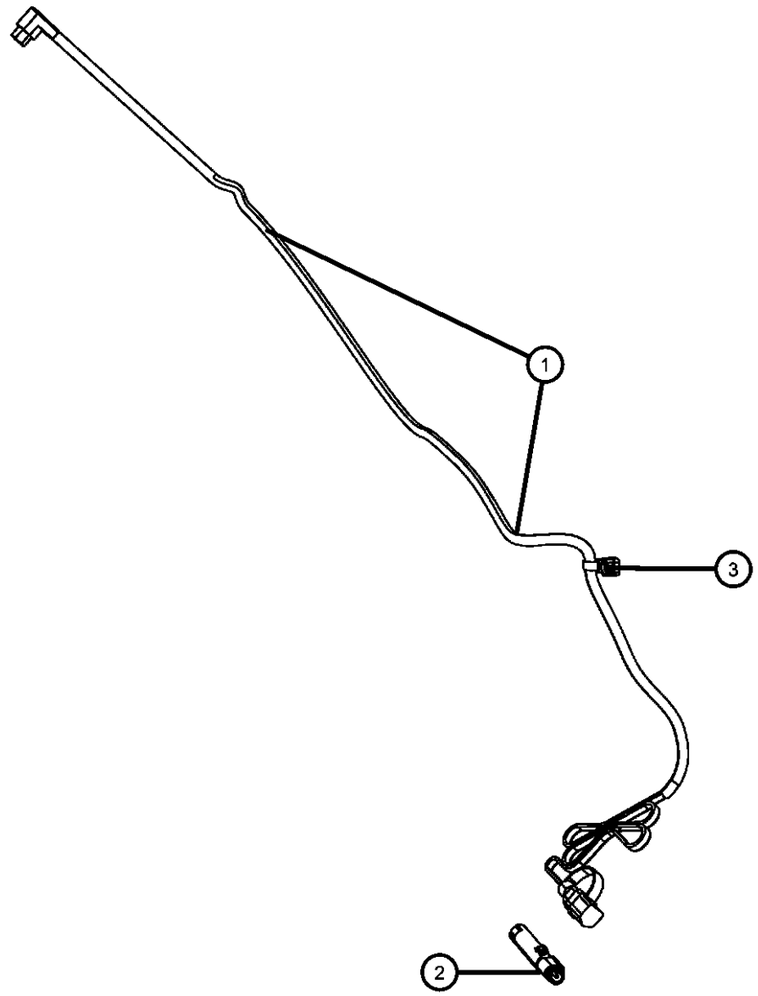


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6	06508984AA	4	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x56.00, Ladder Frame To Cylinder Block, Mounting
7	06508985AA	6	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x104.00, Ladder Frame To Cylinder Block, Mounting
8		6							BEDPLATE, Serviced With Engine Shortblock Only, (NOT SERVICED)
9	04884782AA	1	B, D, E			ED3, EDG			PLUG, Cylinder Block, [M14 X 1.5], Cylinder Block Coolant Drain
10	2144325000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Rear
11	04884904AA	1	B, D, E			ED3, EDG			COVER, Bedplate Access

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block Heater 2.4L [ED3]
Figure 009ED3-325



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

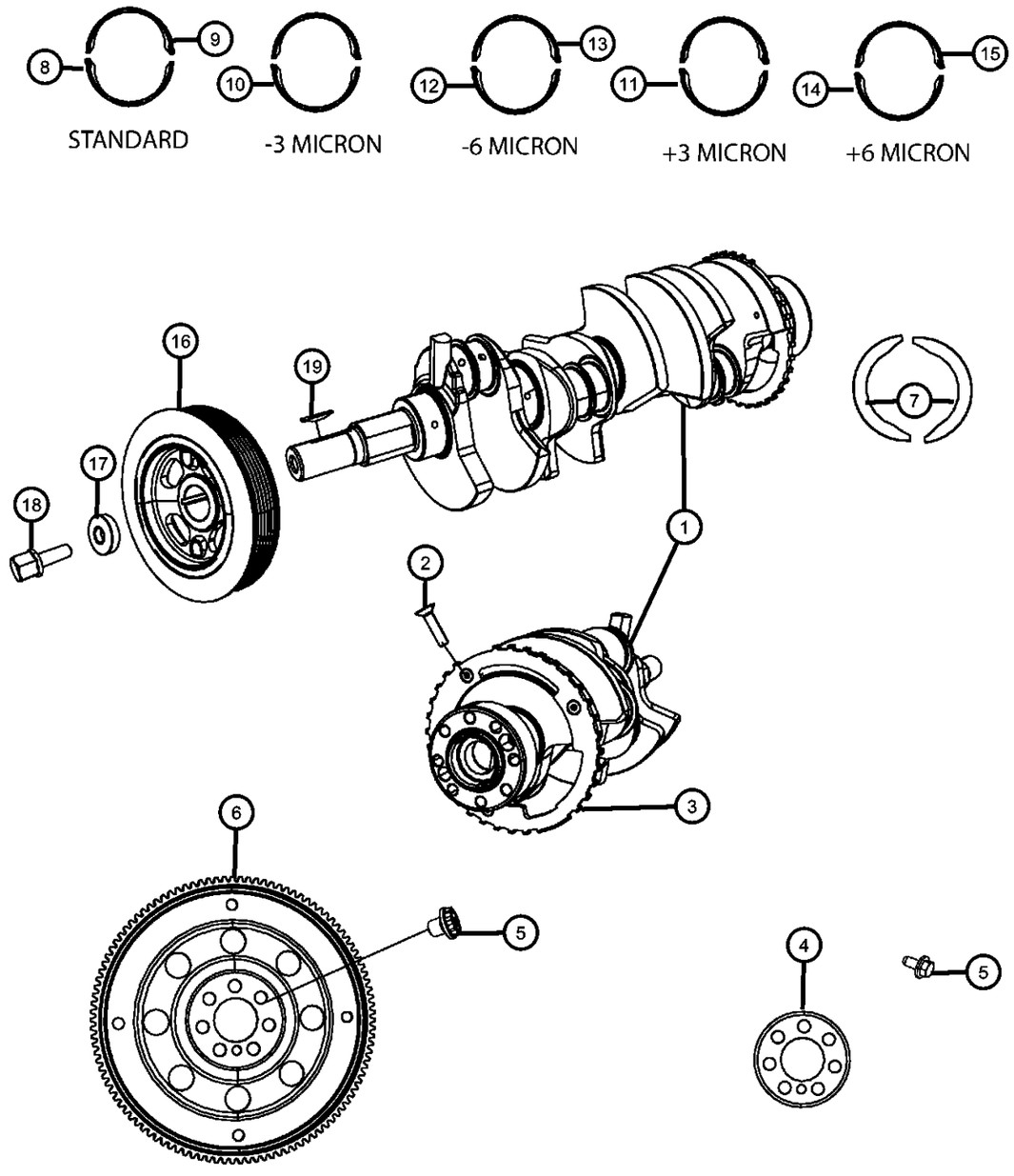
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05033279AB	1	B, D, E			ED3, EDG, EER, EGF			CORD, Engine Block Heater
2	05033557AB	1	B, D, E			ED3			HEATER, Engine
3		1							CLIP, Serviced With Cord, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [ED3]
Figure 009ED3-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

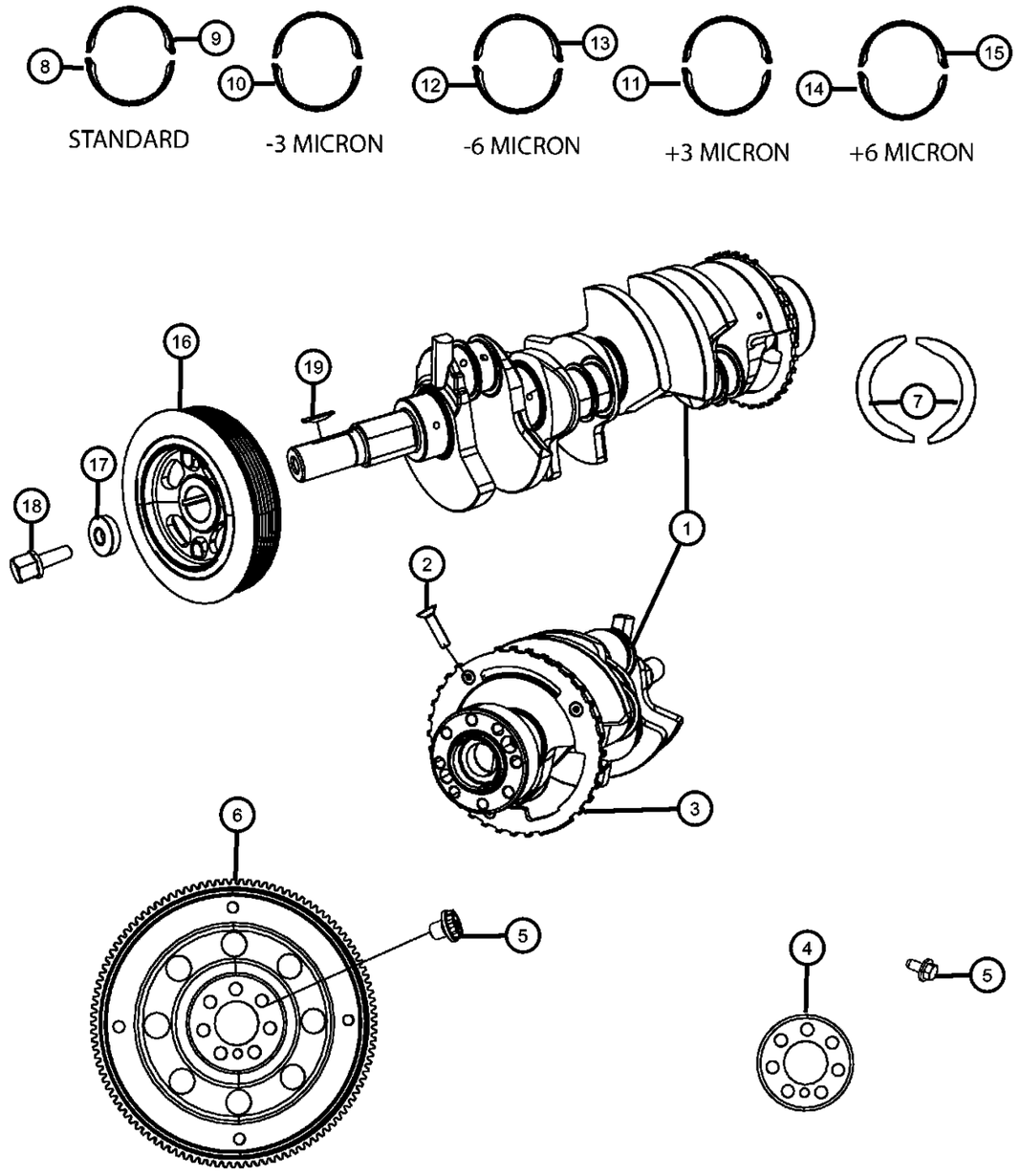
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	68001694AA	1	B, D, E		ED3		CRANKSHAFT PACKAGE, Engine
2	06509028AA	4	B, D, E		ED3, EDG		SCREW, Torx Flange Head, M6x1.00x14.00, Reluctor Wheel To Crankshaft, Mounting
3	3919025000	1	B, D, E		ED3, EDG		RELUCTOR WHEEL, Crankshaft
4	04736477AA	1	B, D, E		ED3, EDG		BACKING PLATE
5	05189932AA	1	C, E		ED3, EDG		BOLT PACKAGE, Driveplate To Crankshaft, Package Contains 7 Bolts
6							FLEXPLATE
	04736611AA	1	B, D, E		ED3, EDG	DFF	With [DFF] VLP Automatic Transmission
	04736238AA	1	B, D, E			DD7	With [DD7] T355 Manual Transmission
7	04884910AA	2	B, D, E		ED3, EDG		BEARING, Crankshaft Thrust
8	04884919AA	AR	B, D, E		ED3, EDG		BEARING, Crankshaft Lower, Standard
9	04884915AA	AR	B, D, E		ED3, EDG		BEARING, Crankshaft Upper, Standard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [ED3]
Figure 009ED3-405

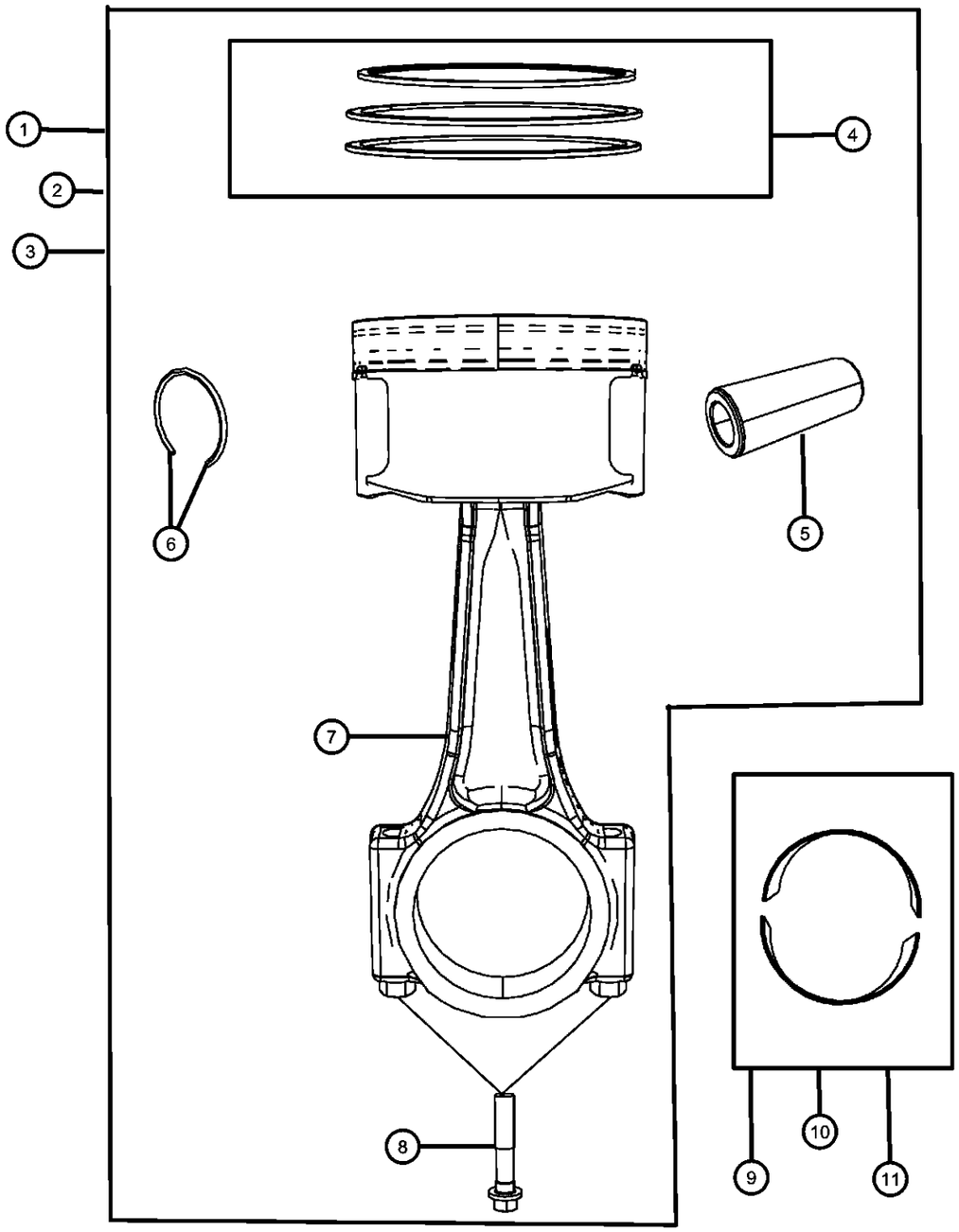


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	04884918AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, -3 Micron
11	04884920AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, +3 Micron
12	04884917AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, -6 Micron
13	04884914AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Upper, -6 Micron
14	04884921AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, +6 Micron
15	04884916AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Upper, +6 Micron
16	2312425000	1	B, D, E			ED3, EDG			DAMPER, Crankshaft
17	04884877AB	1	B, D, E			ED3, EDG			WASHER, Damper To Crankshaft
18	06509029AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M14x1.50x40.00, Damper To Crankshaft
19	04884923AC	1	B, D, E			ED3, EDG			KEY, Crankshaft Sprocket

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.4L [ED3]
Figure 009ED3-425



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

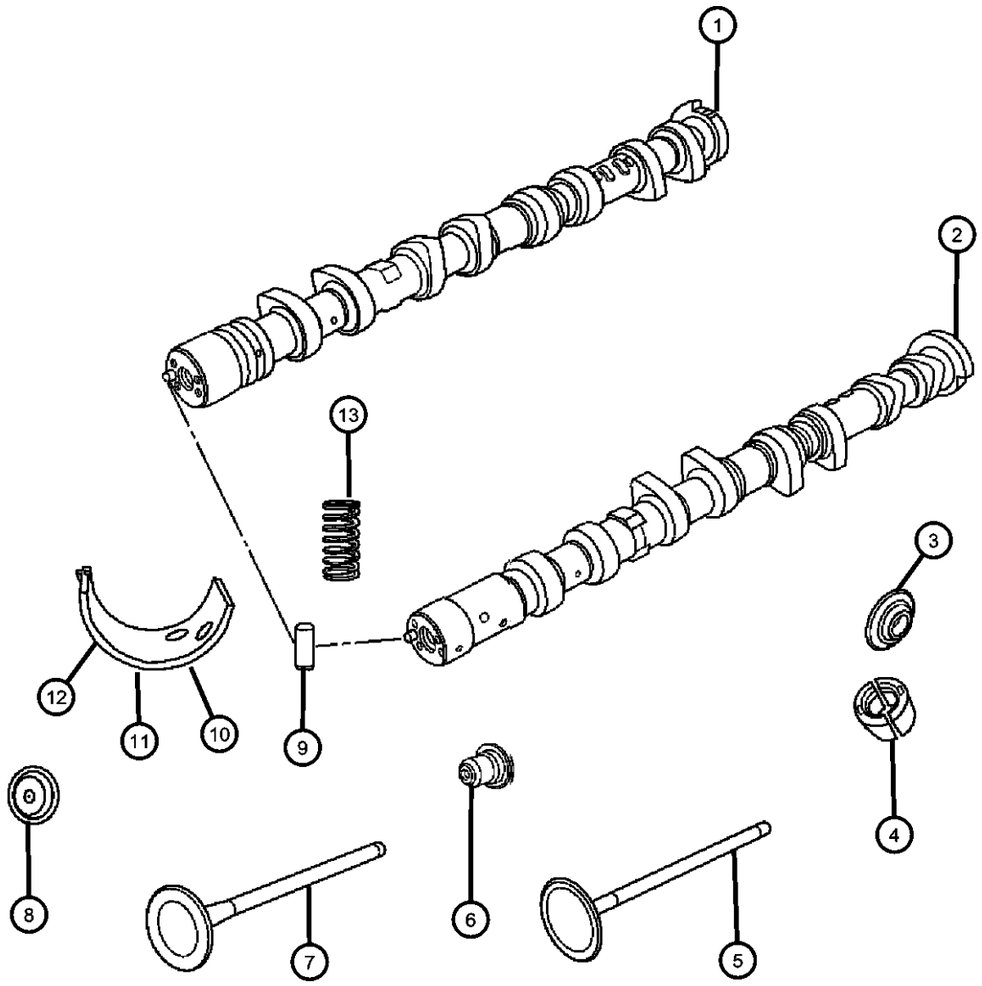
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	05191340AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, A-Size, See Note
2	05191341AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, B-Size, See Note
3	05191342AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, C-Size, See Note
4	05191424AA	1	B, D, E		ED3	PISTON RING SET, COMPLETE ENGINE, STD.
5		1				PIN, Piston, Serviced With Piston Package, (NOT SERVICED)
6		1				RING, Piston Pin, Serviced With Piston Package, (NOT SERVICED)
7		1				ROD, Connecting, Serviced With Piston Package, (NOT SERVICED)
8	MN195112	8	B, D, E		ED3, EDG	BOLT, Connecting Rod
9	04884912AA	AR	B, D, E		ED3, EDG	BEARING, Connecting Rod, STD., See Note
10	04884911AA	AR	B, D, E		ED3, EDG	BEARING, Connecting Rod, -3 Micron, See Note
11	04884913AA	AR	B, D, E		ED3, EDG	BEARING, Connecting Rod, +3 Micron, See Note

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.4L [ED3]
Figure 009ED3-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

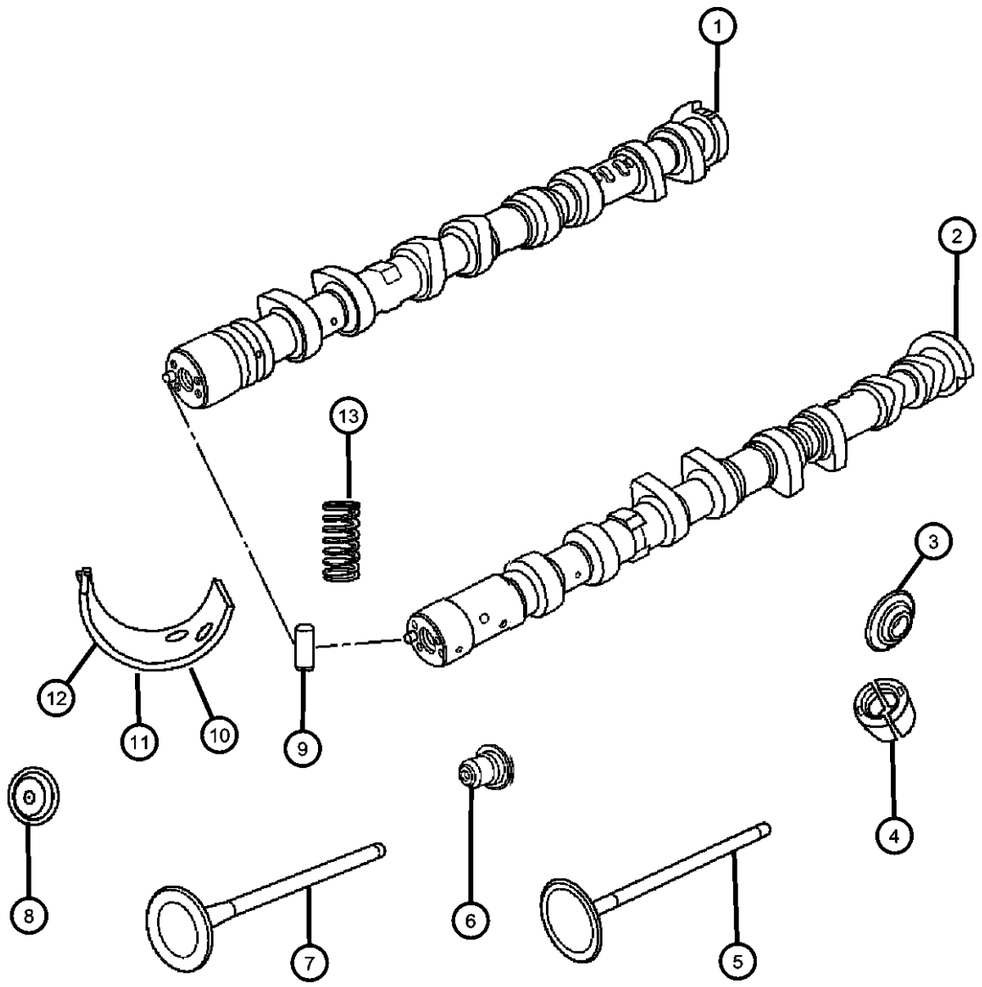
NOTE:
Solid Bucket Tappets Thickness Is Stamped On Inside Of Bucket.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	04884736AC	1	B, D, E		ED3	CAMSHAFT, Exhaust
2	04884735AC	1	B, D, E		ED3	CAMSHAFT, Intake
3	04884725AA	16	B, D, E		ED3	RETAINER, Valve Spring
4	04884726AA	32	B, D, E		ED3	LOCK, Valve Spring Retainer
5	MN187696	8	B, D, E		ED3	VALVE, Engine Intake
6	2222425000	16	B, D, E		ED3	SEAL, Valve Guide
7	MN183950	8	B, D, E		ED3	VALVE, Engine Exhaust
8						TAPPET, Valve, See Note
	04884594AB	AR	B, D, E		ED3	3.015 Millimeters
	04884594AE	AR	B, D, E		ED3	3.06 Millimeters
	04884594AH	AR	B, D, E		ED3	3.105 Millimeters
	04884594AK	AR	B, D, E		ED3	3.15 Millimeters
	04884594AN	AR	B, D, E		ED3	3.195 Millimeters
	04884594AQ	AR	B, D, E		ED3	3.24 Millimeters
	04884594AT	AR	B, D, E		ED3	3.285 Millimeters

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.4L [ED3]
Figure 009ED3-505

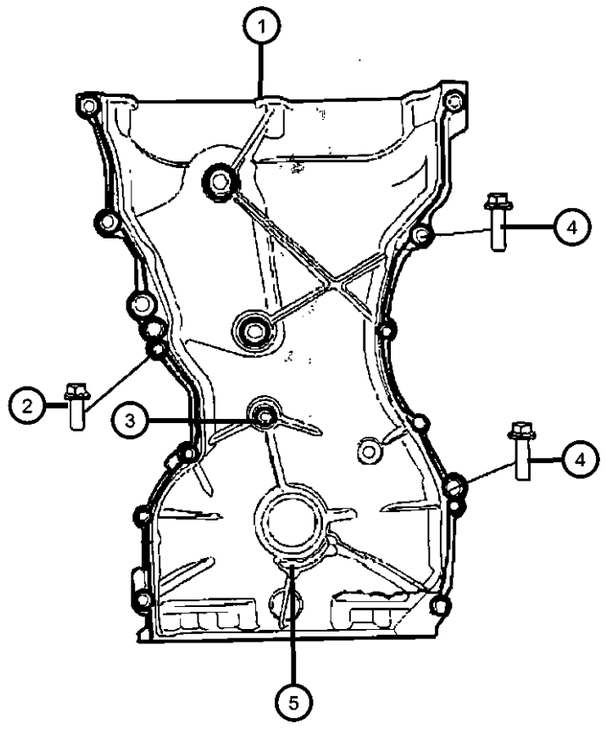


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04884594AW	AR	B, D, E			ED3			3.33 Millimeters
	04884594AZ	AR	B, D, E			ED3			3.375 Millimeters
	04884594BC	AR	B, D, E			ED3			3.42 Milllimeters
	04884594BF	AR	B, D, E			ED3			3.465 Millimeters
	04884594BI	AR	B, D, E			ED3			3.51 Millimeters
	04884594BL	AR	B, D, E			ED3			3.555 Millimeters
	04884594BO	AR	B, D, E			ED3			3.600 Millimeters
	04884594BR	AR	B, D, E			ED3			3.645 Millimeters
	04884594BU	AR	B, D, E			ED3			3.690 Millimeters
9		AR							PIN, Dowel, Serviced With Camshaft, (NOT SERVICED),
10	05047008AA	AR	B, D, E			ED3			BEARING, Camshaft, Size 1
11	05047009AA	AR	B, D, E			ED3			BEARING, Camshaft, Size 2
12	05047010AA	AR	B, D, E			ED3			BEARING, Camshaft, Size 3
13	04884804AA	16	B, D, E			ED3			SPRING, Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Timing Case Cover 2.4L [ED3]
Figure 009ED3-605



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

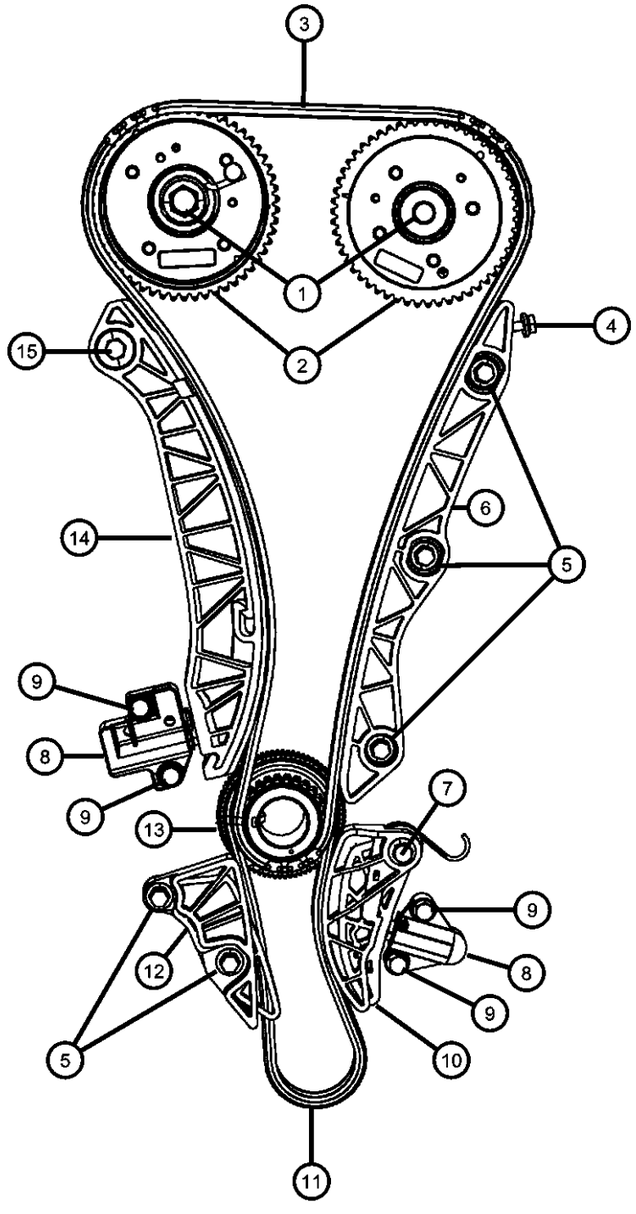
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	04884466AB	1	B, D, E			ED3, EDG			COVER, Timing Case
2	06509284AA	7	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X25.00, Timing Case Cover To Cylinder Block, Mounting
3	06102258AA	1	B, D, E			ED3, EDG			PLUG, Timing Chain Tensioner Access
4	06104025AA	6	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x30, Timing Case Cover To Cylinder Block, Mounting
5	2142125000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Front

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.4L [ED3]
Figure 009ED3-625



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

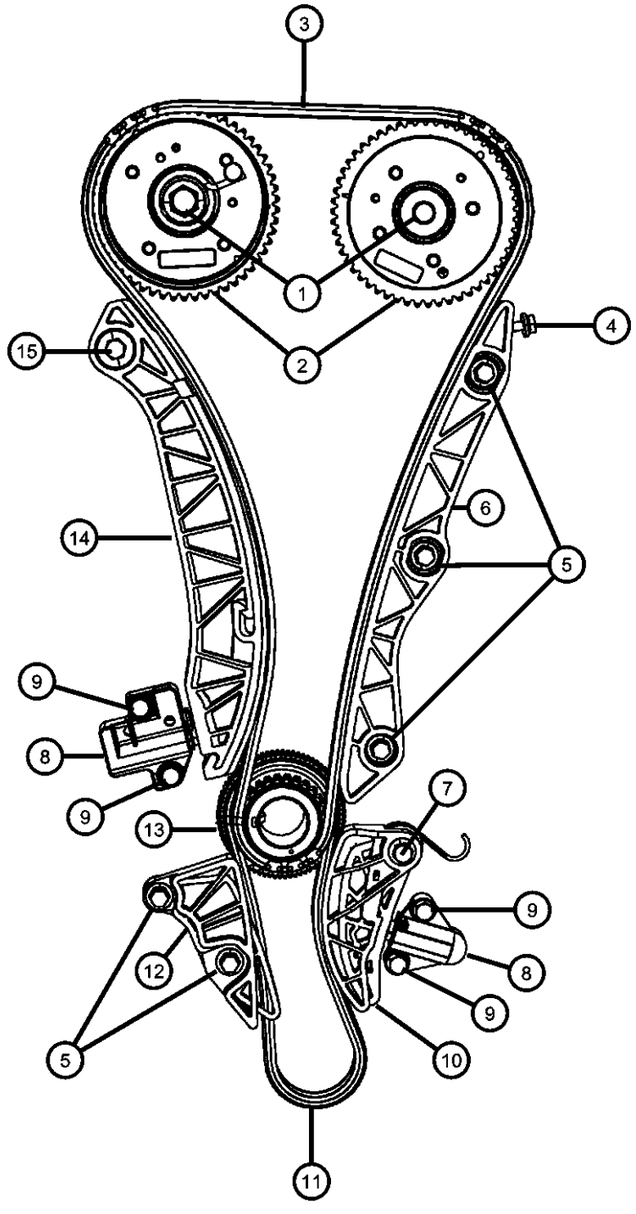
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	06509008AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M10x1.25x41.50, Phaser To Camshaft, Mounting
2									PHASER, Camshaft
	05047021AA	1	B, D, E			ED3, EDG			Variable Valve Timing, Intake
	05047022AA	1	B, D, E			ED3, EDG			Variable Valve Timing, Exhaust
3	04884868AC	1	B, D, E			ED3, EDG			CHAIN, TimingPrimary
4	1140306123	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x12.00, Oil Control Valve To Cylinder Head, Mounting
5									BOLT
	2434825000	2	B, D, E			ED3, EDG			Balance Shaft Chain Guide To Ladder Frame, Mounting
		3	B, D, E			ED3, EDG			Timing Chain Guide Fixed To Cylinder Block, Mounting
6	2443125000	1	B, D, E			ED3, EDG			GUIDE, Timing Chain, Fixed
7	06509007AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X34.50, Balance Shaft Chain Arm To Ladder Frame, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.4L [ED3]
Figure 009ED3-625

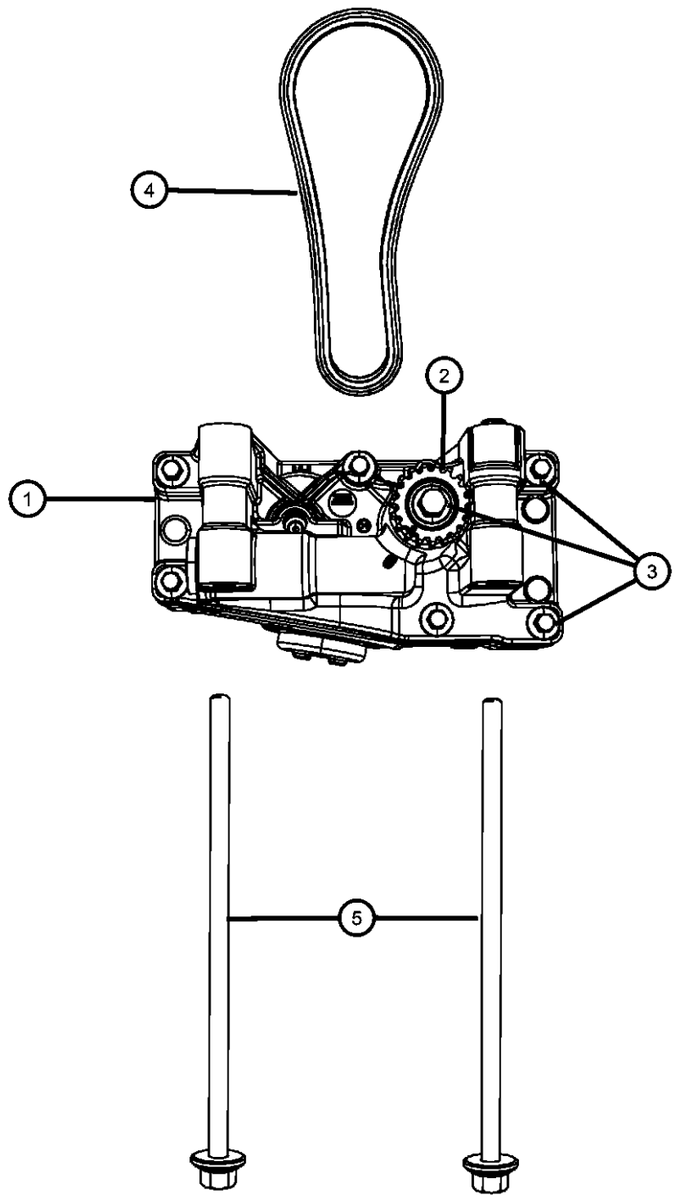


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8									TENSIONER, Chain
	04884876AA	1	B, D, E			ED3, EDG			Balance Shaft Chain
	2441025000	1	B, D, E			ED3, EDG			Primary Timing Chain
9									BOLT, Hex Flange Head, M6X1.00X25.00
	06509090AA	2	B, D, E			ED3, EDG			Primary Timing ChainTensioner To Cylinder Block, Mounting
		2	B, D, E			ED3, EDG			Balance Shaft Chain Tensioner To Ladder Frame, Mounting
10	04884588AA	1	B, D, E			ED3, EDG			TENSIONER ARM, Balance Shaft Driver
11	04884870AB	1	B, D, E			ED3, EDG			CHAIN, Balance Shaft
12	04884589AA	1	B, D, E			ED3, EDG			GUIDE, Balance Shaft Chain
13	04884587AB	1	B, D, E			ED3, EDG			SPROCKET, Crankshaft
14	2442025000	1	B, D, E			ED3, EDG			TENSIONER ARM, Pivot
15	06509005AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X11.00, Timing Chain Guide Pivot To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Balance Shaft/Oil Pump Assembly 2.4L [ED3]
Figure 009ED3-665



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

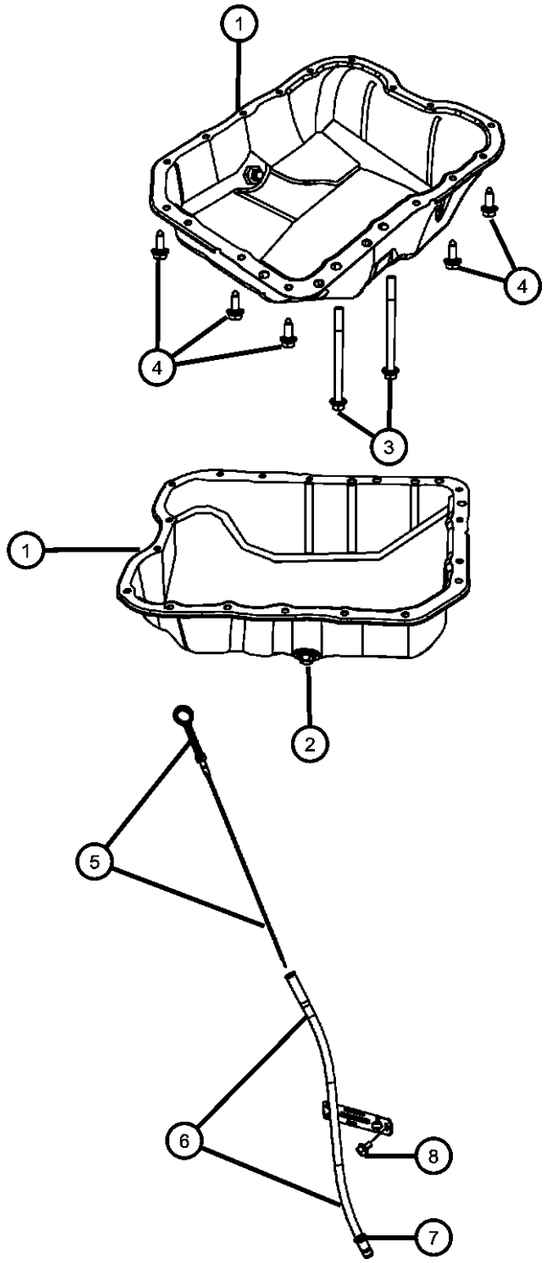
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05189868AD	1	B, D, E			ED3, EDG			SHAFT PACKAGE, Balance with Oil Pump
2		1							SPROCKET, Drive, Serviced With Shaft Package, (NOT SERVICED)
3		1							BOLT, Serviced With Shaft Package, (NOT SERVICED)
4	04884870AB	1	B, D, E			ED3, EDG			CHAIN, Balance Shaft
5	06508618AA	4	B, D, E			ED3, EDG			BOLT AND WASHER, Hex Flange Head Locking, M8x1.25x180.00, Balance Shaft Oil Pump Assembly To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.4L [ED3]
Figure 009ED3-725



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

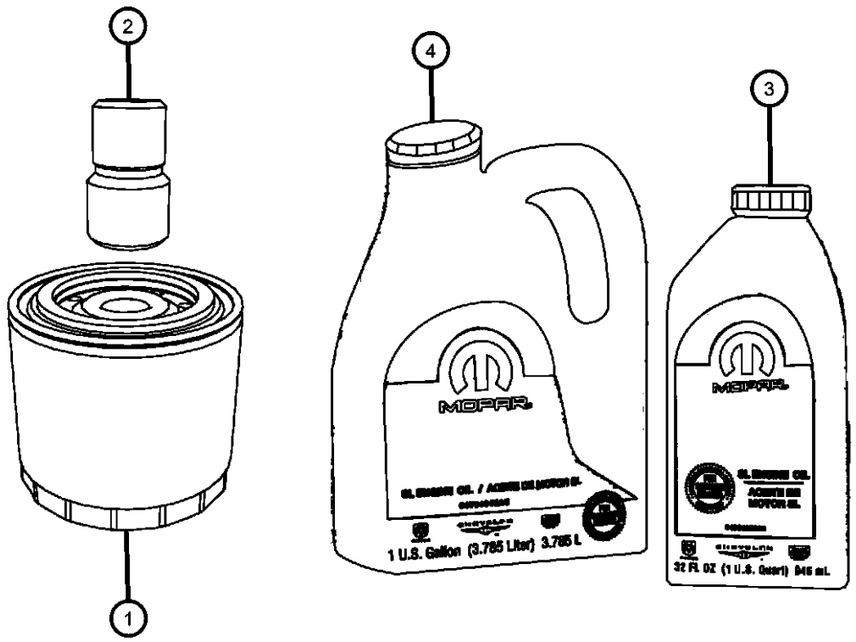
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	04884665AE	1	B, D, E			ED3, EDG			PAN, Oil
2	06506214AA	1	B, D, E			ED3, EDG			PLUG, Oil Drain
3	06508985AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x104.00, Oil Pan To Ladder Frame, Mounting
4	06509140AA	16	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x16.00, Oil Pan To Ladder Frame, Mounting
5	04884688AD	1	B, D, E			ED3, EDG			INDICATOR, Engine Oil Level
6	04884733AC	1	B, D, E			ED3, EDG			TUBE, Engine Oil Indicator, Includes O-Ring Seal
7	05047077AA	1	B, D, E			ED3, EDG			O RING, Engine Oil Indicator Tube
8	05183964AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x10.90, Engine Oil Level Indicator Tube To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Filter And Engine Oil 2.4L [ED3]
Figure 009ED3-745



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

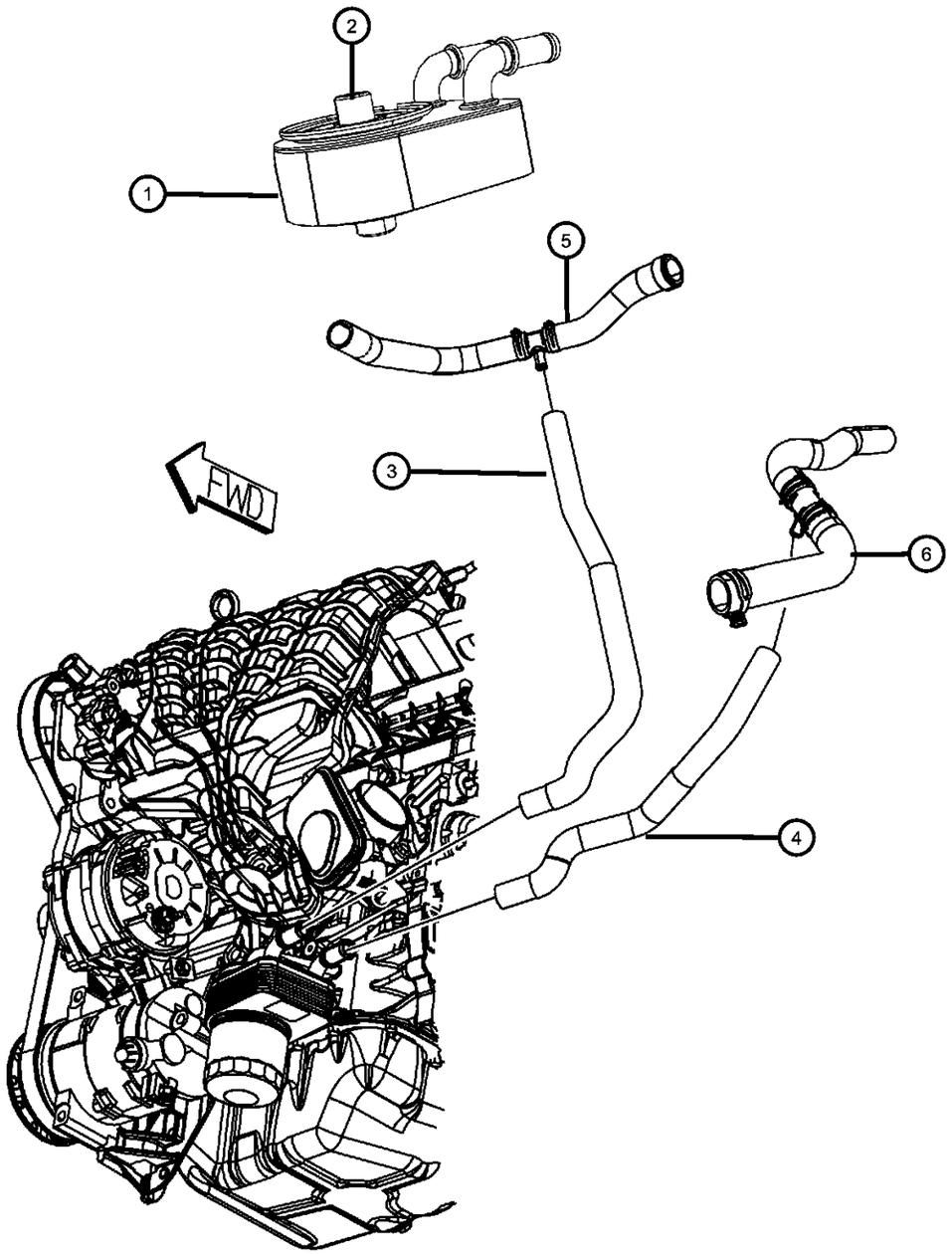
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	04884900AB	1	B, D, E			ED3, EDG			FILTER, Engine Oil
2	04884902AB	1	B, D, E			ED3, EDG			CONNECTOR, Oil Filter, M22X1.50
3	04761872AD	AR	B, D, E			ED3			ENGINE OIL, 5W20, Quart, MS-10797 [API SM ILSAC GF-4], [132 Fluid Ounces] Minimum Ship Quanity Of 12
4	04761851AF	AR	B, D, E			ED3			ENGINE OIL, 5W20, Gallon, MS-10797 [API SM ILSAC GF-4], [128 Fluid Ounces] Minimum Ship Quanity Of 3

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Cooler And Hoses/Tubes 2.4L [ED3]
Figure 009ED3-805



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

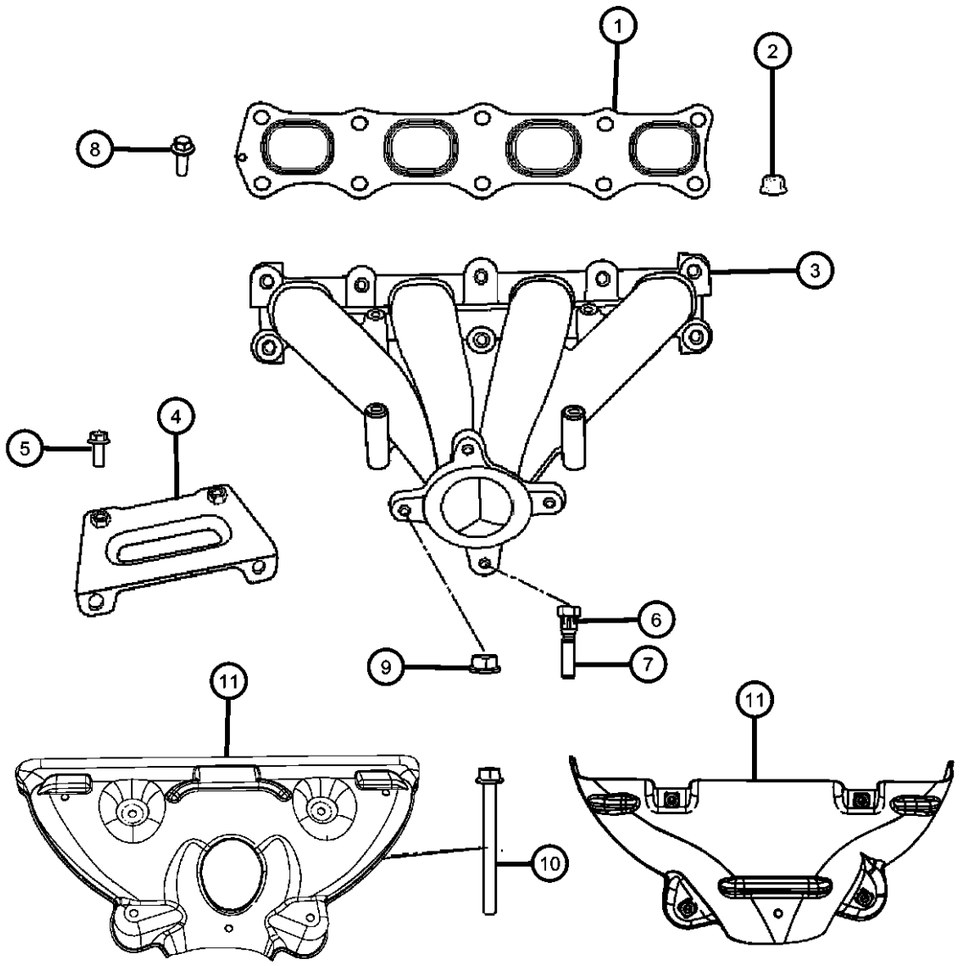
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884757AE	1	B, D, E		ED3	COOLER, Engine Oil
2	04884758AB	1	B, D, E		ED3	CONNECTOR, Engine Oil Cooler
3	05291898AA	1	B, D, E		ED3, EDG	HOSE, Oil Cooler Inlet
4	05291899AA	1	B, D, E		EDG, ED3	HOSE, Oil Cooler Outlet
5	05058446AC	1	B, D, E		ED3, EDG	HOSE, Radiator Inlet
6	05058566AD	1	B, D, E		ED3, EDG	HOSE, Radiator Outlet, With Fitting For Engine Oil Cooler Hose

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold And Heat Sheilds 2.4L [ED3]
Figure 009ED3-1005



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

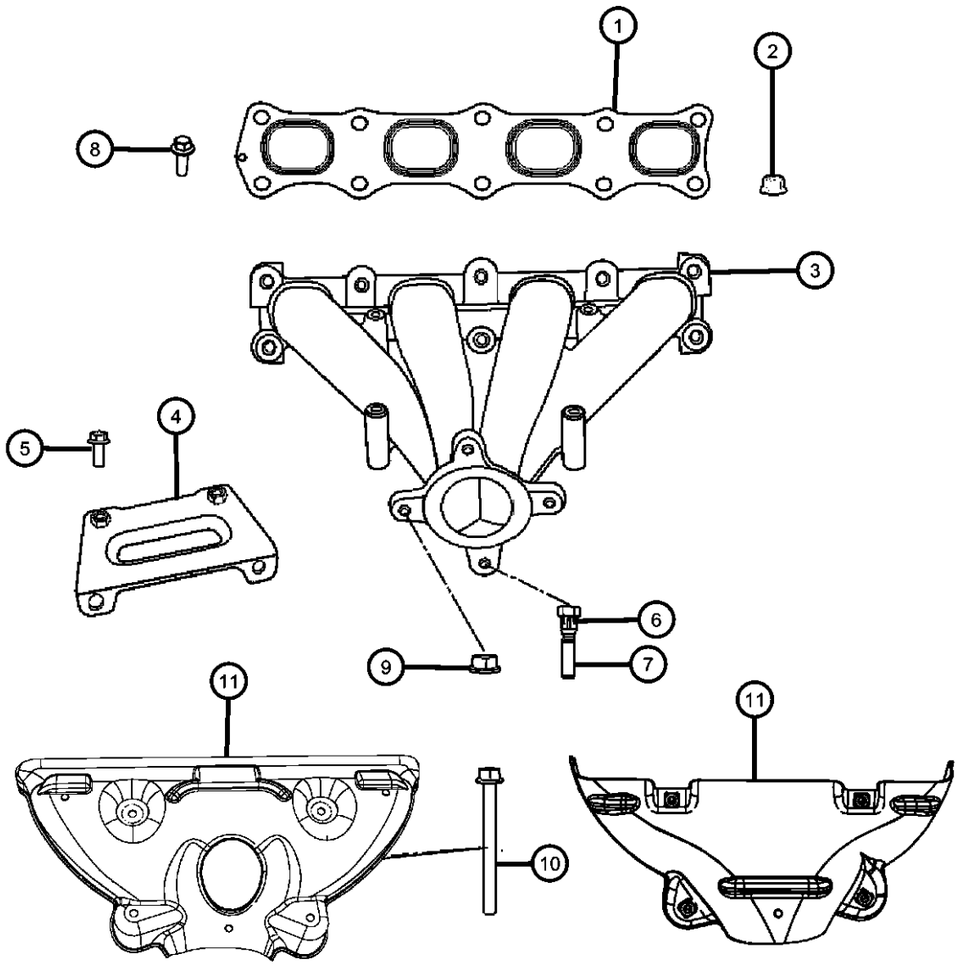
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	1555A185	1	B, D, E			ED3			GASKET, Exhaust Manifold
2	1022510003	2	B, D, E			ED3, EDG			NUT, Exhaust Manifold To Cylinder Head, Mounting
3	04693321AD	1	B, D			ED3			MANIFOLD, Exhaust
4	04693350AC	1	B, D			ED3, EDG			BRACKET, Exhaust Manifold
5	06104215AA	1	B, D			ED3, EDG			BOLT, Hex Flange Head, M10x1.50x25.00, Exhaust Manifold Bracket To Cylinder Block, Mounting
6	06508635AA	1	B, D			ED3, EDG			BOLT, M8X1.25X45.00, Exhaust Manifold To Front Exhaust Pipe, Mounting
7	06508634AA	3	B, D			ED3			BOLT, M8X1.25X40.00, Exhaust Manifold To Front Exhaust Pipe, Mounting
8	06508185AA	6	B, D			ED3, EDG			BOLT, Hex Flange Head, M10x1.25x30.00, Exhaust Manifold To Cylinder Head, Mounting
9	06104716AA	4	B, D			ED3, EDG			NUT, Hex Flange Lock, M8X1.25, Front Exhaust Pipe To Exhaust Manifold, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold And Heat Sheilds 2.4L [ED3]
Figure 009ED3-1005

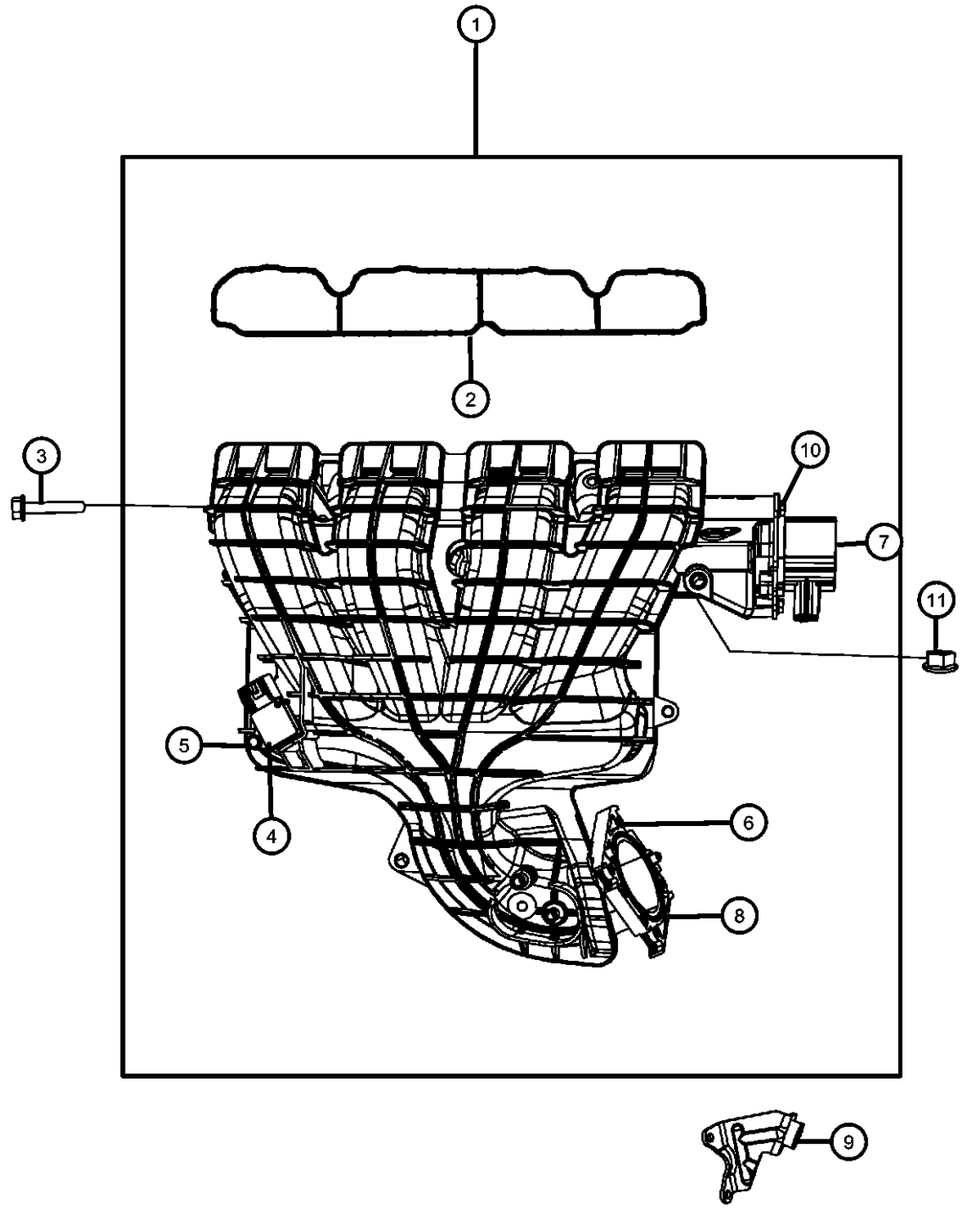


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06104191AA	4	B, D, E			ED3			BOLT, Hex Flange Head, M6x1.00x70.00, Heat Sheild To Exhaust Manifold, Mounting
11									SHIELD, Exhaust Manifold
	04693348AB	1	B, D			ED3			Upper
	04693349AB	1	B, D			ED3			Lower

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold 2.4L [ED3]
Figure 009ED3-1025



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

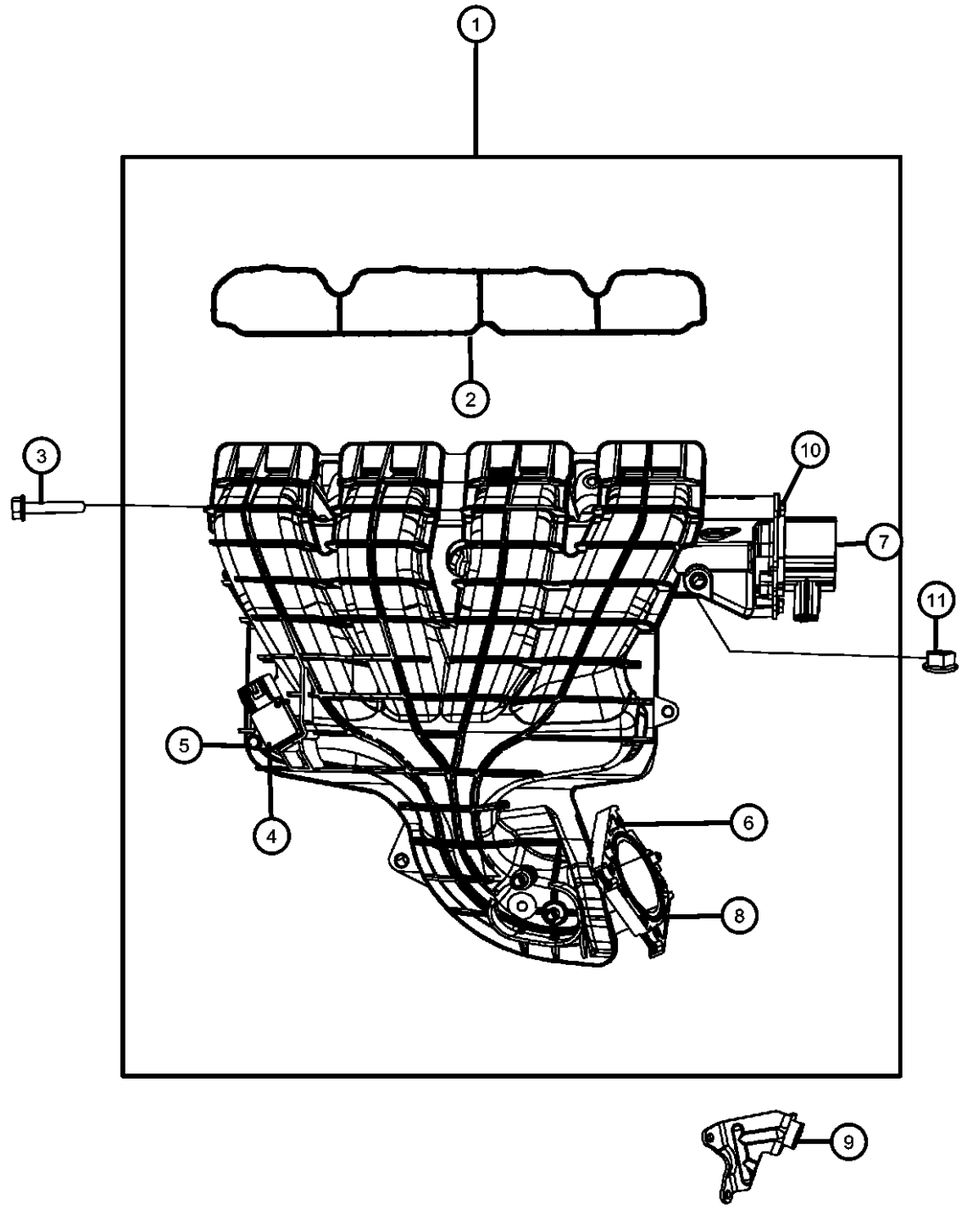
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1									MANIFOLD, Intake
	04593915AA	1	B, D, E			ED3	DFF		Without Flow Control Valve
	04884495AI	1	B, D, E			ED3	DFF		With Flow Control Valve
		1	B, D, E			ED3	DD7		With Flow Control Valve
2	04884550AB	1	B, D, E			ED3			GASKET, Intake Manifold
3	06104201AA	3	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8X1.25X45.00, Intake Manifold To Cylinder Head, Mounting
4	05033310AB	1	B, D, E			ED3			SENSOR, MAP
5	06102417AA	1	B, D, E			ED3			SCREW, Tapping Hex Head, M4.2X1.70X16.00, Map Sensor To Intake Manifold, Mounting
6	06508896AA	4	B, D, E			ED3			NUT, J, Thorttle Body To Intake Manifold, Mounting
7	04884549AD	1	B, D, E			ED3			ACTUATOR, Flow Control Valve
8	04884551AA	1	B, D, E			ED3			GASKET, Throttle Body
9	04884871AA	1	B, D, E			ED3, EDG			BRACKET, Throttle Body Support

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold 2.4L [ED3]
Figure 009ED3-1025

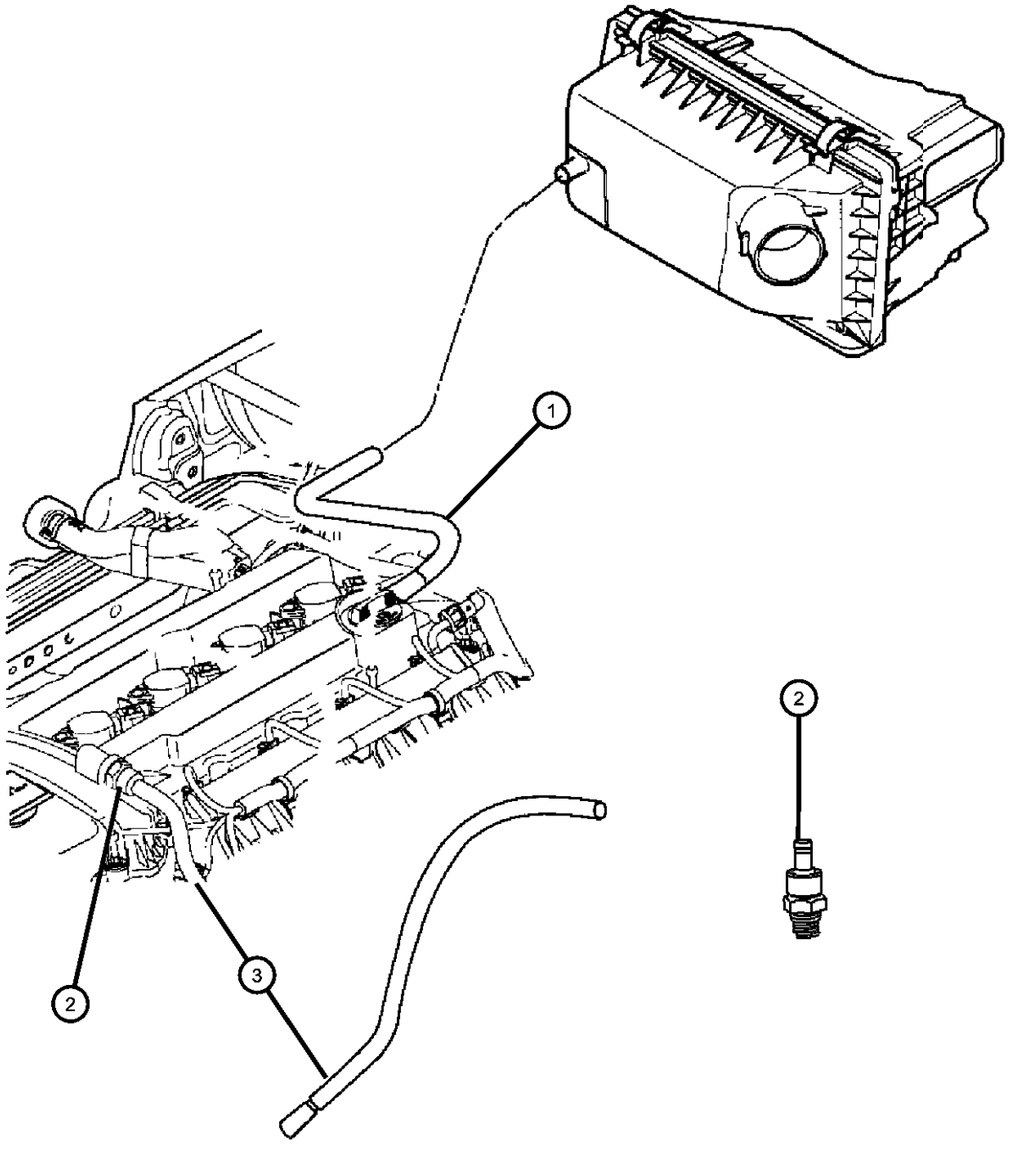


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06508891AA	2	B, D, E			ED3			BOLT, Hex Flange Head, M5.74X1.81X21.50, Actuator To Intake Manifold, Mounting
11	06104709AA	2	B, D, E			ED3, EDG			NUT, Hex Flange, M8x1.25, Intake Manifold To Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crankcase Ventilation 2.4L [ED3]
Figure 009ED3-1105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

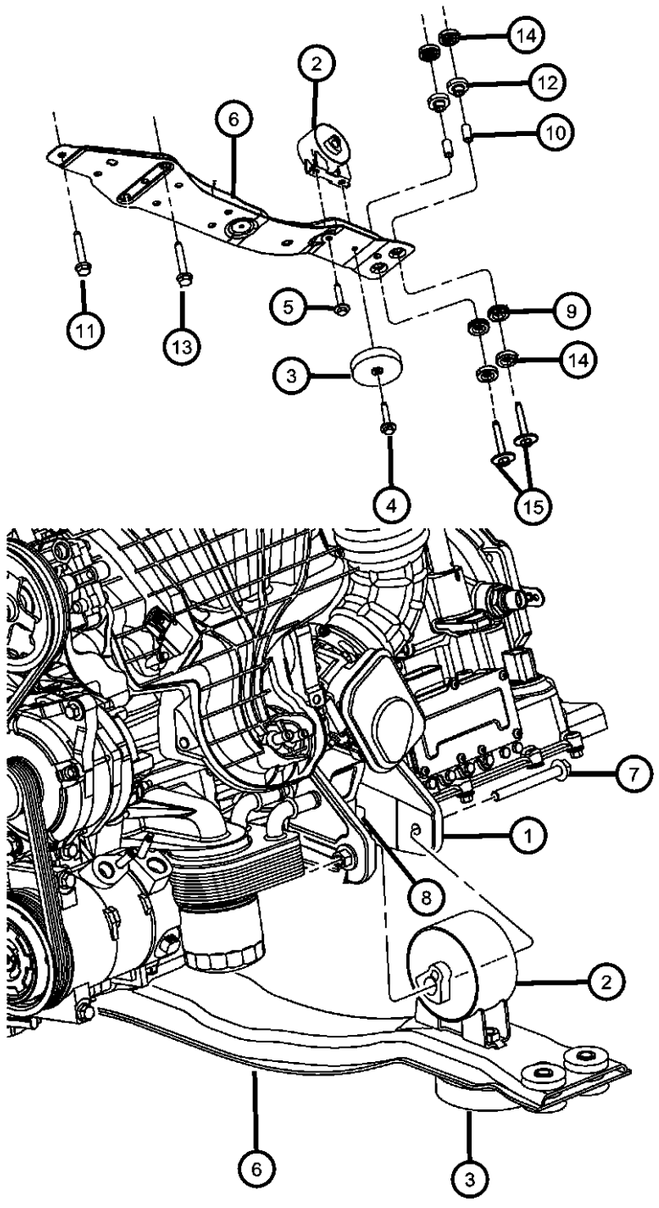
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	05047006AB	1	B, D, E			ED3, EDG			HOSE, Make Up Air
2	05047002AA	1	B, D, E			ED3, EDG			VALVE, PCV
3	05047034AA	1	B, D, E			ED3, EDG			HOSE, PCV Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.4L [ED3]
Figure 009ED3-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

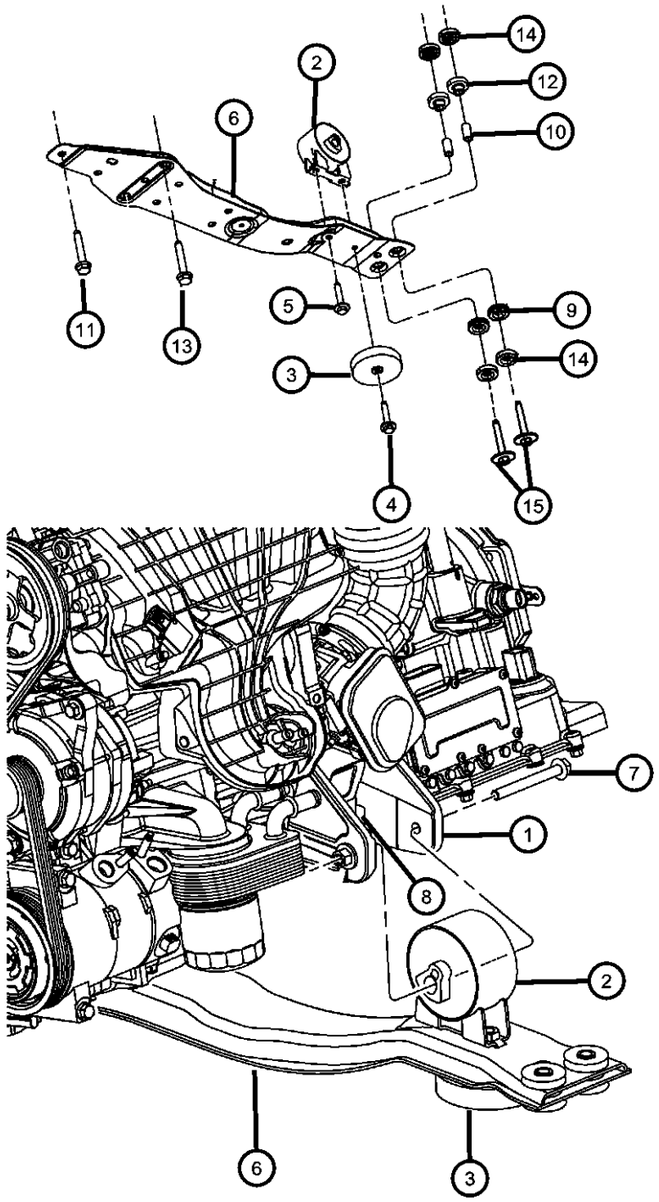
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1	05273373AD	1	B, D, E			ED3, EDG	DFF		BRACKET, Engine Mount, Powertrain Side
2									ISOLATOR
	05171077AC	1	B, D, E				DD7		
	05171078AC	1	B, D, E			ED3, EDG	DFF		
3	04766422AA	1	B, D, E			ECE, ED3, EDG			DAMPER, Mass
4	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
5	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
6	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension
7	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.4L [ED3]
Figure 009ED3-1205

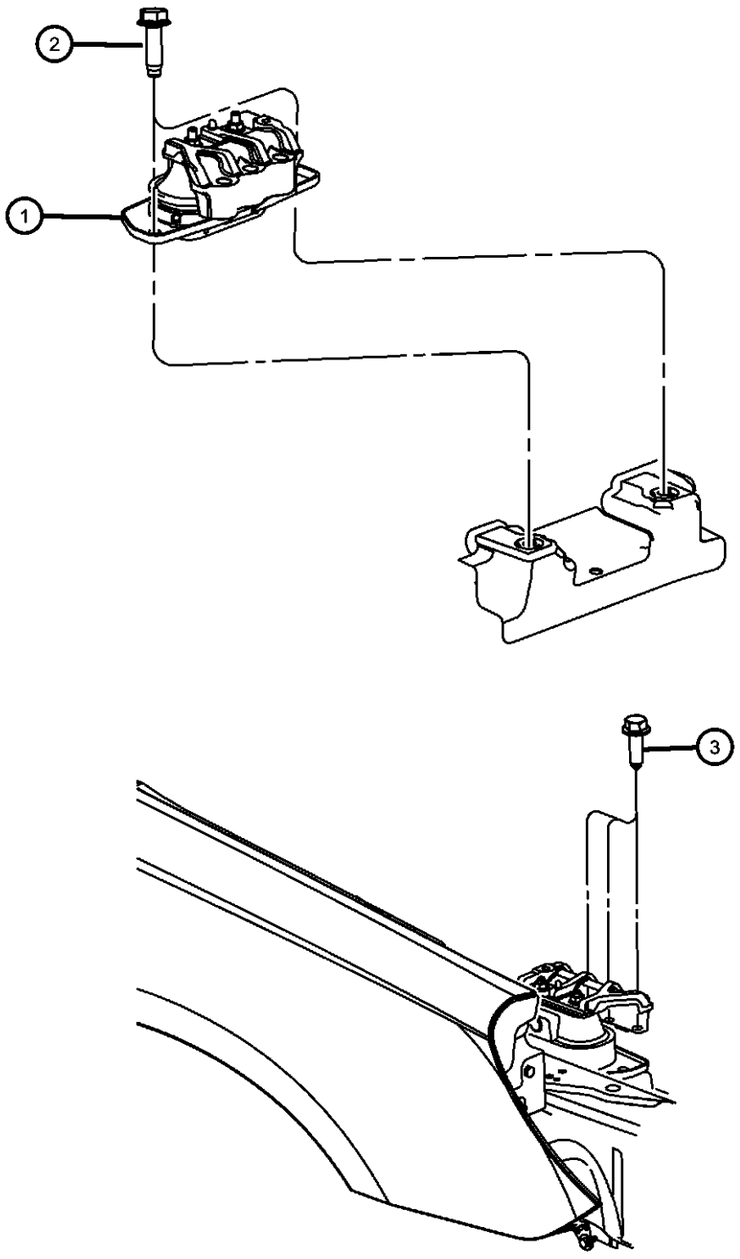


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8	06508882AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M10X1.25X45.00, Power Train Bracket To Cylinder Block, Mounting
9	04766018AA	4	B, D, E			ED3, EDG, EER			BUSHING, Crossmember
10	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM
11	06104418AA	1	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
12		1							SPACER, Mounting, (NOT SERVICED)
13	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
14		3							BUSHING, Crossmember, (NOT SERVICED)
15	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Support, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 2.4L [ED3]
Figure 009ED3-1225

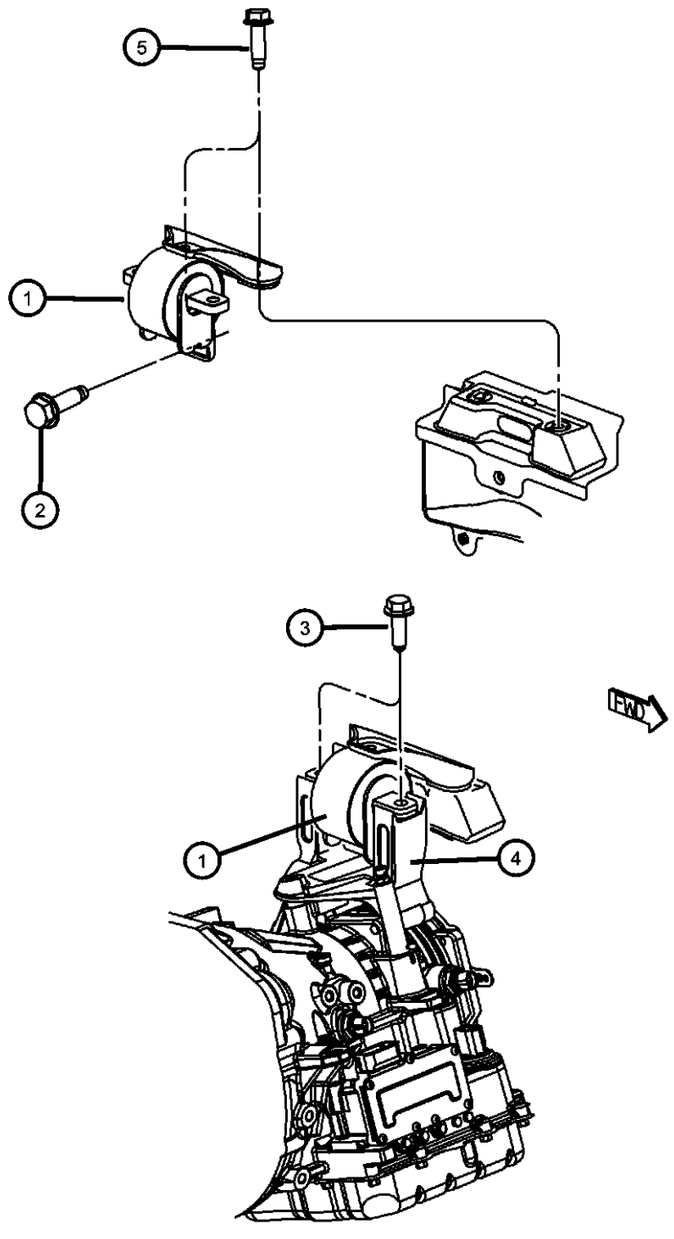


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [DEF] = 6-Speed Manual Aisian BG6 Transmission [DFF] = 4-Seed Automatic VLP 41TE Transmission [DD7] = 5-Speed Manual T355 Transmission [DG2] = 6-Speed Automatic 62TE Transmission [DG5] = 6-Speed Automatic Transmission [DG0] = All Automatic Transmissions [ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine [EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine [ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine [ED0] = All 2.4L 4 Cylinder Gas Engines [EER] = 2.7L V-6 DOHC 24 Valve MPI Engine [EE0] = All 2.7L 6 Cylinder Gas Engines [EGF] = 3.5L High Output V-6 24 Valve MPI Engine [EG0] = All 3.5L 6 Cylinder Gas Engines [NAA] = Federal Emissions [NAE] = California Emisssions [NAM] = Mexico Emissions [NAS] = 50 State Emissions [NA1] = Export Emissions [NHA] = Engine Oil Cooler									
1									ISOLATOR
	05085492AC	1	B				DD7		Right Side, Right Hand Drive
		1	B			ED3, EDG	DFF		Right Side, Right Hand Drive
	05171069AC	1	B, D, E				DD7		Right Side, Left Hand Drive
	05171070AD	1	B, D, E			ED3, EDG	DFF		Right Side, Left Hand Drive
2	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame Rail, Mounting
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Left Side FWD 2.4L [ED3]
Figure 009ED3-1245



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

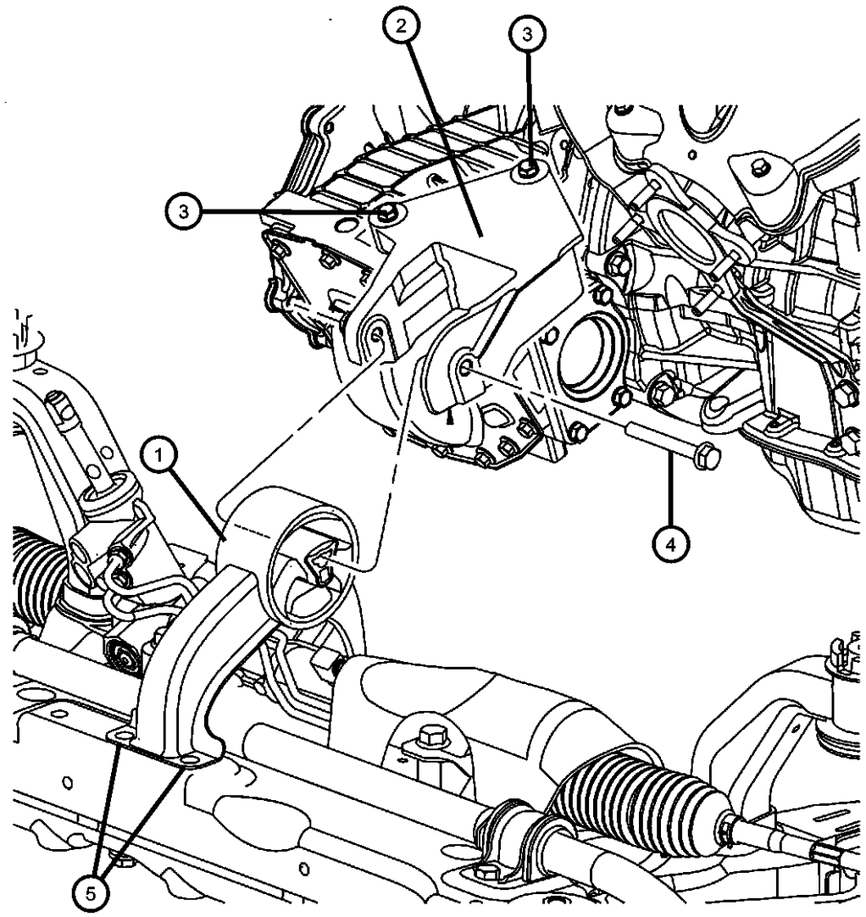
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

1									ISOLATOR, Transmission Mount
	04766474AC	1	B, D, E				DEF, DG5		
	04743906AC	1	B, D, E				DD7		
		1	B, D, E				DFF, DG2		
2	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount Bracket To Frame RaiL Side, Mounting
3	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Engine Mount To Transmission Bracket, Mounting
4									BRACKET, Transmission Mount
	05085827AD	1	B, D, E				DD7		
	05085825AB	1	B, D, E				DFF		
5	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame RaiL Top, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear FWD 2.4L [ED3]
Figure 009ED3-1265



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler

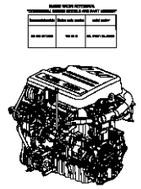
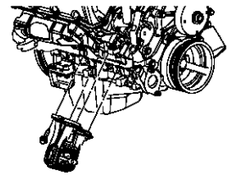
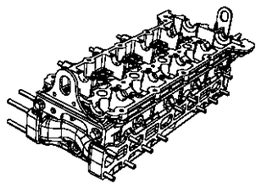
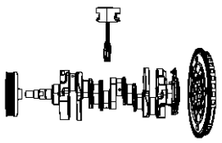
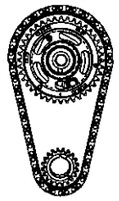
1									ISOLATOR
	05171085AC	1	B, D, E				DD7		
	05171086AC	1	B, D, E			ED3, EDG	DFF		
2									BRACKET, Engine Mount
	05085074AE	1	B, D, E				DFF		
	05085472AD	1	B, D, E				DD7		
3	06102233AA	4	B, D			ED3, EDG, EGF	DFF, DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Bracket To Transmission, Mounting
4	06506022AA	1	B, D						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Bracket, Mounting
5	06102233AA	4	B, D			ED3, EDG, EGF	DFF, DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Engine Mount To Suspension Crossmember, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 009EDG

2.4L Gas; Engine

009EDG-100 Engine Identification 	**009EDG-1000** Manifolds and Vacuum Fittings 	**009EDG-1100** Crankcase Ventilation 	**009EDG-1200** Engine Mounting 
009EDG-200 Cylinder Head 	**009EDG-300** Cylinder Block	**009EDG-400** Crankshaft, Piston, Drive Plate, Flywheel, and Damper 	**009EDG-500** Camshaft and Valve
009EDG-600 Timing Belt/Chain and Cover and Balance Shaft 	**009EDG-700** Engine Oiling, Oil Pan and Indicator (Dipstick) 		

Group - 009EDG 2.4L Gas; Engine

Illustration Title — Group-Fig. No.

Engine Identification
Engine Identification 2.4L [EDG] ..... Fig. 009EDG - 105
Engine Assembly And Service Long Block 2.4L [EDG] ..... Fig. 009EDG - 115
Engine Cover And Related Parts 2.4L [EDG] ..... Fig. 009EDG - 125
Engine Gasket Kits 2.4L [EDG] ..... Fig. 009EDG - 145

Cylinder Head
Cylinder Head Cover 2.4L [EDG] ..... Fig. 009EDG - 205
Cylinder Head 2.4L [EDG] ..... Fig. 009EDG - 225

Cylinder Block
Cylinder Block And Hardware 2.4L [EDG] ..... Fig. 009EDG - 305
Engine Cylinder Block Heater 2.4L [EDG] ..... Fig. 009EDG - 325

Crankshaft, Piston, Drive Plate, Flywheel, and Damper
Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [EDG] ..... Fig. 009EDG - 405
Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.4L [EDG] ..... Fig. 009EDG - 425

Camshaft and Valve
Camshafts And Valvetrain 2.4L [EDG] ..... Fig. 009EDG - 505

Timing Belt/Chain and Cover and Balance Shaft
Timing Case Cover 2.4L [EDG] ..... Fig. 009EDG - 605
Timing System 2.4L [EDG] ..... Fig. 009EDG - 625
Balance Shaft/Oil Pump Assembly 2.4L [EDG] ..... Fig. 009EDG - 665

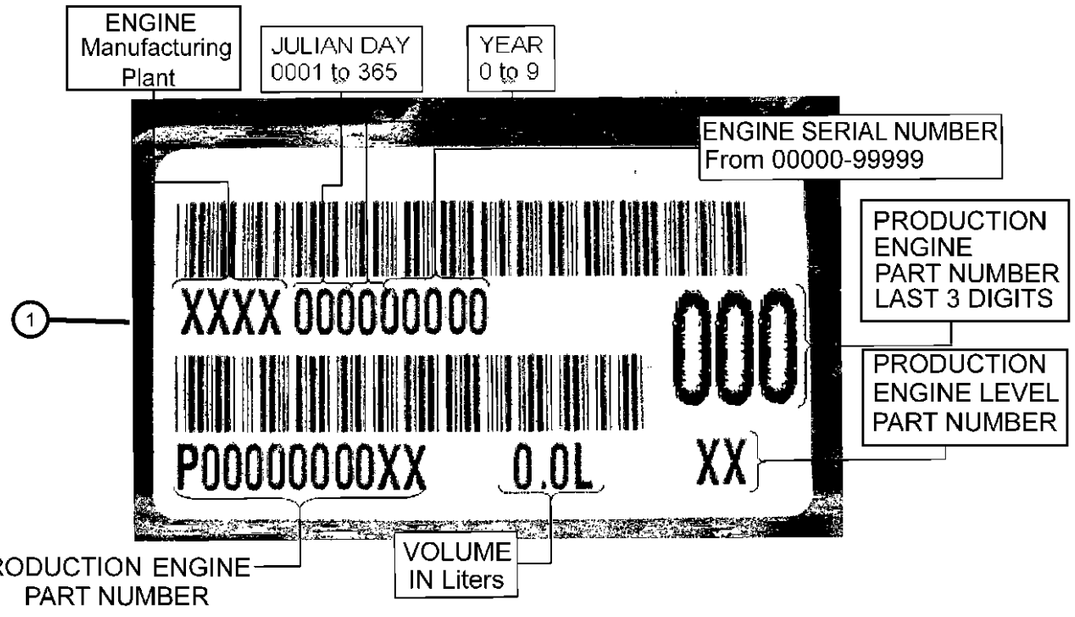
Engine Oiling, Oil Pan and Indicator (Dipstick)
Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.4L [EDG] ..... Fig. 009EDG - 725
Engine Oil Filter And Engine Oil 2.4L [EDG] ..... Fig. 009EDG - 745

Manifolds and Vacuum Fittings
Exhaust Manifold And Heat Sheilds 2.4L [EDG] ..... Fig. 009EDG - 1005
Intake Manifold 2.4L [EDG] ..... Fig. 009EDG - 1025

Crankcase Ventilation
Crankcase Ventilation 2.4L [EDG] ..... Fig. 009EDG - 1105

Engine Mounting
Engine Mounting Front FWD 2.4L [EDG] ..... Fig. 009EDG - 1205
Engine Mounting Right Side FWD 2.4L [EDG] ..... Fig. 009EDG - 1225
Engine Mounting Left Side FWD 2.4L [EDG] ..... Fig. 009EDG - 1245
Engine Mounting Rear FWD 2.4L [EDG] ..... Fig. 009EDG - 1265

Engine Identification 2.4L [EDG]
Figure 009EDG-105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

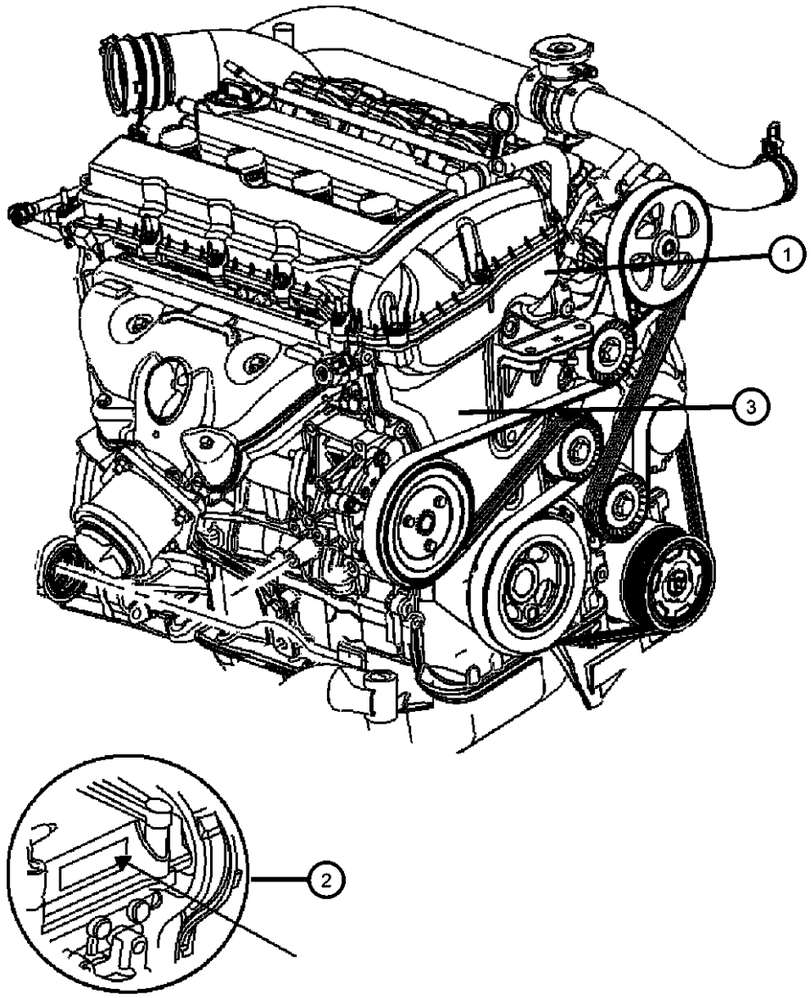
Note:
The Engine Identification Label Is Attached To One Of The Cylinder Head Covers.
The Production Engine Part Number Is Not A Servicable Part Number.
A Engine Is Usally Serviced By A Long Block Or Short Block Engine.

1	4	LABEL, Engine Identification, See Note:, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Assembly And Service Long Block 2.4L [EDG]
Figure 009EDG-115



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

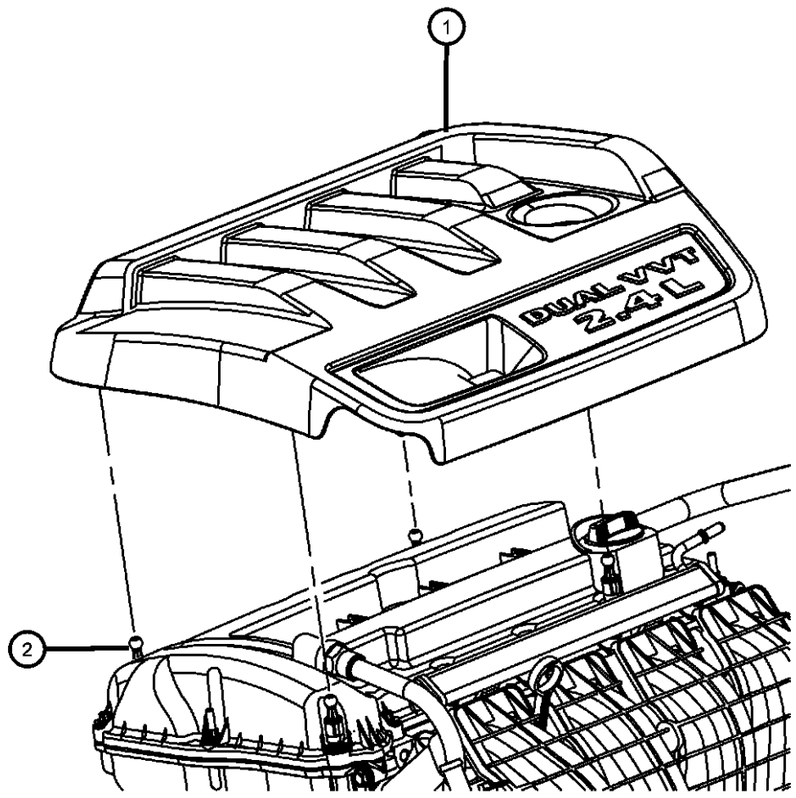
NOTE:
The Following Parts Must Be Replaced When Ordering A Replacement Short Block:
Upper Engine Gasket Package, Flex Plate To Clutch Bolts, Flex Plate To Crankshaft Bolts, Catalytic Converter Gasket, Thermostat Housing “D“ Ri
The Engine Identifaction Label Contains: The Production Assembly Part Number And Displacement. It Is Located On The Valve Cover on The Rea
Short Block Contains: Crankshaft, Pistons, Connecting Rods, Piston Rings, Crankshaft Bearings, Connecting Rod Bearings, Sensor Target Wheel
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	4	ENGINE, Complete, (NOT SERVICED)
2	4	LABEL, Engine Identification, See Note, (NOT SERVICED)
3	4	ENGINE, Long Block, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cover And Related Parts 2.4L [EDG]
Figure 009EDG-125



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

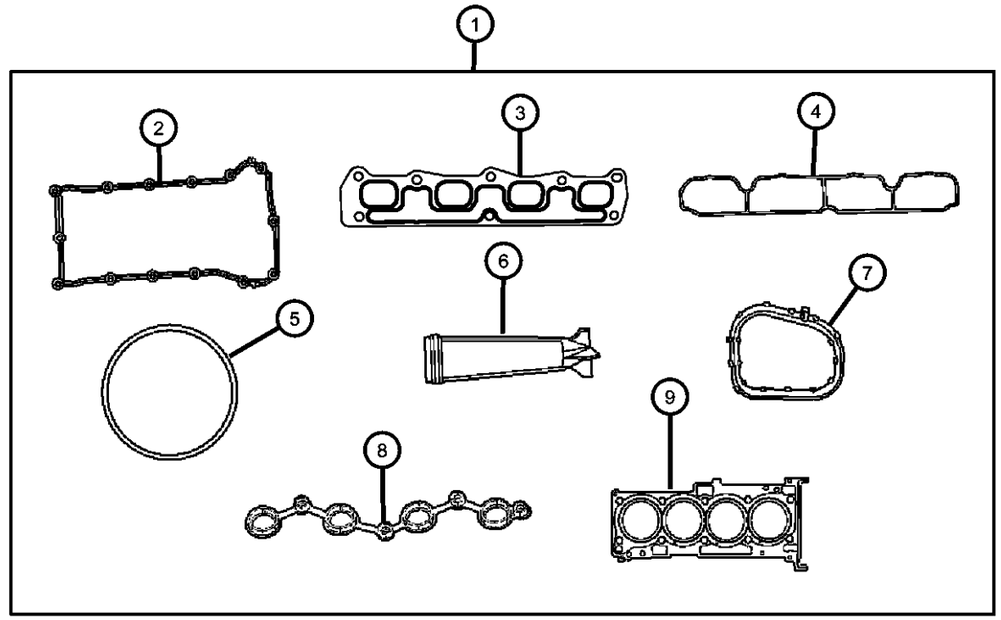
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

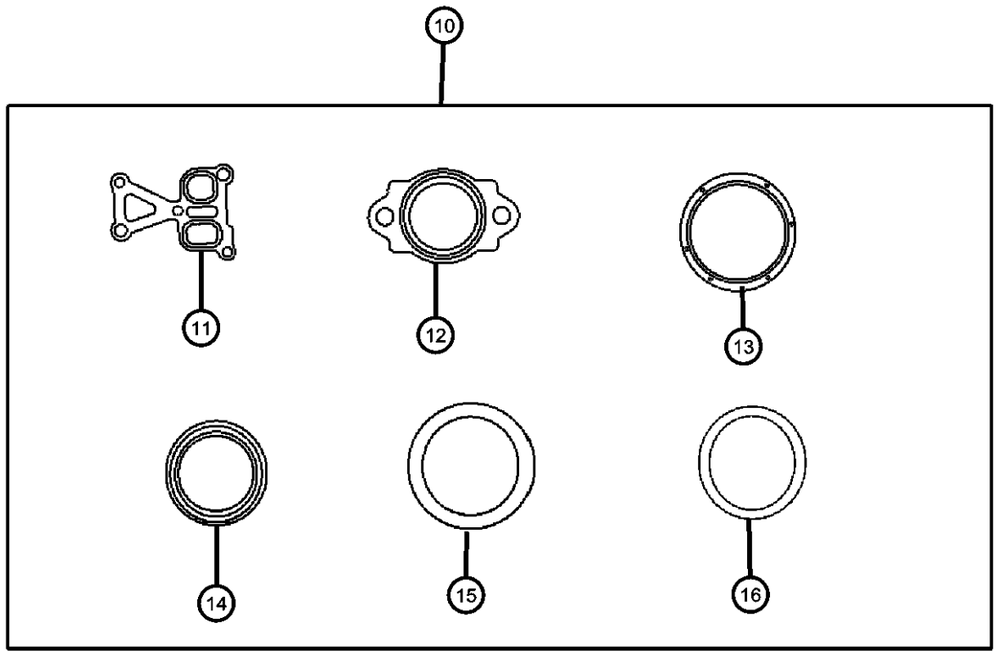
1	04891689AB	1	B, D, E			ED3, EDG			COVER, Engine
2	04891847AA	4	B, D, E			ED3, EDG			BALL STUD

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.4L [EDG]
Figure 009EDG-145





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

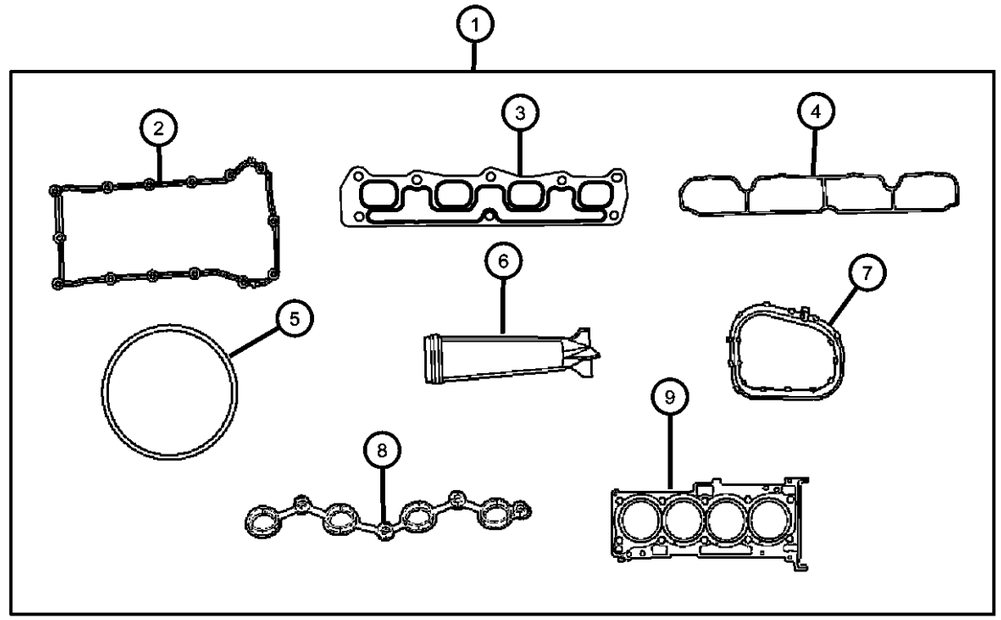
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

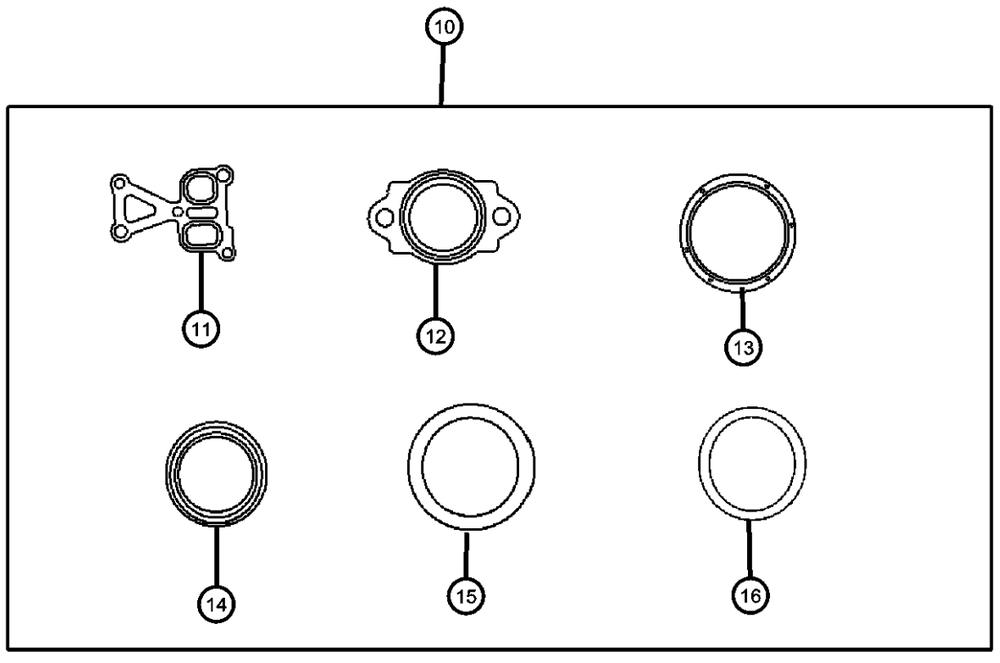
1	68034275AA	1	B, D, E		EDG	GASKET PACKAGE, Engine Upper
2	04884762AA	1	B, D, E		ED3, EDG	GASKET, Cylinder head Cover
3	04693346AB	1	B, D, E		EDG	GASKET, Exhaust Manifold
4	04884883AA	1	B, D, E		EDG	GASKET, Intake Manifold
5	04884998AA	1	B, D, E		EDG	GASKET, Throttle Body
6	1028A025	1	B, D, E		ED3, EDG	FILTER, Continuous Variable Valve Timing
7	04884572AA	1	B, D, E		ED3, EDG	SEAL, Coolant Outlet Adapter
8	04884765AA	1	B, D, E		ED3, EDG	GASKET, Ignition Coil
9	05189976AA	1	B, D, E		EDG	GASKET PACKAGE, Cylinder Head, Contains Item 6
10	05189957AA	1	B, D, E		EDG	GASKET PACKAGE, Engine Lower, Contains Items 11,12, 13, 14, 15, 16
11	04884696AA	1	B, D, E		ED3, EDG	GASKET, Water Pump Outlet
12	04884703AA	1	B, D, E		ED3, EDG	GASKET, Water Inlet
13	2142125000	1	B, D, E		ED3, EDG	SEAL, Crankshaft Oil, Front

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.4L [EDG]
Figure 009EDG-145



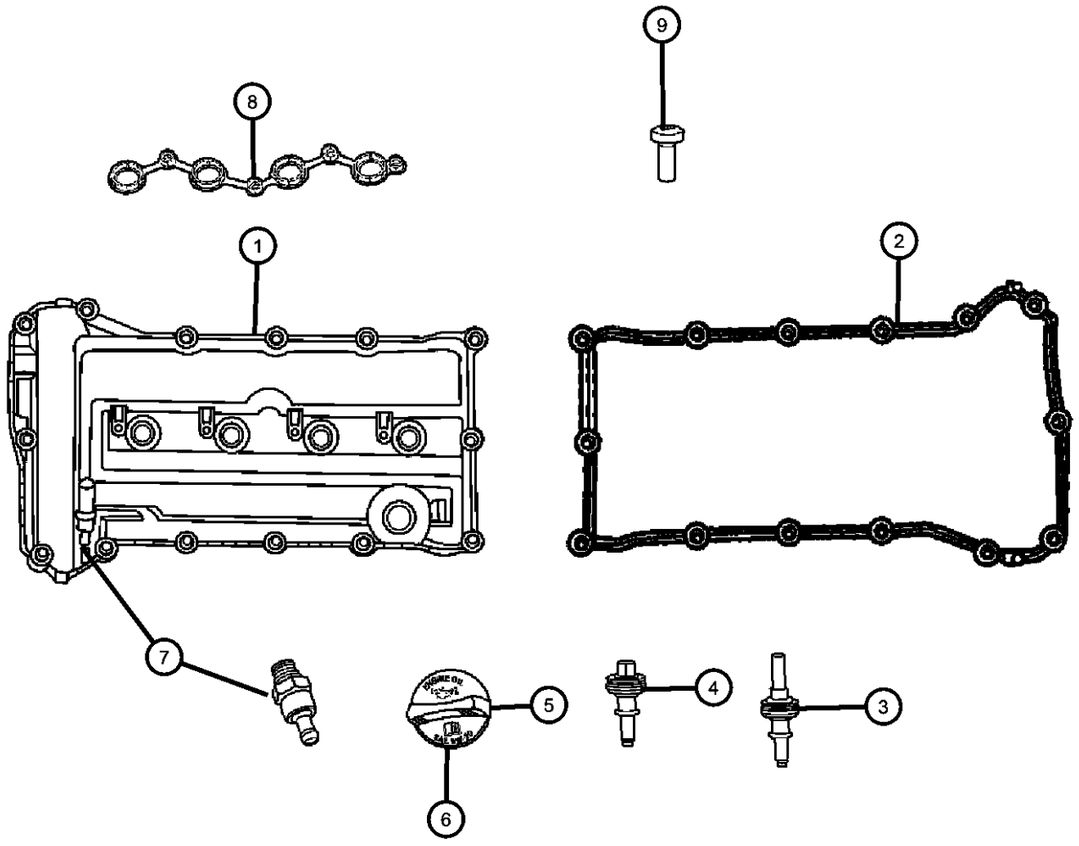


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
14	2144325000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Rear
15	04884873AA	1	B, D, E			ED3, EDG			O RING, Water Inlet Tube
16	05047077AA	1	B, D, E			ED3, EDG			O RING, Engine Oil Indicator Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Cover 2.4L [EDG]
Figure 009EDG-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884760AE	1	B, D, E		ED3, EDG	COVER, Cylinder Head
2	04884762AA	1	B, D, E		ED3, EDG	GASKET, Cylinder head Cover
3	04884763AA	11	B, D, E		ED3, EDG	BOLT AND GROMMET, Special, M6X1.00-6G
4	04884764AA	7	B, D, E		ED3, EDG	STUD AND GROMMET, Special, M6X1.00-6G
5	53013775AA	1	B, D, E		ED3, EDG	CAP, Oil Filler
6	68029299AA	1	B, D, E		ED3, EDG	O RING, Oil Filler Cap
7	05047002AA	1	B, D, E		ED3, EDG	VALVE, PCV
8	04884765AA	1	B, D, E		ED3, EDG	GASKET, Ignition Coil
9	06104142AA	4	B, D, E		ED3, EDG	SCREW, Pan Head, M6x1.00x16.00, Ignition Coil To Cylinder Head Cover, Mounting

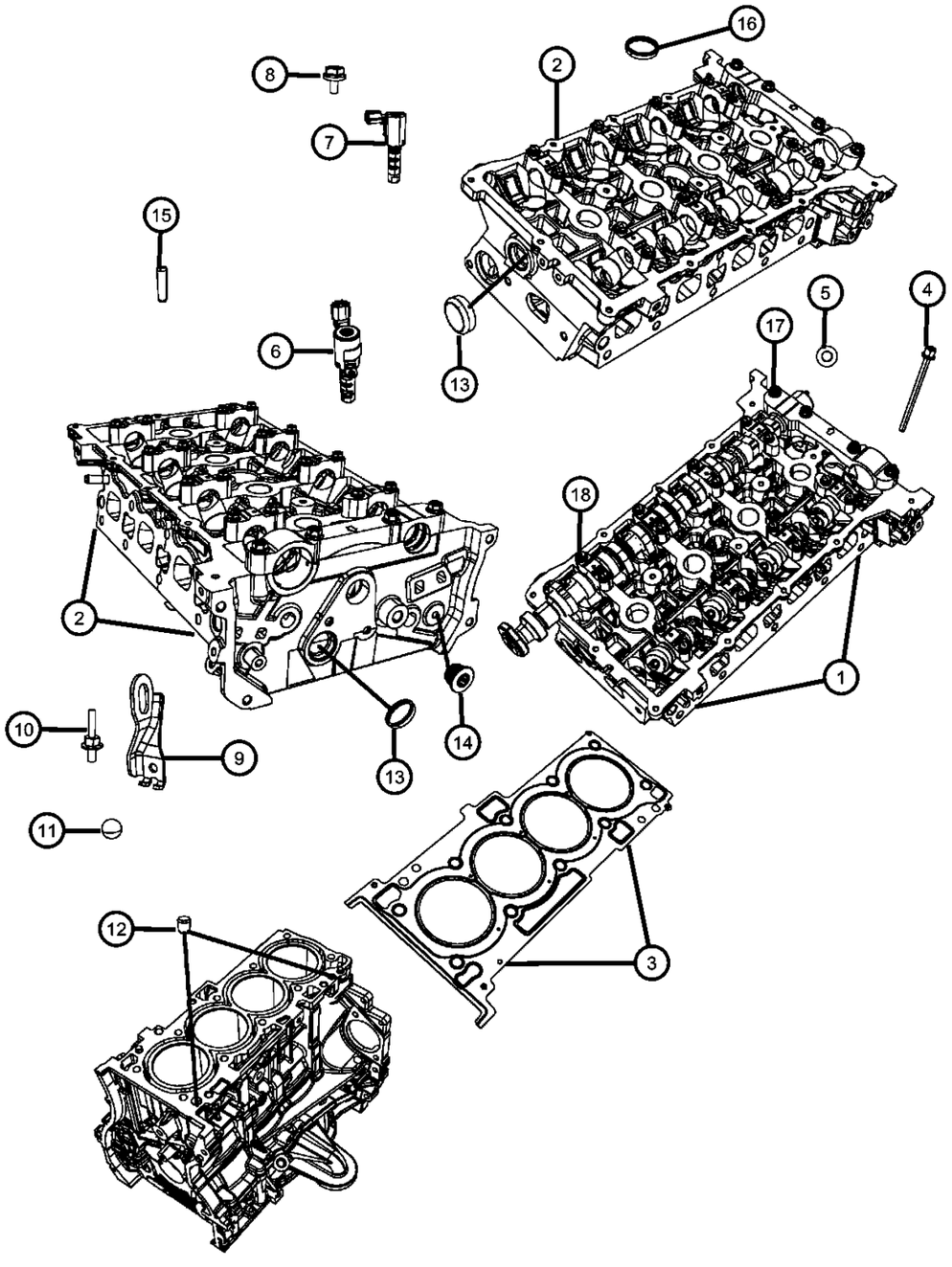
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Cylinder Head 2.4L [EDG]
Figure 009EDG-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

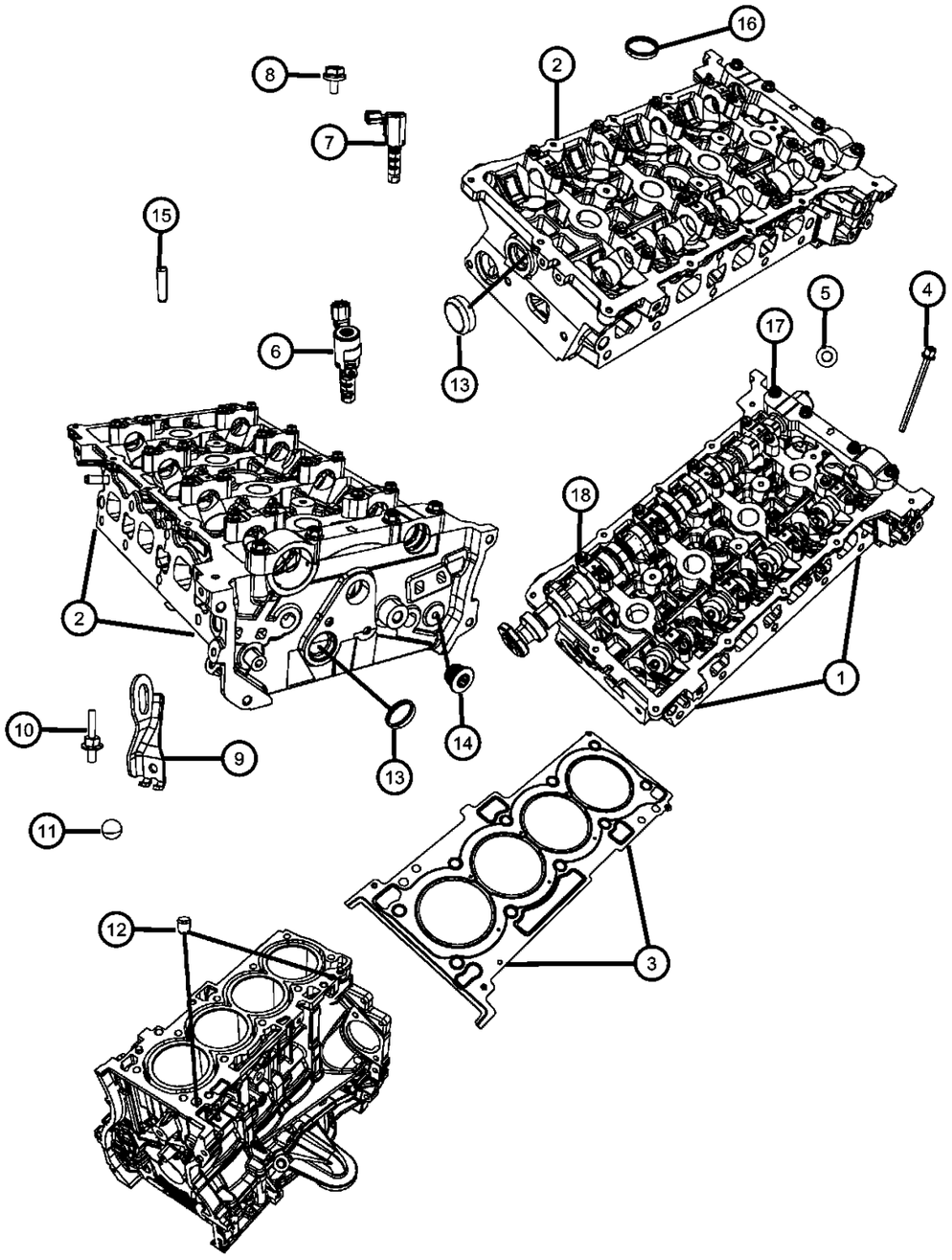
NOTE:
Complete Cylinder Head Package Contains: Instruction Sheet,Machined Cylinder Head,Core Plugs,Sealing Caps,Main Oil Gallery Balls,Valve Se
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68034276AB	1	B, D, E			EDG			HEAD PACKAGE, Engine Cylinder, See Note For Contents
2		1							HEAD, Engine Cylinder, Partial Serviced With Complete Cylinder Head Only, (NOT SERVICED)
3	05189976AA	1	B, D, E			EDG			GASKET PACKAGE, Cylinder Head
4									BOLT, Torx Head, M11x1.50x165.70
	06508857AA	2	B, D, E			ED3, EDG			Cylinder Head To Cylinder Block 1, Mounting
	06508858AA	8	B, D, E			ED3, EDG			Cylinder Head To Cylinder Block 2, Mounting
5	06508859AA	2	B, D, E			ED3, EDG			WASHER, Flat Special, ID M11.50 OD 23.20 THK 3.40, Cylinder Head To Cylinder Block, Mounting
6	04884695AA	1	B, D, E			ED3, EDG			SOLENOID, Variable Valve Timing, Intake
7	04884483AA	1	B, D, E			ED3, EDG			SOLENOID, Variable Valve Timing, Exhaust

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 2.4L [EDG]
Figure 009EDG-225

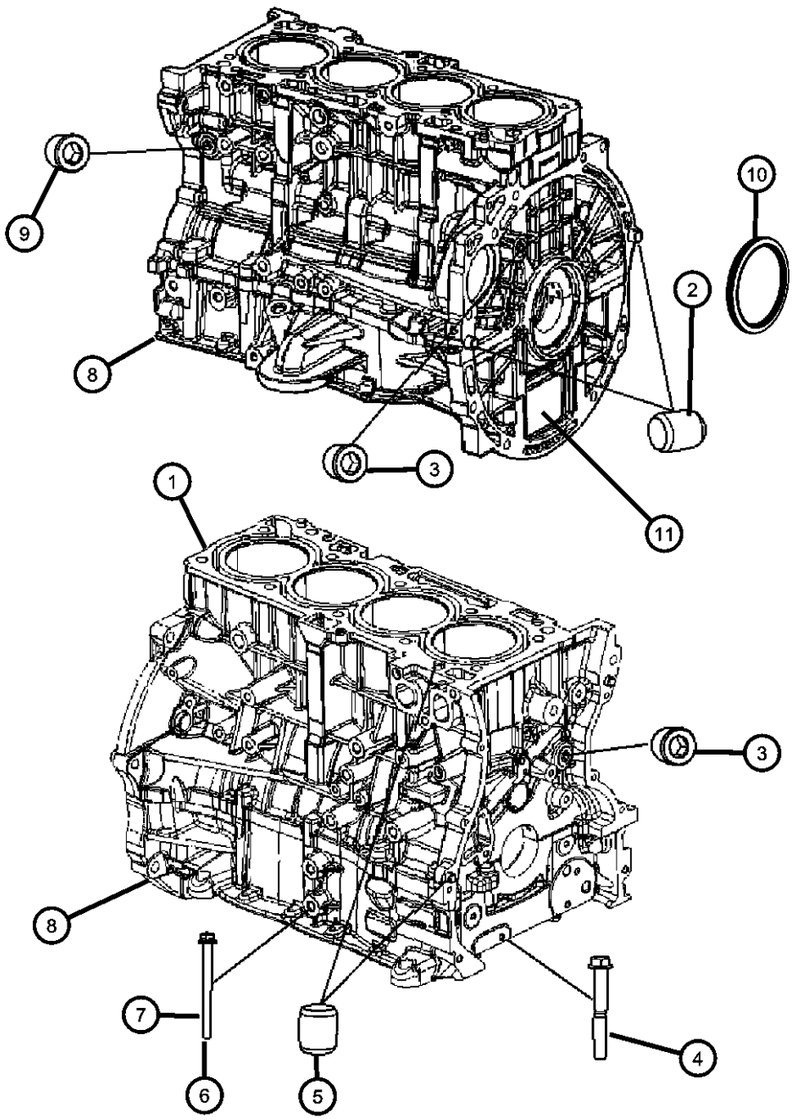


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8	06105036AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x16.00, Oil Cotrol Valve To Cylinder Head, Mounting
9	04884752AC	1	B, D, E			ED3, EDG			BRACKET, Engine Lift
10	06508424AA	1	B, D, E			ED3, EDG			STUD, Double Ended, M8x1.25x50.00
11	1601110000	7	B, D, E			EDG			BALL
12	04884905AA	2	B, D, E			ED3, EDG			DOWEL PIN, Cylinder Head To Cylinder Block, Mounting
13	04884892AA	1	B, D, E			EDG			PLUG, Core
14	04884893AA	2	B, D, E			EDG			CAP, CAP-SEALING
15		2							GUIDE, Valve, Serviced With Cylinder Head, (NOT SERVICED)
16		2							SEAT, Valve Serviced With Cylinder Head, (NOT SERVICED)
17	2212625000	4	B, D, E			EDG			BOLT, M8x40, Front Camshaft Bearing Cap To Cylinder Head
18	2212235500	16	B, D, E			EDG			BOLT, M6x38, Camshaft Bearing Cap To Cylinder Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Block And Hardware 2.4L [EDG]
Figure 009EDG-305



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

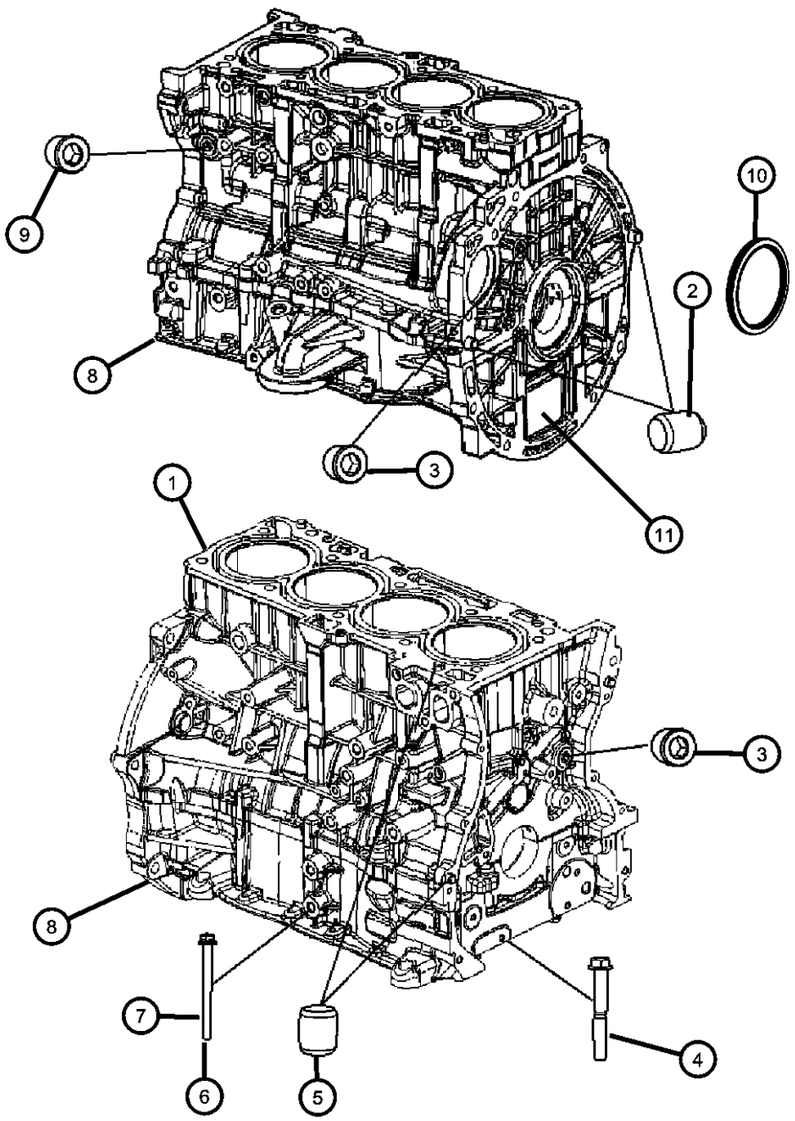
NOTE:
The Following Parts Must Be Replaced When Ordering A Replacement Short Block:
Upper Engine Gasket Package, Flex Plate To Clutch Bolts, Flex Plate To Crankshaft Bolts, Catalytic Converter Gasket, Thermostat Housing “D“ Ri
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05183906AC	1	B, D, E			EDG			ENGINE, Short Block, See Note For Contents
2	04884783AA	2	B, D, E			ED3, EDG			DOWEL PIN, Transmission To Cylinder Block, Mounting
3									PLUG
	04884701AA	1	B, D, E			ED3, EDG			Oil Feed To Chain Tensioner
		2	B, D, E			ED3, EDG			Main Oil Gallery
4		2							BOLT, [M10X1.25X76], (NOT SERVICED),
5									DOWEL PIN
	04884905AA	2	B, D, E			EDG, ED3			Cylinder Block To Ladder, Mounting
		2	B, D, E			ED3, EDG			Cylinder Block To Cylinder Head, Mounting
		2	B, D, E			ED3, EDG			Cylinder Block To Chain Case Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Block And Hardware 2.4L [EDG]
Figure 009EDG-305

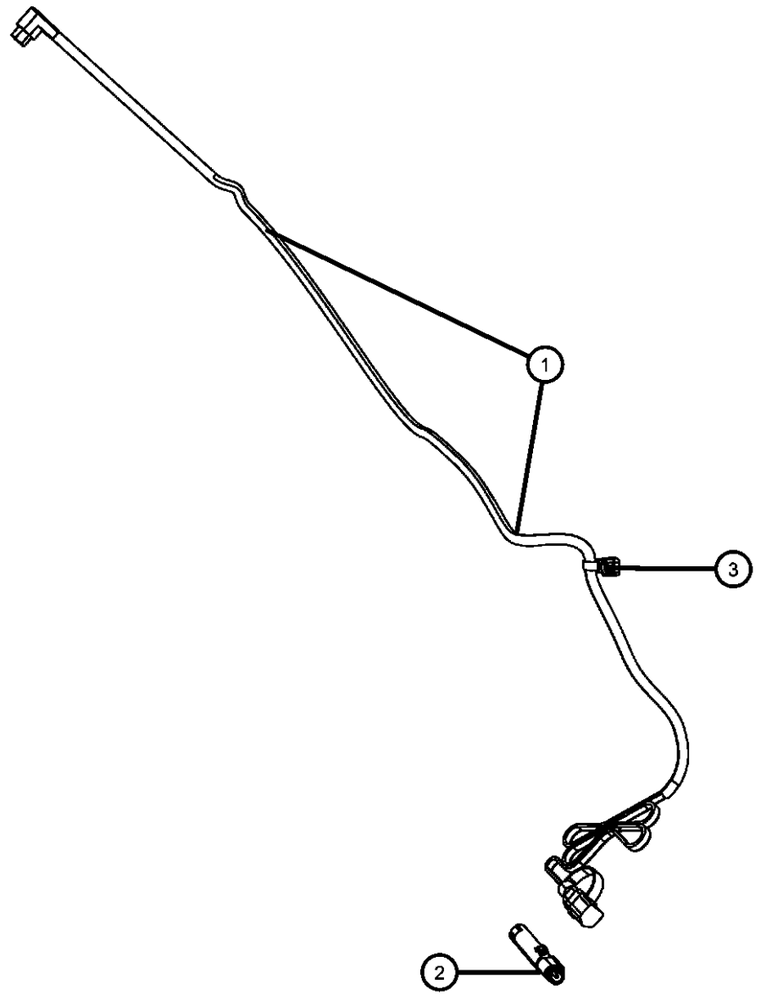


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6	06508984AA	4	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x56.00, Ladder Frame To Cylinder Block, Mounting
7	06508985AA	6	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x104.00, Ladder Frame To Cylinder Block, Mounting
8		6							BEDPLATE, Serviced With Engine Shortblock Only, (NOT SERVICED)
9	04884782AA	1	B, D, E			ED3, EDG			PLUG, Cylinder Block, [M14 X 1.5], Cylinder Block Coolant Drain
10	2144325000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Rear
11	04884904AA	1	B, D, E			ED3, EDG			COVER, Bedplate Access

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block Heater 2.4L [EDG]
Figure 009EDG-325



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

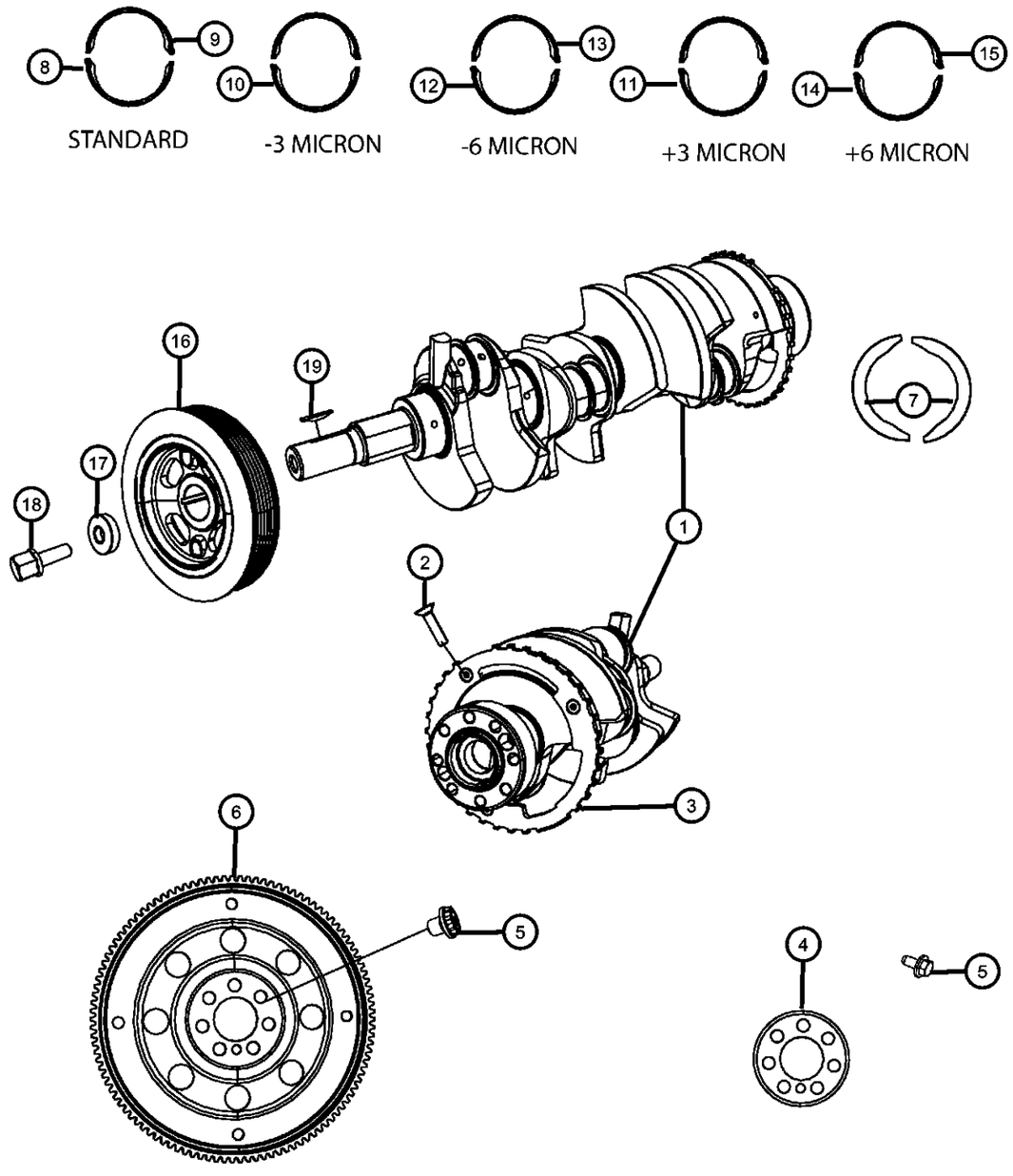
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05033279AB	1	B, D, E			ED3, EDG, EER, EGF			CORD, Engine Block Heater
2	05033557AB	1	B, D, E			ED3, EDG			HEATER, Engine
3		1							CLIP, Serviced With Cord, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [EDG]
Figure 009EDG-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68001694AA	1	B, D, E			EDG			CRANKSHAFT PACKAGE, Engine
2	06509028AA	4	B, D, E			ED3, EDG			SCREW, Torx Flange Head, M6x1.00x14.00, Reluctor Wheel To Crankshaft, Mounting
3	3919025000	1	B, D, E			ED3, EDG			RELUCTOR WHEEL, Crankshaft
4	04736477AA	1	B, D, E			ED3, EDG			BACKING PLATE
5	05189932AA	1	C, E			ED3, EDG			BOLT PACKAGE, Driveplate To Crankshaft, Package Contains 7 Bolts
6	04736238AA	1	B, D, E				DD7		FLEXPLATE
7	04884910AA	2	B, D, E			ED3, EDG			BEARING, Crankshaft Thrust
8	04884919AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, Standard
9	04884915AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Upper, Standard
10	04884918AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, -3 Micron
11	04884920AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, +3 Micron

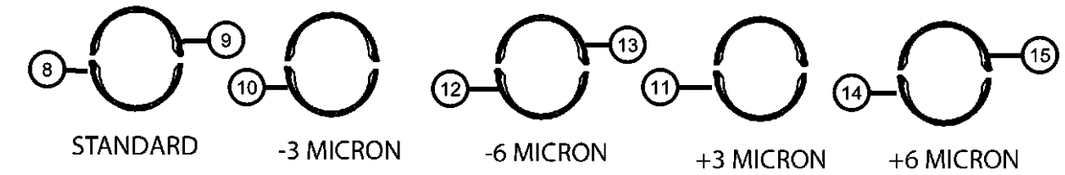
JOURNEY (JC)

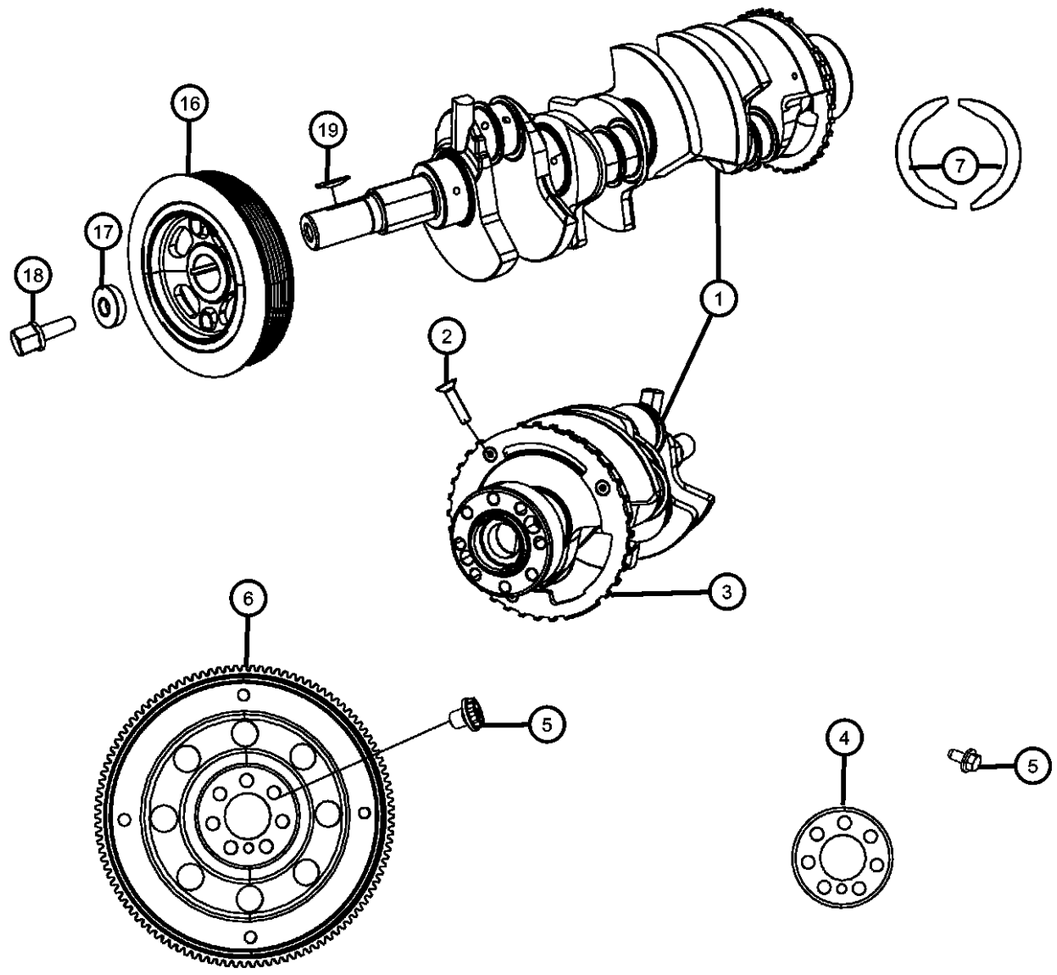
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Crankshaft, Crankshaft Bearings, Damper And Flywheel 2.4L [EDG]
Figure 009EDG-405



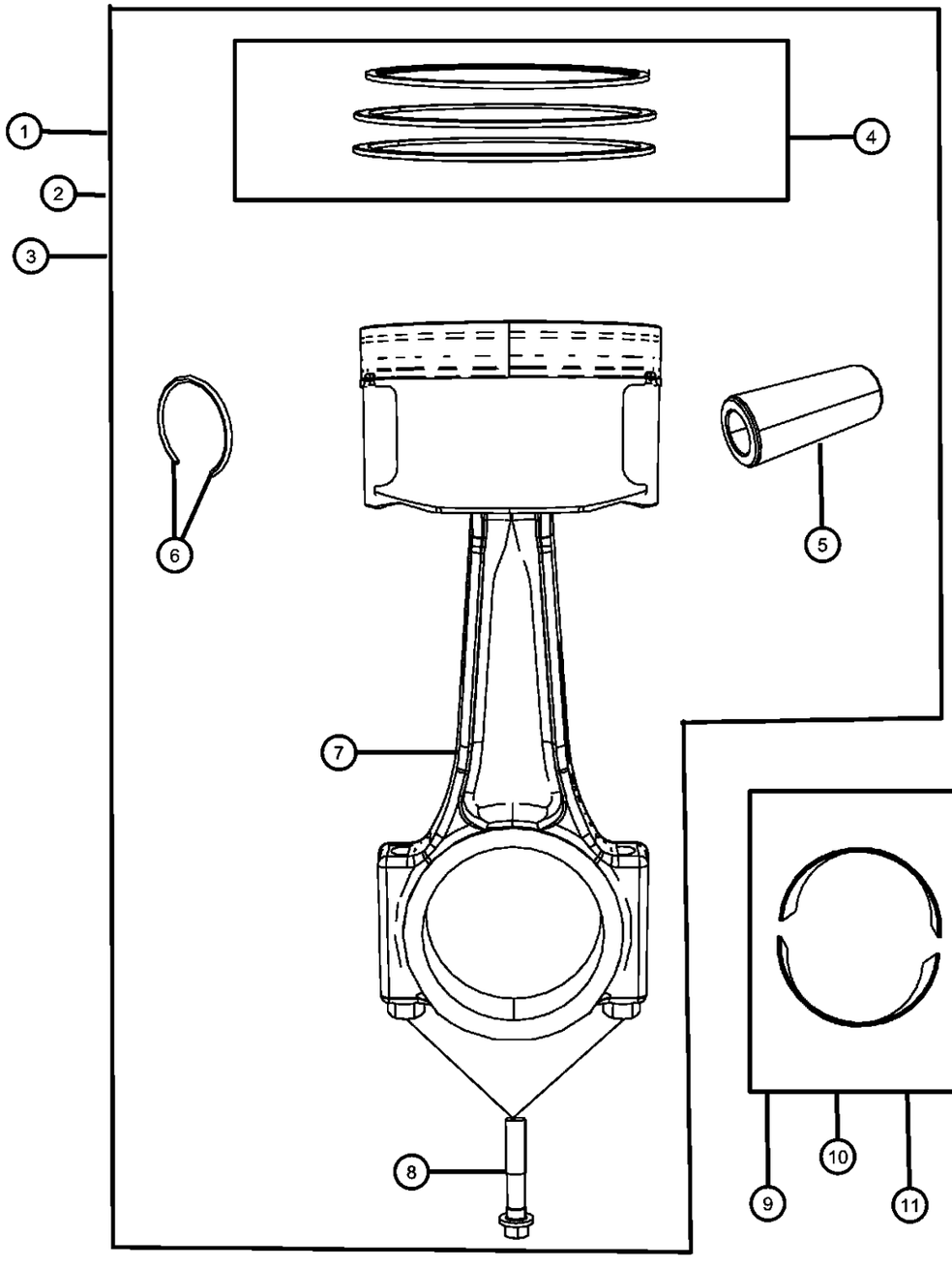


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
12	04884917AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, -6 Micron
13	04884914AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Upper, -6 Micron
14	04884921AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Lower, +6 Micron
15	04884916AA	AR	B, D, E			ED3, EDG			BEARING, Crankshaft Upper, +6 Micron
16	2312425000	1	B, D, E			ED3, EDG			DAMPER, Crankshaft
17	04884877AB	1	B, D, E			ED3, EDG			WASHER, Damper To Crankshaft
18	06509029AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M14x1.50x40.00, Damper To Crankshaft
19	04884923AC	1	B, D, E			ED3, EDG			KEY, Crankshaft Sprocket

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.4L [EDG]
Figure 009EDG-425



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

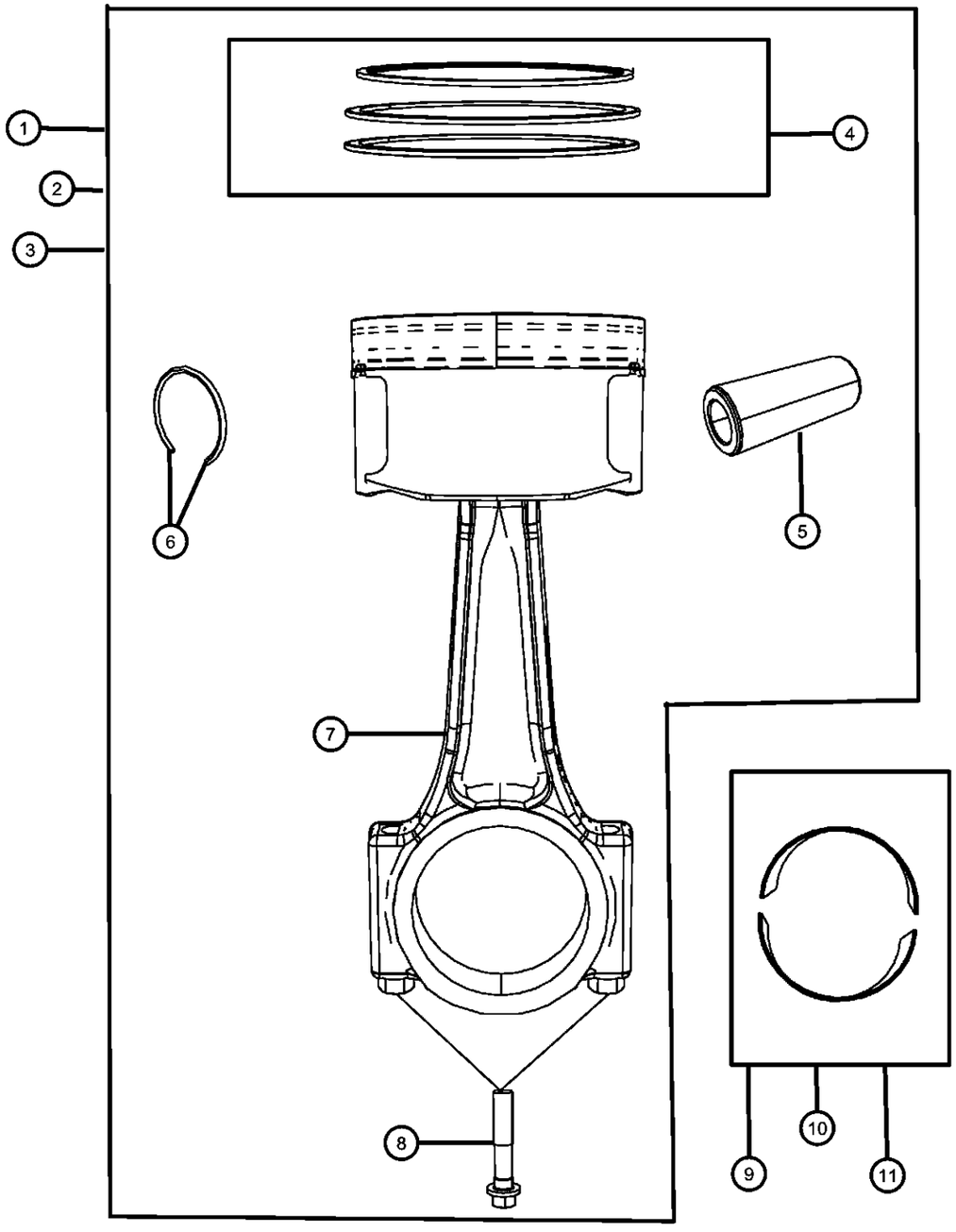
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05191340AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, A-Size, See Note
2	05191341AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, B-Size, See Note
3	05191342AA	AR	B, D, E		ED3, EDG	PISTON PIN AND ROD, C-Size, See Note
4	05191424AA	1	B, D, E		EDG	PISTON RING SET, COMPLETE ENGINE, STD.
5		1				PIN, Piston, Serviced With Piston Package, (NOT SERVICED)
6		1				RING, Piston Pin, Serviced With Piston Package, (NOT SERVICED)
7		1				ROD, Connecting, Serviced With Piston Package, (NOT SERVICED)
8	MN195112	8	B, D, E		ED3, EDG	BOLT, Connecting Rod
9	04884912AA	AR	B, D, E		ED3, EDG	BEARING, Connecting Rod, STD., See Note

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.4L [EDG]
Figure 009EDG-425



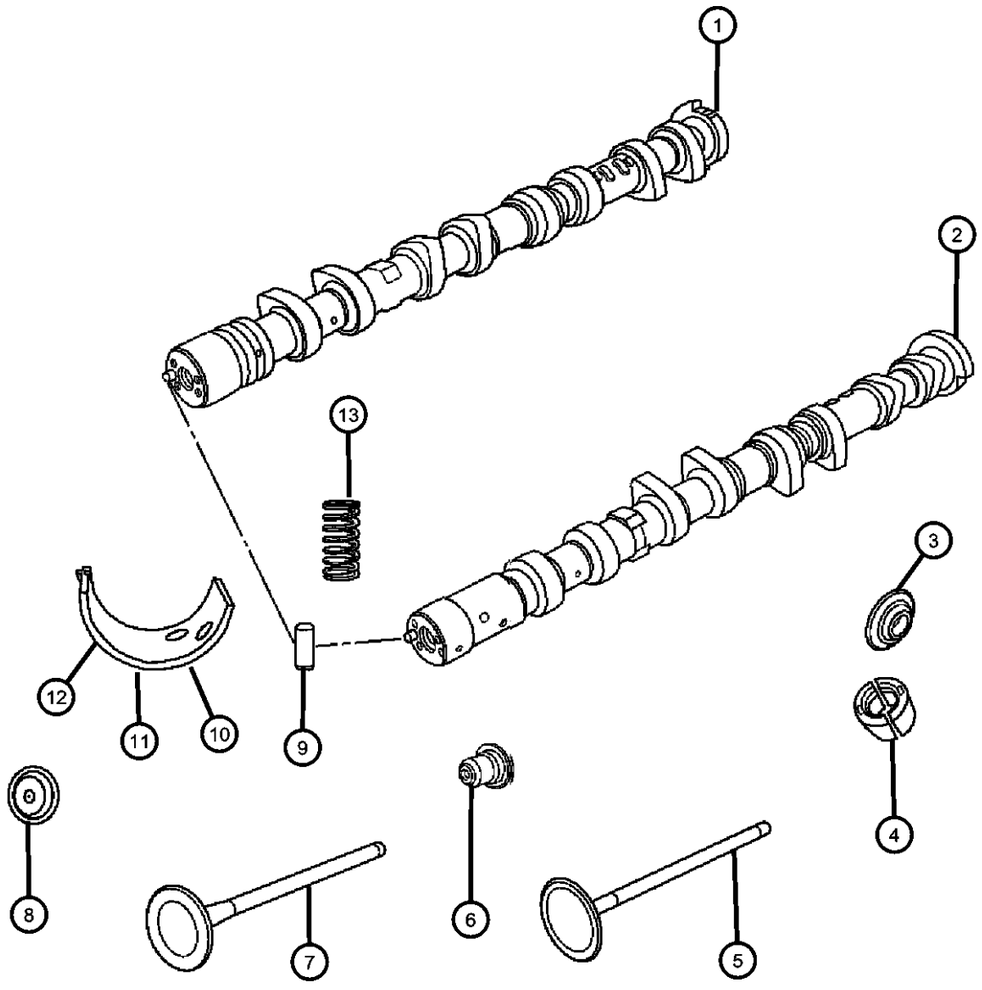
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	04884911AA	AR	B, D, E			ED3, EDG			BEARING, Connecting Rod, -3 Micron, See Note
11	04884913AA	AR	B, D, E			ED3, EDG			BEARING, Connecting Rod, +3 Micron, See Note

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

Camshafts And Valvetrain 2.4L [EDG]
Figure 009EDG-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Solid Bucket Tappets Thickness Is Stamped On Inside Of Bucket.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884736AC	1	B, D, E		EDG	CAMSHAFT, Exhaust
2	04884735AC	1	B, D, E		EDG	CAMSHAFT, Intake
3	04884725AA	16	B, D, E		EDG	RETAINER, Valve Spring
4	04884726AA	32	B, D, E		EDG	LOCK, Valve Spring Retainer
5	MN187696	8	B, D, E		EDG	VALVE, Engine Intake
6	2222425000	16	B, D, E		EDG	SEAL, Valve Guide
7	MN183950	8	B, D, E		EDG	VALVE, Engine Exhaust
8						TAPPET, Valve, See Note
	04884594AB	AR	B, D, E		EDG	3.015 Millimeters
	04884594AE	AR	B, D, E		EDG	3.06 Millimeters
	04884594AH	AR	B, D, E		EDG	3.105 Millimeters
	04884594AK	AR	B, D, E		EDG	3.15 Millimeters
	04884594AN	AR	B, D, E		EDG	3.195 Millimeters
	04884594AQ	AR	B, D, E		EDG	3.24 Millimeters
	04884594AT	AR	B, D, E		EDG	3.285 Millimeters

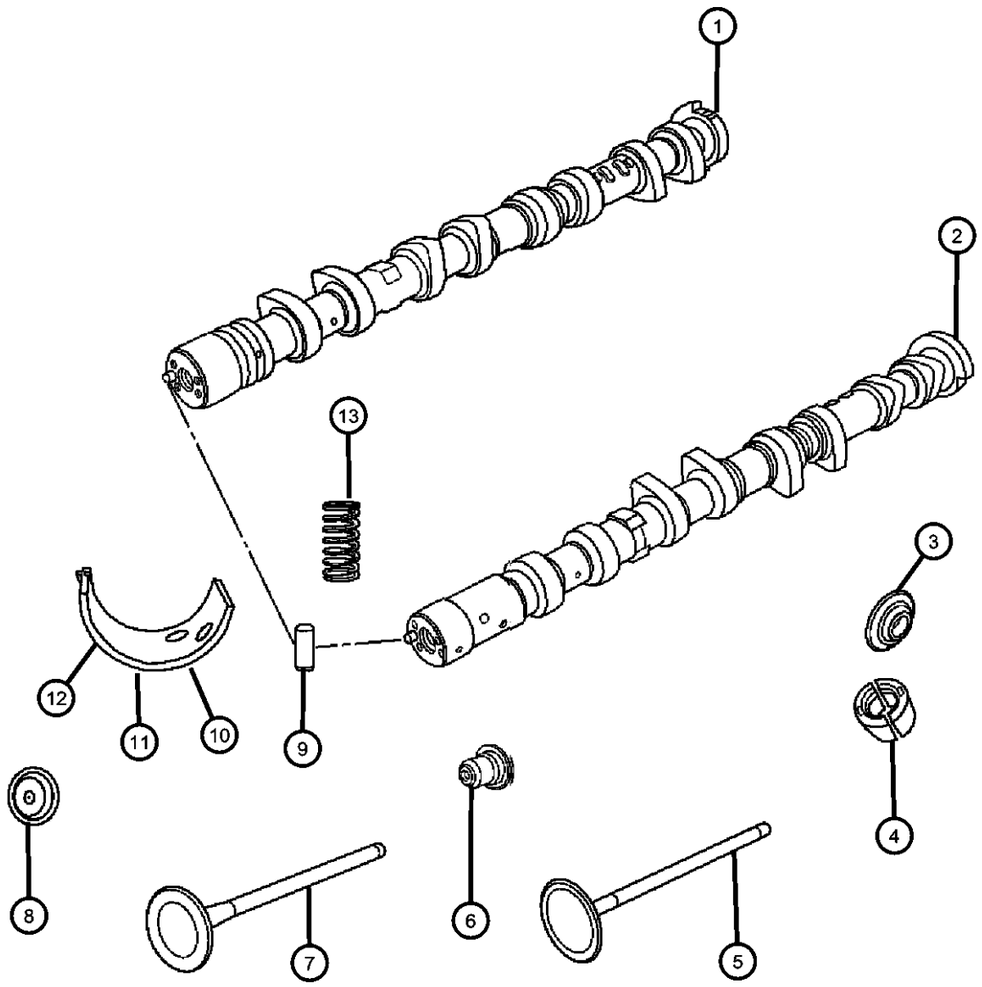
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Camshafts And Valvetrain 2.4L [EDG]
Figure 009EDG-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04884594AW	AR	B, D, E			EDG			3.33 Millimeters
	04884594AZ	AR	B, D, E			EDG			3.375 Millimeters
	04884594BC	AR	B, D, E			EDG			3.42 Milllimeters
	04884594BF	AR	B, D, E			EDG			3.465 Millimeters
	04884594BI	AR	B, D, E			EDG			3.51 Millimeters
	04884594BL	AR	B, D, E			EDG			3.555 Millimeters
	04884594BO	AR	B, D, E			EDG			3.600 Millimeters
	04884594BR	AR	B, D, E			EDG			3.645 Millimeters
	04884594BU	AR	B, D, E			EDG			3.690 Millimeters
9		AR							PIN, Dowel, Serviced With Camshaft, (NOT SERVICED),
10	05047008AA	AR	B, D, E			EDG			BEARING, Camshaft, Size 1
11	05047009AA	AR	B, D, E			EDG			BEARING, Camshaft, Size 2
12	05047010AA	AR	B, D, E			EDG			BEARING, Camshaft, Size 3
13	04884804AA	16	B, D, E			EDG			SPRING, Valve

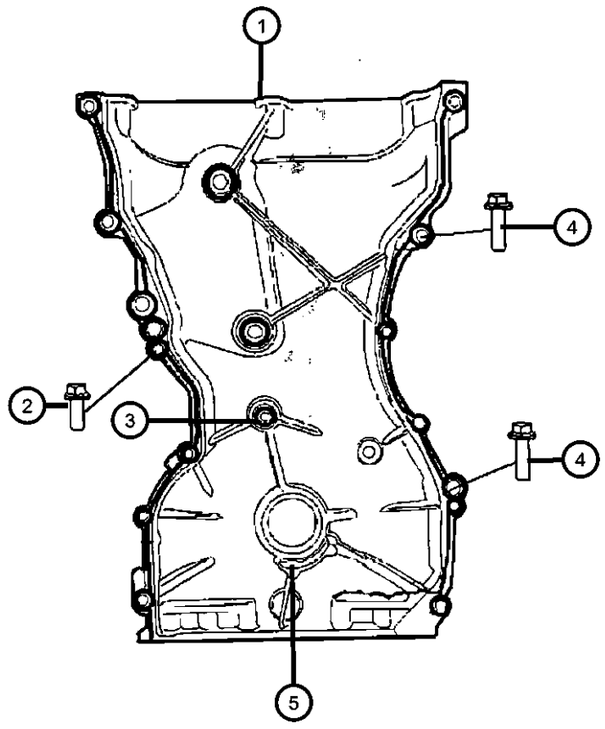
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Timing Case Cover 2.4L [EDG]
Figure 009EDG-605



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

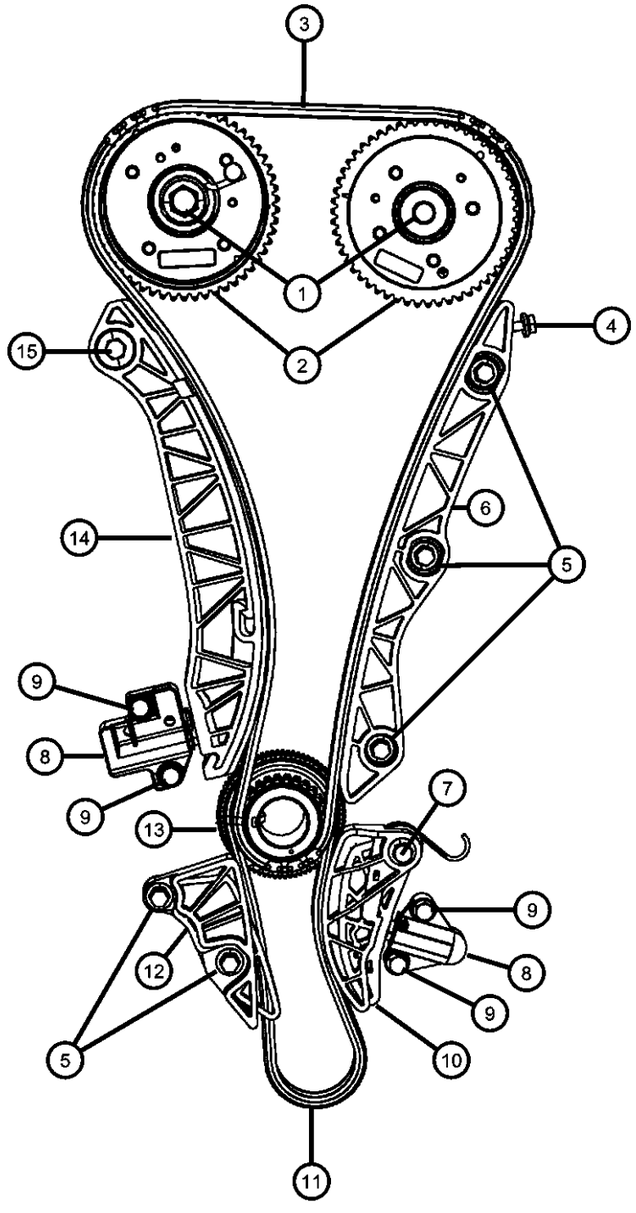
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884466AB	1	B, D, E			ED3, EDG			COVER, Timing Case
2	06509284AA	7	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X25.00, Timing Case Cover To Cylinder Block, Mounting
3	06102258AA	1	B, D, E			ED3, EDG			PLUG, Timing Chain Tensioner Access
4	06104025AA	6	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x30, Timing Case Cover To Cylinder Block, Mounting
5	2142125000	1	B, D, E			ED3, EDG			SEAL, Crankshaft Oil, Front

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.4L [EDG]
Figure 009EDG-625



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

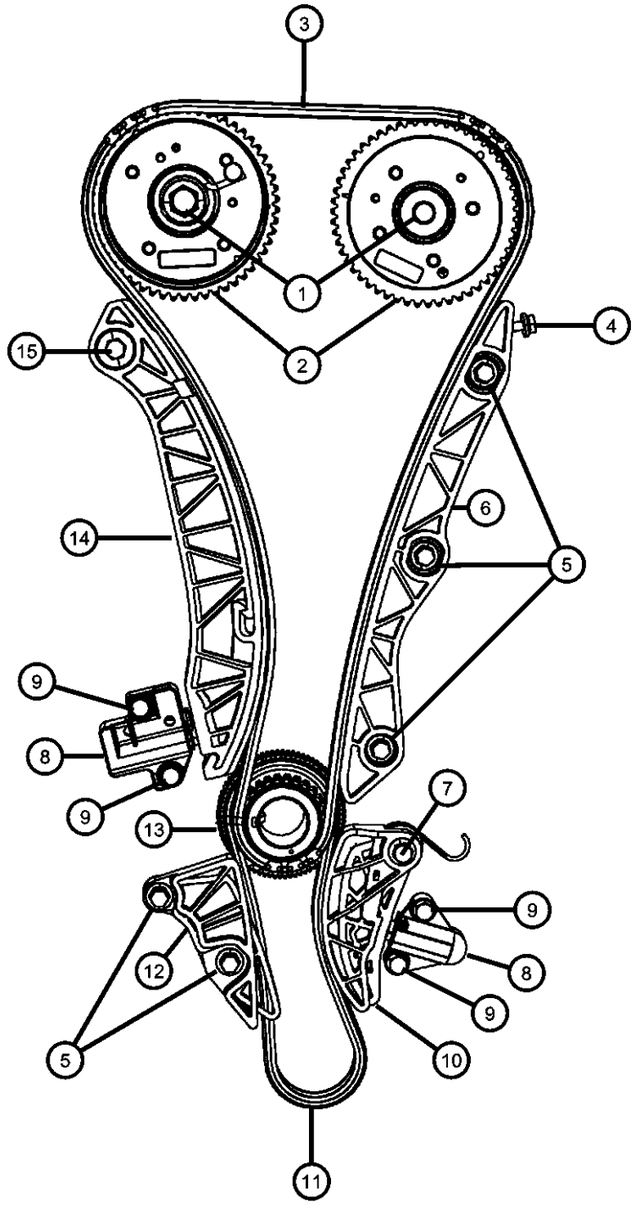
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	06509008AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M10x1.25x41.50, Phaser To Camshaft, Mounting
2									PHASER, Camshaft
	05047021AA	1	B, D, E			ED3, EDG			Variable Valve Timing, Intake
	05047022AA	1	B, D, E			ED3, EDG			Variable Valve Timing, Exhaust
3	04884868AC	1	B, D, E			ED3, EDG			CHAIN, TimingPrimary
4	1140306123	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x12.00, Oil Control Valve To Cylinder Head, Mounting
5									BOLT
	2434825000	2	B, D, E			ED3, EDG			Balance Shaft Chain Guide To Ladder Frame, Mounting
		3	B, D, E			ED3, EDG			Timing Chain Guide Fixed To Cylinder Block, Mounting
6	2443125000	1	B, D, E			ED3, EDG			GUIDE, Timing Chain, Fixed

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.4L [EDG]
Figure 009EDG-625

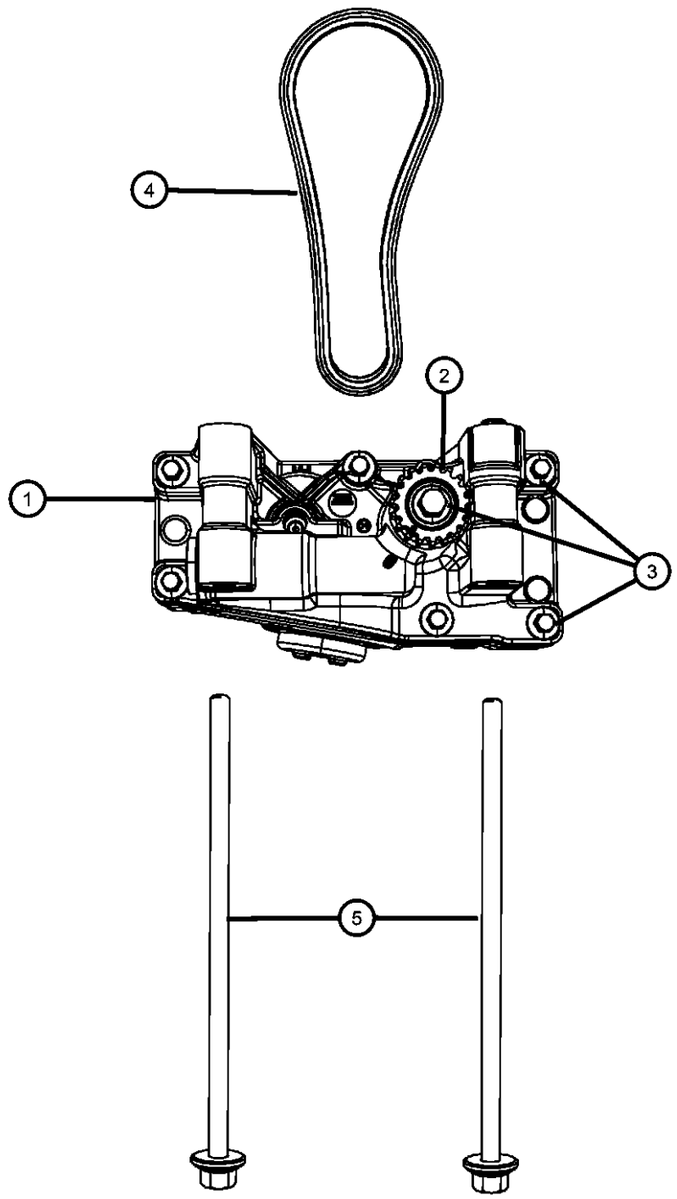


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
7	06509007AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X34.50, Balance Shaft Chain Arm To Ladder Frame, Mounting
8									TENSIONER, Chain
	04884876AA	1	B, D, E			ED3, EDG			Balance Shaft Chain
	2441025000	1	B, D, E			ED3, EDG			Primary Timing Chain
9									BOLT, Hex Flange Head, M6X1.00X25.00
	06509090AA	2	B, D, E			ED3, EDG			Primary Timing ChainTensioner To Cylinder Block, Mounting
		2	B, D, E			ED3, EDG			Balance Shaft Chain Tensioner To Ladder Frame, Mounting
10	04884588AA	1	B, D, E			ED3, EDG			TENSIONER ARM, Balance Shaft Driver
11	04884870AB	1	B, D, E			ED3, EDG			CHAIN, Balance Shaft
12	04884589AA	1	B, D, E			ED3, EDG			GUIDE, Balance Shaft Chain
13	04884587AB	1	B, D, E			ED3, EDG			SPROCKET, Crankshaft
14	2442025000	1	B, D, E			ED3, EDG			TENSIONER ARM, Pivot
15	06509005AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6X1.00X11.00, Timing Chain Guide Pivot To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Balance Shaft/Oil Pump Assembly 2.4L [EDG]
Figure 009EDG-665

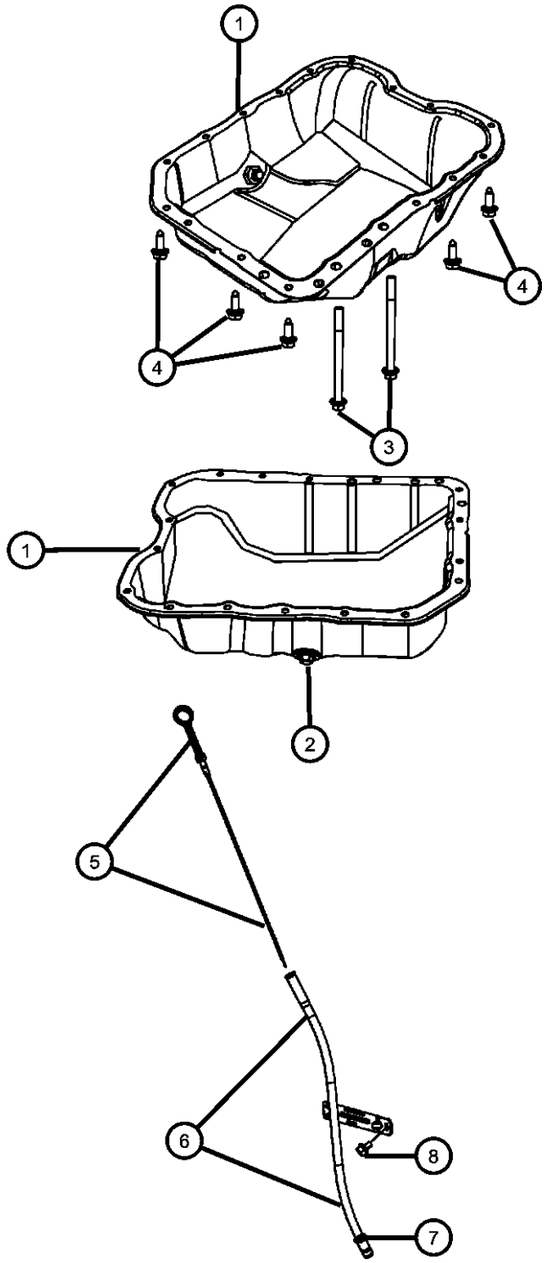


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [DEF] = 6-Speed Manual Aisian BG6 Transmission [DFF] = 4-Seed Automatic VLP 41TE Transmission [DD7] = 5-Speed Manual T355 Transmission [DG2] = 6-Speed Automatic 62TE Transmission [DG5] = 6-Speed Automatic Transmission [DG0] = All Automatic Transmissions [ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine [EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine [ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine [ED0] = All 2.4L 4 Cylinder Gas Engines [EER] = 2.7L V-6 DOHC 24 Valve MPI Engine [EE0] = All 2.7L 6 Cylinder Gas Engines [EGF] = 3.5L High Output V-6 24 Valve MPI Engine [EG0] = All 3.5L 6 Cylinder Gas Engines [NAA] = Federal Emissions [NAE] = California Emisssions [NAM] = Mexico Emissions [NAS] = 50 State Emissions [NA1] = Export Emissions [NHA] = Engine Oil Cooler [NHK] = Engine Cylinder Block Heater									
1	05189868AD	1	B, D, E			ED3, EDG			SHAFT PACKAGE, Balance with Oil Pump
2		1							SPROCKET, Drive, Serviced With Shaft Package, (NOT SERVICED)
3		1							BOLT, Serviced With Shaft Package, (NOT SERVICED)
4	04884870AB	1	B, D, E			ED3, EDG			CHAIN, Balance Shaft
5	06508618AA	4	B, D, E			ED3, EDG			BOLT AND WASHER, Hex Flange Head Locking, M8x1.25x180.00, Balance Shaft Oil Pump Assembly To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.4L [EDG]
Figure 009EDG-725



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

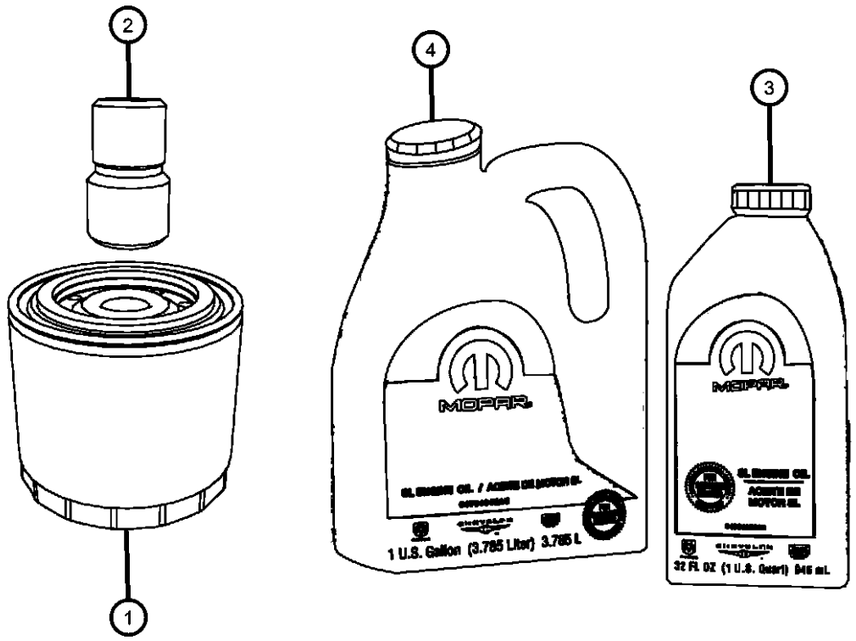
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884665AE	1	B, D, E			ED3, EDG			PAN, Oil
2	06506214AA	1	B, D, E			ED3, EDG			PLUG, Oil Drain
3	06508985AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8x1.25x104.00, Oil Pan To Ladder Frame, Mounting
4	06509140AA	16	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x16.00, Oil Pan To Ladder Frame, Mounting
5	04884688AD	1	B, D, E			ED3, EDG			INDICATOR, Engine Oil Level
6	04884733AC	1	B, D, E			ED3, EDG			TUBE, Engine Oil Indicator, Includes O-Ring Seal
7	05047077AA	1	B, D, E			ED3, EDG			O RING, Engine Oil Indicator Tube
8	05183964AA	1	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M6x1.00x10.90, Engine Oil Level Indicator Tube To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Filter And Engine Oil 2.4L [EDG]
Figure 009EDG-745



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

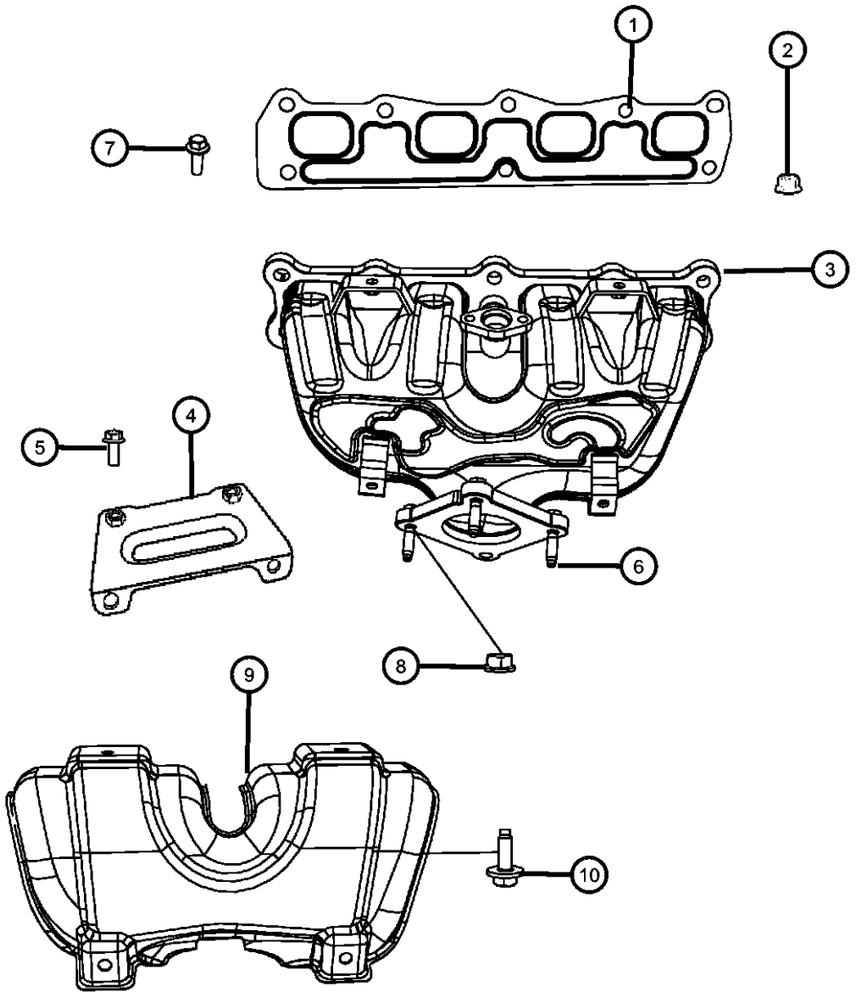
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884900AB	1	B, D, E			ED3, EDG			FILTER, Engine Oil
2	04884902AB	1	B, D, E			ED3, EDG			CONNECTOR, Oil Filter, M22X1.50
3	04761872AD	AR	B, D, E			ED3, EDG			ENGINE OIL, 5W20, Quart, MS-10797 [API SM ILSAC GF-4], [32 Fluid Ounces] Minimum Ship Quanity Of 12
4	04761851AF	AR	B, D, E			ED3, EDG			ENGINE OIL, 5W20, Gallon, MS-10797 [API SM ILSAC GF-4], [128 Fluid Ounces] Minimum Ship Quanity Of 3

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold And Heat Sheilds 2.4L [EDG]
Figure 009EDG-1005



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

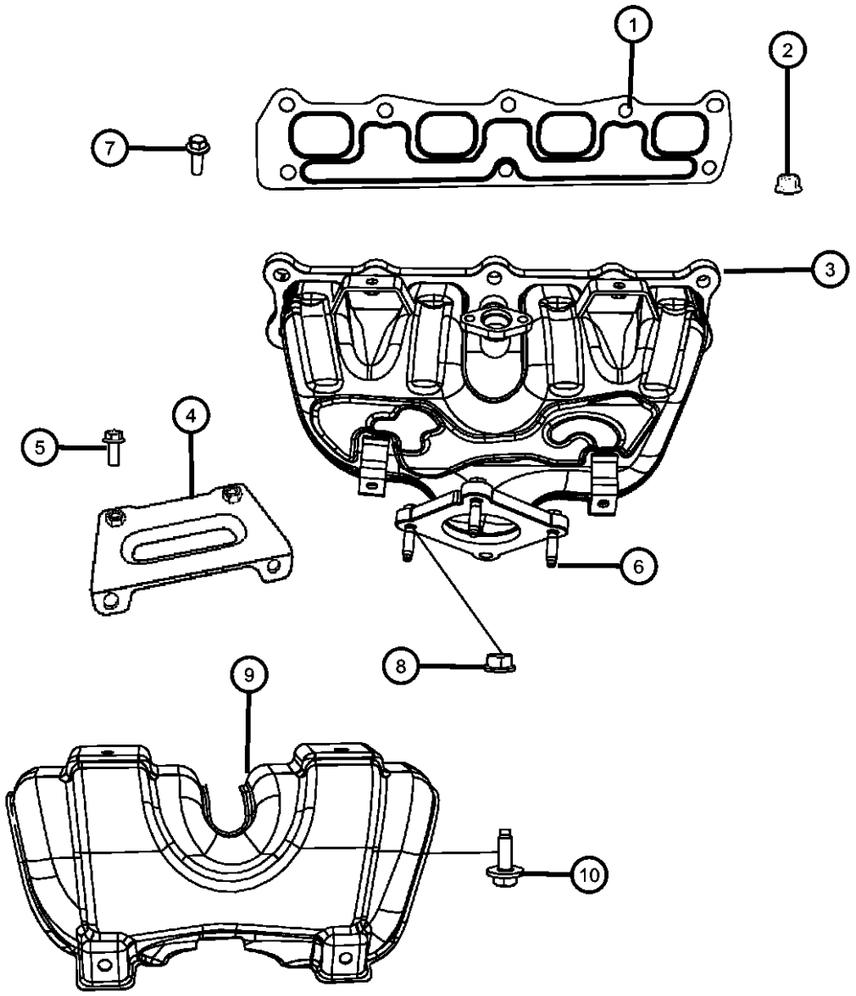
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04693346AB	1	B, D, E			EDG			GASKET, Exhaust Manifold
2	1022510003	2	B, D, E			ED3, EDG			NUT, Exhaust Manifold To Cylinder Head, Mounting
3	04693342AD	1	B, D			EDG			MANIFOLD, Exhaust
4	04693350AC	1	B, D			ED3, EDG			BRACKET, Exhaust Manifold
5	06104215AA	1	B, D			ED3, EDG			BOLT, Hex Flange Head, M10x1.50x25.00, Exhaust Manifold Bracket To Cylinder Block, Mounting
6	06508635AA	1	B, D			ED3, EDG			BOLT, M8X1.25X45.00, Exhaust Manifold To Front Exhaust Pipe, Mounting
7	06508185AA	6	B, D			ED3, EDG			BOLT, Hex Flange Head, M10x1.25x30.00, Exhaust Manifold To Cylinder Head, Mounting
8	06104716AA	4	B, D			ED3, EDG			NUT, Hex Flange Lock, M8X1.25, Front Exhaust Pipe To Exhaust Manifold, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifold And Heat Sheilds 2.4L [EDG]
Figure 009EDG-1005

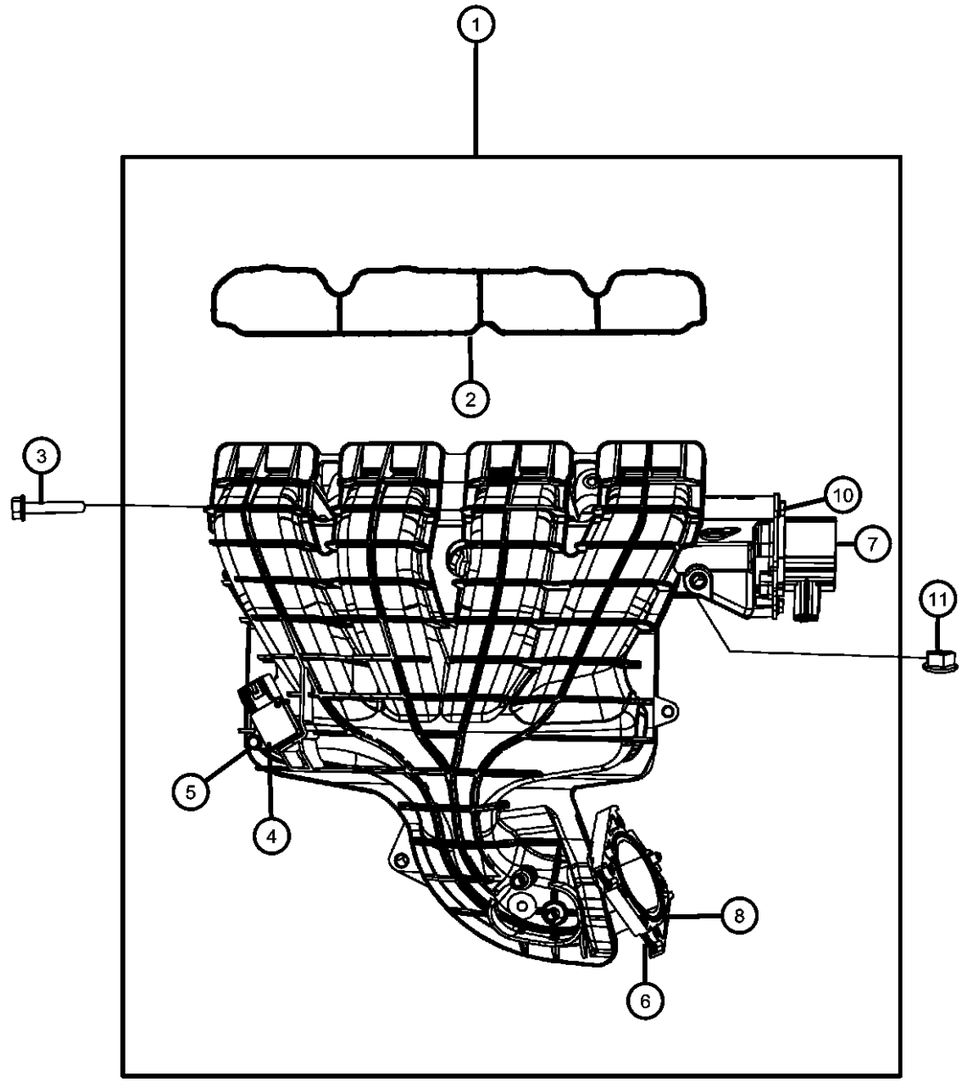


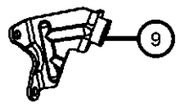
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	04693344AC	1	B, D			EDG			SHIELD, Exhaust Manifold
10	06507947AA	4	B, D, E			EDG			BOLT, Hex Flange Head, M6X1.00X17.00Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold 2.4L [EDG]
Figure 009EDG-1025





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

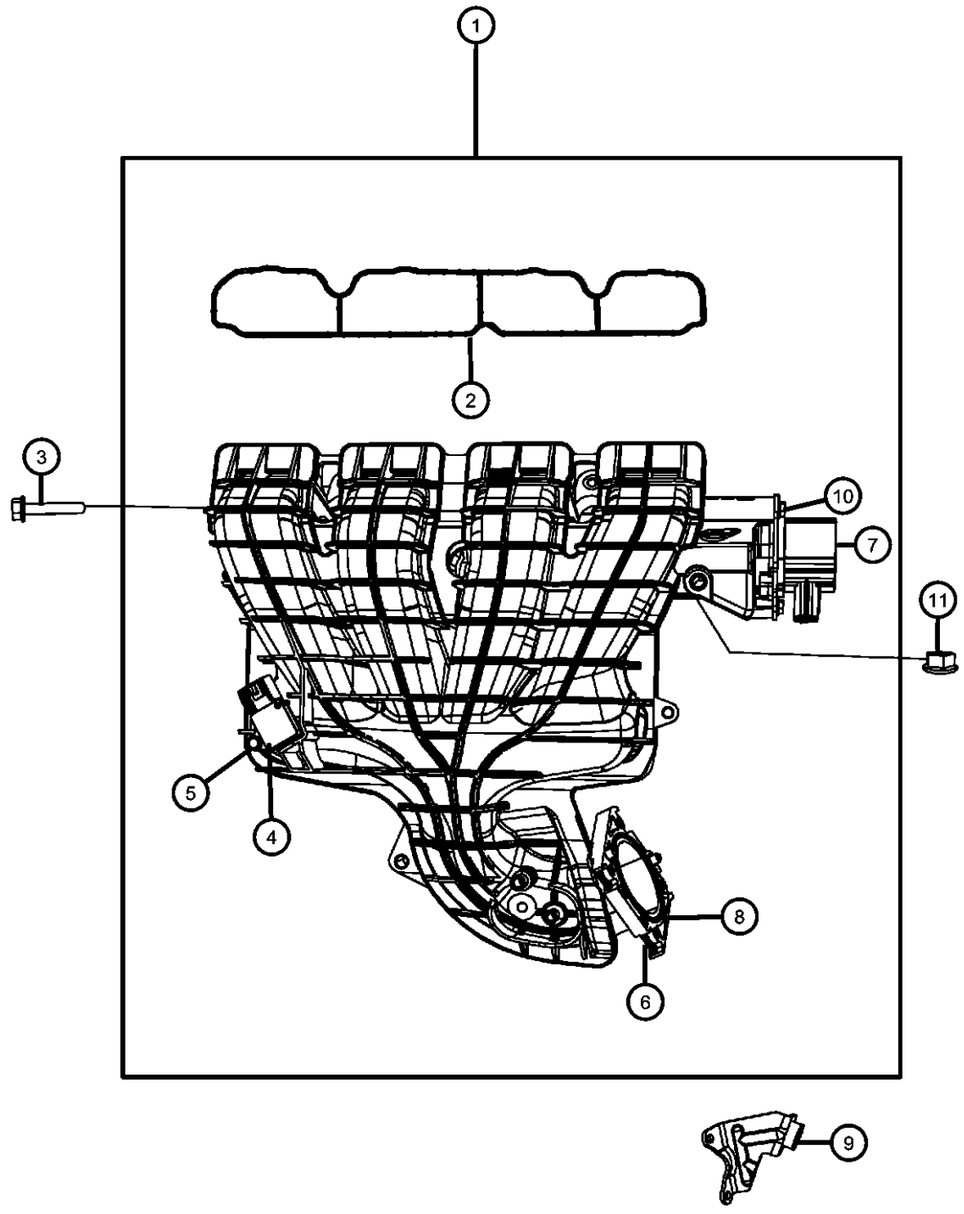
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884882AD	1	B, D, E			EDG			MANIFOLD, Intake, Includes All Items In The Box
2	04884883AA	1	B, D, E			EDG			GASKET, Intake Manifold
3	06104201AA	3	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M8X1.25X45.00, Intake Manifold To Cylinder Head, Mounting
4	05033310AB	1	B, D, E			EDG			SENSOR, MAP
5	06505841AA	1	B, D, E			EDG			BOLT, Hex Head, M4.06X1.41X17.00, Map Sensor To Intake Manifold, Mounting
6	06504968AA	4	B, D, E			EDG			NUT, J, Throttle Body To Intake Manifold, Mounting
7	04884549AD	1	B, D, E			EDG			ACTUATOR, Flow Control Valve
8	04884998AA	1	B, D, E			EDG			GASKET, Throttle Body
9	04884871AA	1	B, D, E			ED3, EDG			BRACKET, Throttle Body Support

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold 2.4L [EDG]
Figure 009EDG-1025

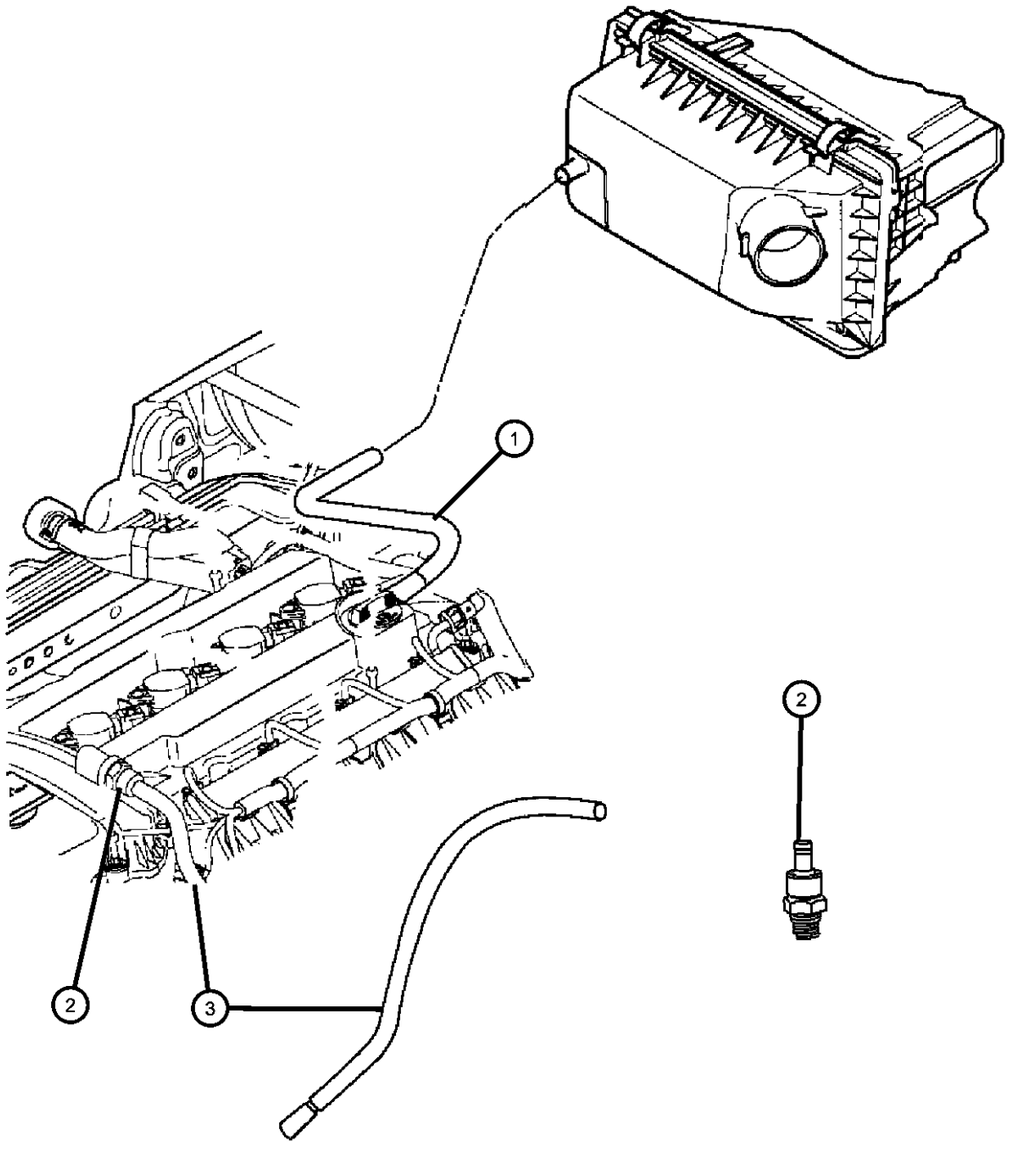


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06507736AA	2	B, D, E			EDG			BOLT, Hex Flange Head, M6X1.00X17.00, Acuator To Intake Manifold, Mounting
11	06104709AA	2	B, D, E			ED3, EDG			NUT, Hex Flange, M8x1.25, Intake Manifold To Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crankcase Ventilation 2.4L [EDG]
Figure 009EDG-1105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

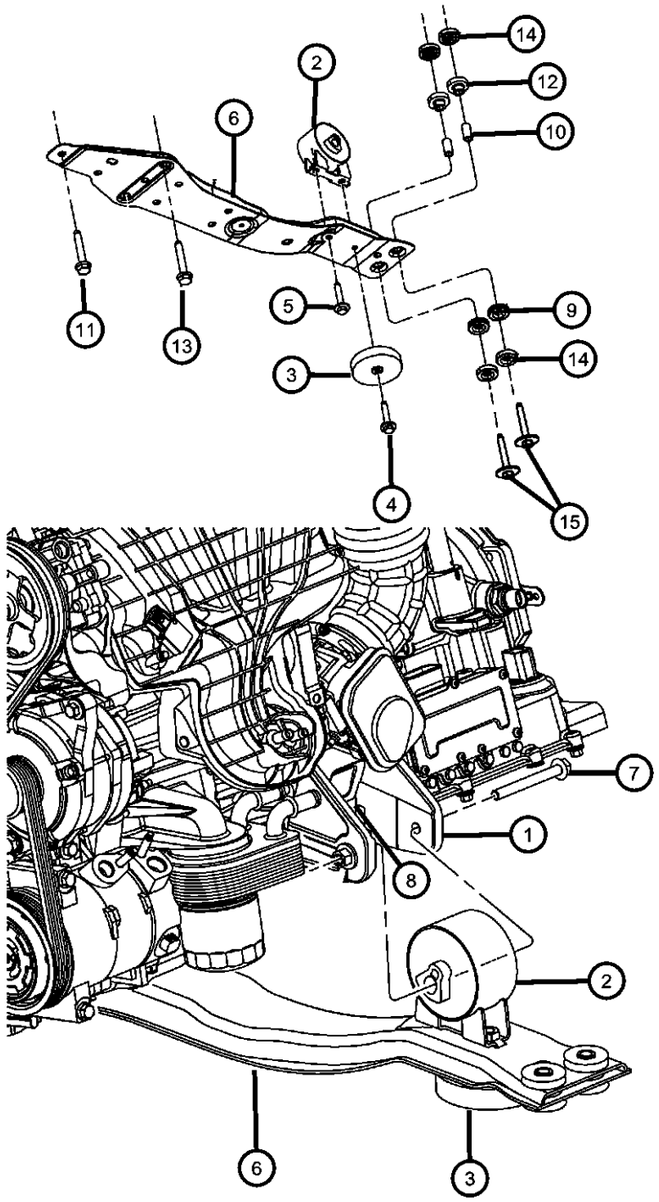
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05047006AB	1	B, D, E			ED3, EDG			HOSE, Make Up Air
2	05047002AA	1	B, D, E			ED3, EDG			VALVE, PCV
3	05047034AA	1	B, D, E			ED3, EDG			HOSE, PCV Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.4L [EDG]
Figure 009EDG-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05273373AD	1	B, D, E			ED3, EDG	DFF		BRACKET, Engine Mount, Powertrain Side
2	05171078AC	1	B, D, E			ED3, EDG	DFF		ISOLATOR
3	04766422AA	1	B, D, E			ECE, ED3, EDG			DAMPER, Mass
4	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
5	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
6	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension
7	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting
8	MF241289	2	B, D, E			ED3, EDG			BOLT AND WASHER, M10x45, Power Train Bracket To Cylinder Block, Mounting

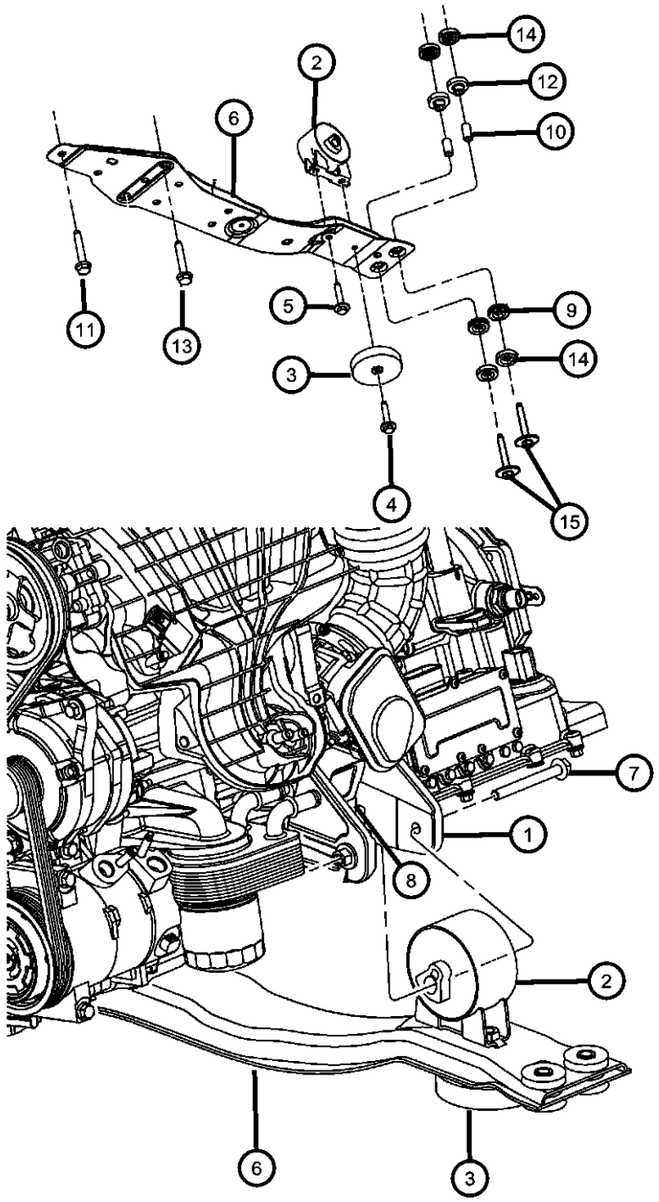
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Engine Mounting Front FWD 2.4L [EDG]
Figure 009EDG-1205

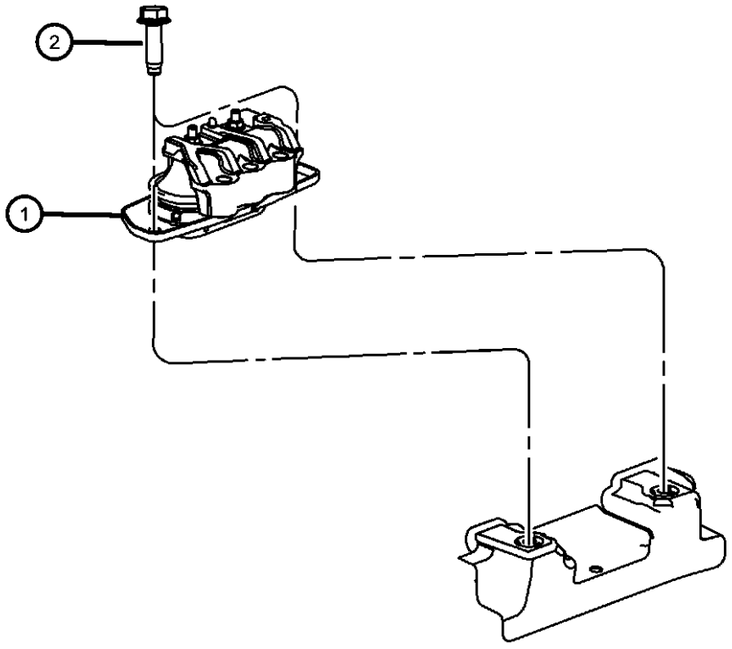


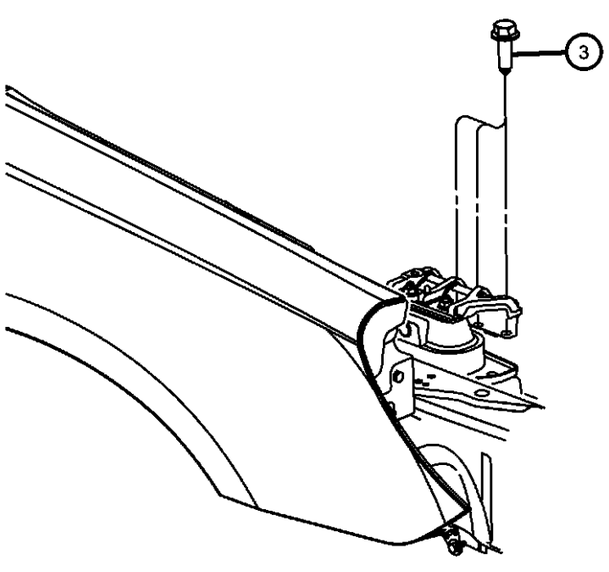
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	04766018AA	4	B, D, E			ED3, EDG, EER			BUSHING, Crossmember
10	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM
11	06104418AA	1	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
12		1							SPACER, Mounting, (NOT SERVICED)
13	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
14		3							BUSHING, Crossmember, (NOT SERVICED)
15	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Support, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 2.4L [EDG]
Figure 009EDG-1225





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

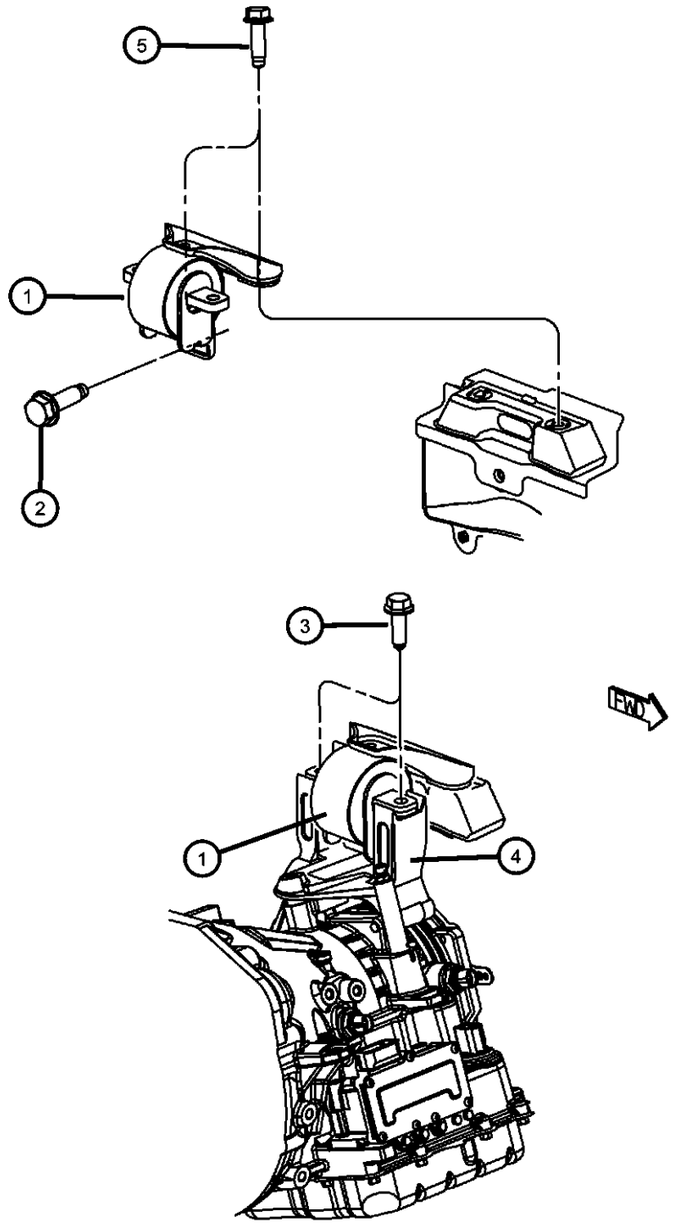
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05171070AD	1	B, D, E			ED3, EDG	DFF		ISOLATOR
2	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame Rail, Mounting
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Left Side FWD 2.4L [EDG]
Figure 009EDG-1245



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

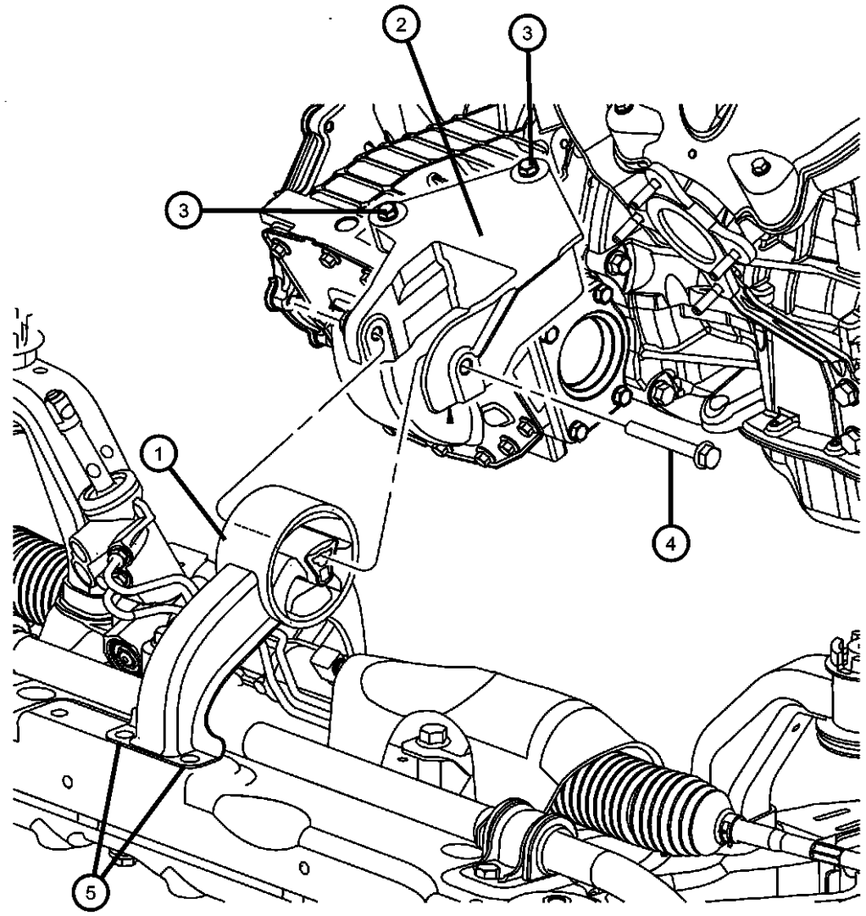
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04766474AC	1	B, D, E				DFF		ISOLATOR, Transmission Mount
2	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount Bracket To Frame RaiL Side, Mounting
3	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Engine Mount To Transmission Bracket, Mounting
4	05085825AB	1	B, D, E				DFF		BRACKET, Transmission Mount
5	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame RaiL Top, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear FWD 2.4L [EDG]
Figure 009EDG-1265



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

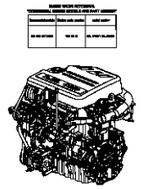
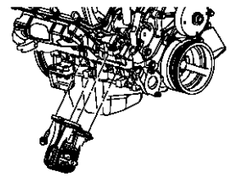
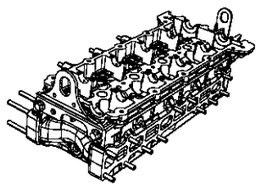
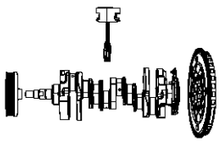
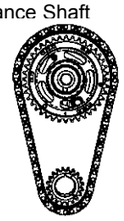
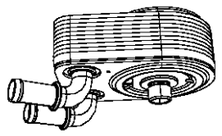
1	05171086AC	1	B, D, E			ED3, EDG	DFF		ISOLATOR
2	05085074AE	1	B, D, E				DFF		BRACKET, Engine Mount
3	06102233AA	4	B, D			ED3, EDG, EGF	DFF, DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Bracket To Transmission, Mounting
4	06506022AA	1	B, D						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Bracket, Mounting
5	06102233AA	4	B, D			ED3, EDG, EGF	DFF, DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Engine Mount To Suspension Crossmember, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 009EER

2.7L Gas; Engine

009EER-100 Engine Identification 	**009EER-1000** Manifolds and Vacuum Fittings 	**009EER-1100** Crankcase Ventilation 	**009EER-1200** Engine Mounting 
009EER-200 Cylinder Head 	**009EER-300** Cylinder Block	**009EER-400** Crankshaft, Piston, Drive Plate, Flywheel, and Damper 	**009EER-500** Camshaft and Valve
009EER-600 Timing Belt/Chain and Cover and Balance Shaft 	**009EER-700** Engine Oiling, Oil Pan and Indicator (Dipstick) 	**009EER-800** Engine Oil Cooler 	

Group - 009EER 2.7L Gas; Engine

Illustration Title — Group-Fig. No.

Engine Identification
Engine Identification 2.7L [EER] ..... Fig. 009EER - 105
Engine Assembly And Service Long Block 2.7L [EER] ..... Fig. 009EER - 115
Engine Cover And Related Parts 2.7L [EER] ..... Fig. 009EER - 125
Engine Gasket Kits 2.7L [EER] ..... Fig. 009EER - 145

Cylinder Head
Cylinder Head Covers 2.7L [EER] ..... Fig. 009EER - 205
Cylinder Heads 2.7L [EER] ..... Fig. 009EER - 225

Cylinder Block
Engine Cylinder Block And Hardware 2.7L [EER] ..... Fig. 009EER - 305
Engine Cylinder Block Heater 2.7L [EER] ..... Fig. 009EER - 325

Crankshaft, Piston, Drive Plate, Flywheel, and Damper
Crankshaft, Crankshaft Bearings, Damper And Flexplate 2.7L [EER] ..... Fig. 009EER - 405
Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.7L [EER] ..... Fig. 009EER - 425

Camshaft and Valve
Camshafts And Valvetrain 2.7L [EER] ..... Fig. 009EER - 505

Timing Belt/Chain and Cover and Balance Shaft
Timing Case Cover 2.7L [EER] ..... Fig. 009EER - 605
Timing System 2.7L [EER] ..... Fig. 009EER - 625

Engine Oiling, Oil Pan and Indicator (Dipstick)
Engine Oiling Pump 2.7L [EER] ..... Fig. 009EER - 705
Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.7L [EER] ..... Fig. 009EER - 725
Engine Oil Filter, Filter Adapter And Engine Oil 2.7L [EER] ..... Fig. 009EER - 745

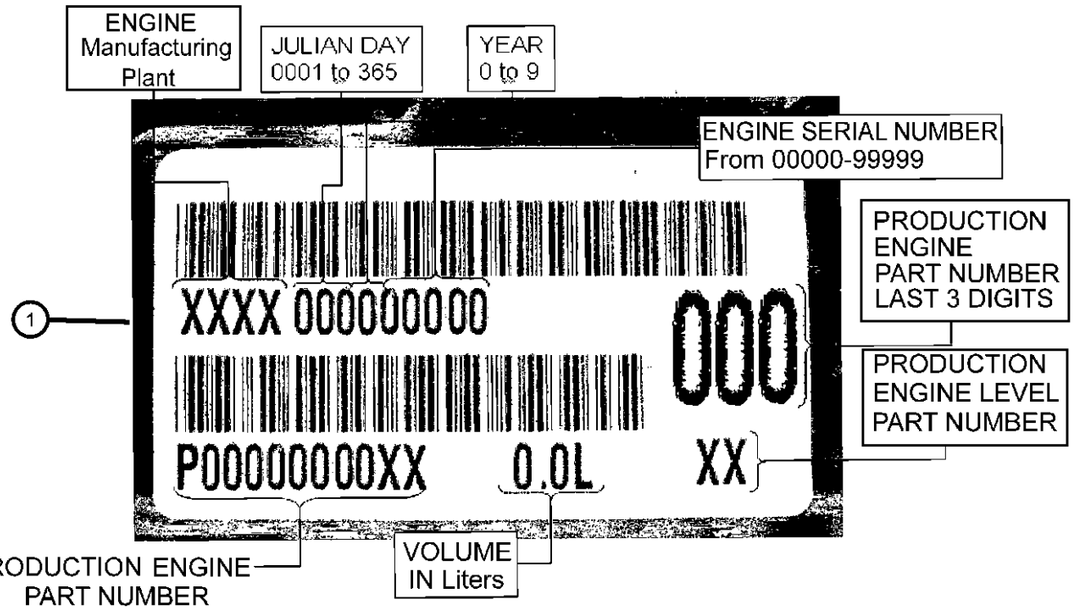
Engine Oil Cooler
Engine Oil Cooler And Tubes/Hoses 2.7L [EER] ..... Fig. 009EER - 805

Manifolds and Vacuum Fittings
Exhaust Manifolds And Heat Sheilds 2.7L [EER] ..... Fig. 009EER - 1005
Upper Intake Manifold Plenum 2.7L [EER] ..... Fig. 009EER - 1045
Lower Intake Manifold 2.7L [EER] ..... Fig. 009EER - 1065

Crankcase Ventilation
Crankcase Ventilation 2.7L [EER] ..... Fig. 009EER - 1105

Engine Mounting
Engine Mounting Front FWD 2.7L [EER] ..... Fig. 009EER - 1205
Engine Mounting Right Side FWD 2.7L [EER] ..... Fig. 009EER - 1225
Engine Mounting Left Side FWD 2.7L [EER] ..... Fig. 009EER - 1245
Engine Mounting Rear FWD 2.7L [EER] ..... Fig. 009EER - 1265

Engine Identification 2.7L [EER]
Figure 009EER-105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

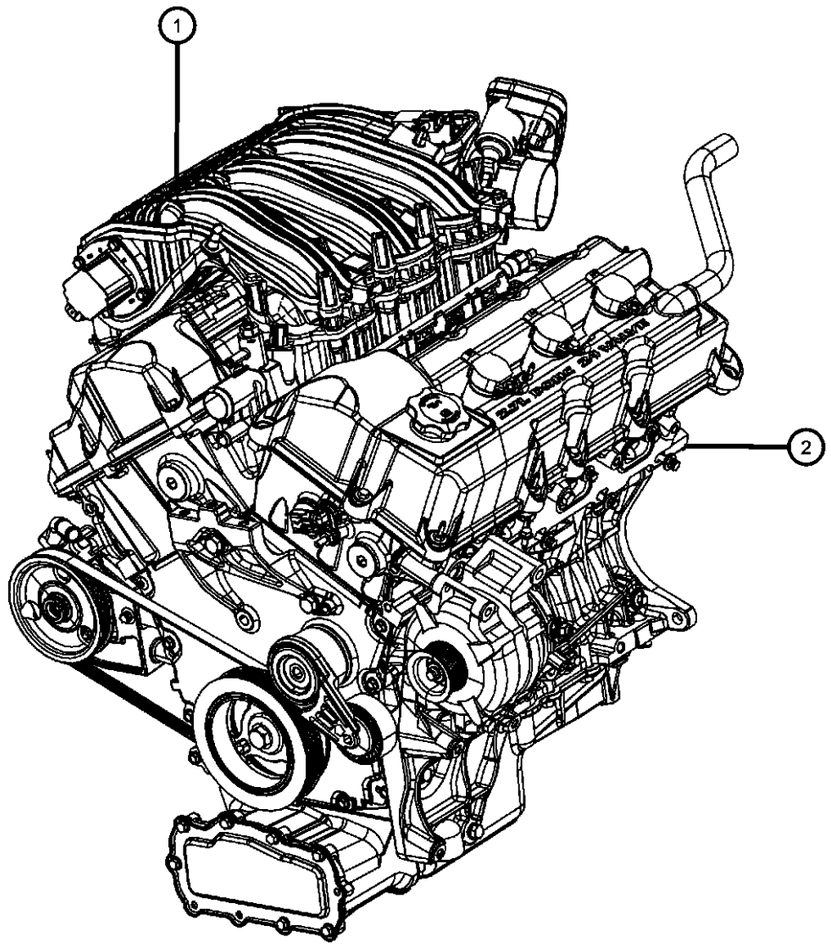
Note:
The Engine Identification Label Is Attached To One Of The Cylinder Head Covers.
The Production Engine Part Number Is Not A Servicable Part Number.
A Engine Is Usally Serviced By A Long Block Or Short Block Engine.

1	4	LABEL, Engine Identification, See Note:, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Assembly And Service Long Block 2.7L [EER]
Figure 009EER-115



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

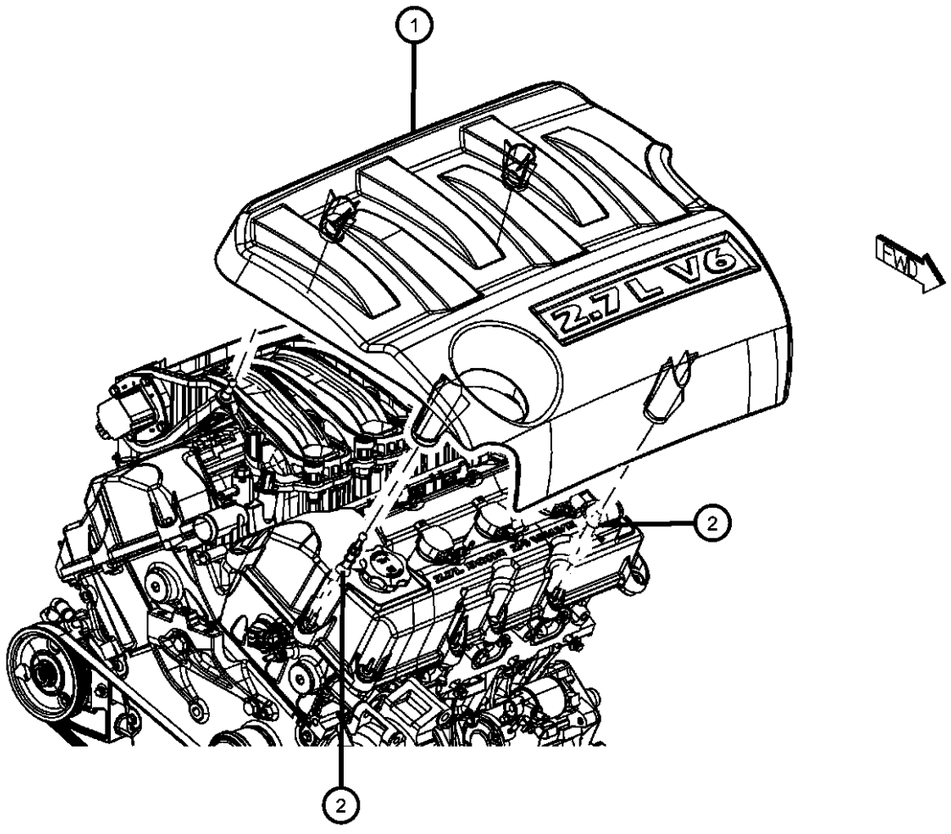
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	4	ENGINE, Complete, Serviced By New Short Block Only, (NOT SERVICED)
2	4	ENGINE, Long Block, Serviced By New Short Block Only, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cover And Related Parts 2.7L [EER]
Figure 009EER-125

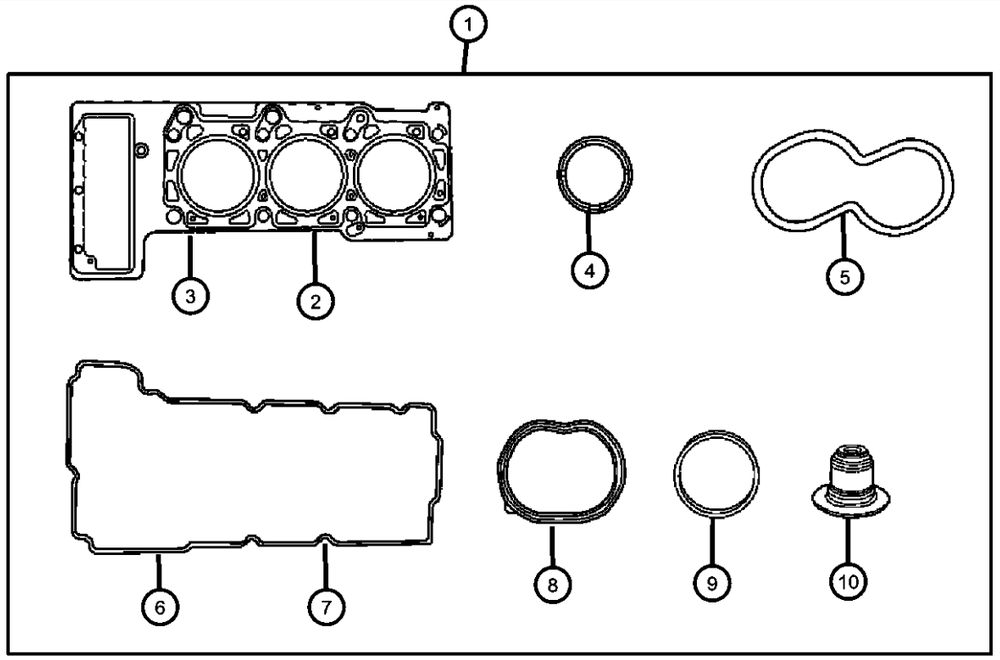


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891844AD	1	B, D, E			EER			COVER, Engine
2	04891808AA	2	B, D, E			EER			BALL STUD, Ball Mounting Studs On Intake Manifold Plenum Serviced With Intake Manifold Plenum, Engine Cover To Cylinder Head Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.7L [EER]
Figure 009EER-145



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

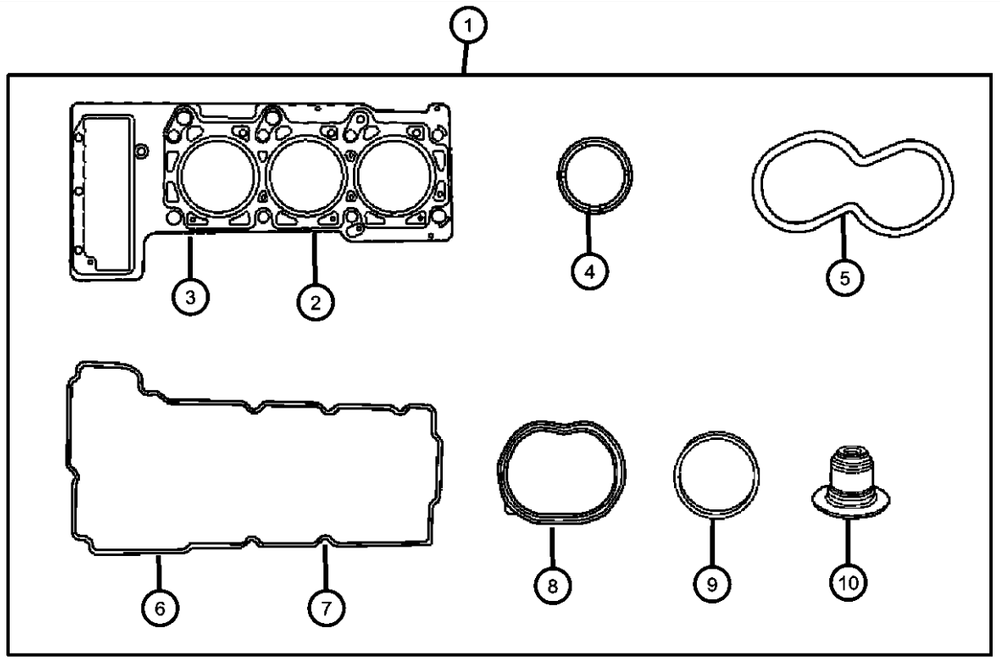
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

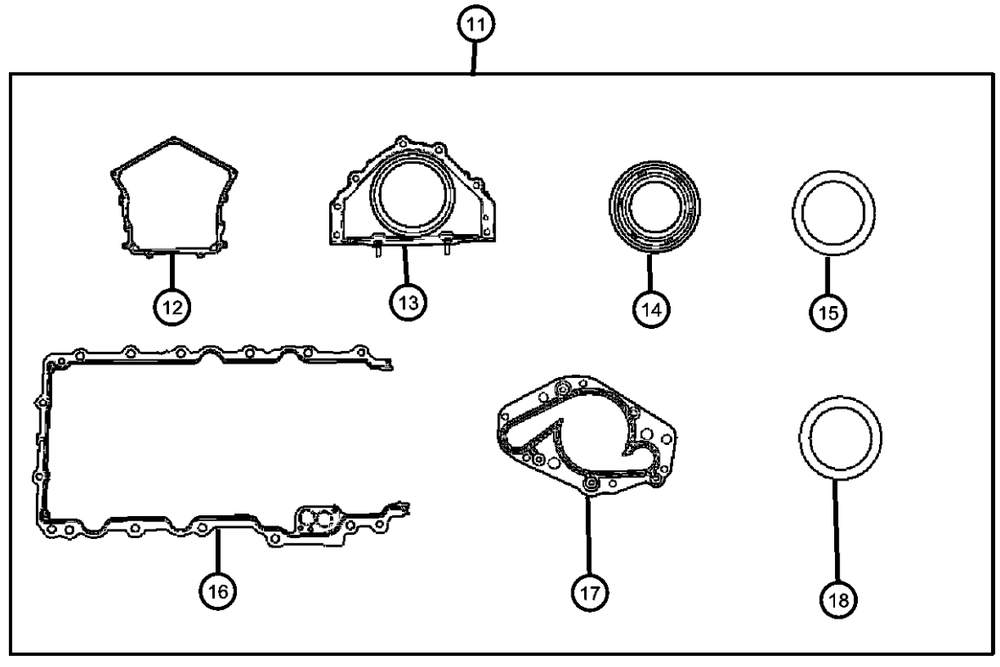
1	68003890AD	1	B, D, E		EER	GASKET PACKAGE, Engine Upper
2	04792932AC	1	B, D, E		EE0	GASKET, Cylinder Head, Right
3	04792931AC	1	B, D, E		EE0	GASKET, Cylinder Head, Left
4						GASKET, Spark Plug Well
	04792213AC	3	B, D, E		EE0	Left
		3	B, D, E		EE0	Right
5	04663759	3	B, D, E		EE0	GASKET, Intake Plenum
6	04663980AC	1	B, D, E		EE0	GASKET, Cylinder Head Cover, Right
7	04663713AC	1	B, D, E		EE0	GASKET, Cylinder Head Cover, Left
8	04663760	6	B, D, E		EE0	GASKET, Intake Manifold
9	04591873AA	1	B, D, E		EER	GASKET, Throttle Body
10	04663904	12	B, D, E		EE0	SEAL, Valve Guide
11	68003891AA	1	B, D, E		EER	GASKET PACKAGE, Engine Lower
12	04792005AB	1	B, D, E		EE0	GASKET, Timing Case Cover

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 2.7L [EER]
Figure 009EER-145



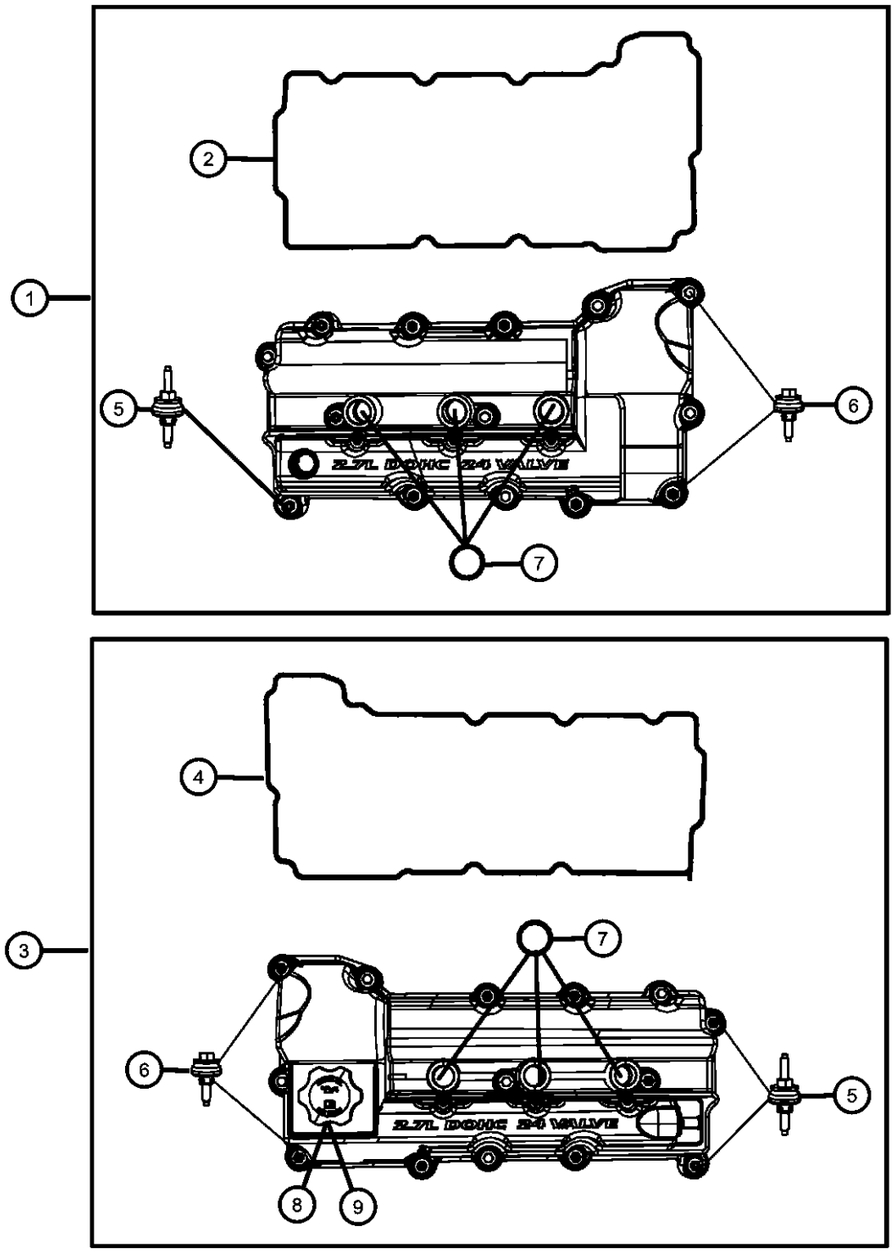


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
13	05175829AA	1	B, D, E			EE0			RETAINER AND SEAL, Crankshaft Rear Oil
14	04663618	1	B, D, E			EE0			SEAL, Crankshaft Oil, Front
15		1							O RING, (NOT SERVICED)
16	04792608AB	1	B, D, E			EE0			GASKET, Oil Pan
17	04892311AA	1	B, D, E			EE0			GASKET, Water Pump
18	04792068	1	B, D, E			EE0			O RING, Oil Pick Up Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Covers 2.7L [EER]
Figure 009EER-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

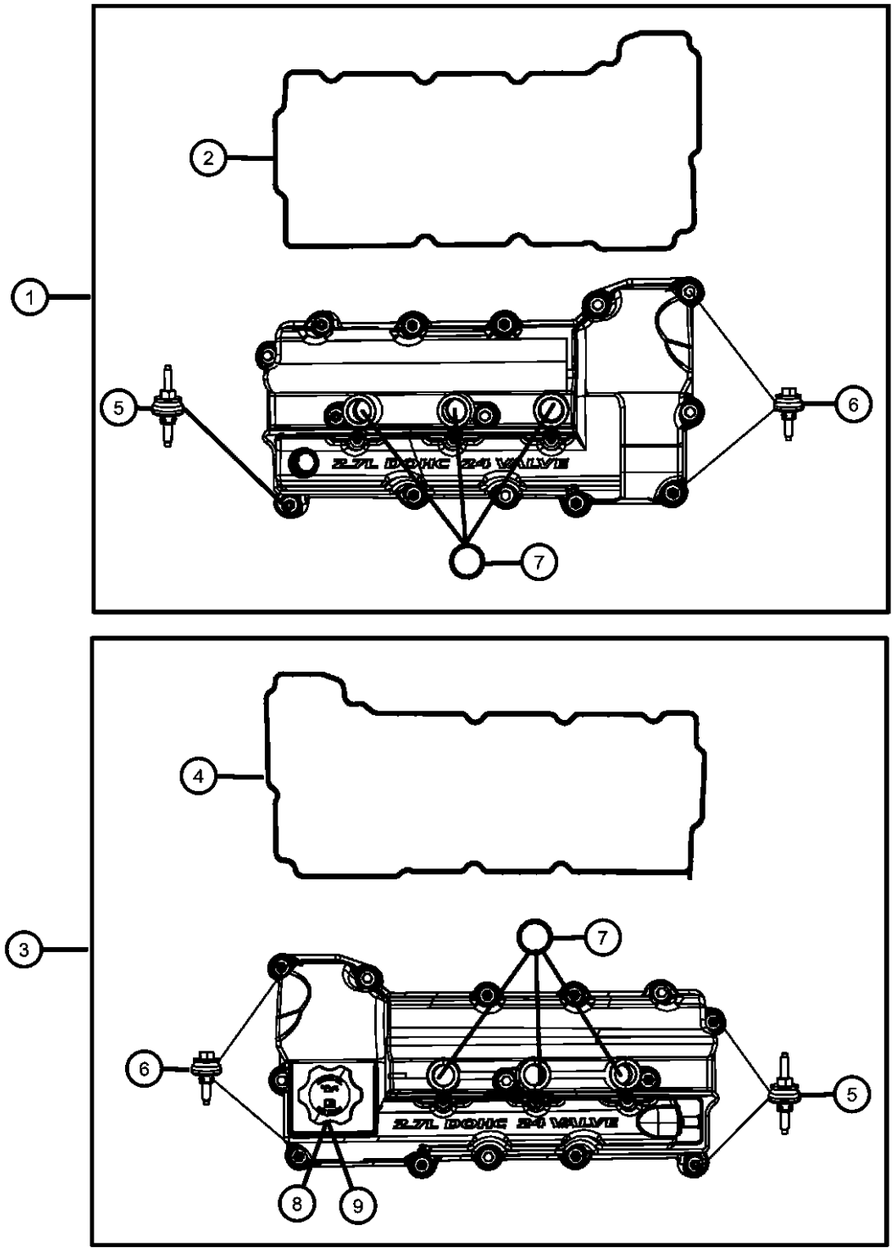
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04892186AA	1	B, D, E		EE0		COVER, Cylinder Head, Right
2	04663980AC	1	B, D, E		EE0		GASKET, Cylinder Head Cover, Right
3	04892185AB	1	B, D, E		EE0		COVER, Cylinder Head, Left
4	04663713AC	1	B, D, E		EE0		GASKET, Cylinder Head Cover, Left
5							STUD AND GROMMET, M6X1.00X56.40
	04792321AC	8	B, D, E		EE0		Cylinder Head Cover To Cylinder Head, Mounting, Right
		10	B, D, E		EE0		Cylinder Head Cover To Cylinder Head, Mounting, Left
6							BOLT AND GROMMET, M6X1.00X34.50
	04792320AB	6	B, D, E		EE0		Cylinder Head Cover To Cylinder Head, Mounting, Right
		4	B, D, E		EE0		Cylinder Head Cover To Cylinder Head, Mounting, Left
7							GASKET, Spark Plug Well
	04792213AC	3	B, D, E		EE0		Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Covers 2.7L [EER]
Figure 009EER-205

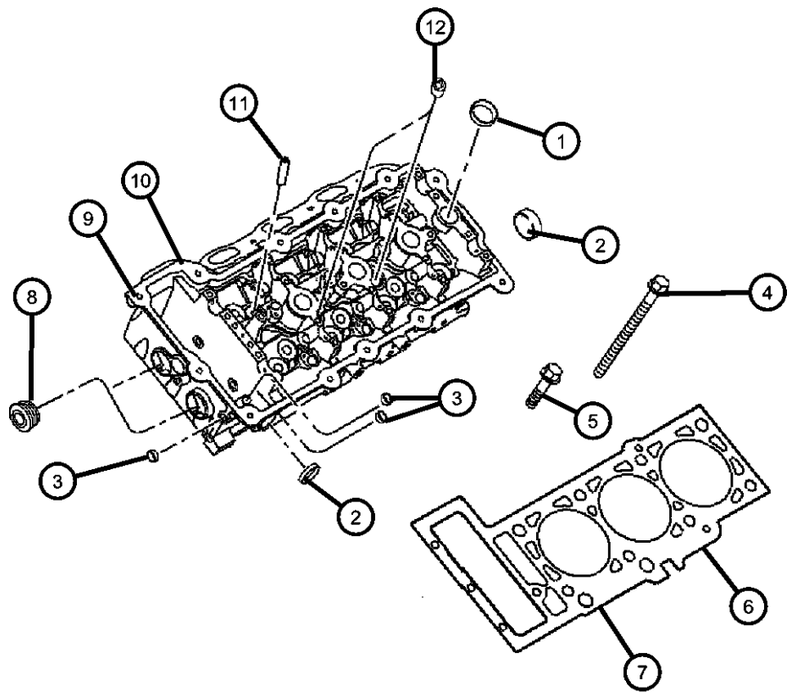


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		3	B, D, E			EE0			Right
8	04892220AA	1	B, D, E			EE0			CAP, Oil Filler
9	68029300AA	1	B, D, E			EE0			O RING, Oil Filler Cap

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Heads 2.7L [EER]
Figure 009EER-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

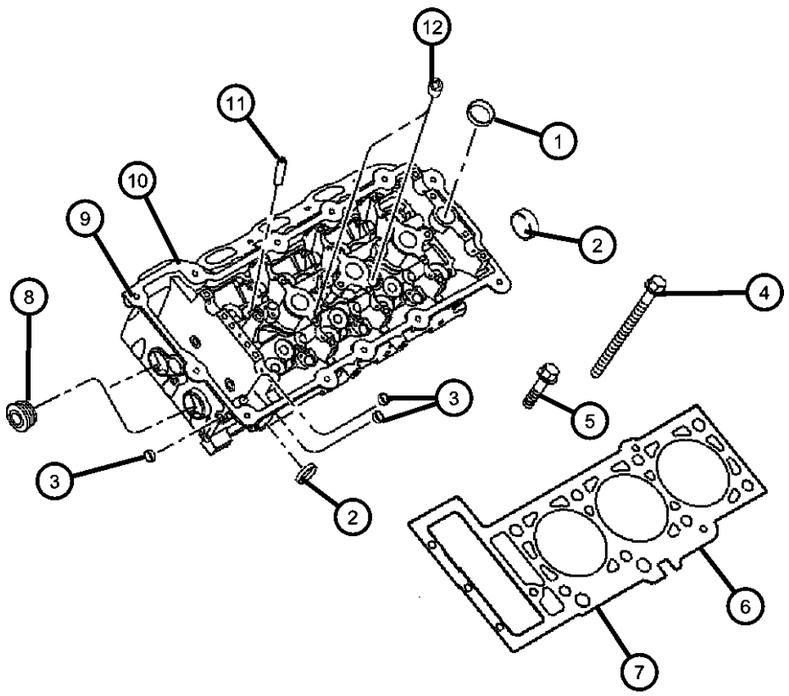
NOTE:
Partial Cylinder Head Includes Valve Seats And Guides, Water And Oil Galley Plugs And Camshaft Caps With Bolts.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1							PLUG, Core With Vent, 1.00 Diameter
	04792108AB	1	B, D, E			EE0	Right Cylinder Head
		1	B, D, E			EE0	Left Cylinder Head
2							PLUG, Core, 1.25 Diameter
	04556020AB	2	B, D, E			EE0	Right Cylinder Head
		2	B, D, E			EE0	Left Cylinder Head
3							PLUG, Core, [.375 Diameter]
	04792279	6	B, D, E			EE0	Right Cylinder Head
		7	B, D, E			EE0	Left Cylinder Head
4	06504087	16	B, D, E			EE0	BOLT, Hex Flange Head, M11X1.50X152.00, Cylinder Head To Cylinder Block, Mounting
5	06100298	6	B, D, E			EE0	BOLT, Hex Flange Head, M8X1.25X40.00, Cylinder Head To Cylinder Block, Mounting
6	04792932AC	1	B, D, E			EE0	GASKET, Cylinder Head, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Heads 2.7L [EER]
Figure 009EER-225

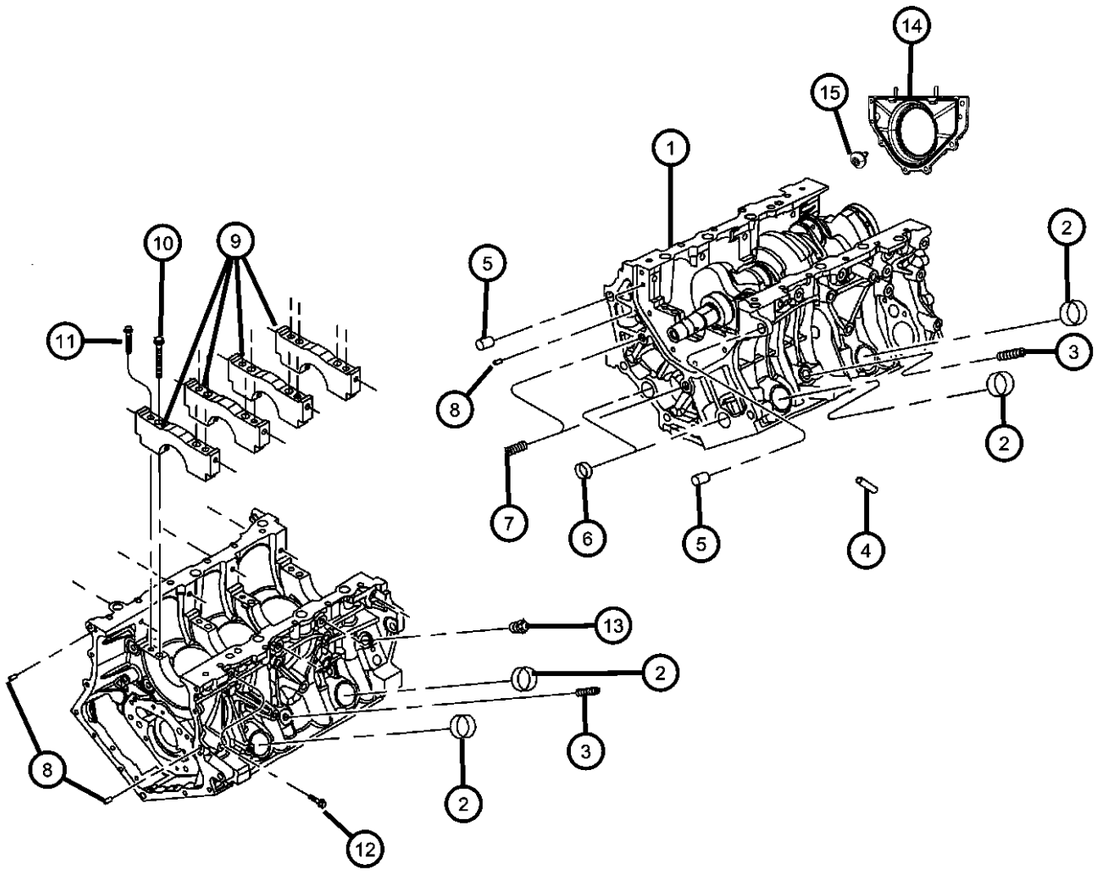


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
7	04792931AC	1	B, D, E			EE0			GASKET, Cylinder Head, Left
8									PLUG, [M33x2.0] With O-Ring
	04693124AA	2	B, D, E			EE0			Guide Access, Left Cylinder Head
		1	B, D, E			EE0			Guide Access, Right Cylinder Head
9	04892066AA	1	B, D, E			EE0			HEAD, Cylinder, Right, See Note
10	04892070AA	1	B, D, E			EE0			HEAD, Cylinder, Left, See Note
11		1							GUIDE, Valve, Serviced in Head Assembly, (NOT SERVICED)
12		1							PLUG, Pipe, Serviced in Head Assembly, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.7L [EER]
Figure 009EER-305



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

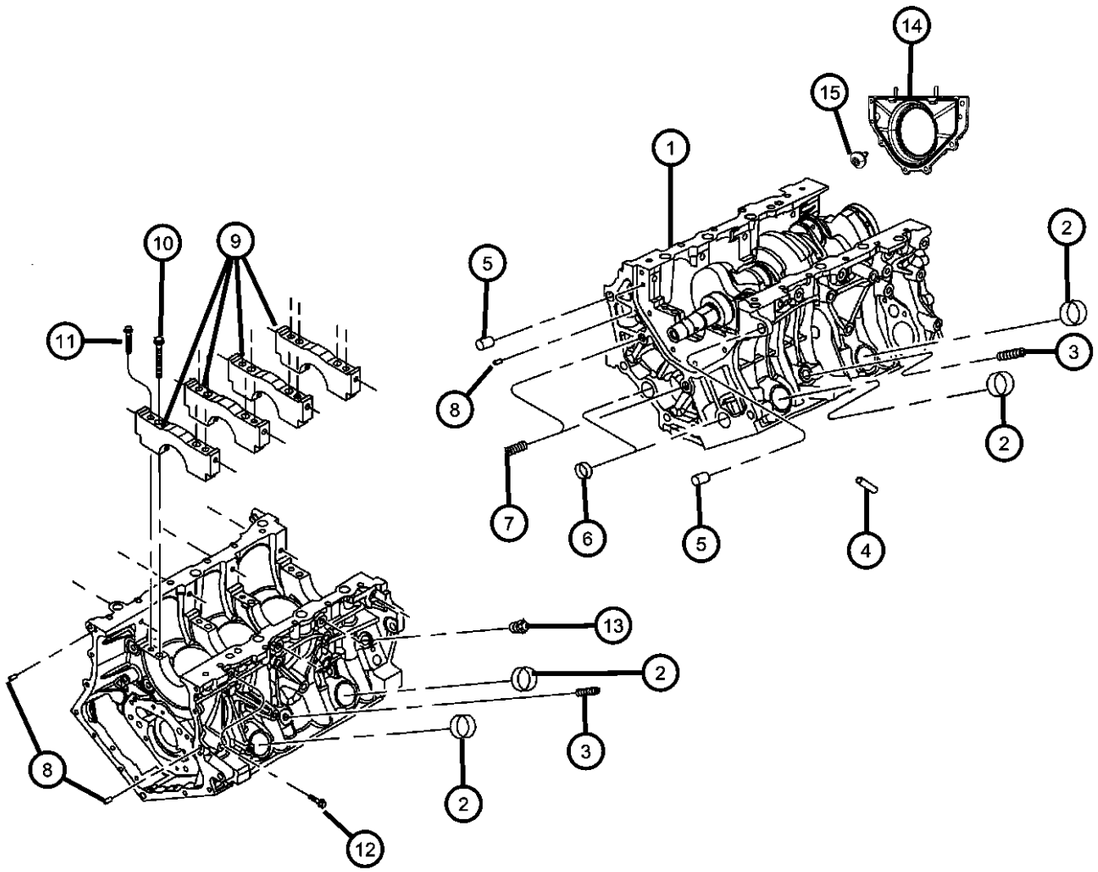
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05018727AC	1	B, D, E		EER	ENGINE, Short Block
2	04892284AA	4	B, D, E		EE0	PLUG, Core
3	06035743	2	B, D, E		EE0	PLUG, Core, [.250-18X.560], Cylinder Block Coolant Drain
4	04448856	4	B, D, E		EE0	DOWEL PIN, Cylinder Head To Cylinder Block, Mounting
5	05240849	2	B, D, E		EE0	DOWEL PIN, Transmission To Cylinder Block
6	04663941AB	2	B, D, E		EE0	PLUG, Core
7	04792132	1	B, D, E		EE0	PLUG, Cylinder Block Oil Hole
8						DOWEL PIN
	06100902	1	B, D, E		EE0	Rear Main Seal Retainer To Cylinder Block, Mounting
		2	B, D, E		EE0	Timing Chain Cover To Cylinder Block, Mounting
		2	B, D, E		EE0	Water Pump To Cylinder Block
9		2				CAP, Main, Serviced In Item 1 Shortblock, (NOT SERVICED),

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 2.7L [EER]
Figure 009EER-305

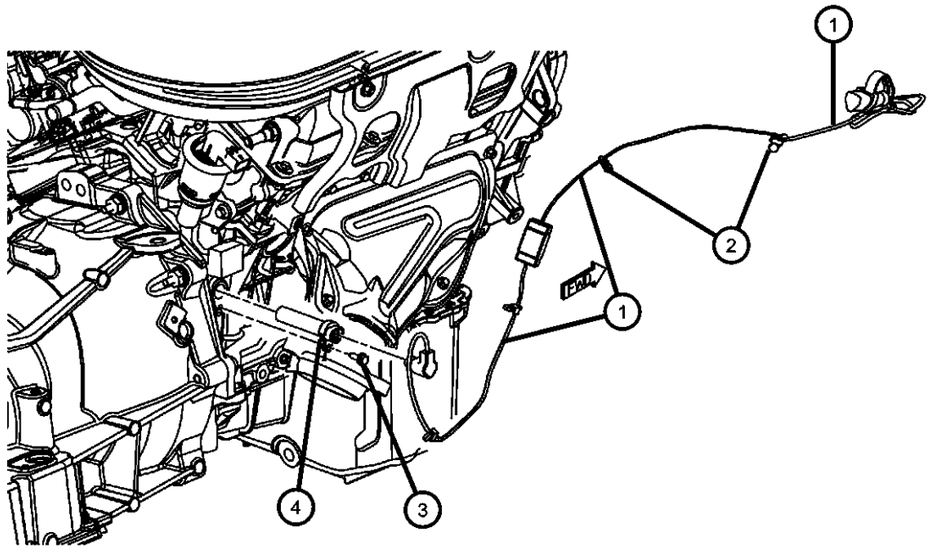


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06504630	8	B, D, E			EE0			BOLT, Hex Flange Head, M10X1.50X100.00, Main Bearing Cap To Cylinder Block, Mounting
11	06503948	8	B, D, E			EE0			BOLT, Hex Flange Head, M8X1.25X90.00, Main Bearing Cap To Cylinder Block, Mounting
12	06504631	8	B, D, E			EE0			BOLT, Hex Flange Head, M8X1.25X50.00, Cylinder Block To Main Cap Cross, Mounting
13	06034331	1	B, D, E			EER	DG2		PLUG, Hex Socket, 3/8-18NPTx.475, Cylinder Block Oil Gallery
14	05175829AA	1	B, D, E			EE0			RETAINER AND SEAL, Crankshaft Rear Oil
15	06507847AA	7	B, D, E			EE0			BOLT, Torx Head, M6X1.00X17.00, Rear Crankshaft Oil Seal Retainer To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block Heater 2.7L [EER]
Figure 009EER-325



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

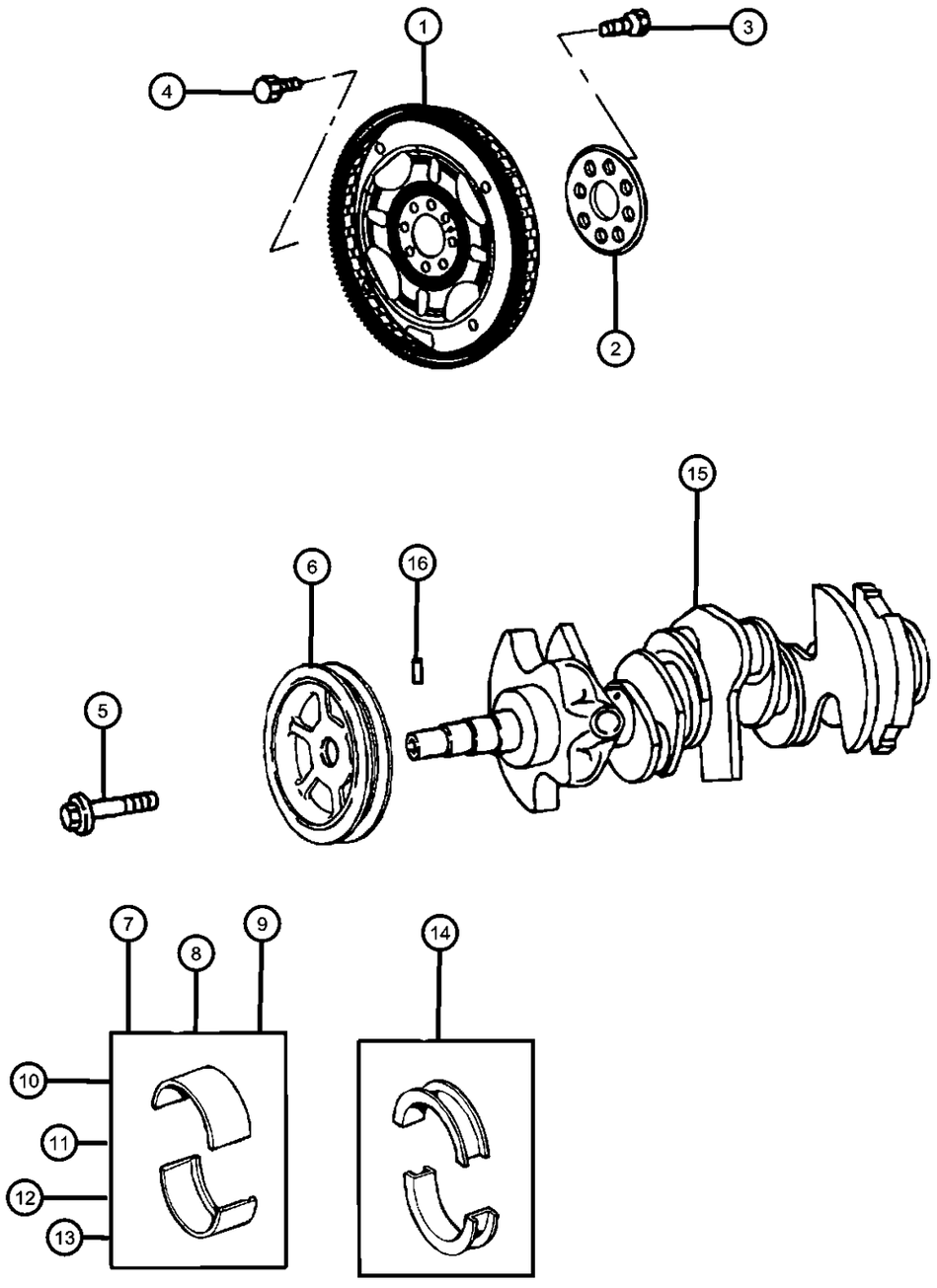
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05033279AB	1	B, D, E			ED3, EDG, EER, EGF			CORD, Engine Block Heater
2		1							TIE STRAP, Serviced With Item 1, (NOT SERVICED)
3	06501957	1	B, D, E			EE0, EGF			BOLT AND WASHER, Hex Head, M6X1.00X20.00, Heater To Cylinder Block, Mounting
4	04609325AB	1	B, D, E			EE0, EGF			HEATER, Engine Block

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flexplate 2.7L [EER]
Figure 009EER-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04736832AD	1	B, D, E		EER		FLEXPLATE
2	04471933	1	B, D, E		EE0		PLATE, Flexplate or Flywheel Backing
3	06503465	8	B, D, E		EE0, EGF		BOLT, Hex Head Lock, M10X1.00X18.00
4	06504383	4	B, D, E		EER	DG2	BOLT, Hex Head Lock, M10X1.50X13.20, Torque Converter To Flexplate, Mounting
5	06505840AA	1	B, D, E		EE0		BOLT AND CONED WASHER, Hex Head, M14X2.00X50.00, Damper To Crankshaft, Mounting
6	04892096AA	1	B, D, E		EE0		DAMPER, Crankshaft
7	04796543AB	AR	B, D, E		EE0		BEARING KIT, Crankshaft, Standard, See Note
8	05010154AB	AR	B, D, E		EE0		BEARING KIT, Crankshaft, +.006MM, See Note
9	05010155AB	AR	B, D, E		EE0		BEARING KIT, Crankshaft, +.003MM, See Note
10	05010156AB	AR	B, D, E		EE0		BEARING KIT, Crankshaft, -.003MM, See Note

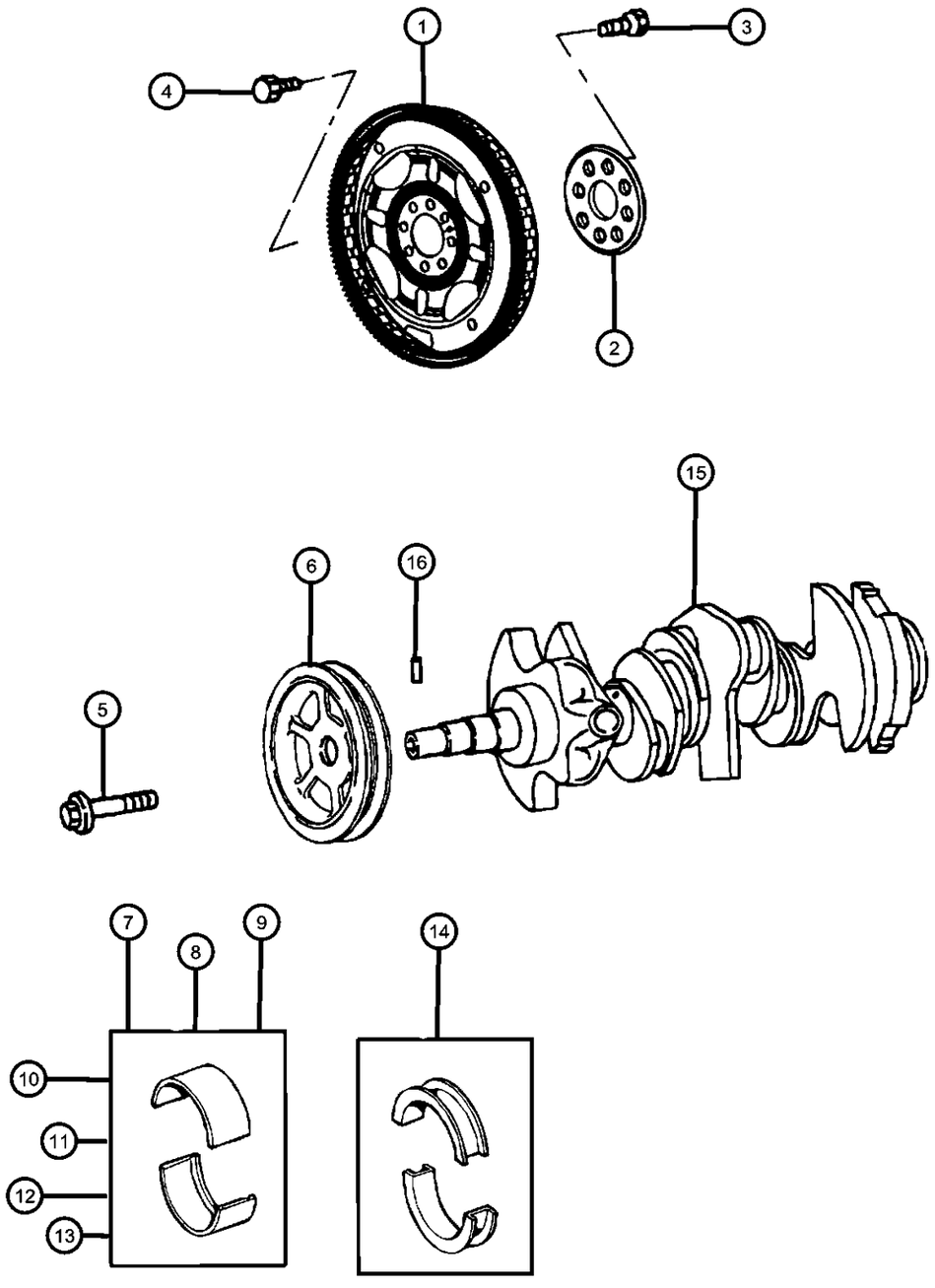
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Crankshaft, Crankshaft Bearings, Damper And Flexplate 2.7L [EER]
Figure 009EER-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
11	05010157AB	AR	B, D, E			EE0			BEARING KIT, Crankshaft, -.006MM, See Note
12	04796544AB	AR	B, D, E			EE0			BEARING KIT, Crankshaft, .025mm Undersize, See Note
13	04796545AB	AR	B, D, E			EE0			BEARING KIT, Crankshaft, .25 mm Undersize, See Note
14	04792020AB	2	B, D, E			EE0			BEARING, Crankshaft Thrust, See Note
15	04663638	1	B, D, E			EE0			CRANKSHAFT
16	04448557	1	B, D, E			EE0			DOWEL PIN

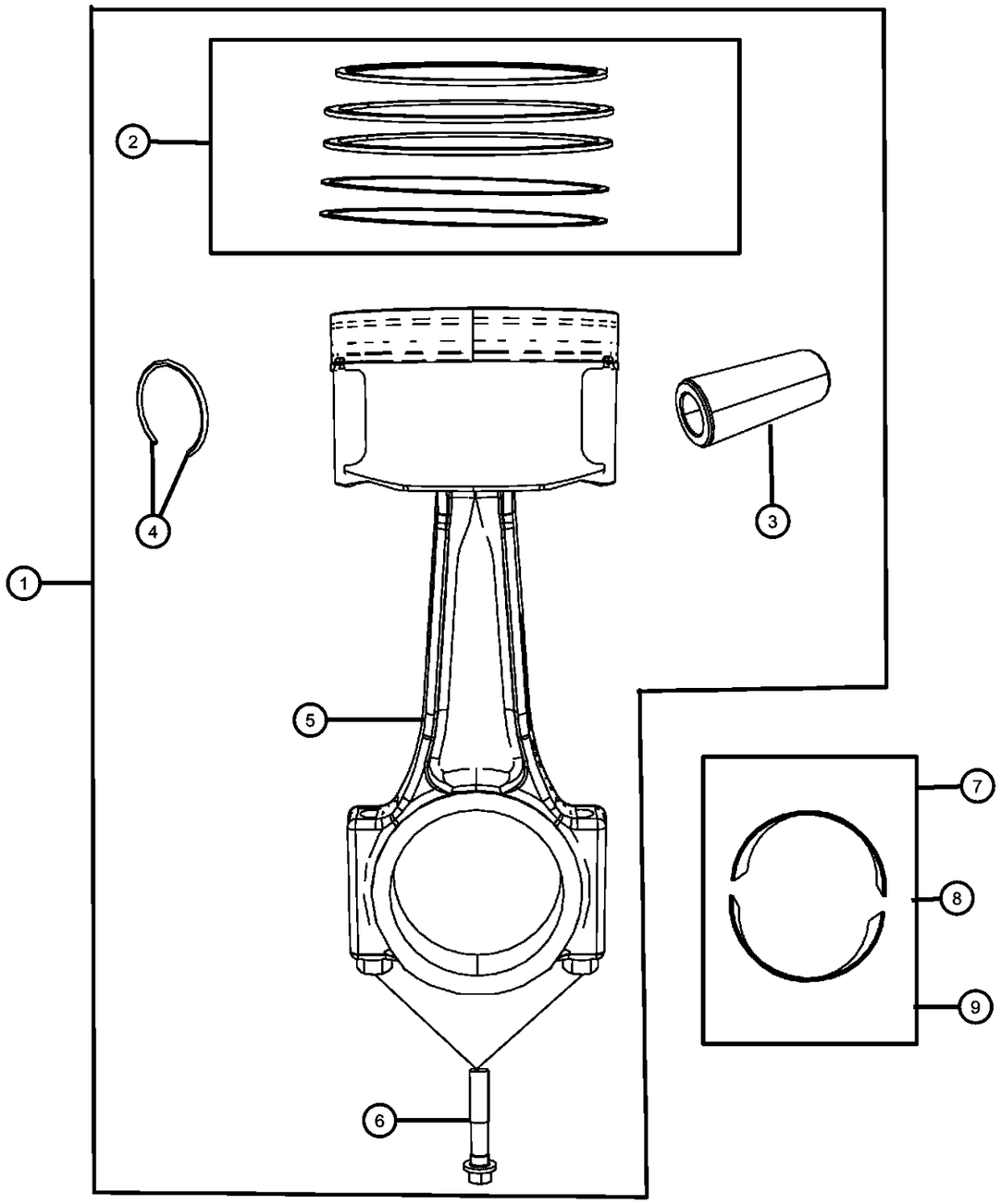
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 2.7L [EER]
Figure 009EER-425



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

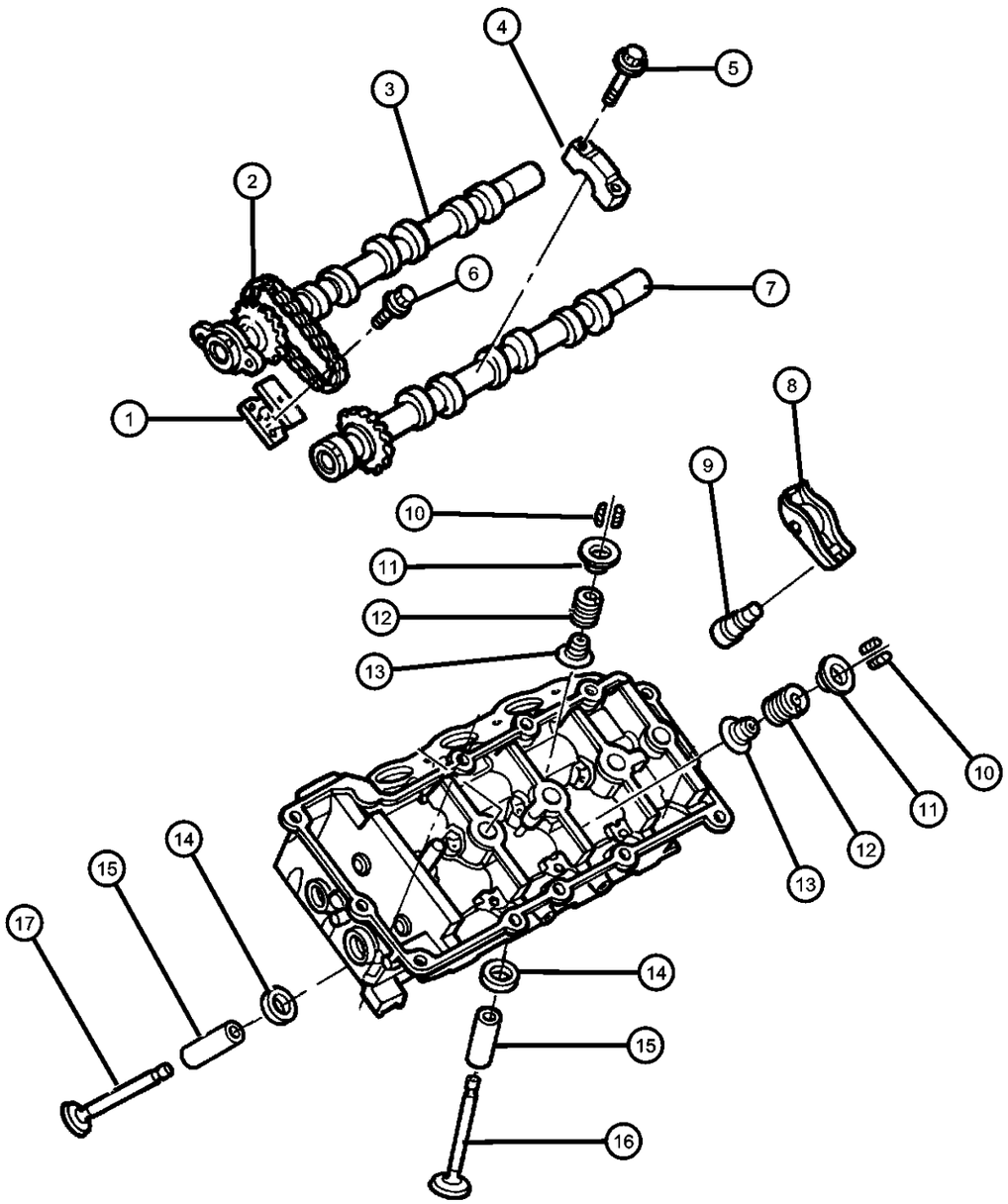
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05018627AC	6	B, D, E			EE0			PISTON PIN AND ROD
2	04897027AB	1	B, D, E			EE0			PISTON RING SET, COMPLETE ENGINE, STD.
3		1							PIN, Piston, Serviced With Piston Package, (NOT SERVICED)
4	04663664	12	B, D, E			EE0			RING, Piston Pin
5		12							ROD, Connecting, Serviced With Piston Package, (NOT SERVICED)
6	06508504AA	12	B, D, E			EE0			BOLT, Connecting Rod
7	68000512AA	6	B, D, E			EE0			BEARING PACKAGE, Connecting Rod, Standard, See Note
8	68000514AA	6	B, D, E			EE0			BEARING PACKAGE, Connecting Rod, .025mm Undersize, See Note
9	68000515AA	6	B, D, E			EE0			BEARING PACKAGE, Connecting Rod, .25mm Undersize, See Note

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.7L [EER]
Figure 009EER-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

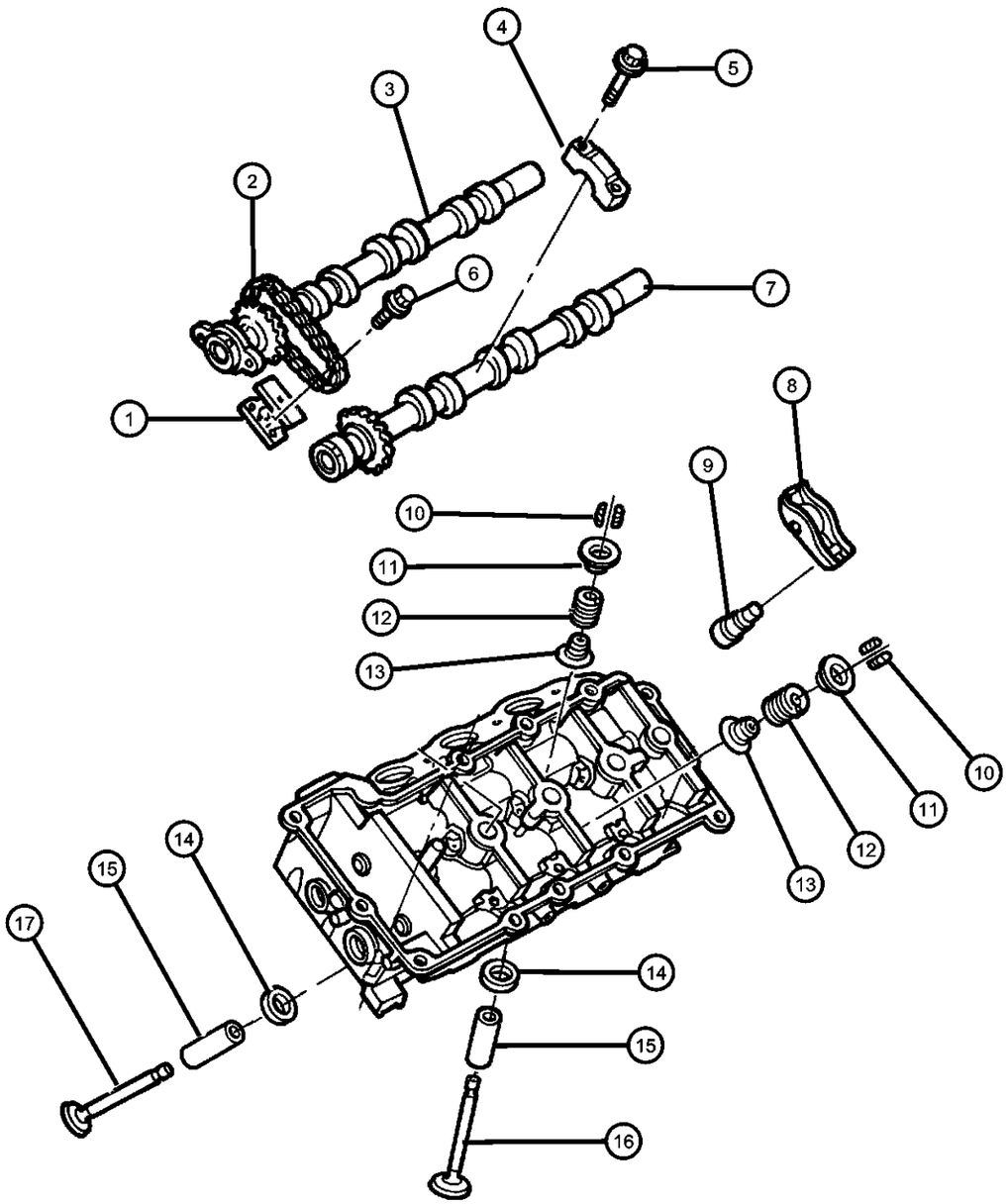
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04663676AC	2	B, D, E			EER			TENSIONER, Chain, Secondary
2	04663674AF	2	B, D, E			EER			CHAIN, Timing Secondary
3									CAMSHAFT, Intake
	04792062AB	1	B, D, E			EER			Right
	04792063AB	1	B, D, E			EER			Left
4		1							CAP, Serviced With Cylinder Head, (NOT SERVICED)
5	06504177	20	B, D, E			EE0			BOLT, Hex Flange Head, M6X1.00X37.00, Camshaft Bearing Cap To Cylinder Head, Mounting
6	06508065AA	6	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M6X1.00X23.00, Tensioner To Cylinder Head, Mounting
7									CAMSHAFT, Exhaust
	04792059AB	1	B, D, E			EER			Left
	04792058AB	1	B, D, E			EER			Right
8	04792295AB	24	B, D, E			EE0			ROCKER ARM

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 2.7L [EER]
Figure 009EER-505

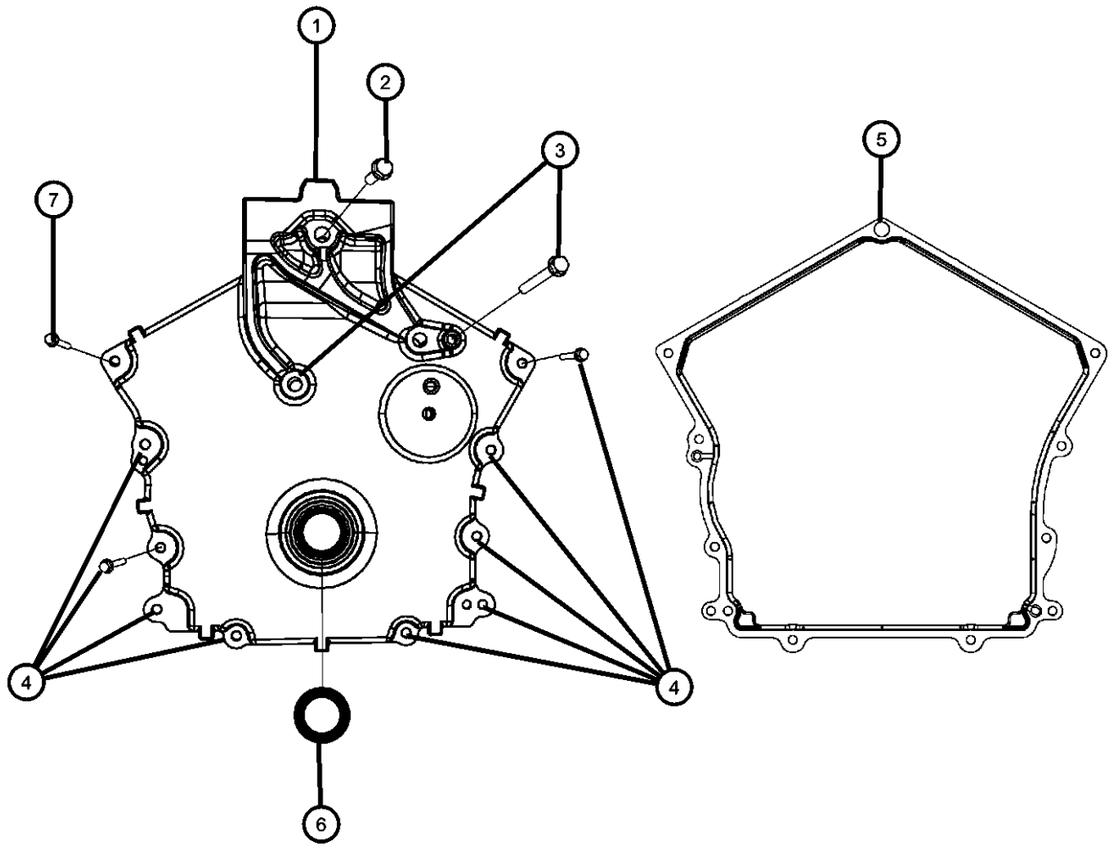


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	04663985	24	B, D, E			EE0			ADJUSTER, Valve Lash
10	04663722	24	B, D, E			EE0			LOCK, Valve Spring Retainer
11	04663721	12	B, D, E			EE0			RETAINER, Valve Spring
12	04663801	12	B, D, E			EE0			SPRING, Valve
13	04663904	12	B, D, E			EE0			SEAL, Valve Guide
14		12							SEAT, Serviced In Cylinder Head, (NOT SERVICED)
15		12							GUIDE, Intake/Exhaust Valve, Standard Size, Serviced In Cylinder Head, (NOT SERVICED)
16	04663899	6	B, D, E			EE0			VALVE, Intake, Standard
17	04663902	6	B, D, E			EE0			VALVE, Exhaust, Standard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Timing Case Cover 2.7L [EER]
Figure 009EER-605



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

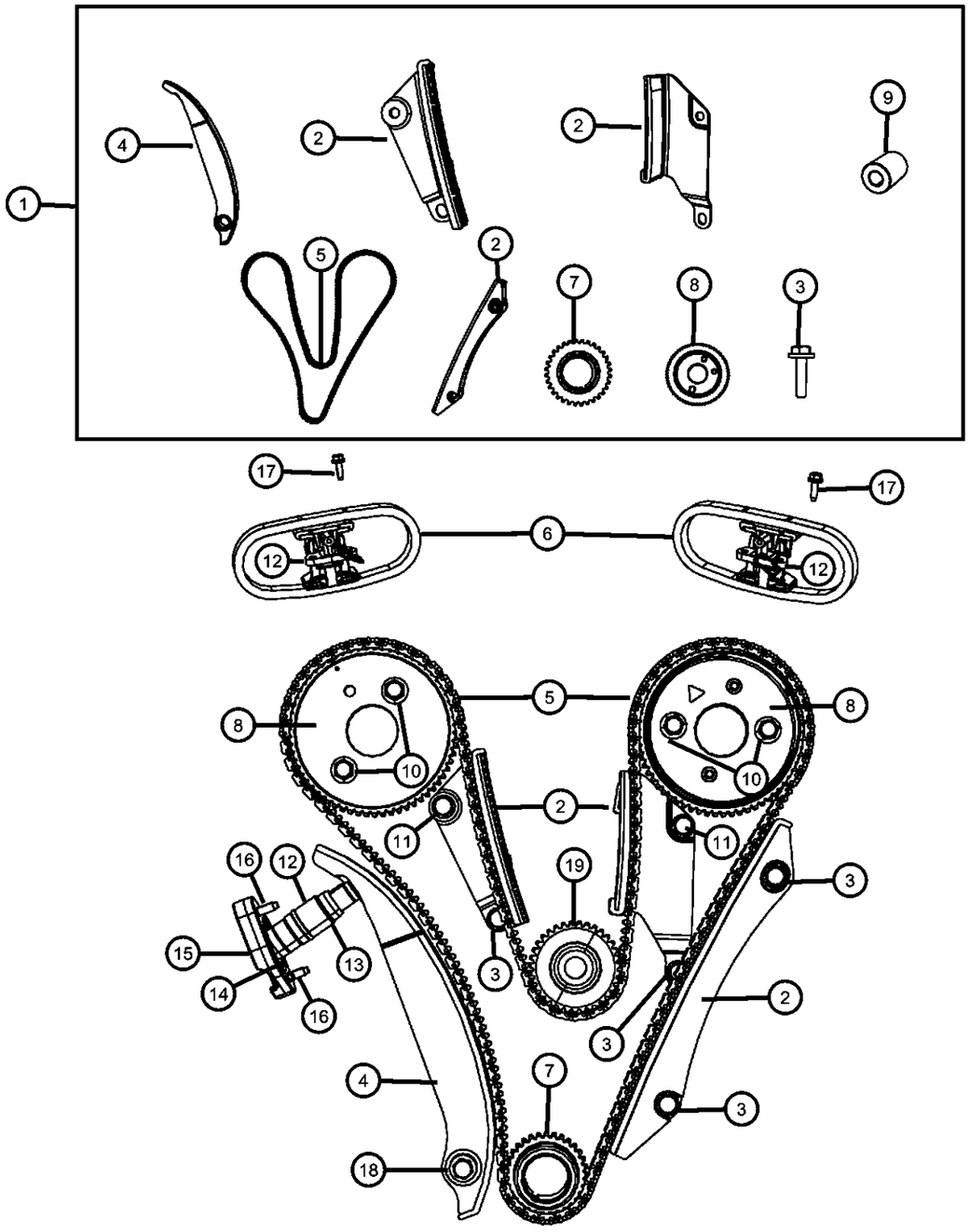
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

	1	04892056AB	1	B, D, E		EE0			COVER, Timing Case
	2	06104225AA	1	B, D, E		EE0			BOLT, Hex Flange Head, M10X1.50X80.00, Timing Case Cover To Cylinder Block, Mounting
	3	06104228AA	2	B, D, E		EE0			BOLT, Hex Flange Head, M10x1.50x110, Timing Case Cover To Cylinder Block, Mounting
	4	06508065AA	9	B, D, E		EE0			BOLT AND CONED WASHER, Hex Head, M6X1.00X23.00, Timing Case Cover To Cylinder Block, Mounting
	5	04792005AB	1	B, D, E		EE0			GASKET, Timing Case Cover
	6	04663618	1	B, D, E		EE0			SEAL, Crankshaft Oil, Front
	7	06504608	1	B, D, E		EE0			SCREW, Torx, M6X1.00X19.00, Timing Case Cover To Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 2.7L [EER]
Figure 009EER-625



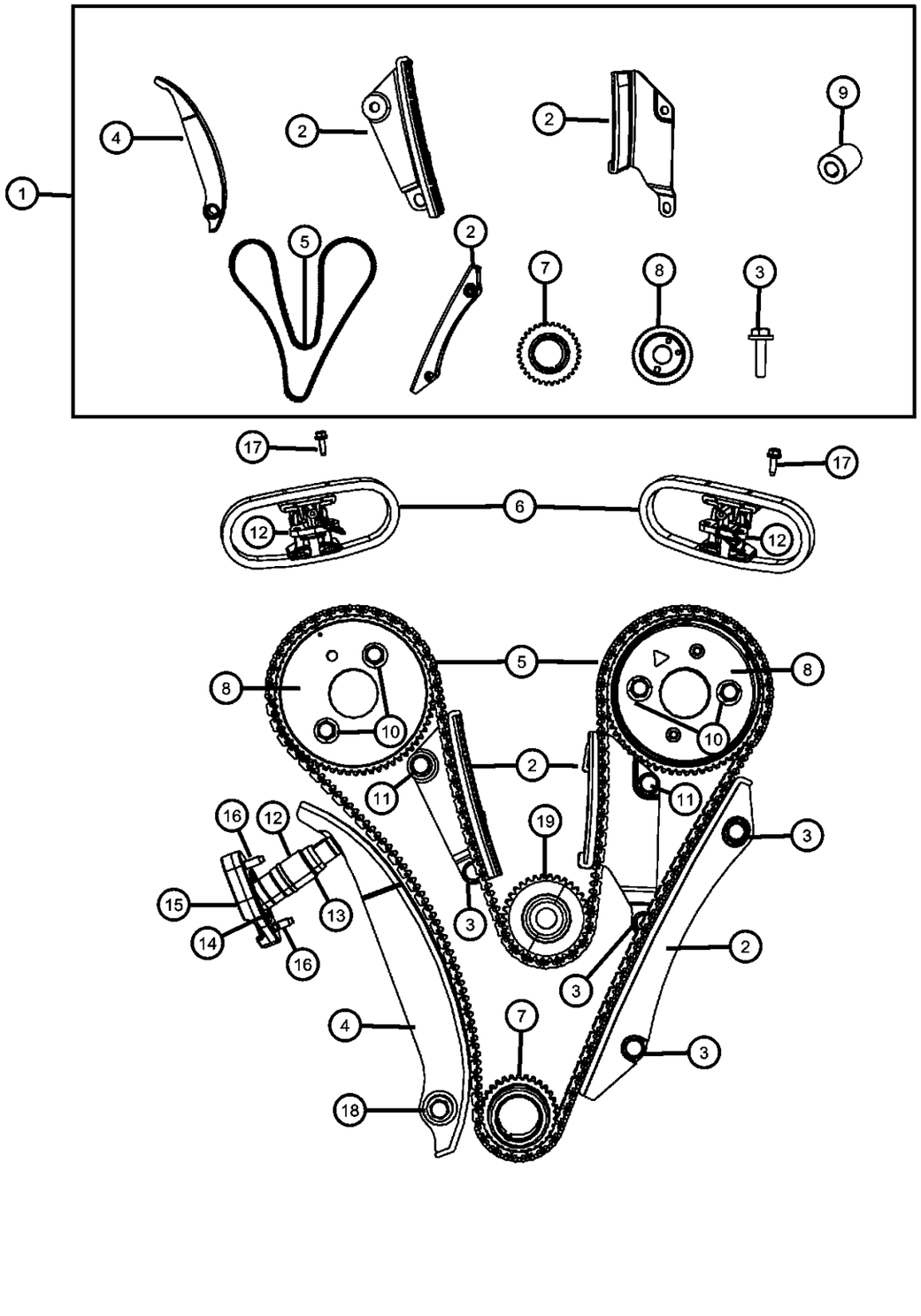
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68036787AB	1	B, D, E			EER			CHAIN PACKAGE, Timing
2									GUIDE, Timing Chain
	04892353AB	1	B, D, E			EE0			Long
	04892351AA	1	B, D, E			EE0			Short, Right
	04892352AA	1	B, D, E			EE0			Short, Left
3	06100306	2	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M8X1.25X35.00, Chain Guide To Cylinder Block, Mounting
4	04892350AA	1	B, D, E			EE0			ARM, Tensioner
5	04892349AA	1	B, D, E			EE0			CHAIN, Timing Primary
6	04663674AF	2	B, D, E			EER			CHAIN, Timing Secondary
7	04892342AA	1	B, D, E			EE0			SPROCKET, Crankshaft
8									SPROCKET, Intake Camshaft
	04892340AA	1	B, D, E			EE0			Left
	04892341AA	1	B, D, E			EE0			Right
9	04792208	1	B, D, E			EE0			BUSHING
10	06505231AA	4	B, D, E			EE0			BOLT AND CONED WASHER, Hex HEAD, M8X1.25X20.00, Intake Camshaft Sprocket To Camshaft, Mounting
11	06101452	2	B, D, E			EE0			BOLT AND WASHER, Hex Head, M8x1.25x20.00, Chain Guide To Cylinder Block, Mounting
12	04792443AB	1	B, D, E			EE0			TENSIONER, Chain
13									O RING
	68024643AA	1	B, D, E			EER			Tensioner
		1	B, D, E			EE0			Tensioner
14	04792480AA	1	B, D, E			EE0			SEAL, Tensioner Cap
15	04792586AA	1	B, D, E			EE0			CAP, Tensioner, Includes Seal And Mounting Bolts
16		1							BOLT AND WASHER, Hex Head, M6X1.00X23.00, Serviced With Tensioner Cap, (NOT SERVICED)
17	06508065AA	6	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M6X1.00X23.00, Secodary Chain Tensioner To Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

Timing System 2.7L [EER]
Figure 009EER-625

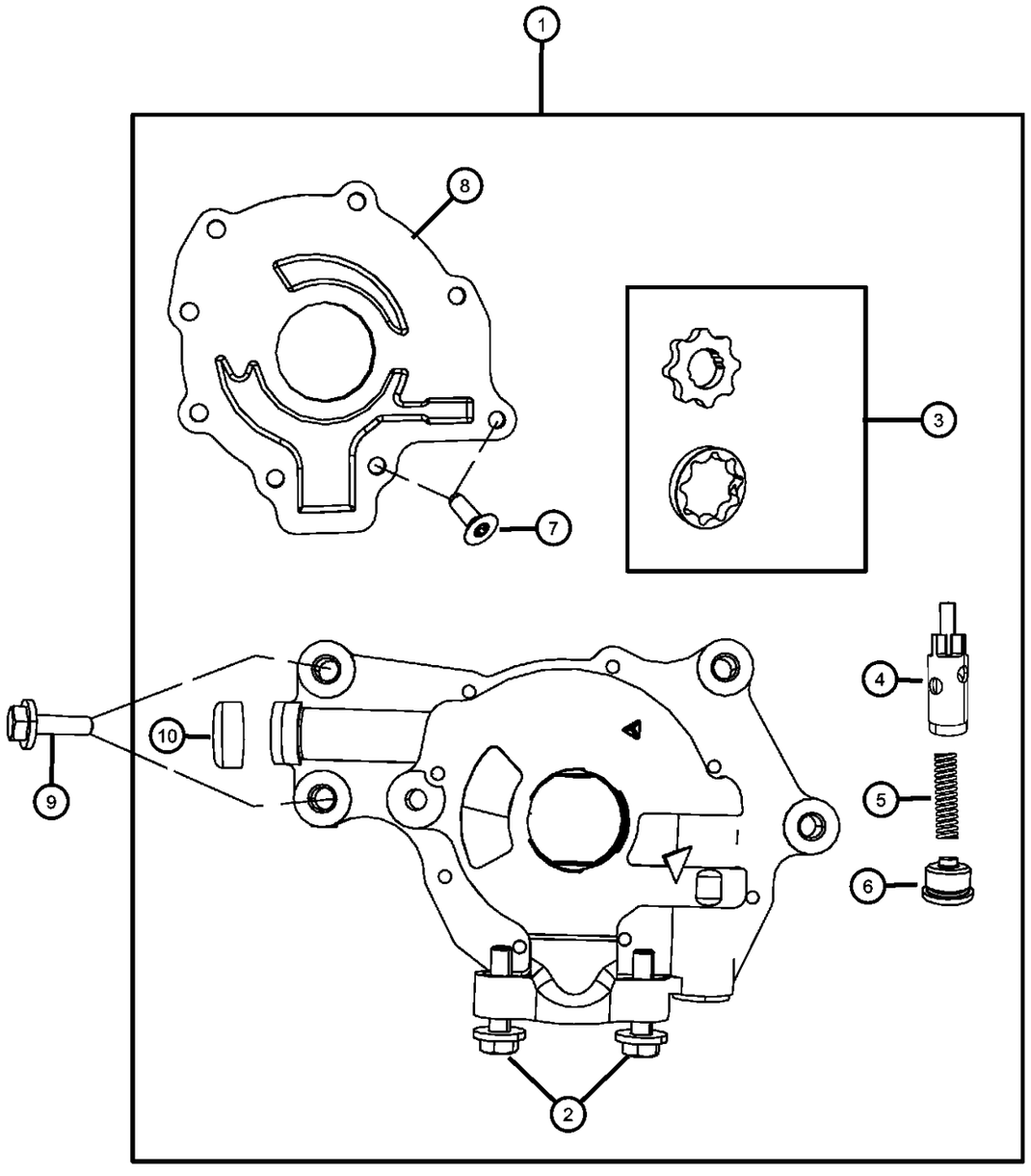


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
18	06101723	1	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M8X1.25X50.00, Tensioner Arm Pivot To Cylinder Block, Mounting
19		1							SPROCKET, Driven, Serviced With Water Pump, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oiling Pump 2.7L [EER]
Figure 009EER-705



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04663745AC	1	B, D, E			EE0			PUMP, Engine Oil
2	06100306	2	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M8X1.25X35.00, Oil Pickup Tube To Oil Pump, Mounting
3	05003888AB	1	B, D, E			EE0			ROTOR SET, Oil Pump
4	02843208	1	B, D, E			EE0			PLUNGER, Oil Pressure Relief Valve
5	02402473AB	1	B, D, E			EE0			SPRING, Oil Pressure Relief Valve
6	04792142	1	B, D, E			EE0			CAP, Oil Pressure Relief Valve
7	06505388AA	8	B, D, E			EE0			BOLT, Torx, M6X1.00X18.00, Oil Pump Cover To Oil Pump Body, Mounting
8	04892258AA	1	B, D, E			EE0			COVER, Oil Pump Back
9	06500584	4	B, D, E			EE0			BOLT AND CONED WASHER, Hex head, M8X1.25X30.00, Oil Pump To Cylinder Block, Mounting
10		4							PLUG, Serviced With Oil Pump, (NOT SERVICED)

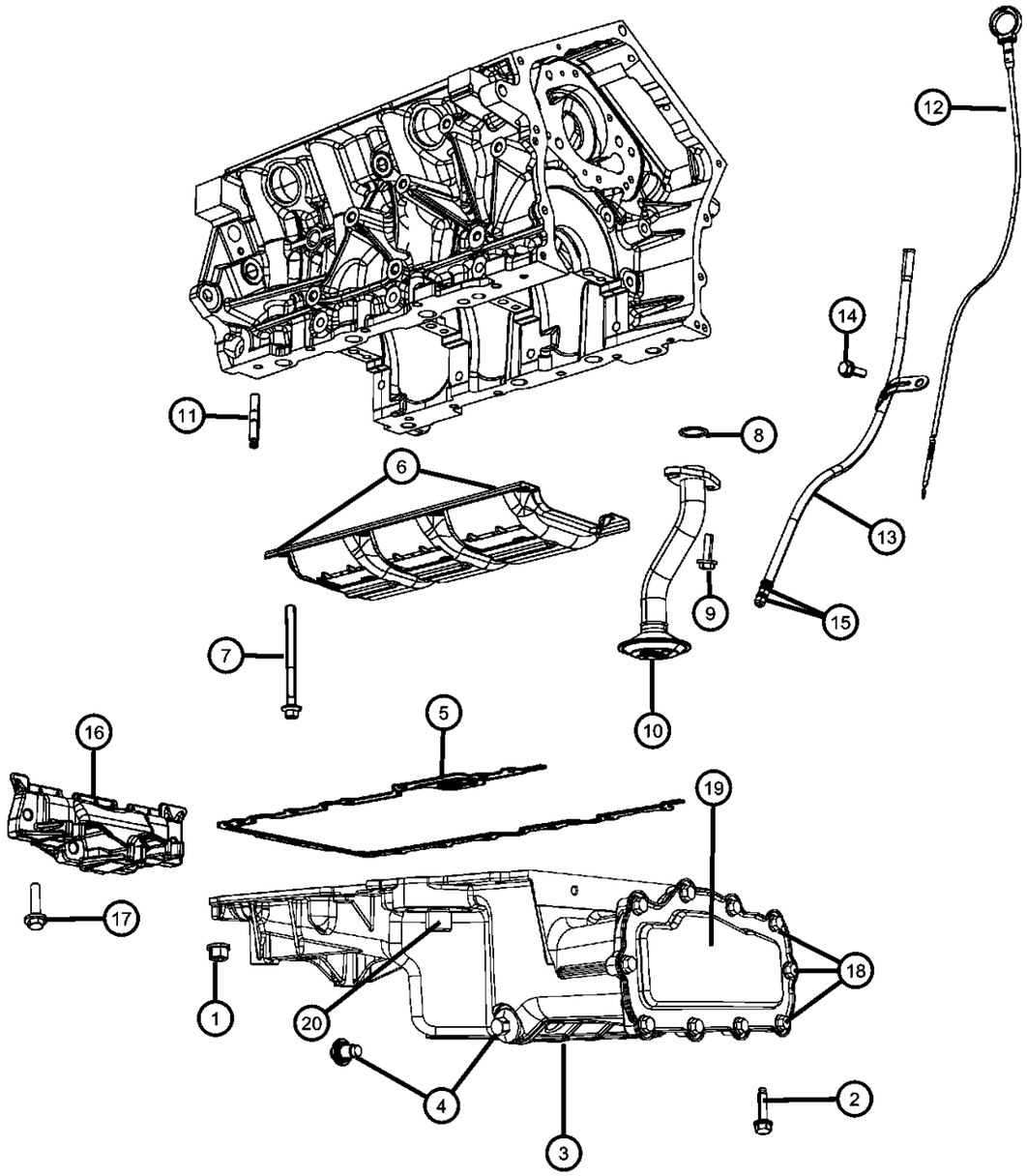
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 2.7L [EER]
Figure 009EER-725

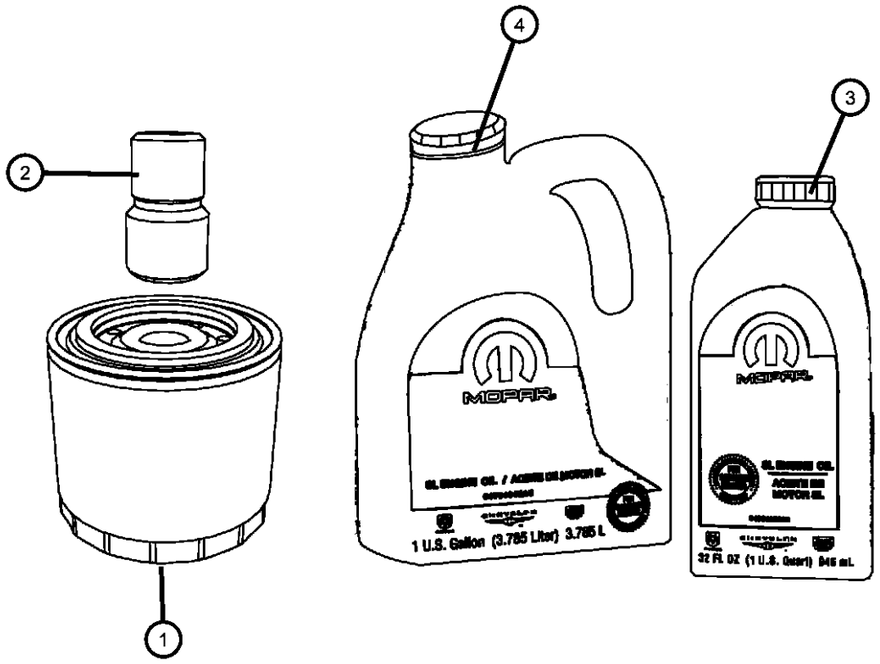


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06104715AA	4	B, D, E			EE0			NUT, Hex Flange Lock, M6X1.00, Oil Pan To Rear Retainer And Cylinder Block, Mounting
2	06105051AA	10	B, D, E			EE0			BOLT, Hex Flange Head, M8X1.25X35.00, Oil Pan To Cylinder Block, Mounting
3	04892061AC	1	B, D, E			EE0			PAN, Oil, Includes Oil Filter Fitting, Drain Plug And Cover
4	06507741AA	1	B, D, E			EE0			PLUG, Oil Drain
5	04792608AB	1	B, D, E			EE0			GASKET, Oil Pan
6	05126334AA	1	B, D, E			EE0			TRAY PACKAGE, Windage
7	06503948	8	B, D, E			EE0			BOLT, Hex Flange Head, M8X1.25X90.00, Windage Tray To Cylinder Block, Mounting
8	04792068	1	B, D, E			EE0			O RING, Oil Pick Up Tube
9	06100306	2	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M8X1.25X35.00, Oil Pickup Tube To Oil Pump, Mounting
10	04892160AA	1	B, D, E			EE0			TUBE, Oil Pickup
11	06504909AA	2	B, D, E			EE0			STUD, Oil Pan To Cylinder Block, Mounting
12	04892059AB	1	B, D, E			EE0			INDICATOR, Engine Oil Level
13	04892058AB	1	B, D, E			EE0			TUBE, Engine Oil Indicator
14	06104386AA	1	B, D, E			EER			BOLT AND WASHER, Hex Head, M8X1.25X25.00, Engine Oil Level Indicator Tube, Mounting
15	05003905AA	2	B, D, E			EE0			O RING, Engine Oil Indicator Tube
16	04666013AA	1	B, D, E			EER	DFF, DG2		COLLAR, Structural, Oil Pan To Transmission
17	06104424AA	4	B, D, E			EER			BOLT AND WASHER, Hex Head, M10x1.50x55.00, Structural Collar, Mounting
18	06104005AA	10	B, D, E			EE0			BOLT, 6 Lobe External Head, M6X1.00X16.00
19		10							COVER, Serviced With Oil Pan, (NOT SERVICED)
20	04892338AB	1	B, D, E			EE0			CONNECTOR, Oil Filter, M22X1.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Filter, Filter Adapter And Engine Oil 2.7L [EER]
Figure 009EER-745



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

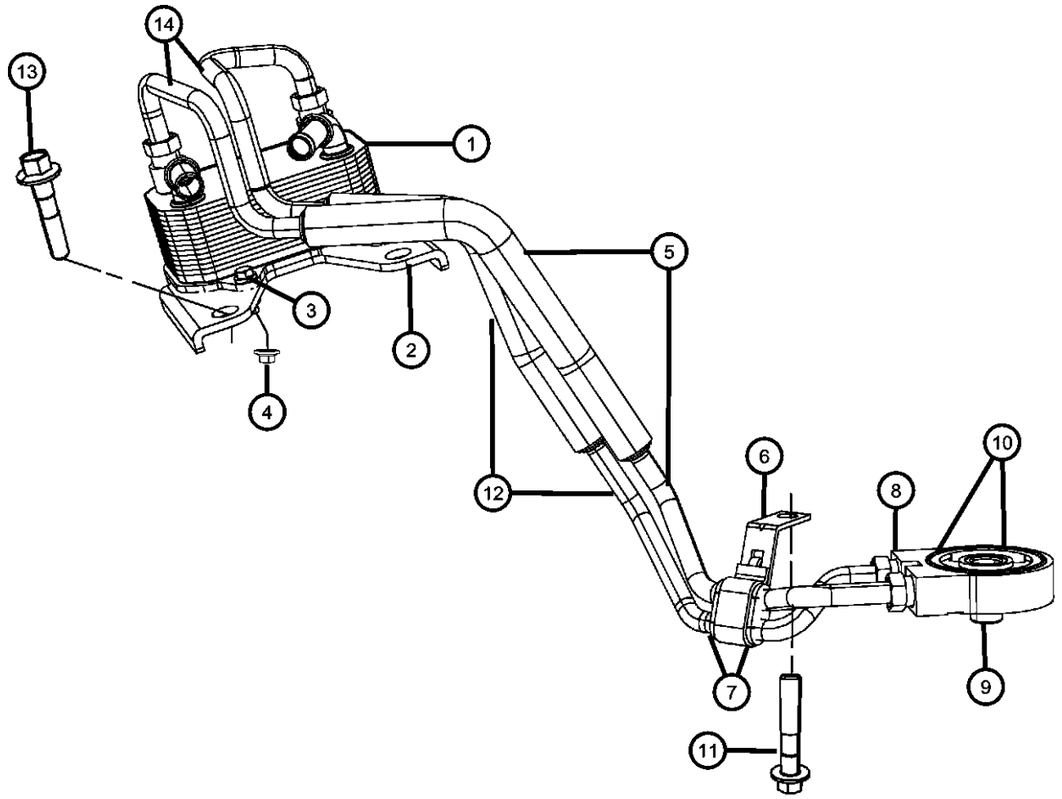
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04884899AB	1	B, D, E			EE0			FILTER, Engine Oil, See Note
2	04892338AB	1	B, D, E			EE0			CONNECTOR, Oil Filter, M22X1.50
3	04761872AD	AR	B, D, E			EER			ENGINE OIL, 5W20, Quart, MS-10797 [API SM ILSAC GF-4], Quarts [32 Fluid Ounces] Minimum Ship Quanity 12
4	04761851AF	AR	B, D, E			EER			ENGINE OIL, 5W20, Gallon, MS-10797 [API SM ILSAC GF-4], Gallons [128 Fluid Ounces] Minimum Ship Quanity 3

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Cooler And Tubes/Hoses 2.7L [EER]
Figure 009EER-805



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

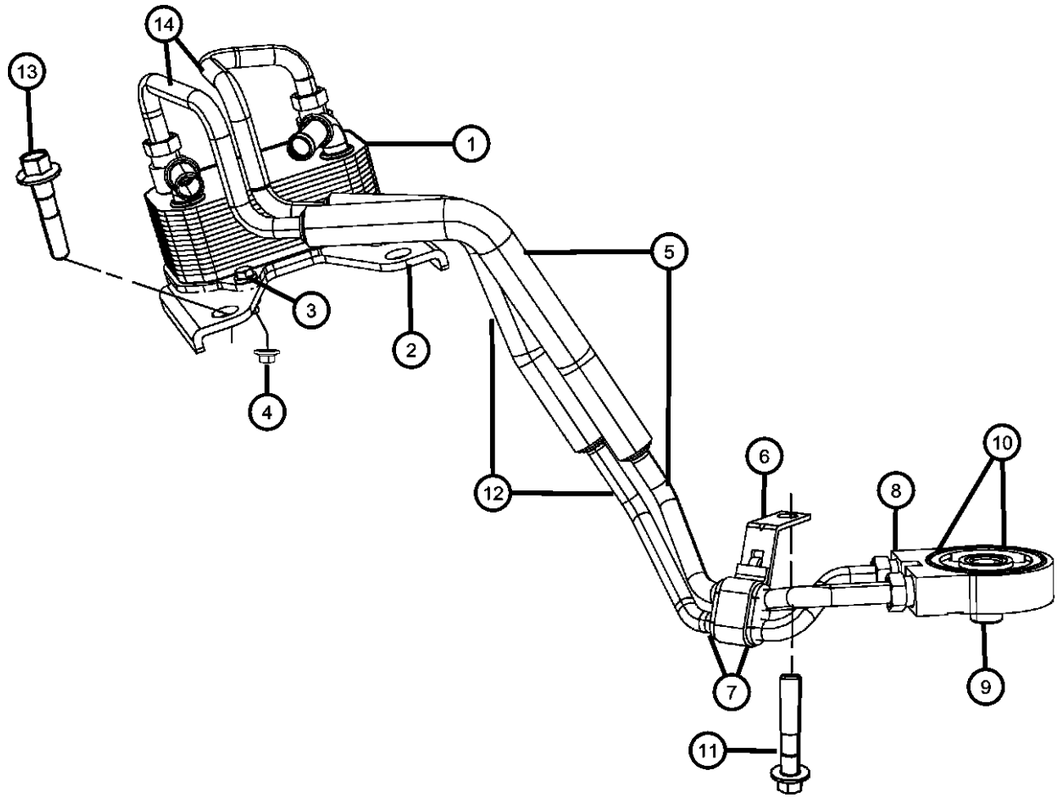
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04892377AB	1	B, D, E		EER	COOLER, Engine Oil
2	68046549AA	1	B, D, E		EER	BRACKET, Oil Cooler
3	06503771	3	B, D, E		EER	BOLT, Hex Flange Head, M6X1.00X23.00
4	06104725AA	3	B, D, E		EER	NUT AND WASHER, Hex, M6X1.00, Oil Cooler To Oil Cooler Bracket, Mounting
5	04892382AB	1	B, D, E		EER	HOSE, Oil Cooler Outlet
6	68046557AA	1	B, D, E		EER	CLIPLower
7	68046558AA	1	B, D, E		EER	INSULATOR
8	04892380AA	1	B, D, E		EER	DIVERTER, Engine Oil Cooler
9	04892438AA	1	B, D, E		EER	CONNECTOR, Engine Oil Cooler Diverter
10	68046551AA	1	B, D, E		EER	SEAL, Engine Oil Cooler
11	06105051AA	10	B, D, E		EE0	BOLT, Hex Flange Head, M8X1.25X35.00, Tube/Hose Bracket To Oil Pan Cylinder Block, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Cooler And Tubes/Hoses 2.7L [EER]
Figure 009EER-805

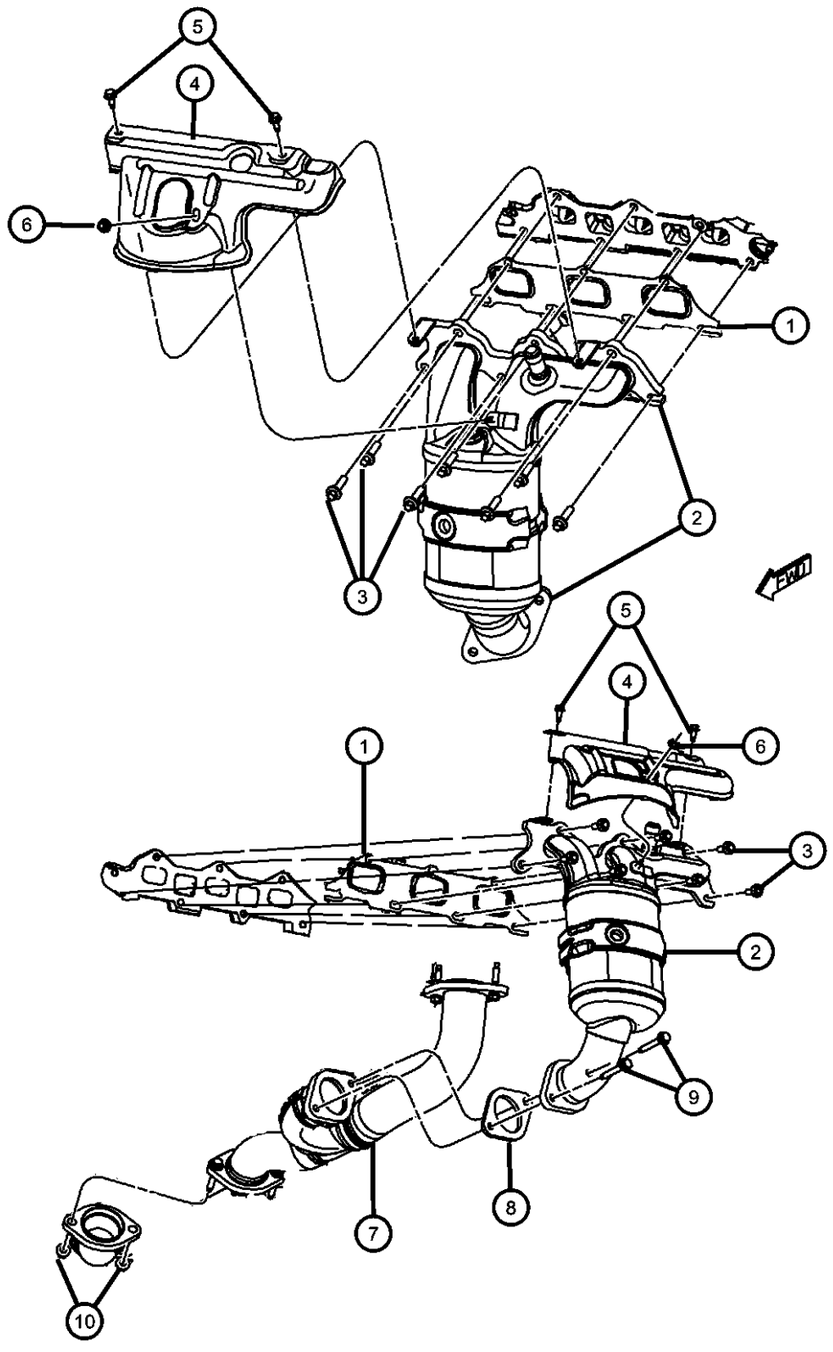


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
12	04892381AB	1	B, D, E			EER			TUBE AND HOSE ASSEMBLY, Oil Cooler Inlet
13	06507909AA	2	B, D			EER			BOLT, Hex Flange Head, M12x1.75x60.00, Engine Oil Cooler Bracket To Engine Mount Bracket, Mounting
14	52028621	1	B, D, E			EER			CLIP, 8.5-40/ 55

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifolds And Heat Sheilds 2.7L [EER]
Figure 009EER-1005



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

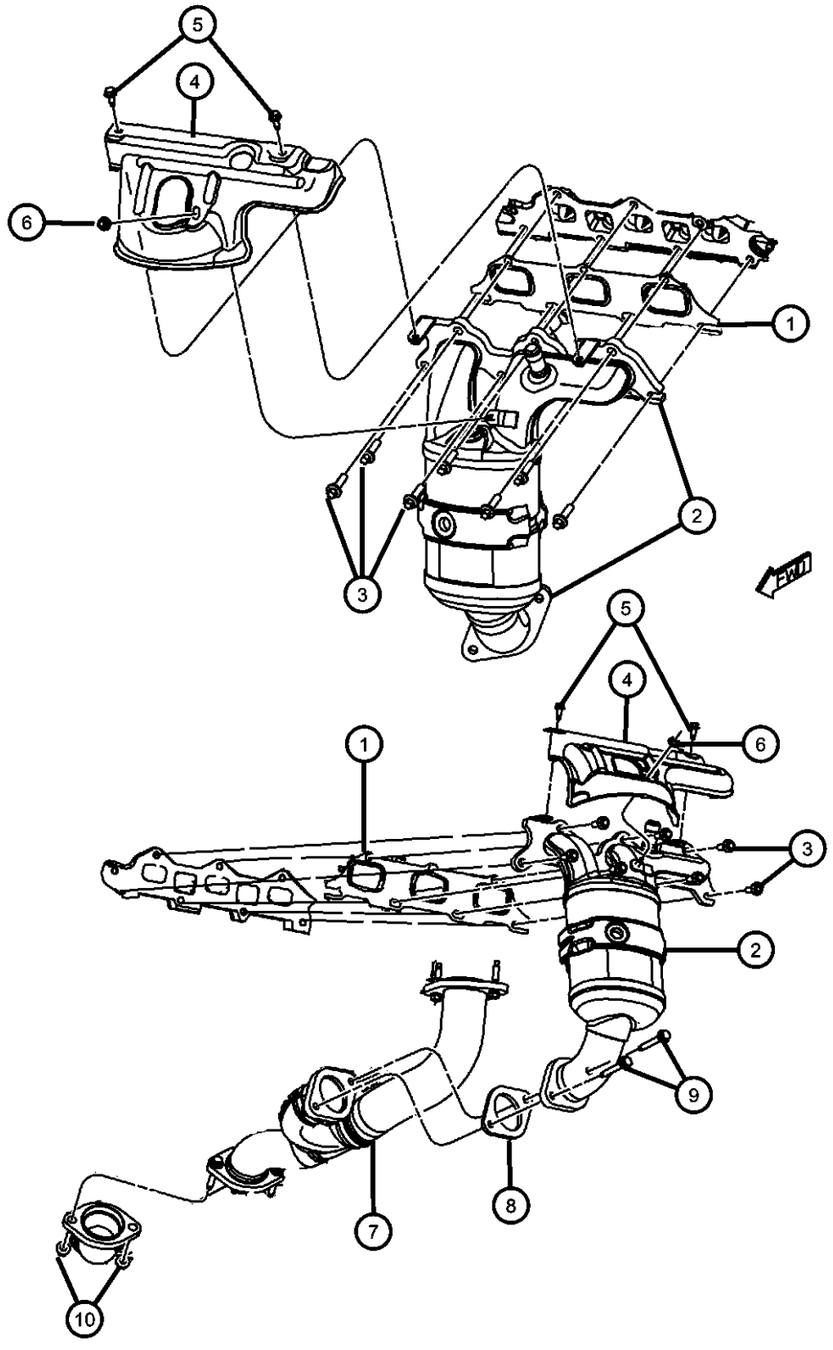
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04663992	2	B, D, E			EE0			GASKET, Exhaust Manifold
2									MANIFOLD, Exhaust and Catalytic Converter
	04892148AE	1	B, D, E			EER			[NAA] Federal Emissions, Right Rear
	04892149AE	1	B, D, E			EER			[NAA] Federal Emissions, Left Front
	04892154AD	1	B, D, E			EER			[NAE] California Or [NA1] Export Emissions, Right Rear
	04892155AD	1	B, D, E			EER			[NAE] California Or [NA1] Export Emissions, Left Front
3	06104025AA	14	B, D, E			EE0			BOLT, Hex Flange Head, M8x1.25x30, Exhaust Manifold To Cylinder Head, Mounting
4	04892078AC	2	B, D, E			EE0			SHIELD, Exhaust ManifoldRight And Left
5	06105036AA	4	B, D, E			EE0			BOLT, Hex Flange Head, M6x1.00x16.00, Heat Sheild To Exhaust Manifold, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifolds And Heat Sheilds 2.7L [EER]
Figure 009EER-1005

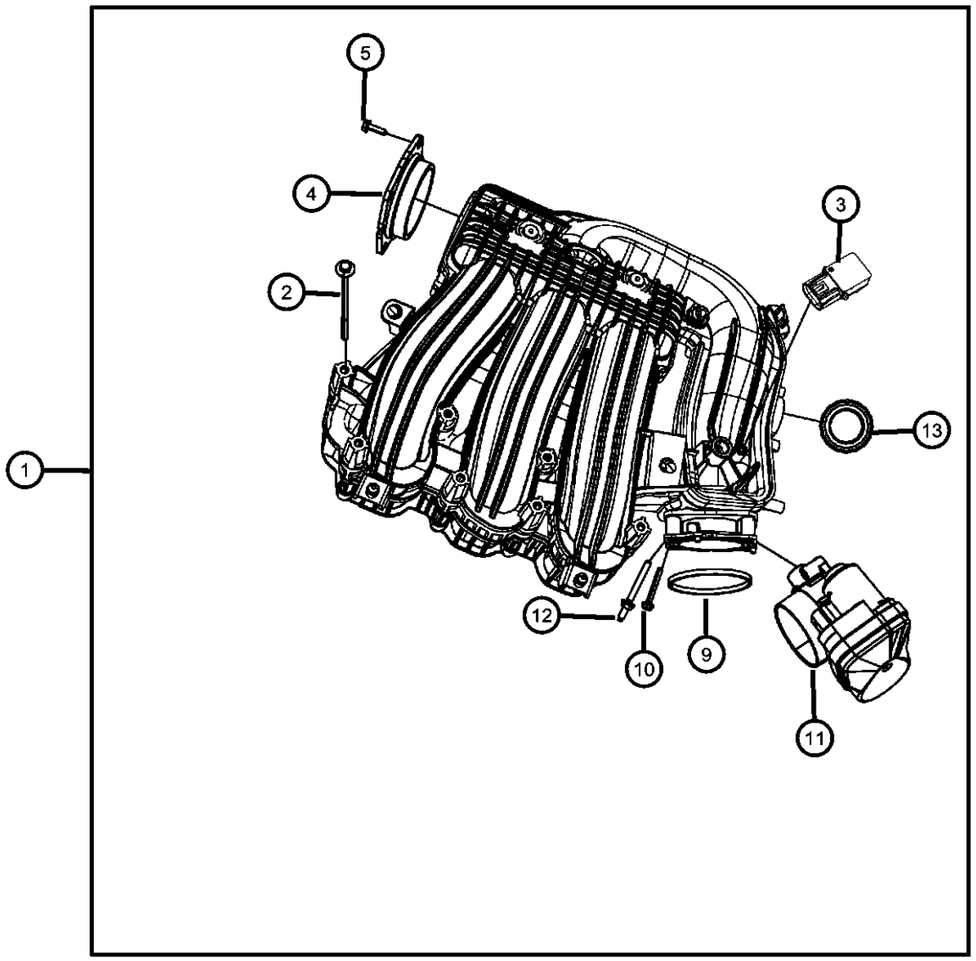


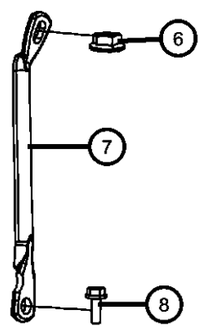
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6	06104715AA	2	B, D, E						NUT, Hex Flange Lock, M6X1.00, Heat Sheild To Exhaust Manifold, Mounting
7	05085329AC	1	B, D			EER			CROSSUNDER, Exhaust Manifold
8									GASKET, Crossunder Pipe
	04880235AC	1	B, D, E			ECE, EER, EGF			Outlet
	05085685AA	1	B, D, E			EER			Inlet
9	06105055AA	2	B, D, E			EER			BOLT, Hex Flange Head, M8X1.25X55.00, Crossunder Pipe To Exhaust Manifold, Mounting
10	06104709AA	2	B, D, E			EER			NUT, Hex Flange, M8x1.25, Crossunder Pipe To Exhaust Manifold, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Upper Intake Manifold Plenum 2.7L [EER]
Figure 009EER-1045





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

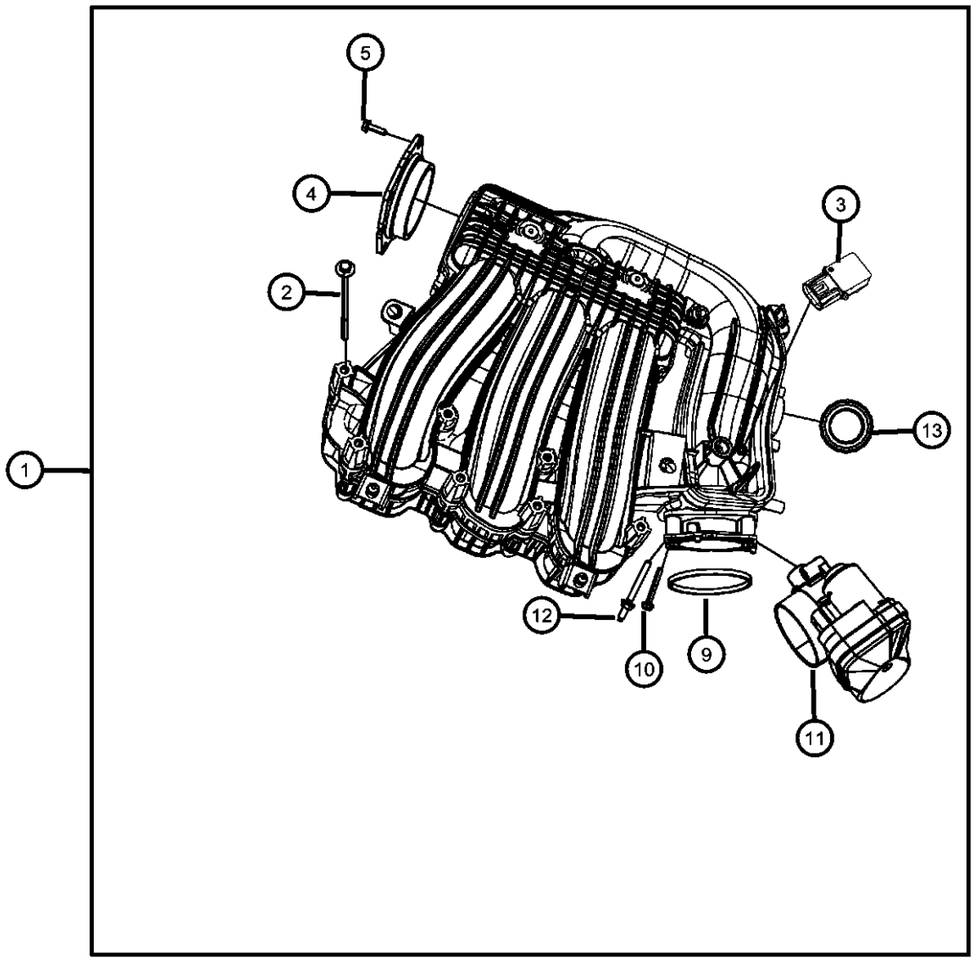
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

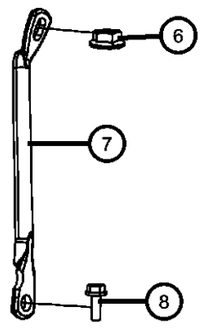
1	04591983AC	1	B, D, E			EER			PLENUM, Intake Manifold
2	06507354AA	7	B, D, E			EER			BOLT, Hex Head Patch Lock, M6X1.00X140.00, Upper Intake Plenum To Lower Intake Manifold, Mounting
3	05033310AC	1	B, D, E			EER			SENSOR, MAP
4	04593870AA	1	B, D, E			EER			COVER, Manifold Tuning Valve
5	06507736AA	4	B, D, E			EER			BOLT, Hex Flange Head, M6X1.00X17.00, Manifold Tuning Valve Cover To Intake Plenum, Mounting
6	06104715AA	5	B, D, E			EE0			NUT, Hex Flange Lock, M6X1.00, Support Bracket To Intake Manifold, Mounting
7	04593667AA	2	B, D, E			EER			STRUT, Intake Manifold
8	06100296	4	B, D, E			EE0			BOLT AND CONED WASHER, Hex Head, M8X1.25X25.00, Intake Support Bracket To Cylinder Head, Mounting
9	04591873AA	1	B, D, E			EER			GASKET, Throttle Body

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Upper Intake Manifold Plenum 2.7L [EER]
Figure 009EER-1045



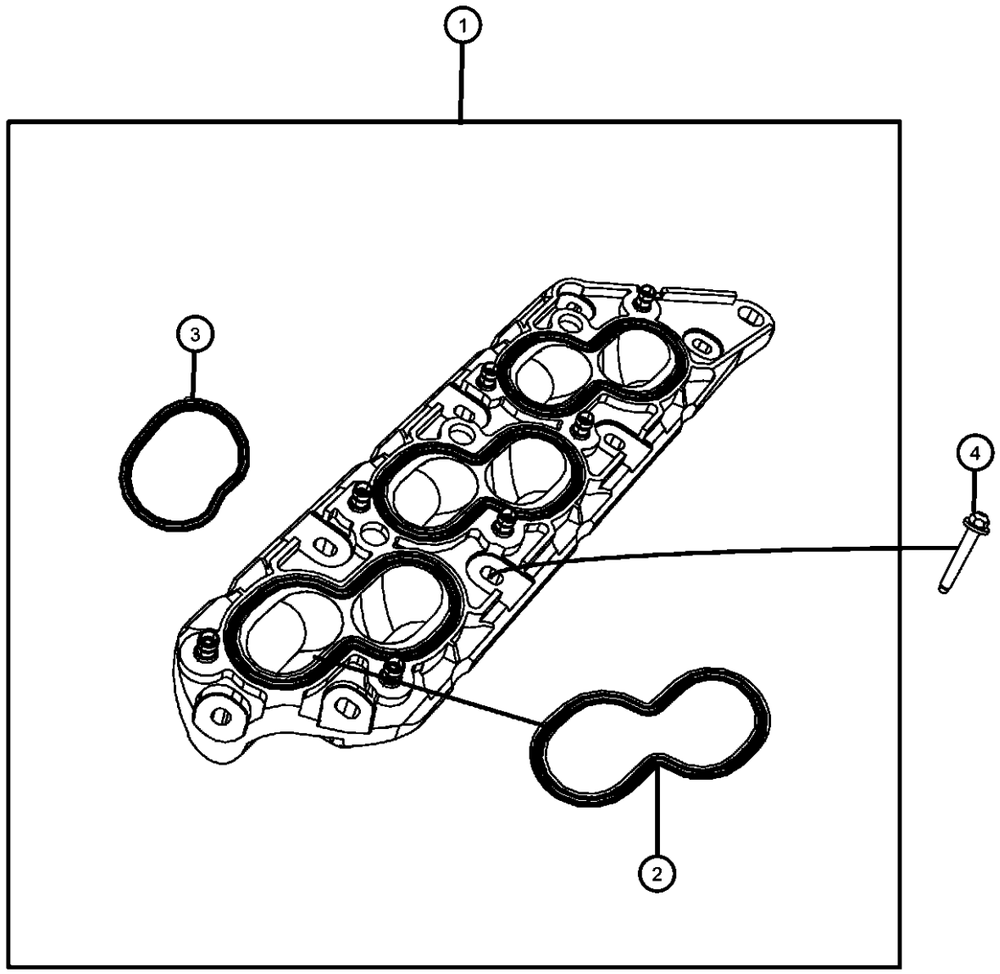


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06507725AA	3	B, D, E			EER			BOLT, Hex Head Flat Washer, M5.74X1.81X49.00, Throttle Body To Upper Intake Plenum, Mounting
11	04861691AA	1	B, D, E			EER			THROTTLE BODY
12	06507726AA	1	B, D, E			EER			STUD, Double Ended, Throttle Body To Intake Manifold, Mounting
13	04667431	1	B, D, E			EER			SEAL, EGR Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Lower Intake Manifold 2.7L [EER]
Figure 009EER-1065



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

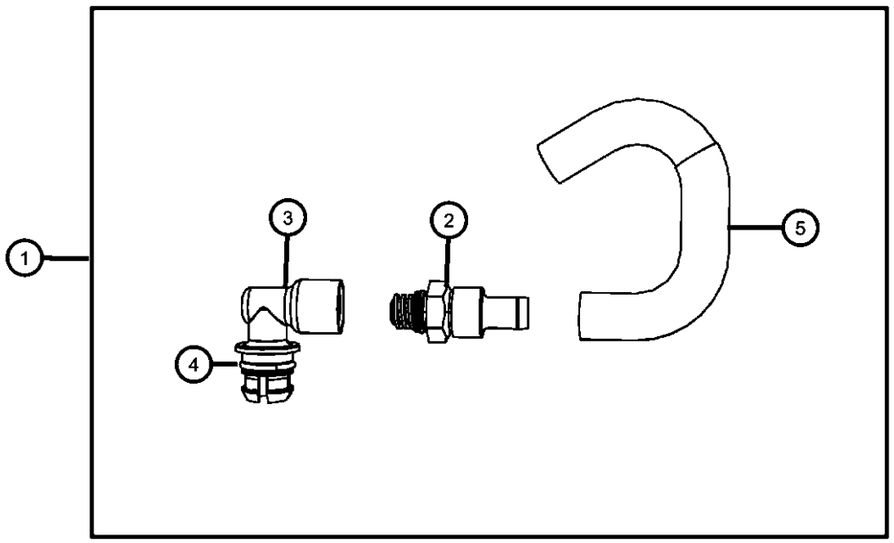
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

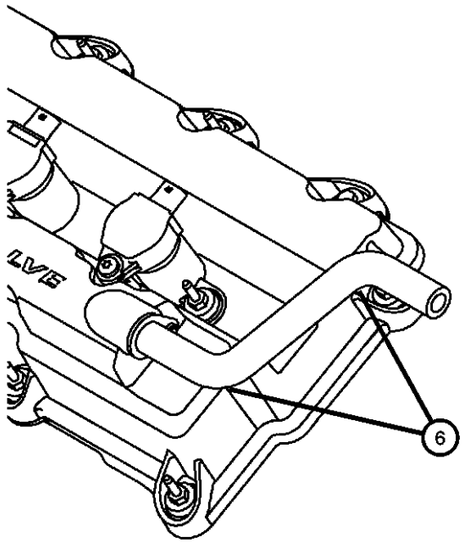
1	04591960AC	1	B, D, E			EE0			MANIFOLD, Intake
2	04663759	3	B, D, E			EE0			GASKET, Intake Plenum
3	04663760	6	B, D, E			EE0			GASKET, Intake Manifold
4	06507054AA	8	B, D, E			EE0			BOLT, Lock Patch, M6X1.00X42.00, Lower Intake Manifold To Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crankcase Ventilation 2.7L [EER]
Figure 009EER-1105





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

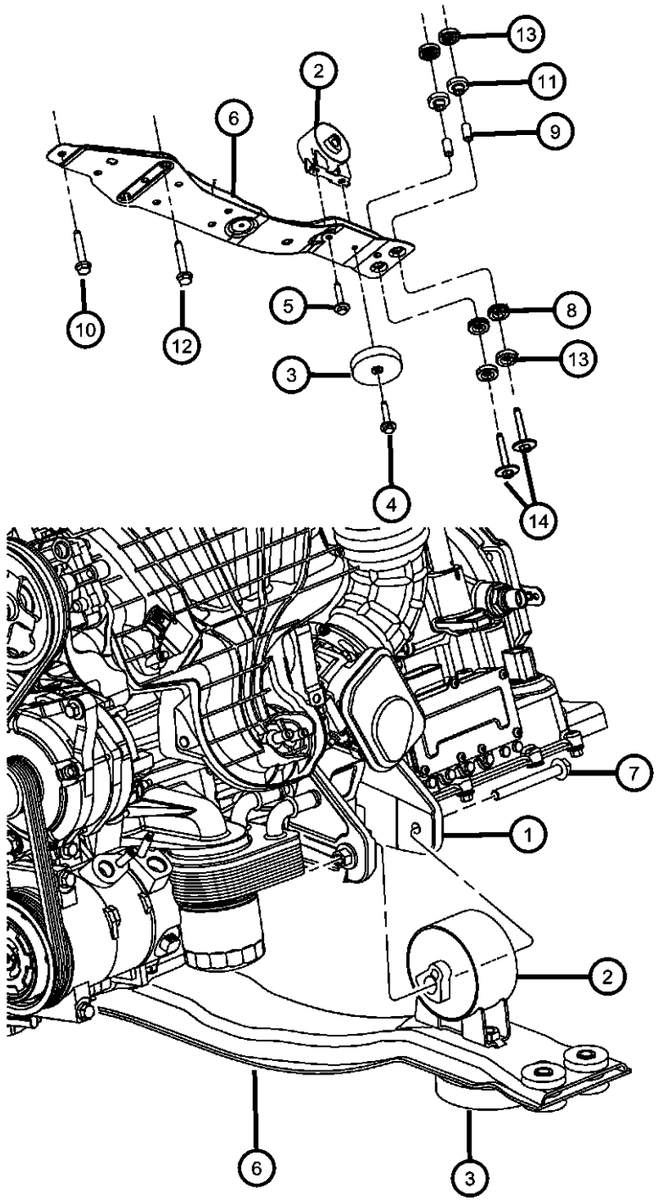
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04892102AB	1	B, D, E			EE0			TUBE, PCV Valve, Includes: Hose, PCV Valve, Connector And Connector Seal
2	04792962AA	1	B, D, E			EE0			VALVE, PCV
3	04892045AA	1	B, D, E			EE0			CONNECTOR, PCV Valve, Includes Seal
4		1							SEAL, PCV, Serviced With Connector, (NOT SERVICED)
5		1							HOSE, PCV Valve, Serviced In Assembly, (NOT SERVICED)
6	04892506AA	1	B, D, E			EE0			HOSE, Make Up Air

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.7L [EER]
Figure 009EER-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

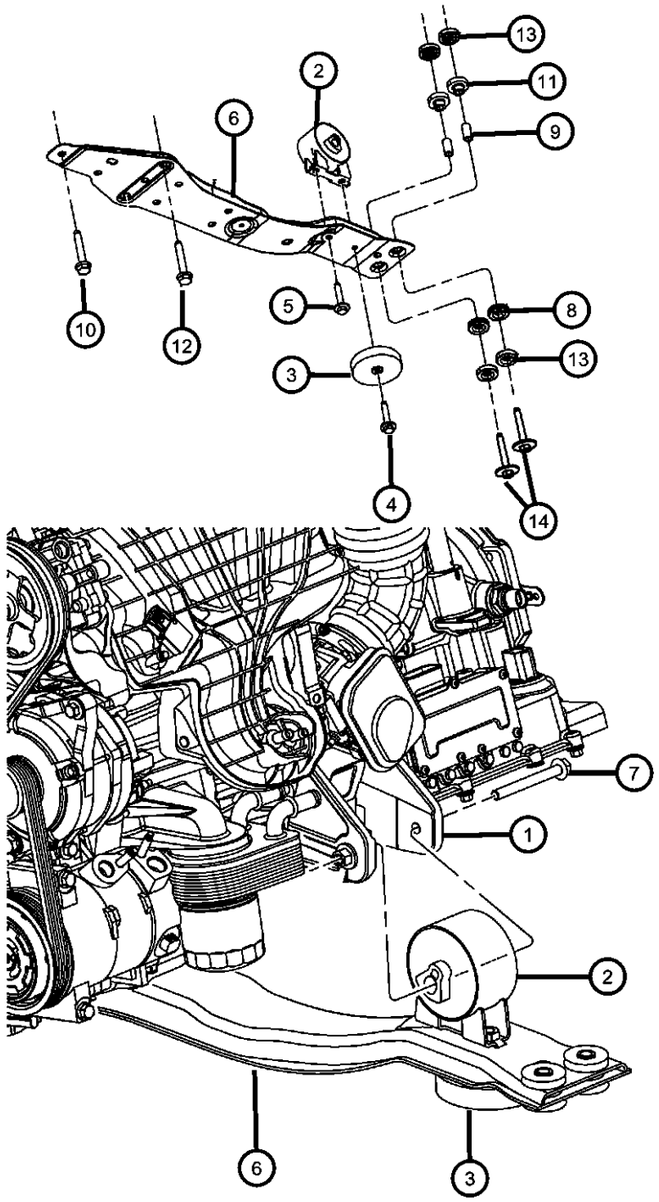
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05085075AD	1	B, D, E			EER	DFF, DG2		BRACKET, Engine Mount
2									ISOLATOR
	05171080AC	1	B, D, E			EER	DG2		
	05171079AC	1	B, D, E			EER	DFF		
3	05085896AA	1	B, D, E			EER, EGF			DAMPER, Mass
4	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
5	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
6	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension
7	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting
8	04766018AA	4	B, D, E			ED3, EDG, EER			BUSHING, Crossmember

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 2.7L [EER]
Figure 009EER-1205

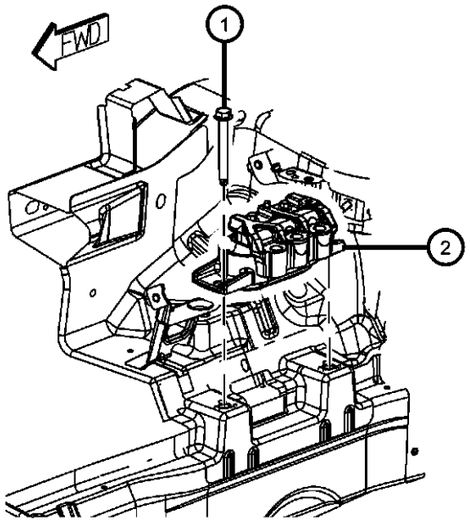


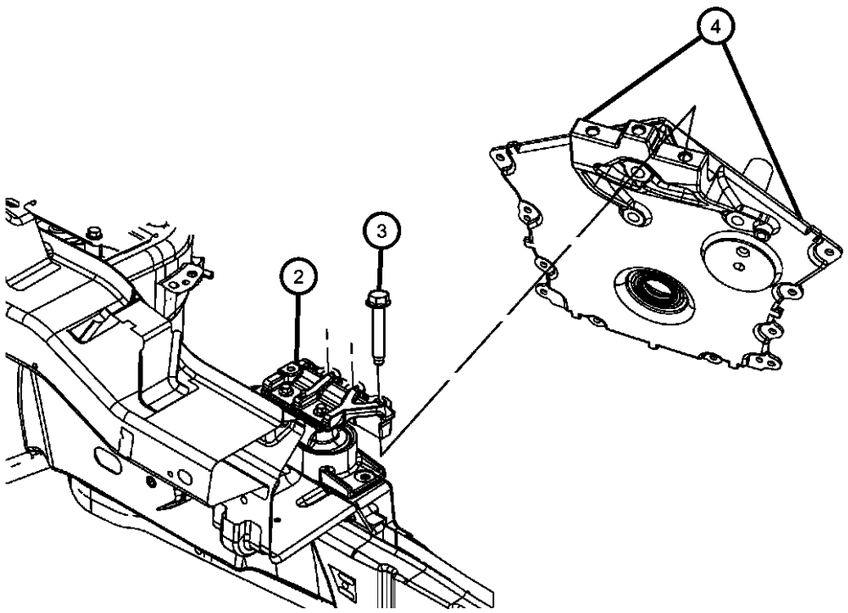
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM
10	06104418AA	1	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
11		1							SPACER, Mounting, (NOT SERVICED)
12	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
13		3							BUSHING, Crossmember, (NOT SERVICED)
14	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Support, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 2.7L [EER]
Figure 009EER-1225



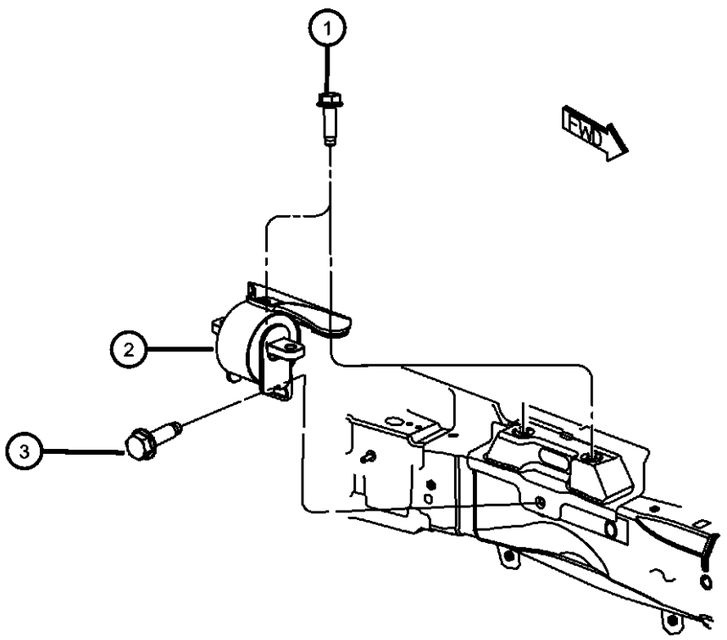


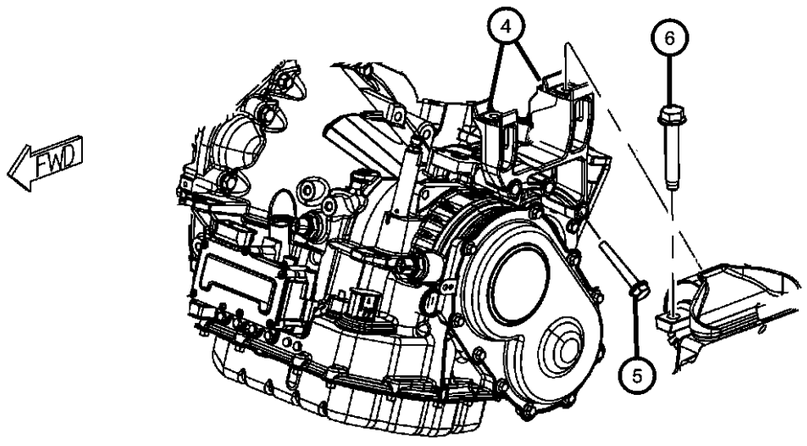
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:									
Sales Codes:									
[DEF] = 6-Speed Manual Aisian BG6 Transmission									
[DFF] = 4-Seed Automatic VLP 41TE Transmission									
[DD7] = 5-Speed Manual T355 Transmission									
[DG2] = 6-Speed Automatic 62TE Transmission									
[DG5] = 6-Speed Automatic Transmission									
[DG0] = All Automatic Transmissions									
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine									
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine									
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine									
[ED0] = All 2.4L 4 Cylinder Gas Engines									
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine									
[EE0] = All 2.7L 6 Cylinder Gas Engines									
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine									
[EG0] = All 3.5L 6 Cylinder Gas Engines									
[NAA] = Federal Emissions									
[NAE] = California Emisssions									
[NAM] = Mexico Emissions									
[NAS] = 50 State Emissions									
[NA1] = Export Emissions									
[NHA] = Engine Oil Cooler									
[NHK] = Engine Cylinder Block Heater									
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame, Mounting
2									ISOLATOR
	05171072AC	1	B, D, E			EER	DG2		
	05171071AC	1	B, D, E			EER	DFF		
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount To Timing Cover, Mounting
4	04892056AB	1	B, D, E			EE0			COVER, Timing Case

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Left Side FWD 2.7L [EER]
Figure 009EER-1245





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

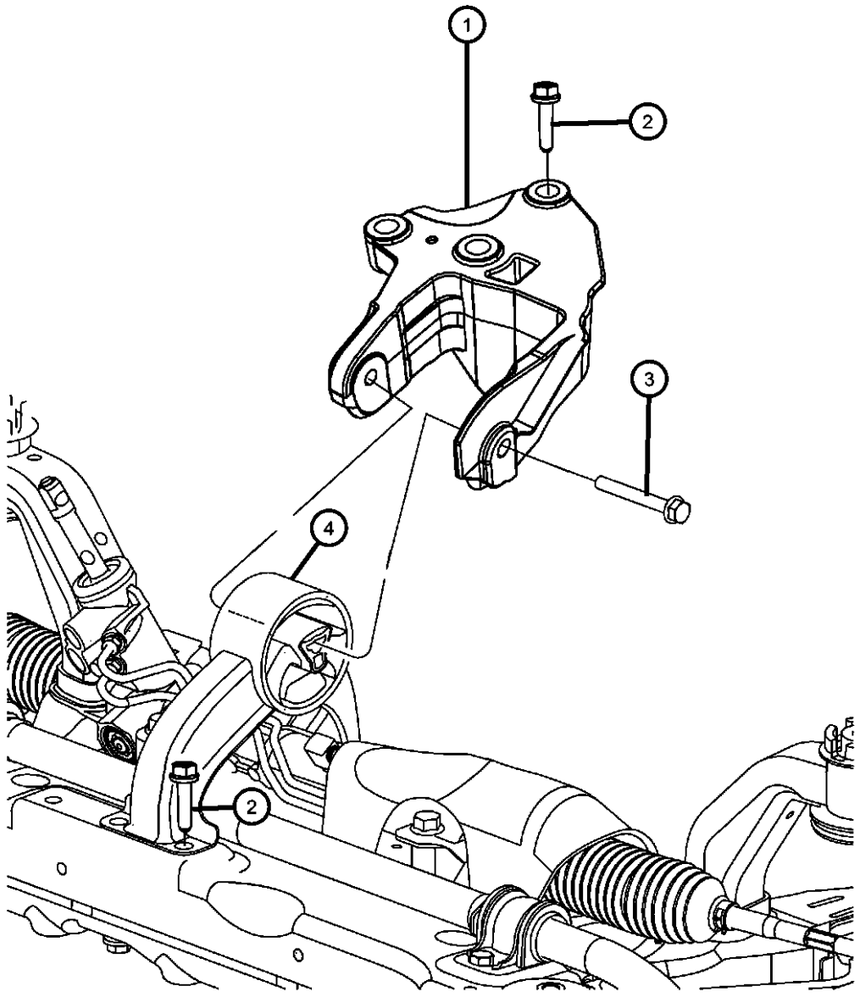
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Moount To Top Of Frame Rail, Mounting
2									ISOLATOR, Transmission Mount
	04766474AC	1	B, D, E				DFF		
	04766475AC	1	B, D, E				DG2		
3	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount To Side Of Frame Rail, Mounting
4									BRACKET, Transmission Mount
	05085825AB	1	B, D, E				DFF		
	05085826AB	1	B, D, E				DG2		
5	06104225AA	3	B, D, E				DFF, DG2		BOLT, Hex Flange Head, M10X1.50X80.00, Transmission Bracket To Transmission, Mounting
6	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Left Mount To Transmission Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear FWD 2.7L [EER]
Figure 009EER-1265



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

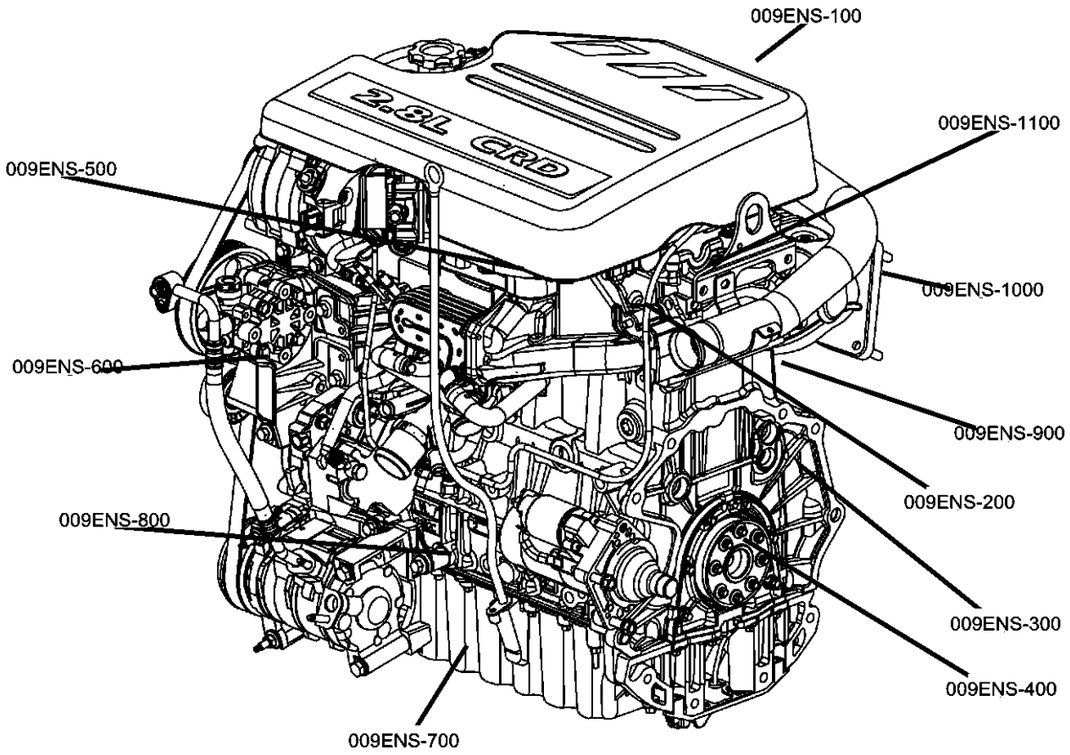
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BRACKET, Engine Mount
	05085074AE	1	B, D, E				DFF		
	05085517AE	1	B, D				DG2		
2									BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00
	06102233AA	3	E				DG2		Rear Torque Bracket To Transmission, Mounting
		4	B, D			EER			Engine Mount To Crossmemeber, Mounting
3	06506022AA	1	B, D						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Torque Reaction Bracket
4									ISOLATOR
	05171088AC	1	B, D, E			EER	DG2		
	05171087AC	1	B, D, E			EER	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 009EGF

3.5L Gas; Engine



009EGF-100 Engine Identification	**009EGF-1000** Manifolds and Vacuum Fittings	**009EGF-1100** Crankcase Ventilation	**009EGF-1200** Engine Mounting
009EGF-200 Cylinder Head	**009EGF-300** Cylinder Block	**009EGF-400** Crankshaft, Piston, Drive Plate, Flywheel, and Damper	**009EGF-500** Camshaft and Valve
009EGF-600 Timing Belt/Chain and Cover and Balance Shaft	**009EGF-700** Engine Oiling, Oil Pan and Indicator (Dipstick)	**009EGF-800** Engine Oil Cooler	

Group - 009EGF 3.5L Gas; Engine

Illustration Title — Group-Fig. No.

Engine Identification
Engine Identification 3.5L [EGF] ..... Fig. 009EGF - 105
Engine Assembly And Service Long Block 3.5L [EGF] ..... Fig. 009EGF - 115
Engine Cover And Related Parts 3.5L [EGF] ..... Fig. 009EGF - 125
Engine Gasket Kits 3.5L [EGF] ..... Fig. 009EGF - 145

Cylinder Head
Cylinder Head Cover 3.5L [EGF] ..... Fig. 009EGF - 205
Cylinder Head 3.5L [EGF] ..... Fig. 009EGF - 225

Cylinder Block
Engine Cylinder Block And Hardware 3.5L [EGF] ..... Fig. 009EGF - 305
Engine Cylinder Block Heater 3.5L [EGF] ..... Fig. 009EGF - 325

Crankshaft, Piston, Drive Plate, Flywheel, and Damper
Crankshaft, Crankshaft Bearings, Damper And Flywheel 3.5L [EGF] ..... Fig. 009EGF - 405
Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 3.5L [EGF] ..... Fig. 009EGF - 425

Camshaft and Valve
Camshafts And Valvetrain 3.5L [EGF] ..... Fig. 009EGF - 505

Timing Belt/Chain and Cover and Balance Shaft
Timing Case Cover 3.5L [EGF] ..... Fig. 009EGF - 605
Timing System 3.5L [EGF] ..... Fig. 009EGF - 625

Engine Oiling, Oil Pan and Indicator (Dipstick)
Engine Oiling Pump 3.5L [EGF] ..... Fig. 009EGF - 705
Engine Oil Pan, Engine Oil Level Indicator And Related Parts 3.5L [EGF] ..... Fig. 009EGF - 725
Engine Oil Filter And Engine Oil 3.5L [EGF] ..... Fig. 009EGF - 745

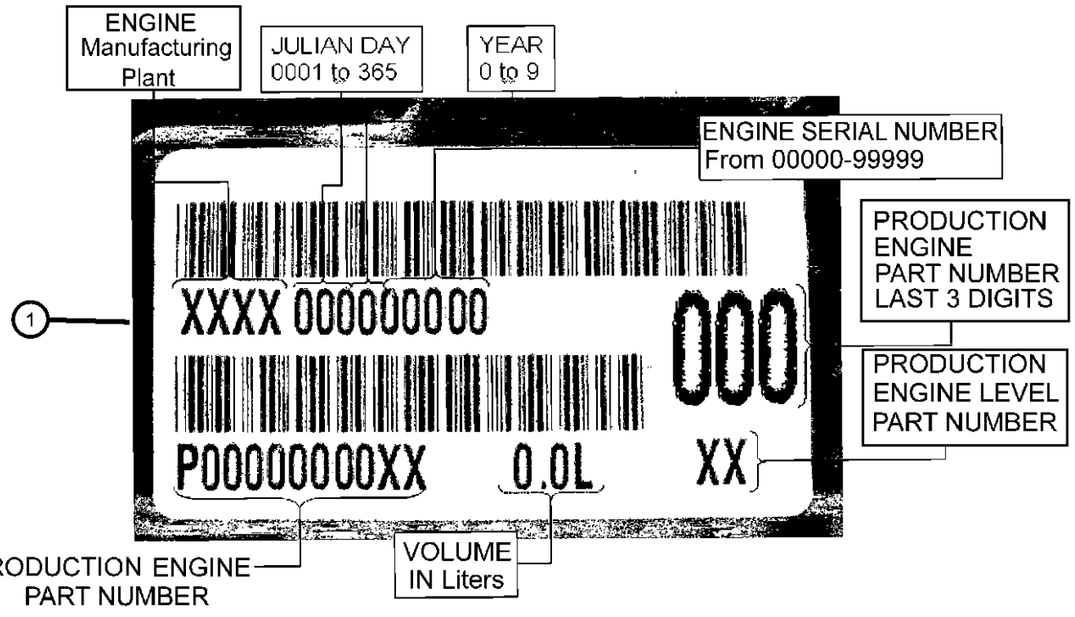
Engine Oil Cooler
Engine Oil Cooler 3.5L [EGF] ..... Fig. 009EGF - 805

Manifolds and Vacuum Fittings
Exhaust Manifolds And Heat Sheilds 3.5L [EGF] ..... Fig. 009EGF - 1005
Intake Manifold Plenum 3.5L [EGF] ..... Fig. 009EGF - 1045
Lower Intake Manifold 3.5L [EGF] ..... Fig. 009EGF - 1065

Crankcase Ventilation
Crankcase Ventilation 3.5L [EGF] ..... Fig. 009EGF - 1105

Engine Mounting
Engine Mounting Front FWD 3.5L [EGF] ..... Fig. 009EGF - 1205
Engine Mounting Front AWD 3.5L [EGF] ..... Fig. 009EGF - 1210
Engine Mounting Right Side FWD 3.5L [EGF] ..... Fig. 009EGF - 1215
Engine Mounting Right Side AWD 3.5L [EGF] ..... Fig. 009EGF - 1225
Engine Mounting Left Side FWD 3.5L [EGF] ..... Fig. 009EGF - 1230
Engine Mounting Left Side AWD 3.5L [EGF] ..... Fig. 009EGF - 1240
Engine Mounting Rear FWD 3.5L [EGF] ..... Fig. 009EGF - 1245
Engine Mounting Rear AWD 3.5L [EGF] ..... Fig. 009EGF - 1250

Engine Identification 3.5L [EGF]
Figure 009EGF-105

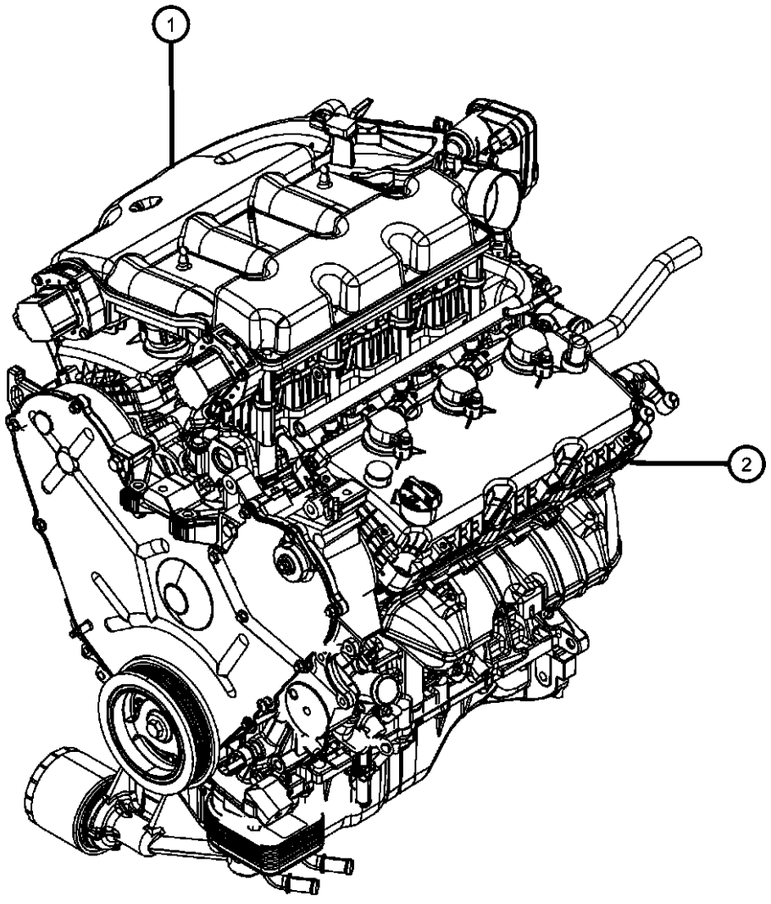


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Note: The Engine Identification Label Is Attached To One Of The Cylinder Head Covers. The Production Engine Part Number Is Not A Servicable Part Number. A Engine Is Usally Serviced By A Long Block Or Short Block Engine.									
1		1							LABEL, Engine Identification, See Note:, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Assembly And Service Long Block 3.5L [EGF]
Figure 009EGF-115



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

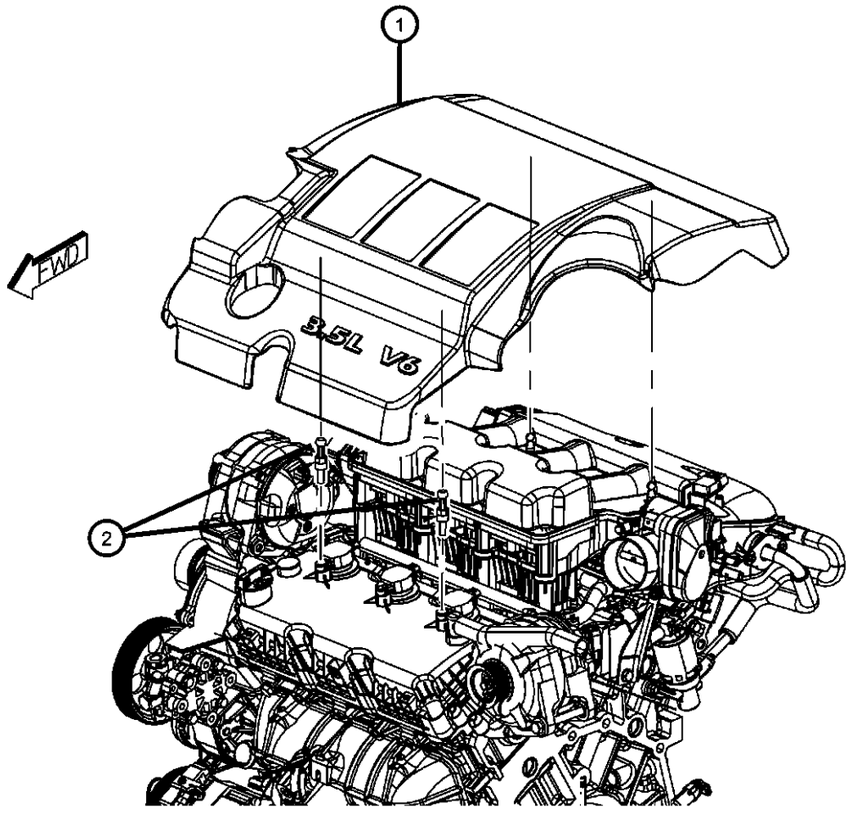
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1		1							ENGINE, Complete, Serviced By New Short Block Only, (NOT SERVICED)
2		1							ENGINE, Long Block, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cover And Related Parts 3.5L [EGF]
Figure 009EGF-125



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

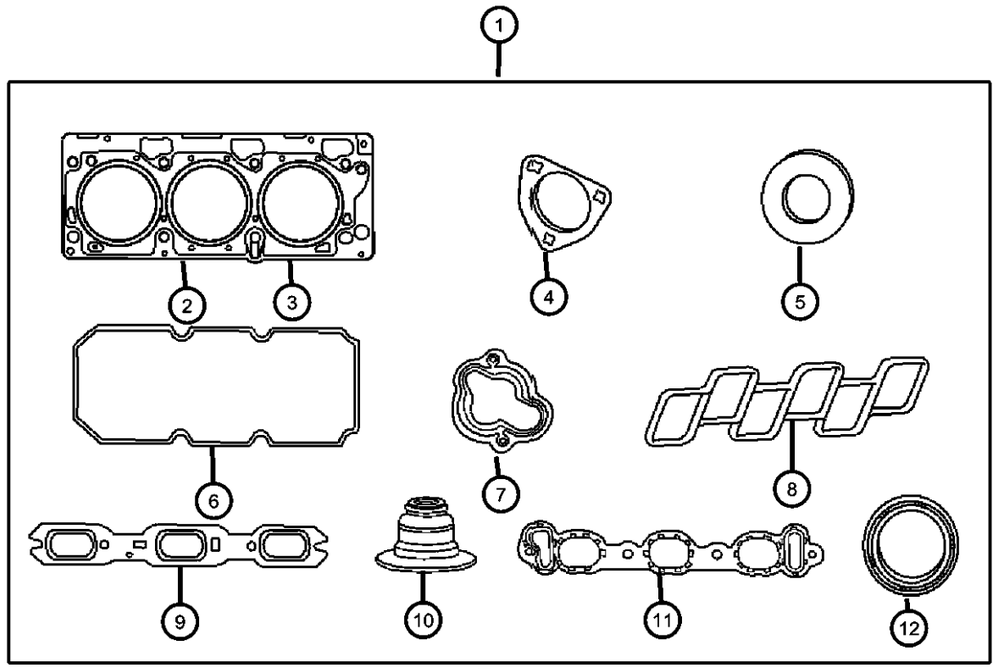
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04891936AE	1	B, D, E			EGF			COVER, Engine
2	06508764AA	2	B, D, E			EGF			BALL STUD

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 3.5L [EGF]
Figure 009EGF-145



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

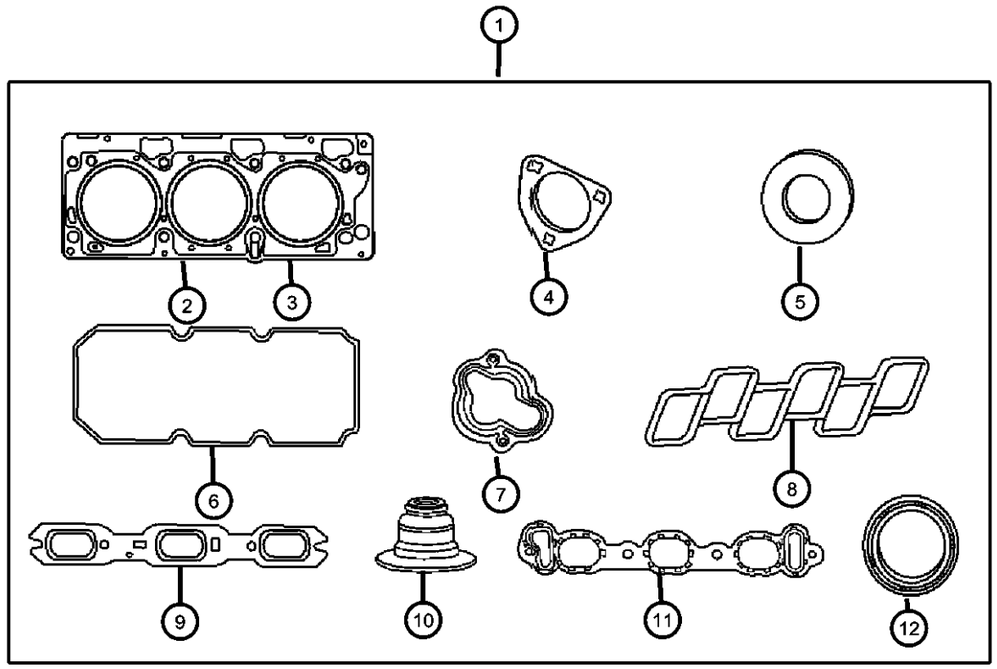
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68003770AB	1	B, D, E		EGF	GASKET PACKAGE, Engine Upper
2	04792752AD	1	B, D, E		EGF	GASKET, Cylinder Head, Right
3	04792753AD	1	B, D, E		EGF	GASKET, Cylinder Head, Left
4	04536492AB	2	B, D, E		EGF	SEAL, Camshaft Thrust
5	04777042AB	3	B, D, E		EGF	SEAL, Spark Plug Tube
6	04892146AA	1	B, D, E		EGF	GASKET, Cylinder head Cover
7		1				SEAL, Thermostat, 04892191AB Not Serviced Seperate, (NOT SERVICED)
8	04591827AB	1	B, D, E		EGF	GASKET, Intake Plenum
9	04663958	2	B, D, E		EGF	GASKET, Exhaust Manifold
10	04892292AA	24	B, D, E		EGF	SEAL, Valve Guide
11	04663852AB	2	B, D, E		EGF	GASKET, Intake Manifold
12	04792318AB	2	B, D, E		EGF	SEAL, Camshaft
13	68002252AA	1	B, D, E		EGF	GASKET PACKAGE, Engine Lower
14	04792068	1	B, D, E		EGF	O RING, Oil Pick Up Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Gasket Kits 3.5L [EGF]
Figure 009EGF-145

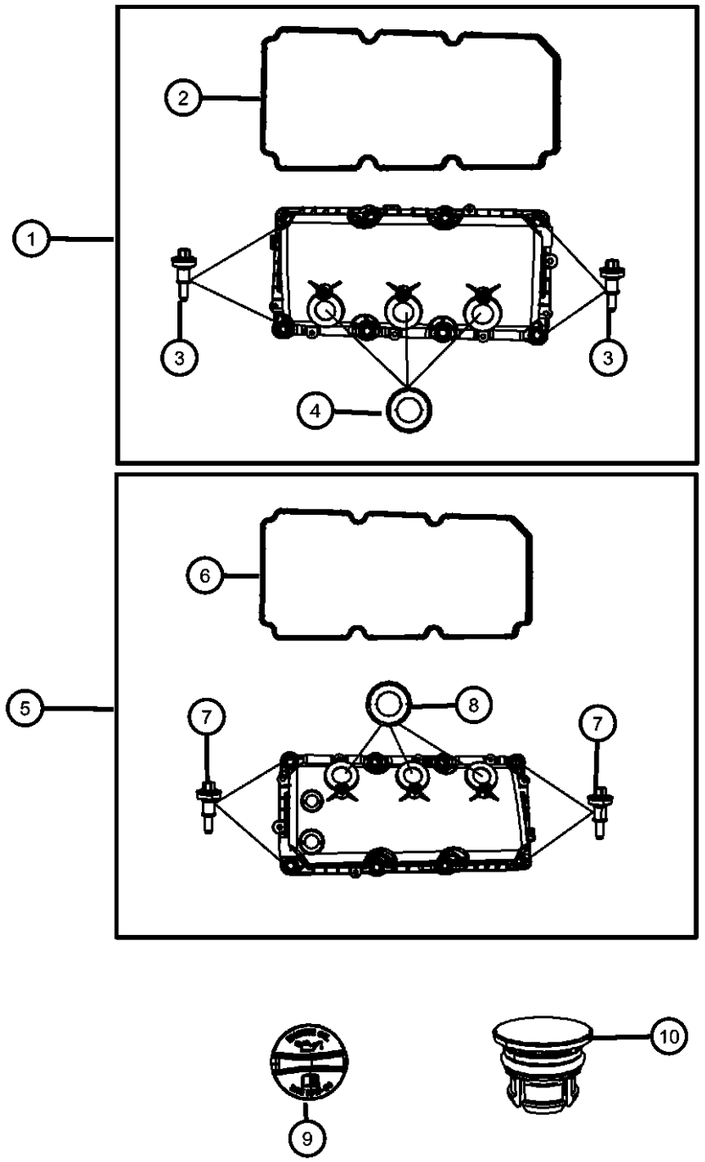


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
15	04659430AB	1	B, D, E			EGF			SEAL, Water Pump To Front Cover
16	04663870AB	1	B, D, E			EGF			RETAINER AND SEAL, Crankshaft Rear Oil
17	04483443	2	B, D, E			EGF			GASKET, Timing Case Cover
18	04648938AC	1	B, D, E			EGF			GASKET, Oil Pump
19	04792317AB	1	B, D, E			EGF			SEAL, Crankshaft Oil, Front
20	04792869AA	1	B, D, E			EGF			GASKET, Oil Pan

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head Cover 3.5L [EGF]
Figure 009EGF-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

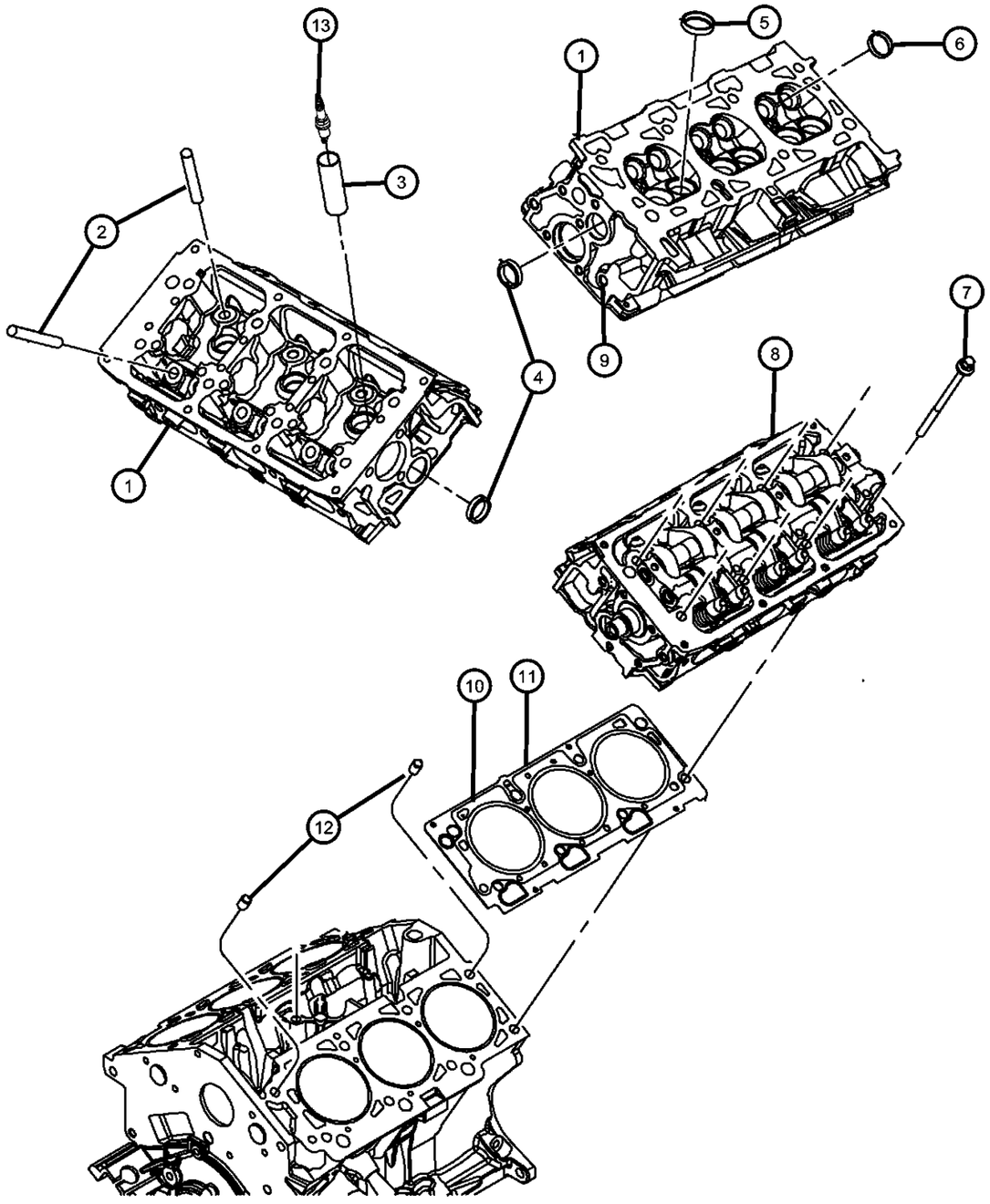
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04892206AB	1	B, D, E			EGF			COVER, Cylinder Head, Includes items 2,3,4Right
2	04892146AA	1	B, D, E			EGF			GASKET, Cylinder head Cover
3	04892294AA	8	B, D, E			EGF			ISOLATOR, Cylinder Head Cover, Grommet And Bolt, Cylinder Head Cover To Cylinder Head, Mounting
4	04777042AB	3	B, D, E			EGF			SEAL, Spark Plug Tube
5	04892203AA	1	B, D, E			EGF			COVER, Cylinder Head, Includes Items 6,7,8Left
6	04892146AA	1	B, D, E			EGF			GASKET, Cylinder head Cover
7	04892294AA	8	B, D, E			EGF			ISOLATOR, Cylinder Head Cover, Grommet And Bolt
8	04777042AB	3	B, D, E			EGF			SEAL, Spark Plug Tube
9	04892289AA	1	B, D, E			EGF			CAP, Oil Filler
10	04892282AA	1	B, D, E			EGF			CAP, Make Up Air Plug

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 3.5L [EGF]
Figure 009EGF-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

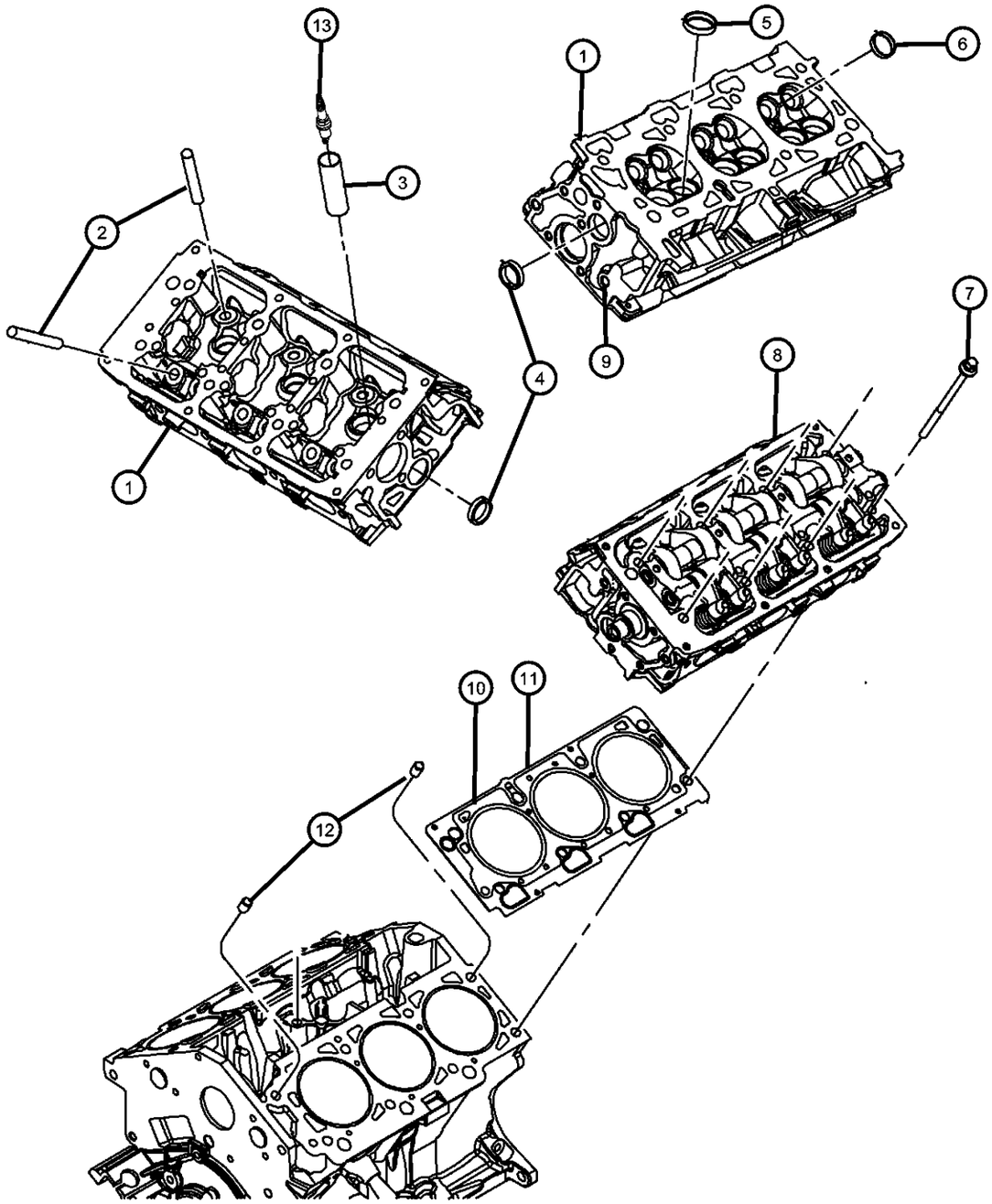
NOTE:
Partial Cylinder Head Includes Valve Seats And Guides, Water And Oil Galley Plugs And Camshaft Caps With Bolts.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04792925AA	2	B, D, E		EGF	HEAD, Cylinder, See Note
2		2				GUIDE, Valve, Serviced With Cylinder Head, (NOT SERVICED)
3	04648604	6	B, D, E		EGF	TUBE, Spark Plug
4	04556020AB	4	B, D, E		EGF	PLUG, Core, 1.25 Diameter, [1 1/4]
5		4				SEAT, Intake Valve, Serviced with Cylinder Head, (NOT SERVICED)
6		4				SEAT, Exhaust Valve, Serviced With Cylinder Head, (NOT SERVICED)
7	06504329	16	B, D, E		EGF	BOLT, Hex Flange Head, M11X1.50X205.00, Cylinder Head To Cylinder Block, Mounting
8		16				CYLINDER HEAD, Complete, Serviced By Partial Cylinder Head Only. All Parts Serviced Seperate., (NOT SERVICED)
9	06034331	2	B, D, E		EGF	PLUG, Hex Socket, 3/8-18NPTx.475

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cylinder Head 3.5L [EGF]
Figure 009EGF-225

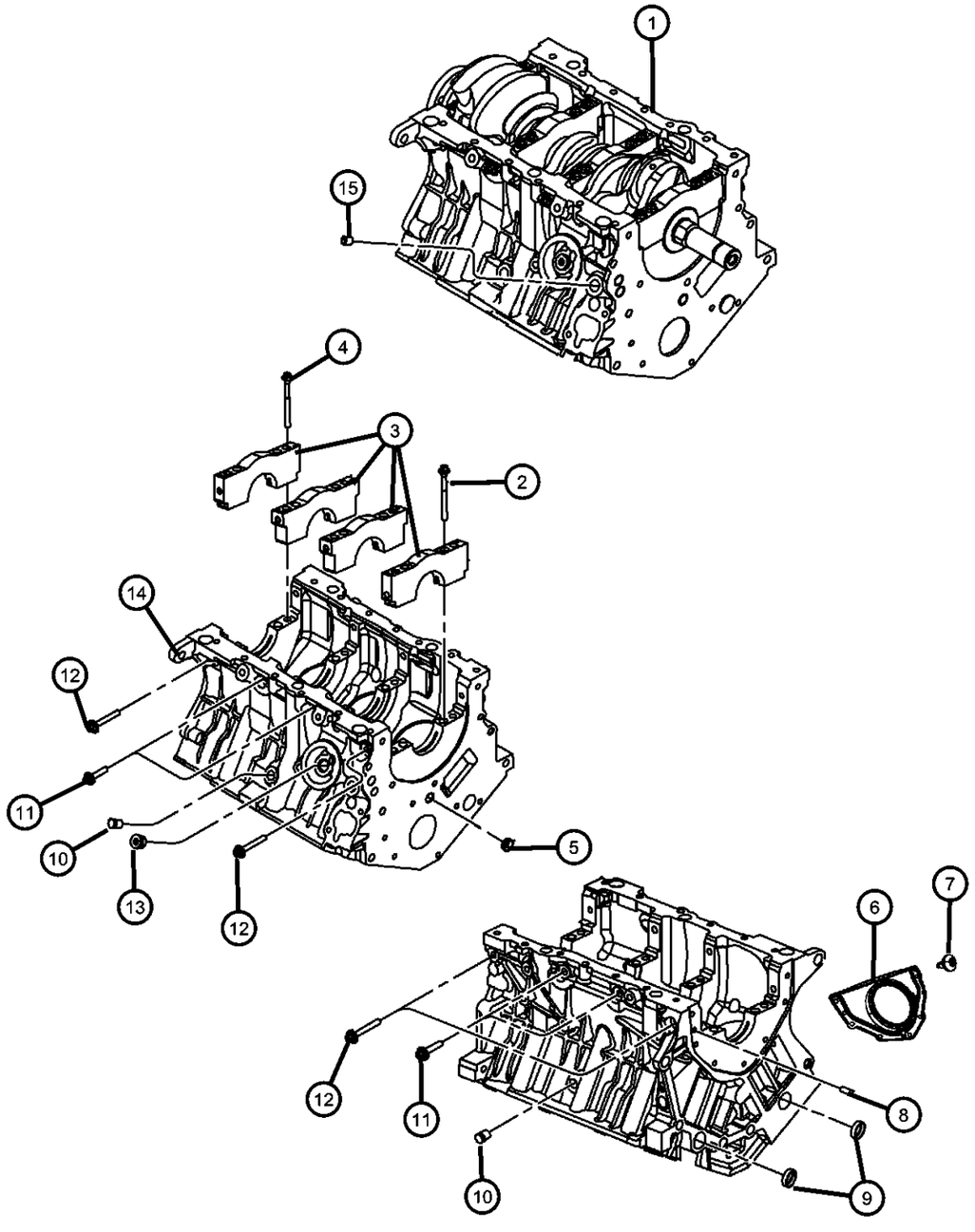


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	04792752AD	1	B, D, E			EGF			GASKET, Cylinder Head, Right
11	04792753AD	1	B, D, E			EGF			GASKET, Cylinder Head, Left
12	04448856	4	B, D, E			EGF			DOWEL PIN
13	SZFR5LP13G	6	B, D, E			EGF			SPARK PLUG

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 3.5L [EGF]
Figure 009EGF-305



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

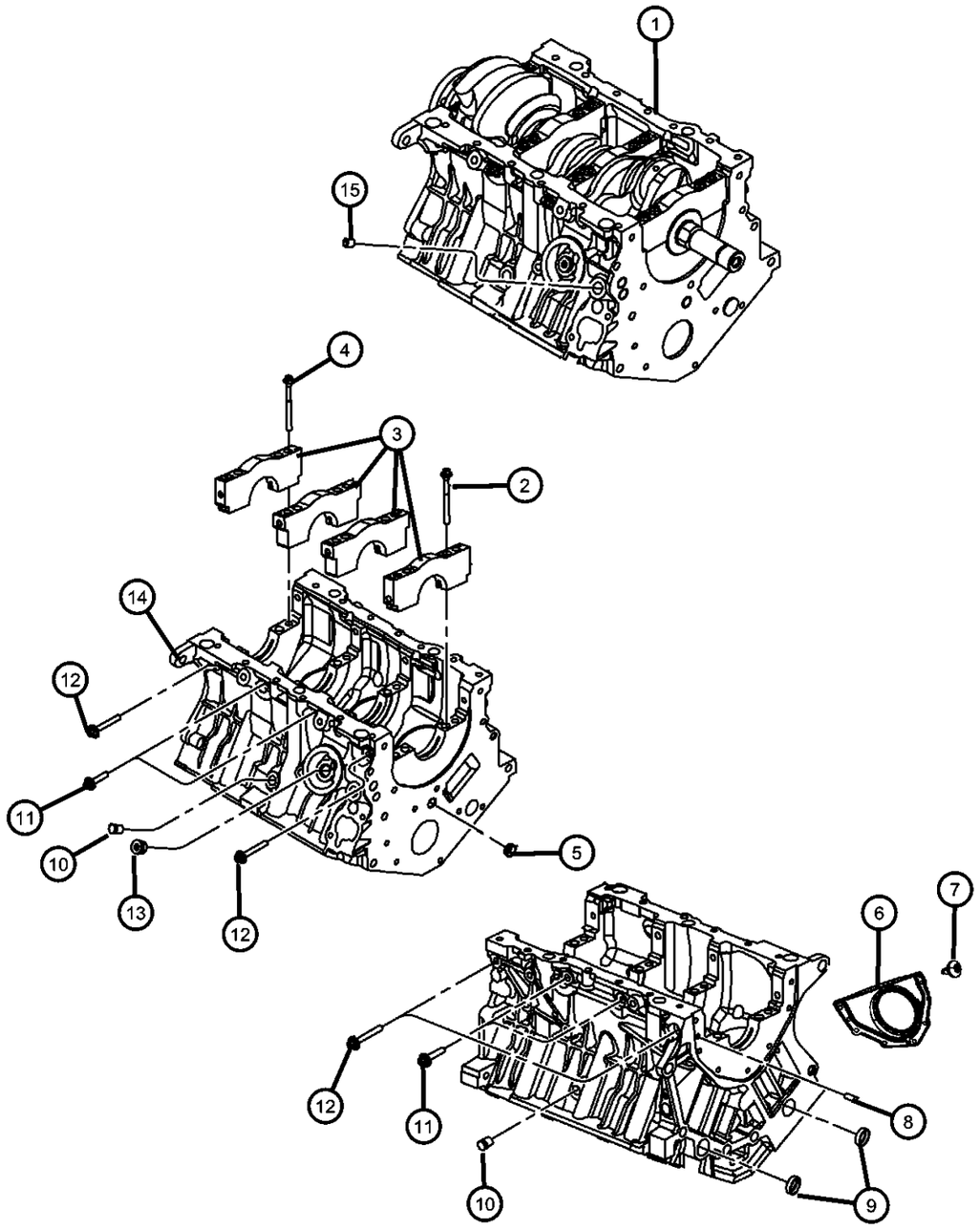
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68039266AA	1	B, D, E			EGF			ENGINE, Short Block
2	06504630	8	B, D, E			EGF			BOLT, Hex Flange Head, M10X1.50X100.00, Main Bearing Cap To Cylinder Block, Mounting, Inboard
3		8							CAP, Main, Serviced In Item 1 Engine Short Block, (NOT SERVICED)
4	06503948	8	B, D, E			EGF			BOLT, Hex Flange Head, M8X1.25X90.00, Main Bearing Cap To Cylinder Block, Mounting
5	04556018AB	1	B, D, E			EGF			PLUG, Core, [5/8], Oil Gallery
6	04663870AB	1	B, D, E			EGF			RETAINER AND SEAL, Crankshaft Rear Oil
7	06507847AA	7	B, D, E			EGF			BOLT, Torx Head, M6X1.00X17.00, Crankshaft Rear Retainer To Cylinder Block, Mounting
8	06100902	1	B, D, E			EGF			DOWEL PIN, M6x14, Crankshaft Rear Retainer To Cylinder Block, Mounting
9	04663941AB	2	B, D, E			EGF			PLUG, Core, 1.00 Diameter

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block And Hardware 3.5L [EGF]
Figure 009EGF-305

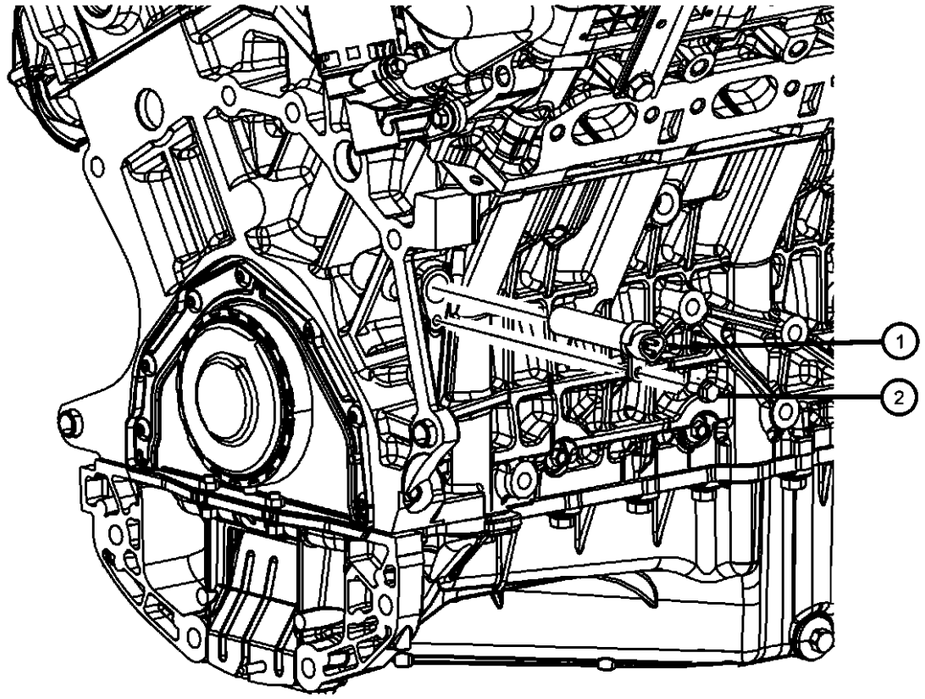


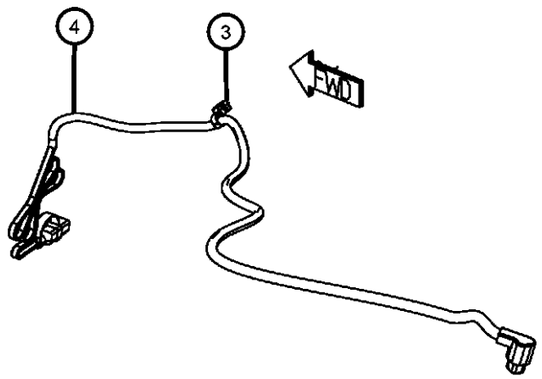
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06035743	2	B, D, E			EGF			PLUG, Core, [.250-18X.560], Cylinder Block Coolant Jacket Drain
11	06506808AA	4	B, D, E			EGF			BOLT & WASHER, Hex Head, M8x1.25x40.00, Cylinder Block To Main Bearing Cap Cross, Mounting
12	06505357AA	4	B, D, E			EGF			BOLT & WASHER, Hex Head, M8x1.25x55.00, Cylinder Block To Main Bearing Cap Cross, Mounting
13		4							PLUG, [Theard 3/4-16 UNF-2A], (NOT SERVICED)
14	06505643AA	2	B, D, E			EGF			DOWEL, Block To Clutch Housing
15	06034331	1	B, D, E			EGF			PLUG, Hex Socket, 3/8-18NPTx.475, Engine Oil Cooler

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Cylinder Block Heater 3.5L [EGF]
Figure 009EGF-325





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

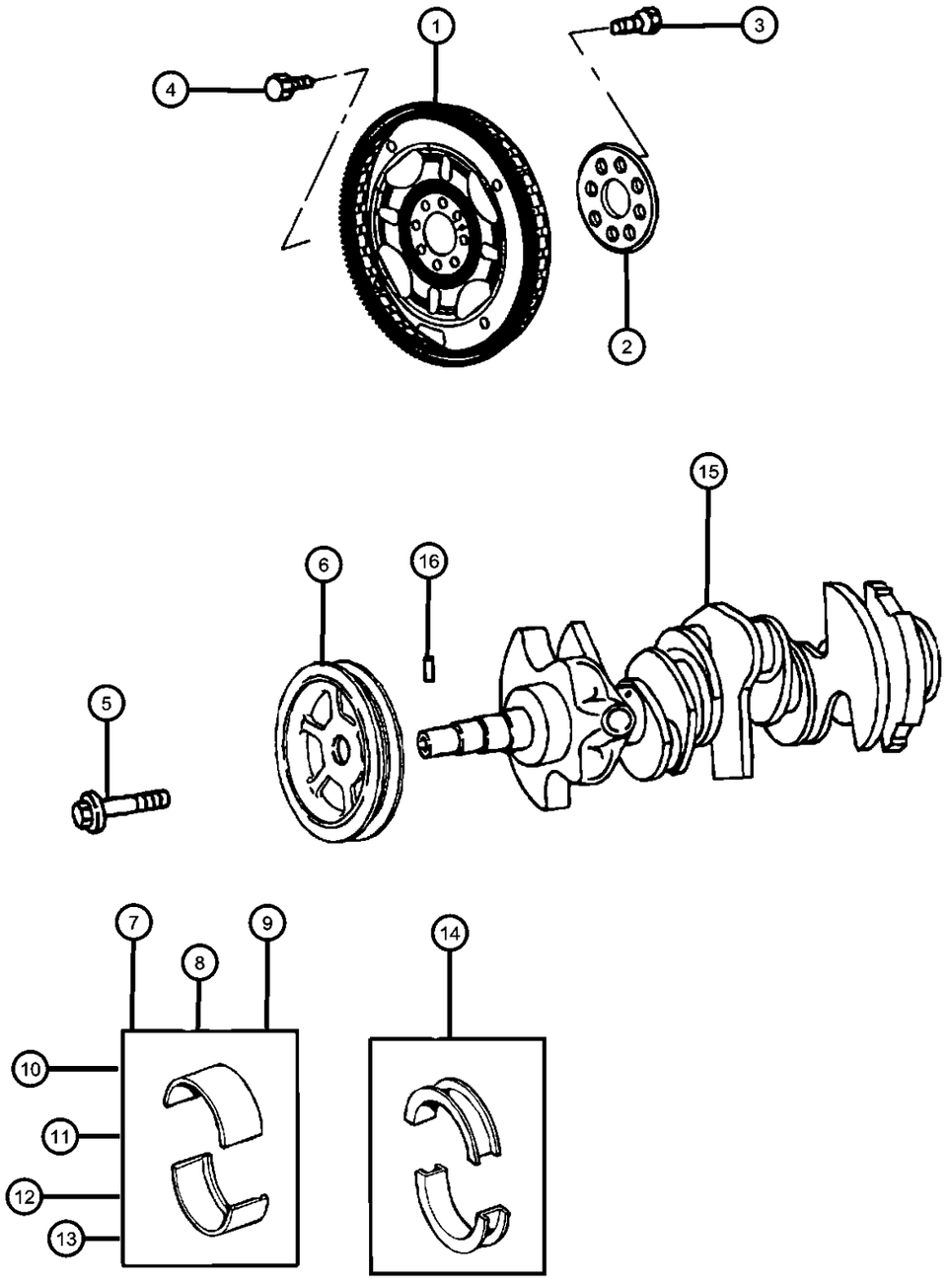
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04609325AB	1	B, D, E			EE0, EGF			HEATER, Engine Block
2	06501957	1	B, D, E			EE0, EGF			BOLT AND WASHER, Hex Head, M6X1.00X20.00, Cylinder Block Heater To Cylinder Block, Mounting
3		1							STRAP, Tie, Serviced With Item 4 Heater Cord, (NOT SERVICED)
4	05033279AB	1	B, D, E			ED3, EDG, EER, EGF			CORD, Engine Block Heater

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 3.5L [EGF]
Figure 009EGF-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

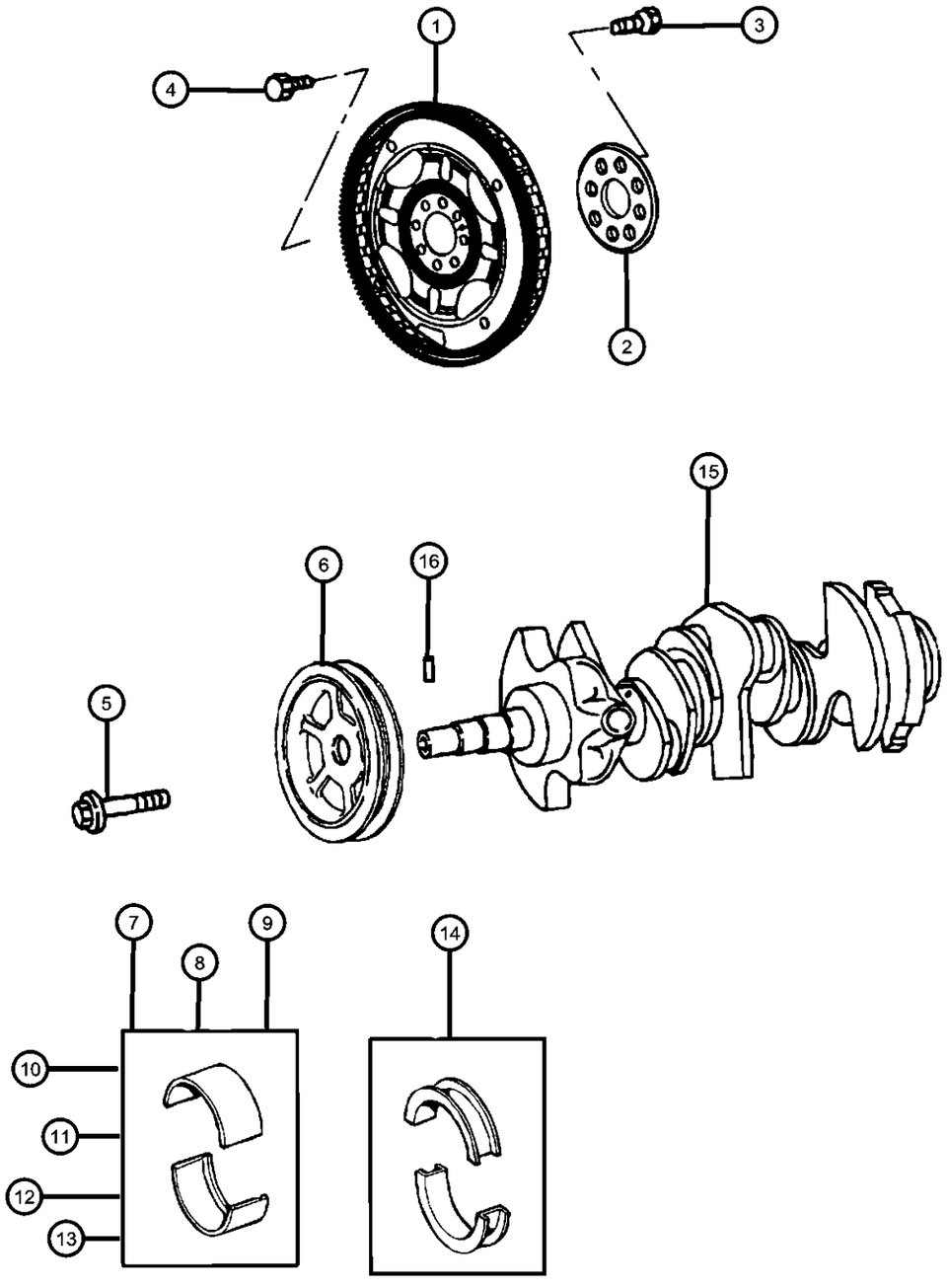
NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04736299AB	1	B, D, E			EGF		FLEXPLATE
2	04471933	1	B, D, E			EGF	DG2	PLATE, Flexplate or Flywheel Backing
3	06503465	8	B, D, E			EE0, EGF		BOLT, Hex Head Lock, M10X1.00X18.00, Drive Plate To Crankshaft, Mounting
4	06504383	4	B, D			EGF	DG2	BOLT, Hex Head Lock, M10X1.50X13.20, Driveplate To Torque Converter, Mounting
5	06101984	1	B, D, E			EGF		BOLT AND WASHER, Hex Head, M12X1.75X70.00, Damper To Crankshaft, Mounting
6	04892135AA	1	B, D, E			EGF		DAMPER, Crankshaft
7	05003962AC	AR	B, D, E			EGF		BEARING PACKAGE, Crankshaft, Standard, See Note
8	05010135AD	AR	B, D, E			EGF		BEARING PACKAGE, Crankshaft, +.003mm, See Note
9	05010134AD	AR	B, D, E			EGF		BEARING PACKAGE, Crankshaft, +.006mm, See Note

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankshaft, Crankshaft Bearings, Damper And Flywheel 3.5L [EGF]
Figure 009EGF-405

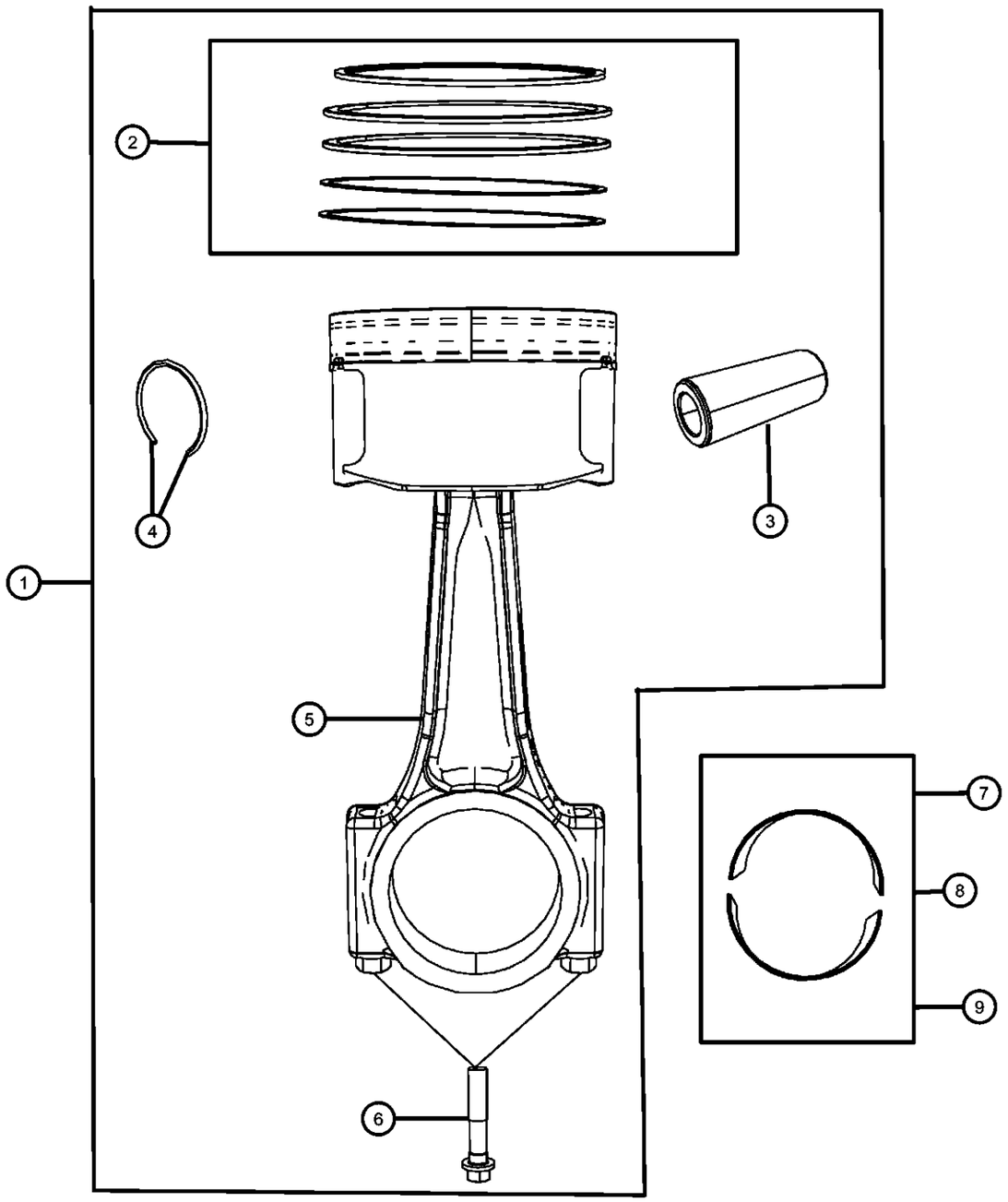


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	05010136AD	AR	B, D, E			EGF			BEARING PACKAGE, Crankshaft, -.003mm, See Note
11	05010137AD	AR	B, D, E			EGF			BEARING PACKAGE, Crankshaft, -.006mm, See Note
12	05003964AC	AR	B, D, E			EGF			BEARING PACKAGE, Crankshaft, .025mm Undersize, See Note
13	05003965AC	AR	B, D, E			EGF			BEARING PACKAGE, Crankshaft, .25 mm Undersize, See Note
14	04792020AB	2	B, D, E			EGF			BEARING, Crankshaft Thrust, See Note
15	04792692AB	1	B, D, E			EGF			CRANKSHAFT
16	04448557	1	B, D, E			EGF			DOWEL PIN

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Pistons, Piston Rings, Connecting Rods And Connecting Rod Bearings 3.5L [EGF]
Figure 009EGF-425



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE: For Crankshaft Indentification, Stamping Location And Bearing Information Refer To The Service Manual.
For Bearing Selection Sizes Please Refer To Service Manual Group 9, Bearings Crankshaft Main, [Select Fit Identification]
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04892194AB	6	B, D, E			EGF			PISTON PIN AND ROD
2	04897035AB	1	B, D, E			EGF			PISTON RING SET, COMPLETE ENGINE, STD.
3		1							PIN, Piston, Serviced With Piston Package, (NOT SERVICED)
4		1							RING, Piston Pin, Serviced With Piston Package, (NOT SERVICED)
5		1							ROD, Connecting, Serviced With Piston Package, (NOT SERVICED)
6	06508501AA	12	B, D, E			EGF			BOLT, Connecting Rod
7	68002286AA	AR	B, D, E			EGF			BEARING KIT, Connecting Rod, Standard, See Note
8	68002287AA	AR	B, D, E			EGF			BEARING KIT, Connecting Rod, -0.0035 MM, See Note
9	68002288AA	AR	B, D, E			EGF			BEARING KIT, Connecting Rod, +0.0035 MM, See Note

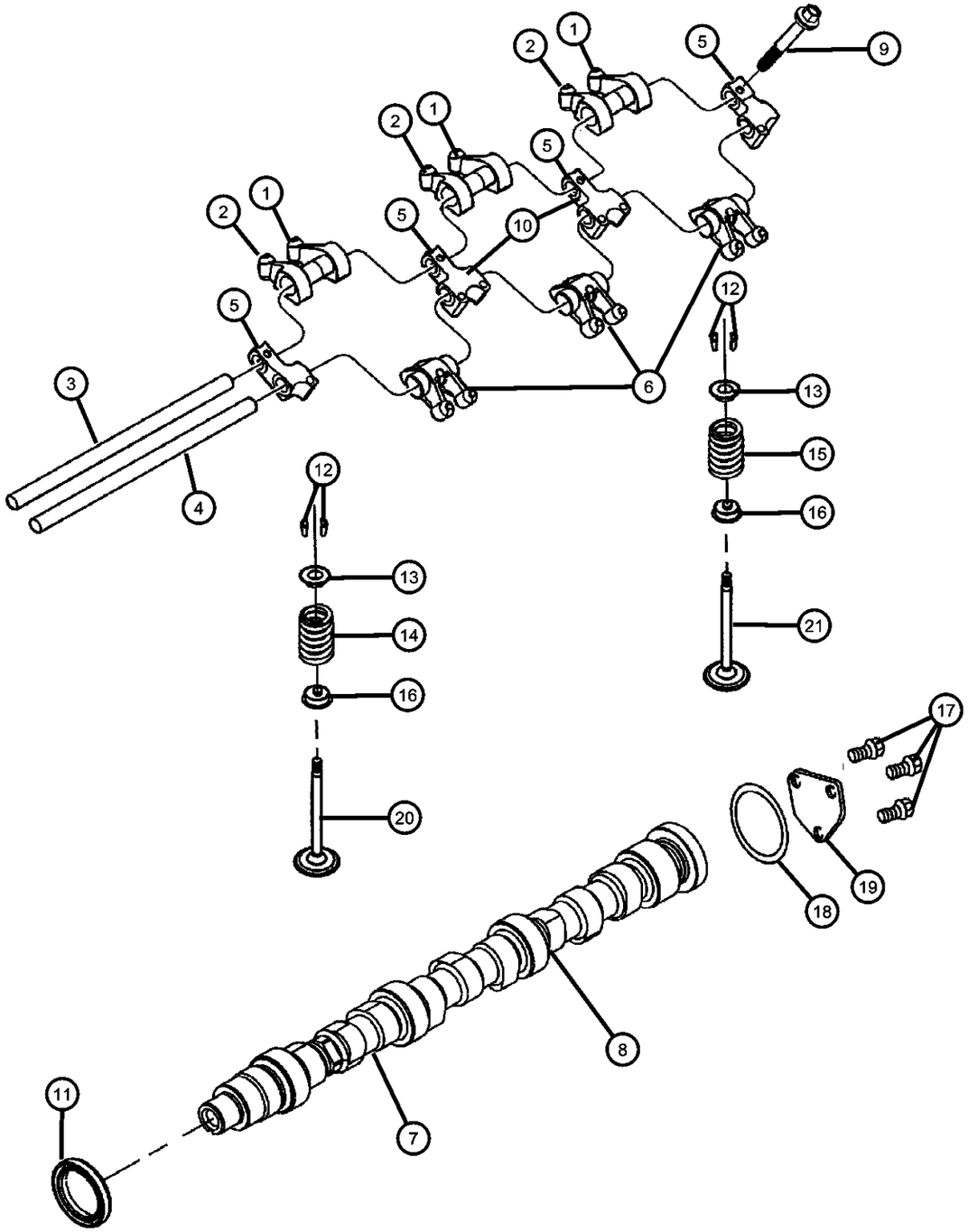
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Camshafts And Valvetrain 3.5L [EGF]
Figure 009EGF-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

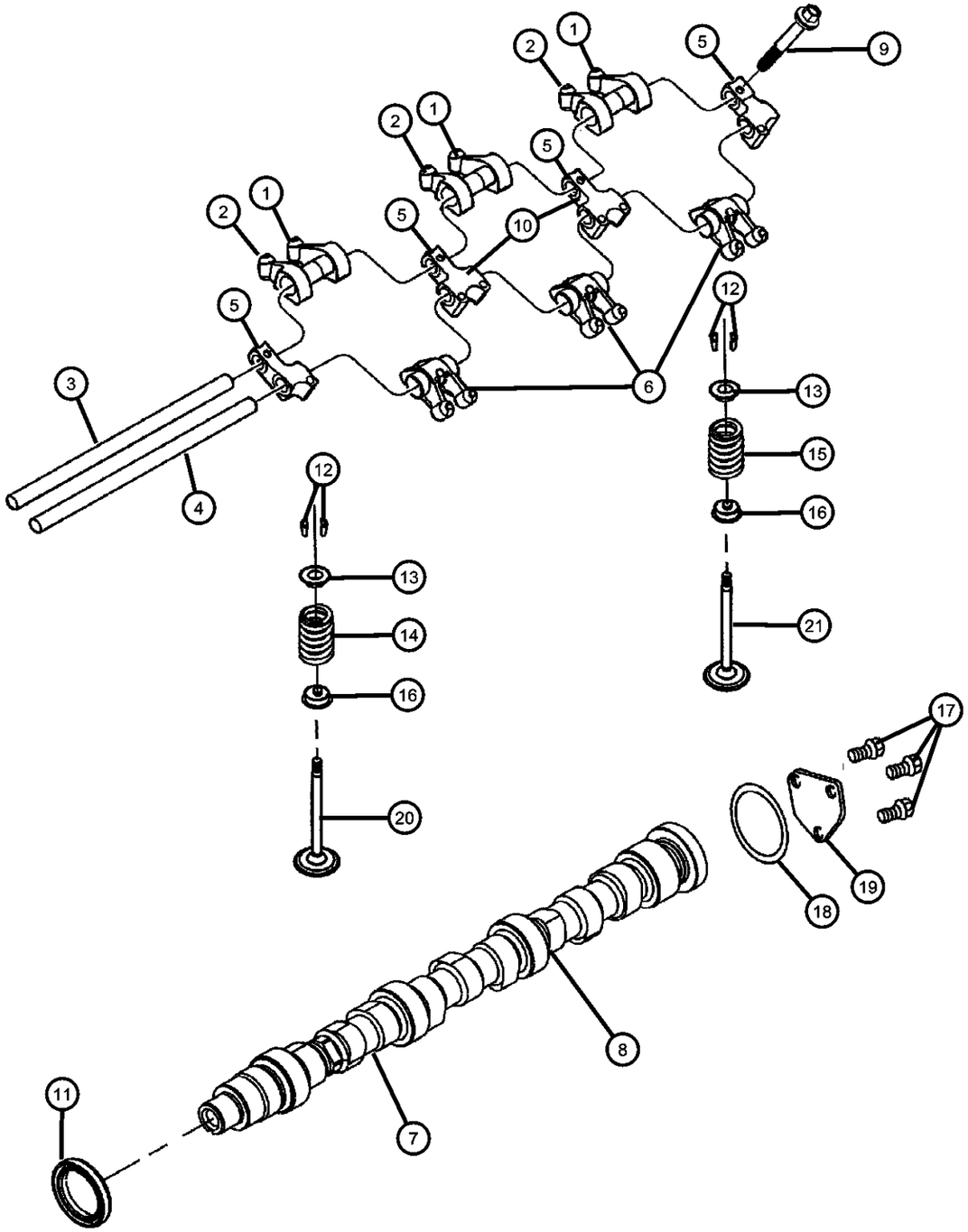
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04573459	6	B, D, E		EGF		ROCKER ARM, IntakeLeft
2	04573460	6	B, D, E		EGF		ROCKER ARM, IntakeRight
3	04315823	2	B, D, E		EGF		SHAFT, Rocker ArmIntake
4	04663998	2	B, D, E		EGF		SHAFT, Rocker ArmExhaust
5	05191332AB	2	B, D, E		EGF		PEDESTAL PACKAGE, Rocker Arm Shaft
6	04663996	6	B, D, E		EGF		ROCKER ARM, Exhaust
7	04792743AB	1	B, D, E		EGF		CAMSHAFTLeft
8	04792744AA	1	B, D, E		EGF		CAMSHAFTRight
9	06503279	20	B, D, E		EGF		BOLT, Hex Flange Head, M8X1.25X55.00, Pedestal To Cylinder Head, Mounting
10	04573379	4	B, D, E		EGF		DOWEL, Rocker
11	04792318AB	2	B, D, E		EGF		SEAL, Camshaft
12	53022277AA	48	B, D, E		EGF		LOCK, Valve Spring Retainer
13	04556547	24	B, D, E		EGF		RETAINER, Valve Spring
14	04792215	12	B, D, E		EGF		SPRING, Intake Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Camshafts And Valvetrain 3.5L [EGF]
Figure 009EGF-505

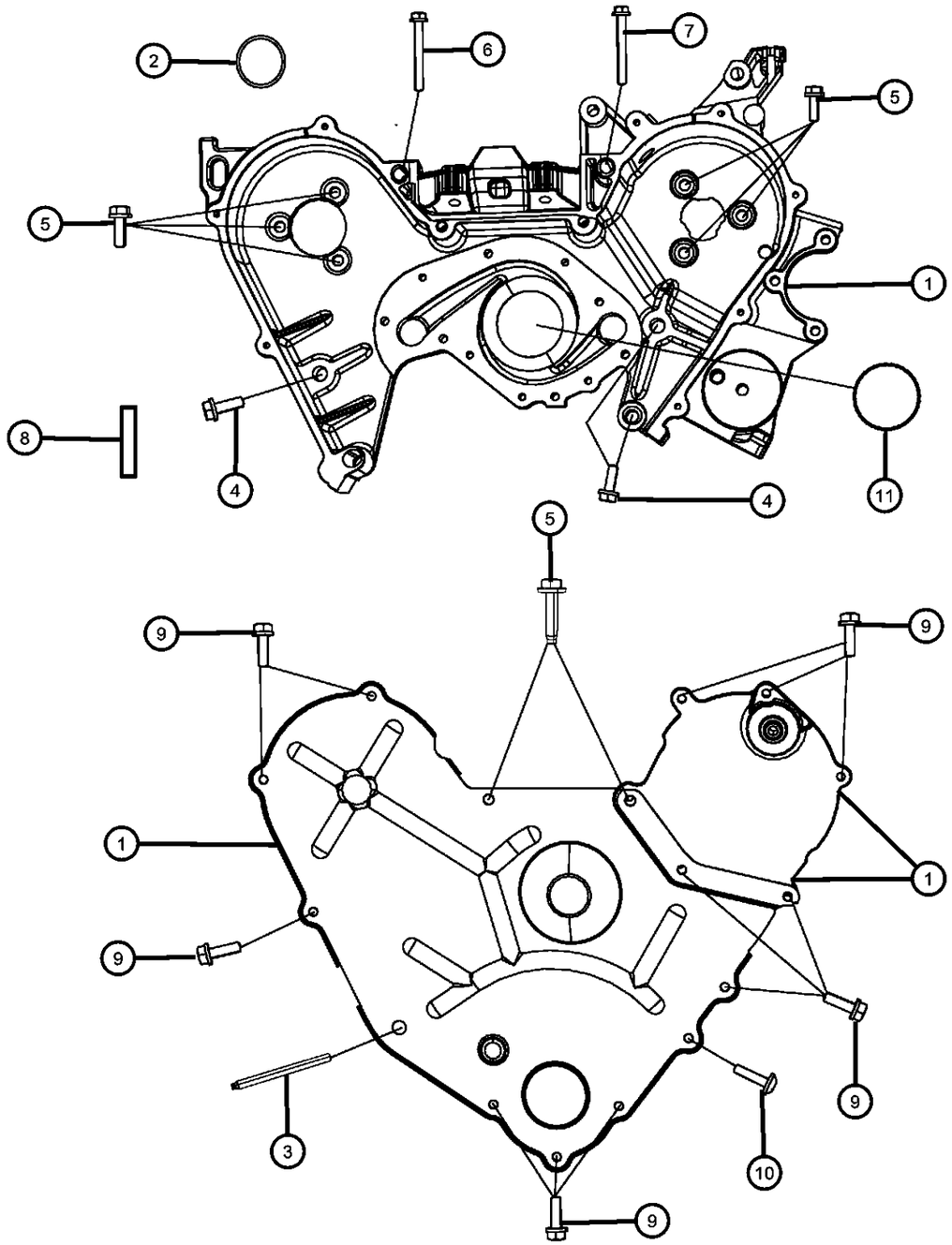


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
15	04892082AA	12	B, D, E			EGF			SPRING, Exhaust Valve
16	04892292AA	24	B, D, E			EGF			SEAL, Valve Guide
17	06502847	6	B, D, E			EGF			BOLT AND WASHER, Hex Head, M8X1.25X25.00, Camshaft Thrust Plate To Cylinder Head, Mounting
18	04536492AB	2	B, D, E			EGF			SEAL, Camshaft Thrust
19	04556518AB	2	B, D, E			EGF			PLATE, Camshaft Thrust
20	04663836	12	B, D, E			EGF			VALVE, Intake, Standard
21	04892094AB	12	B, D, E			EGF			VALVE, Exhaust, Standard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Timing Case Cover 3.5L [EGF]
Figure 009EGF-605



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

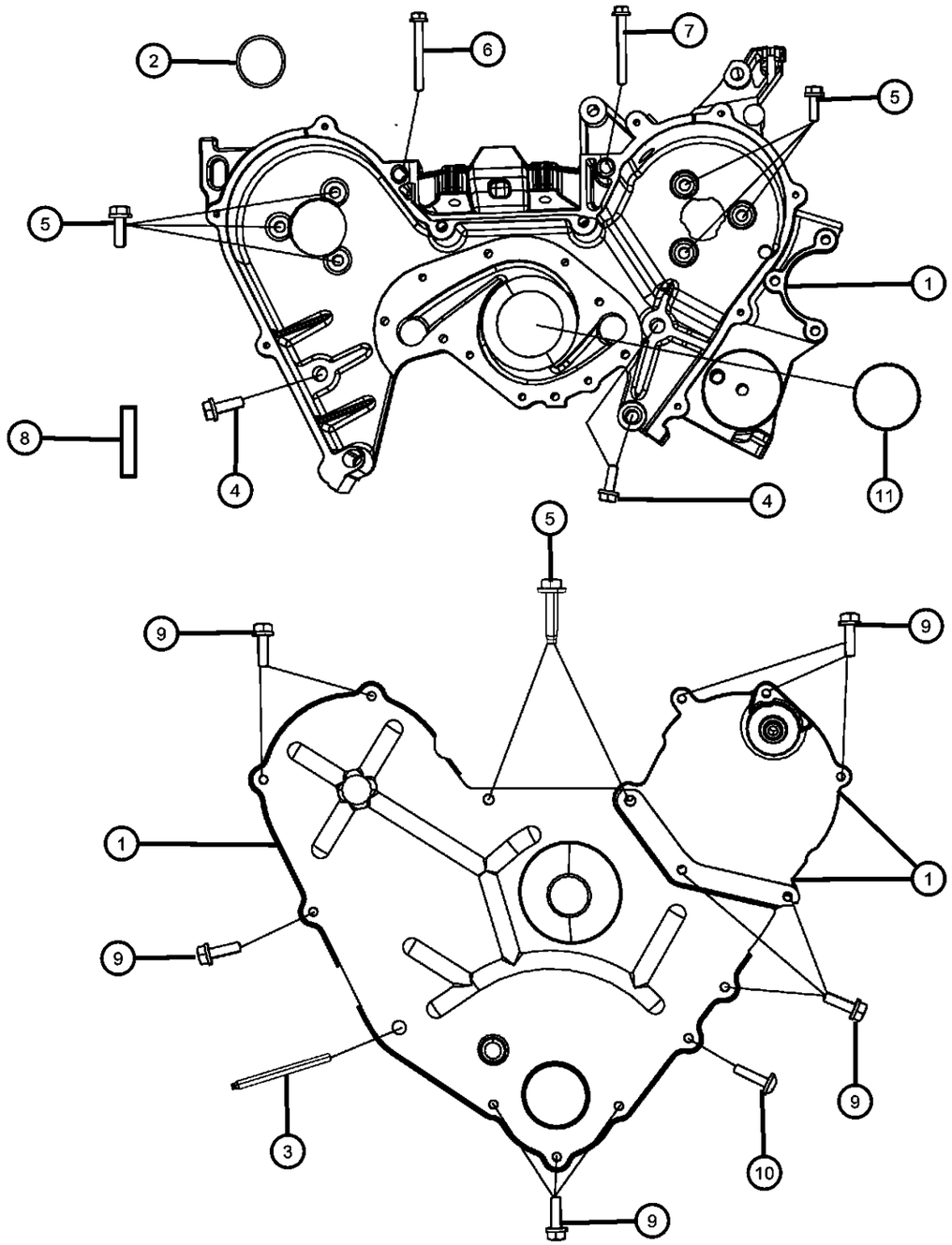
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1					COVER, Timing Case
	04892136AC	1	B, D, E	EGF	Inner
	04892138AB	1	B, D, E	EGF	Outer
	04892270AA	1	B, D, E	EGF	Outer, Left
2	04483443	2	B, D, E	EGF	GASKET, Timing Case Cover
3	06507085AA	1	B, D, E	EGF	STUD, Double Ended, Inner Cover To Cylinder Block, Mounting
4	06506860AA	3	B, D, E	EGF	BOLT AND WASHER, Hex Head Lock, M10x1.50x50.00, Inner Cover To Cylinder Block, Mounting
5					BOLT AND WASHER, Hex Head, M8X1.25X25.00
	06502847	6	B, D, E	EGF	Front Inner Cover To Cylinder Head, Mounting
		2	B, D, E	EGF	Outer Cover To Inner Cover, Mounting
6	06101330	1	B, D, E	EGF	BOLT AND WASHER, Hex Head, M10x1.50x85.00, Inner Cover To Right Cylinder Head, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing Case Cover 3.5L [EGF]
Figure 009EGF-605

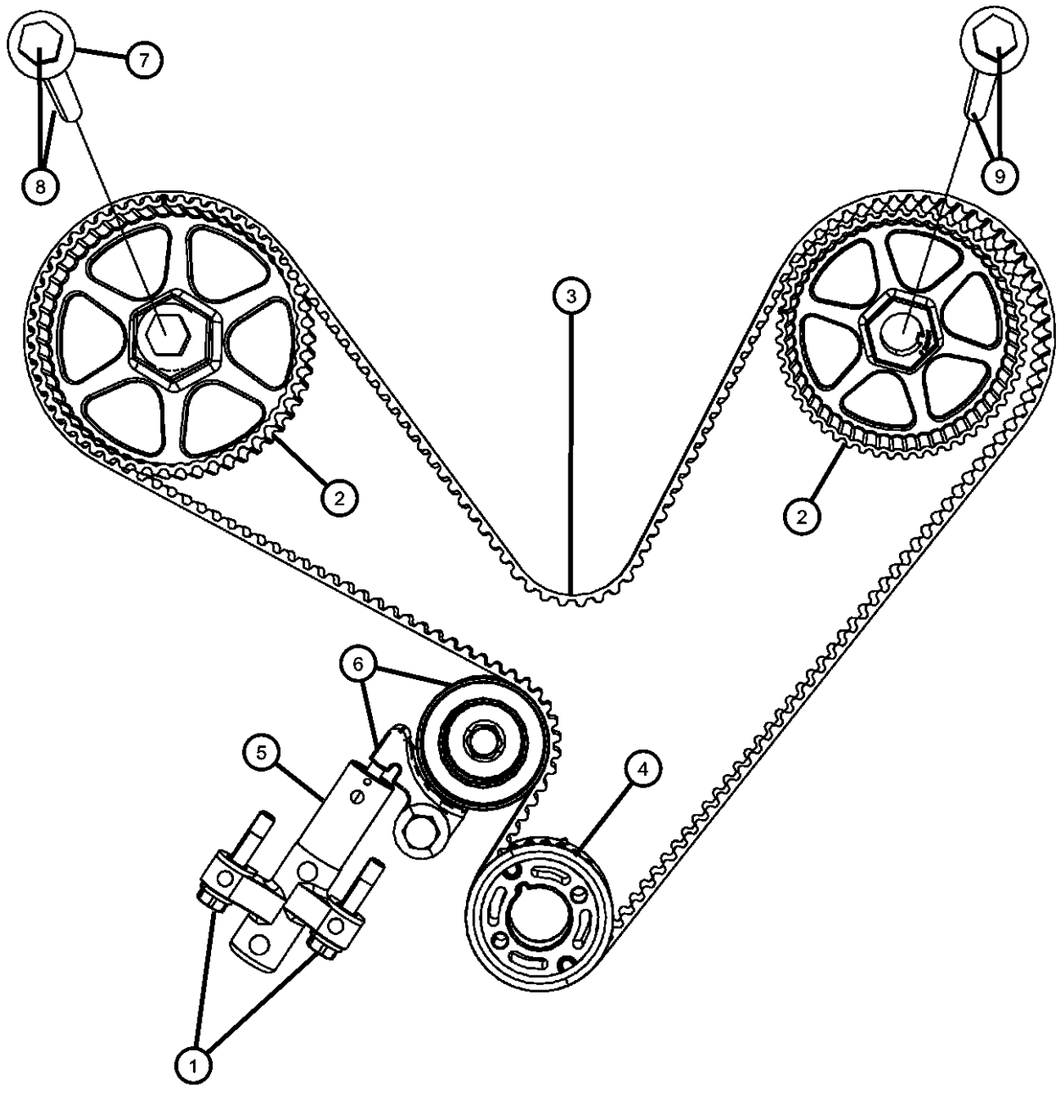


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
7	06101623	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M10X1.50X105.00, Inner Cover To Left Cylinder Head, Mounting
8		1							SPACER, (NOT SERVICED)
9	06101682	12	B, D, E			EGF			BOLT AND CONED WASHER, Hex head, M6X1.00X20.00, Outer Cover To Inner Cover, Mounting
10	06104123AA	1	B, D, E			EGF			BOLT AND WASHER, 6 Lobe Recessed, M6X1.00X25.00, Outer Cover To Inner Cover, Mounting
11	04659430AB	1	B, D, E			EGF			SEAL, Water Pump To Front Cover

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 3.5L [EGF]
Figure 009EGF-625



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

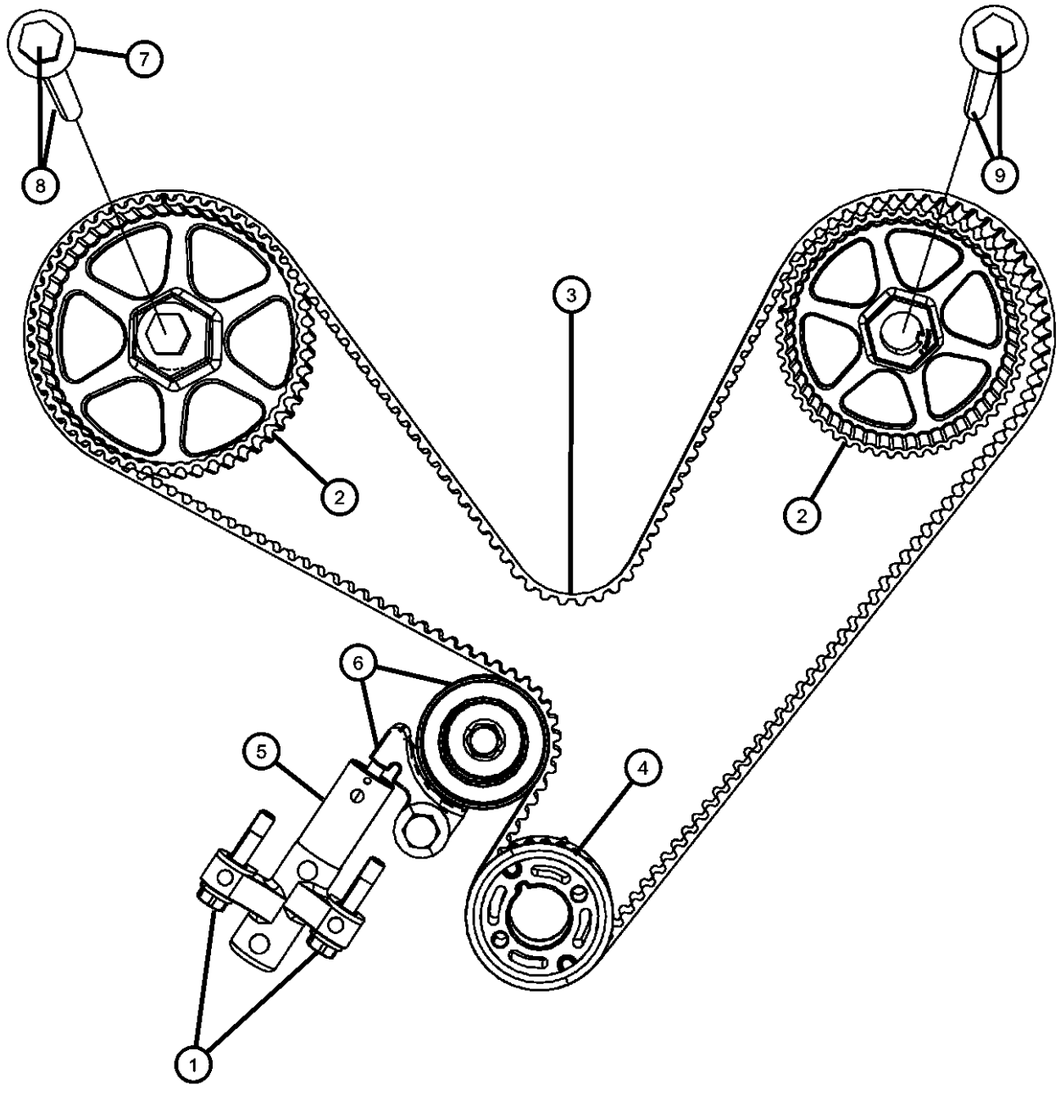
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	06101940	2	B, D, E			EGF			BOLT AND CONED WASHER, Hex Head, M8X1.25X45.00, Tensioner To Timing Case Cover, Mounting
2									SPROCKET, Camshaft
	04792025AB	1	B, D, E			EGF			Right Or Rear
	04792580AC	1	B, D, E			EGF			Left Or Front
3	04792353	1	B, D, E			EGF			BELT, Timing
4	04536479	1	B, D, E			EGF			SPROCKET, Crankshaft
5	04892109AA	1	B, D, E			EGF			TENSIONER, Belt
6	04663515AC	1	B, D, E			EGF			TENSIONER ARM, Pivot
7	06503435	2	B, D, E			EGF			WASHER, Flat, ID=M13 OD=31.00 THK=5.71, Camshaft Sprockets, Right And Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Timing System 3.5L [EGF]
Figure 009EGF-625

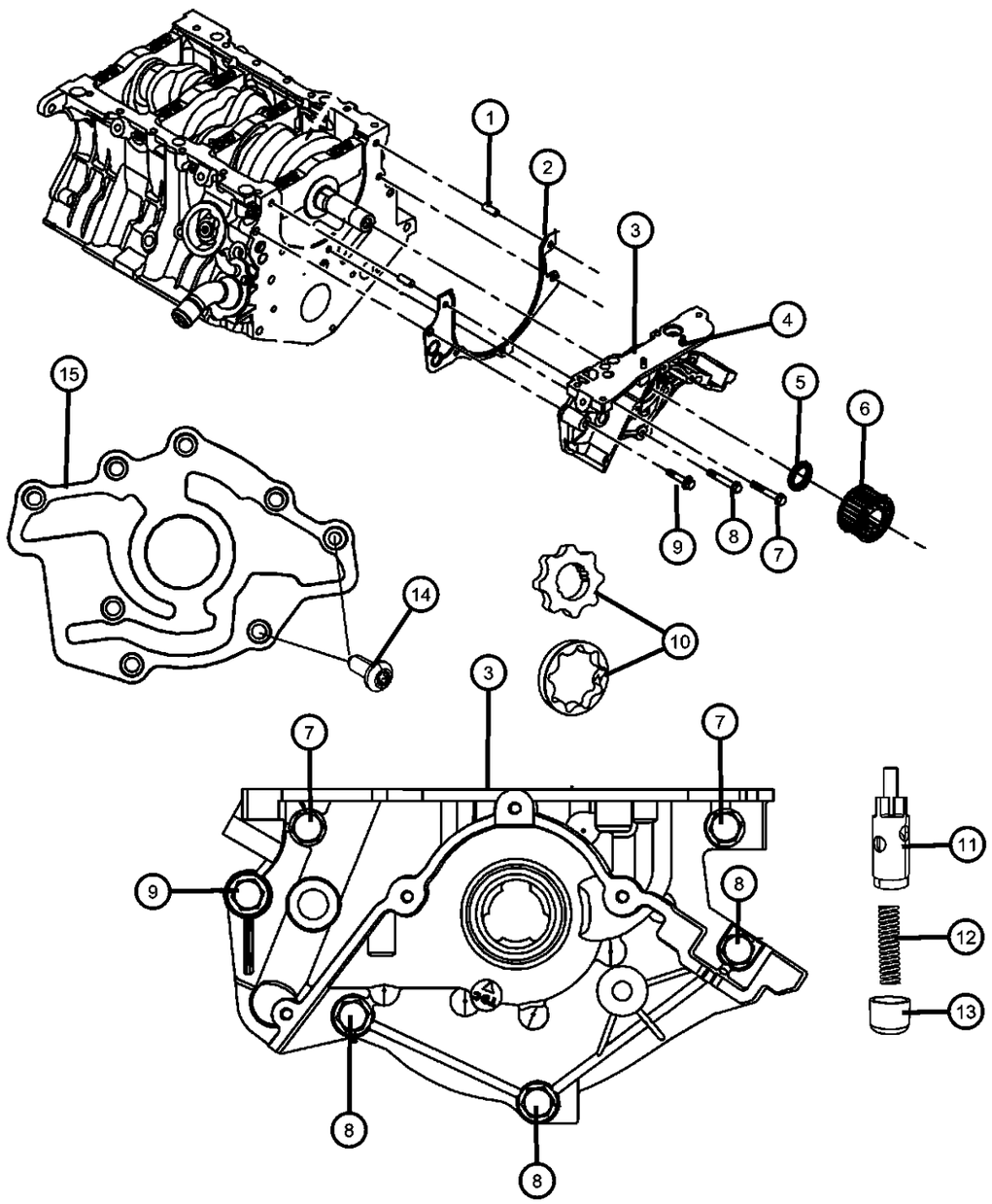


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8	06502916	1	B, D, E			EGF			BOLT, Hex Head Lock, M12X1.50X215.00, Right Or Rear Camshaft Sprocket To Camshaft, Mounting
9	06502917	1	B, D, E			EGF			BOLT, Hex Head Lock, M12X1.50X258.00, Left Or Front Camshaft Sprocket To Camshaft, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oiling Pump 3.5L [EGF]
Figure 009EGF-705



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

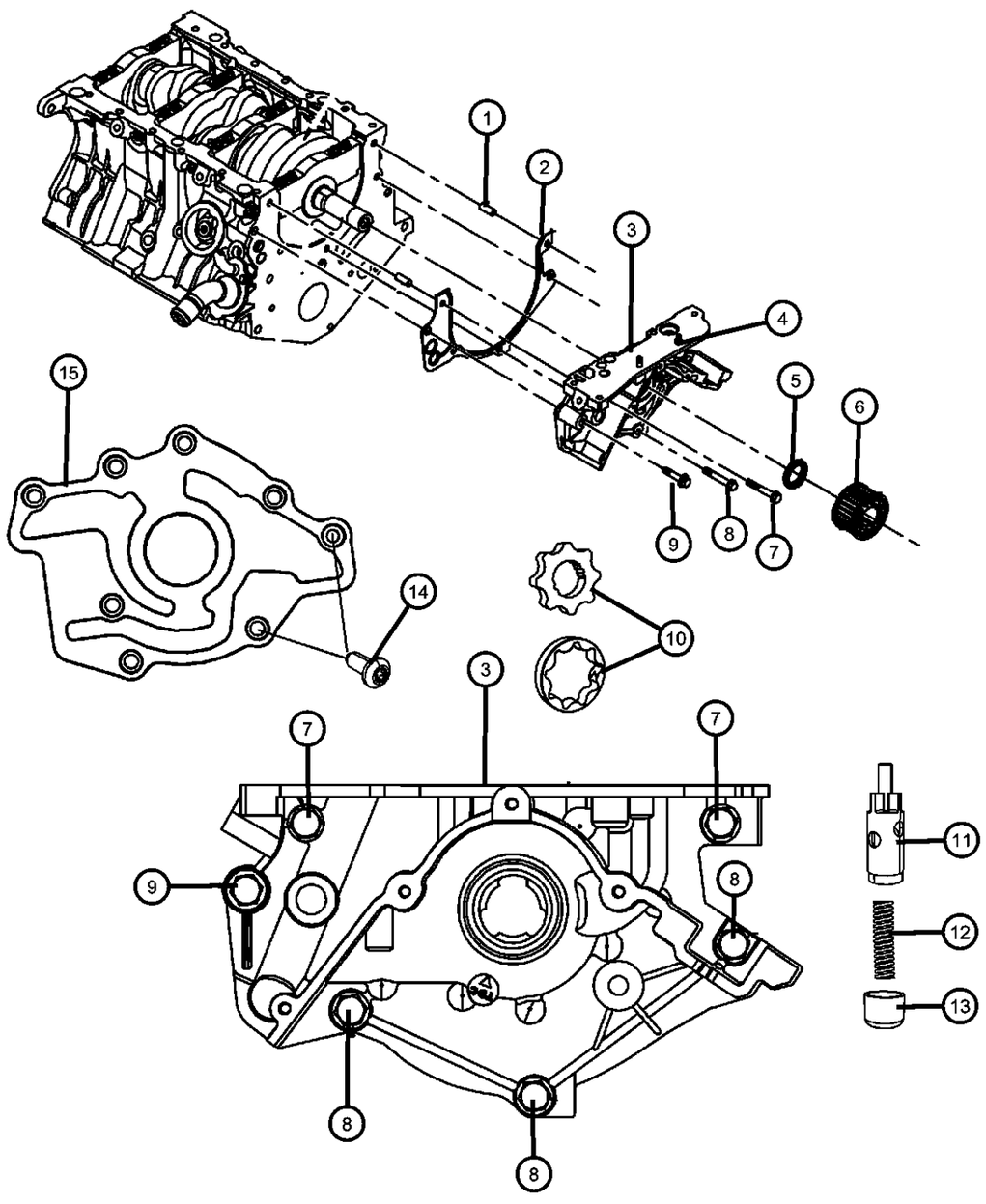
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1		1							PIN, Dowel, (NOT SERVICED)
2	04648938AC	1	B, D, E			EGF			GASKET, Oil Pump
3	04663844AF	1	B, D, E			EGF			PUMP, Engine Oil
4	06508464AA	2	B, D, E			EGF			STUD, Double Ended, M8X1.25X35.00
5	04792317AB	1	B, D, E			EGF			SEAL, Crankshaft Oil, Front
6	04536479	1	B, D, E			EGF			SPROCKET, Crankshaft
7	06101745	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M8X1.25X55.00, Oil Pump To Cylinder Block, Mounting
8	06100306	3	B, D, E			EGF			BOLT AND CONED WASHER, Hex Head, M8X1.25X35.00, Oil Pump To Cylinder Block, Mounting
9	06101702	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M10X1.50X70.00, Oil Pump To Cylinder Block, Mounting
10	05134631AA	1	B, D, E			EGF			ROTOR SET, Oil Pump
11	02843208	1	B, D, E			EGF			PLUNGER, Oil Pressure Relief Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oiling Pump 3.5L [EGF]
Figure 009EGF-705

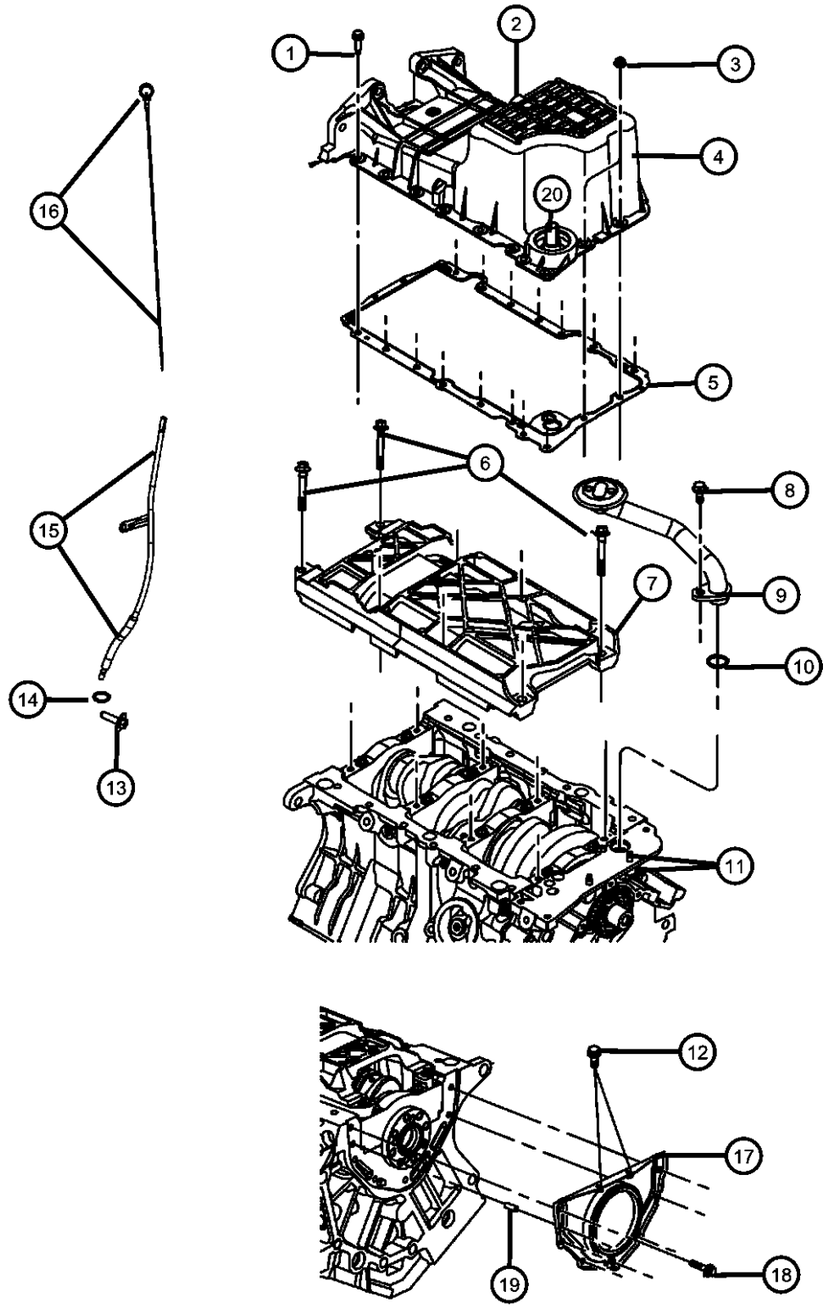


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
12	02402473AB	1	B, D, E			EGF			SPRING, Oil Pressure Relief Valve
13	02806273	1	B, D, E			EGF			CAP, Oil Pressure Relief Valve
14	04892090AA	8	B, D, E			EGF			SCREW, Torx Head, M6x1.00x15.00, Oil Pump Back Cover To Oil Pump Body, Mounting
15		8							COVER, Oil Pump Back, Serviced With Item 3 Pump, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 3.5L [EGF]
Figure 009EGF-725



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

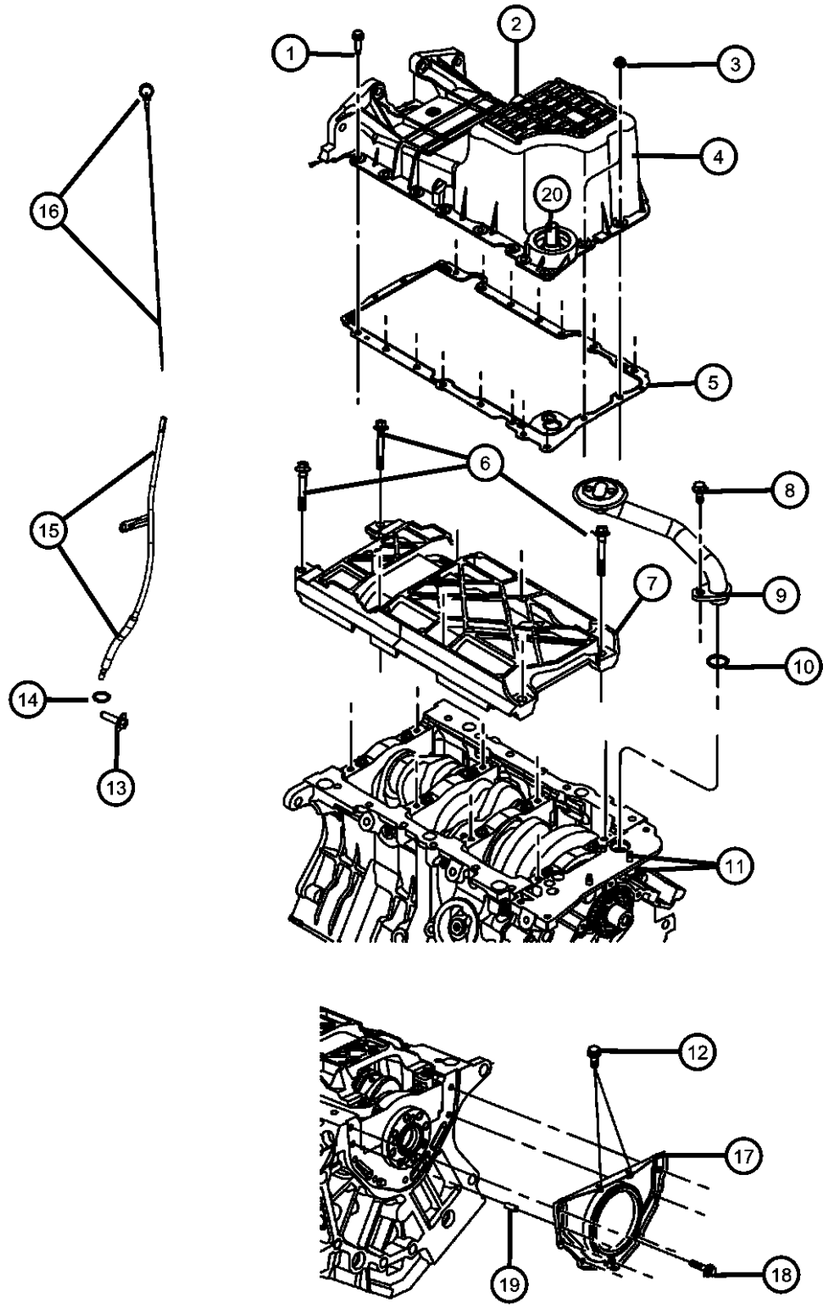
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	06105052AA	16	B, D, E			EGF			BOLT, Hex Flange Head, M8X1.25X40.00, Oil Pan To Cylinder Block, Mounting
2	06507741AA	1	B, D, E			EGF			PLUG, Oil Drain, [M14X1.50X21.50]
3	06104709AA	2	B, D, E			EGF			NUT, Hex Flange, M8x1.25, Oil Pan To Oil Pump, Mounting
4	04892447AA	1	B, D, E			EGF			PAN, Oil
5	04792869AA	1	B, D, E			EGF			GASKET, Oil Pan
6	06504630	8	B, D, E			EGF			BOLT, Hex Flange Head, M10X1.50X100.00, Windage Tray To Cylinder Block Inner, Mounting
7	04663938AD	1	B, D, E			EGF			TRAY, Windage
8	06500070	1	B, D, E			EGF			BOLT, Hex Head Locking, M8X1.25X25.25, Oil Pick Up Tube, Mounting
9	04663848AD	1	B, D, E			EGF			TUBE, Oil Pickup
10	04792068	1	B, D, E			EGF			O RING, Oil Pick Up Tube

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Pan, Engine Oil Level Indicator And Related Parts 3.5L [EGF]
Figure 009EGF-725

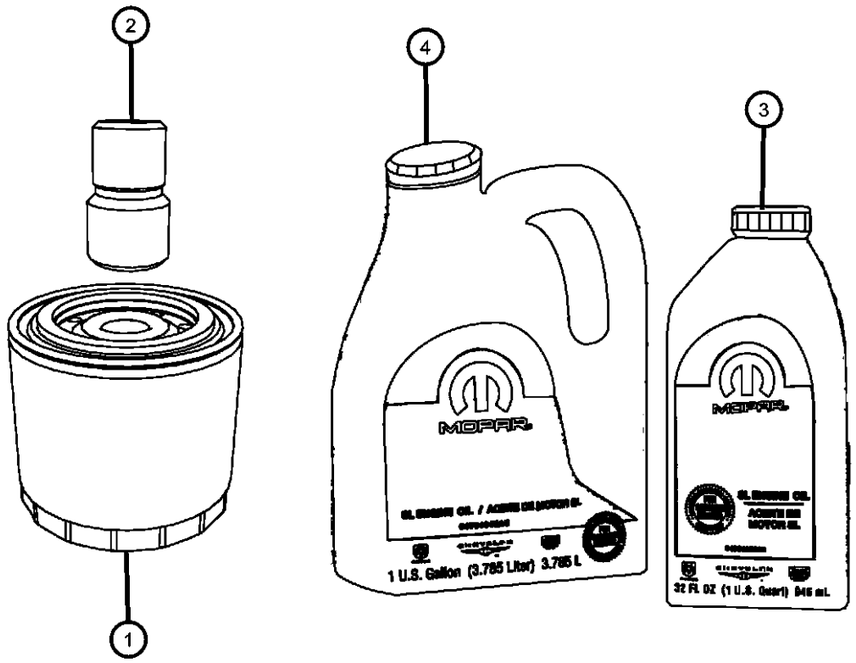


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
11	06508464AA	2	B, D, E			EGF			STUD, Double Ended, M8X1.25X35.00
12	06504327	2	B, D, E			EGF			BOLT AND WASHER, Hex Head, M6X1.00X23.00, Oil Pan To Rear Retainer, Mounting
13	06102411AA	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M10X1.50X25.00, Engine Oil Level Indicator Tube, Mounting
14	05003905AA	1	B, D, E			EGF			O RING, Engine Oil Indicator Tube
15	04892119AA	1	B, D, E			EGF			TUBE, Engine Oil Indicator
16	04892121AA	1	B, D, E			EGF			INDICATOR, Engine Oil Level
17	04663870AB	1	B, D, E			EGF			RETAINER AND SEAL, Crankshaft Rear Oil
18	06507847AA	7	B, D, E			EGF			BOLT, Torx Head, M6X1.00X17.00, Crankshaft Rear Retainer To Cylinder Block, Mounting
19	06100902	1	B, D, E			EGF			DOWEL PIN, [M6x14], Crankshaft Rear Retainer To Cylinder Block, Mounting
20	04892338AB	1	B, D, E			EGF			CONNECTOR, Oil Filter, M22X1.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Oil Filter And Engine Oil 3.5L [EGF]
Figure 009EGF-745



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

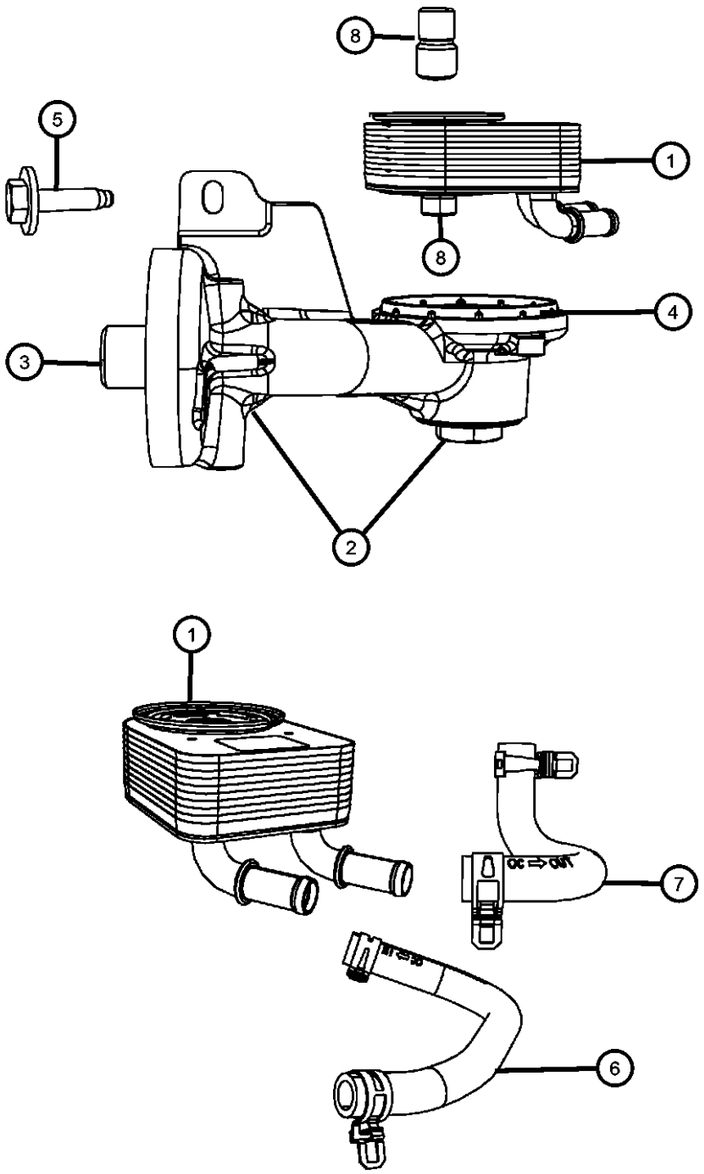
1	04892339AA	1	B, D, E			EGF			FILTER, Engine Oil
2	04892338AB	1	B, D, E			EGF			CONNECTOR, Oil Filter, M22X1.50
3	04761839AD	AR	B, D, E			EGF			ENGINE OIL, 10W30, Quart, MS-6395 [API SM ILSAC GF-4], [32 Fluid Ounces] Minimum Ship Quanity 12
4	04761845AE	AR	B, D, E			EGF			ENGINE OIL, 10W30, Gallon, MS-6395 [API SM ILSAC GF-4], [128 Fluid Ounces] Minimum Ship Quanity 3

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

Engine Oil Cooler 3.5L [EGF]
Figure 009EGF-805



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

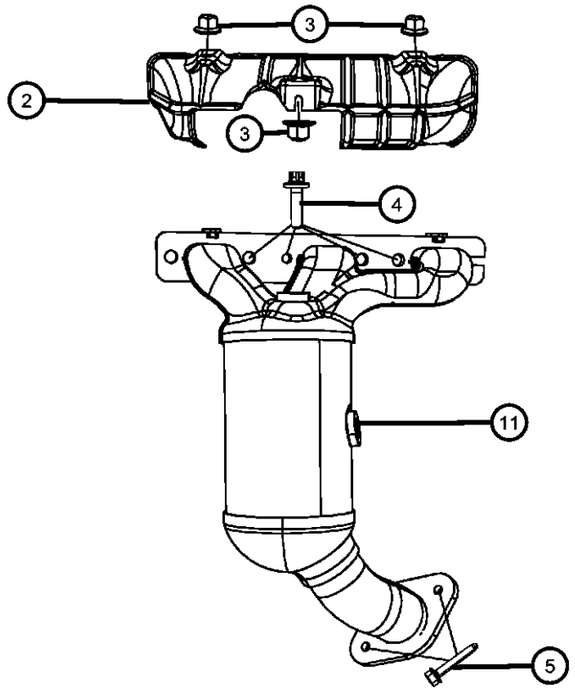
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

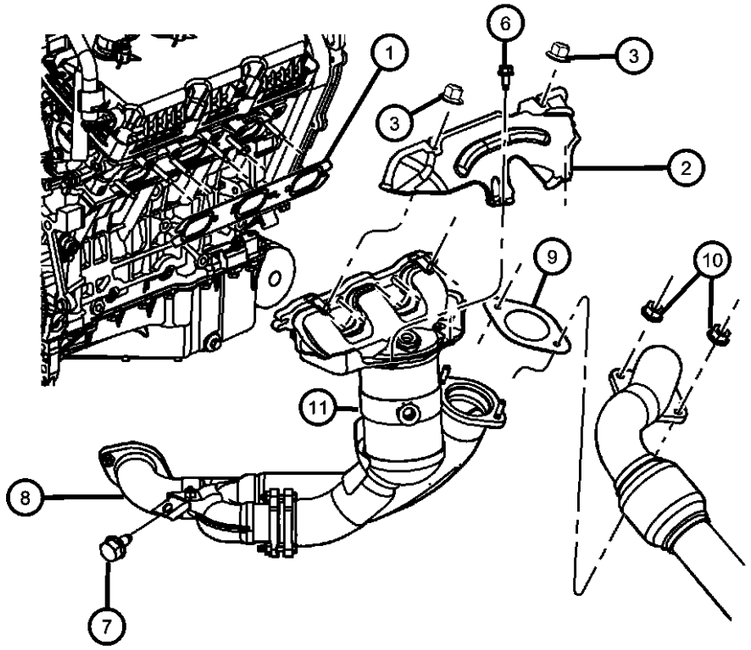
1	04892420AA	1	B, D, E	EGF	COOLER, Engine Oil
2	04892405AB	1	B, D, E	EGF	ADAPTER, Oil Filter
3	04892338AB	1	B, D, E	EGF	CONNECTOR, Oil Filter, M22X1.50
4	04892378AA	1	B, D, E	EGF	GASKET, Oil Filter Adapter
5	06105098AA	1	B, D, E	EGF	BOLT AND WASHER, Hex Head, M6X1.00.X25.00, Oil Filter Adapter To Oil Pan, Mounting
6	05058545AB	1	B, D, E	EGF	HOSE, Oil Cooler Inlet
7	05058544AB	1	B, D, E	EGF	HOSE, Oil Cooler Outlet
8	04892419AA	1	B, D, E	EGF	FITTING, Engine Oil Cooler

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust Manifolds And Heat Sheilds 3.5L [EGF]
Figure 009EGF-1005





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04663958	2	B, D, E			EGF			GASKET, Exhaust Manifold
2									SHIELD, Exhaust Manifold
	04892164AB	1	B, D, E			EGF			Upper Right
	04892165AC	1	B, D, E			EGF			Upper Left
3	06505316AA	5	B, D, E			EGF			NUT, Hex Flange Lock, M6X1.00, Heat Sheild To Exhaust Manifold, Mounting
4	06104025AA	12	B, D, E			EGF			BOLT, Hex Flange Head, M8x1.25x30, Exhaust Manifold To Cylinder Head, Mounting
5	06105055AA	2	B, D, E			EGF			BOLT, Hex Flange Head, M8X1.25X55.00, Exhaust Manifold To Front Exhaust Pipe, Mounting
6	06105036AA	2	B, D, E			EGF			BOLT, Hex Flange Head, M6x1.00x16.00, Heat Sheild To Exhaust Manifold, Mounting
7	06105048AA	1	B, D, E			EGF			BOLT, Hex Flange Head, M8x1.25x20.00, Exhaust Flange To Exhaust Pipe, Mounting
8									PIPE, Exhaust Crossunder

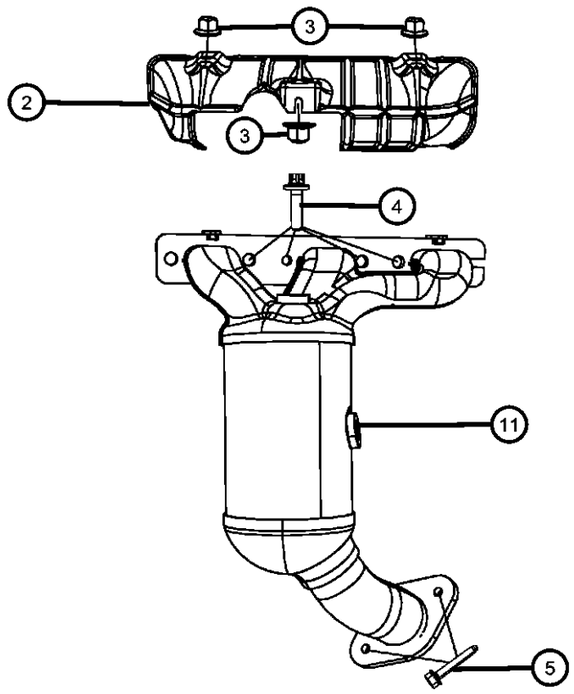
JOURNEY (JC)

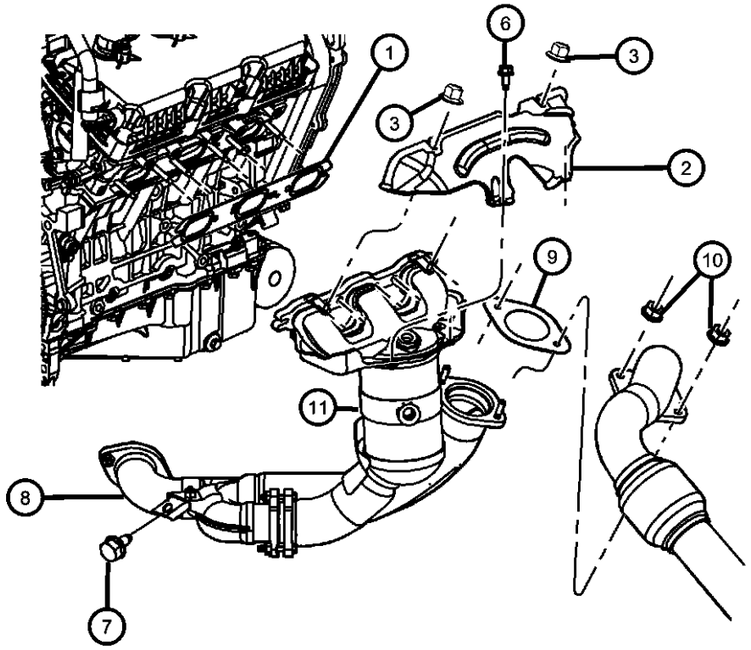
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Exhaust Manifolds And Heat Sheilds 3.5L [EGF]
Figure 009EGF-1005



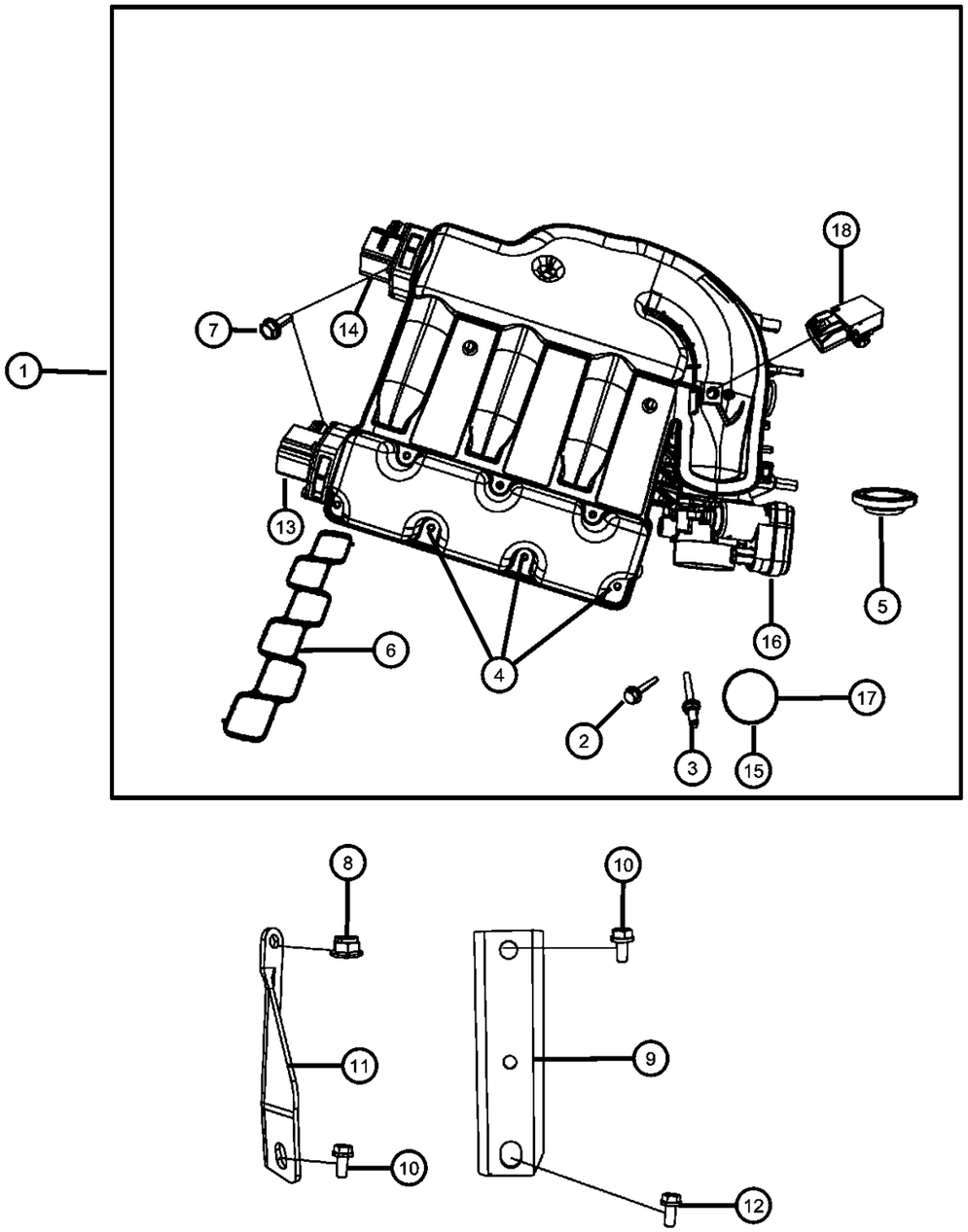


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04880400AF	1	B, D, E			EGF			[NAA] Federal Or [NA1] Export Emissions
		1	B, D, E			EGF			[NAE] California Emissions
9	04880235AC	1	B, D, E			ECE, EER, EGF			GASKET, Crossunder Pipe
10	06104716AA	2	B, D, E			ECE, EER, EGF			NUT, Hex Flange Lock, M8X1.25, Down Pipe To Crossunder Pipe, Mounting
11									MANIFOLD, Exhaust and Catalytic Converter
	05171140AB	1	B, D, E			EGF			[NAE] California Emissions, Right
	05171143AC	1	B, D, E			EGF			[NAE] California Emissions, Left
	68042141AA	1	B, D, E			EGF			[NAA] Federal Or [NA1] Export Emissions, Left
	68042142AA	1	B, D, E			EGF			[NAA] Federal Or [NA1] Export Emissions, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold Plenum 3.5L [EGF]
Figure 009EGF-1045



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

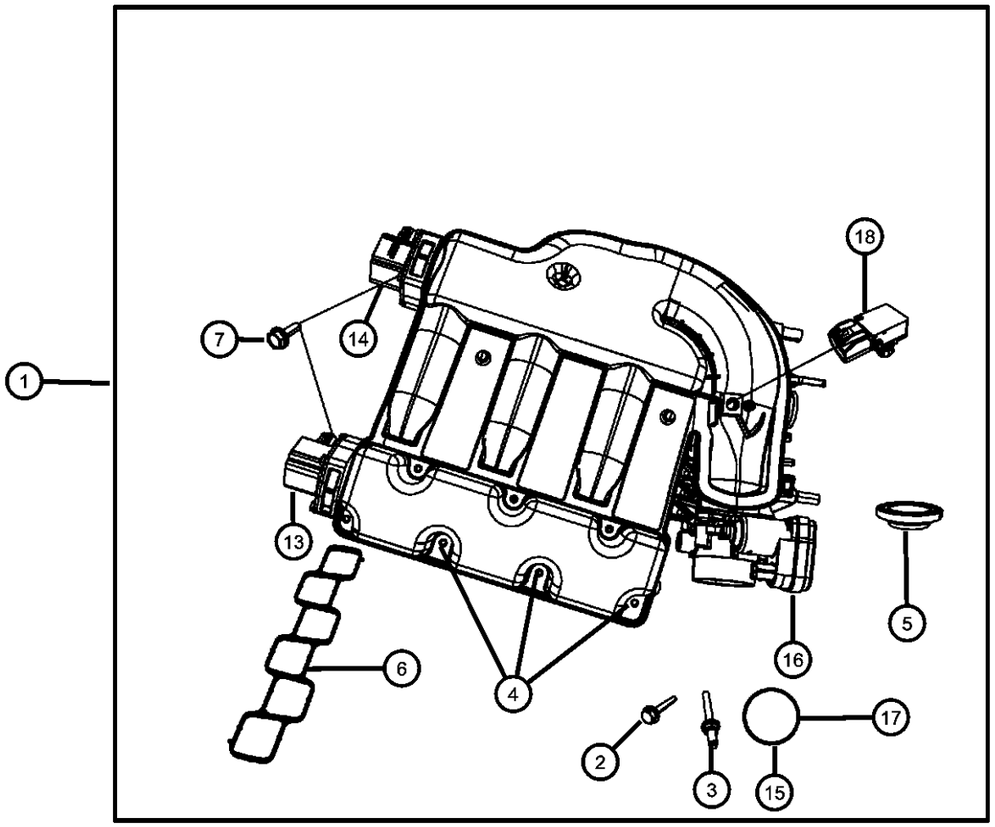
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

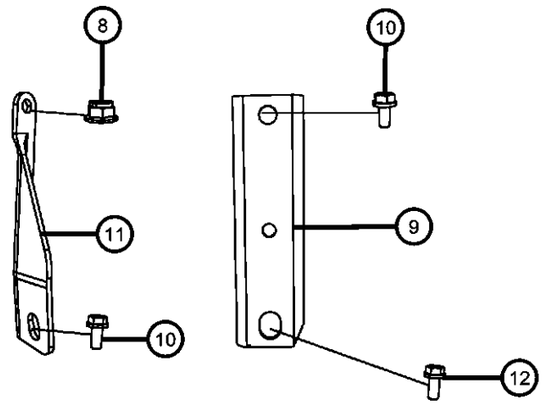
1	04593649AC	1	B, D, E			EGF			PLENUM, Intake Manifold, Includes Items 2,3,4,5,6,7,8,9,10,11,12,13
2	06507725AA	3	B, D, E			EGF			BOLT, Hex Head Flat Washer, M5.74X1.81X49.00, Throttle Body To Intake Manifold Plenum, Mounting
3	06507726AA	1	B, D, E			EGF			STUD, Double Ended, [M5.74X1.81/M6X1.0X78.5], Intake Manifold To Throttle Body Bracket, Mounting
4	06507354AA	7	B, D, E			EGF			BOLT, Hex Head Patch Lock, M6X1.00X140.00, Upper Intake Plenum To Lower Intake Manifold, Mounting
5	04667431	1	B, D, E			EGF			SEAL, EGR Tube
6	04591827AB	1	B, D, E			EGF			GASKET, Intake Plenum
7									BOLT, Hex Flange Head, M6X1.00X17.00
	06507736AA	4	B, D, E			EGF			Short Running Valve To Intake Plenum, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Intake Manifold Plenum 3.5L [EGF]
Figure 009EGF-1045



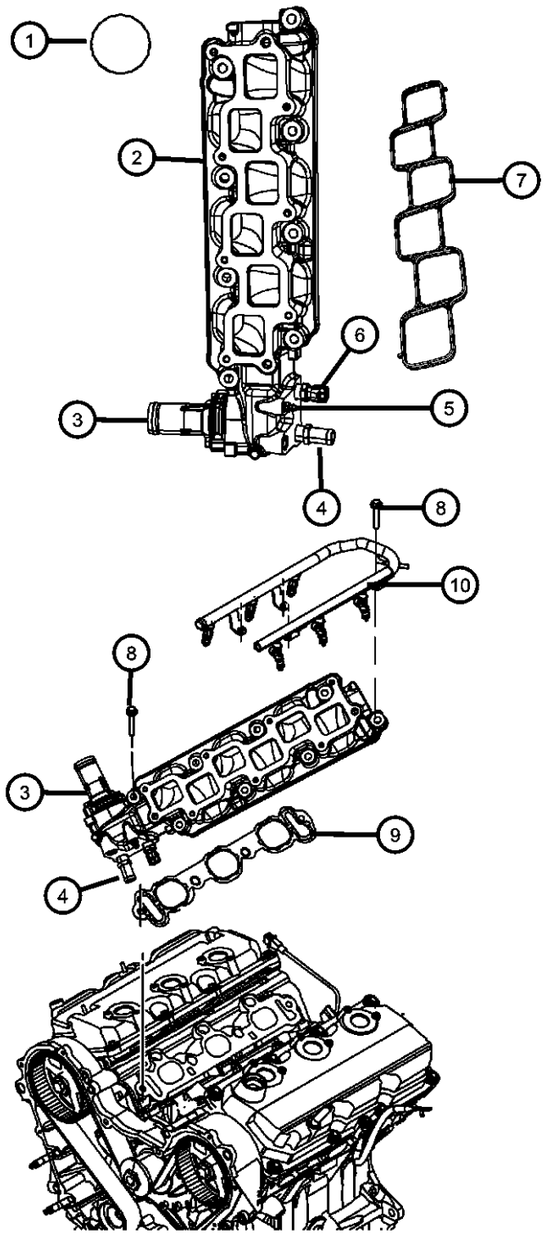


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		4	B, D, E			EGF			Manifold Tuning Valve To Intake Plenum, Mounting
8	06104715AA	1	B, D, E			EGF			NUT, Hex Flange Lock, M6X1.00, Support Bracket To Intake Manifold, Mounting
9	04593691AB	1	B, D, E			EGF			STRUT, Intake Manifold
10	06101452	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M8x1.25x20.00, Support Bracket To Intake Manifold, Mounting
11	04591985AB	1	B, D, E			EGF			BRACKET, Intake Manifold
12	06101503	1	B, D, E			EGF			BOLT AND WASHER, Hex Head, M10X1.50X25.00, Support Bracket To Cylinder Head, Mounting
13	05149095AB	1	B, D, E			EGF			ACTUATOR, INTAKE SHORT RUNNING VALVE
14	68020076AA	1	B, D, E			EGF			ACTUATOR PACKAGE, Manifold Tuning Valve
15	68067768AA	2	B, D, E			EGF			O RING, SRV/MTV Actuator
16	04861691AA	1	B, D, E			EGF			THROTTLE BODY
17	04591873AA	1	B, D, E			EGF			GASKET, Throttle Body
18	05033310AC	1	B, D, E			EGF			SENSOR, MAP

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Lower Intake Manifold 3.5L [EGF]
Figure 009EGF-1065



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

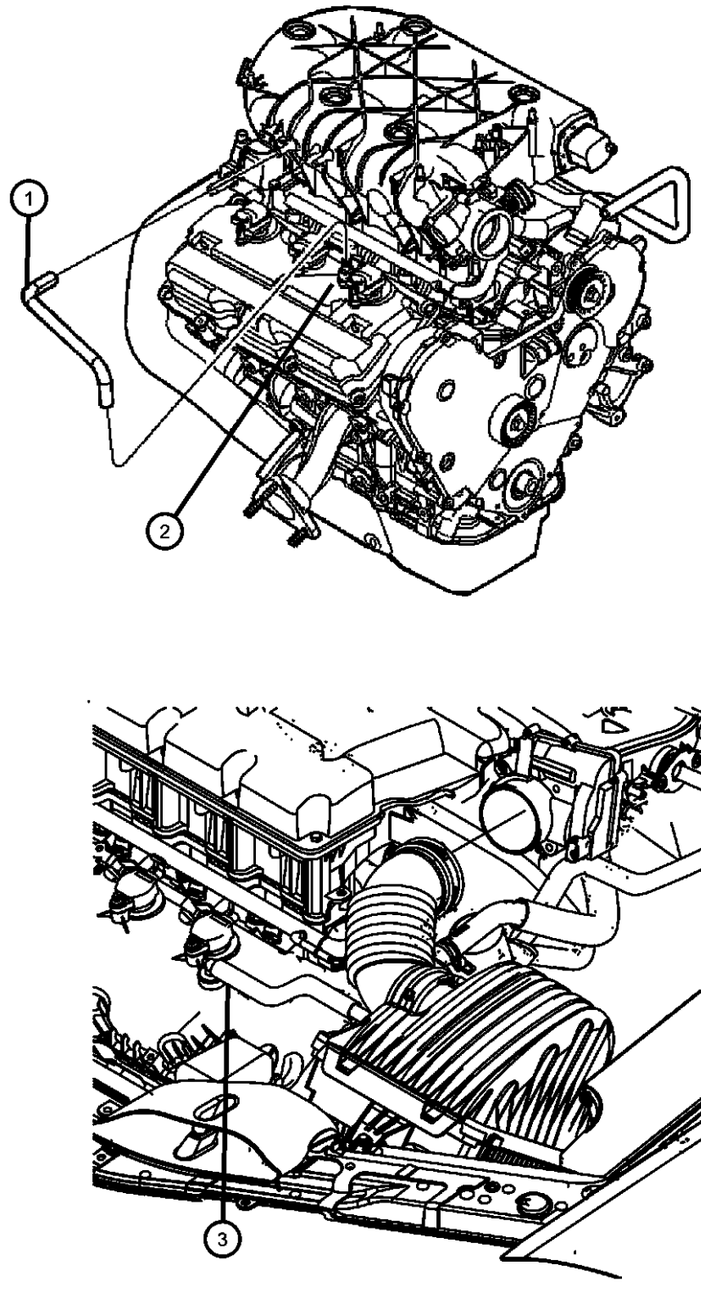
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04556018AB	1	B, D, E			EGF			PLUG, Core, [1 1/4“], Rear Of Lower Intake Manifold
2	04892233AA	1	B, D, E			EGF			MANIFOLD, IntakeLower
3	04892307AA	1	B, D, E			EGF			HOUSING, Thermostat
4	06035854	1	B, D, E			EGF			NIPPLE, .375-18X2.00, Heater Hose
5	05015248AB	1	B, D, E			EGF			SCREW, Bleeder, Coolant Bleed
6	05269870AB	1	B, D, E			EGF			SENSOR, Coolant Temperature
7	04591827AB	1	B, D, E			EGF			GASKET, Intake Plenum
8	06101745	8	B, D, E			EGF			BOLT AND WASHER, Hex Head, M8X1.25X55.00, Lower Intake Manifold To Cylinder Head, Mounting
9	04663852AB	2	B, D, E			EGF			GASKET, Intake Manifold
10	04861584AB	1	B, D, E			EGF			RAIL, Fuel

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Crankcase Ventilation 3.5L [EGF]
Figure 009EGF-1105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

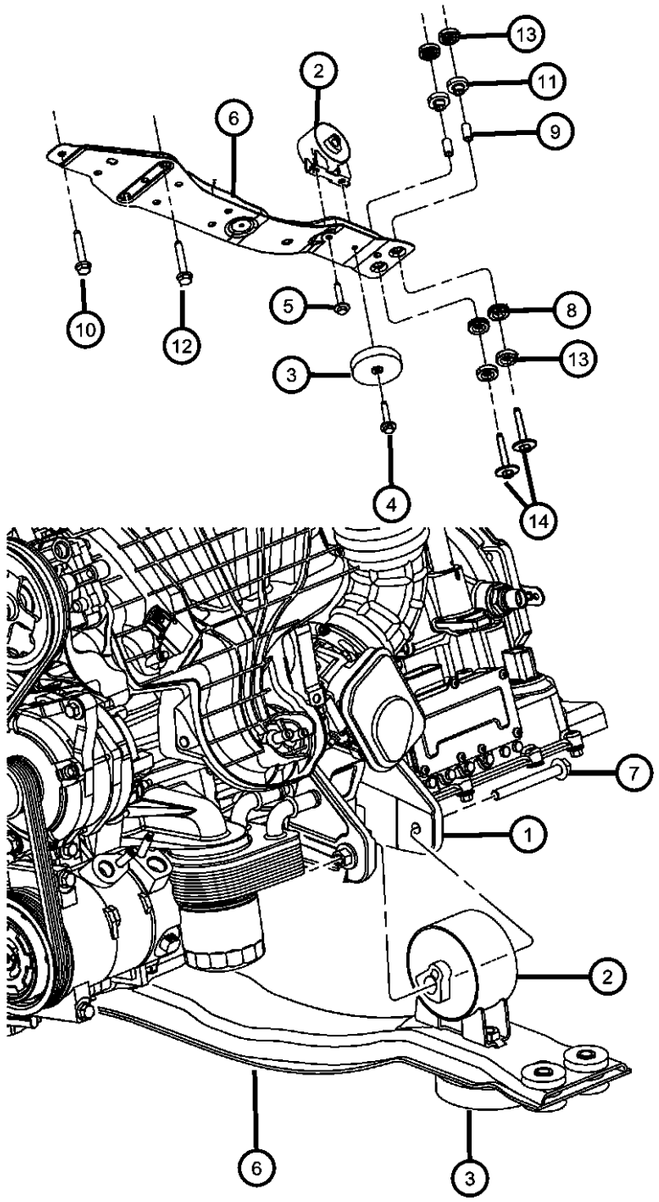
NOTE:
Sales Codes:
[DG2] = 6-Speed Automatic 62TE Transmission
[DG0] = All Automatic Transmissions
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DD7] = 5-Speed Manual T355 Transmission

1	04892103AB	1	B, D, E			EGF			TUBE, PCV Valve
2	04792962AA	1	B, D, E			EGF			VALVE, PCV
3	04892505AA	1	B, D, E			EGF			HOSE, Make Up Air

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 3.5L [EGF]
Figure 009EGF-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

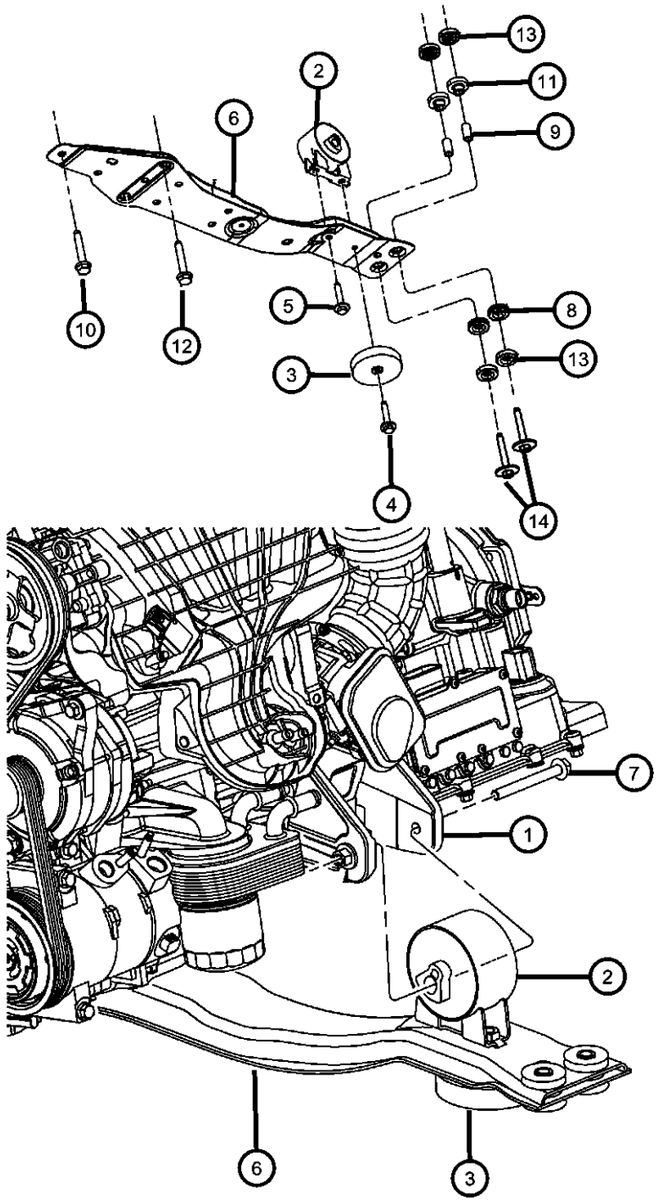
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05085514AB	1	B, D, E			EGF	DG2		BRACKET, Engine Mount
2	05171081AC	1	B, D			EGF	DG2		ISOLATOR
3	05085896AA	1	B, D, E			EER, EGF			DAMPER, Mass
4	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
5	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
6	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension
7	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting
8	04766276AA	4	B, D, E			ECE, EGF			BUSHING, Crossmember
9	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front FWD 3.5L [EGF]
Figure 009EGF-1205

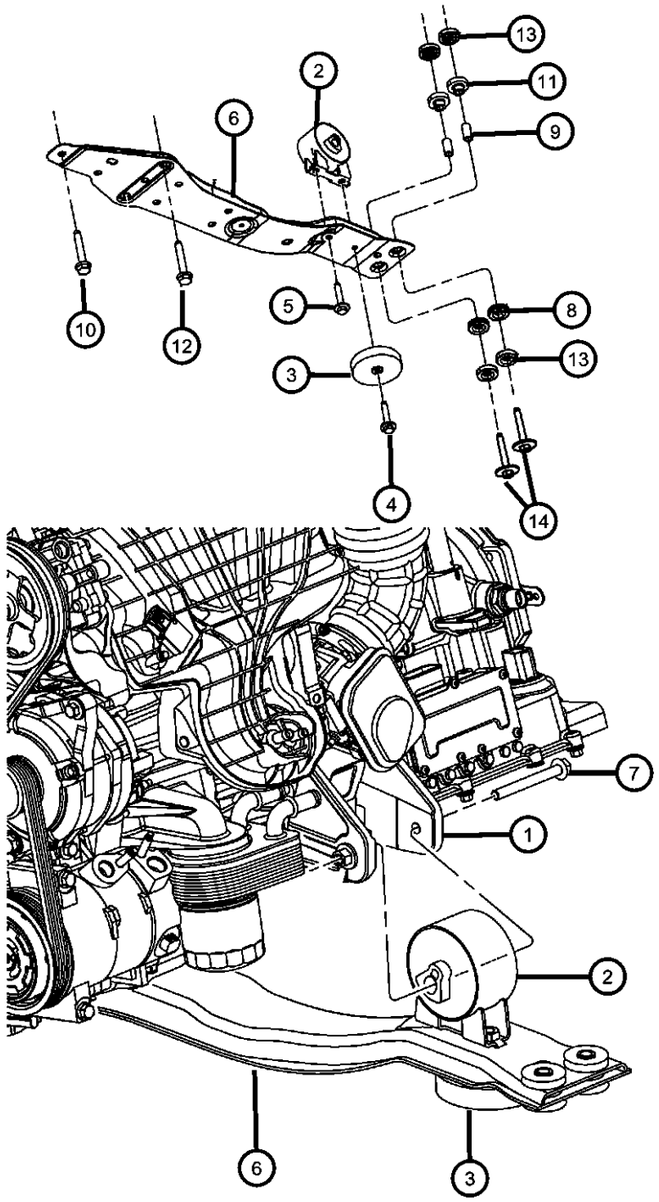


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06104418AA	1	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
11		1							SPACER, Mounting, (NOT SERVICED)
12	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
13		3							BUSHING, Crossmember, (NOT SERVICED)
14	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Support, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front AWD 3.5L [EGF]
Figure 009EGF-1210



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

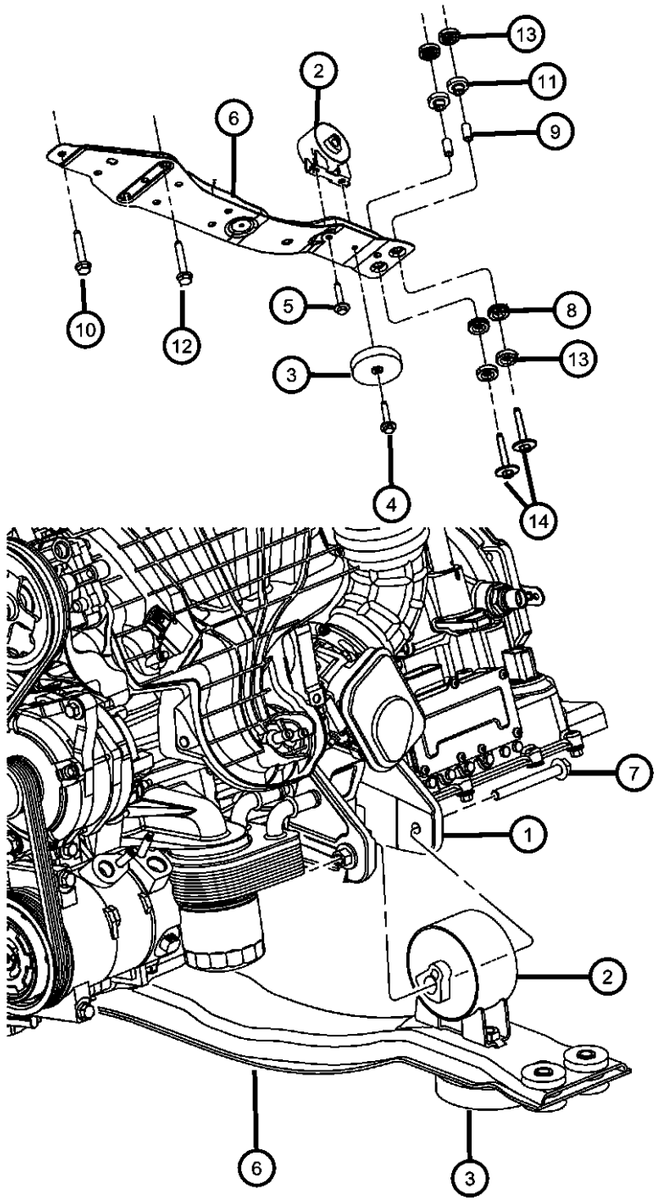
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05085514AB	1	B, D, E			EGF	DG2		BRACKET, Engine Mount
2	05171082AC	1	E			EGF	DG2		ISOLATOR
3	05085896AA	1	B, D, E			ECE, EER, EGF			DAMPER, Mass
4	06508759AA	1	B, D, E						BOLT, Hex Washer Head, M10X1.50X90.00, Torque Support To Engine Mount, Mounting
5	06105067AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x50, Front Torque Support To Crossmember, Mounting
6	05272647AF	1	B, D, E						CROSSMEMBER, Front Suspension
7	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Front Isolator Bushing To Power Train Bracket, Mounting
8	04766276AA	4	B, D, E			ECE, EGF			BUSHING, Crossmember
9	04766017AA	2	B, D, E						SLEEVE, FRT SUSP C/MEM

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Front AWD 3.5L [EGF]
Figure 009EGF-1210

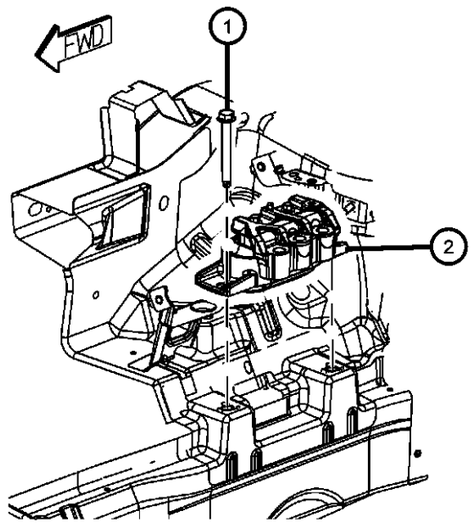


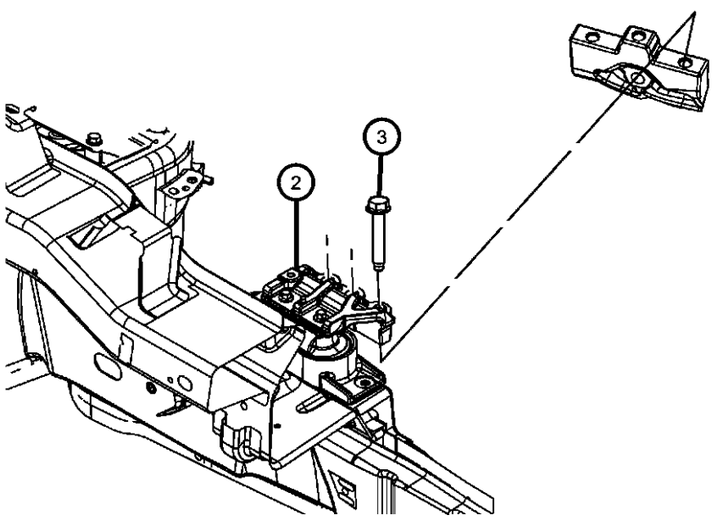
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10	06104418AA	1	B, D, E						BOLT AND WASHER, Hex Head, M10x1.50x40.00, Front Crossmember To Cradle, Mounting
11		1							SPACER, Mounting, (NOT SERVICED)
12	06104426AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X60.00, Front Crossmember To Cradle, Mounting
13		3							BUSHING, Crossmember, (NOT SERVICED)
14	06508950AA	2	B, D, E						BOLT, Hex Head, M12X1.50X130.00, Center Crossmember To Radiator Support, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side FWD 3.5L [EGF]
Figure 009EGF-1215





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

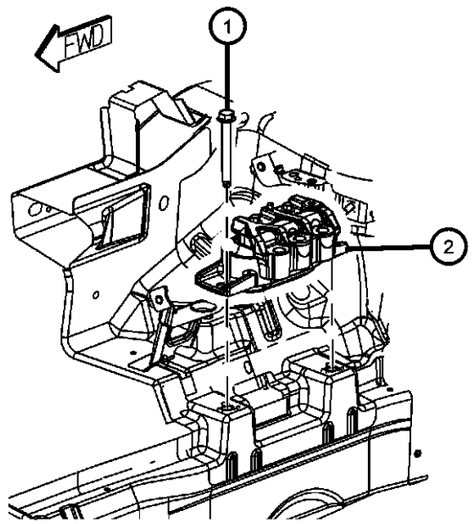
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

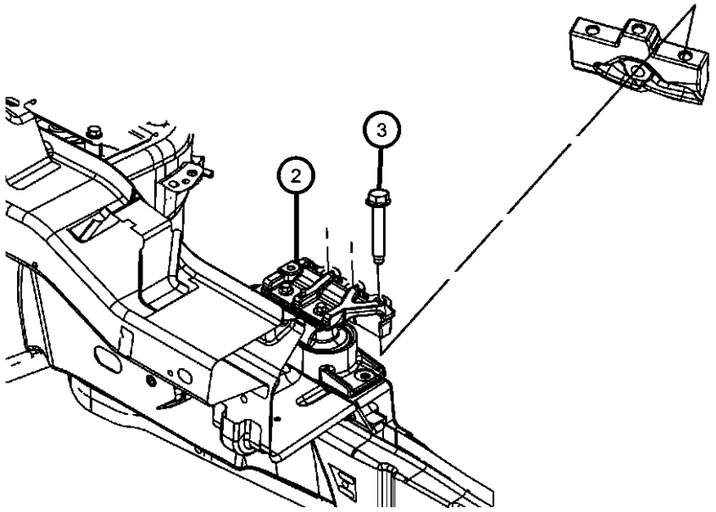
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame, Mounting
2	05171073AC	1	B, D			EGF	DG2		ISOLATOR
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount To Timing Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Right Side AWD 3.5L [EGF]
Figure 009EGF-1225





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

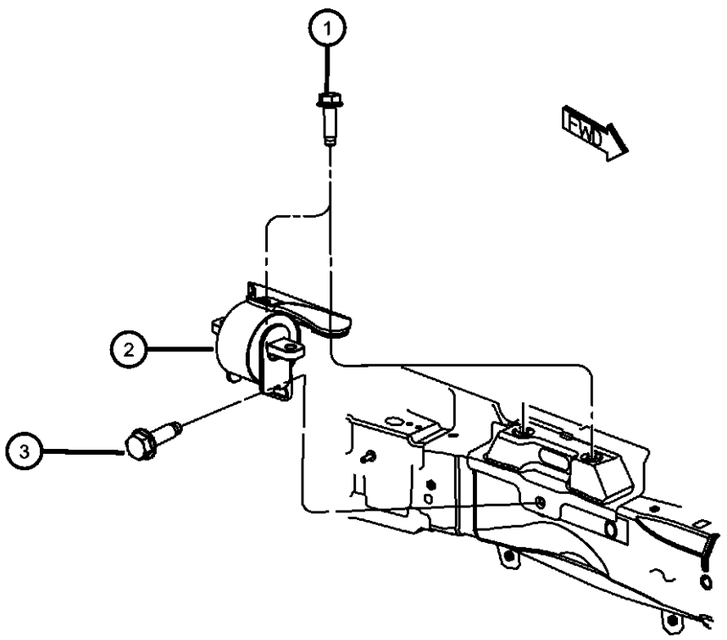
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

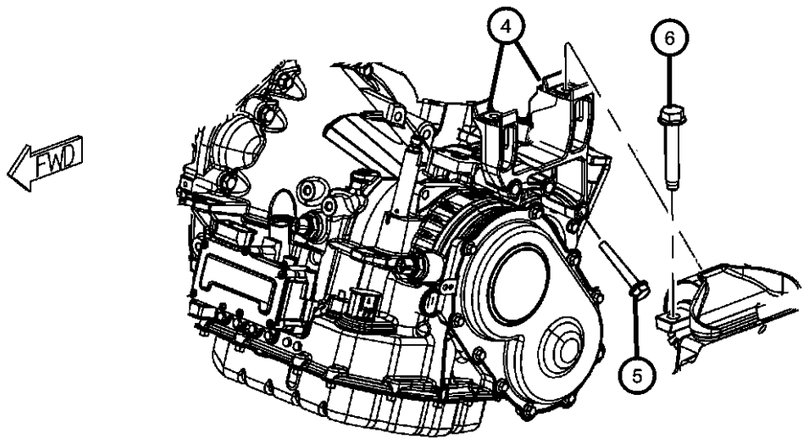
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Mount Bracket To Frame, Mounting
2	05171074AB	1	E			EGF	DG2		ISOLATOR
3	06104428AA	3	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.5X65.00, Engine Mount To Timing Cover, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Left Side FWD 3.5L [EGF]
Figure 009EGF-1230





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

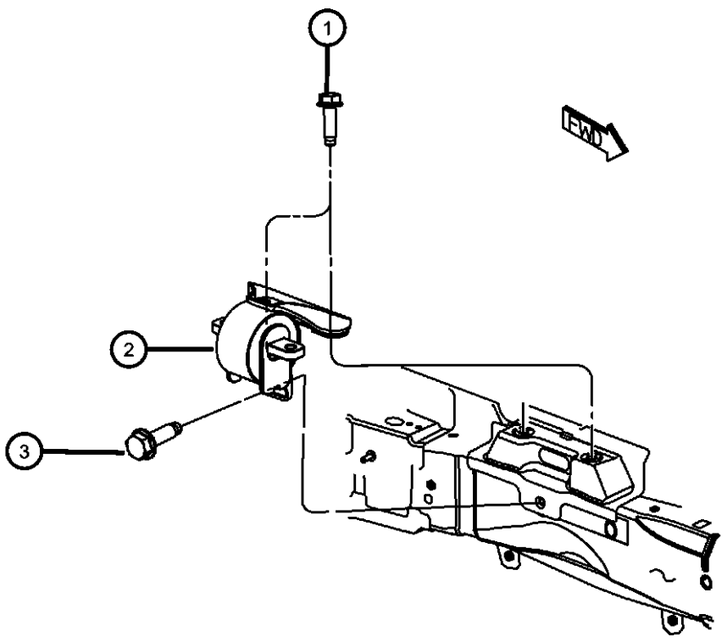
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

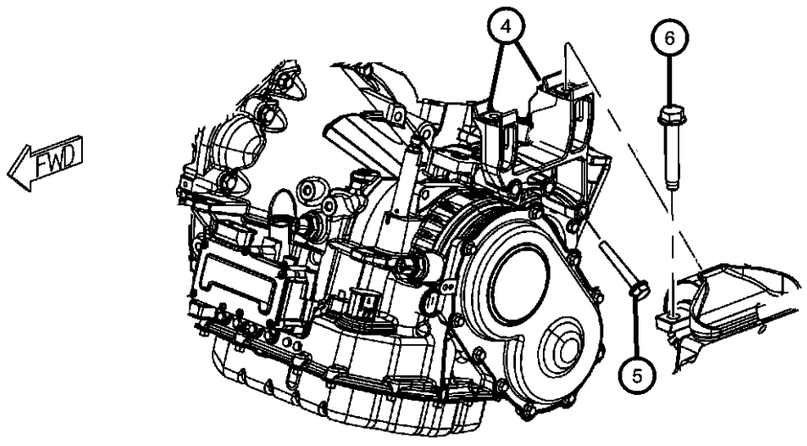
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Moount To Top Of Frame Rail, Mounting
2									ISOLATOR, Transmission Mount
	04766474AC	1	B, D, E				DFF		
	04766475AC	1	B, D, E				DG2		
3	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount To Side Of Frame Rail, Mounting
4									BRACKET, Transmission Mount
	05085825AB	1	B, D, E				DFF		
	05085826AB	1	B, D, E				DG2		
5	06104225AA	3	B, D, E				DFF, DG2		BOLT, Hex Flange Head, M10X1.50X80.00, Transmission Bracket To Transmission, Mounting
6	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Left Mount To Transmission Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Left Side AWD 3.5L [EGF]
Figure 009EGF-1240





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

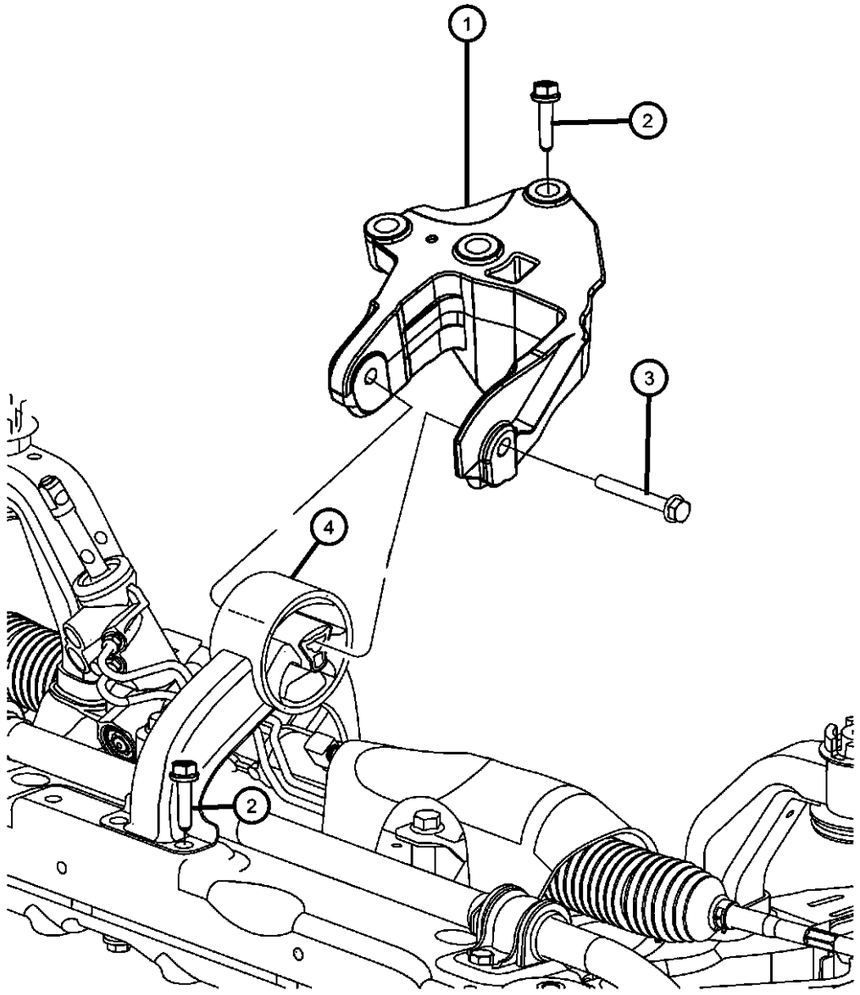
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06105073AA	2	B, D, E						BOLT, Hex Head, M10x1.50x90, Engine Moount To Top Of Frame Rail, Mounting
2									ISOLATOR, Transmission Mount
	04766475AC	1	B, D, E				DG2		
	04766474AC	1	B, D, E				DFF		
3	06105064AA	1	B, D, E						BOLT, Hex Flange Head, M10x1.50x35.00, Engine Mount To Side Of Frame Rail, Mounting
4									BRACKET, Transmission Mount
	05085825AB	1	B, D, E				DFF		
	05085826AB	1	B, D, E				DG2		
5	06104225AA	3	B, D, E				DFF, DG2		BOLT, Hex Flange Head, M10X1.50X80.00, Engine Mount Bracket To Transmission, Mounting
6	06504825AA	2	B, D, E						BOLT AND CONED WASHER, Hex Head, M12X1.75X40.00, Left Mount To Transmission Bracket, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear FWD 3.5L [EGF]
Figure 009EGF-1245



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

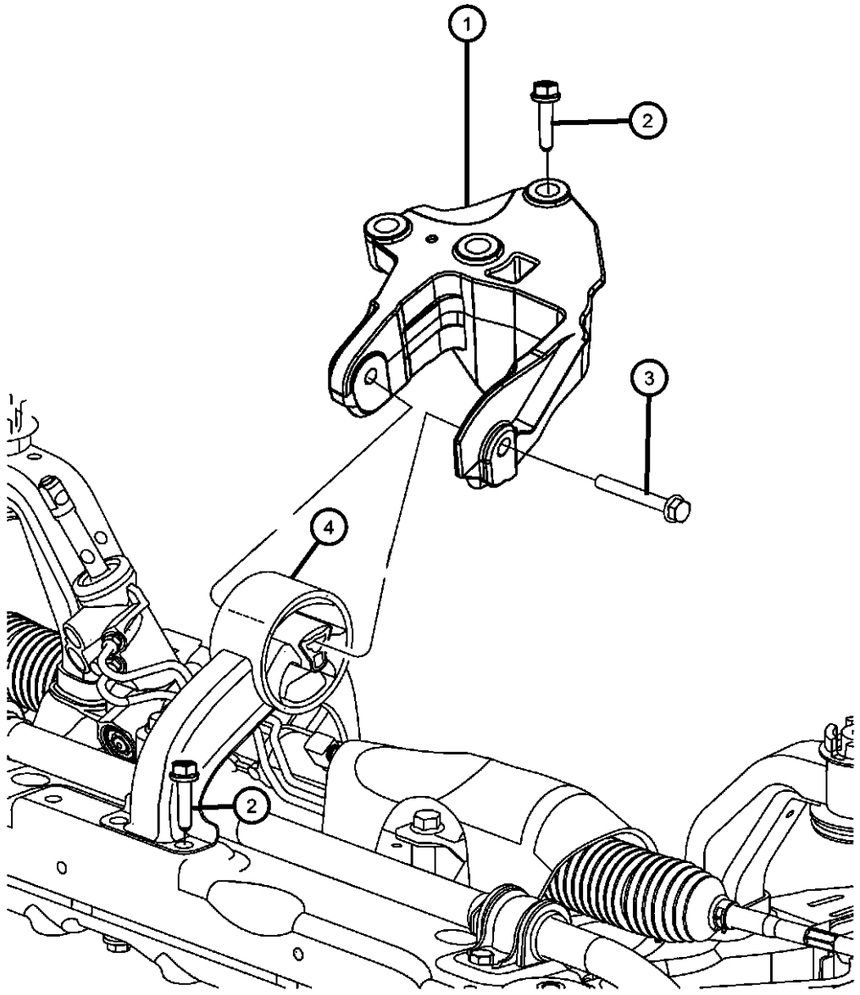
NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	05085517AE	1	B, D				DG2		BRACKET, Engine Mount
2	06102233AA	4	B, D			ED3, EDG, EGF	DFF, DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Rear Torque Bracket To Transmission, Mounting
3	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Torque Reaction Bracket, Mounting
4	05171089AC	1	B, D			EGF	DG2		ISOLATOR

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Mounting Rear AWD 3.5L [EGF]
Figure 009EGF-1250



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	04743960AC	1	E				DG2		BRACKET, Engine Mount
2	06102233AA	3	E				DG2		BOLT AND CONED WASHER, Hex Head, M12X1.75X55.00, Rear Torque Bracket To Transmission, Mounting
3	06506022AA	1	B, D, E						BOLT AND CONED WASHER, Hex Head, M10X1.50X130.00, Engine Mount To Torque Reaction Bracket, Mounting
4	04743957AC	1	E			EGF	DG2		ISOLATOR

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 10

Restraints

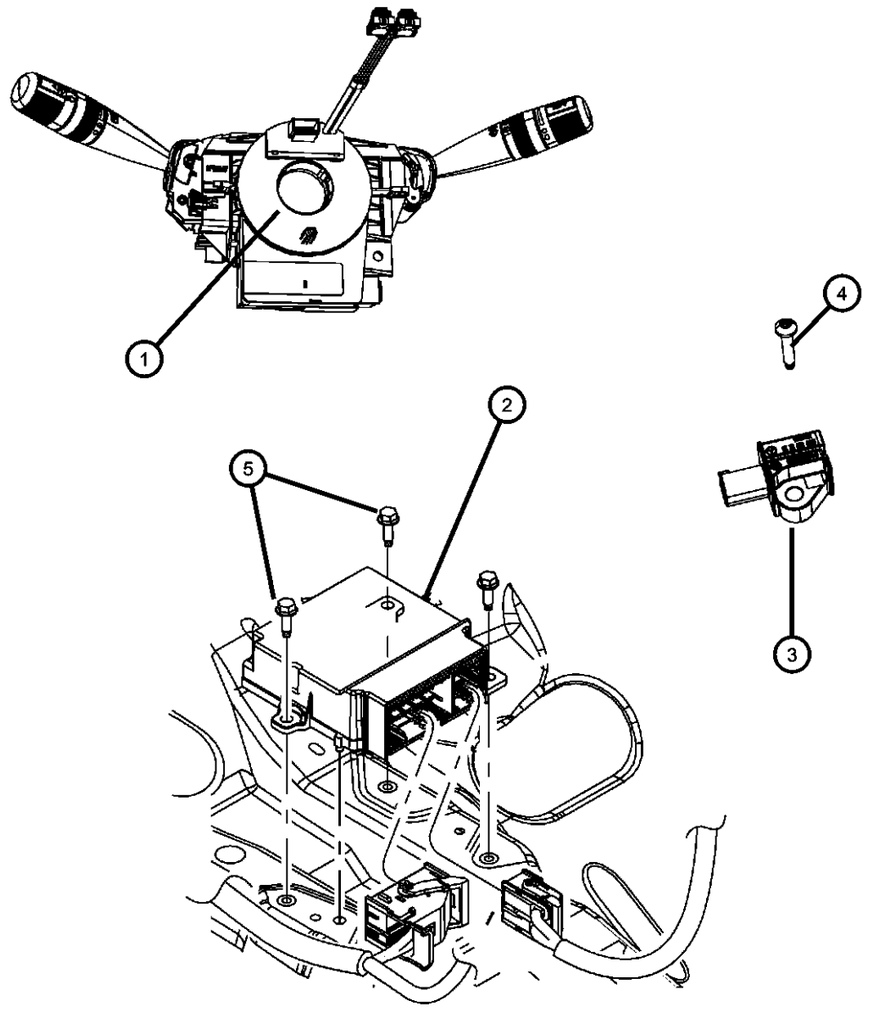
Illustration Title — Group-Fig. No.

Air Bags
Air Bag Modules, Impact Sensor and Clock Springs ..... Fig. 10 - 205
Air Bags Front ..... Fig. 10 - 210
Air Bag Side ..... Fig. 10 - 215

Seat Belts
Seat Belts, Front Row ..... Fig. 10 - 305
Seat Belt, Second Row ..... Fig. 10 - 310
Seat Belt, Third Row ..... Fig. 10 - 315

010-200 Air Bags	**010-300** Seat Belts		

Air Bag Modules, Impact Sensor and Clock Springs
Figure 10-205

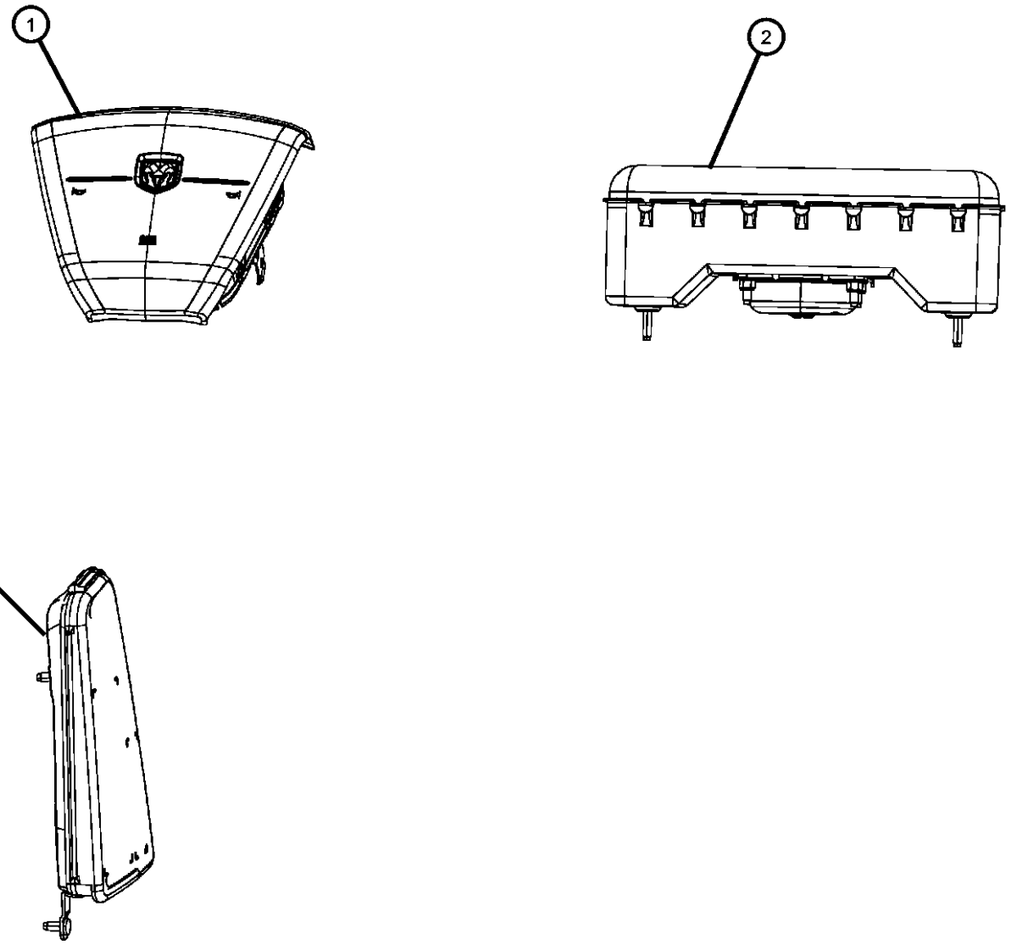


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68003216AG	1	B, D, E		49				CLOCKSPRING, Steering Column Control Module, Includes Steering Angle Sensor
2									MODULE, Occupant Restraint
	04896822AH	1	B, D, E		49				With [CG3] Sales Code, Export
	56054733AD	1	B, D, E		49				With Sales Code [CG3], [CJ5], Without [CAU]
	04606949AF	1	B, D, E		49				With Sales Code [CG3], [CJ5] [CJ1] [CAU], Up To And Including 5-19-2008
	04606949AH	1	B, D, E		49				With Sales Code [CG3], [CJ5] [CJ1] [CAU], After 5-19-2008
	04896814AE	1	B, D, E		49				With Sales Codes [CGW], [CAU]
	04896814AH	1	B, D, E		49				With [CGW], [CJ5], [CJ1], [CAU] Sales Codes, Export
	04896822AE	1	B, D, E		49				With Sales Code [CG3], Without [CJ5], [CAU]
	56054777AD	1	B, D, E		49				With Sales Code [CGW], Without [CAU]
3	04896011AB	2	B, D, E		49				SENSOR, Impact
4	06508574AA	2	B, D, E		49				SCREW, M6x1x30
5	06105150AA	3	B, D, E		49				SCREW, Hex Flange Head, M6x1.00x20.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Air Bags Front
Figure 10-210

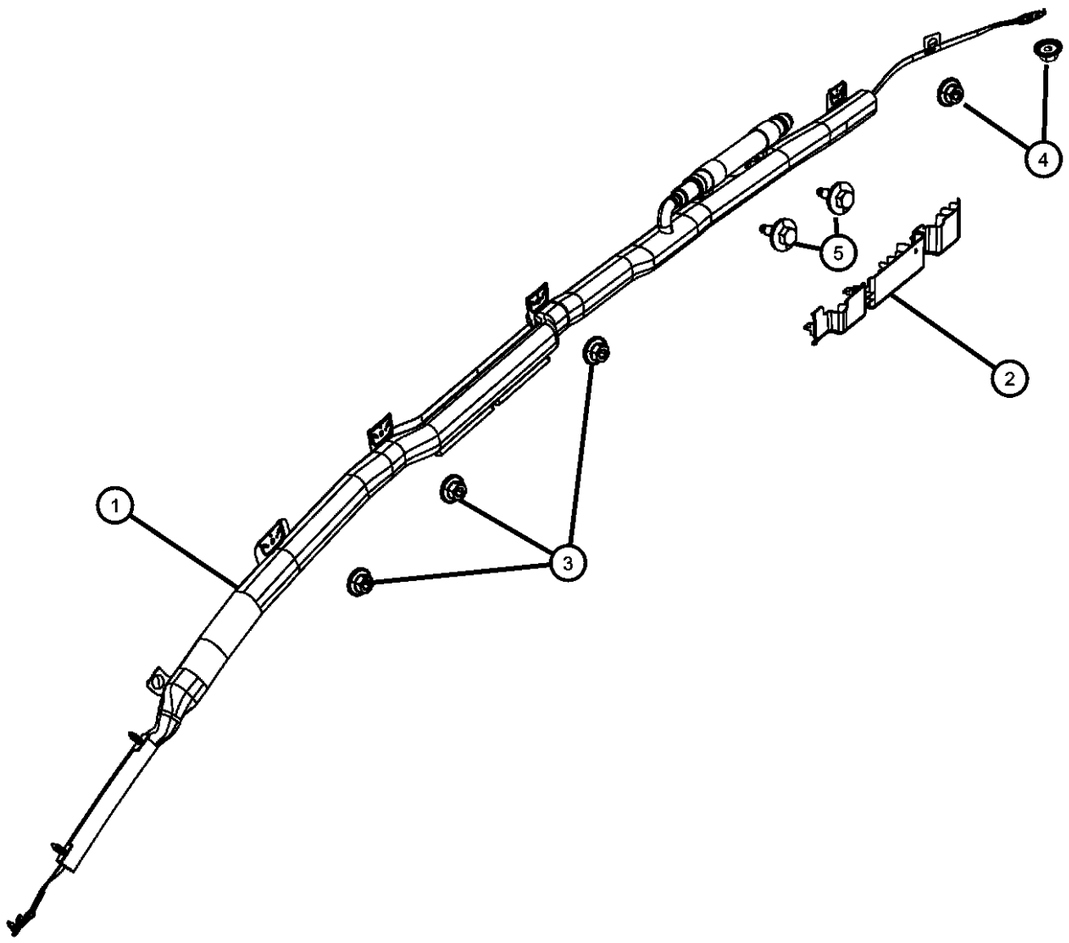


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									AIR BAG, Driver
	1ME31DK7AA	1	B, D, E		49				[KA], With [CGW] Sales Code
	1ME31XD-VAA	1	B, D, E		49				[D1], With [CGW] Sales Code
		1	B, D, E		49				[DV], With [CGW] Sales Code
	1MP01DK7AA	1	B, D, E		49				[KA]
	1MP01XD-VAA	1	B, D, E		49				[D1], [DV]
2	52029371AB	1	B, D, E		49				AIR BAG, Passenger
3									AIR BAG, Seat
	04645992AD	1	B		49				Right
	04645992AC	1	D, E		49				Right
	04645997AC	1	B		49				Left
		1	D, E		49				Left
		1	B		49				Left
		1	D, E		49				Left
		1	B		49				Left
		1	B		49				Left
		1	D, E		49				Left
		1	B		49				Right
		1	D, E		49				Left
		1	D, E		49				Right
		1	D, E		49				Right
		1	D, E		49				Right
		1	B		49				Right
-4									BRACKET, Air Bag
	68046546AA	2	D, E		49				Refer To In The Service Manual As A Stud Strap
		2	B		49				Refer To In The Service Manual As A Stud Strap

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Air Bag Side
Figure 10-215

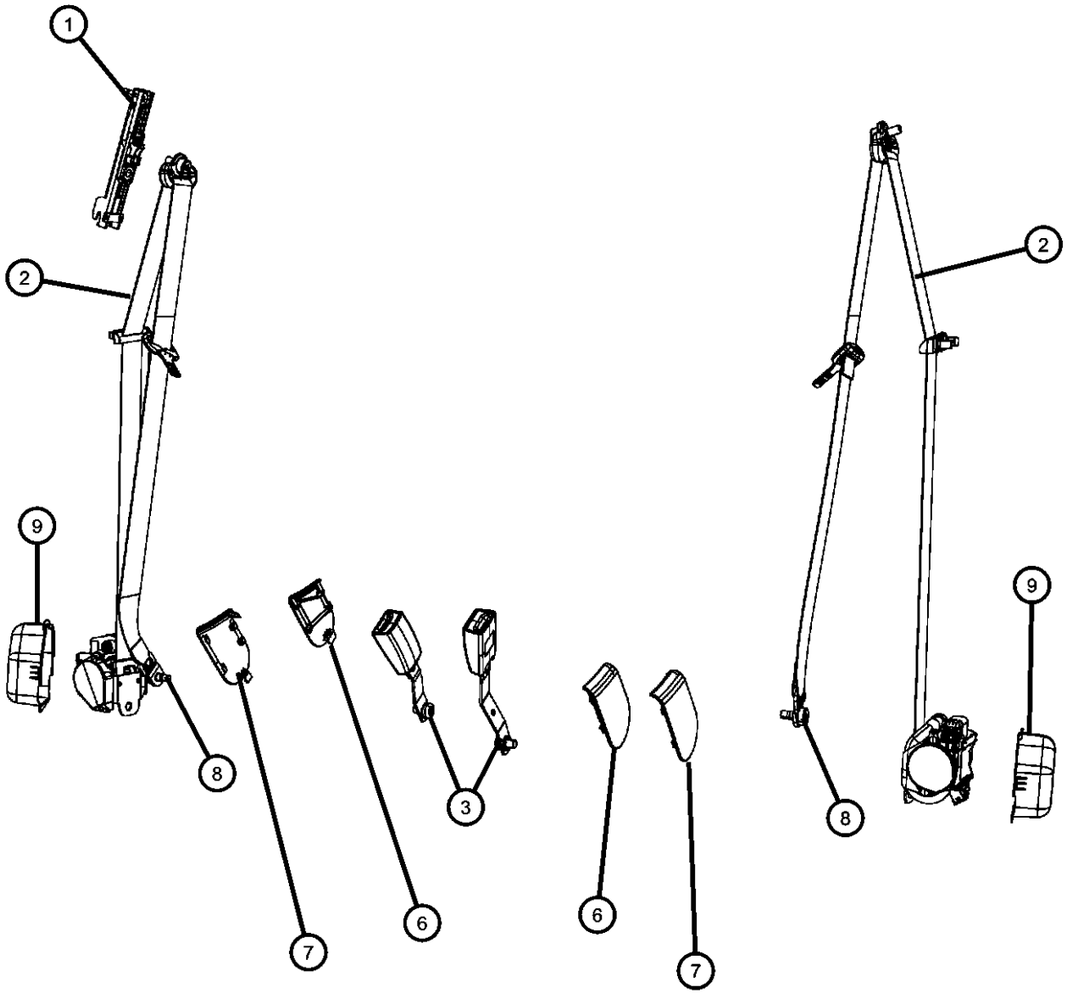


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									AIR BAG, Side Curtain
	52029351AB	1	B, D, E		49				[CAU], Left
	05108008AD	1	B, D, E		49				, Right
	05108009AA	1	B, D, E		49				Left
	52029350AD	1	B, D, E		49				[CAU], Right
2									COUNTER MEASURE, Side Air Bag
	04680640AA	1	B, D, E		49				Front, Right
	04680642AA	1	B, D, E		49				Center, Right
	04680641AA	1	B, D, E		49				Front, Left
	04680643AA	1	B, D, E		49				Center, Left
3	06104725AA	8	B, D, E		49				NUT AND WASHER, Hex, M6X1.00
4	06104725AA	2	B, D, E		49	ECE			NUT AND WASHER, Hex, M6X1.00
5	06506220AA	4	B, D, E		49				SCREW, Hex Flange Head, M6x1x25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belts, Front Row
Figure 10-305

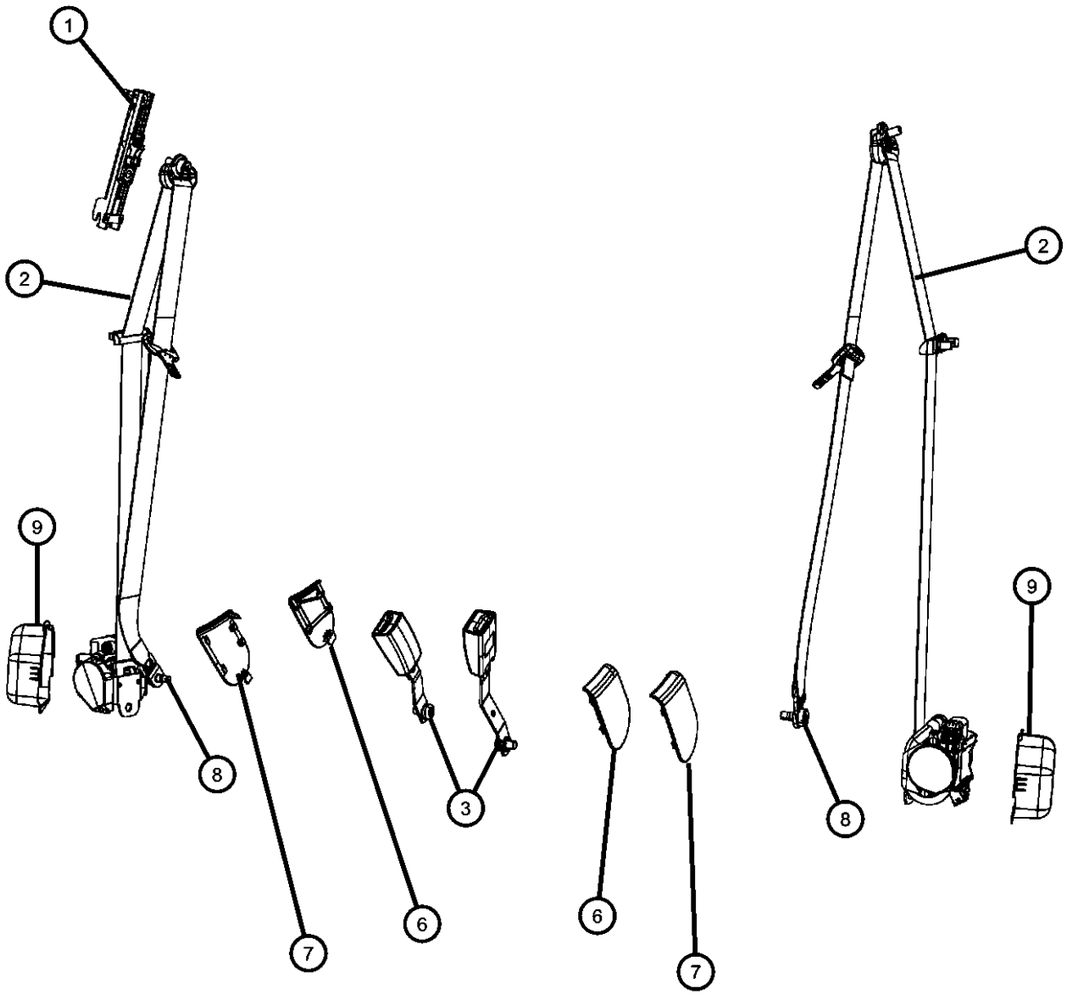


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04664338AC	2	B, D, E		49				ADJUSTER, Seat Belt Turning Loop
2									SEAT BELT, Front
	1EC01DK7AA	1	B		49				[KA], With [CGK] Sales Code, Export, Left
	1EC01XDVAA	1	B		49				[D1], With [CGK] Sales Code, Export, Left
		1	B		49				[DV], With [CGK] Sales Code, Export, Left
	1AN08DK7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Right
	1AN08XDVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Right
	1AN02XDVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Right
	1AN03DK7AB	1	D, E		49				[KA], Without Sales Code [CGK], Left
	1AN03XDVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Left
	1AN09DK7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Left
	1AN09XDVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Left
	1EC00DK7AA	1	B		49				[KA], With [CGK] Sales Code, Export, Right
	1EC00XDVAA	1	B		49				[D1], With [CGK] Sales Code, Export, Right
		1	B		49				[DV], With [CGK] Sales Code, Export, Right
	1AN02DK7AB	1	D, E		49				[KA], Without Sales Code [CGK], Right
3									SEAT BELT, Front Inner
	1AN221K7AA	1	D, E		49				[KA], Export, Right
	1AN221DVAB	1	D, E		49				[DV], Export, Right
	0YS361K7AC	1	D, E		49				[KA], Right
	1AN171DVAB	1	D, E		49				[DV], Left
	1HM271DVAA	1	B		49				[D1], Left, Export
		1	B		49				[DV], Export, Right
		1	D, E		49				[D1], [DV], Export, Right
		1	B		49				[D1], [DV], Export, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belts, Front Row
Figure 10-305

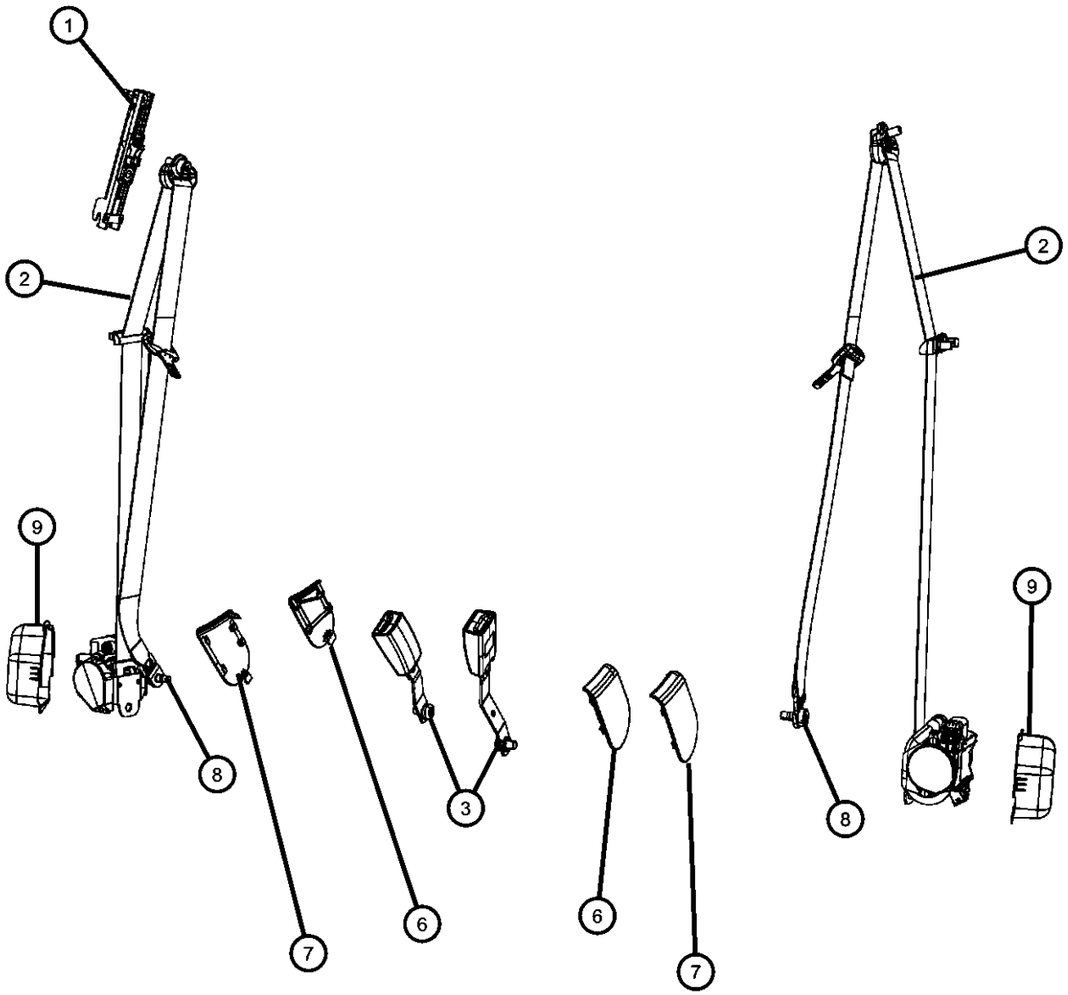


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49				[D1], Export, Right
		1	B		49				[D1], Export, Right
		1	D, E		49				[D1], Left, Export
	0YS361DVAC	1	D, E		49				[D1], [DV], Right
		1	D, E		49				[D1], Right
	1AN231DVAB	1	B		49				[D1], Export, Left
	1HM261DVAA	1	D, E		49				[D1], Right, Export
		1	D, E		49				[D1], [DV], Export, Left
		1	B		49				[D1], [DV], Export, Left
	1HM261K7AA	1	B		49				[KA], Right, Export
		1	D, E		49				[DV], Right
	1AN171K7AB	1	D, E		49				[KA], Left
		1	D, E		49				[D1], Left
		1	D, E		49				[D1], [DV], Left
		1	B		49				[KA], Export, Right
	1AN231K7AA	1	B		49				[KA], Export, Left
		1	D, E		49				[KA], Export, Left
		1	D, E		49				[DV], Export, Left
		1	B		49				[DV], Export, Left
		1	D, E		49				[DV], Export, Left
		1	B		49				[DV], Export, Left
		1	D, E		49				[DV], Right, Export
		1	D, E		49				[D1], Export, Left
		1	B		49				[DV], Right, Export
		1	D, E		49				[DV], Left, Export
	1HM271K7AA	1	D, E		49				[KA], Left, Export
		1	D, E		49				[KA], Right, Export
		1	B		49				[D1], Right, Export
		1	B		49				[DV], Left, Export
		1	B		49				[KA], Left, Export
-4									EXTENDER, Seat Belt
	05179969AA	1	D, E		49				
		1	B		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belts, Front Row
Figure 10-305

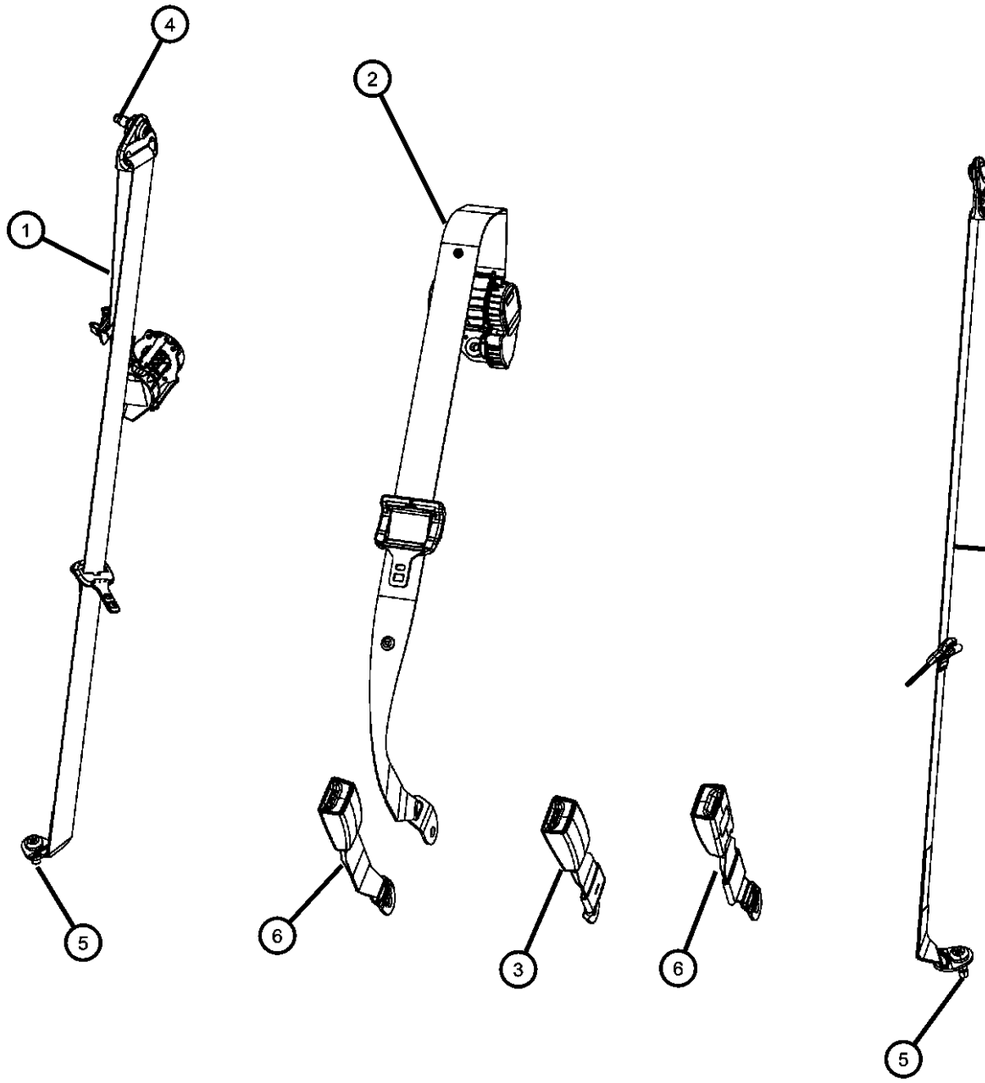


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-5	06036730AA	1	D, E		49				SCREW, .437-20X.955
6									COVER, Anchor
	1DQ43DK7AA	1	D, E		49				[KA], Left Hand Drive, Driver
	1DQ43XD-VAA	1	D, E		49				[D1], [DV], Left Hand Drive, Driver
	1DQ37XD-VAA	1	B		49				[D1], [DV], Right Hand Drive, Passenger
	1DQ42DK7AA	1	B		49				[KA], Right Hand Drive, Driver
	1DQ42XD-VAA	1	B		49				[D1], [DV], Right Hand Drive, Driver
	1DQ36XD-VAA	1	D, E		49				[D1], [DV], Left Hand Drive, Passenger
	1DQ37DK7AA	1	B		49				[KA], Right Hand Drive, Passenger
	1DQ36DK7AA	1	D, E		49				[KA], Left Hand Drive, Passenger
7									COVER, Seat Anchor
	1CZ09XDVAB	1	B		49				[D1] Export, 6 Way Power
		1	B		49				[DV] Export, 6 Way Power
	1CZ09DK7AB	1	B		49				[KA], Export, 6 Way Power
	1CZ06DK7AB	1	D, E		49				[KA], 6 Way Power
	1CZ06XDVAB	1	D, E		49				[D1]6 Way Power
		1	D, E		49				[DV]6 Way Power
8	06105131AA	1	B, D, E		49				SCREW, Hex Head, Anchor to Seat
9									CUP, Seat Belt
	05178299AA	1	B, D, E		49				Left
	05178298AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belt, Second Row
Figure 10-310

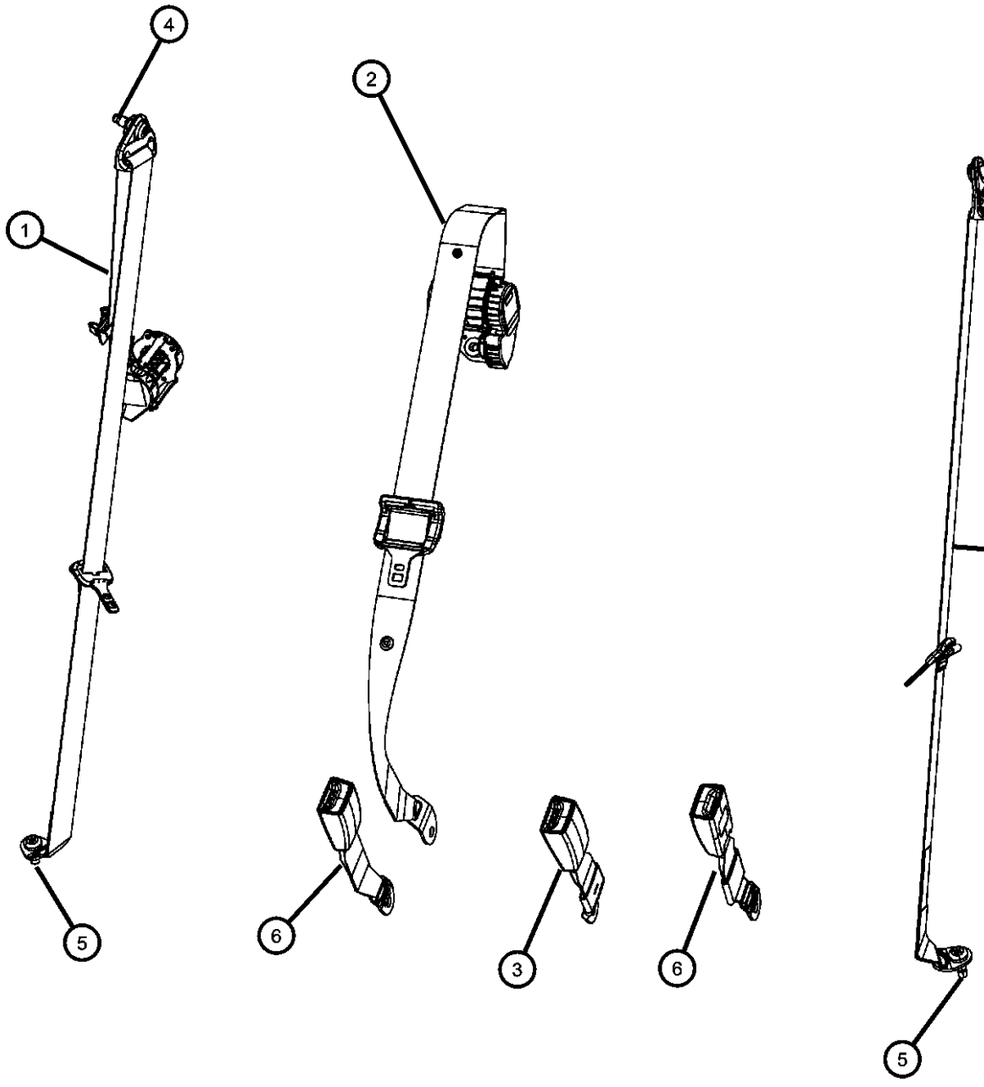


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SEAT BELT, 1st Rear Outer
	1AN05DK7AB	1	D, E		49				[KA], Without Sales Code [CGK], Left
	1AN05XDVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Left
	1AN10DK7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Right
	1AN04DK7AB	1	D, E		49				[KA], Without Sales Code [CGK], Right
	1AN04XDVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Right
	1AN11XDVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Left
	1AN24DK7AA	1	D, E		49				[KA], With [CFL] Sales Code, Right
	1AN24XDVAA	1	D, E		49				[D1], With [CFL] Sales Code, Right
		1	D, E		49				[DV], With [CFL] Sales Code, Right
	1AN25DK7AA	1	D, E		49				[KA], With [CFL] Sales Code, Left
	1AN25XDVAA	1	D, E		49				[D1], With [CFL] Sales Code, Left
		1	D, E		49				[DV], With [CFL] Sales Code, Left
	1AN26DK7AA	1	B, D, E		49				[KA], With [CGK], [CFL] Sales Codes, Right
	1AN26XDVAA	1	B, D, E		49				[D1], With [CGK], [CFL] Sales Codes, Right
		1	B, D, E		49				[DV], With [CGK], [CFL] Sales Codes, Right
	1AN27DK7AA	1	B, D, E		49				[KA], With [CGK], [CFL] Sales Codes, Left
	1AN27XDVAA	1	B, D, E		49				[D1], With [CGK], [CFL] Sales Codes, Left
		1	B, D, E		49				[DV], With [CGK], [CFL] Sales Codes, Left
	1AN10XDVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Right
	1AN11DK7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Left
2									SEAT BELT, Rear Center Shoulder
	1AN15DK7AA	1	D, E		49				[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belt, Second Row
Figure 10-310

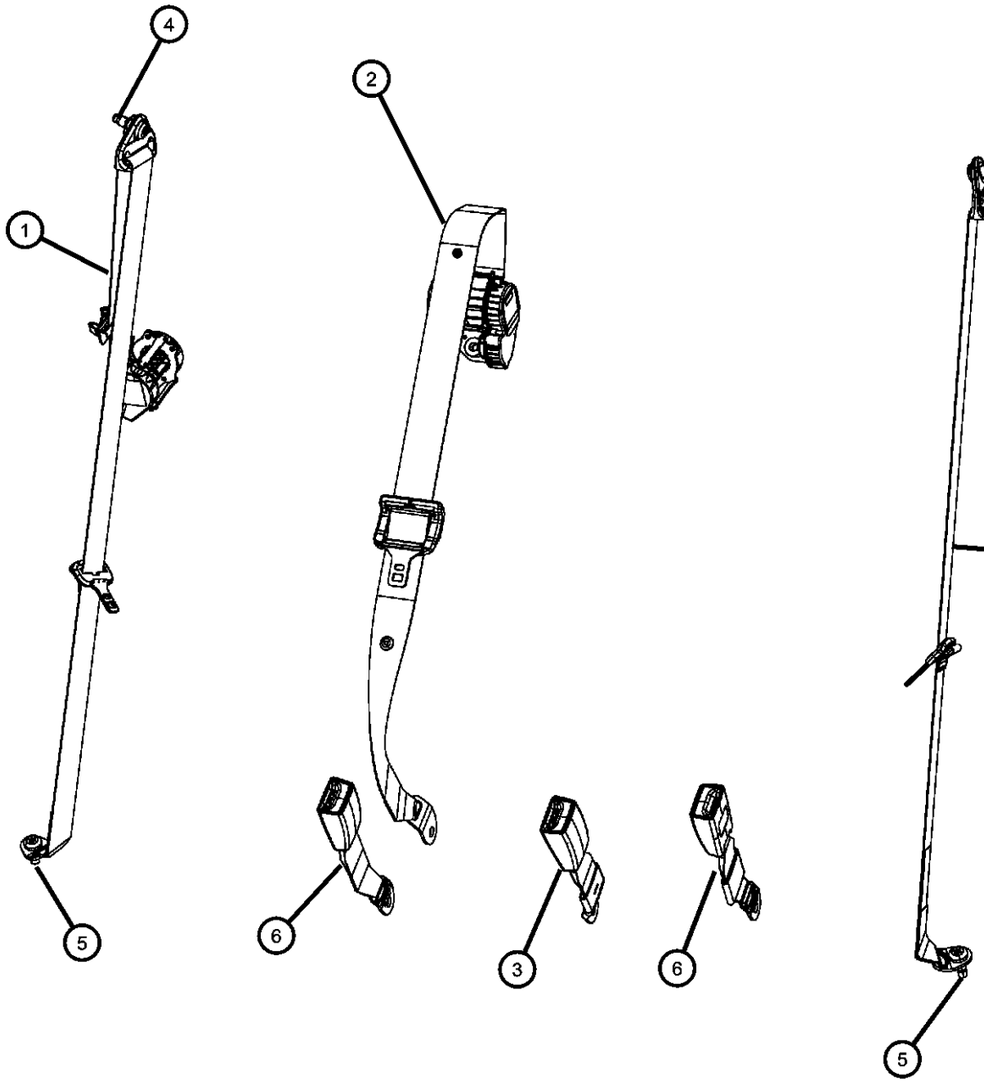


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1AN35DK7AA	1	B, D, E		49				[KA], Export
		1	B, D, E		49				[KA], Export
	1AN35XDVAA	1	B, D, E		49				[D1], [DV], Export
		1	B, D, E		49				[D1], [DV], Export
	1AN15XDVAA	1	D, E		49				[D1]
		1	B, D, E		49				[KA], Export
		1	B, D, E		49				[D1], Export
		1	D, E		49				[D1], [DV]
	1AN151DVAA	1	D, E		49				[D1], [DV]
	1AN151K7AA	1	D, E		49				[KA]
		1	D, E		49				[DV]
		1	D, E		49				[KA]
		1	B, D, E		49				[DV], Export
3									SEAT BELT, Rear Lap Buckle
	1AN361DVAA	1	B, D, E		49				[D1], [DV]
		1	B, D, E		49				[D1], [DV]
		1	B, D, E		49				[D1]
		1	B, D, E		49				[DV]
	1AN361K7AA	1	B, D, E		49				[KA]
		1	B, D, E		49				[KA]
		1	B, D, E		49				[KA]
		1	B, D, E		49				[KA]
4	06036680AA	1	D, E		49				SCREW, .437-20X1.315, D-Ring to C-Pillar
5	06105123AA	1	B, D, E		49				SCREW, .437-20X30, Anchor to Floor
6									SEAT BELT, Rear Inner
	1AN181DVAA	1	B, D, E		49				[DV], Right
	1AN181K7AA	1	B, D, E		49				[KA], Right
	1AN191DVAA	1	B, D, E		49				[D1], DV], Left
		1	B, D, E		49				[D1], DV], Left
		1	B, D, E		49				[D1], Left
		1	B, D, E		49				[DV], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belt, Second Row
Figure 10-310

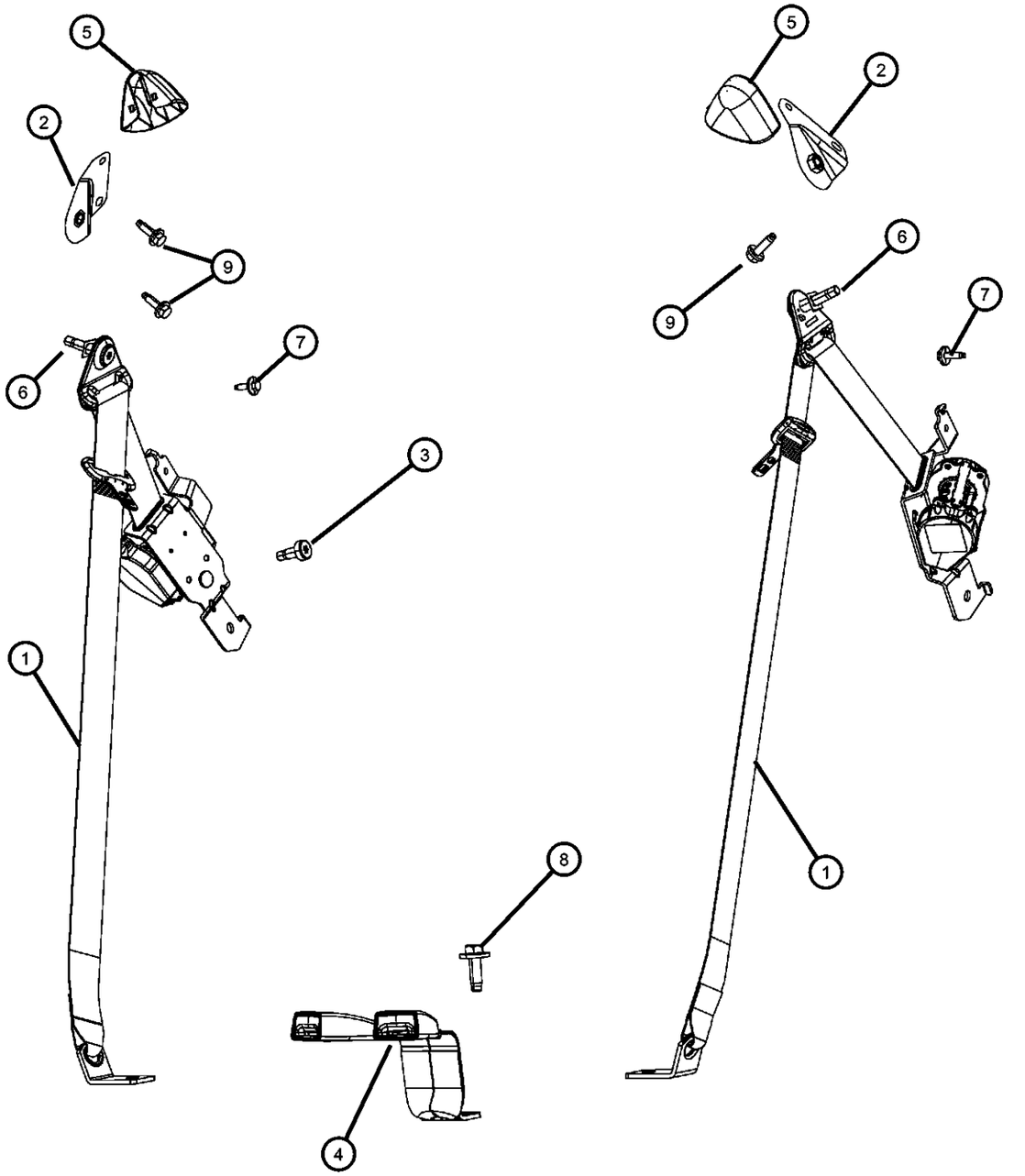


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49				[KA], Right
		1	B, D, E		49				[KA], Right
	1AN191K7AA	1	B, D, E		49				[KA], Left
		1	B, D, E		49				[KA], Left
		1	B, D, E		49				[D1], DV], Right
		1	B, D, E		49				[D1], DV], Right
		1	B, D, E		49				[D1], Right
		1	B, D, E		49				[KA], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seat Belt, Third Row
Figure 10-315



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SEAT BELT, 2nd Rear Outer
	1AN071DVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Left
	1AN071K7AB	1	D, E		49				[KA], Without Sales Code [CGK], Left
	1AN121DVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Right
	1AN131K7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Left
	1AN061DVAB	1	D, E		49				[D1], [DV], Without Sales Code [CGK], Right
	1AN061K7AB	1	D, E		49				[KA], Without Sales Code [CGK], Right
	1AN131DVAB	1	B, D, E		49				[D1], [DV], With Sales Code [CGK], Left
	1AN121K7AB	1	B, D, E		49				[KA], With Sales Code [CGK], Right
2									BRACKET, Seat Belt
	04610128AB	1	B, D, E		49				D-Pillar, Right
	04610129AB	1	B, D, E		49				D-Pillar, Left
3	06104368AA	2	B, D, E		49				BOLT AND WASHER, Hex Head, M6X1.00X25.00, Retractor to D-Pillar
4									BUCKLE, BUCKLE-S/BELT
	1AN211DVAB	1	B, D, E		49				[D1], [DV]
	1AN211K7AB	1	B, D, E		49				[KA]
5									COVER, Adjustable Turning Loop
	0WF64DW1AA	2	B, D, E		49				[D1], [DV]
		2	B, D, E		49				[KA]
6	06105136AA	1	B, D, E		49				SCREW, .437-20X50, D-Pillar to Bracket
7	06105123AA	2	B, D, E		49				SCREW, .437-20X30
8	06105236AA	1	B, D, E		49				SCREW, M12X1.50X40, Dual Buckle to Floor
9	06104388AA	4	B, D, E		49				SCREW & WASHER, Hex Head Tapping, M8x1.25x30.00, Buckle to D-Pillar

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

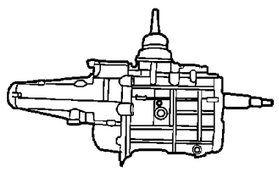
Group - 11

Exhaust

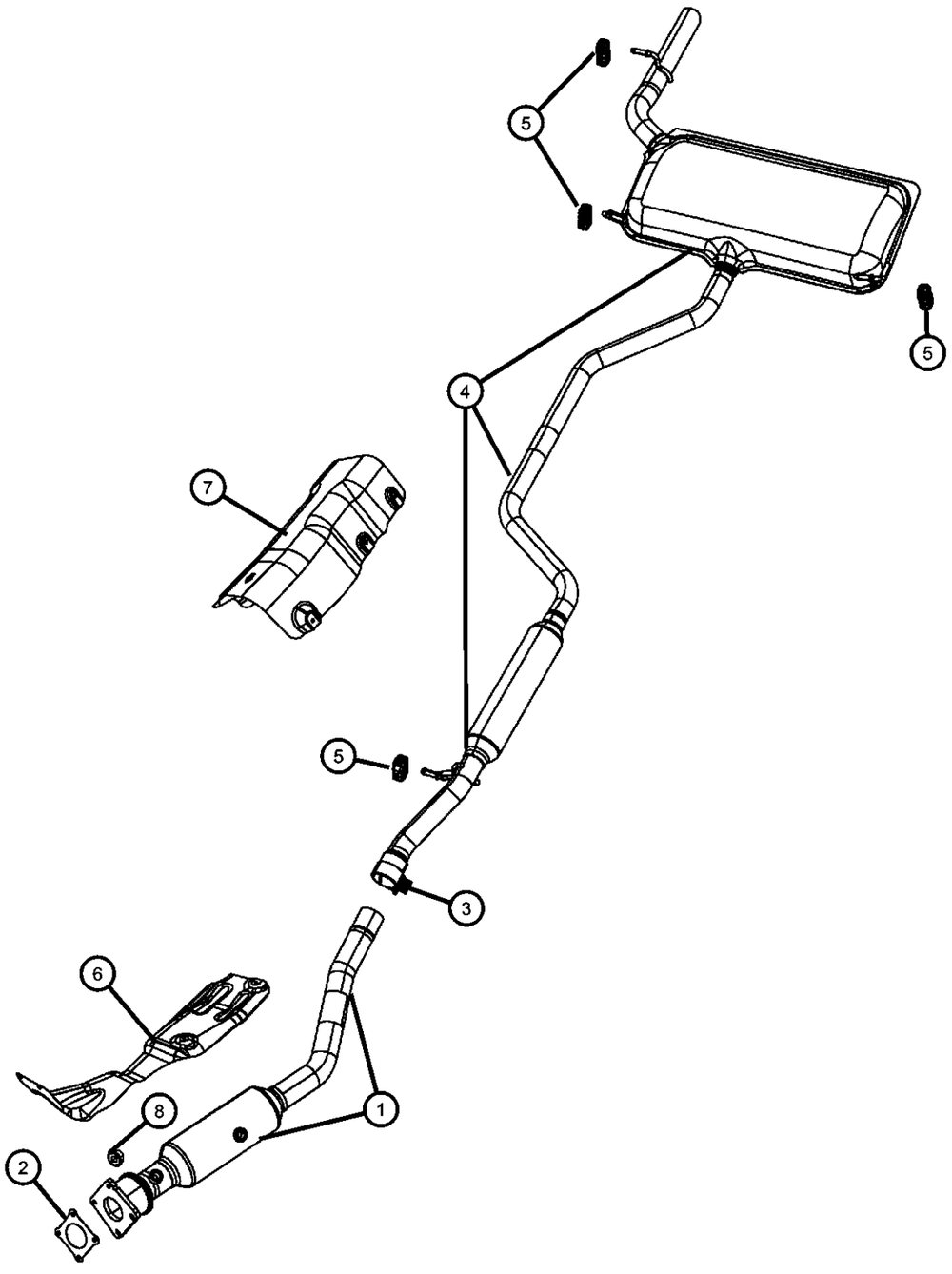
Illustration Title — Group-Fig. No.

Exhaust System

Exhaust System ..... Fig. 11 - 105
Exhaust System 2.0L [ECE] DIESEL ..... Fig. 11 - 109
Exhaust System ..... Fig. 11 - 110
Exhaust System ..... Fig. 11 - 115
Exhaust System Heat Shields ..... Fig. 11 - 150

011-100 Exhaust System 			

Exhaust System
Figure 11-105

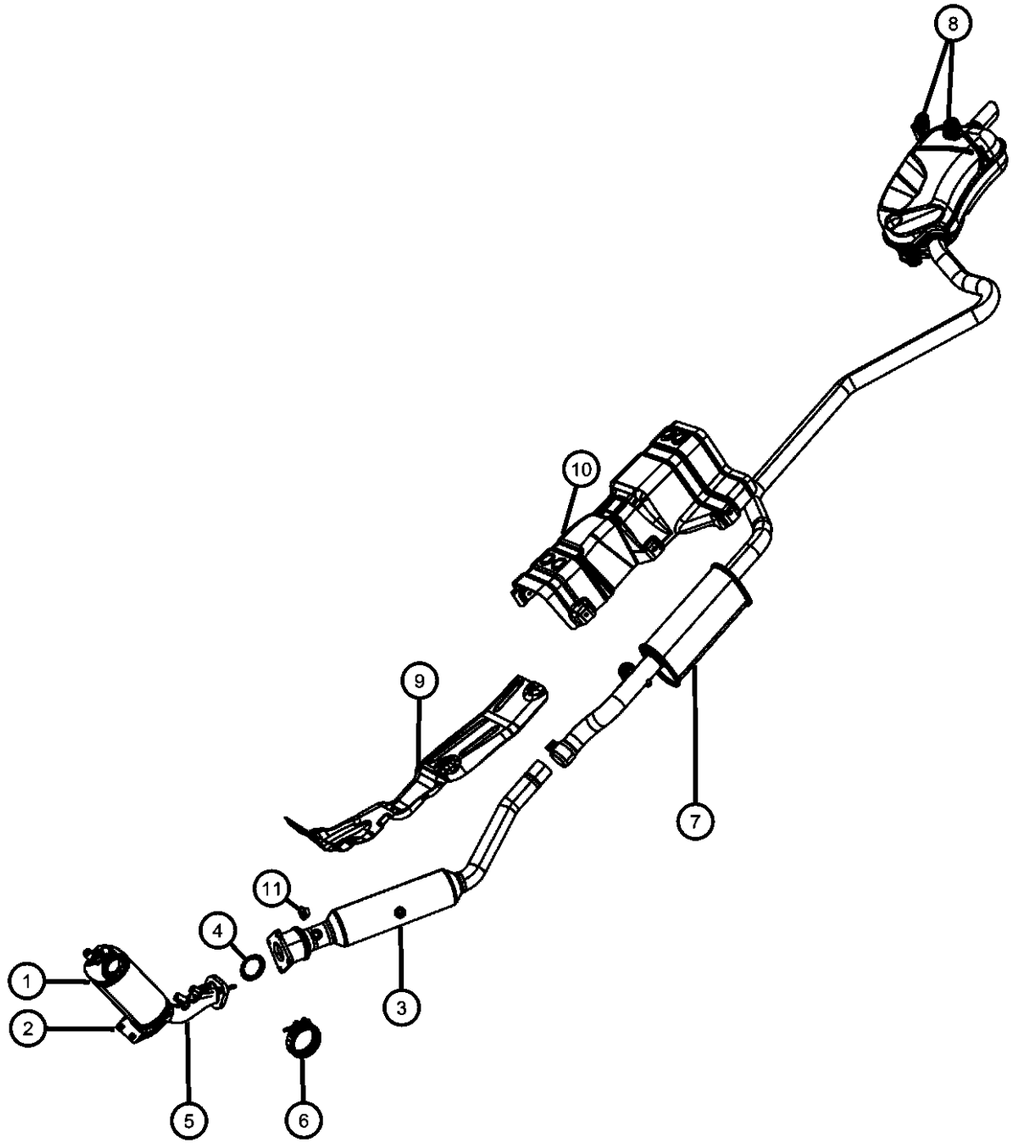


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
EER] = 2.7L V6 DOHC 24V MPI									
[EGFNOTE: Sales Codes:									
[ED3] = 2.4L DOHC 16V Dual V.V.T									
[EDG] = 2.4L 4 Cyl. PZEV 16V Dual V.V.T									
[] = 3.5L High Output V6 24V MPI									
[ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									CONVERTER, Catalytic
	68039232AA	1	B, D		49	ED3			[NAA,NAS]
	05105126AD	1	B, D		49	ED3			[NA1]
	05105145AB	1	D		49	EDG			[NAE]
2	04616671AB	1	B, D		49	ED3, EDG			GASKET, Catalytic Converter
3	04695220AB	1	B, D		49	ED3, EDG			CLAMP, Exhaust
4	04880202AC	1	B, D		49	ED3, EDG			MUFFLER AND TAILPIPE, Exhaust
5	05105110AB	4	B, D		49	ED3, EDG			ISOLATOR, Exhaust
6	05178234AB	1	B, D, E		49				SHIELD, Floor Pan
7	05178074AA	1	D, E		49		DFF, DG2		SHIELD, Floor Pan
8	06104709AA	4	B, D		49	ED3, EDG			NUT, Hex Flange, M8x1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust System 2.0L [ECE] DIESEL
Figure 11-109

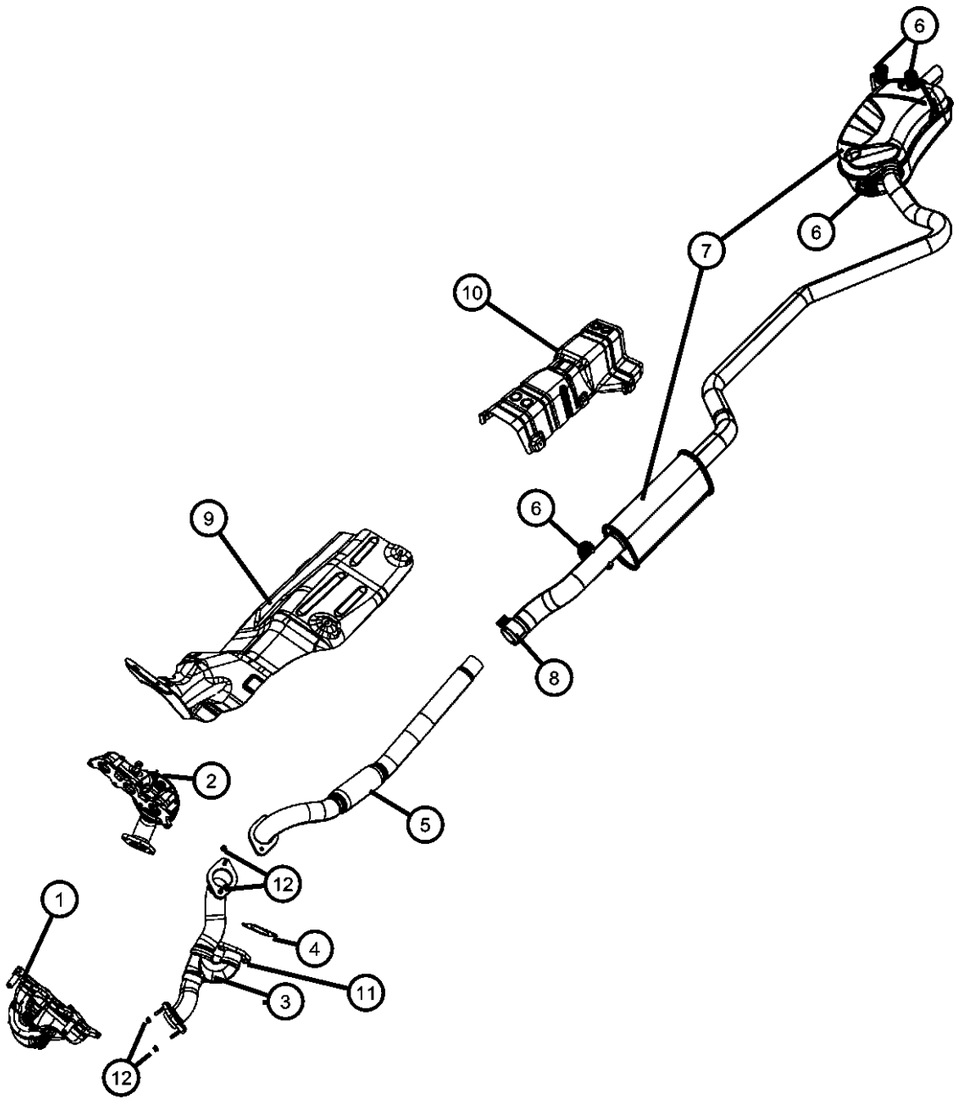


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04743962AA	1	B, D, E		49	ECE			CONVERTER, Catalytic, With [XD4]
2	04743949AA	1	B, D, E		49	ECE			PIPE AND CONVERTER, Exhaust
3	05006550AB	1	B, D, E		49	ECE			PIPE, Exhaust Front
4	05105630AA	1	B, D, E		49	ECE			GASKET, Exhaust Manifold to Front Converter
5	04880235AC	1	B, D, E		49	ECE, EER, EGF			GASKET, Crossunder Pipe
6	05105634AB	1	B, D, E		49	ECE			CLAMP, Exhaust
7	05273508AB	1	B, D		49	ECE			MUFFLER AND TAILPIPE, Exhaust
8	05105110AB	1	B, D		49	ECE			ISOLATOR, Exhaust
9	05178234AB	1	B, D, E		49				SHIELD, Floor Pan
10	05178074AB	1	D, E		49		DFF, DG2		SHIELD, Floor Pan
11	06104709AA	2	B, D, E		49				NUT, Hex Flange, M8x1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust System
Figure 11-110

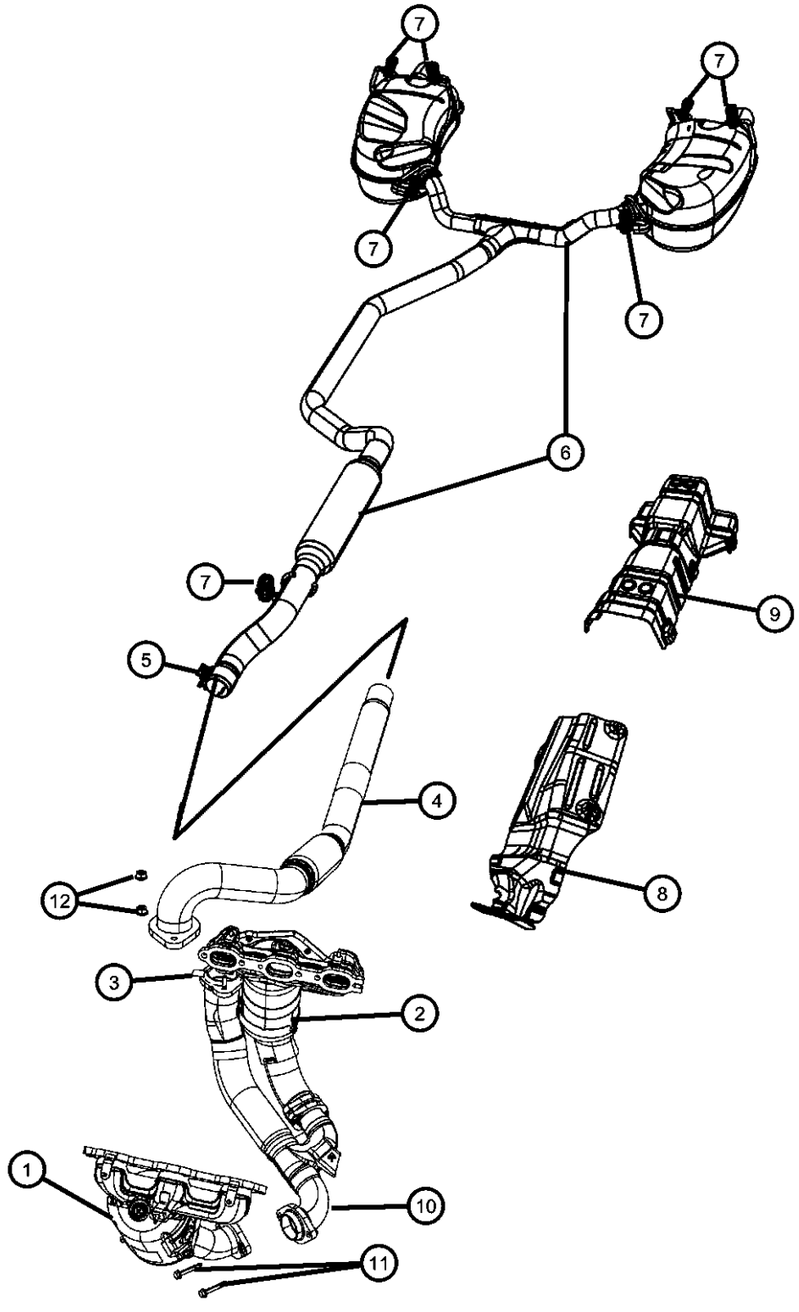


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EDG] = 2.4L 4 Cyl. PZEV 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									MANIFOLD, Exhaust and Catalytic Converter
	04892148AE	1	B, D, E		49	EER			[NAA]
	04892154AD	1	B, D, E		49	EER			[NAE,NA1]
2									MANIFOLD, Exhaust and Catalytic Converter
	04892149AE	1	B, D, E		49	EER			[NAA]
	04892155AD	1	B, D, E		49	EER			[NAE,NA1]
3	05085329AC	1	B, D		49	EER			CROSSUNDER, Exhaust Manifold
4	04880235AC	1	B, D, E		49	ECE, EER, EGF			GASKET, Crossunder Pipe
5									PIPE, Exhaust
	04766015AD	1	B		49	EER			Export
	05085314AC	1	D, E		49	EER			
6	05105110AB	4	B, D		49	EER			ISOLATOR, Exhaust
7	05273494AC	1	B, D		49	EER			MUFFLER AND TAILPIPE, Exhaust
8	04695220AB	1	B, D		49	EER			CLAMP, Exhaust
9	05178234AB	1	B, D, E		49				SHIELD, Floor Pan
10									SHIELD, Floor Pan
	05178074AB	1	B, D, E		49		DFF, DG2		
	05178328AB	1	D, E		49		DD7, DEF		
		1	D, E		49		DG5		
11	06105055AA	2	B, D, E		49	EER			BOLT, Hex Flange Head, M8X1.25X55.00
12	06104709AA	2	B, D, E		49	EER			NUT, Hex Flange, M8x1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust System
Figure 11-115

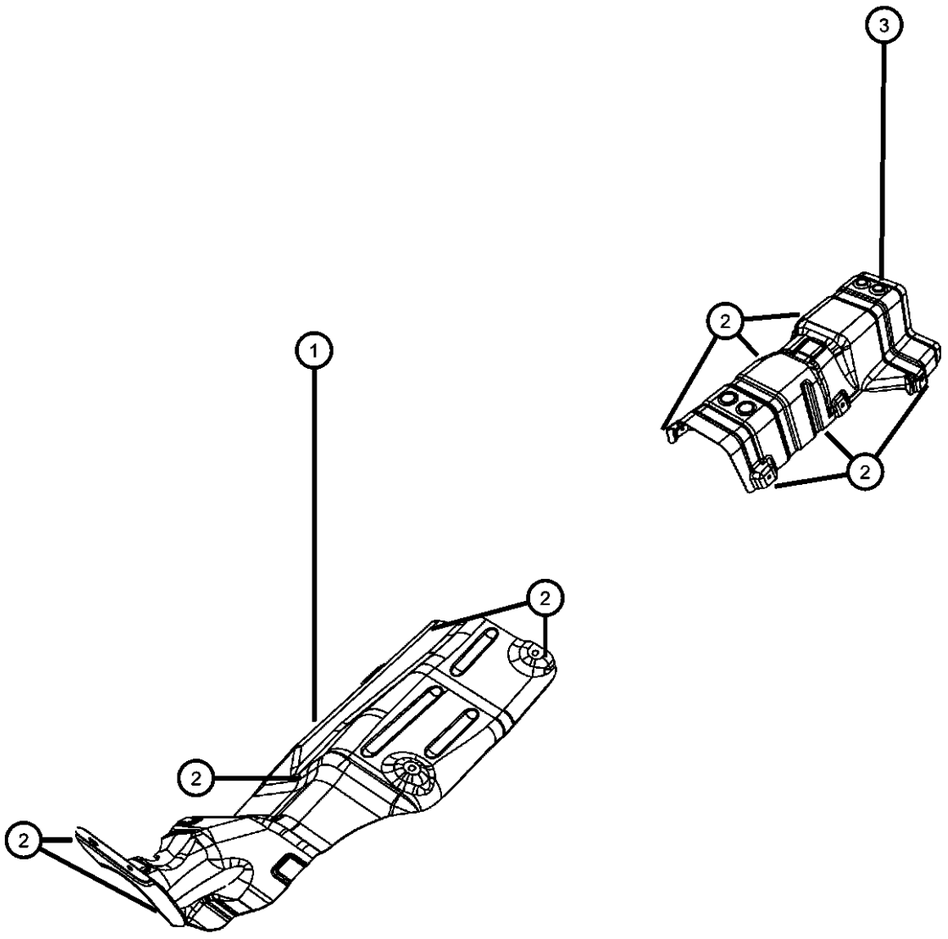


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EDG] = 2.4L 4 Cyl. PZEV 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									MANIFOLD, Exhaust and Catalytic Converter
	05171140AB	1	B, D, E		49	EGF			[NAE], Right Rear
	68042142AA	1	B, D, E		49	EGF			[NAA,NA1], Right Rear
2									MANIFOLD, Exhaust and Catalytic Converter
	68042141AA	1	B, D, E		49	EGF			[NAA,NA1], Left Front
	05171143AC	1	B, D, E		49	EGF			[NAE], Left Front
3	04880235AC	1	B, D, E		49	ECE, EER, EGF			GASKET, Crossunder Pipe
4	05085434AD	1	D, E		49	EGF			PIPE, Exhaust
5									CLAMP, Exhaust
	04695220AB	1	E		49	EGF			[NEL]
		1	B, D		49	EGF			[NEL]
6									MUFFLER AND RESONATOR, Exhaust
	04743708AC	1	B, D		49	EGF			[NEL]
	04743709AC	1	E		49	EGF			[NEL]
7									ISOLATOR, Exhaust
	05105110AB	4	E		49	EGF			[NEL]
		4	B, D		49	EGF			[NEL]
8	05178234AB	1	B, D, E		49				SHIELD, Floor Pan
9									SHIELD, Floor Pan
	05178328AB	1	D, E		49		DG5		
	05178074AB	1	B, D, E		49		DFF, DG2		
		1	D, E		49		DD7, DEF		
10	04880400AF	1	B, D, E		49	EGF			PIPE, Exhaust Crossunder
11	06105055AA	2	B, D, E		49	EGF			BOLT, Hex Flange Head, M8X1.25X55.00
12	06104709AA	2	B, D, E		49	EGF			NUT, Hex Flange, M8x1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exhaust System Heat Shields
Figure 11-150



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1	05178234AB	1	B, D, E		49				SHIELD, Floor PanFront
2	06508772AA	11	B, D, E		49				NUT, Hex Flange, M6x1.00Heat Shield To Floor, Mounting
3									SHIELD, Floor Pan
	05178328AB	1	D, E		49		DD7, DEF		[DD7 or DEF], Rear
		1	D, E		49		DG5		[DG5], Rear
	05178074AB	1	D, E		49		DFF, DG2		[DFF or DG2], Rear
		1	B		49				Rear

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Group - 13

Frame, Bumper, and Fascia

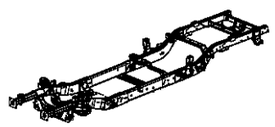
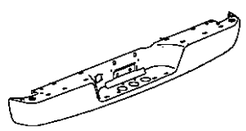
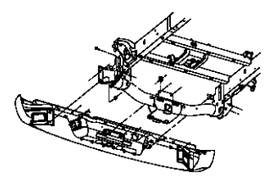
Illustration Title — Group-Fig. No.

Frames
Frame, Front ..... Fig. 13 - 120
Frame, Rear ..... Fig. 13 - 140

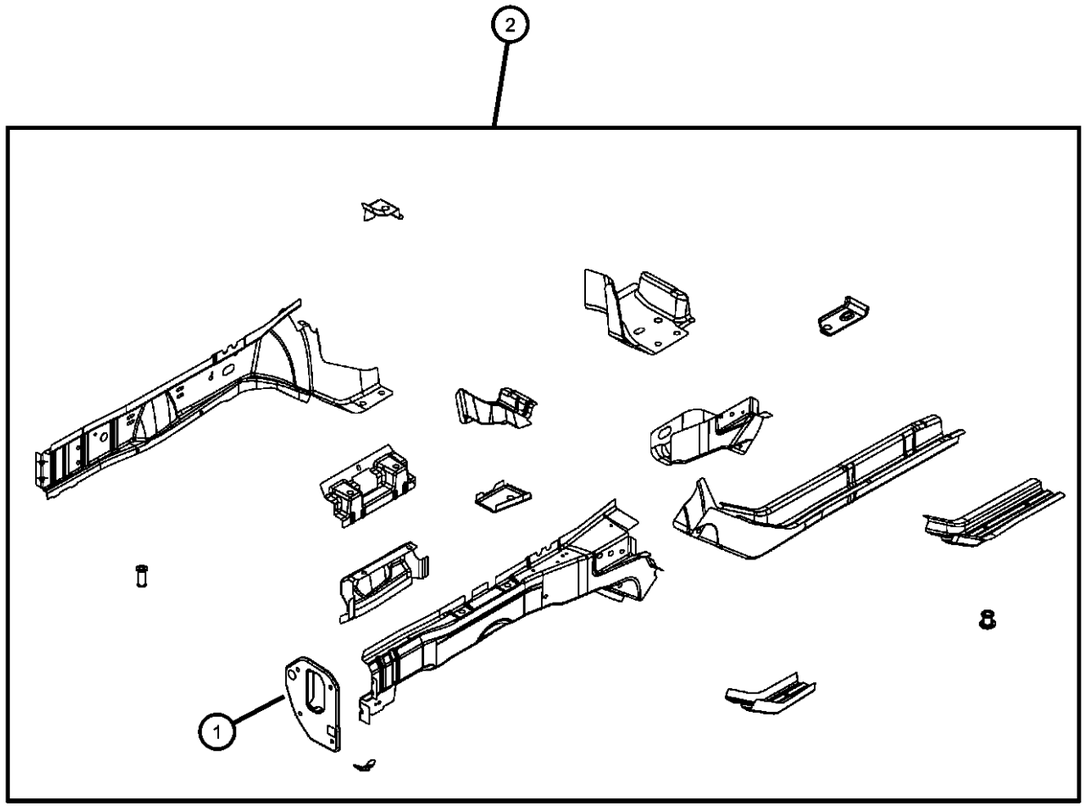
Front Bumper and Fascia
Fascia, Front ..... Fig. 13 - 205

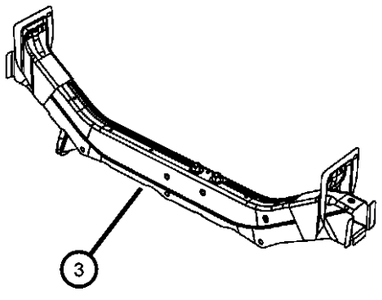
Rear Bumper and Fascia
Fascia, Rear ..... Fig. 13 - 305

Trailer Tow and Tow Hooks
Tow Hooks, Front ..... Fig. 13 - 505

013-100 Frames 	**013-200** Front Bumper and Fascia	**013-300** Rear Bumper and Fascia 	**013-500** Trailer Tow and Tow Hooks 

Frame, Front
Figure 13-120



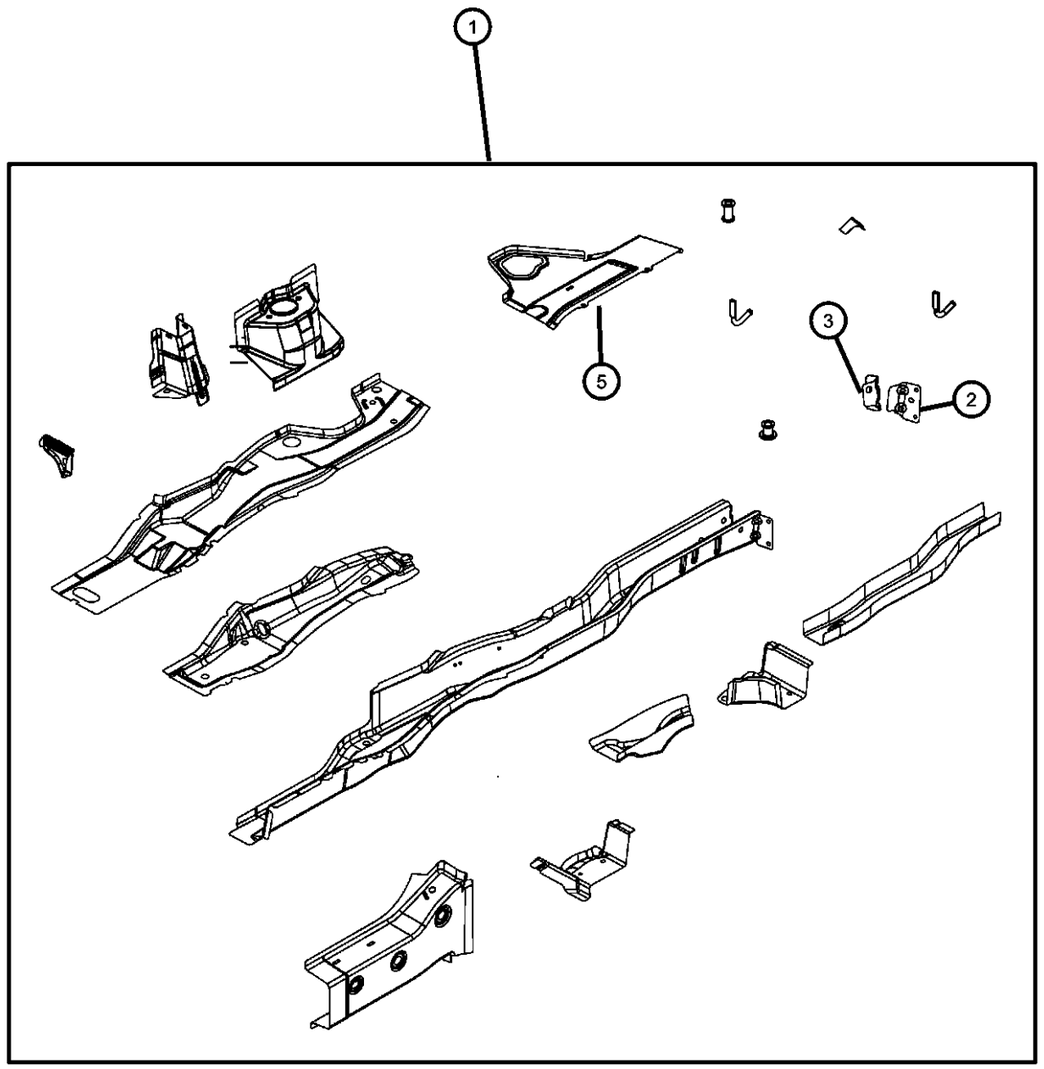


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									REINFORCEMENT, Front Bumper Side Rail
	05067868AA	1	D, E		49				Right
	05067869AA	1	B, D, E		49				Left
2									RAIL, Frame Front
	05067882AB	1	D, E		49				Left Hand Drive, Right
	05067883AC	1	B, D, E		49				, Left
	05178542AA	1	B		49				Right Hand Drive, Right
3	05067896AA	1	B, D, E		49				CROSSMEMBER, Radiator

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Frame, Rear
Figure 13-140

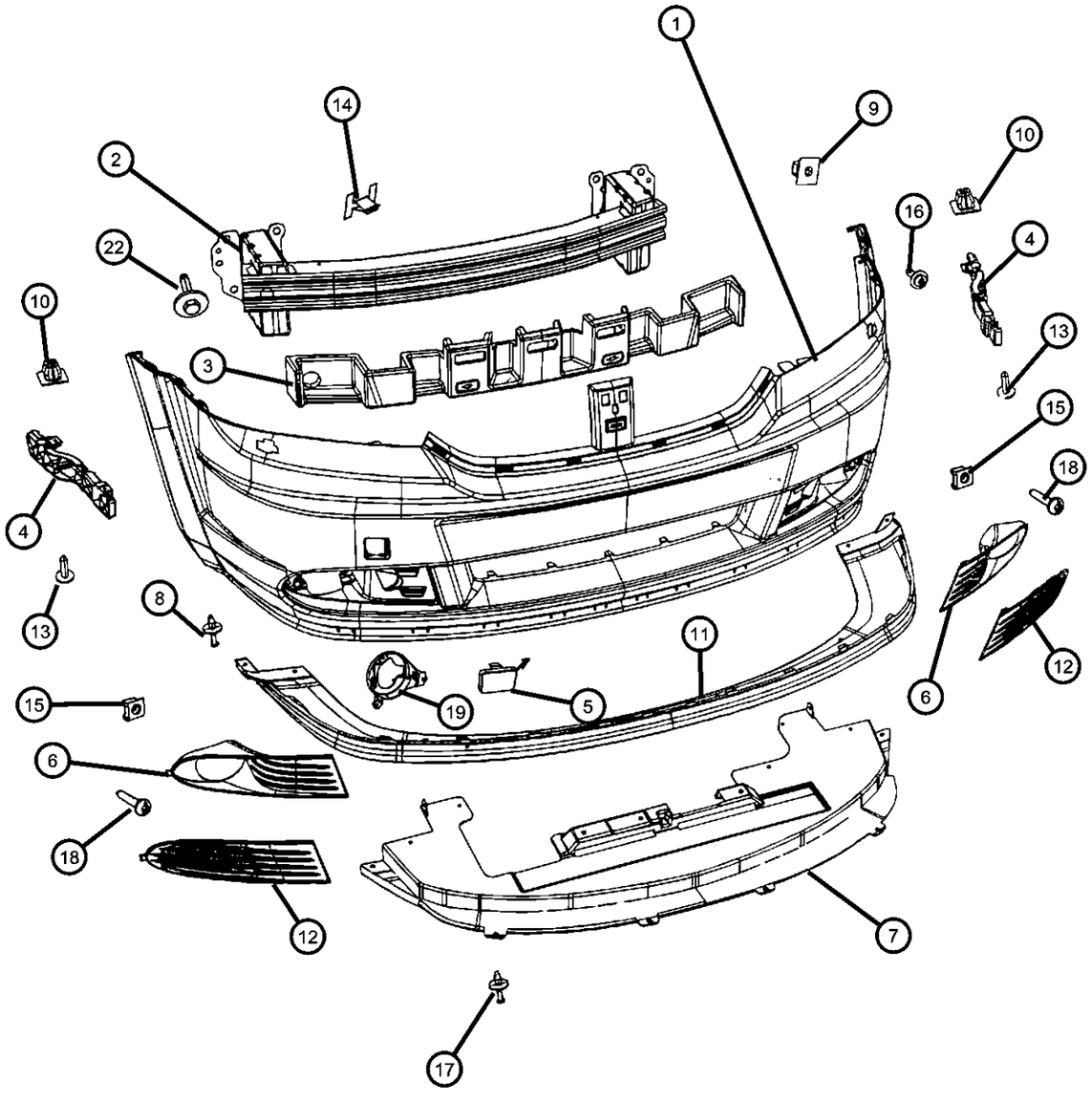


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SIDEMEMBER, Floor
	05155178AB	1	B, D, E		49				Right
	05155179AB	1	B, D, E		49				Left
2									BRACKET, Rear Bumper
	05178528AA	1	B, D, E		49				Right
	05178529AA	1	B, D, E		49				Left
3									BRACKET, Rear Bumper
	05178533AA	1	B, D, E		49				Left
	05178532AA	1	B, D, E		49				Right
-4	05151023AA	1	E		49				CROSSMEMBER, Rear Suspension
5									COVER, Rail Rear
	05178205AA	1	B, D, E		49				Left
	05178204AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fascia, Front
Figure 13-205

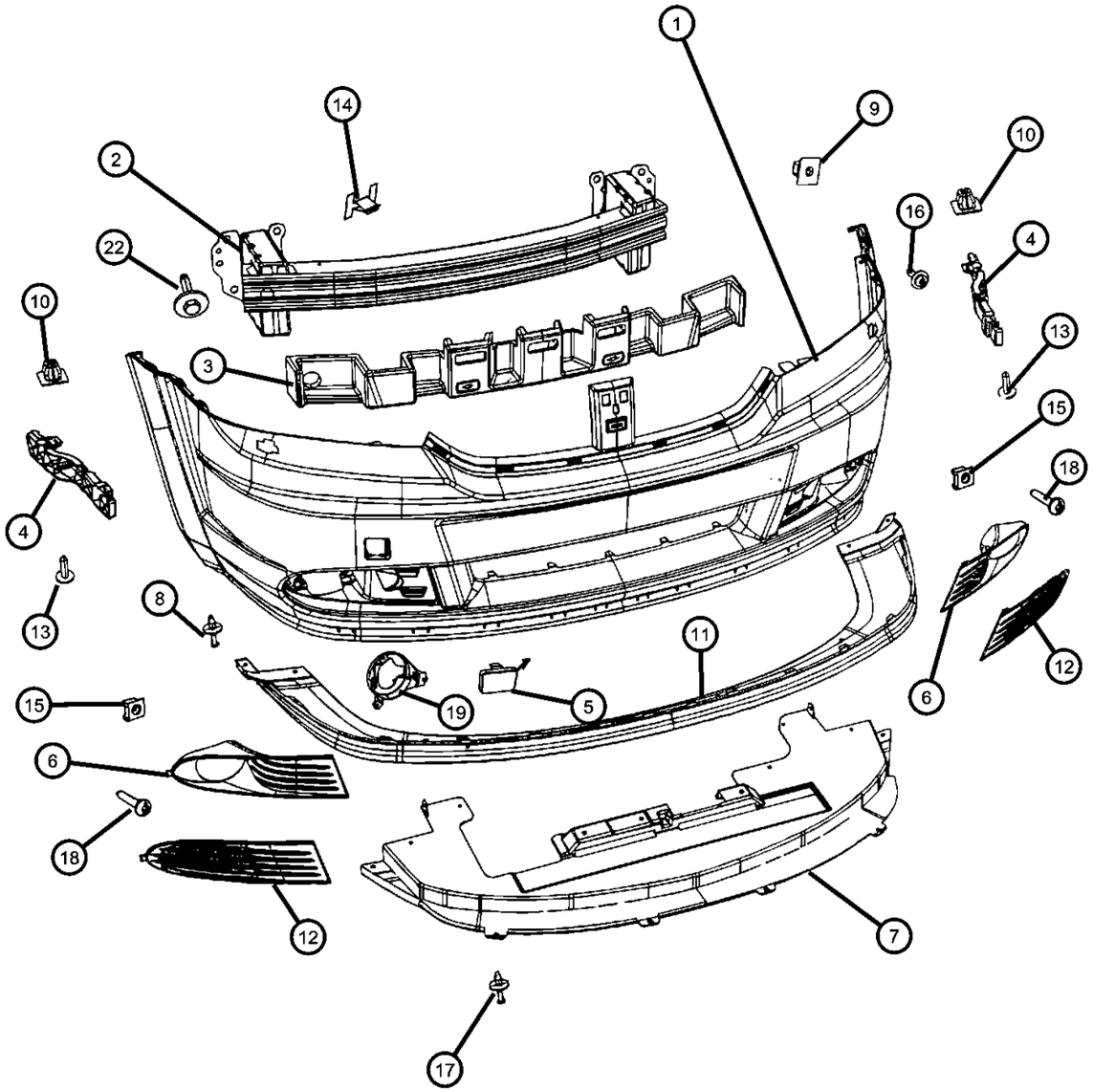


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									FASCIA, Front
	68034179AA	1	B, D, E		49				With Headlamp Washer [JHS]
	68034169AA	1	B, D, E		49				Without Headlamp Washer [JHS]
	68034175AB	1	B, D, E		49				Export
2									REINFORCEMENT, Front Bumper
	05067937AB	1	B, D, E		49				Export
	05116280AA	1	B, D, E		49				
3									ABSORBER, Front Energy
	05178003AA	1	B, D, E		49				Export
	05116263AA	1	B, D, E		49				
4									BRACKET, Fascia Support
	05178410AB	1	B, D, E		49				Right
	05178411AB	1	B, D, E		49				Left
5	68034176AA	1	B, D, E		49				COVER, Tow Hook
6									BEZEL, Fog Lamp
	05178285AA	1	B, D, E		49				Left
	05178284AA	1	B, D, E		49				Right
7									PANEL, CLOSEOUT
	05116301AB	1	B, D, E		49				
	05178405AA	1	B, D, E		49				Export
8	06508746AA	3	B, D, E		49				PIN, Push
9	06035401	2	B, D, E		49				NUT, Snap In, .164-18
10	06035401	4	B, D, E		49				NUT, Snap In, .164-18, Fascia Bracket to Fender
11									PANEL, Lower Fascia
	05178283AA	1	B, D, E		49				Without [-LNJ] Fog Lamps
		1	B, D, E		49				With [LNJ] Fog Lamps
		1	B, D, E		49				Without [-LNJ] Fog Lamps, Export
	05178283AB	1	B, D, E		49				With [LNJ] Fog Lamps, Export
12									PLUG, Fog Lamp Hole
	05178287AA	1	B, D, E		49				Left
	05178286AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Fascia, Front
Figure 13-205

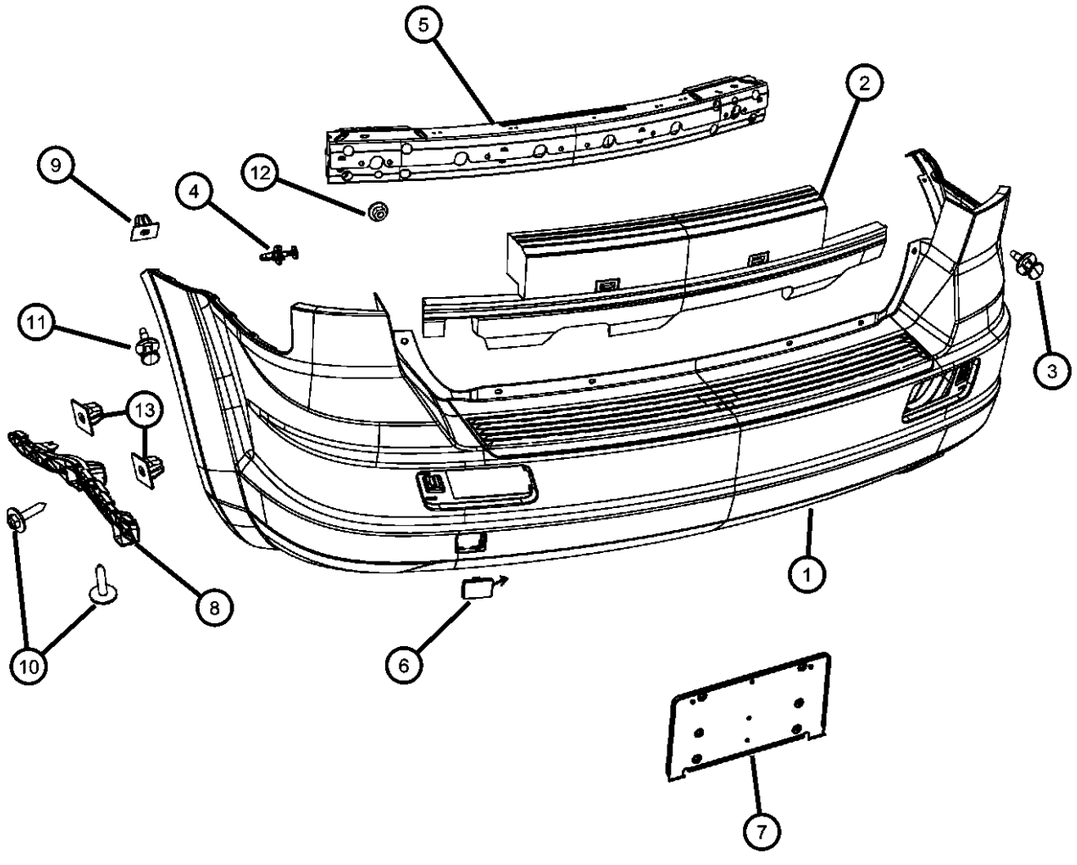


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
13	06104610AA	4	B, D, E		49				SCREW AND WASHER, Tapping Pan Head, M4.2X1.4X19.0, Bracket to Fender
14	05303389AA	2	B, D, E		49				CLIP, Molding
15	06505468AA	6	B, D, E		49				NUT, U Multi Thread, Fog Lamp to Fascia
16	06505628AA	2	B, D, E		49				SCREW AND WASHER, Tapping Hex Head, M4.2x1.41x20, Fascia to Fender
17	06504521	6	B, D, E		49				PIN, Push, Close Out Panel to Fascia
18	06505887AA	6	B, D, E		49				SCREW, Pan Head, M4 x 0.70 x 25.00, Fog Lamp to Fascia
19	05029228AA	2	B, D, E		49				BRACKET, Fog Lamp
-20	05109628AA	2	B, D, E		49				PAD, License Plate Mounting
-21	06034866	2	B, D, E		49				SCREW, Tapping Hex Flange Head, .250-14X.750, License Plate Attach
22	06508496AA	4	B, D, E		49				SCREW AND WASHER, Hex Head, M8x1.25x40

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Fascia, Rear
Figure 13-305



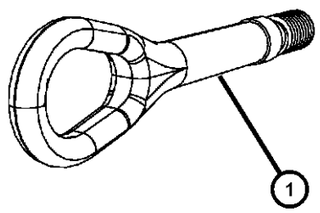
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	Sales Codes: [MDJ]= Rear License Plate Bracket, Japan [MDK]= Rear License Plate Bracket, Europe [ML3]= Body Color Fascia [MLA]= Body Color Fascia								
1									FASCIA, Rear
	68034223AB	1	B, D, E	P, S	49				With Dual Bright Exhaust Tips [NEL]
	68034462AC	1	B, D, E		49				With Rear Fog Lamps [LPG], Export
	68034219AC	1	B, D, E		49				Without Dual Bright Exhaust Tips [NEL]
2	05116285AD	1	B, D, E		49				ABSORBER, Rear Energy
3	06501925	6	B, D, E		49				PIN, Push, Fascia to Rear Liftgate
4	04389947AA	1	B, D, E		49				PIN, Push, Fascia to Body Side Aperture
5									REINFORCEMENT, Rear Bumper
	05116281AB	1	B, D, E		49				
	05178085AA	1	B, D, E		49				Export
6	1EQ50TZZAA	1	B, D, E		49				COVER, Tow Hook
7	05288487	1	B, D, E		49				BRACKET, License Plate, [MDJ]
8									BRACKET, Fascia Support
	05178412AB	1	B, D, E		49				Right
	05178413AA	1	B, D, E		49				Left
9	06035401	2	B, D, E		49				NUT, Snap In, .164-18, Fascia to Fender
10	06506161AA	6	B, D, E		49				SCREW AND WASHER, Tapping Hex Head, M4.2x1.41x20, Fascia Bracket to Body
11	06505628AA	2	B, D, E		49				SCREW AND WASHER, Tapping Hex Head, M4.2x1.41x20, Fascia to Fender
12	06104726AB	6	B, D, E		49				NUT AND WASHER, Hex, M8x1.25, Bumper to Body
13	06035401	6	B, D, E		49				NUT, Snap In, .164-18, Fascia Bracket to Body Extension

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Tow Hooks, Front
Figure 13-505

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05116161AC	1	B, D, E		49				HOOK, Tow

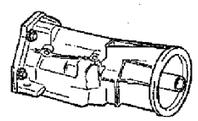
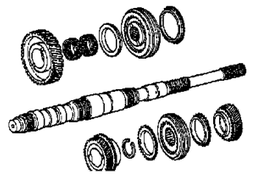
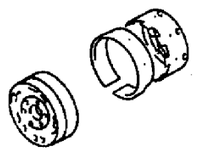
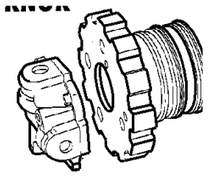
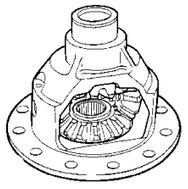


JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 14

Fuel

014-100 Fuel Tank 	**014-1000** Accelerator Pedal 	**014-200** Fuel Tank Filler Tube 	**014-300** Fuel Lines
014-400 Fuel Rail and Injectors 	**014-500** Fuel Pump and Sending Unit 	**014-600** Throttle Body 	**014-800** Air Cleaner 

Group - 14 Fuel

Illustration Title — Group-Fig. No.

Fuel Tank
Fuel Tank ..... Fig. 14 - 105

Fuel Tank Filler Tube
Fuel Filler Tube and Related ..... Fig. 14 - 205

Fuel Lines
Fuel Lines and Related ..... Fig. 14 - 305

Fuel Rail and Injectors
Fuel Rail and Related ..... Fig. 14 - 405
Fuel Rail and Related ..... Fig. 14 - 410

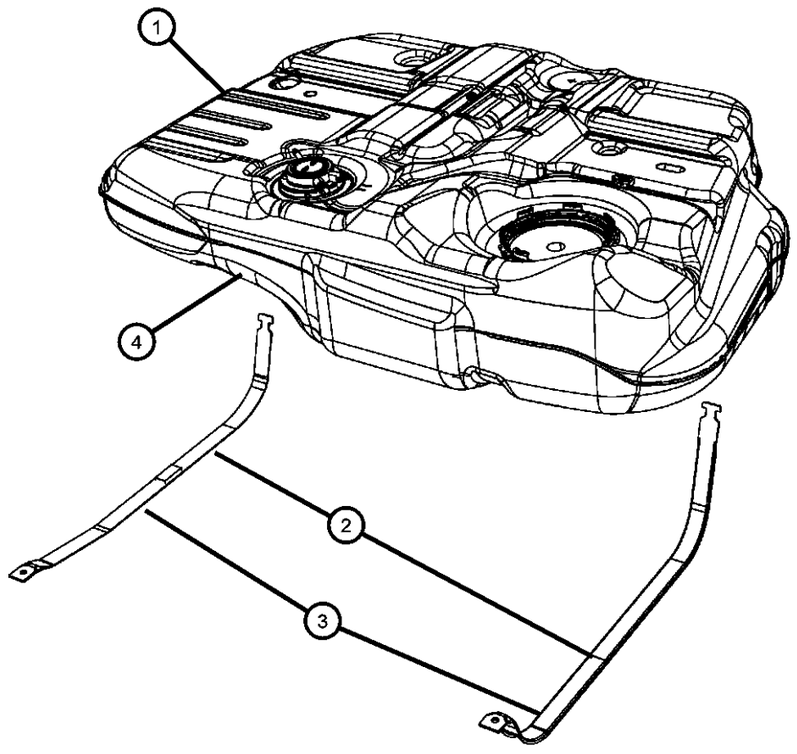
Fuel Pump and Sending Unit
Fuel Pump Module ..... Fig. 14 - 505
Fuel Pump Module ..... Fig. 14 - 510
Fuel Injection Pump 2.0L Diesel [ECE] ..... Fig. 14 - 515

Throttle Body
Throttle Body and Related ..... Fig. 14 - 605
Throttle Body and Related ..... Fig. 14 - 610
Throttle Body and Related ..... Fig. 14 - 615

Air Cleaner
Air Cleaner and Related ..... Fig. 14 - 805
Air Cleaner and Related ..... Fig. 14 - 810
Air Cleaner and Related ..... Fig. 14 - 815

Accelerator Pedal
Accelerator Pedal and Related ..... Fig. 14 - 1005

Fuel Tank
Figure 14-105

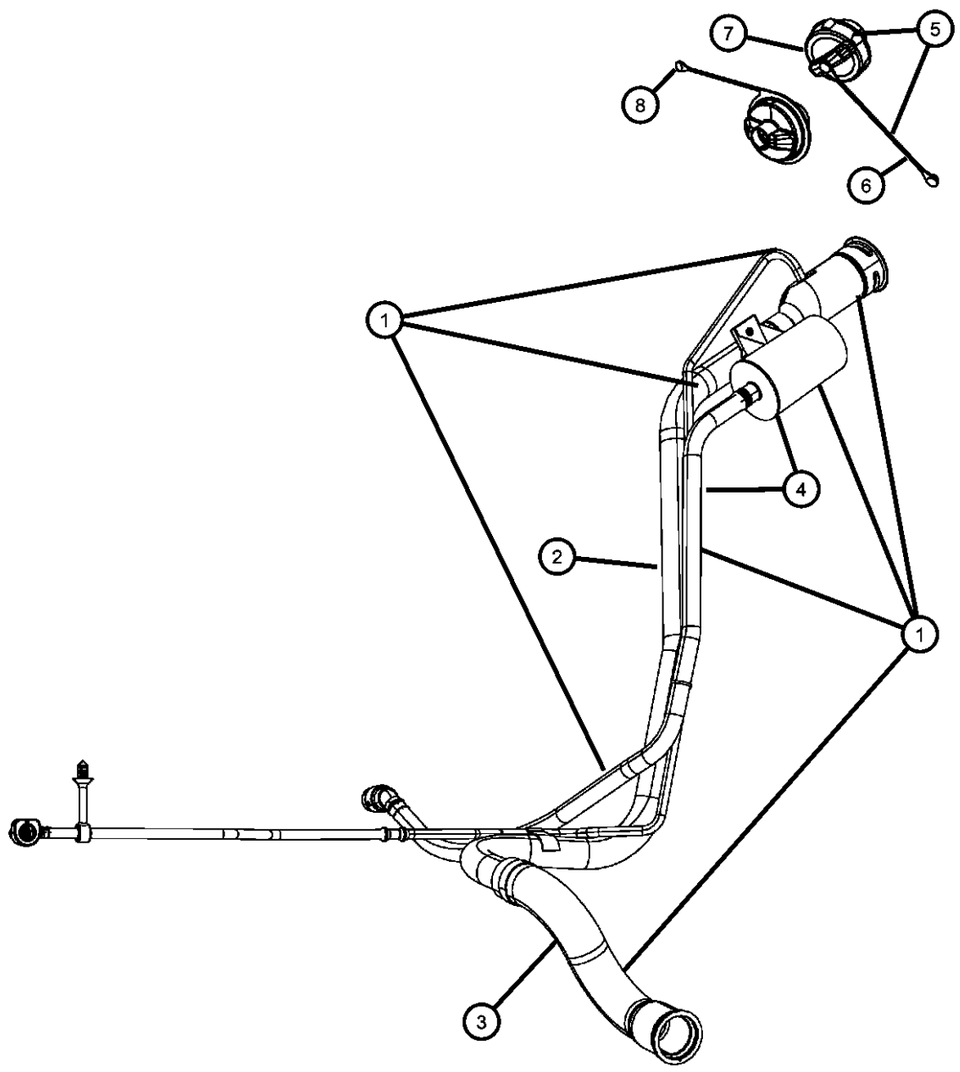


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									TANK, Fuel
	04766135AC	1	B, D		49	EDG			[NF2]
	68036146AC	1	B, D		49	ED3, EER, EGF			[NFP]
		1	B, D		49	EER			[NFP,XKN]
		1	B, D		49				[NFP,XDC], Export
	68036213AA	1	E		49	EGF			[NGB]
	68036230AC	1	B, D		49	ECE			[NFP]
2									STRAP, Fuel Tank Mounting
	04766515AB	2	E		49				Right & Left
	04766516AB	1	B, D		49	EDG			Right
	04766517AB	1	B, D		49	EDG			Left
3									STRAP, Fuel Tank
	04766508AD	1	B, D		49	ECE, ED3, EER, EGF			Right
	04766509AD	1	B, D		49	ECE, ED3, EER, EGF			Left
4									SHIELD, Fuel Tank Heat
	04766082AC	1	E		49	EGF			
	04766132AA	1	B, D		49	EDG			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Filler Tube and Related
Figure 14-205

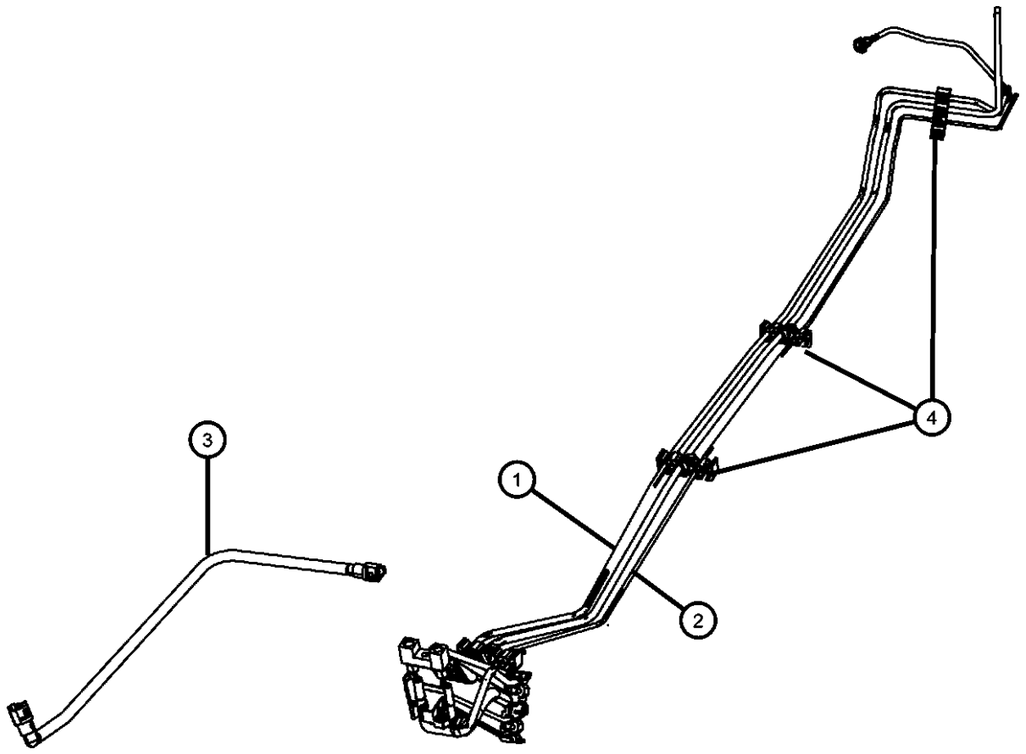


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									TUBE, Fuel Filler, Assembly
	04766507AC	1	B, D, E		49	ED3, EER, EGF			
	04766511AC	1	B, D, E		49	ECE			
	04766513AC	1	B, D, E		49	EDG			
2									TUBE, Fuel Filler
	68039535AA	1	B, D, E		49	ED3, EER, EGF			
		1	B, D, E		49	ECE			
	68039536AA	1	B, D, E		49	EDG			
3									HOSE, Fuel Filler
	68039532AA	1	B, D, E		49	ED3, EER, EGF			
		1	B, D, E		49	ECE			
	68039533AA	1	B, D, E		49	EDG			
4									FILTER KIT, Fuel
	68039537AA	1	B, D, E		49	ED3, EER, EGF			
		1	B, D, E		49	EDG			
	68039538AA	1	B, D, E		49	ECE			
5									CAP, Fuel Filler
	04578235AC	1	B, D, E		49	EDG			
	05278632AG	1	B, D, E		49	ED3, EER, EGF			
	52124595AA	1	B, D, E		49	EER			[XKN]
6									TETHER, Fuel Filler Cap
	04682676	1	B, D, E		49	EDG			
		1	B, D, E		49	ED3, EER, EGF			
		1	B, D, E		49	EER			[XKN]
7									CAP KIT, Fuel Tank Locking
	68030940AA	1	B, D, E		49				
	68057320AA	1	B, D, E		49				[XKN]
8	05278461AA	1	B, D, E		49				TETHER, Fuel Filler Cap, [XJH]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Lines and Related
Figure 14-305

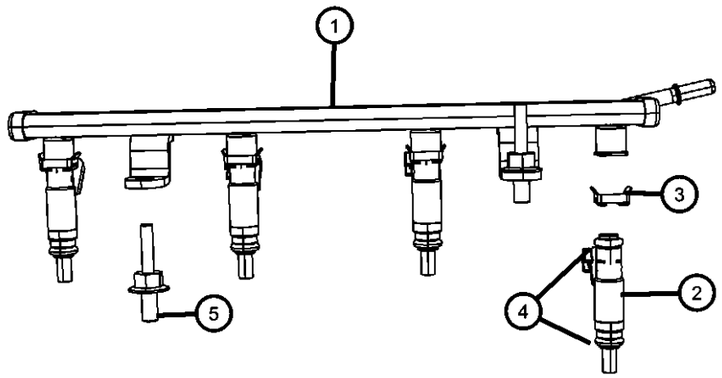


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68039508AA	1	B, D, E		49	ED3, EDG, EER, EGF			TUBE, Fuel Supply
2	68039507AA	1	B, D, E		49	ED3, EDG, EER, EGF			TUBE, Fuel Return
3									TUBE, Fuel Supply
	04766381AC	1	B, D, E		49	EER			Fuel Rail to Fuel Bundle
	04766383AC	1	B, D, E		49	ED3, EDG			Fuel Rail to Fuel Bundle
	04766384AC	1	B, D, E		49	EGF			Fuel Rail to Fuel Bundle
4	68039512AA	5	B, D, E		49	ED3, EDG, EER, EGF			CLIP, 4 Way

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Rail and Related
Figure 14-405

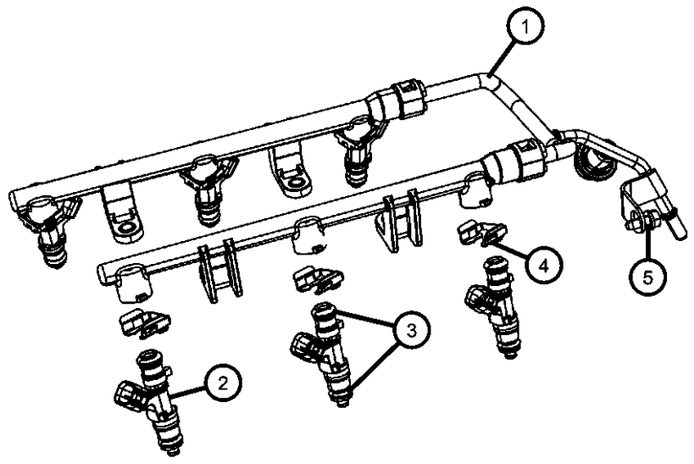


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									RAIL, Fuel
	04891575AA	1	B, D, E		49	ED3, EDG			
	68001311AA	1	B, D, E		49	ECE			
2									INJECTOR, Fuel
	04891577AB	4	B, D, E		49	ED3			
		4	B, D, E		49	EDG			
	68000912AA	1	B, D, E		49	ECE			
3	04418257AB	4	B, D, E		49	ED3, EDG			CLIP, Fuel Injector
4									O RING KIT, Fuel Injector
	04897125AA	1	B, D, E		49	ED3			
		1	B, D, E		49	EDG			
	68001590AA	1	B, D, E		49	ECE			
5	06508424AA	2	B, D, E		49	ED3, EDG			STUD, Double Ended, M8x1.25x50.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Rail and Related
Figure 14-410

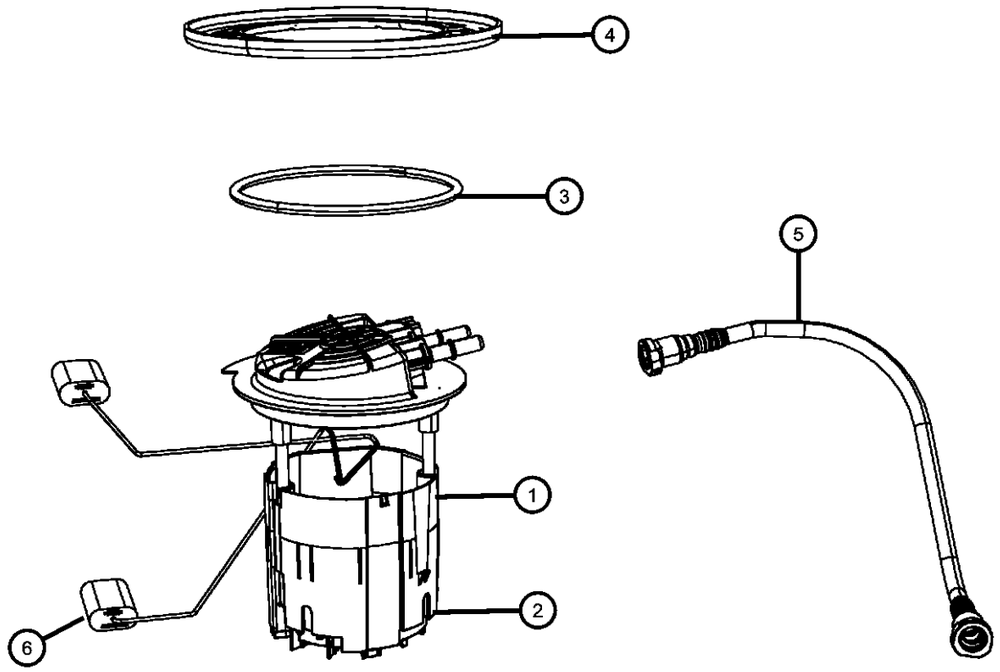


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									RAIL, Fuel
	04591988AA	1	B, D, E		49	EE0			
	04861584AB	1	B, D, E		49	EGF			
2									INJECTOR, Fuel
	04591986AA	6	B, D, E		49	EGF			
	68000880AA								Wholesale Bulk Injector Package - 70 pieces of 04591986AA
		6	B, D, E		49	EE0			
	68000880AA								Wholesale Bulk Injector Package - 70 pieces of 04591986AA
3									O RING KIT, Fuel Injector
	05103377AA	6	B, D, E		49	EGF			
		6	B, D, E		49	EER			
4									CLIP, Fuel Injector
	04418257AB	6	B, D, E		49	EGF			
	04591629AB	6	B, D, E		49	EE0			
5	06501755	1	B, D, E		49	EE0			SCREW AND WASHER, Hex Head, M6x1x16

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Pump Module
Figure 14-505

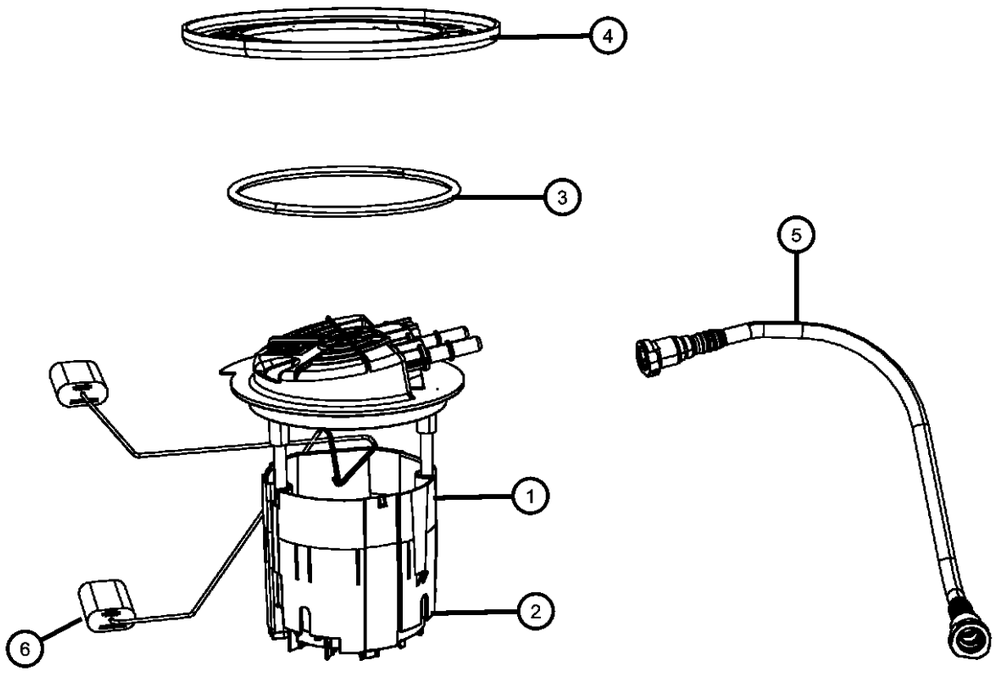


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MODULE PACKAGE, Fuel Pump/Level Unit
	68039179AC	1	B, D		49	EER			[NFP,XKN]
		1	B, D		49				[NFP,XDC], Export
	68039211AA	1	B, D		49	EDG			[NF2]
2									MODULE KIT, Fuel Pump/Level Unit
	68038901AA	1	E		49	EGF			[NGB]
	68039210AA	1	B, D		49	ED3, EER, EGF			
3									O RING, Fuel Pump and Level Unit
	05105331AA	1	E		49	EGF			[NGB]
	55366298AA	1	B, D		49	ED3, EER, EGF			[NFP]
		1	B, D		49	EER			[NFP,XKN]
		1	B, D		49	EDG			[NF2]
		1	B, D		49				[NFP,XDC], Export
4									RING, Lock, Fuel Module
	55366299AA	1	B, D		49				[NFP,XDC], Export
		1	B, D		49	ED3, EER, EGF			[NFP],
	05105332AB	1	E		49	EGF			[NGB]
		1	B, D		49	EER			[NFP,XKN]
5									JUMPER, Fuel Supply
	04766086AA	1	B, D		49	ED3, EER, EGF			[NFP]
		1	E		49	EGF			[NGB]
	04766087AA	1	B, D		49	EER			[NFP,XKN]
		1	B, D		49				Export
	04766136AA	1	B, D		49	EDG			[NF2]
6									LEVEL UNIT PACKAGE, Fuel
	68042941AA	1	E		49	EGF			[NGB]
	68039181AA	1	B, D		49	EER			[NFP,XKN]
		1	B, D		49				Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Pump Module
Figure 14-505

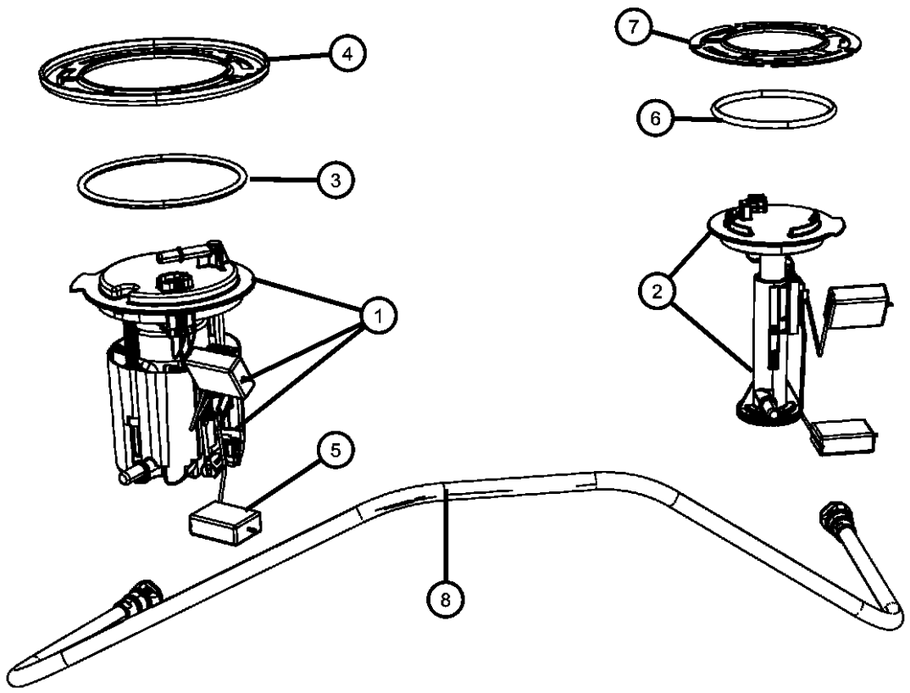


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68041616AA	1	B, D		49	EDG			[NF2]
	68038919AA	1	B, D		49	ECE			[NFP]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Pump Module
Figure 14-510

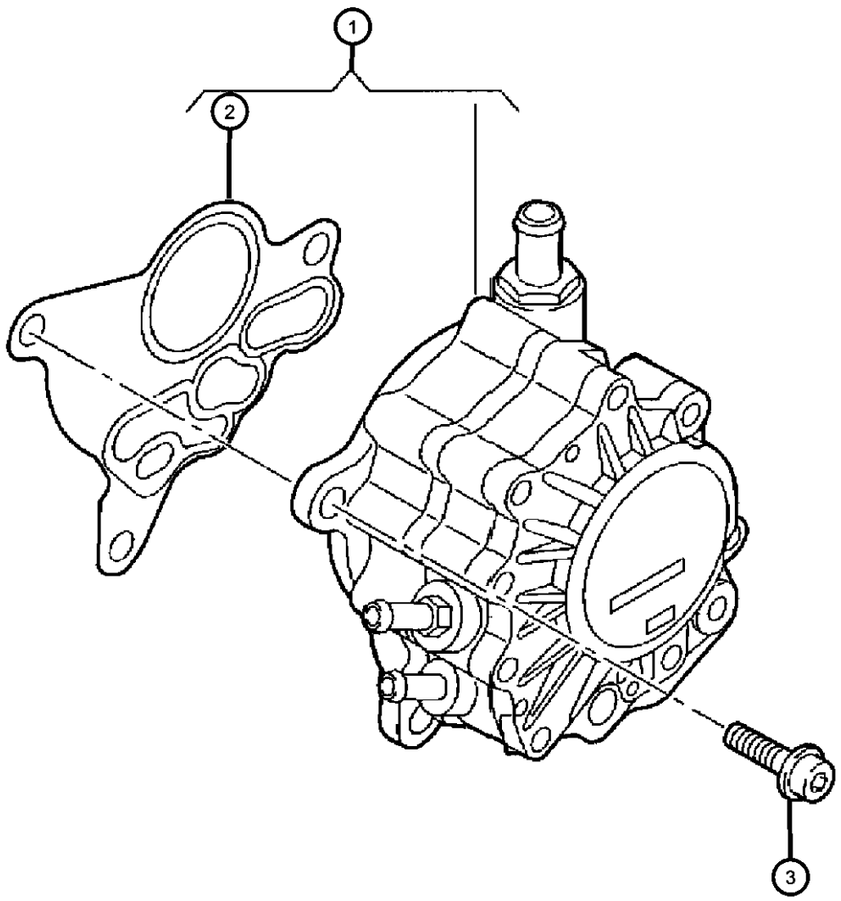


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68038901AA	1	E		49	EGF			MODULE KIT, Fuel Pump/Level Unit
2	68038902AA	1	E		49	EGF			MODULE KIT, Auxiliary Fuel Pump
3	55366298AA	1	E		49	EGF			O RING, Fuel Pump and Level Unit
4	55366299AA	1	E		49	EGF			RING, Lock, Fuel Module
5	68042941AA	1	E		49	EGF			LEVEL UNIT PACKAGE, Fuel
6	05105331AA	1	E		49	EGF			O RING, Fuel Pump and Level Unit, Auxiliary Pump
7	05105332AB	1	E		49	EGF			RING, Lock, Fuel Module, Auxiliary Pump
8	04766080AB	1	E		49	EGF			TUBE, Fuel Transfer

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Fuel Injection Pump 2.0L Diesel [ECE]
Figure 14-515



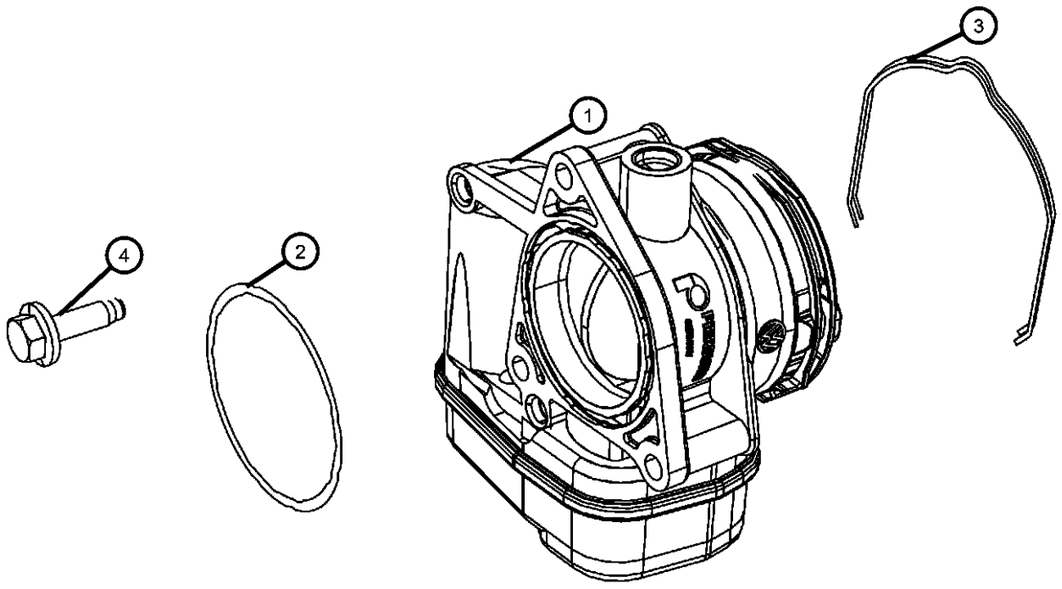
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PUMP, Fuel Injection
	RX004327AB	1	B, D, E		49	ECE			Remanufactured Export Only
	68004327AB	1	B, D, E		49	ECE			
2	68000630AB	1	B, D, E		49	ECE			GASKET, Fuel Pump
3		1							BOLT, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Throttle Body and Related
Figure 14-605

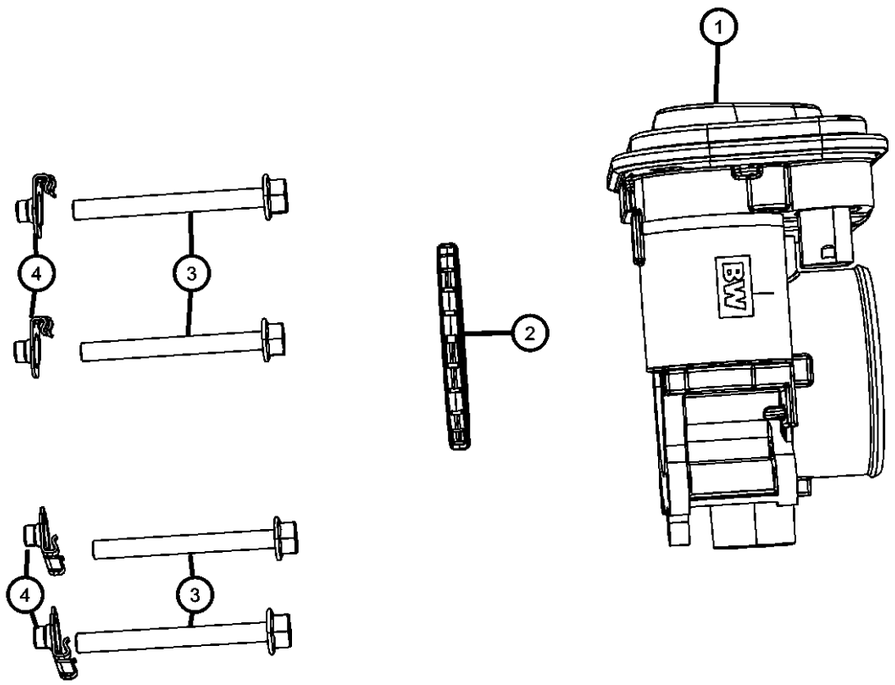
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68034270AC	1	B, D, E		49	ECE			THROTTLE BODY
2	68001545AA	1	B, D, E		49	ECE			SEAL, Throttle Body to Intake
3	68041372AA	1	B, D, E		49	ECE			CLIP, Throttle Body
4	68021304AA	3	B, D, E		49	ECE			BOLT, M6x45



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Throttle Body and Related
Figure 14-610

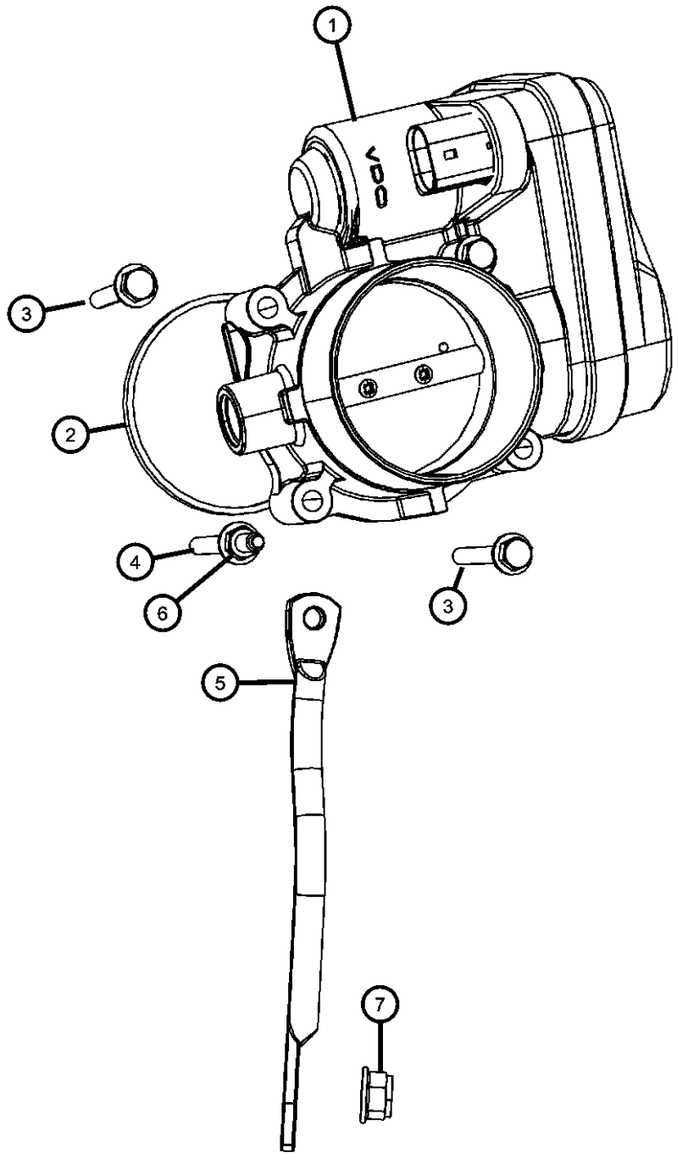


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1	04891735AC	1	B, D, E		49	ED3, EDG			THROTTLE BODY
2									GASKET, Throttle Body
	04884551AA	1	B, D, E		49	ED3			
	04884998AA	1	B, D, E		49	EDG			
3	06104189AA	4	B, D, E		49	ED3, EDG			SCREW, Hex Flange Head, M6X1.0X60.0
4									NUT, J
	06504968AA	4	B, D, E		49	EDG			
	06508896AA	4	B, D, E		49	ED3			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Throttle Body and Related
Figure 14-615

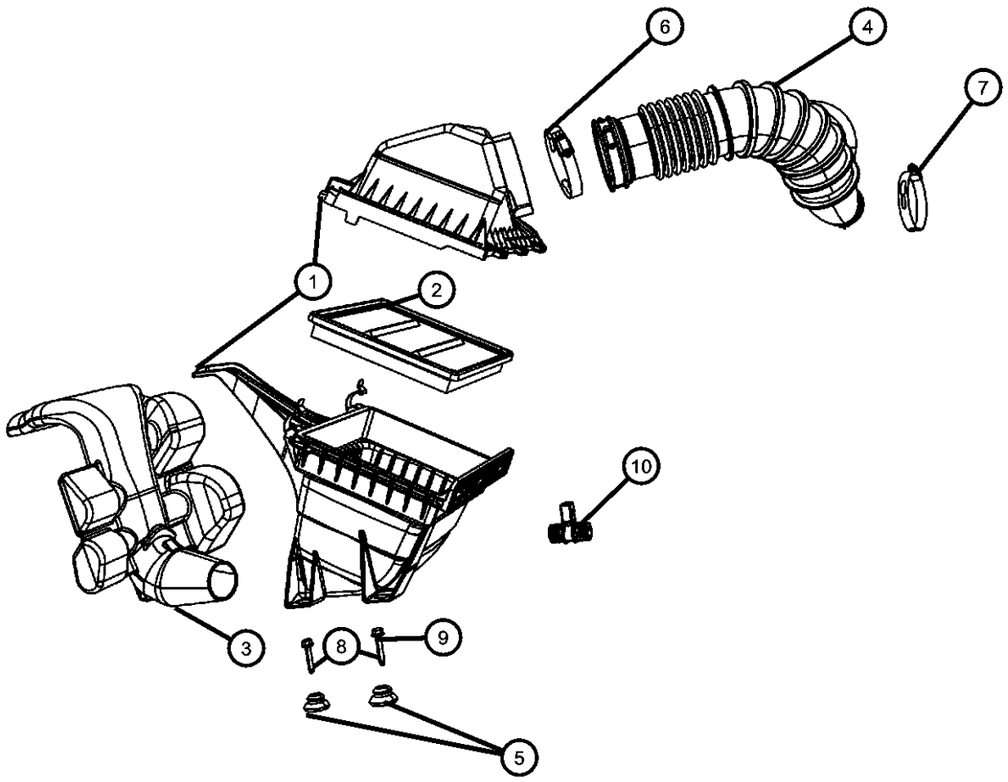


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									THROTTLE BODY
	04861691AA	1	B, D, E		49	EGF			
		1	B, D, E		49	EER			
2									GASKET, Throttle Body
	04591873AA	1	B, D, E		49	EER			
		1	B, D, E		49	EGF			
3									BOLT, Hex Head Flat Washer, M5.74X1.81X49.00
	06507725AA	3	B, D, E		49	EGF			
		3	B, D, E		49	EER			
4									STUD, Double Ended, M6X1.00X18.00
	06507726AA	1	B, D, E		49	EGF			
		1	B, D, E		49	EER			
5	04593678AA	1	B, D, E		49	EE0			BRACKET, Throttle Body Support
6	06104715AA	5	B, D, E		49	EE0			NUT, Hex Flange Lock, M6X1.00
7	06104716AA	1	B, D, E		49	EE0			NUT, Hex Flange Lock, M8X1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Air Cleaner and Related
Figure 14-805

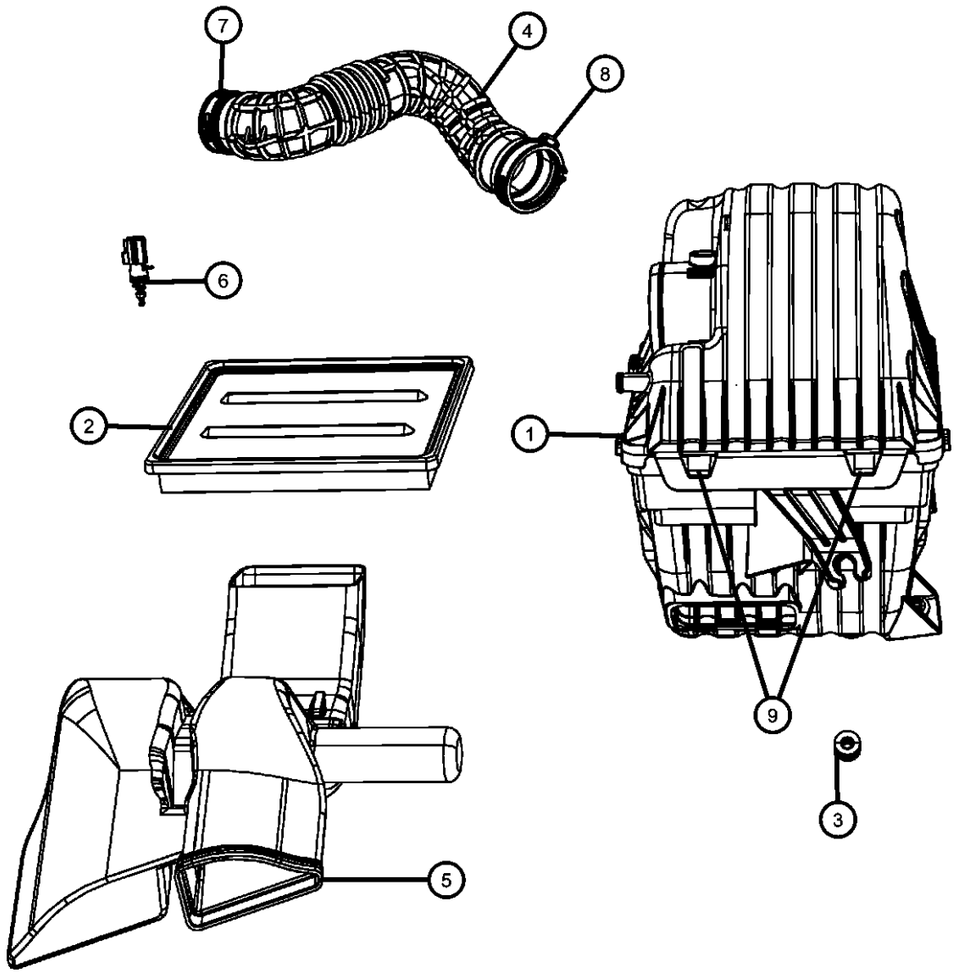


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891897AD	1	B, D, E		49	ECE			AIR CLEANER
2	04891916AA	1	B, D, E		49	ECE			FILTER, Air
3	04891899AB	1	B, D, E		49	ECE			DUCT, Fresh Air
4	04891898AB	1	B, D, E		49	ECE			HOSE, Clean Air
5	04268295	2	B, D, E		49	ECE			GROMMET, Air Cleaner Bracket
6	06509268AA	1	B, D, E		49	ECE			CLAMP, HOSE CLAMP
7	06509267AA	1	B, D, E		49	ECE			CLAMP, HOSE CLAMP, CLEAN AIR HOSE TO TURBO INLET
8	06105040AA	1	B, D, E		49	ECE			BOLT, Hex Flange Head, M6X1.00X35.00, AIR CLEANER TO FRONT
9	06508595AA	2	B, D, E		49				SCREW, Air Cleaner
10	04861678AB	1	B, D, E		49	ECE			HEATER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Air Cleaner and Related
Figure 14-810



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891913AC	1	B, D, E		49	ED3, EDG, EER, EGF			AIR CLEANER
2	04891916AA	1	B, D, E		49	ED3, EDG, EER, EGF			FILTER, Air
3	04268295	2	B, D, E		49	ED3, EDG, EER, EGF			GROMMET, Air Cleaner Bracket
4									HOSE, Clean Air
	04891892AA	1	B, D, E		49	ED3			
	04891915AA	1	B, D, E		49	EDG			
5									DUCT, Fresh Air
	04891893AA	1	B, D, E		49	EDG			
		1	B, D, E		49	ED3			
6									SENSOR, Air Temperature
	56028364AA	1	B, D, E		49	ED3			
		1	B, D, E		49	EDG			
7									CLAMP, Air Cleaner to T/Body
	06509264AA	1	B, D, E		49	EDG			
		1	B, D, E		49	ED3			
8									CLAMP, Hose to Air Cleaner
	06509263AA	1	B, D, E		49	ED3			
		1	B, D, E		49	EDG			
9	68038513AA	2	B, D, E		49	EDG, EER, EGF, ED3			CLAMP

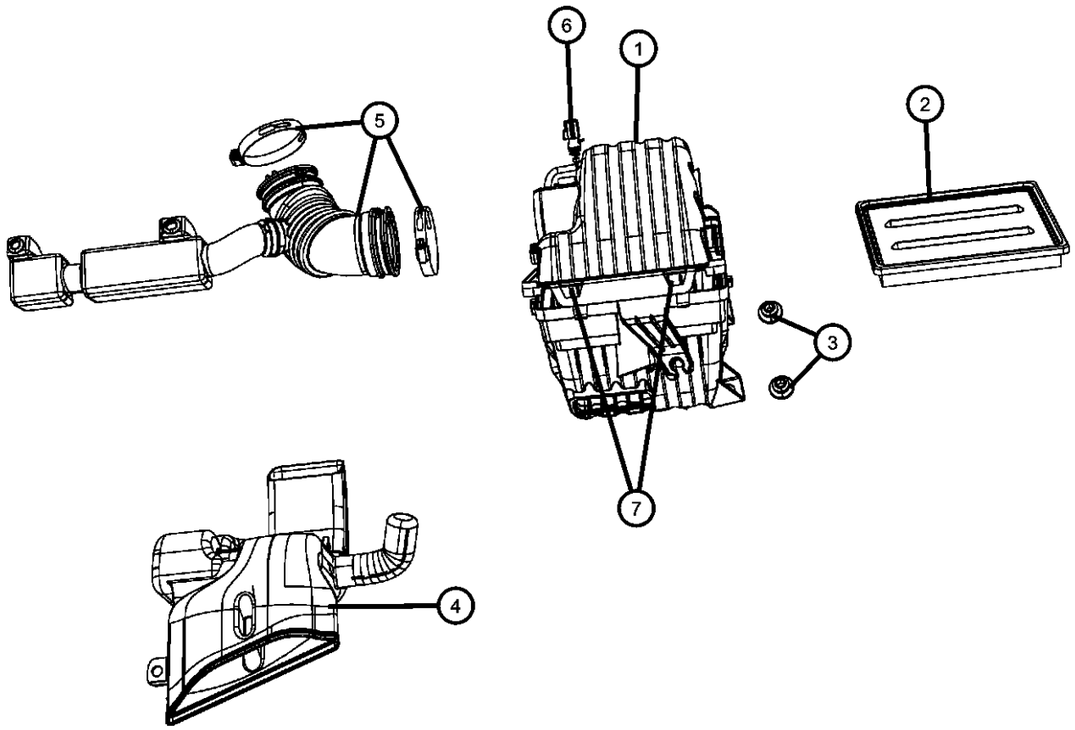
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Air Cleaner and Related
Figure 14-815

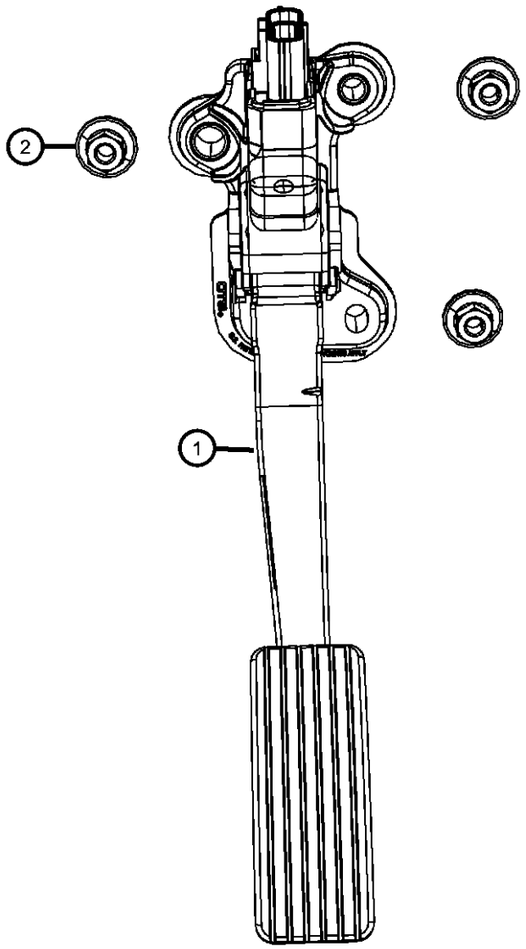


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891913AC	1	B, D, E		49	ED3, EDG, EER, EGF			AIR CLEANER
2	04891916AA	1	B, D, E		49	ED3, EDG, EER, EGF			FILTER, Air
3	04268295	2	B, D, E		49	ED3, EDG, EER, EGF			GROMMET, Air Cleaner Bracket
4									DUCT, Fresh Air
	04891896AA	1	B, D, E		49	EER			
		1	B, D, E		49	EGF			
5									HOSE, Clean Air
	04891895AA	1	B, D, E		49	EER			
	04891911AA	1	B, D, E		49	EGF			
6									SENSOR, Air Temperature
	56028364AA	1	B, D, E		49	EGF			
		1	B, D, E		49	EER			
7	68038513AA	2	B, D, E		49	ED3, EDG, EER, EGF			CLAMP

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Accelerator Pedal and Related
Figure 14-1005



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EDG] = 2.4L 4 Cyl. PZEV 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1									PEDAL, Accelerator
	04891585AB	1	D, E		49				Left Hand Drive
	04891586AB	1	B		49				Right Hand Drive
2	06509262AA	3	B, D, E		49				NUT, Hex Flange, M8x1.25, Accelerator Pedal to Dash Assembly, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 17
Rear Suspension

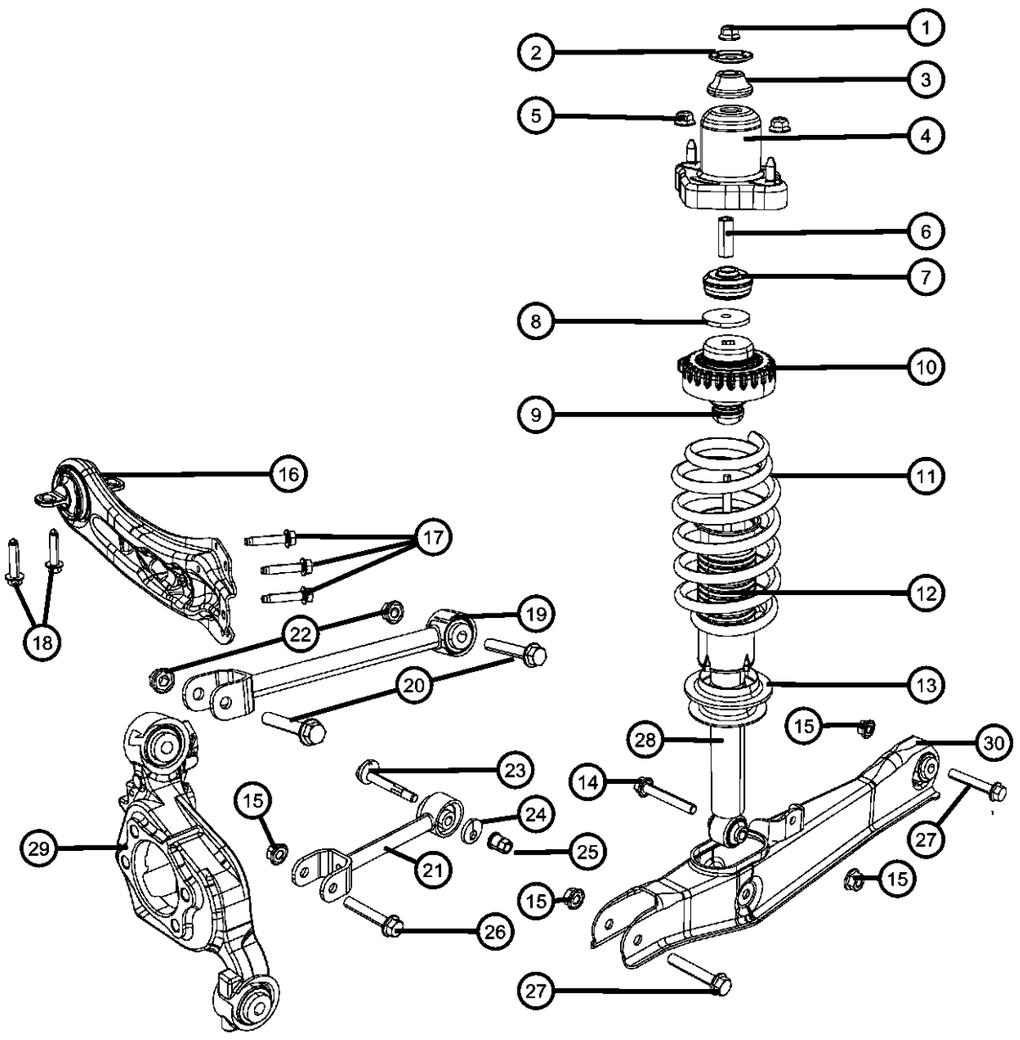
Illustration Title — Group-Fig. No.

Rear Suspension and Cradle
Suspension, Rear ..... Fig. 17 - 110
Cradle, Rear Suspension ..... Fig. 17 - 115

Rear Stabilizer Bar
Stabilizer Bar, Rear ..... Fig. 17 - 205

017-100 Rear Suspension and Cradle	**017-200** Rear Stabilizer Bar		

Suspension, Rear
Figure 17-110

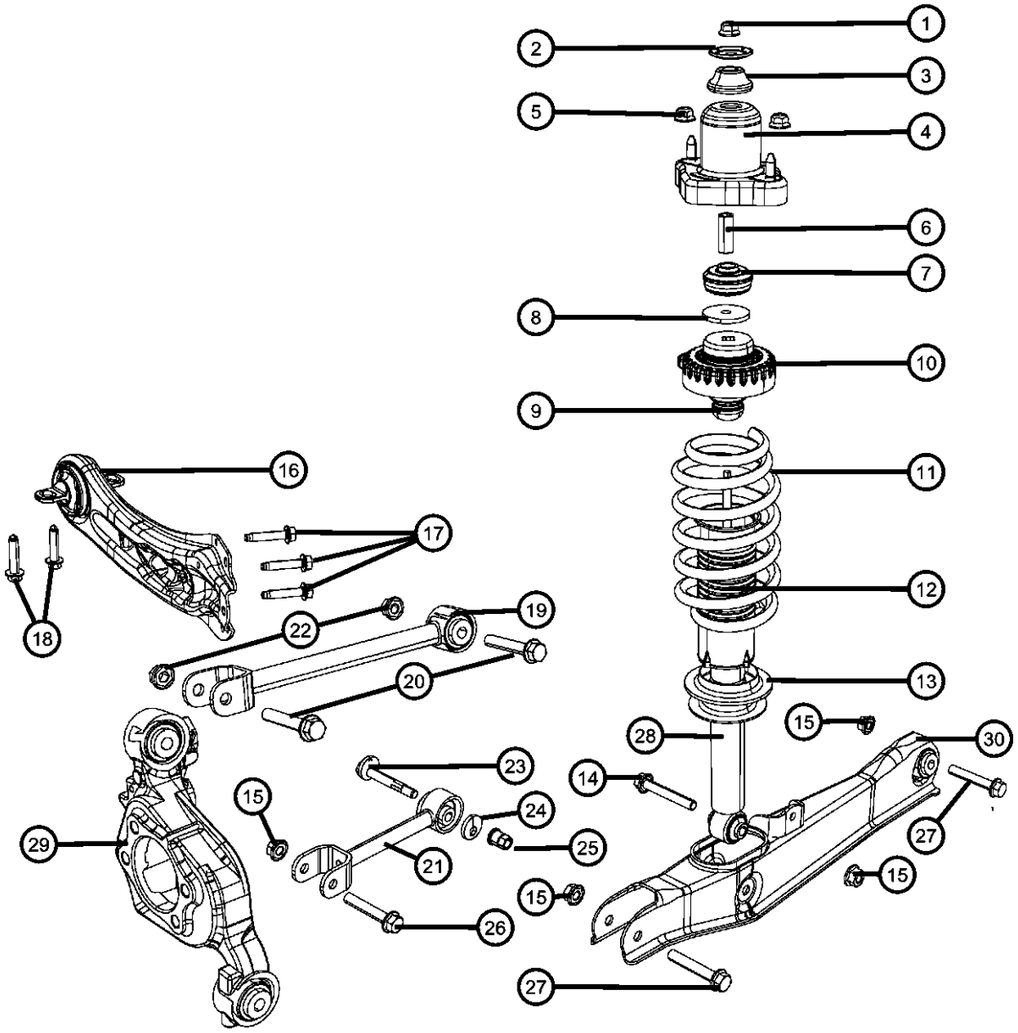


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO									
1	06503335	2	B, D, E		49				NUT, Hex, M10X1.25
2	05085529AA	2	B, D, E		49				WASHER, Shock Absorber
3	05151286AA	2	B, D, E		49				BUSHING, Shock Absorber
4	05085495AC	2	B, D, E		49				BRACKET, Shock Absorber
5	06503335	4	B, D, E		49				NUT, Hex, M10X1.25
6	05085519AA	2	B, D, E		49				SLEEVE, Shock Absorber
7	05151285AA	2	B, D, E		49				BUSHING, Shock Absorber
8	05085534AA	2	B, D, E		49				PLATE, Shock Absorber
9	05151019AB	2	B, D, E		49				BUMPER, Jounce, [Minus SER]
10									ISOLATOR, Rear Suspension Spring
	05006644AA	2	B, D, E		49				
	05151000AB	2	B, D, E		49				[SER]
11									SPRING, Suspension
	05151244AB	1	B, D, E		49				[SDD,SDE,SDF+ZFU,ZUU]
	05151361AB	1	B, D, E		49				[SDA,SDC+ZCR,ZRR]
	05151362AB	1	B, D, E		49				[SDA,SDC+ZCS,ZRS]
	05151367AB	1	B, D, E		49				[SDA,SDC+ZCX,ZRX]
	05151243AB	1	B, D, E		49				[SDD,SDE,SDF+ZFT,ZUT]
	05151242AB	1	B, D, E		49				[SDD,SDE,SDF+ZFS,ZUS]
	05151241AB	1	B, D, E		49				[SDD,SDE,SDF+ZFR,ZUR]
	05151247AB	1	B, D, E		49				[SDD,SDE,SDF+ZFX,ZUX]
	05151248AB	1	B, D, E		49				[SDF,SDD+ZFY,ZUY]
	05151245AB	1	B, D, E		49				[SDD,SDE,SDF+ZFV,ZUV]
	05151246AB	1	B, D, E		49				[SDD,SDE,SDF+ZFW,ZUW]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Suspension, Rear
Figure 17-110

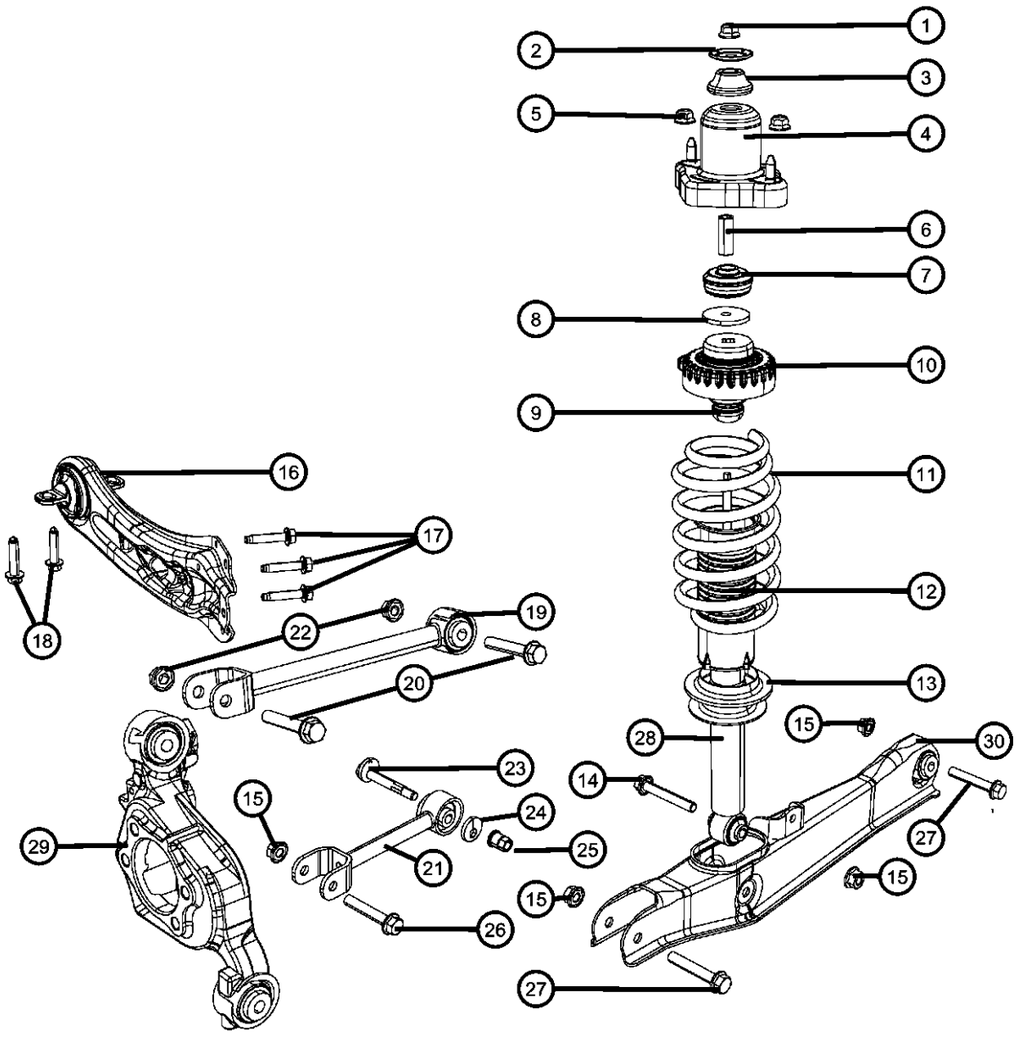


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05151249AB	1	B, D, E		49				[SDD,SDE,SDF+ZFZ,ZUZ]
	05151365AB	1	B, D, E		49				[SDA,SDC+ZCV,ZRV]
	05151366AB	1	B, D, E		49				[SDA,SDC+ZCW,ZRW]
	05151363AB	1	B, D, E		49				[SDA,SDC+ZCT,ZRT]
	05151364AB	1	B, D, E		49				[SDA,SDC+ZCU,ZRU]
	05151368AB	1	B, D, E		49				[SDA,SDC+ZCY,ZRY]
	05151369AB	1	B, D, E		49				[SDA,SDC+ZCZ,ZRZ]
12									SHIELD, Suspension
	05151281AB	2	B, D, E		49				[SER]
	05151026AA	2	B, D, E		49				
13	05171135AA	2	B, D, E		49				ISOLATOR, Rear Suspension Spring, [Minus SER]
14	06104243AA	2	B, D, E		49				BOLT, Hex Flange Head, M12X1.50X80.00
15	06104711AA	2	B, D, E		49				NUT, M12
16									LINK, Trailing Rear Suspension
	05085415AD	1	B, D, E		49				Left
	05085416AD	1	B, D, E		49				Right
17	06105067AA	6	B, D, E		49				BOLT, Hex Flange Head, M10x1.50x50
18	06104462AA	4	B, D, E		49				SCREW, Hex Head
19	05085419AC	2	B, D, E		49				LINK, Rear Lateral
20	06104242AA	2	B, D, E		49				BOLT, Hex Flange Head, M12X1.50X70.00
21	05085417AC	2	B, D, E		49				LINK, Rear Toe
22	06104711AA	2	B, D, E		49				NUT, M12
23	06508486AA	2	B, D, E		49				BOLT
24	06508488AA	2	B, D, E		49				WASHER
25	06508487AA	2	B, D, E		49				NUT, Hex Flange
26	06104242AA	2	B, D, E		49				BOLT, Hex Flange Head, M12X1.50X70.00
27	06104242AA	2	B, D, E		49				BOLT, Hex Flange Head, M12X1.50X70.00
28									SHOCK ABSORBER, Suspension

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Suspension, Rear
Figure 17-110

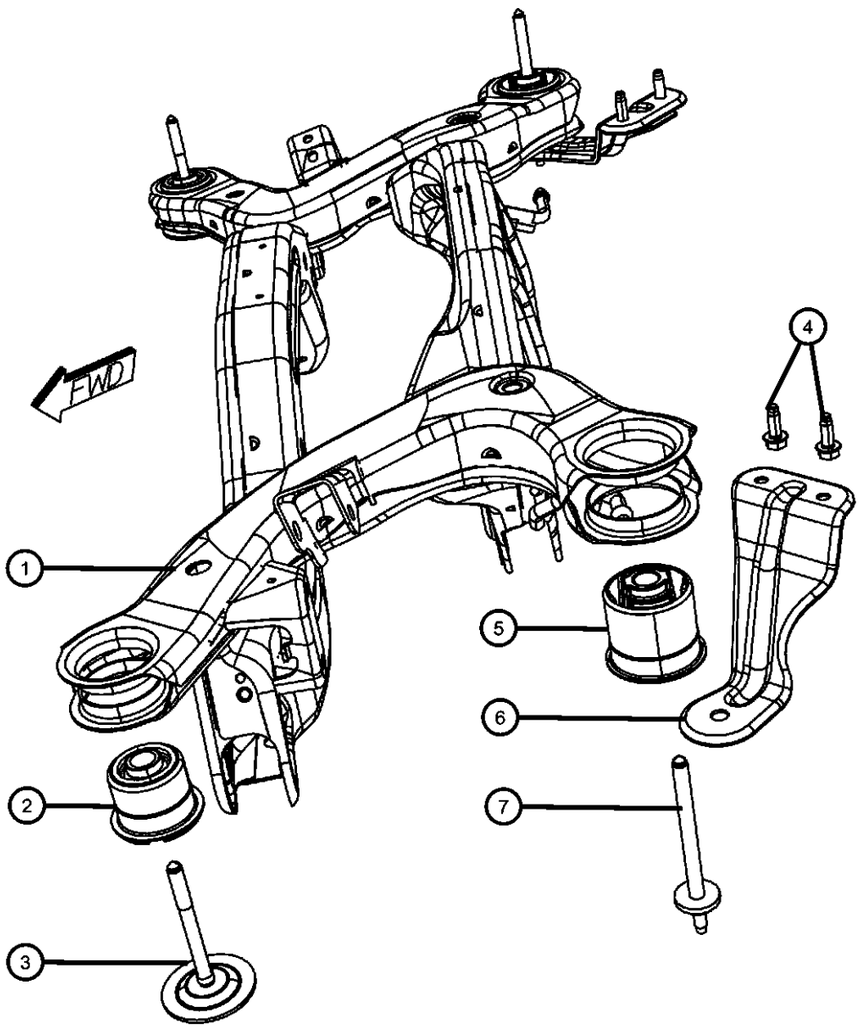


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04743866AB	2	B, D		49				[SDF]
	04766958AB	2	E		49				[SDD]
		2	B, D, E		49				[SDE]
	05151290AB	2	B, D, E		49				[SDA]+[SER]
		2	B, D, E		49				[SER]
	05151294AB	2	E		49				[SDD]+[SER]
	05151298AB	2	B, D, E		49				[SDF]+[SER]
	04766867AB	2	B, D		49				[SDA,SDC]
	04766957AB	2	B, D		49				[SDD]
29									KNUCKLE, Rear
	04766562AA	1	B, D, E		49				Right
	04766563AA	1	B, D, E		49				Left
30									ARM, Lower Control, Rear
	04766950AA	2	B, D, E		49				[X85]
	05151208AB	2	B, D, E		49				[X85]+[SER]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cradle, Rear Suspension
Figure 17-115

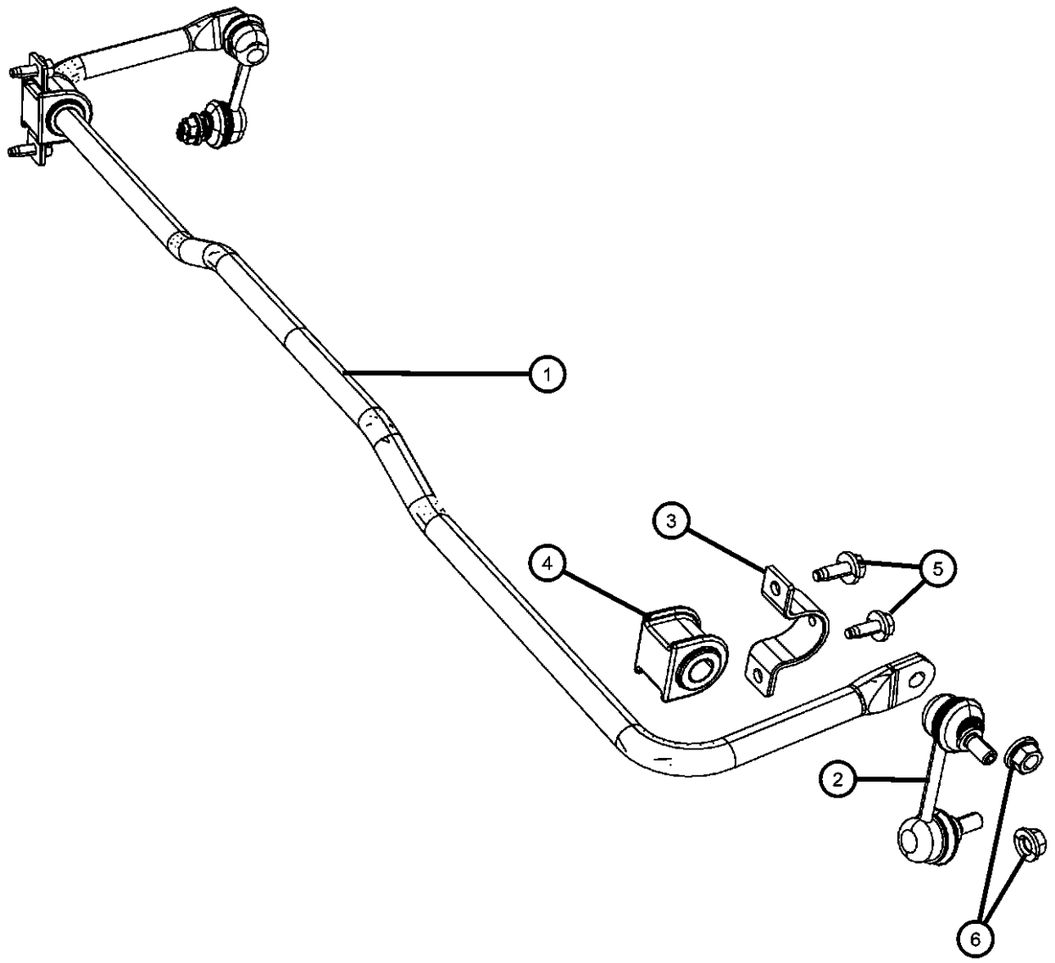


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CROSSMEMBER, Rear Suspension
	05151022AA	1	B, D		49				
	05151275AA	1	E		49				
2									ISOLATOR, Crossmember
	05085562AC	2	E		49				
		2	B, D		49				
3	06509048AA	2	B, D, E		49				BOLT, Hex head, M12X1.50X130
4	06105063AA	4	B, D, E		49				SCREW AND WASHER, Hex Head
5									ISOLATOR, Crossmember
	05171207AA	2	E		49				
		2	B, D		49				
6									BRACKET, Crossmember
	05151020AA	1	B, D, E		49				Right
	05151021AA	1	B, D, E		49				Left
7	06509044AA	2	B, D, E		49				STUD, Double Ended, M12X1.50XM10X1.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Stabilizer Bar, Rear
Figure 17-205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes [ECN]=2.0L 4 CYL DOHC 16V SMPI [ED3]=2.4L 4 CYL DOHC 16V SMPI [EEE]=2.7L V6 24V FFV [EER]=2.7L V6 24V MPI [EGF]=3.5l V6 HIGH OUTPUT [ECD]=2.0L 4CYL DOHC DIESEL 16V [DGL]=4 SPEED AUTO [DG2]=6 SPEED AUTO									
1									STABILIZER BAR, Rear Suspension
	05151209AB	1	B, D, E		49				[SDE]
	04766435AA	1	B, D		49				[SDF]
	04766539AA	1	B, D		49				[SDA][SDC]
	05151207AB	1	B, D		49				[SDD]
		1	E		49				[SDD]
2	68052655AA	2	B, D, E		49				LINK PACKAGE, Stabilizer Bar
3	05105566AA	2	B, D, E		49				RETAINER, Stabilizer Bar Grommet
4									CUSHION, Sway Eliminator
	05151204AA	2	B, D		49				[SDA][SDC]
	05151205AB	2	B, D		49				[SDD]
	05151206AB	2	E		49				
		2	B, D		49				[SDF]
5	06509396AA	4	B, D, E		49				BOLT AND WASHER, Hex Head, M8X1.25X25.00
6									NUT & WASHER, Hex, M10 X 1.25
	06508961AA	2	B, D, E		49				
	06509401AA	4	B, D, E		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 19
Steering

019-100 Steering Wheel	**019-200** Steering Column and Intermediate Shaft	**019-300** Steering Gear	**019-500** Power Steering Pump
019-600 Power Steering Hoses			

Group - 19 Steering

Illustration Title — Group-Fig. No.

Steering Wheel
Steering Wheel Assembly ..... Fig. 19 - 105

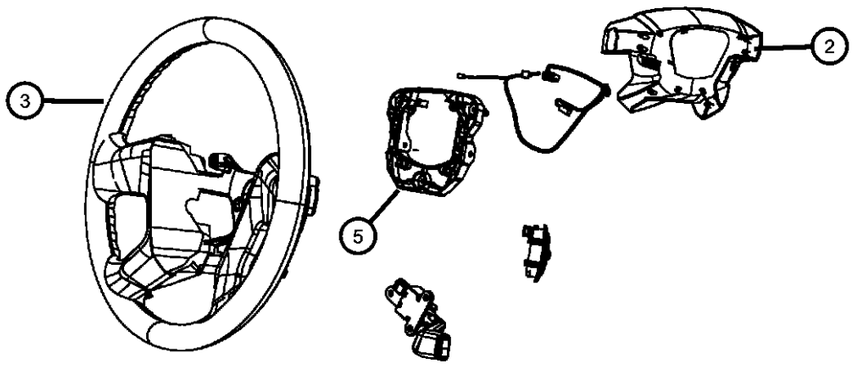
Steering Column and Intermediate Shaft
Steering Column ..... Fig. 19 - 205

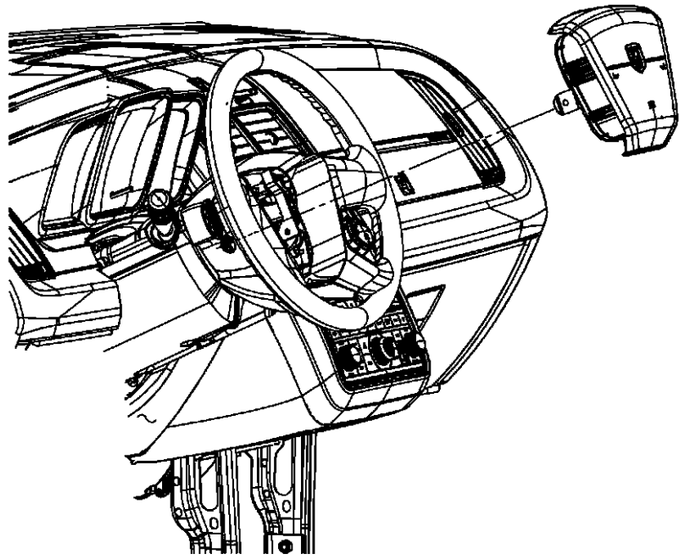
Steering Gear
Gear Rack and Pinion ..... Fig. 19 - 305

Power Steering Pump
Power Steering Pump ..... Fig. 19 - 505
Power Steering Reservoir ..... Fig. 19 - 510

Power Steering Hoses
Power Steering Hoses Left Hand Drive ..... Fig. 19 - 605
Power Steering Hoses Right Hand Drive ..... Fig. 19 - 606

Steering Wheel Assembly
Figure 19-105



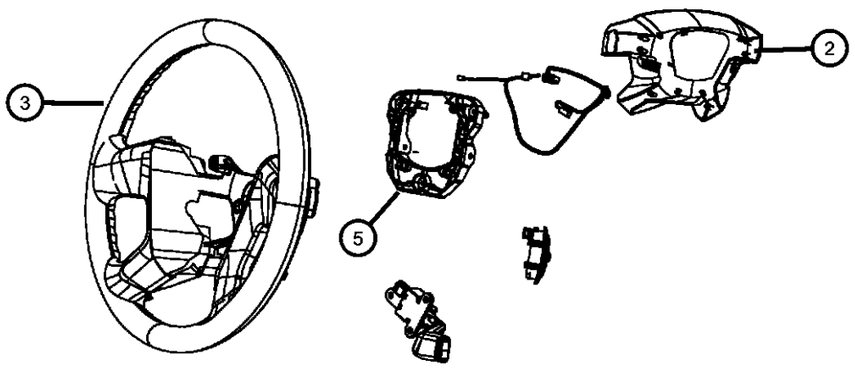


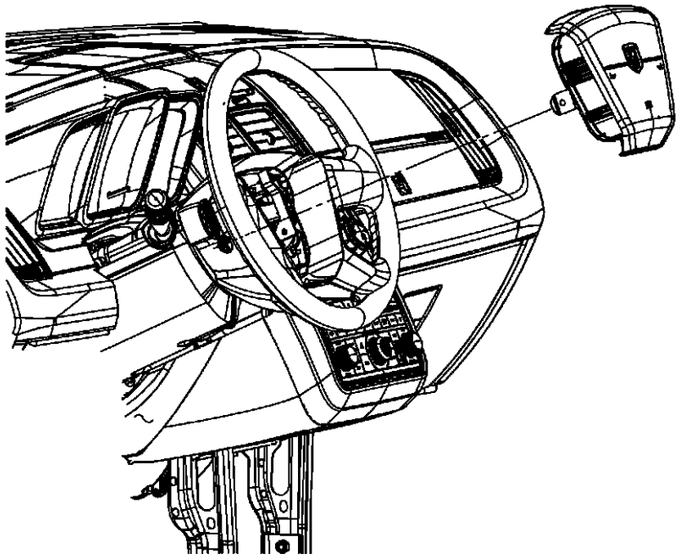
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-1									SCREW, Hex Flange Head, M10x1.5x35.
	06505656AA	1	D, E		49				Steering Wheel to Column
		1	B		49				Steering Wheel to Column
2									COVER, Steering Wheel Back
	1EB84XDVAB	1	B, D, E		49				[DV][SCA,NHM]
	1ES101DVAB	1	B, D, E		49				[DV][SCL,NHM,RDZ]
	1ES10DK7AB	1	B, D, E		49				[KA][SCL,NHM,RDZ]
	1EB85DK7AB	1	B, D, E		49				[KA][SCA]
		1	B, D, E		49				[D1][SCL,NHM,RDZ]
	1EB84DK7AB	1	B, D, E		49				[KA][SCA,NHM]
		1	B, D, E		49				[D1][SCA,NHM]
	1MR091DVAA	1	B, D, E		49				[D1][NHM,RDZ,LAZ]
		1	B, D, E		49				[DV][NHM,RDZ,LAZ]
	1MR091K7AA	1	B, D, E		49				[KA][NHM,RDZ,LAZ]
3									WHEEL, Steering
	1NY061K7AA	1	B, D, E		49				[KA][SCL,RDZ,LAZ] After 08/27/08
	1EB83XDVAA	1	B, D, E		49				[DV][SCA,NHM]
	1FS561DVAB	1	B, D, E		49				[D1][SCL,NHM,RDZ]
		1	B, D, E		49				[DV][SCL,NHM,RDZ]
	1MR081DVAA	1	B, D, E		49				[DV][SCL,NHM,RDZ,LAZ] Up to 08/27/08
	1MR081K7AA	1	B, D, E		49				[KA][SCL,RDZ,LAZ] Up to 08/27/08
	1NY061DVAA	1	B, D, E		49				[D1][SCL,NHM,RDZ,LAZ] After 08/27/08
		1	B, D, E		49				[DV][SCL,NHM,RDZ,LAZ] After 08/27/08
	1EB83DK7AA	1	B, D, E		49				[KA,SCA,NHM]
		1	B, D, E		49				[D1][SCA,NHM]
	1FS56DK7AB	1	B, D, E		49				[KA][SCL,NHM,RDZ]
		1	B, D, E		49				[D1][SCL,NHM,RDZ,LAZ] Up to 08/27/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Steering Wheel Assembly
Figure 19-105



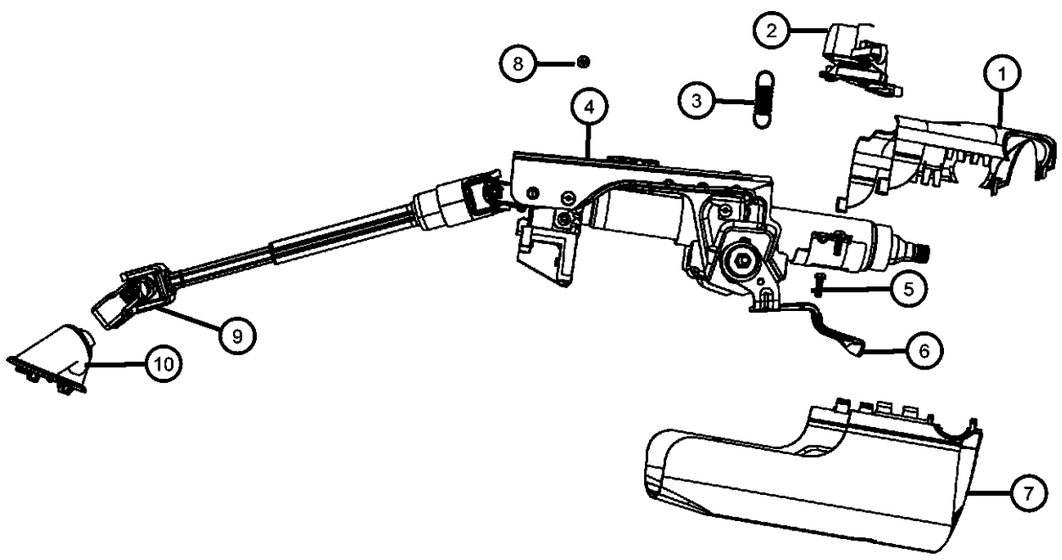


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-4	06105037AA	2	D, E		49				SCREW, Hex Flange Head, M6x1.00x20.00, Air Bag Module to Steering Wheel
5	05057523AB	1	B, D, E		49	ED3, EDG			DAMPER, Steering Wheel

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Steering Column
Figure 19-205

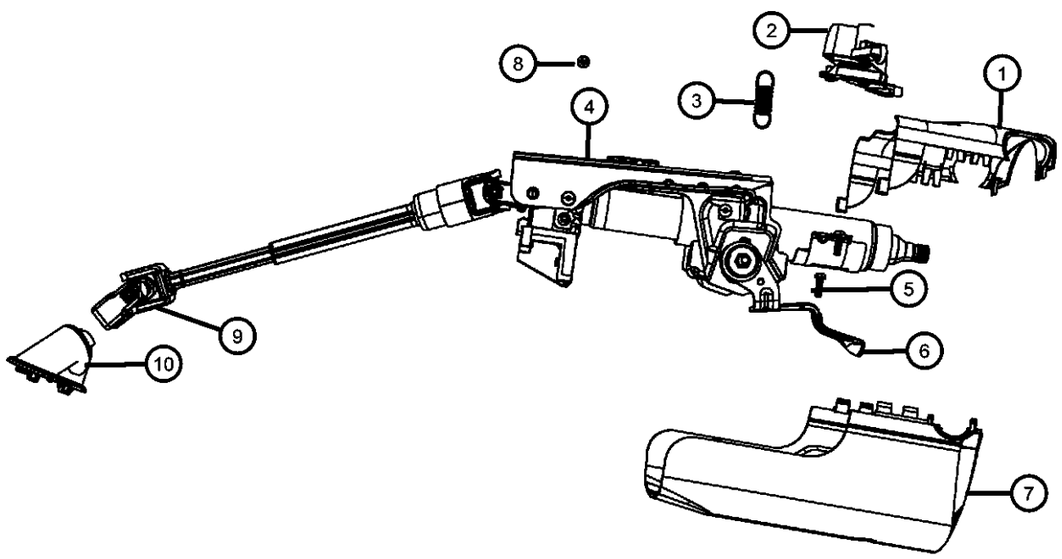


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SHROUD, Steering Column, Upper
	1JL081DVAA	1	B, D, E		49				[D1]
		1	B, D, E		49				[DV]
	1JL081KAAA	1	B, D, E		49				[KA]
2									SUPPORT MOUNT, MULTIFUNCTION SWITCH & CLOCKSPRING
	05057238AC	1	B		49				
		1	D, E		49		DG2, DG5		
		1	D, E		49		DFF		
		1	D, E		49		DD7, DEF		
3									SPRING, Tilt Assist
	05057466AA	2	B		49				
		2	D, E		49				
4									COLUMN, Steering
	05057549AA	1	D, E		49				
	05057550AB	1	B		49				[CXH] Or [CXE]
	05057548AB	1	D, E		49				[CXH] Or [CXE]
5									FASTENER, Steering Column Lock Housing
	05057330AA	2	B		49				
		2	D, E		49				
6									LEVER, Tilt Column Release
	05057246AE	1	B		49				
		1	D, E		49				
7									SHROUD, Steering Column, Lower
	1GA13DK7AC	1	B, D, E		49				[KA]
	1GA13XD-VAC	1	B, D, E		49				[D1]
		1	B, D, E		49				[DV]
8									SCREW, M6X1.00X16.00
	06508662AA	2	B		49				
		2	D, E		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Steering Column
Figure 19-205

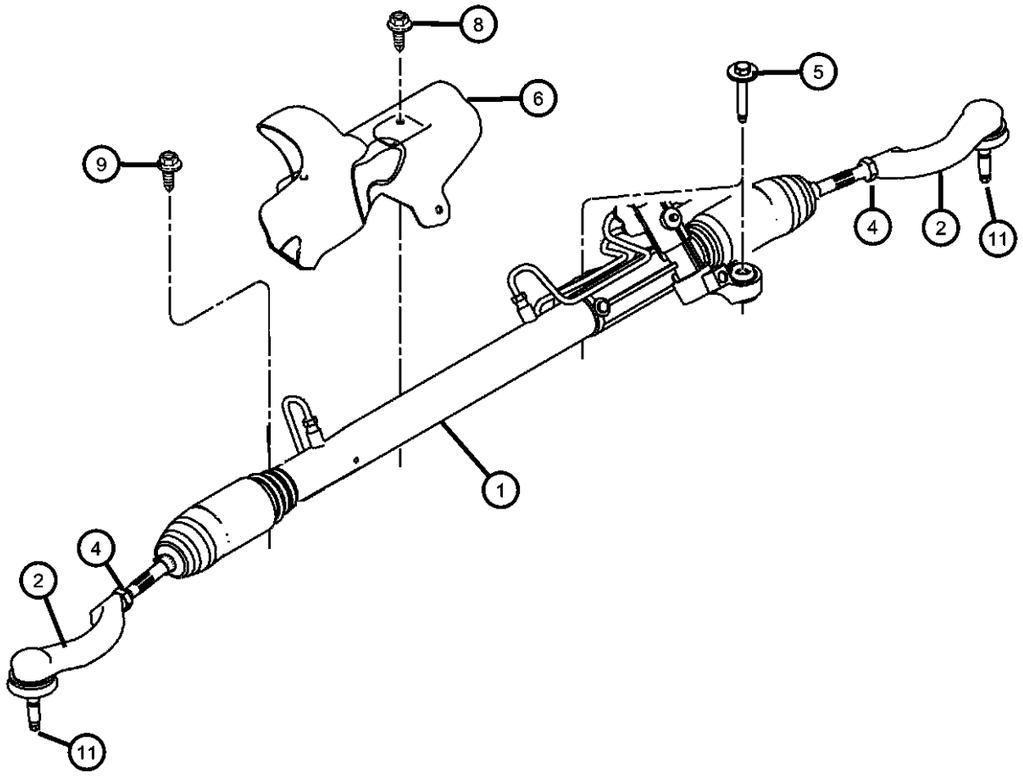


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9	06506707AA	3	B, D, E		49				NUT AND WASHER, Hex Lock Coned Washer, M8x1.25
10									SEAL, DASH PANEL UPPER
	05291891AA	1	D, E		49				
	05291892AC	1	B		49				

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Gear Rack and Pinion
Figure 19-305

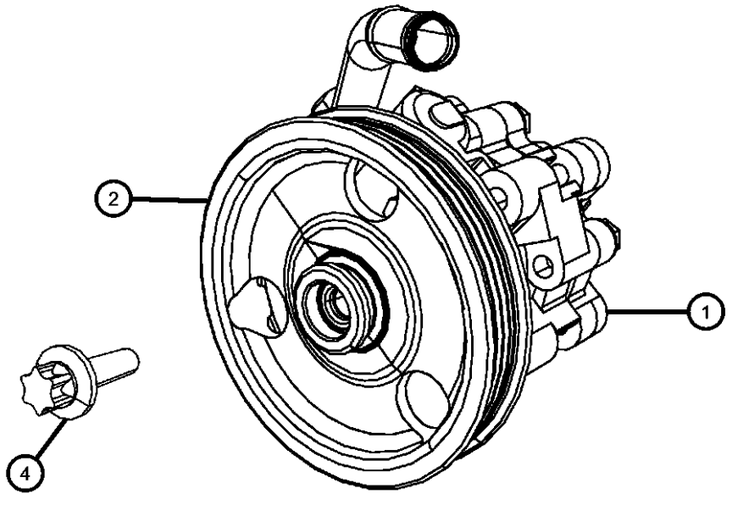


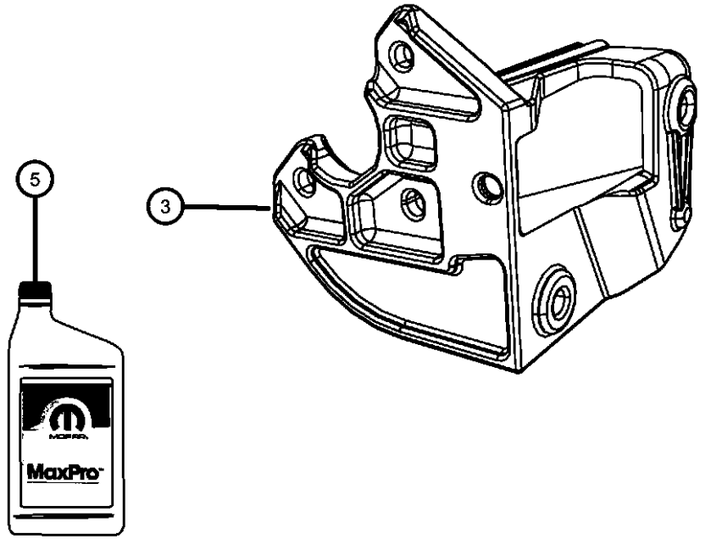
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									GEAR, Rack and Pinion
	05151018AC	1	D, E		49				[TWV,TWC,SBA]
	05151347AC	1	D, E		49				[TRD,TVK,TRF,TUJ,SBA]
		1	D, E		49				[SBA]
	05151348AC	1	D, E		49				[SBB,SBP]
	05151351AC	1	B		49				[SBB]
2									TIE ROD END, Outer
	05183761AB	2	B		49				
		2	D, E		49				
-3									TIE ROD KIT, Inner end
	68040223AB	1	D, E		49				[TWV .TWC,SBA,X84]
		1	B		49				[SBB]
		1	D, E		49				[TRD,TVK,TRF,TUJ,SBA]
		1	D, E		49				[SBB,SBP]
4									JAM NUT, Outer Tie Rod
	05015316AA	2	D, E		49				
		2	B		49				
5	06105085AA	2	B, D, E		49				BOLT, Hex Flange Head, M12X1.50X80.00
6									SHIELD, Heat
	05085543AB	1	D, E		49				
	05085560AB	1	B		49				
-7									RETAINER, M6.3x19.65
	06501948	2	D, E		49				
		1	B		49				Shield to Front Suspension Crossmember
8	06104370AA	2	B, D, E		49				BOLT AND CONED WASHER, Hex Head, M6x1.00x30.00
9		2							SCREW AND WASHER, M10x1.50x45.00, Clamp to Crossmember, (NOT SERVICED)
-10	06508531AA	1	B, D, E		49				SCREW, Hex Flange Head, M10x1.50x39.00
11	06506276AA	2	B, D, E		49				NUT, Hex Flange Lock, M12x1.25

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Steering Pump
Figure 19-505



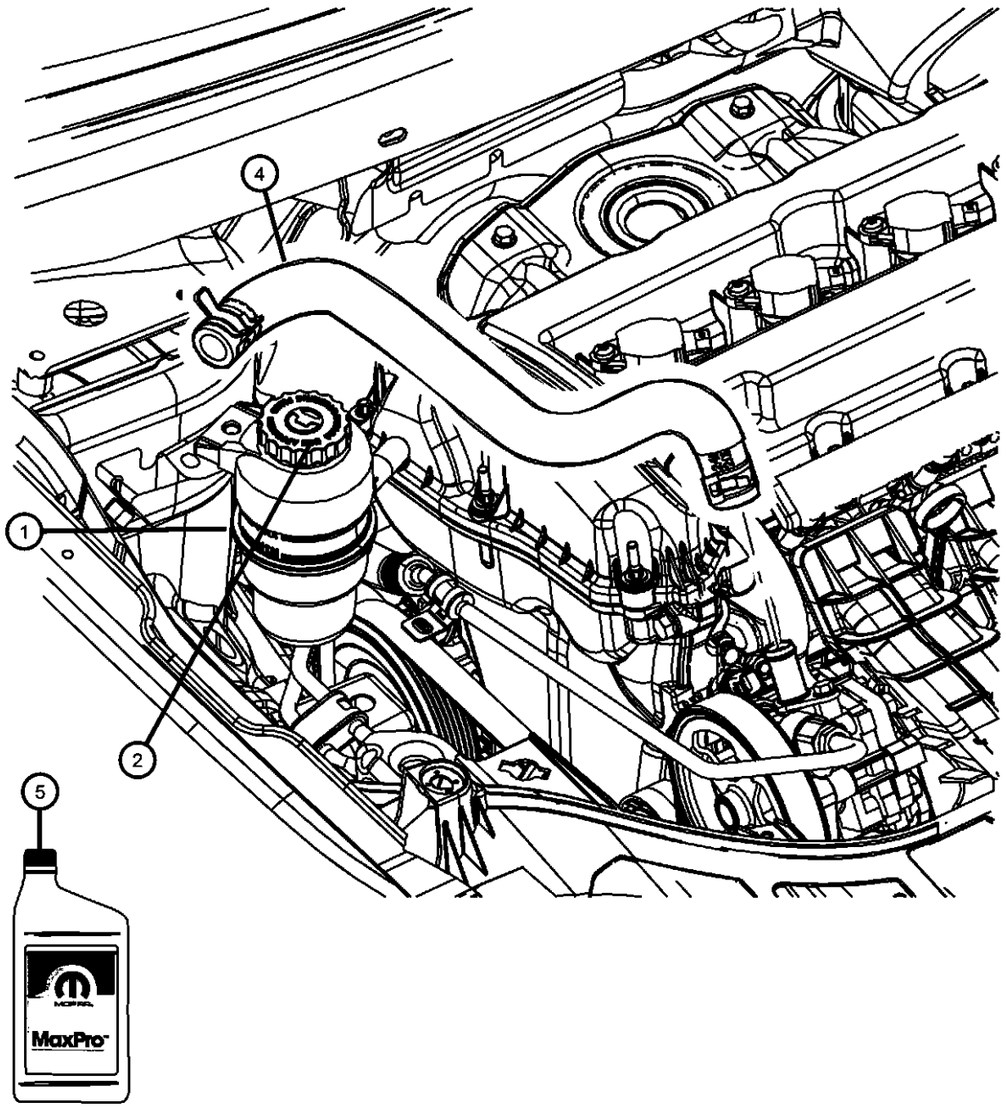


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PUMP, Power Steering
	05151016AD	1	B, D, E		49	ED3, EDG			
	05151017AD	1	B, D, E		49	ECE			
	05151835AB	1	B, D, E		49	EGF			
	05171827AB	1	B, D, E		49	EER			
2									PULLEY, Power Steering Pump
	04792574AA	1	B, D, E		49	EER			
	04593830AA	1	B, D, E		49	EGF			
3									BRACKET, Power Steering Pump
	04891593AA	1	B, D, E		49	EDG, ED3			
	04891615AA	1	B, D, E		49	EE0			
4									BOLT, Hex Flange Head, M8x1.25x30
	06104025AA	3	B, D, E		49	EER			Power steering pump attaching
		3	B, D, E		49	EGF			
		3	B, D, E		49	ECE			
5	05013457AA	AR	B, D, E		49				FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Steering Reservoir
Figure 19-510

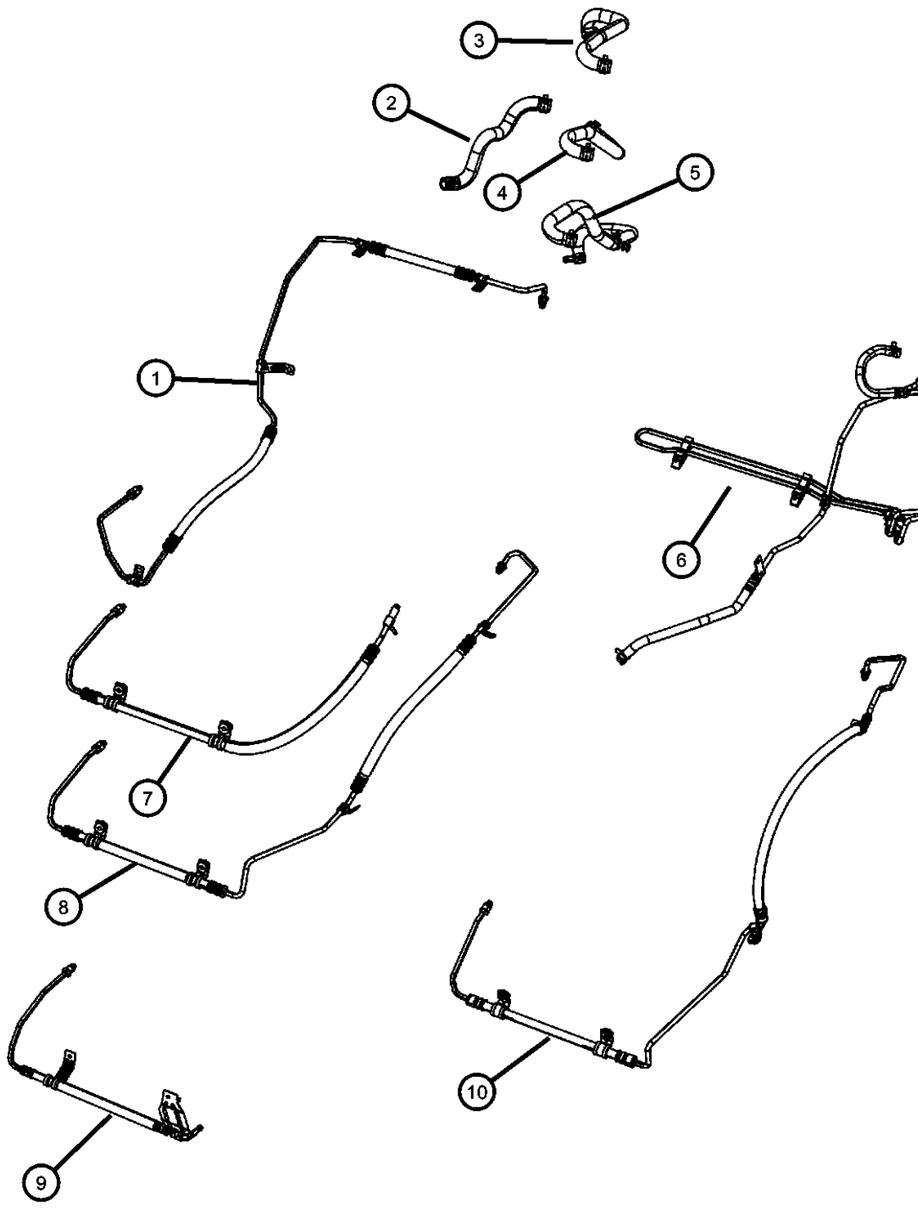


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									RESERVOIR, Power Steering Pump
	04766963AA	1	B, D, E		49				Export
	05151028AA	1	B, D, E		49				
2	52128513AA	1	B, D, E		49				CAP, Power Steering Reservoir
-3	06104386AA	1	B, D, E		49	EER			BOLT AND WASHER, Hex Head, M8X1.25X25.00
4	04766282AB	1	B, D, E		49	EGF			HOSE, Power Steering Supply
5	05013457AA	AR	B, D, E		49				FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F, [32oz] Minimum Ship Quantity 12

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Steering Hoses Left Hand Drive
Figure 19-605

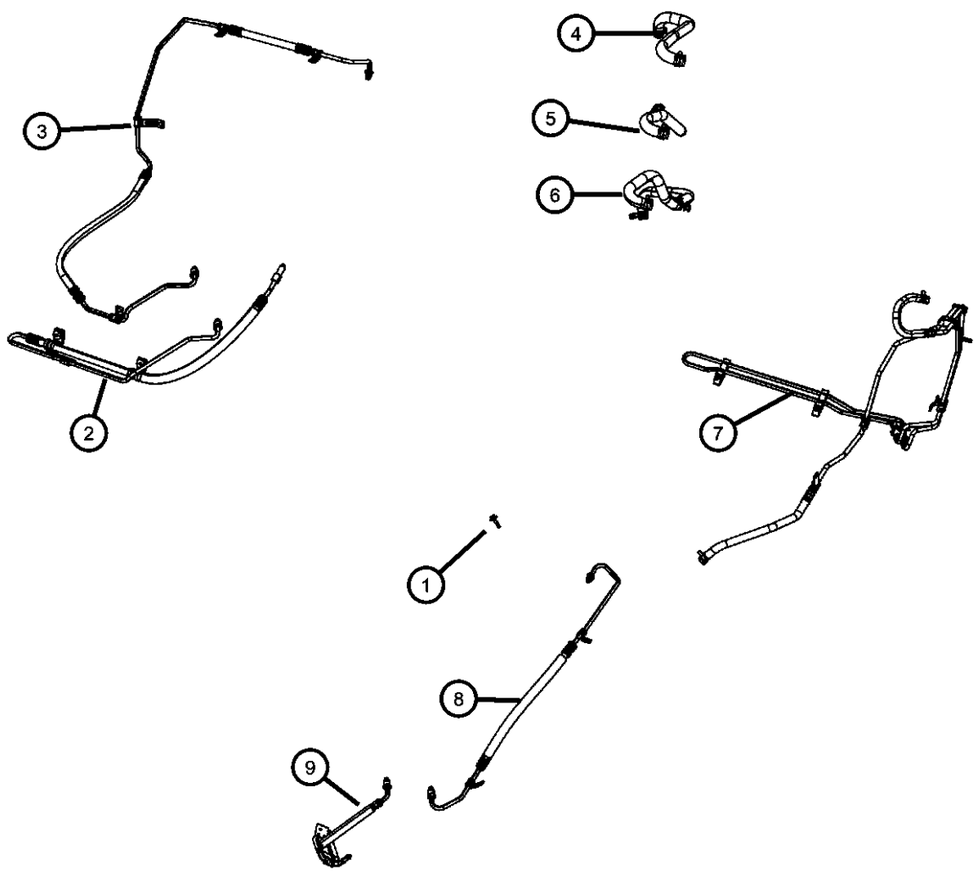


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04766291AB	1	D, E		49	ECE			HOSE, Power Steering Pressure
2	04766281AC	1	B, D, E		49	EER			HOSE, Pump Supply
3	04766283AA	1	B, D, E		49	ED3, EDG			HOSE, Pump Supply
4	04766280AA	1	B, D, E		49	ECE			HOSE, Pump Supply
5	04766282AB	1	B, D, E		49	EGF			HOSE, Power Steering Supply
6	04766279AC	1	B, D, E		49				COOLER LINES, POWER STEERING RETURN
7	05272818AC	1	D, E		49	EER			HOSE, Power Steering Pressure
8	05272817AE	1	D, E		49	ED3, EDG			HOSE, Power Steering Pressure
9									HOSE, Power Steering Return
	05085546AB	1	D, E		49	ECE			
		1	D, E		49	ED3, EDG, EER, EGF			
10	05085449AB	1	D, E		49	EGF			HOSE, Power Steering Pressure

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Steering Hoses Right Hand Drive
Figure 19-606



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06101914	8	B, D, E		49		DFF, DG2		NUT, Hex Weld, M6x1.00
2	05085326AC	1	B		49	EER			HOSE, Power Steering Pressure
3	04766293AB	1	B		49	ECE			HOSE, Power Steering Pressure
4	04766283AA	1	B, D, E		49	ED3, EDG			HOSE, Pump Supply
5	04766280AA	1	B, D, E		49	ECE			HOSE, Pump Supply
6	04766282AB	1	B, D, E		49	EGF			HOSE, Power Steering Supply
7	04766279AC	1	B, D, E		49				COOLER LINES, POWER STEERING RETURN
8	05085325AE	1	B		49	ED3, EDG			HOSE, Power Steering Pressure
9									HOSE, Power Steering Return
	05085327AC	1	B		49	ED3, EDG, EER, EGF			
		1	B		49	ECE			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 021DD7

T355; 5-Speed; Manual Transaxle

021DD7-100 Manual Transaxle	**021DD7-1000** Fork and Rails	**021DD7-1100** Gearshift Controls and Related Parts	**021DD7-1200** Mounting and Skid Plate
021DD7-200 Case, and Extension	**021DD7-600** Gear Train	**021DD7-900** Differential	

Group - 021DD7 T355; 5-Speed; Manual Transaxle

Illustration Title — Group-Fig. No.

Manual Transaxle
Transmission / Transaxle Assembly ..... Fig. 021DD7 - 105

Case, and Extension
Case And Related Parts ..... Fig. 021DD7 - 204
Sensors, Switches And Vents ..... Fig. 021DD7 - 215

Gear Train
Input Shaft, Counter Shaft And Reverse Shaft ..... Fig. 021DD7 - 606

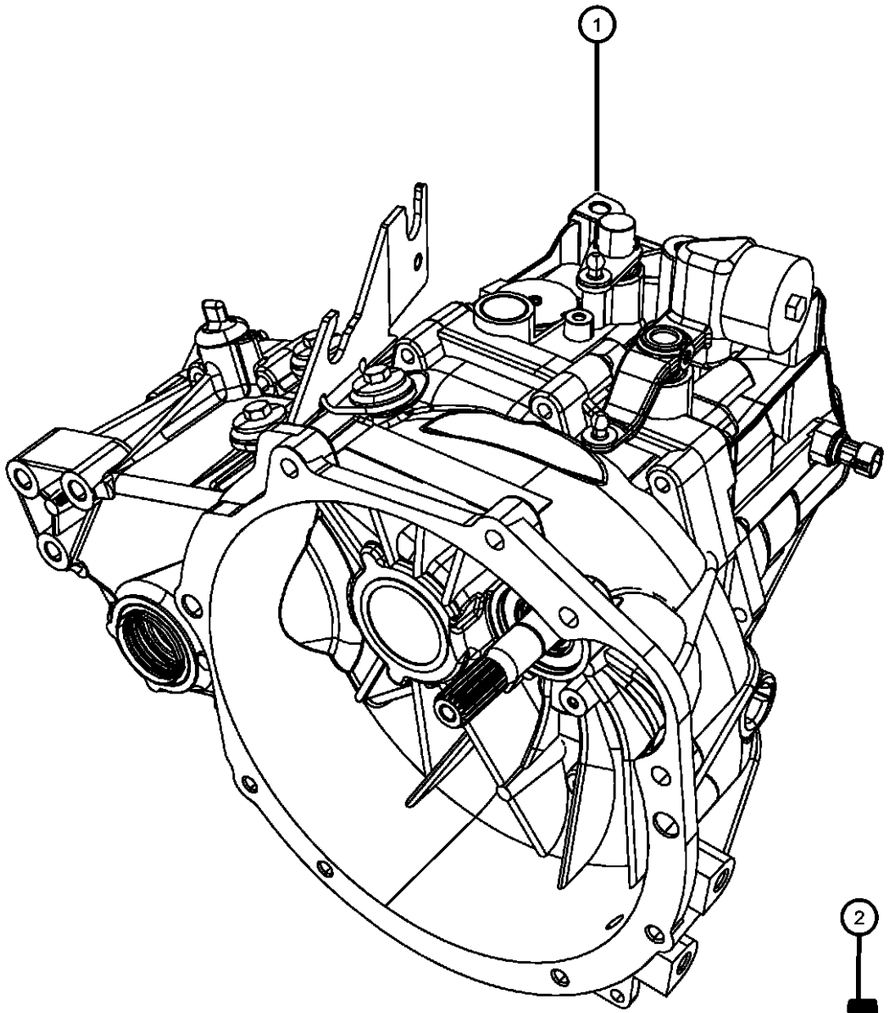
Differential
Differential ..... Fig. 021DD7 - 905

Fork and Rails
Shift Forks And Rails ..... Fig. 021DD7 - 1005

Gearshift Controls and Related Parts
Gear Shift Lever ..... Fig. 021DD7 - 1105
Gear Shift Boot, Knob and Bezel ..... Fig. 021DD7 - 1110
Gear Shift Cable And Bracket ..... Fig. 021DD7 - 1115

Mounting and Skid Plate
Mounting Bolts ..... Fig. 021DD7 - 1215

Transmission / Transaxle Assembly
Figure 021DD7-105

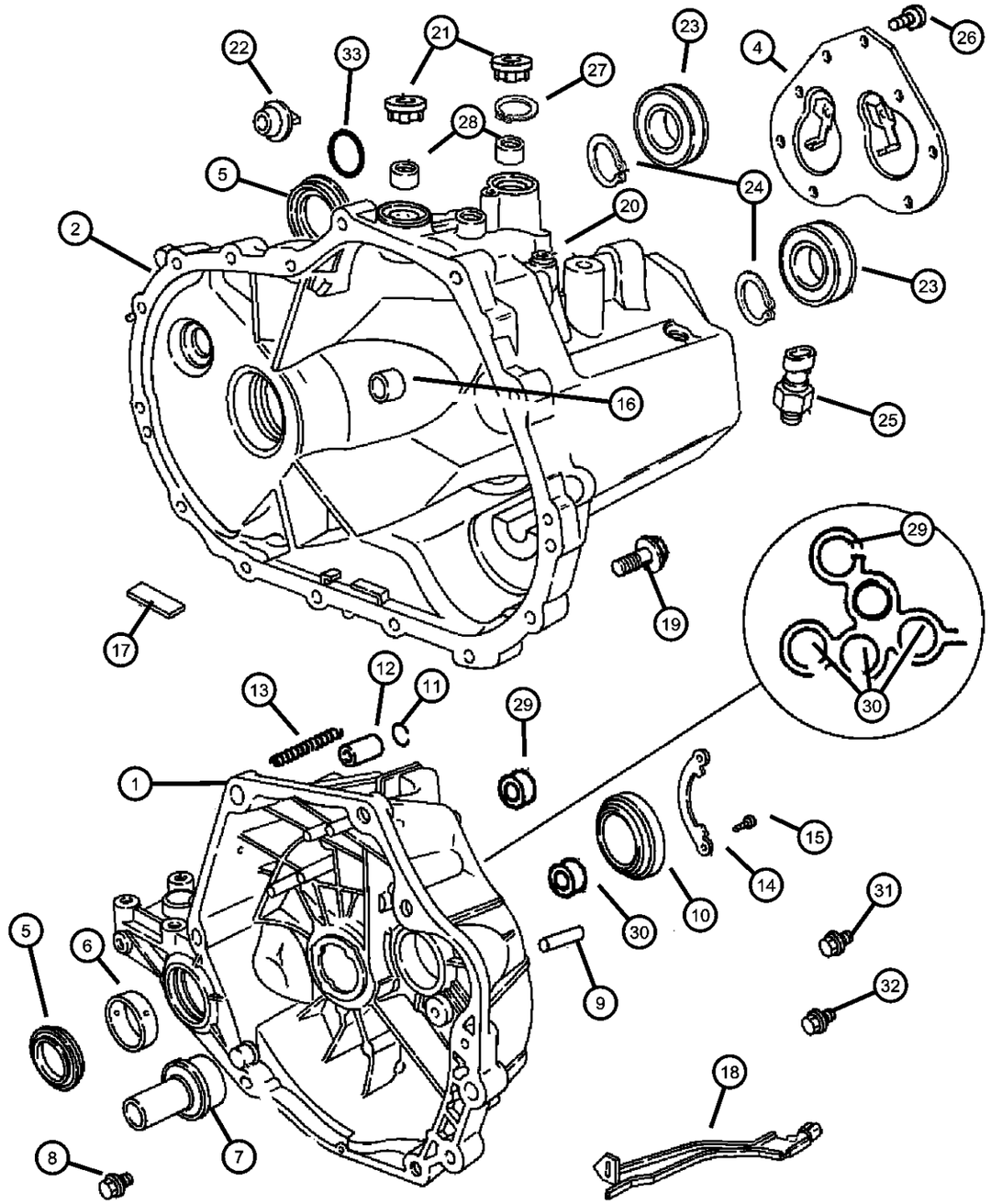


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68040123AB	1	B, D, E			ED3	DD7		TRANSAXLE
2	05013457AA	AR	B, D, E						FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F, [32oz] Minimum Ship Quantity 12

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Case And Related Parts
Figure 021DD7-204



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05189988AB	1	B, D, E			ED3	DD7		HOUSING ASSEMBLY, Clutch & Differential
2	68026543AA	1	B, D, E			ED3	DD7		CASE, Transmission
-3	04761085	1	B, D, E			ED3	DD7		STUD, M12x1.75/M10x1.25x94.5
4	05189984AA	1	B, D, E			ED3	DD7		PLATE, Transaxle Case Rear
5	05189989AA	1	B, D, E			ED3	DD7		SEAL, Axle Drive Shaft
6	04567022	1	B, D, E			ED3	DD7		BEARING CUP, Differential
7	68001749AA	1	B, D, E			ED3	DD7		BEARING, Input Shaft
8	04348325	2	B, D, E			ED3	DD7		PLUG, Oil Fill, Fill & Drain
9	04761099	1	B, D, E			ED3	DD7		PIN, Locating
10	05013634AA	2	B, D, E			ED3	DD7		BEARING, Input Shaft, Rear Input Shaft Bearing
11	04761080	1	B, D, E			ED3	DD7		SNAP RING
12	05189998AB	1	B, D, E			ED3	DD7		DETENT, Shift Rail
13	04471097	1	B, D, E			ED3	DD7		SPRING, Detent
14	04761097	1	B, D, E			ED3	DD7		RETAINER, Transmission Output Shaft Bearing
15	04761098	1	B, D, E			ED3	DD7		BOLT, Output Shaft Bearing
16	04761076	1	B, D, E			ED3	DD7		BUSHING, Shift Rail
17	04761078AB	1	B, D, E			ED3	DD7		MAGNET, Transmission
18	04761087	1	B, D, E			ED3	DD7		TROUGH, Lubrication
19	06100299	16	B, D, E			ED3	DD7		BOLT AND CONED WASHER, Hex Head, M8x45x17
20	05189847AA	1	B, D, E			ED3	DD7		VENT, Cap, Jiggle
21	04761077	1	B, D, E			ED3	DD7		SEAL, Shift Lever
22	04348325	2	B, D, E			ED3	DD7		PLUG, Oil Fill
23	05013634AA	2	B, D, E			ED3	DD7		BEARING, Input Shaft, Rear Counter Shaft Bearing
24	04761096	1	B, D, E			ED3	DD7		SNAP RING
25	05163420AB	1	B, D, E			ED3	DD7		SWITCH, Back Up Lamp
26	04761082	9	B, D, E			ED3	DD7		BOLT, Case Plate
27	04762606	1	B, D, E			ED3	DD7		RETAINER, Shaft
28	04762602	1	B, D, E			ED3	DD7		BUSHING, Crossover Shaft
29	04761076	1	B, D, E			ED3	DD7		BUSHING, Shift Rail, [15mm I.D]

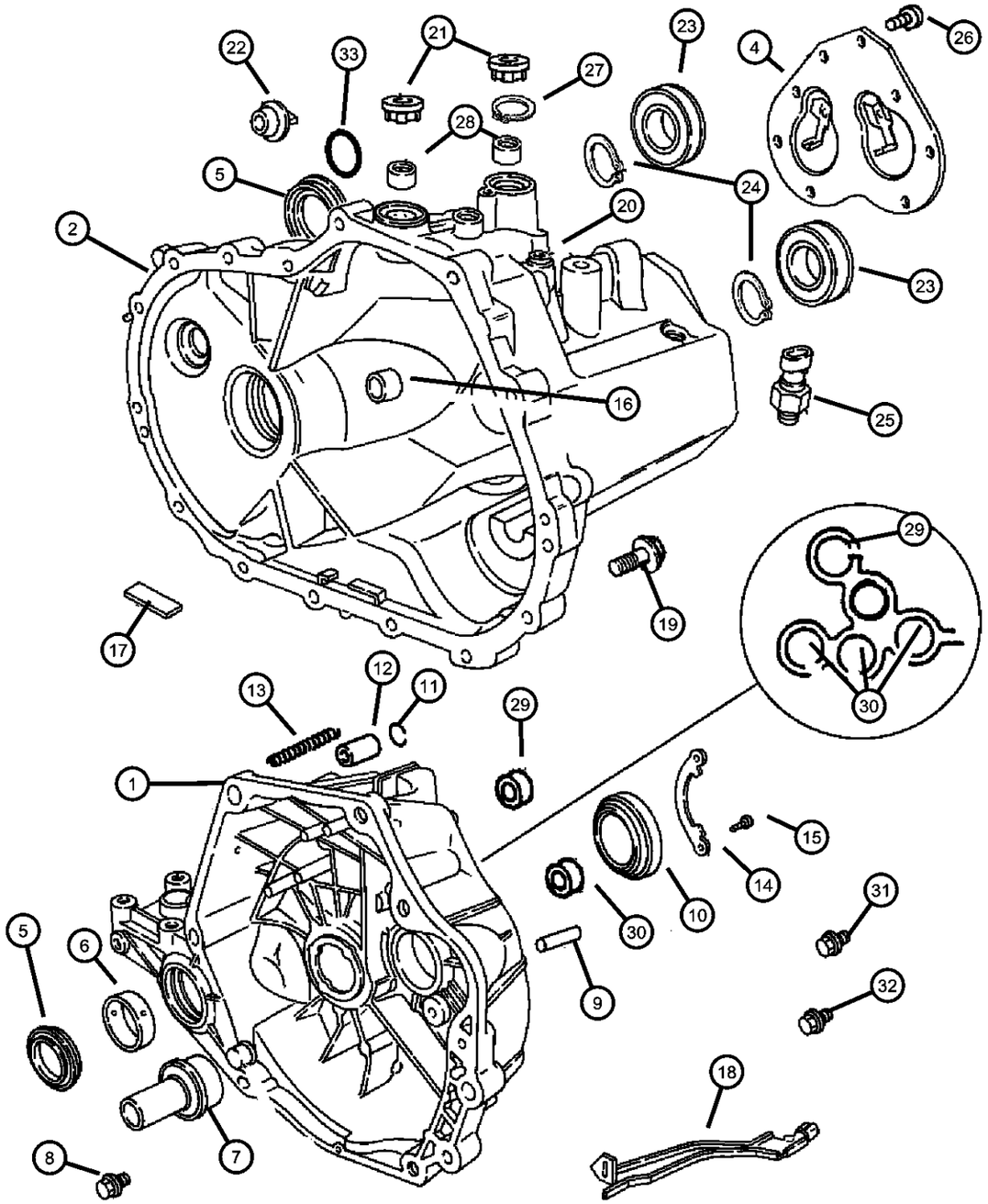
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Case And Related Parts
Figure 021DD7-204

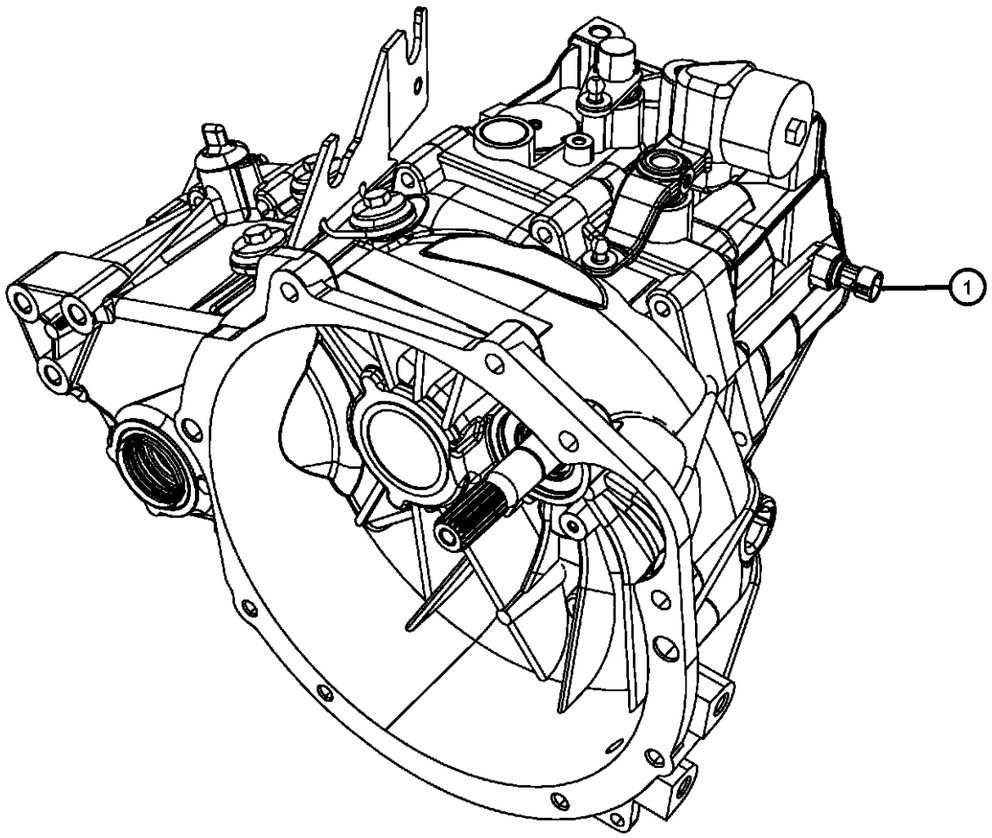


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
30	04762605	1	B, D, E			ED3	DD7		BUSHING, Shift Rail
31	06102258AA	1	B, D, E			EDG, ED3			PLUG
32	04797323	1	B, D, E			ED3	DD7		PLUG, Transmission Drain
33		1							SHIM, See Differential Illustration, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Switches And Vents
Figure 021DD7-215

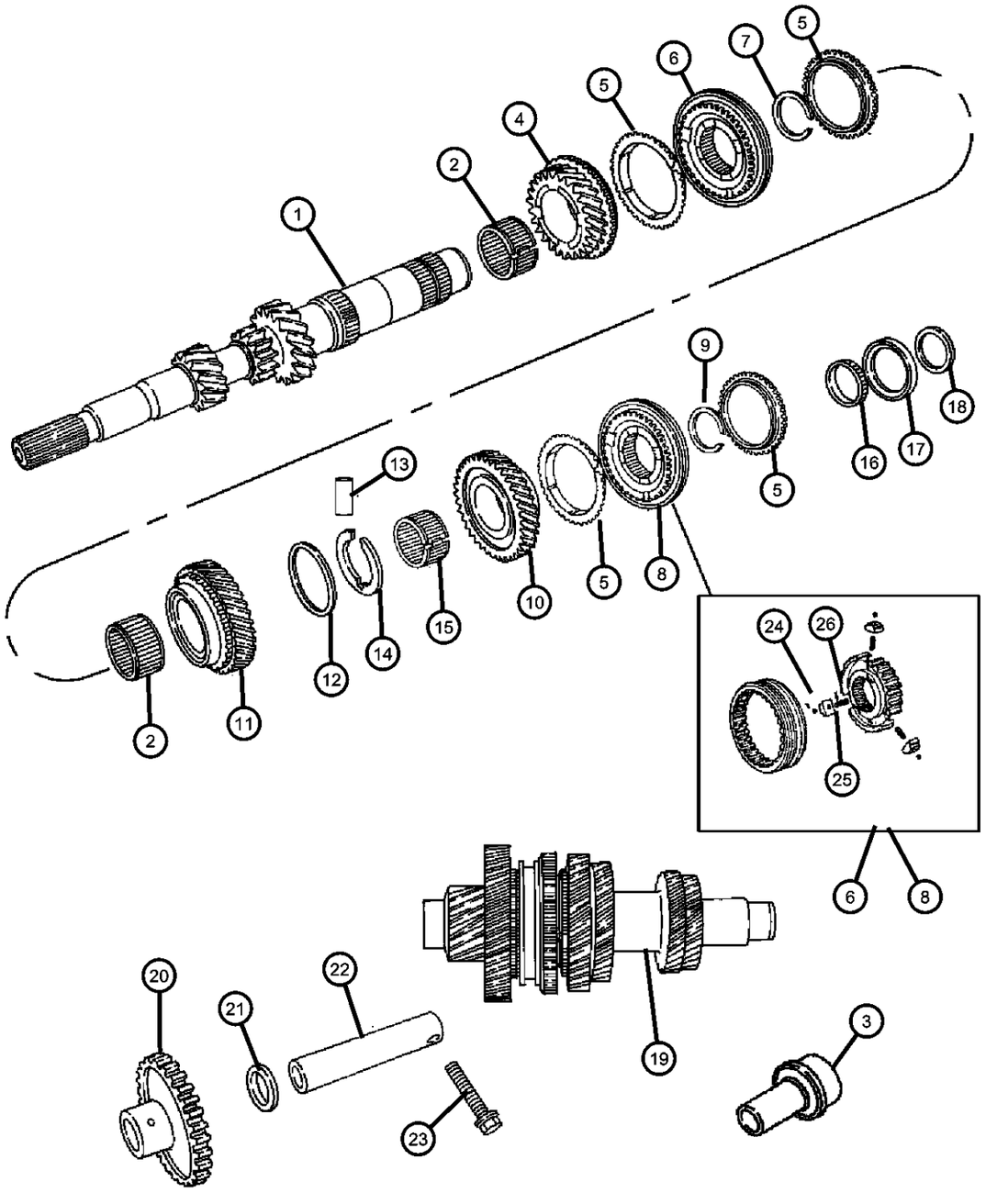


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05163420AB	1	B, D, E			ED3	DD7		SWITCH, Back Up Lamp
-2	05189847AA	1	B, D, E			ED3	DD7		VENT, Cap, Jiggle

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Shaft, Counter Shaft And Reverse Shaft
Figure 021DD7-606



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191005AA	1	B, D, E			ED3	DD7		INPUT SHAFT PACKAGE, Transaxle
2	04762612	1	B, D, E			ED3	DD7		NEEDLE BEARING
3	68001749AA	1	B, D, E			ED3	DD7		BEARING, Input Shaft
4	05191010AA	1	B, D, E			ED3	DD7		GEAR, Third
5	05069148AA	1	B, D, E			ED3	DD7		RING
6	05191011AA	1	B, D, E			ED3	DD7		SYNCHRONIZER, Third and Fourth
7	05191014AA	2	B, D, E			ED3	DD7		RING
8	05191017AA	1	B, D, E			ED3	DD7		SYNCHRONIZER, Fifth
9	04761136	1	B, D, E			ED3	DD7		RING, Synchronizer Hub, Yellow
10	05191016AA	1	B, D, E			ED3	DD7		GEAR, Fifth
11	05191015AB	1	B, D, E			ED3	DD7		GEAR, Fourth
12	04761138	1	B, D, E			ED3	DD7		RING, 4th Gear
13	04761140	1	B, D, E			ED3	DD7		PIN
14	04761137	1	B, D, E			ED3	DD7		WASHER, Fourth Gear
15	04762612	1	B, D, E			ED3	DD7		NEEDLE BEARING
16	05069154AA	1	B, D, E			ED3	DD7		NEEDLE BEARING
17	05102313AA	1	B, D, E			ED3	DD7		BEARING CONE, Reverse Brake
18	04761127	1	B, D, E			ED3	DD7		SPACER, Reverse Idler
19	05191018AA	1	B, D, E			ED3	DD7		OUTPUT SHAFT, Transaxle
20	04886482AA	1	B, D, E			ED3	DD7		GEAR, Reverse Idler
21	04761127	1	B, D, E			ED3	DD7		SPACER, Reverse Idler
22	04761126	1	B, D, E			ED3	DD7		IDLER SHAFT, Transmission
23	06100299	16	B, D, E			ED3	DD7		BOLT AND CONED WASHER, Hex Head, M8x45x17
24		16							BALL, Pivot, Serviced in Assembly, (NOT SERVICED)
25		16							KEY, Synchronizer, Serviced in Assembly, (NOT SERVICED)
26		16							SPRING, Synchronizer, Serviced in Assembly, (NOT SERVICED)

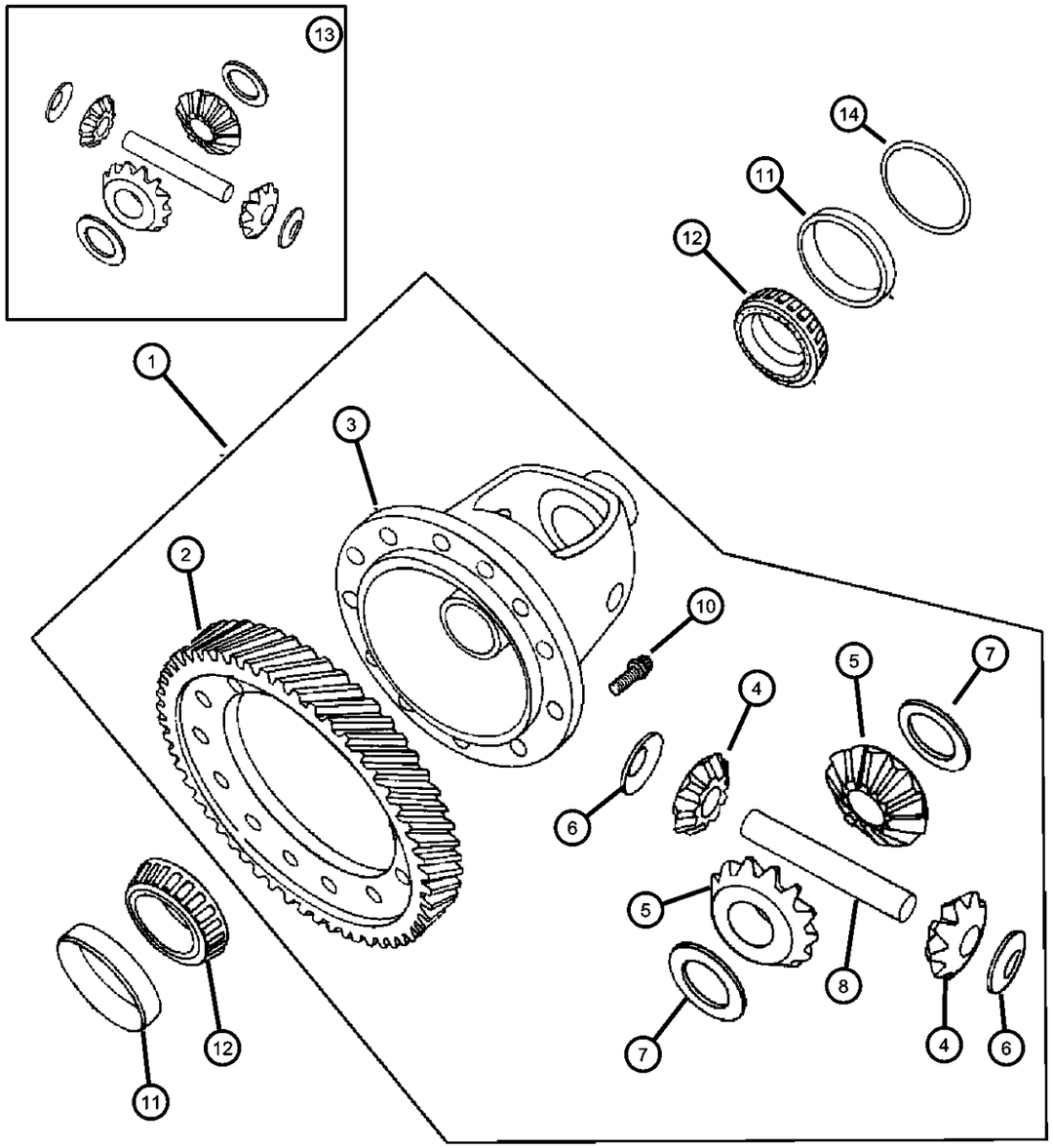
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Differential
Figure 021DD7-905

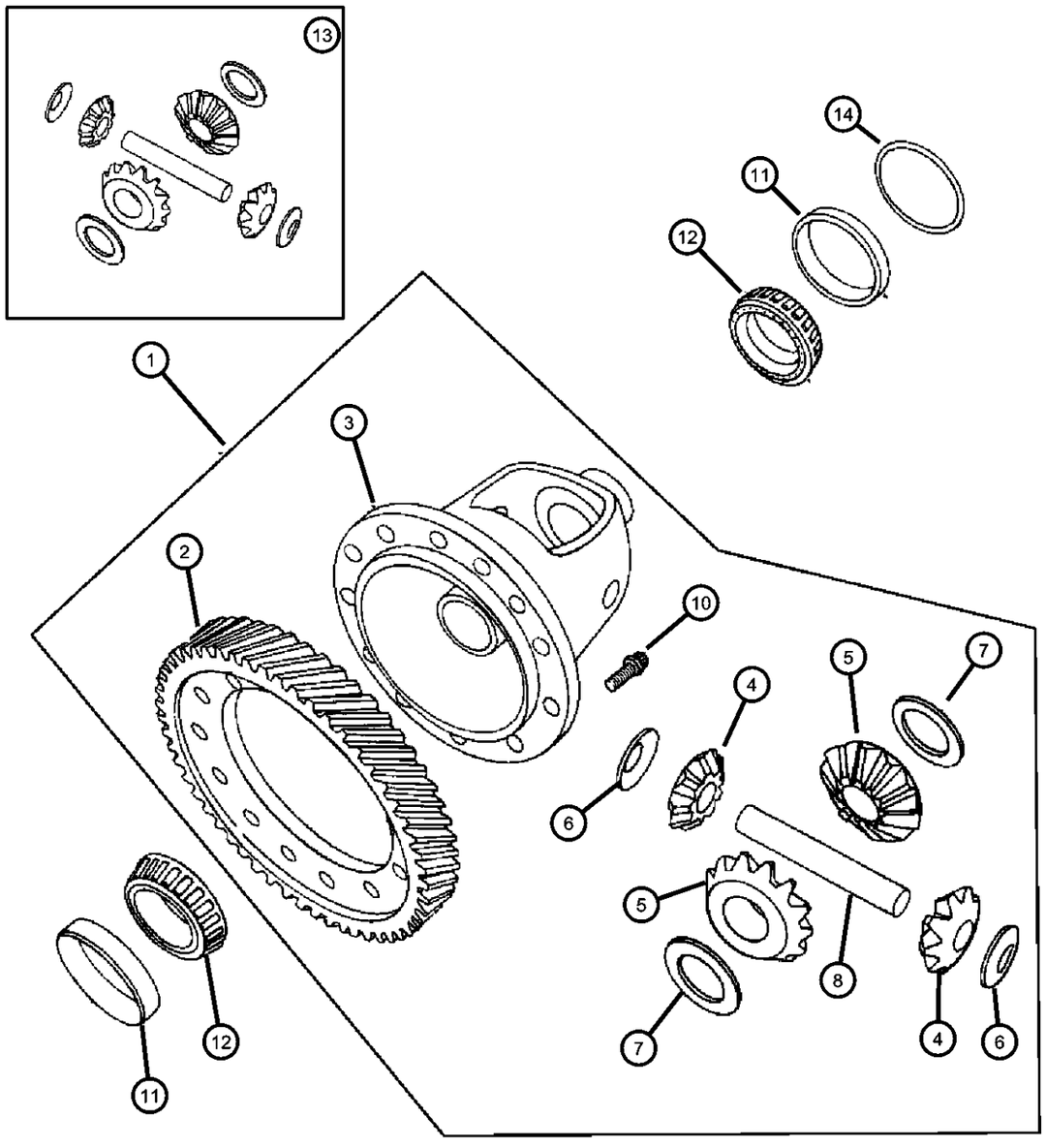


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191026AA	1	B, D, E			ED3	DD7		DIFFERENTIAL, Transaxle
2	05191029AA	1	B, D, E			ED3	DD7		GEAR, Differential Ring
3	05191027AA	1	B, D, E			ED3	DD7		CASE, Differential
4		1							PINION, Differential, Serviced With [#1 Or #13] Only, (NOT SERVICED)
5		1							GEAR, Differential Side, Serviced With [#1 Or #13] Only, (NOT SERVICED)
6	05191033AA	2	B, D, E			ED3	DD7		WASHER, Pinion Gear
7	04504568	1	B, D, E			ED3	DD7		WASHER PACKAGE, Side Gear Thrust
8	05191032AA	1	B, D, E			ED3	DD7		SHAFT, Pinion Gear
-9	05134957AA	2	B, D, E			ED3	DD7		BRACKET, Differential Pinion Shaft
10	06502034	12	B, D, E			ED3	DD7		SCREW, Special Shouldered, M10x1x29
11	04567022	1	B, D, E			ED3	DD7		BEARING CUP, Differential
12	04567025AB	2	B, D, E			ED3	DD7		BEARING CONE, Differential
13	05191034AA	1	B, D, E			ED3	DD7		GEAR PACKAGE, Differential
14	05222345	1	B, D, E			ED3	DD7		SHIM, Final Drive, .50mm
-15	05222346	1	B, D, E			ED3	DD7		SHIM, Final Drive, .54mm
-16	05222347	1	B, D, E			ED3	DD7		SHIM, Final Drive, .58mm
-17	05222348	1	B, D, E			ED3	DD7		SHIM, Final Drive, .62mm
-18	05222349	1	B, D, E			ED3	DD7		SHIM, Final Drive, .66mm
-19	05222350	1	B, D, E			ED3	DD7		SHIM, Final Drive, .70mm
-20	05222351	1	B, D, E			ED3	DD7		SHIM, Final Drive, .74mm
-21	05222352	1	B, D, E			ED3	DD7		SHIM, Final Drive, .78mm
-22	05222353	1	B, D, E			ED3	DD7		SHIM, Final Drive, .82mm
-23	05222354	1	B, D, E			ED3	DD7		SHIM, Final Drive, .86mm
-24	05222355	1	B, D, E			ED3	DD7		SHIM, Final Drive, .90mm
-25	05222356	1	B, D, E			ED3	DD7		SHIM, Final Drive, .94mm
-26	05222357	1	B, D, E			ED3	DD7		SHIM, Final Drive, .98mm
-27	05222358	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.02mm
-28	05222359	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.06mm

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Differential
Figure 021DD7-905

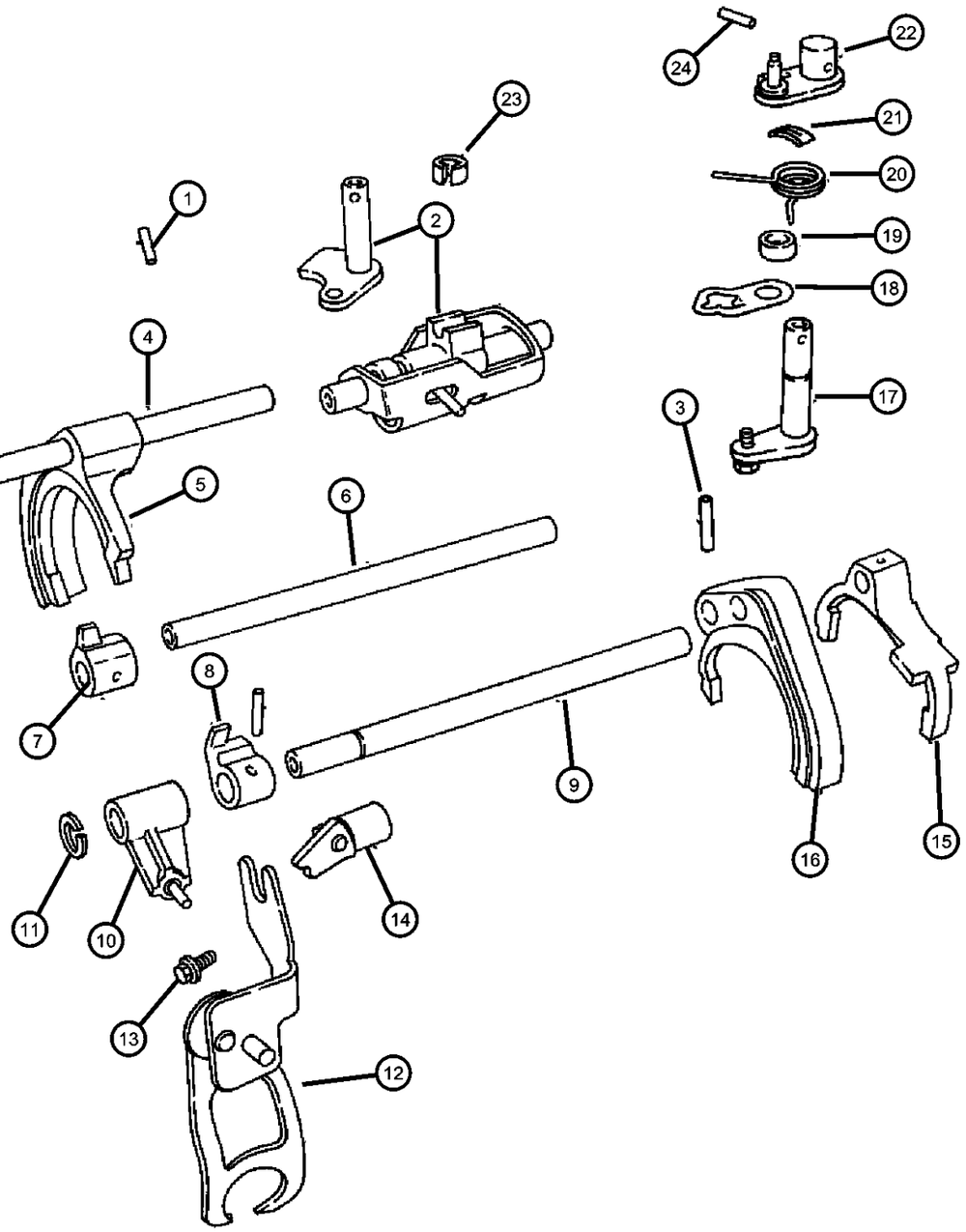


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-29	05222360	1	B, D, E			ED3	DD7		SPACER, Final Drive, 1.10mm
-30	05222361	1	B, D, E			ED3	DD7		SPACER, Final Drive, 1.14mm
-31	05222362	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.18mm
-32	05222363	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.22mm
-33	05222364	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.26mm
-34	05222365	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.30mm
-35	05222366	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.34mm
-36	05222367	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.38mm
-37	05222369	1	B, D, E			ED3	DD7		SHIM, Final Drive, 1.46mm
-38	05222370	1	B, D, E			ED3	DD7		SPACER, Final Drive, 1.50mm
-39	05222371	1	B, D, E			ED3	DD7		SPACER, Final Drive, 1.54mm
-40	05222372	1	B, D, E			ED3	DD7		SPACER, Final Drive, 1.58mm

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Shift Forks And Rails
Figure 021DD7-1005

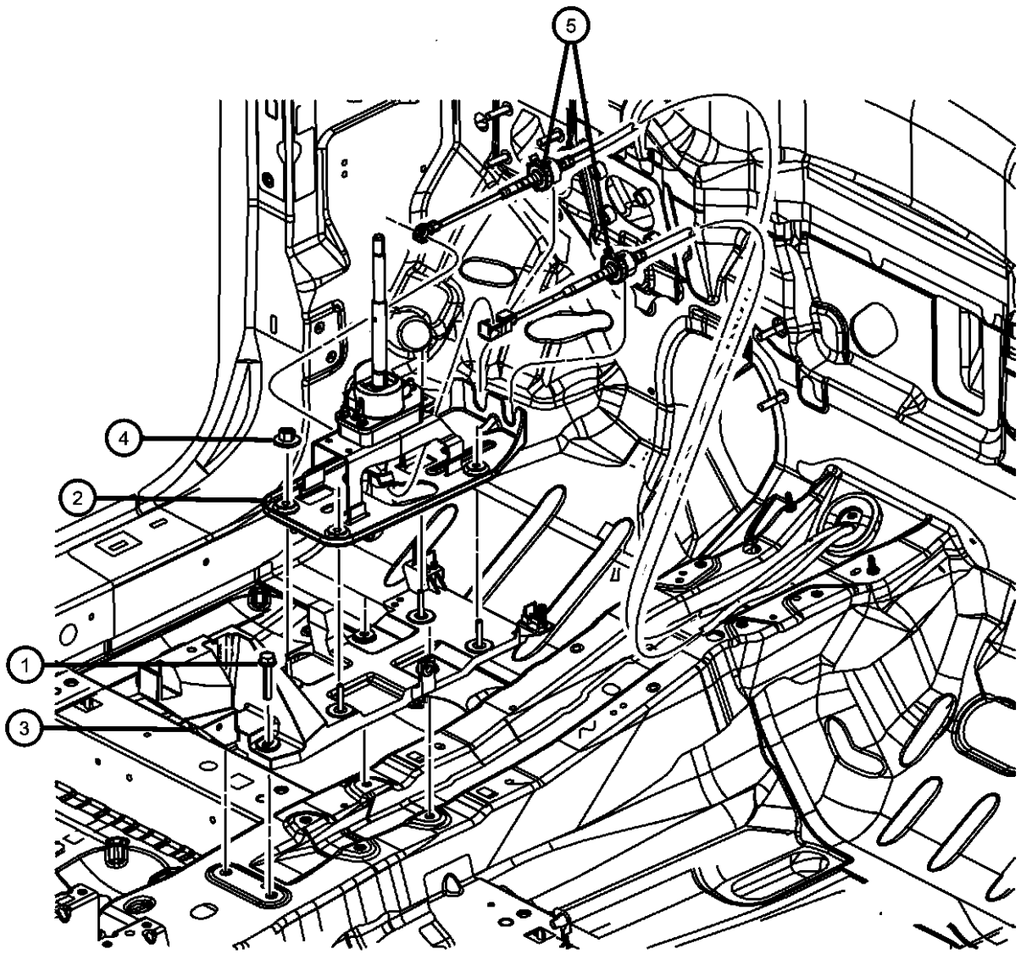


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04778249	1	B, D, E			ED3	DD7		PIN, Shift Shaft
2	05191019AA	1	B, D, E			ED3	DD7		BLOCKER, Shift
3	05160355AB	1	B, D, E			ED3	DD7		PIN, Roll
4	04761176	1	B, D, E			ED3	DD7		RAIL, First and Second Shift
5	04796649AB	1	B, D, E			ED3	DD7		FORK, Transmission
6	04761176	1	B, D, E			ED3	DD7		RAIL, First and Second Shift
7	04761179	1	B, D, E			ED3	DD7		LUG, Third and Fourth Shift
8	04761181	1	B, D, E			ED3	DD7		LUG, Fifth and Reverse
9	05191022AA	1	B, D, E			ED3	DD7		RAIL, Fifth and Reverse Shift
10	04761182	1	B, D, E			ED3	DD7		ARM, Reverse Lever
11	06501862	1	B, D, E			ED3	DD7		SNAP RING
12	04761152	1	B, D, E			ED3	DD7		BRACKET, Reverse Shift Rod
13	04761153	2	B, D, E			ED3	DD7		SCREW, Reverse Bracket
14	04761154	1	B, D, E			ED3	DD7		CAM, Reverse Block
15	05191024AA	1	B, D, E			ED3	DD7		FORK, Fifth and Reverse
16	04761179	1	B, D, E			ED3	DD7		LUG, Third and Fourth Shift
17	04761147	1	B, D, E			ED3	DD7		LEVER, Crossover
18	04761148	1	B, D, E			ED3	DD7		PLATE, Crossover Stop
19	04761151	1	B, D, E			ED3	DD7		SPACER, Inner Crossover Lever
20	04761149	1	B, D, E			ED3	DD7		SPRING, Crossover Lever
21	04761150	1	B, D, E			ED3	DD7		RETAINER, Spring
22	05189983AA	1	B, D, E			ED3	DD7		LEVER, Crossover
23	04761158	2	B, D, E			ED3	DD7		CLIP, Detent Shaft
24	04762603	1	B, D, E			ED3	DD7		PIN, Shift Shaft

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Lever
Figure 021DD7-1105



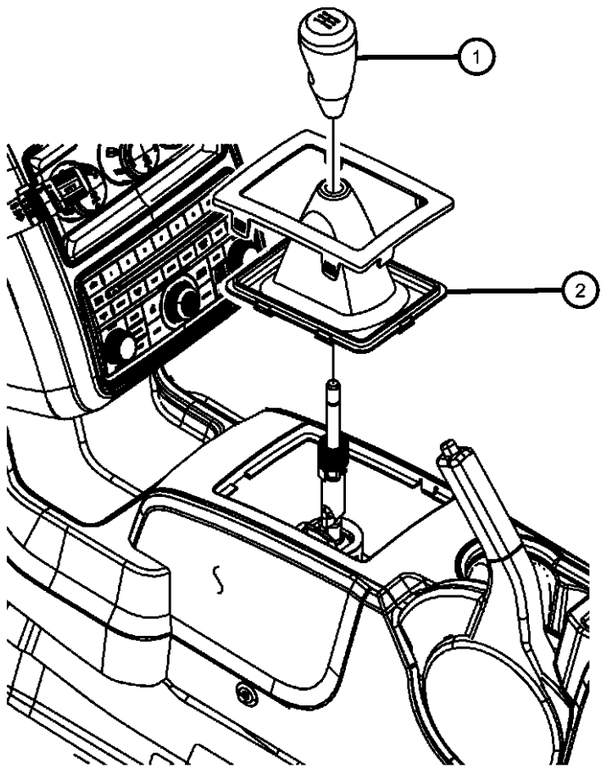
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05133476AB	4	B, D, E				DD7, DEF		BOLT, Hex Flange Head, M6X1.00X20.00
2	05106036AA	1	B, D, E				DD7		SHIFTER, Transmission
3	04766408AB	1	B, D, E				DD7, DEF		BRACKET, Shift Cable
4	06502843	4	B, D, E				DD7, DEF		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00
5	05106033AC	1	B, D, E				DD7		CABLE, Gearshift Control

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Boot, Knob and Bezel
Figure 021DD7-1110

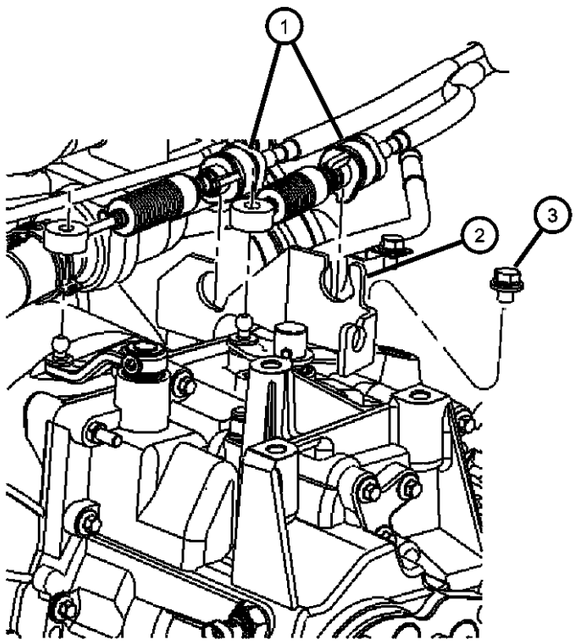
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05273241AB	1	B, D, E				DD7		LEATHER MTX KNOB, Gearshift
2	04766338AC	1	B, D, E				DD7		BOOT, Gearshift



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Cable And Bracket
Figure 021DD7-1115

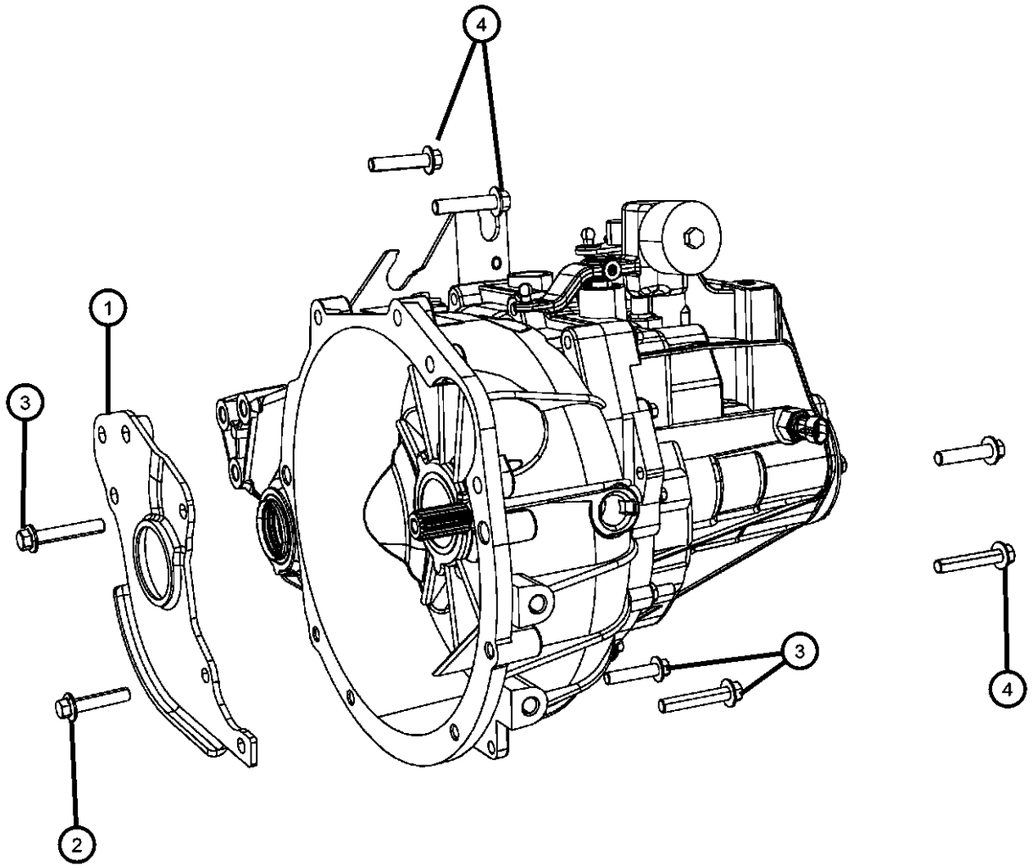


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05106033AC	1	B, D, E				DD7		CABLE, Gearshift Control
2	05189848AA	1	B, D, E			ED3	DD7		BRACKET, Transmission Control Cable
3	05189849AA	3	B, D, E			ED3	DD7		BOLT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Mounting Bolts
Figure 021DD7-1215



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	52104786AA	1	B, D, E			ED3	DD7		REINFORCEMENT
2	06508882AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M10X1.25X45.00
3	06508881AA	3	B, D, E				DD7		BOLT, Hex Flange Head, M10x1.25x55.00
4	06509052AA	1	B, D, E				DD7		BOLT, Hex Flange Head, [M10X1.25X60.00]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 021DEF

BG6; 6-Speed; Manual Transaxle

021DEF-100 Manual Transaxle	**021DEF-1000** Fork and Rails	**021DEF-1100** Gearshift Controls and Related Parts	**021DEF-1200** Mounting and Skid Plate
021DEF-200 Case, and Extension	**021DEF-600** Gear Train	**021DEF-900** Differential	

Group - 021DEF BG6; 6-Speed; Manual Transaxle

Illustration Title — Group-Fig. No.

Manual Transaxle
Transmission / Transaxle Assembly ..... Fig. 021DEF - 105

Case, and Extension
Case And Related Parts ..... Fig. 021DEF - 205

Gear Train
Input Shaft Assembly ..... Fig. 021DEF - 605
Main/Output Shaft Assembly ..... Fig. 021DEF - 610
Counter Shaft Assembly ..... Fig. 021DEF - 615
Reverse Idler Shaft Assembly ..... Fig. 021DEF - 620

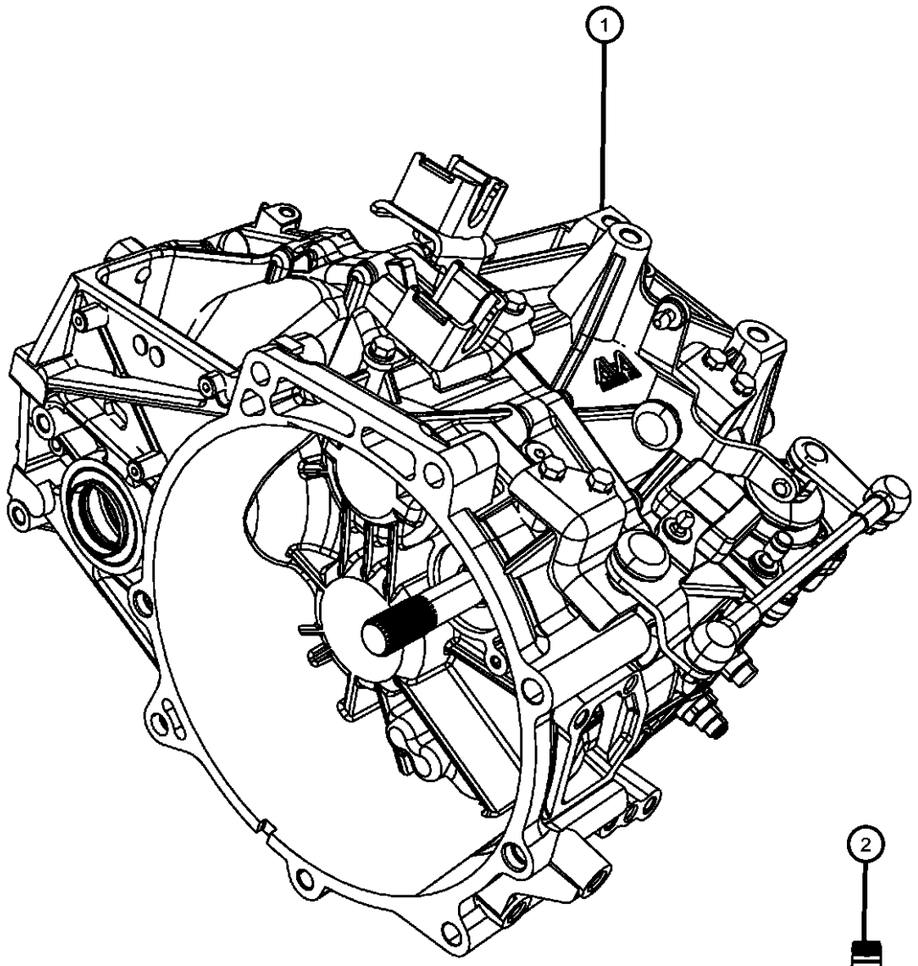
Differential
Differential ..... Fig. 021DEF - 905

Fork and Rails
Shift Forks And Rails ..... Fig. 021DEF - 1009

Gearshift Controls and Related Parts
Gear Shift Lever ..... Fig. 021DEF - 1105
Gear Shift Boot, Knob and Bezel ..... Fig. 021DEF - 1110
Gear Shift Cable And Bracket ..... Fig. 021DEF - 1115

Mounting and Skid Plate
Mounting Bolts ..... Fig. 021DEF - 1215

Transmission / Transaxle Assembly
Figure 021DEF-105

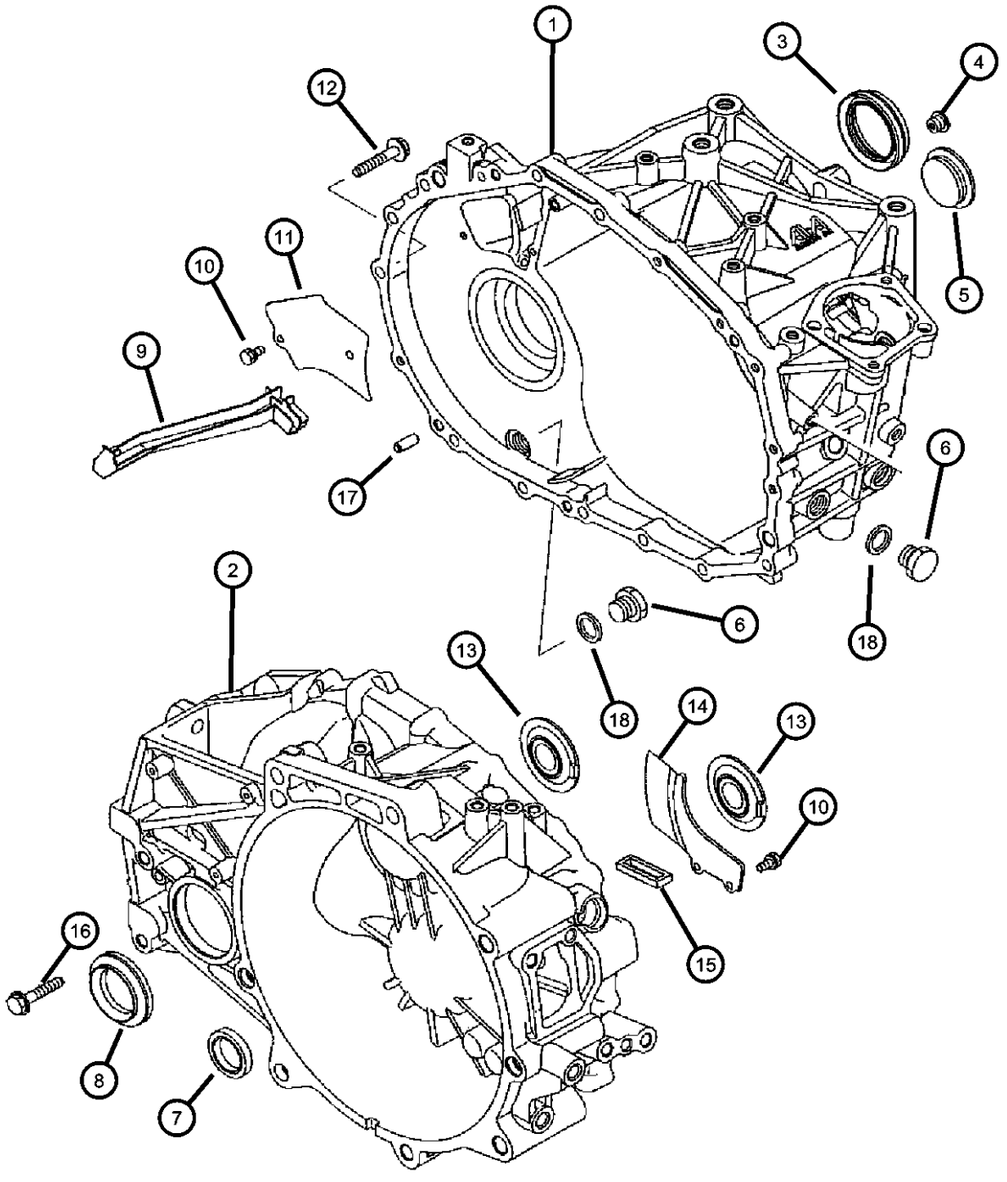


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05273355AF	1	B, D, E			ECE	DEF		TRANSAXLE
2	05013457AA	AR	B, D, E				DEF		FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F, [32oz] Minimum Ship Quantity 12

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Case And Related Parts
Figure 021DEF-205

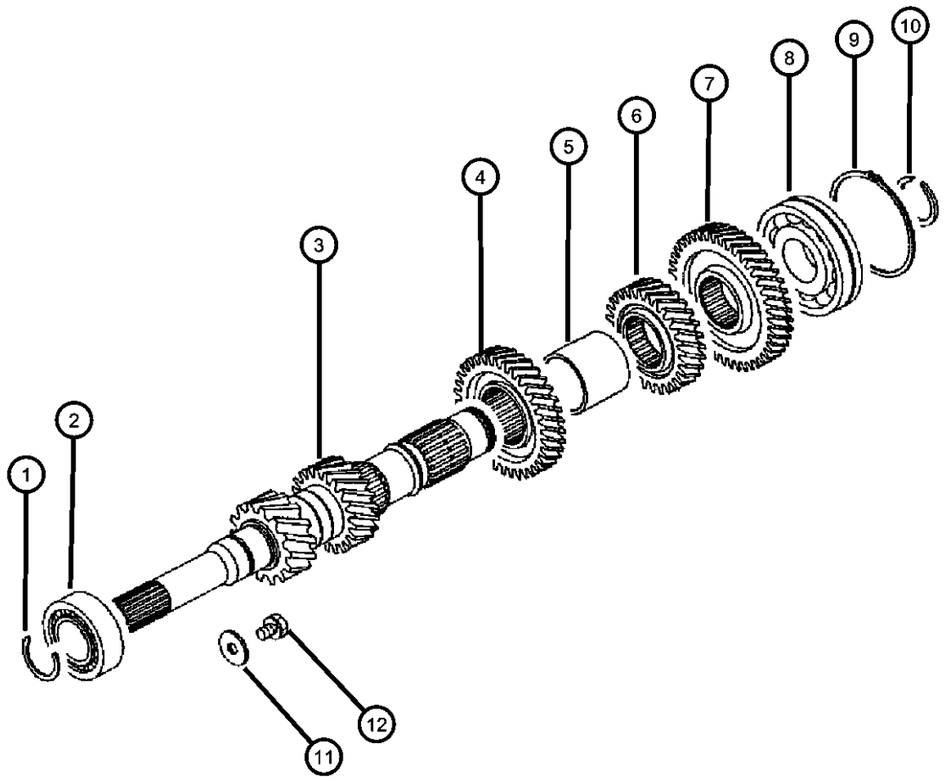


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191092AA	1	B, D, E			ECE	DEF		CASE, Transmission
2	05191091AB	1	B, D, E			ECE	DEF		CASE, Transmission Front
3	05191357AA	1	B, D, E			ECE	DEF		SEAL, TransmissionLeft
4	05191360AA	5	B, D, E			ECE	DEF		PLUG
5	05191361AA	1	B, D, E			ECE	DEF		PLUG
6	05191362AA	1	B, D, E			ECE	DEF		PLUG
7	05191358AA	1	B, D, E			ECE	DEF		SEAL, Transmission, Input Shaft
8	05191359AA	1	B, D, E			ECE	DEF		SEAL, TransmissionRight
9	05191047AA	1	B, D, E			ECE	DEF		PIPE, Oil Receiver
10	05191065AA	4	B, D, E			ECE	DEF		BOLT AND WASHER
11	05191051AA	1	B, D, E			ECE	DEF		SEPERATOR, Oil
12	05191056AA	18	B, D, E			ECE	DEF		BOLT, BOLT-FLANGE
13	05191049AA	2	B, D, E			ECE	DEF		COVER, Output Shaft
14	05191050AA	1	B, D, E			ECE	DEF		SEPERATOR, Oil
15	05191053AA	1	B, D, E			ECE	DEF		MAGNET, Transmission
16	05191056AA	18	B, D, E			ECE	DEF		BOLT, BOLT-FLANGE
17	05191066AA	4	B, D, E			ECE	DEF		PIN
18	05191062AA	1	B, D, E			ECE	DEF		GASKET, Transmission Case

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Shaft Assembly
Figure 021DEF-605

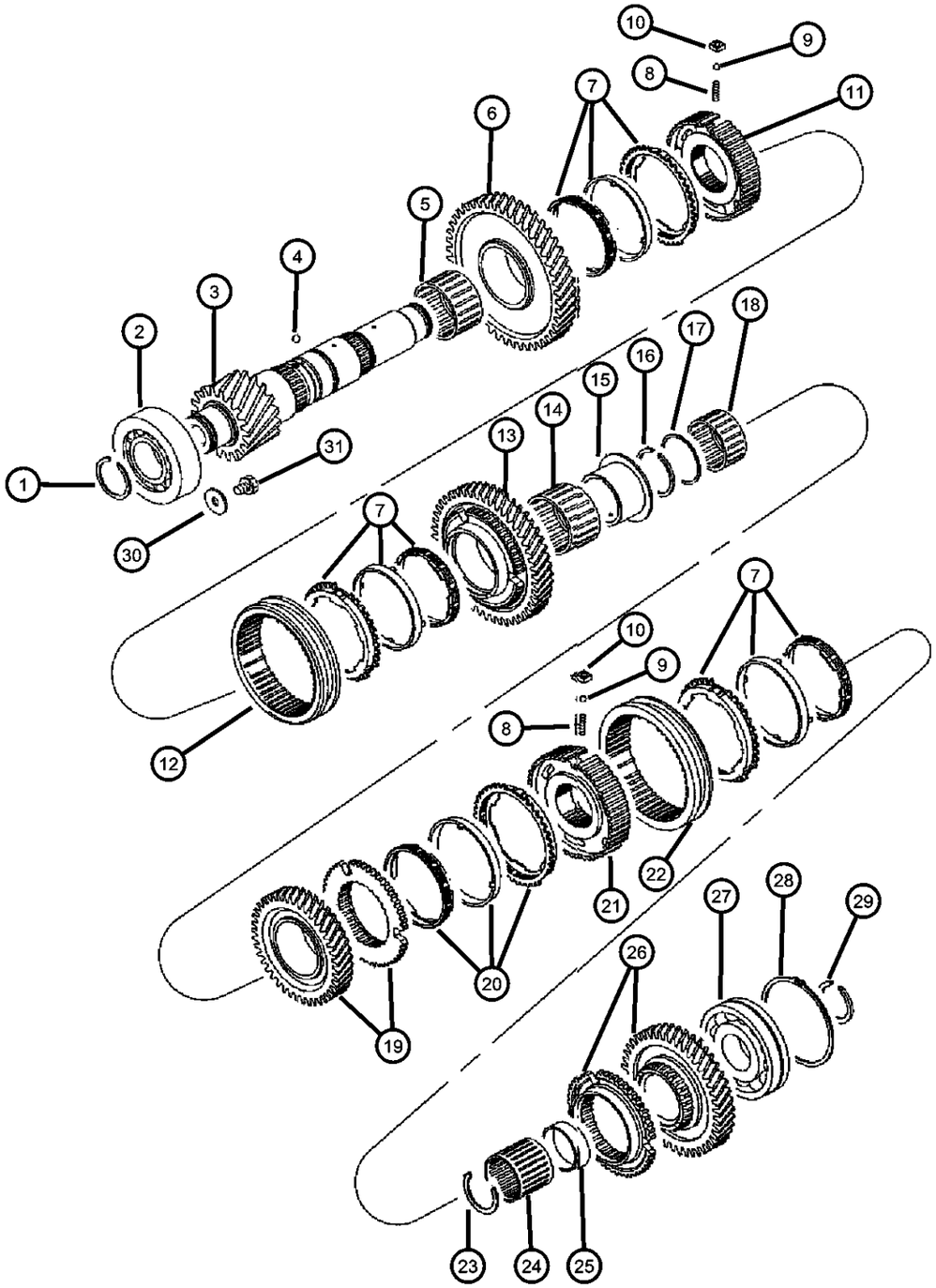


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191692AA	1	B, D, E			ECE	DEF		RING, Snap
2	05191428AA	1	B, D, E			ECE	DEF		BEARING, Roller
3	05191182AA	1	B, D, E			ECE	DEF		INPUT SHAFT, Transmission
4	05191131AA	1	B, D, E			ECE	DEF		GEAR, Fourth
5	05191694AA	1	B, D, E			ECE	DEF		SPACER, Gear
6	05191130AA	1	B, D, E			ECE	DEF		GEAR, Third
7	05191132AA	1	B, D, E			ECE	DEF		GEAR, Sixth
8	05191412AA	1	B, D, E			ECE	DEF		BEARING, Ball
9	05191063AA	1	B, D, E			ECE	DEF		SNAP RING
10	05191675AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission
11	05191052AA	2	B, D, E			ECE	DEF		PLATE, Transaxle Case Rear
12	68000007AA	2	B, D, E			ECE	DEF		BOLT AND WASHER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Main/Output Shaft Assembly
Figure 021DEF-610



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191692AA	1	B, D, E			ECE	DEF		RING, Snap
2	05191432AA	1	B, D, E			ECE	DEF		BEARING, Roller
3	05191681AA	1	B, D, E			ECE	DEF		SHAFT, Output
4	05191698AA	2	B, D, E			ECE	DEF		BALL
5	05191417AA	1	B, D, E			ECE	DEF		BEARING, Needle
6	05191683AA	1	B, D, E			ECE	DEF		GEAR, First
7	68000008AA	3	B, D, E			ECE	DEF		SYNCHRONIZER, Ring set, no. 1, 2, 3 gear
8	05191708AA	9	B, D, E			ECE	DEF		SPRING, Synchronizer
9	05191714AA	1	B, D, E			ECE	DEF		BALL
10	05191707AA	9	B, D, E			ECE	DEF		KEY, Synchronizer
11	05191703AA	1	B, D, E			ECE	DEF		HUB, Synchronizer
12	05191705AA	1	B, D, E			ECE	DEF		SLEEVE, Synchronizer
13	05191682AA	1	B, D, E			ECE	DEF		GEAR, Second
14	05191419AA	1	B, D, E			ECE	DEF		BEARING, Needle
15	05191685AA	1	B, D, E			ECE	DEF		RACE, Inner
16	05191678AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission
17	05191697AA	2	B, D, E			ECE	DEF		SPACER, Gear
18	05191422AA	1	B, D, E			ECE	DEF		BEARING, Needle
19	05191136AA	1	B, D, E			ECE	DEF		GEAR SUB ASSY, Fourth
20	05191700AA	1	B, D, E			ECE	DEF		RING SET, Synchronizer
21	05191704AA	1	B, D, E			ECE	DEF		HUB, Synchronizer
22	05191706AA	1	B, D, E			ECE	DEF		SLEEVE, Synchronizer
23	05191677AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission
24	05191421AA	1	B, D, E			ECE	DEF		BEARING, Needle
25	05191696AA	1	B, D, E			ECE	DEF		SPACER, Gear
26	05191133AA	1	B, D, E			ECE	DEF		GEAR SUB ASSY, Third
27	05191415AA	1	B, D, E			ECE	DEF		BEARING, Ball
28	05191064AA	1	B, D, E			ECE	DEF		SNAP RING
29	05191676AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission

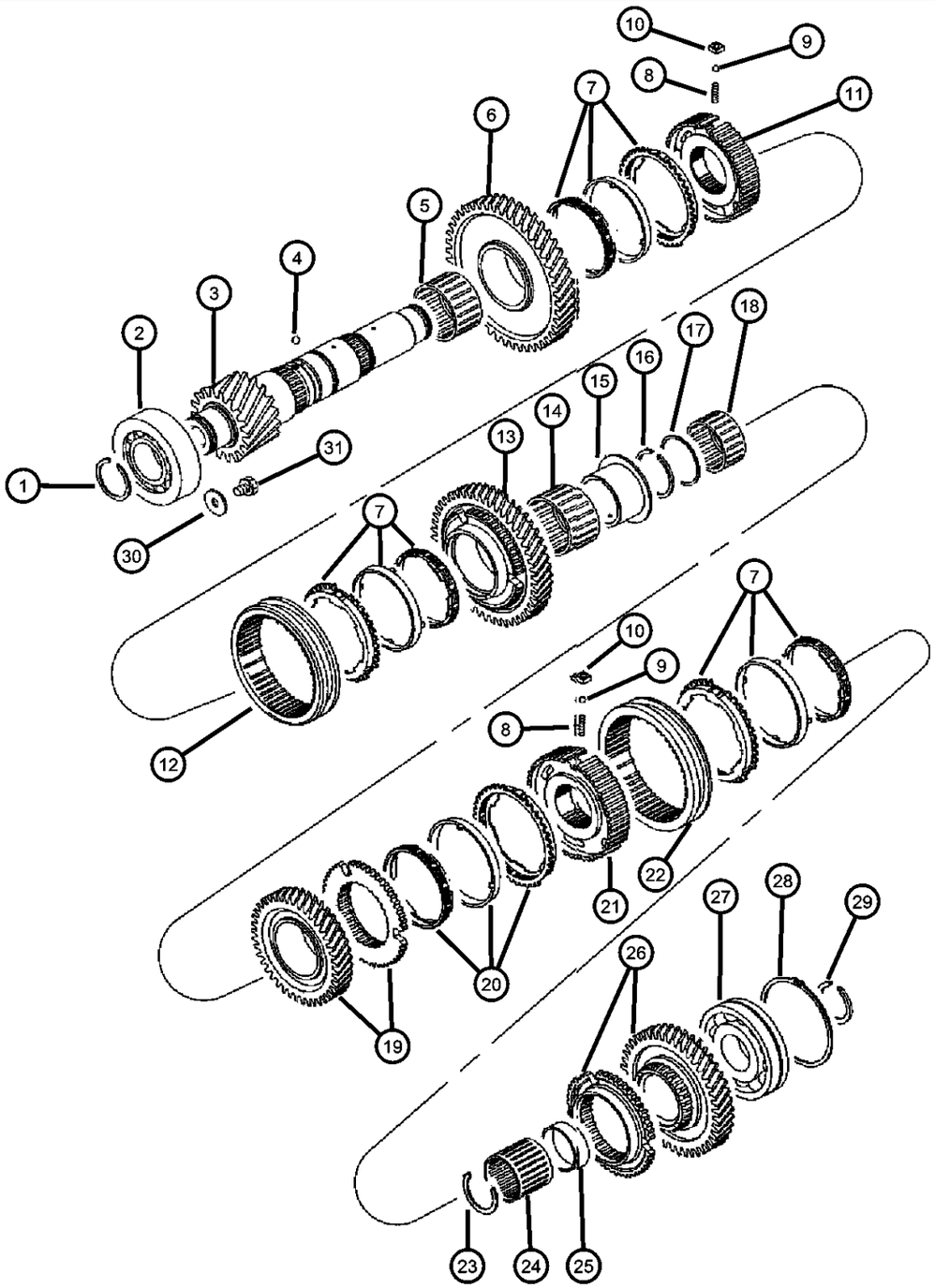
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Main/Output Shaft Assembly
Figure 021DEF-610

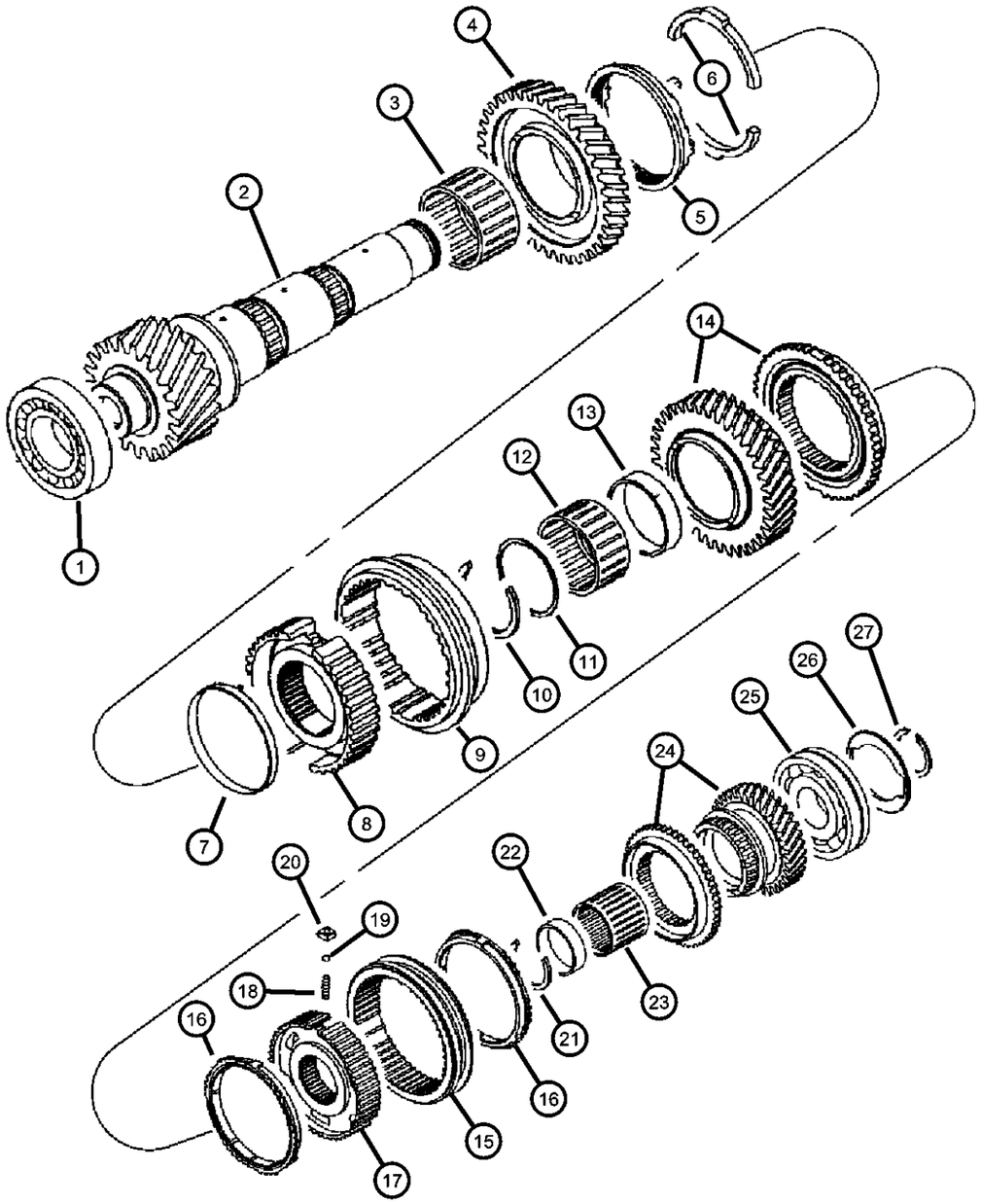


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
30	05191052AA	2	B, D, E			ECE	DEF		PLATE, Transaxle Case Rear
31	68000007AA	2	B, D, E			ECE	DEF		BOLT AND WASHER

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Counter Shaft Assembly
Figure 021DEF-615



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191487AA	1	B, D, E			ECE	DEF		BEARING, Roller
2	05191680AA	1	B, D, E			ECE	DEF		SHAFT, Output
3	05191417AA	2	B, D, E			ECE	DEF		BEARING, Needle
4	05191183AA	1	B, D, E			ECE	DEF		GEAR, Reverse
5	05191709AA	1	B, D, E			ECE	DEF		RING, Synchronizer
6	05191712AA	2	B, D, E			ECE	DEF		KEY, Synchronizer
7	05191710AA	1	B, D, E			ECE	DEF		SPRING, Synchronizer
8	05191702AA	1	B, D, E			ECE	DEF		HUB, Synchronizer
9	05191701AA	1	B, D, E			ECE	DEF		SLEEVE, Synchronizer
10	05191660AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission
11	05191697AA	2	B, D, E			ECE	DEF		SPACER, Gear
12	05191422AA	1	B, D, E			ECE	DEF		BEARING, Needle
13	05191695AA	1	B, D, E			ECE	DEF		SPACER, Gear
14	05191139AA	1	B, D, E			ECE	DEF		GEAR SUB ASSY, Fifth
15	05191713AA	1	B, D, E			ECE	DEF		SLEEVE, Synchronizer
16	05191669AA	1	B, D, E			ECE	DEF		SYNCHRONIZER
17	05191711AA	1	B, D, E			ECE	DEF		HUB, Synchronizer
18	05191708AA	1	B, D, E			ECE	DEF		SPRING, Synchronizer
19	05191714AA	9	B, D, E			ECE	DEF		BALL
20	05191707AA	1	B, D, E			ECE	DEF		KEY, Synchronizer
21	05191677AA	2	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission
22	05191696AA	1	B, D, E			ECE	DEF		SPACER, Gear
23	05191426AA	1	B, D, E			ECE	DEF		BEARING, Needle
24	05191142AA	1	B, D, E			ECE	DEF		GEAR SUB ASSY, Sixth
25	05191494AA	1	B, D, E			ECE	DEF		BEARING, Roller
26	05191622AA	1	B, D, E			ECE	DEF		SHIM KIT, Transmission
27	05191676AA	1	B, D, E			ECE	DEF		SNAP RING PACKAGE, Transmission

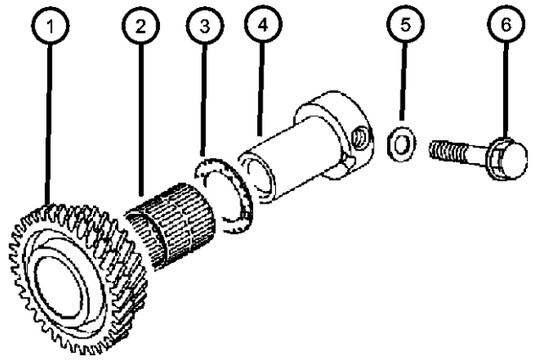
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Reverse Idler Shaft Assembly
Figure 021DEF-620

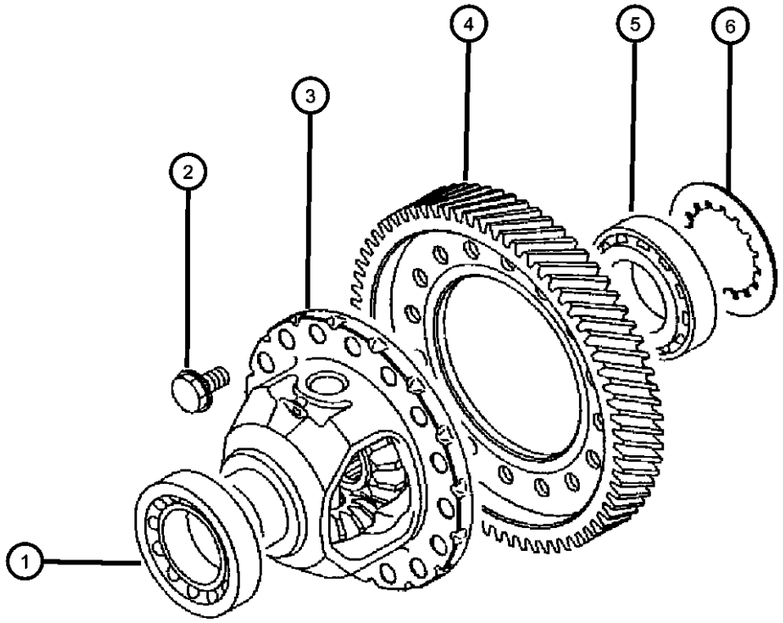


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191687AA	1	B, D, E			ECE	DEF		GEAR, Reverse Idler
2	05191427AA	1	B, D, E			ECE	DEF		BEARING, Needle
3	05191688AA	1	B, D, E			ECE	DEF		THRUST WASHER, Reverse Idler
4	05191686AA	1	B, D, E			ECE	DEF		SHAFT, SHAFT-REVERSE IDLER GEAR
5	05191691AA	1	B, D, E			ECE	DEF		GASKET, Gear Housing
6	05191690AA	1	B, D, E			ECE	DEF		BOLT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Differential
Figure 021DEF-905

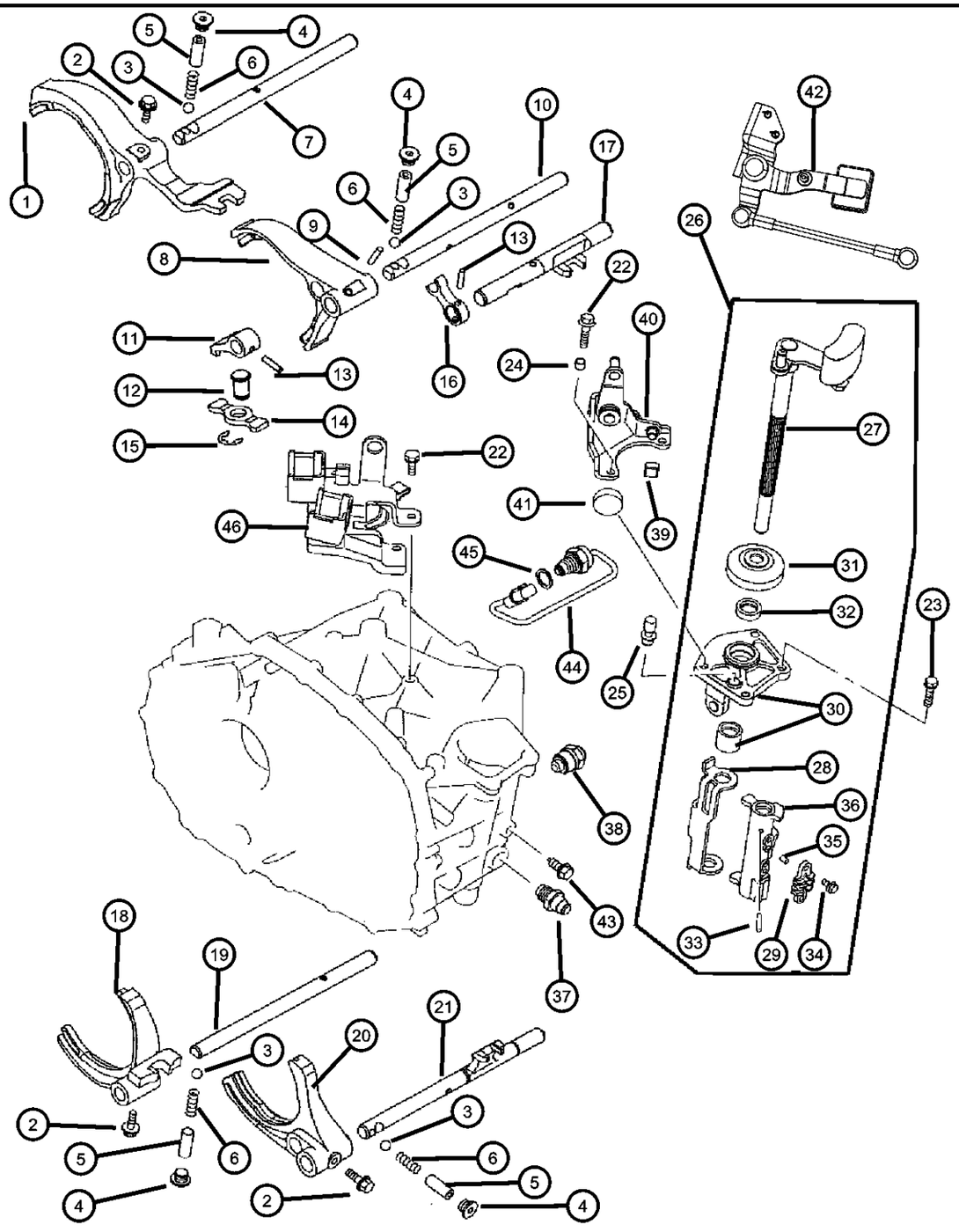


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191497AA	1	B, D, E			ECE	DEF		BEARING, Roller
2	05191090AA	16	B, D, E			ECE	DEF		BOLT, Differential
3	05191068AA	1	B, D, E			ECE	DEF		DIFFERENTIAL, Transaxle
4	05191689AA	1	B, D, E			ECE	DEF		GEAR, Differential Ring
5	05191500AA	1	B, D, E			ECE	DEF		BEARING, Roller
6	05191641AA	1	B, D, E			ECE	DEF		SHIM KIT, Transmission

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Shift Forks And Rails
Figure 021DEF-1009

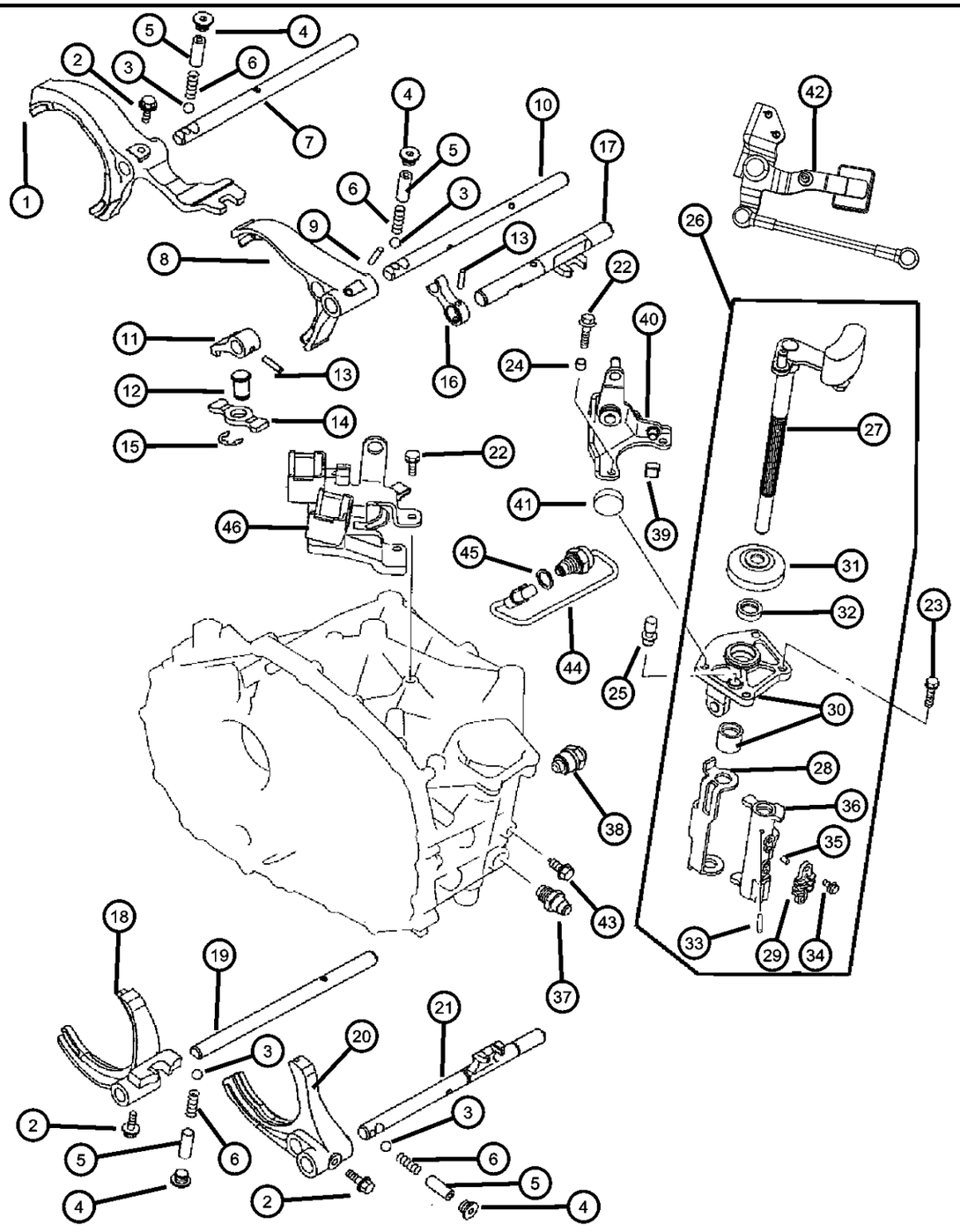


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05191504AA	1	B, D, E			ECE	DEF		FORK, First and Second
2	05191613AA	3	B, D, E			ECE	DEF		BOLT, Gearshift Control
3	05191619AA	4	B, D, E			ECE	DEF		BEARING, Ball
4	05191360AA	5	B, D, E			ECE	DEF		PLUG
5	68000010AA	4	B, D, E			ECE	DEF		DETENT, Gearshift, Ball Spring Seat
6	05191620AA	4	B, D, E			ECE	DEF		SPRING
7	05191538AA	1	B, D, E			ECE	DEF		SHAFT, Gear Shift Fork, Number 1
8	05191510AA	1	B, D, E			ECE	DEF		FORK, Third and Fourth
9	05191569AA	1	B, D, E			ECE	DEF		PIN, Gearshift Lock
10	05191543AA	1	B, D, E			ECE	DEF		SHAFT, Gear Shift Fork, Number 2
11	05191528AA	1	B, D, E			ECE	DEF		HEAD, Gear shift
12	05191523AA	1	B, D, E			ECE	DEF		PIVOT, Fork, Shift arm
13	05191617AA	2	B, D, E			ECE	DEF		PIN, Spring
14	05191520AA	1	B, D, E			ECE	DEF		FORK, FORK-SHIFT
15	05191621AA	1	B, D, E			ECE	DEF		E RING, Shifter
16	05191537AA	1	B, D, E			ECE	DEF		HEAD, Gear shift
17	05191546AA	1	B, D, E			ECE	DEF		SHAFT, Gear Shift Fork, Number 5
18	05191525AA	1	B, D, E			ECE	DEF		FORK, Fifth and Sixth
19	05191544AA	1	B, D, E			ECE	DEF		SHAFT, Gear Shift Fork, Number 3
20	05191513AA	1	B, D, E			ECE	DEF		FORK, Reverse
21	05191545AA	1	B, D, E			ECE	DEF		SHAFT, Gear Shift Fork, Number 4
22									BOLT AND WASHER
	05191055AA	3	B, D, E			ECE	DEF		
	05191614AA	4	B, D, E			ECE	DEF		
23	05191614AA	4	B, D, E			ECE	DEF		BOLT AND WASHER
24	05191618AA	2	B, D, E			ECE	DEF		BEARING
25	05191363AA	1	B, D, E			ECE	DEF		PLUG
26	05191557AA	1	B, D, E			ECE	DEF		SHIFTER, Transmission, Contains Items 27 to 36
27	05191559AA	1	B, D, E			ECE	DEF		SHAFT, Shift Lever
28	05191560AA	1	B, D, E			ECE	DEF		PLATE, Gearshift Shaft Stopper
29	05191561AA	1	B, D, E			ECE	DEF		PLATE, Guide, Shifter

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Shift Forks And Rails
Figure 021DEF-1009

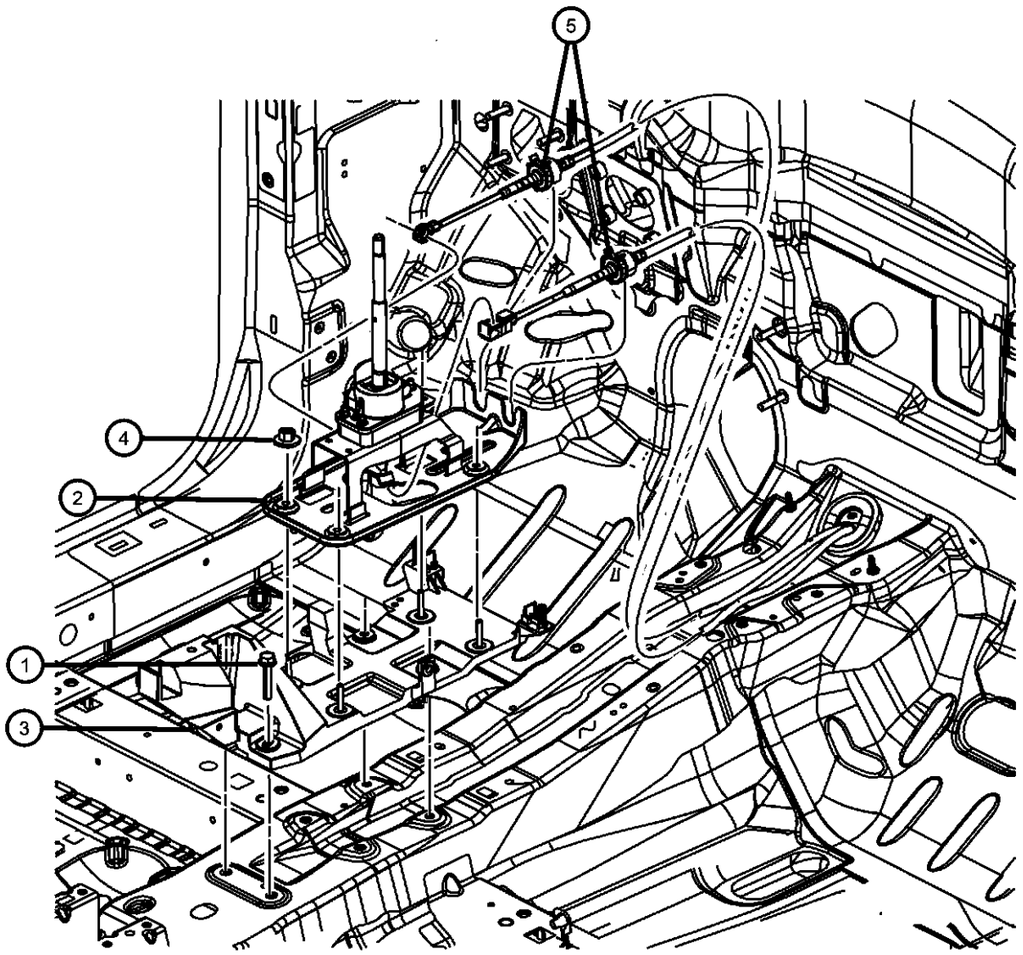


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
30	05191562AA	1	B, D, E			ECE	DEF		COVER, Gearshift, Includes Items 31 and 32
31	05191564AA	1	B, D, E			ECE	DEF		BOOT, Gearshift
32	05191566AA	1	B, D, E			ECE	DEF		SEAL, Shift Lever
33	05191569AA	1	B, D, E			ECE	DEF		PIN, Gearshift Lock
34	05191568AA	1	B, D, E			ECE	DEF		BOLT, Gearshift Control
35	05191570AA	1	B, D, E			ECE	DEF		PIN, Straight
36	05191558AA	1	B, D, E			ECE	DEF		LEVER, Gearshift
37	05191584AA	1	B, D, E			ECE	DEF		BALL
38	05191585AA	1	B, D, E			ECE	DEF		BALL, Lock
39	05191586AA	1	B, D, E			ECE	DEF		COVER, Transaxle Dust
40	05191589AA	1	B, D, E			ECE	DEF		BELLCRANK, Shifter selector, Assembly, Includes Item # 41
41	05191592AA	1	B, D, E			ECE	DEF		COVER, Dust, Bellcrank
42	05191599AA	1	B, D, E			ECE	DEF		SHIFTER, Transmission
43	05191615AA	1	B, D, E			ECE	DEF		PIN, Straight
44	05191045AA	1	B, D, E			ECE	DEF		SWITCH, Back Up Lamp, Includes Item # 44
45	05191046AA	1	B, D, E			ECE	DEF		GASKET, Back Up Lamp Switch
46	05191054AA	1	B, D, E			ECE	DEF		BRACKET, Transmission Control Cable

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Lever
Figure 021DEF-1105

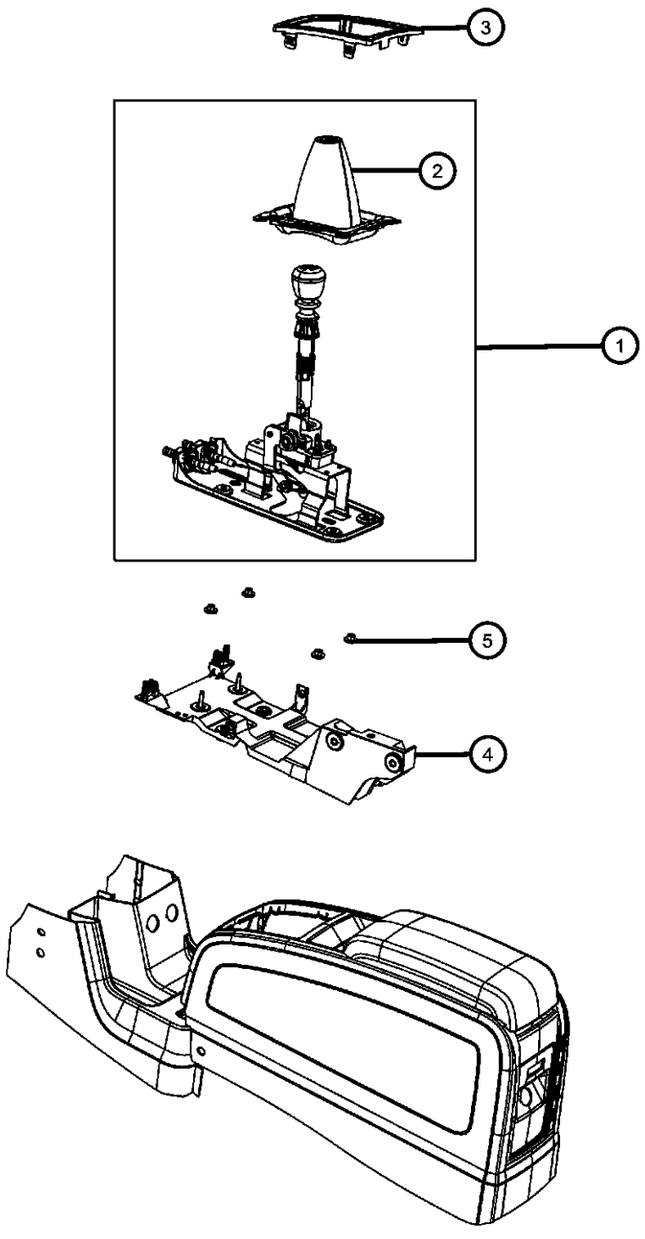


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05133476AB	1	B, D, E			ECE			BOLT, Hex Flange Head, M6X1.00X20.00
2	05106035AC	1	B, D, E				DEF		SHIFTER, Transmission
3	04766408AB	1	B, D, E				DD7, DEF		BRACKET, Shift Cable
4	06502843	4	B, D, E				DD7, DEF		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00
5	05106034AC	1	B, D, E				DEF		CABLE, Gearshift Control

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Boot, Knob and Bezel
Figure 021DEF-1110



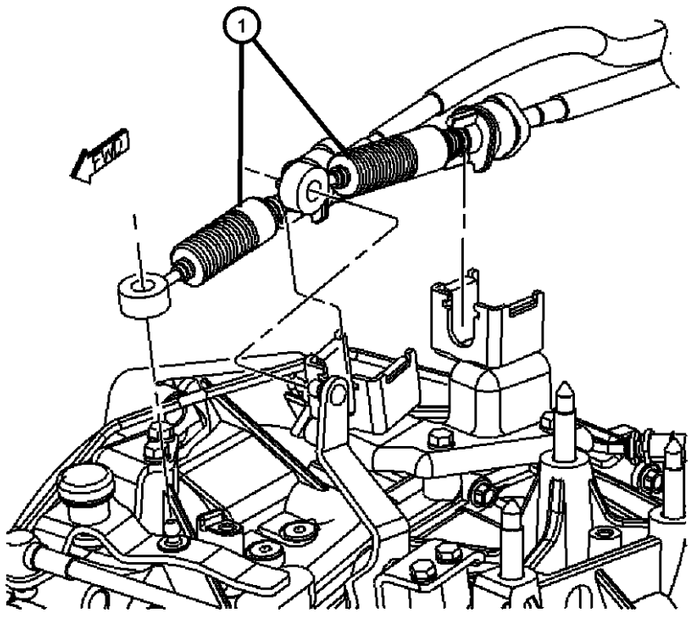
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05106035AC	1	B, D, E				DEF		SHIFTER, Transmission
2	04766339AC	1	B, D, E				DEF		BOOT, Gearshift
3	1ED64SZ0AB	1	B						BEZEL, Console Shifter
4	04766408AB	1	B, D, E				DD7, DEF		BRACKET, Shift Cable
5	06502843	4	B, D, E				DD7, DEF		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gear Shift Cable And Bracket
Figure 021DEF-1115

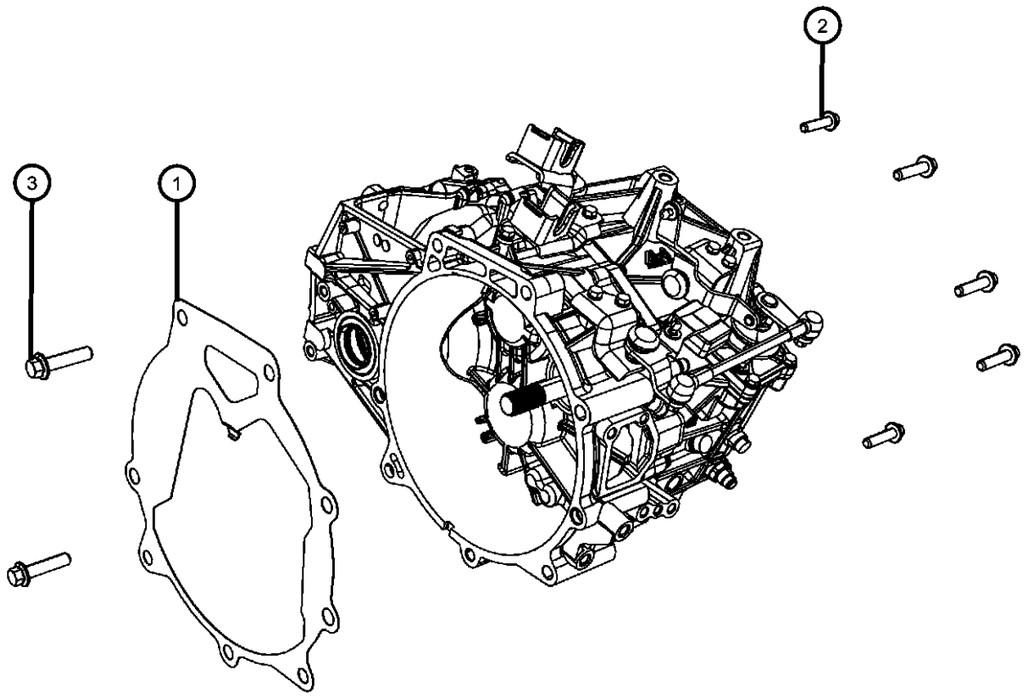
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05106034AC	1	B, D, E				DEF		CABLE, Gearshift Control



JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mounting Bolts
Figure 021DEF-1215



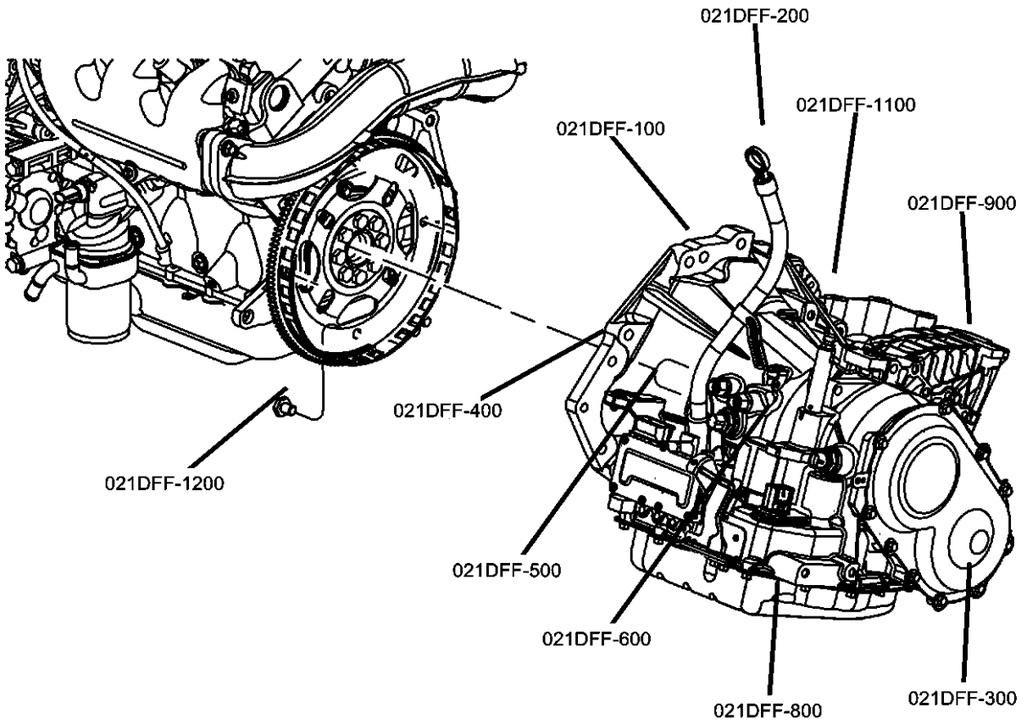
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891665AA	1	B, D, E			ECE	DEF		COVER, Transmission Case
2	06102018	5	B, D, E			ECE	DEF		BOLT, Hex Flange Head, M12x1.75x65
3	06506021AA	2	B, D, E			ECE	DEF		BOLT, Hex Flange Head Lock, M12x1.75x110.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 021DFF

41/40TE; 4-Speed; Automatic Transaxle



021DFF-100 Automatic Transmission / Transaxle and Torque Converter	**021DFF-1100** Gearshift Controls and Related Parts	**021DFF-1200** Mounting and Skid Plate	**021DFF-200** Case, Extension, Oil Pan, and Indicator (Dipstick)
021DFF-300 Seal and Shim Packages	**021DFF-400** Oil Pump	**021DFF-500** Clutches	**021DFF-600** Gear Train
021DFF-800 Valve Body, Accumulator, Solenoid and Parking Sprag	**021DFF-900** Differential		

Group - 021DFF 41/40TE; 4-Speed; Automatic Transaxle

Illustration Title — Group-Fig. No.

Automatic Transmission / Transaxle and Torque Converter
Transmission / Transaxle Assembly ..... Fig. 021DFF - 105
Torque Converter ..... Fig. 021DFF - 110

Case, Extension, Oil Pan, and Indicator (Dipstick)
Case ..... Fig. 021DFF - 205
Extensions And Adapters ..... Fig. 021DFF - 220
Oil Fill Tube And Related Parts ..... Fig. 021DFF - 225
Oil Pan, Cover And Related Parts ..... Fig. 021DFF - 230
Filters ..... Fig. 021DFF - 235
Sensors, Vents And Quick Connectors ..... Fig. 021DFF - 240

Seal and Shim Packages
Seal And Shim Packages ..... Fig. 021DFF - 305

Oil Pump
Oil Pump ..... Fig. 021DFF - 405

Clutches
Input Clutch Assembly ..... Fig. 021DFF - 505
Input Clutch Assembly ..... Fig. 021DFF - 506
Input Clutch Assembly ..... Fig. 021DFF - 507
Input Clutch Assembly ..... Fig. 021DFF - 508
Input Clutch Assembly ..... Fig. 021DFF - 509
2 / 4 Clutch ..... Fig. 021DFF - 510
Low / Reverse Clutch ..... Fig. 021DFF - 511

Gear Train
Front / Rear Planetary ..... Fig. 021DFF - 602
Transfer And Output Gears ..... Fig. 021DFF - 607

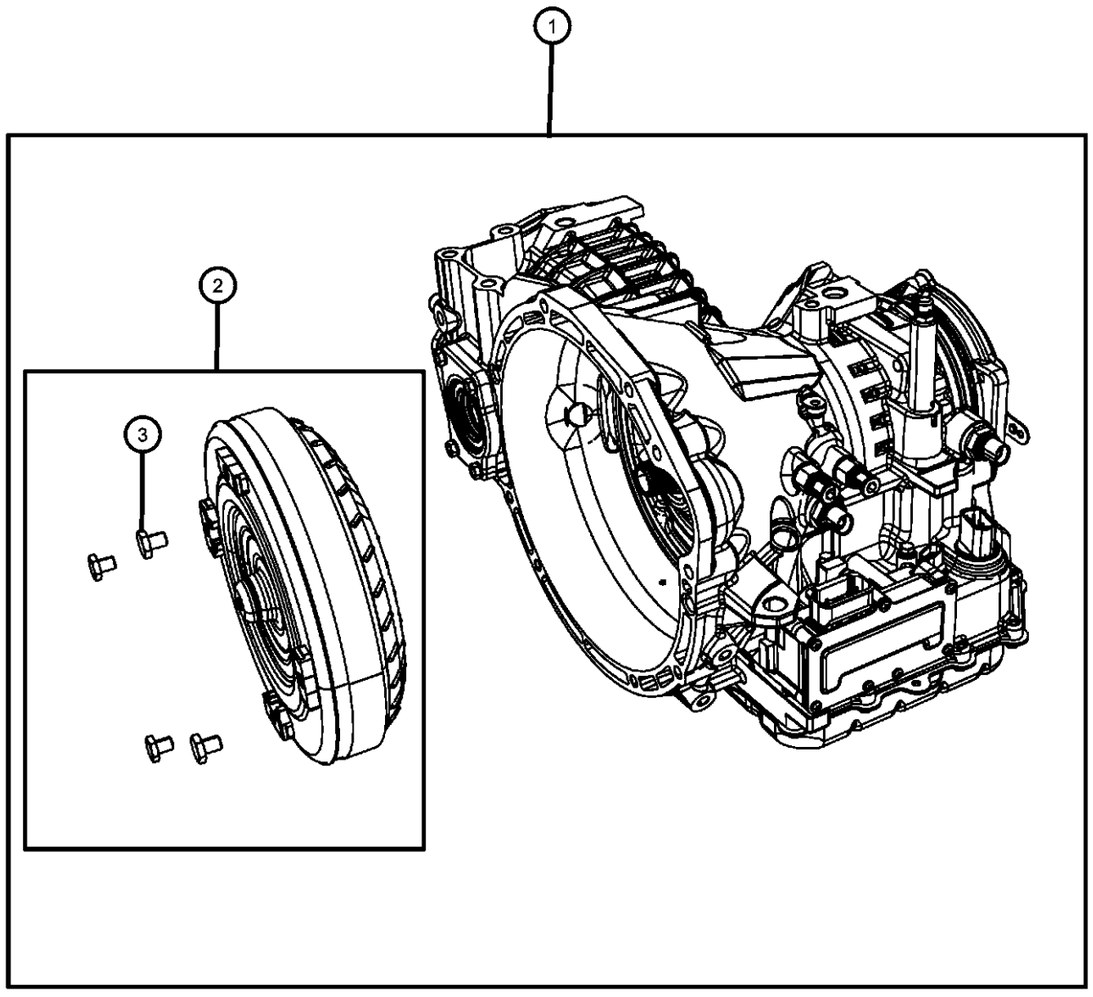
Valve Body, Accumulator, Solenoid and Parking Sprag
Valve Body And Related Parts ..... Fig. 021DFF - 805
Accumulator And Related Parts ..... Fig. 021DFF - 850
Parking Sprag And Related Parts ..... Fig. 021DFF - 860

Differential
Differential Assembly ..... Fig. 021DFF - 905
Transfer Shaft And Differential ..... Fig. 021DFF - 915

Gearshift Controls and Related Parts
Gearshift Controls ..... Fig. 021DFF - 1105
Gearshift Lever, Cable and Bracket ..... Fig. 021DFF - 1115

Mounting and Skid Plate
Mounting Covers And Shields ..... Fig. 021DFF - 1205
Mounting Bolts ..... Fig. 021DFF - 1215

Transmission / Transaxle Assembly
Figure 021DFF-105

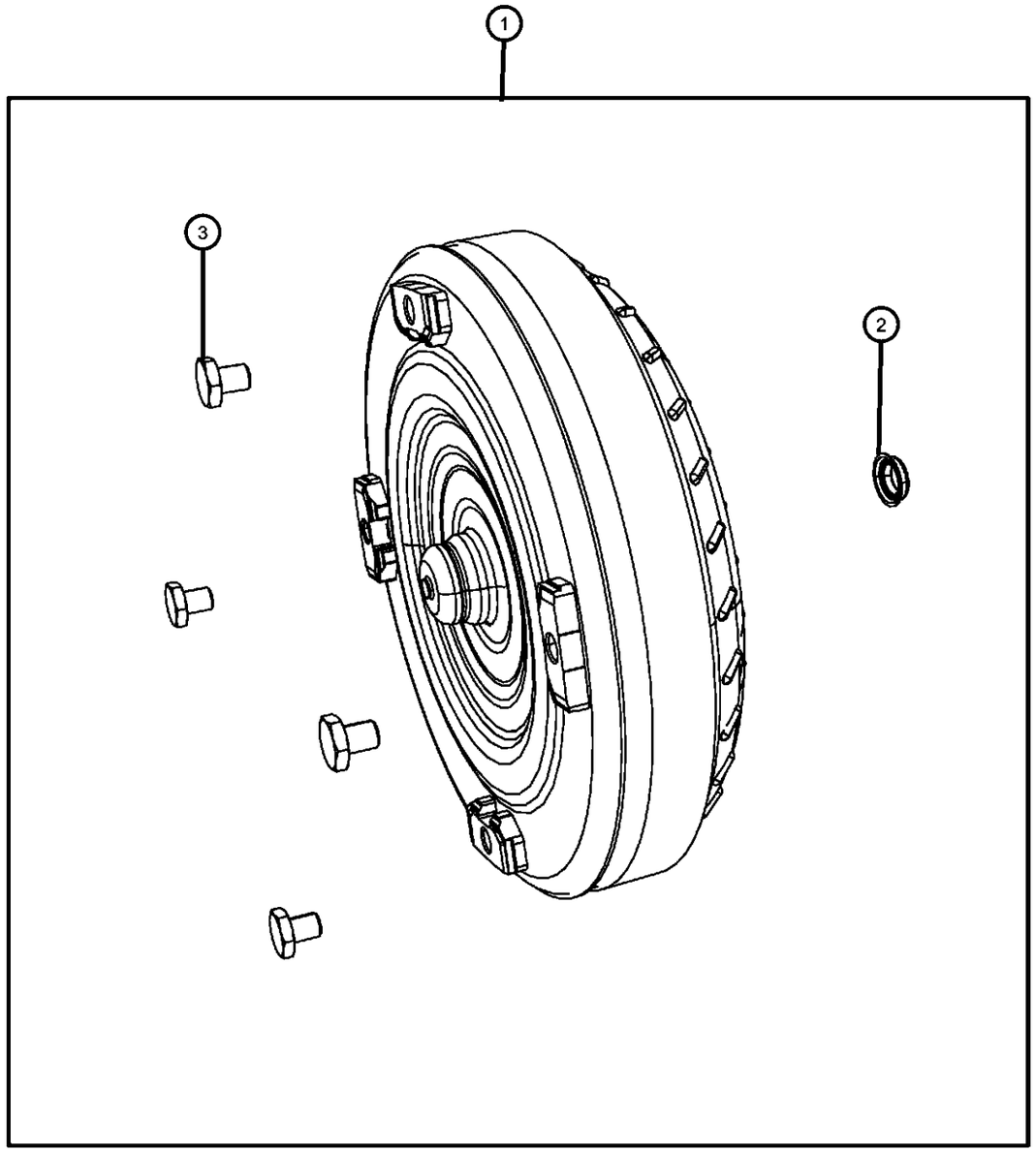


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									TRANSAXLE KIT, WITH TORQUE CONVERTER
	68010452AB	1	B, D, E			ED3, EDG	DFF		
	68100453AA	1	B, D, E			EER	DFF		
2									CONVERTER KIT, Torque
	68039259AB	1	B, D, E			ED3, EDG	DFF		
	68039260AA	1	B, D, E			EER	DFF		
3	06504383	4	B, D, E						BOLT, Hex Head Lock, M10X1.50X13.20
4	05013457AA	AR	B, D, E						FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F, [32 Fluid Ounces] Minimum Ship Quantity Of 12
5	05013458AA	AR	B, D, E						FLUID, Automatic Transmission ATF+4, Gallon, Standard MS-9602-F, [128 Fluid Ounces] Minimum Ship Quantity Of 4

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Torque Converter
Figure 021DFF-110

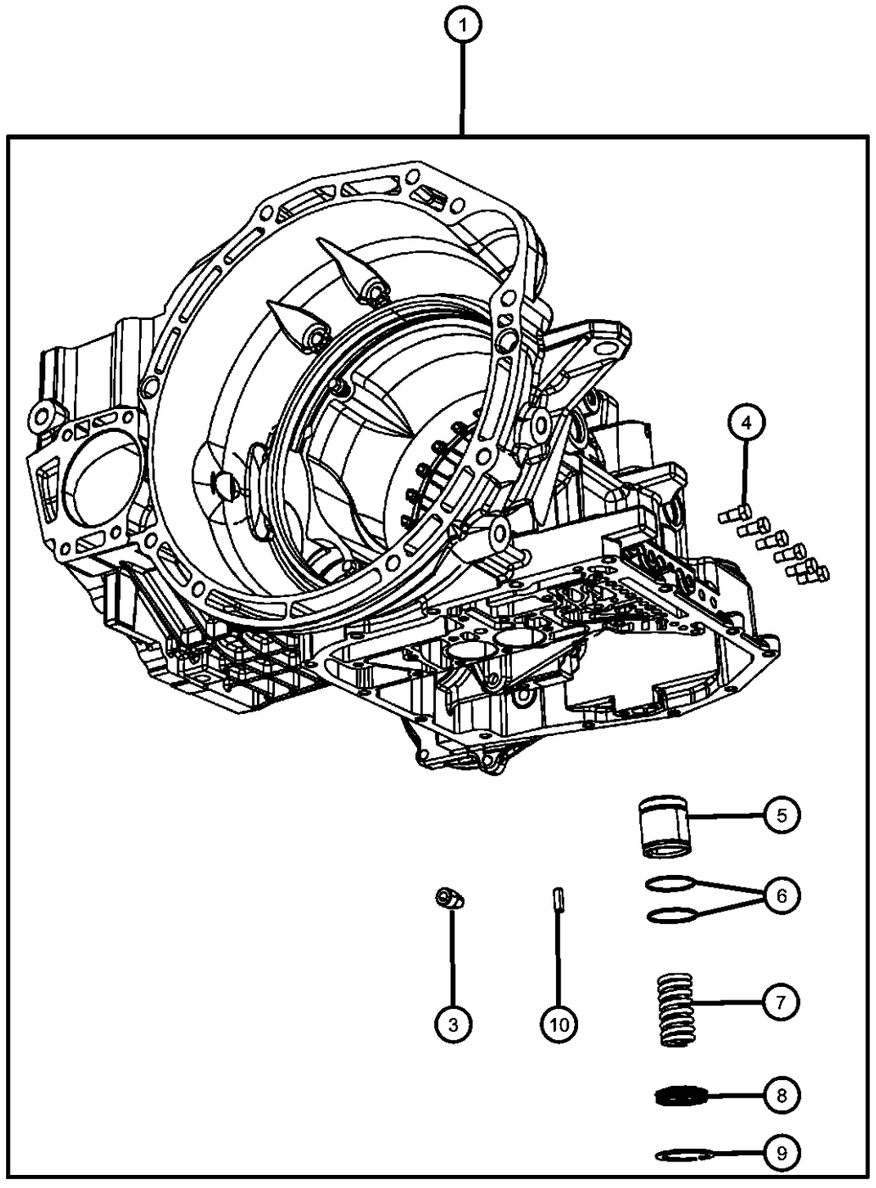


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CONVERTER KIT, Torque
	68039259AB	1	B, D, E			ED3, EDG	DFF		
	68039260AA	1	B, D, E			EER	DFF		
2									SEAL, Torque Converter Hub
	05222629	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
3	06504383	4	B, D, E						BOLT, Hex Head Lock, M10X1.50X13.20

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Case
Figure 021DFF-205

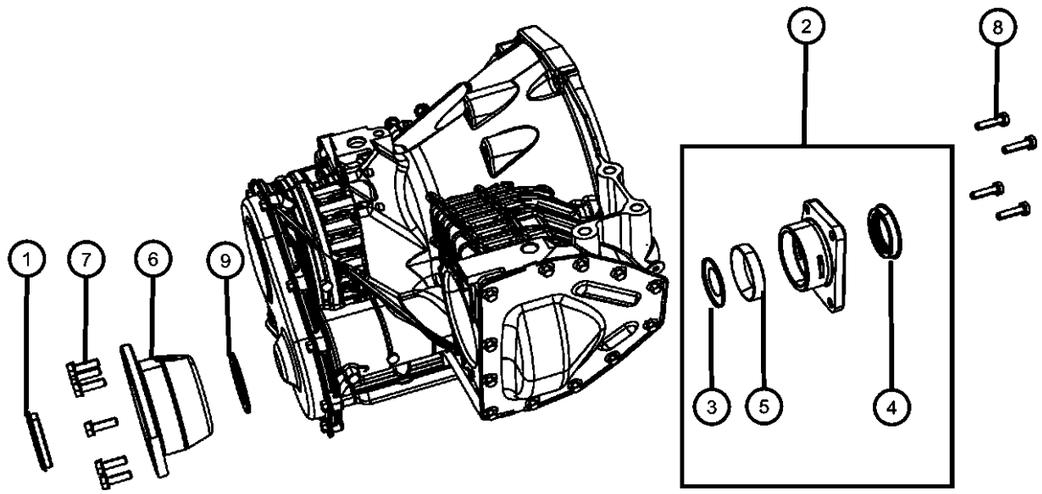


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CASE, Transaxle
	68003764AA	1	B, D, E			EER	DFF		
	68003765AA	1	B, D, E			ED3, EDG	DFF		
-2									BALL, Transmission Oil Pump
	00152127	11	B, D, E			EER	DFF		
		11	B, D, E			ED3, EDG	DFF		
3									BUSHING, Dowel
	04531412	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									PLUG, Pressure Check
	06036053AA	6	B, D, E			EER	DFF		
		6	B, D, E			ED3, EDG	DFF		
5									PISTON, Accumulator
	04446620	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									SEAL, Accumulator
	04446544	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
7									SPRING, Accumulator
	04800310AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									COVER, Accumulator
	04431617AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									SNAP RING
	06501695	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									DOWEL, M6x16
	06100994	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Extensions And Adapters
Figure 021DFF-220

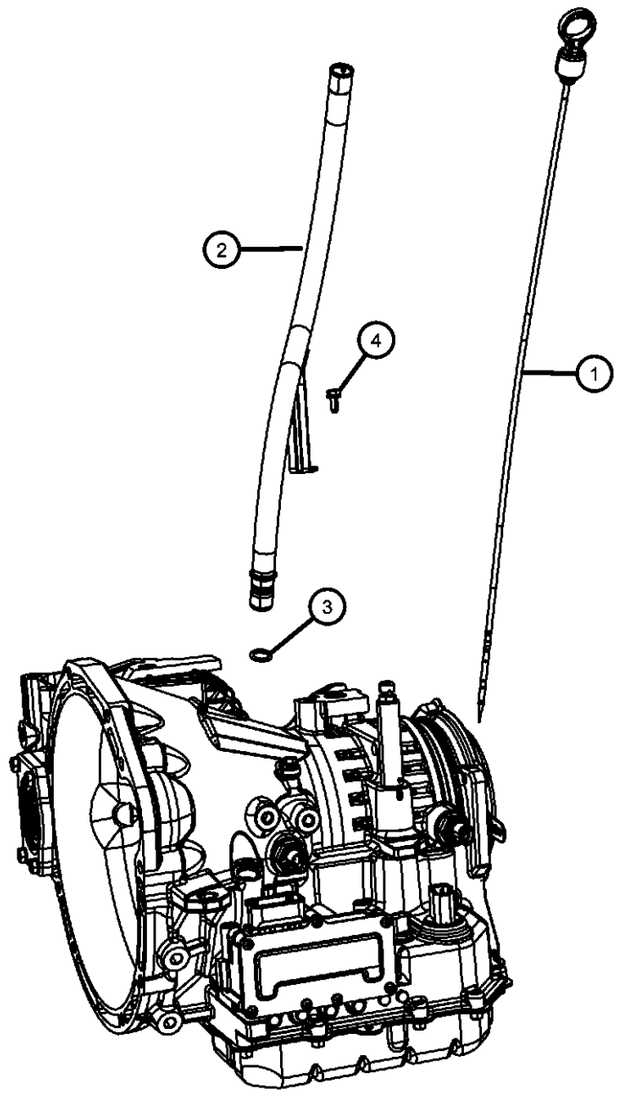


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SEAL
	04762418AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									EXTENSION ASSY, Transmission
	04567506	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									DAM, TRANS case DIFFERENTIAL OIL
	04567494	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									SEAL
	04412522AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									BEARING CUP, Differential
	04567022	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
6									RETAINER, Differential Bearing
	04659736	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
7									SCREW AND WASHER, Hex Flange Head Lock, M8x1.25x25.00
	06504225	6	B, D, E			ED3, EDG	DFF		
		6	B, D, E			EER	DFF		
8									SCREW, Flange Head, M8x1.25x33
	06500511	4	B, D, E			ED3, EDG	DFF		
		4	B, D, E			EER	DFF		
9	04659290	1	B, D, E			EER	DFF		DAM, TRANS case DIFFERENTIAL OIL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Fill Tube And Related Parts
Figure 021DFF-225



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04743916AB	1	B, D, E				DFF		INDICATOR, Transmission Fluid Level
2	05171126AA	1	B, D, E				DFF		TUBE, Transmission Oil Filler
3	06030608	1	B, D, E				DFF		SEAL, Oil Filler Tube
4	06501957	1	B, D, E			EE0, EGF			BOLT AND WASHER, Hex Head, M6X1.00X20.00

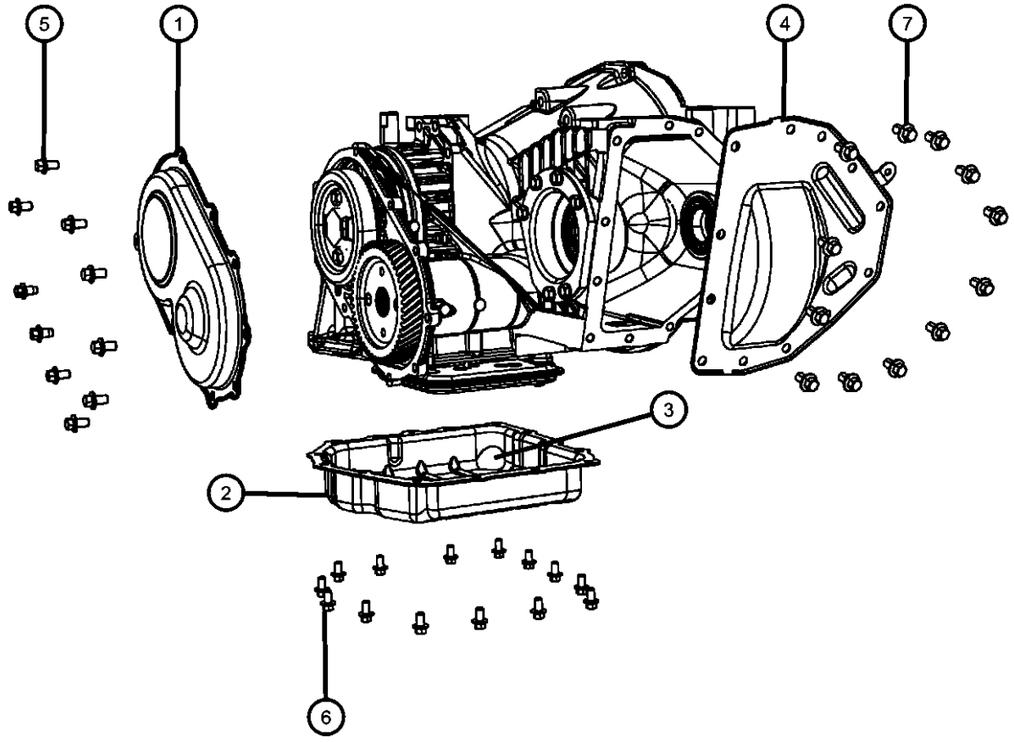
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Oil Pan, Cover And Related Parts
Figure 021DFF-230

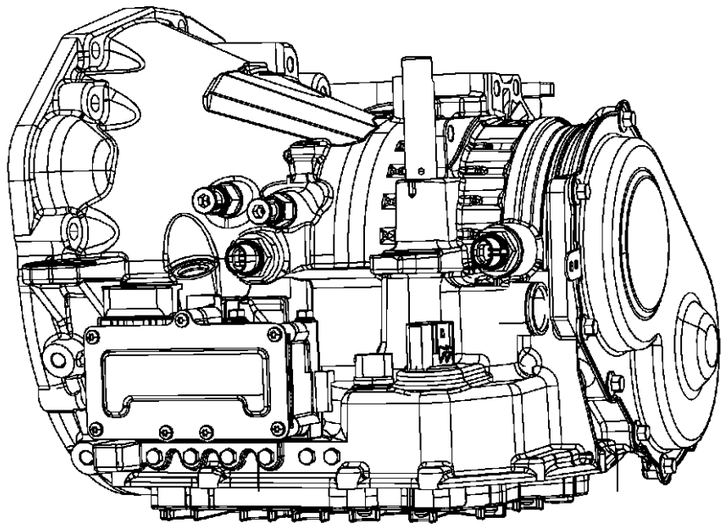


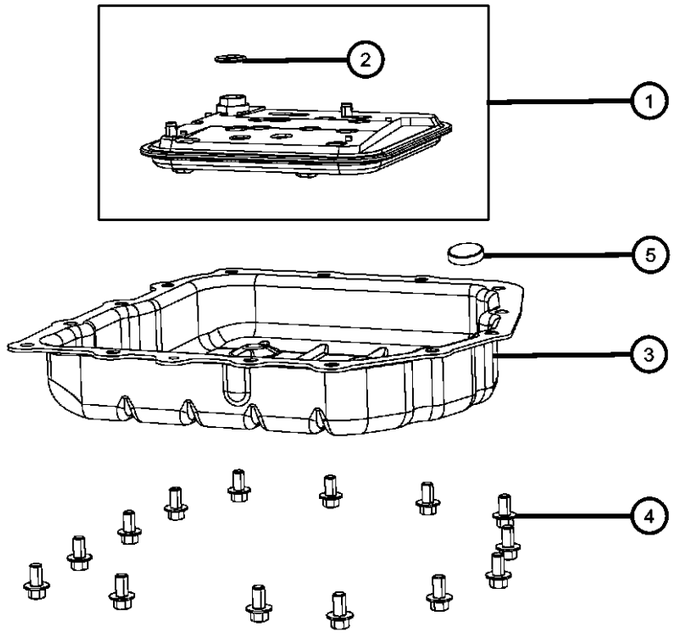
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									COVER, Transmission Case
	04659636	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PAN, Transmission Oil
	04431997	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
3									MAGNET, Transmission
	04446728	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									PAN, Transaxle Differential Oil
	05078525AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
5									BOLT, Hex Flange Head, M8x1.25x16
	06501474	8	B, D, E			EER	DFF		
		8	B, D, E			ED3, EDG	DFF		
6									BOLT, Hex Flange Head, M8x1.25x16
	06501474	14	B, D, E			EER	DFF		
		14	B, D, E			ED3, EDG	DFF		
7									BOLT, Hex Flange Head, M8x1.25x16
	06501474	12	B, D, E			EER	DFF		
		12	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Filters
Figure 021DFF-235



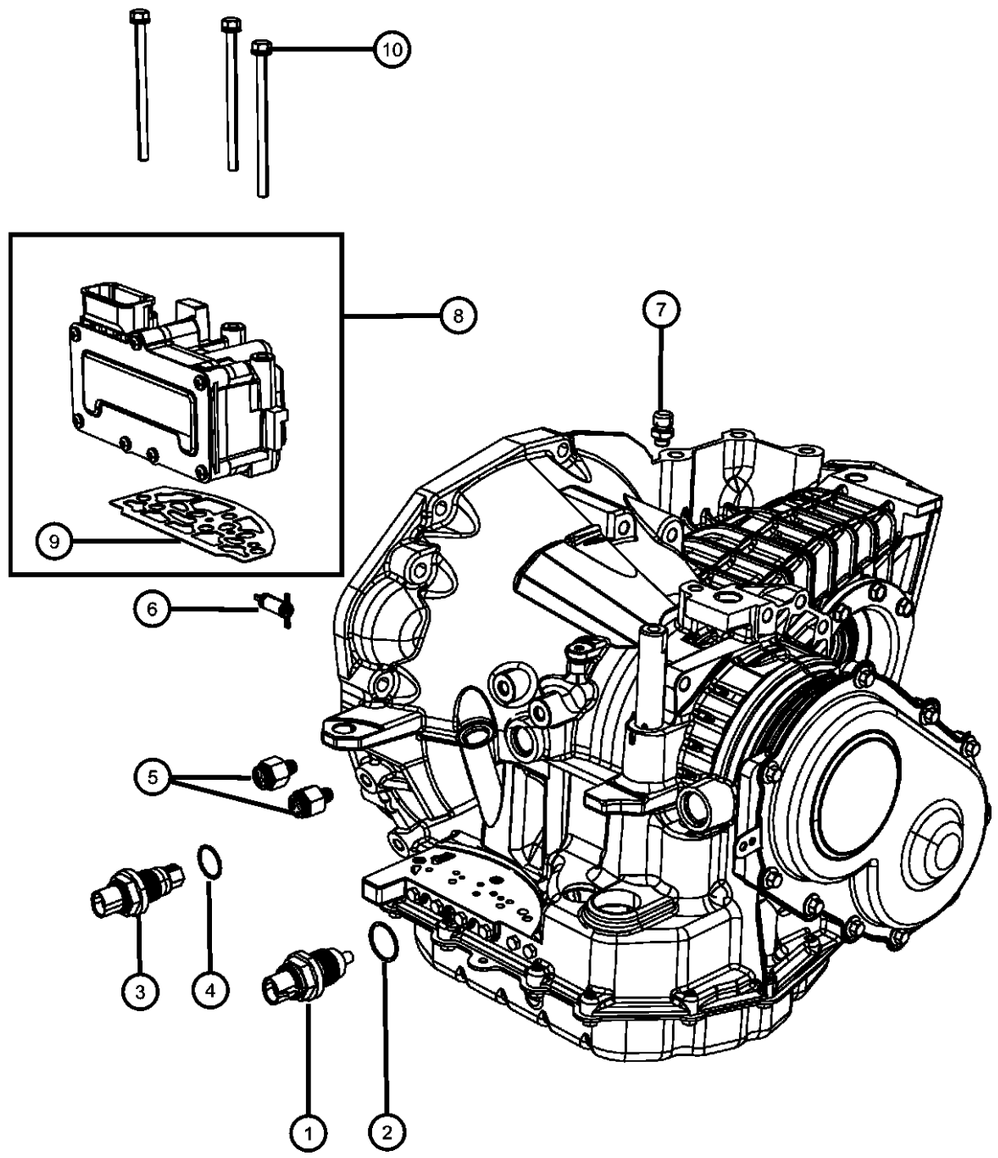


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									FILTER KIT, Transmission Oil
	04864505AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
2									O RING, Trans Oil Filter
	06032780	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									PAN, Transmission Oil
	04431997	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
4									BOLT, Hex Flange Head, M8x1.25x16
	06501474	14	B, D, E			EER	DFF		
		14	B, D, E			ED3, EDG	DFF		
5									MAGNET, Transmission
	04446728	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Vents And Quick Connectors
Figure 021DFF-240

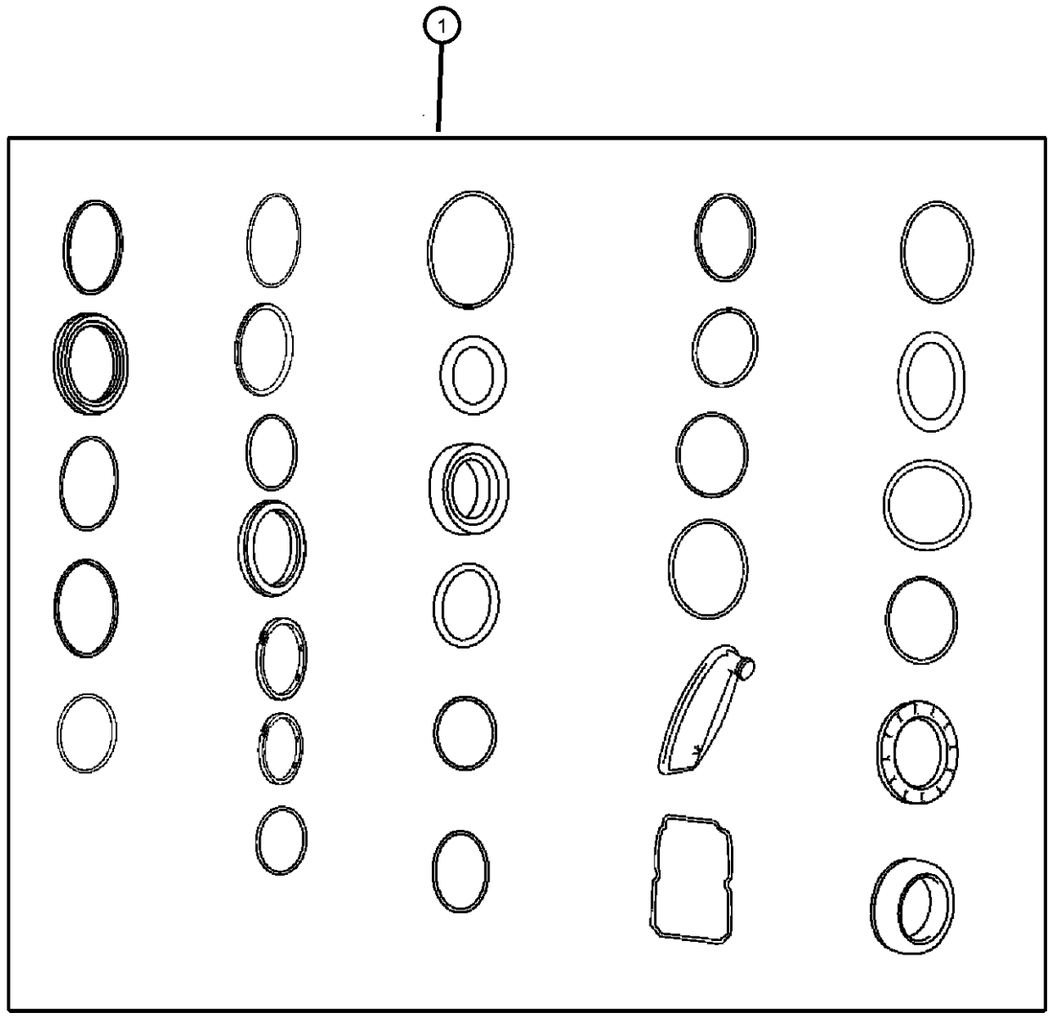


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SENSOR, Transmission Output Speed
	04800879	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									O RING, Trans Speed Sensor
	06501657AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									SENSOR, Transmission Input Speed
	04800878	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									O RING, Trans Speed Sensor
	06501657AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									CONNECTOR, Oil Cooler Hose
	04800267AA	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
6									VALVE, Cooler Bypass
	04659946AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									VENT, Transmission
	04505557	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									SOLENOID MODULE, Transmission
	05140429AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									GASKET, Transmission Solenoid
	04659982	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									SCREW AND WASHER, Hex Head, M6x1x93.5
	06506194AA	3	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Seal And Shim Packages
Figure 021DFF-305

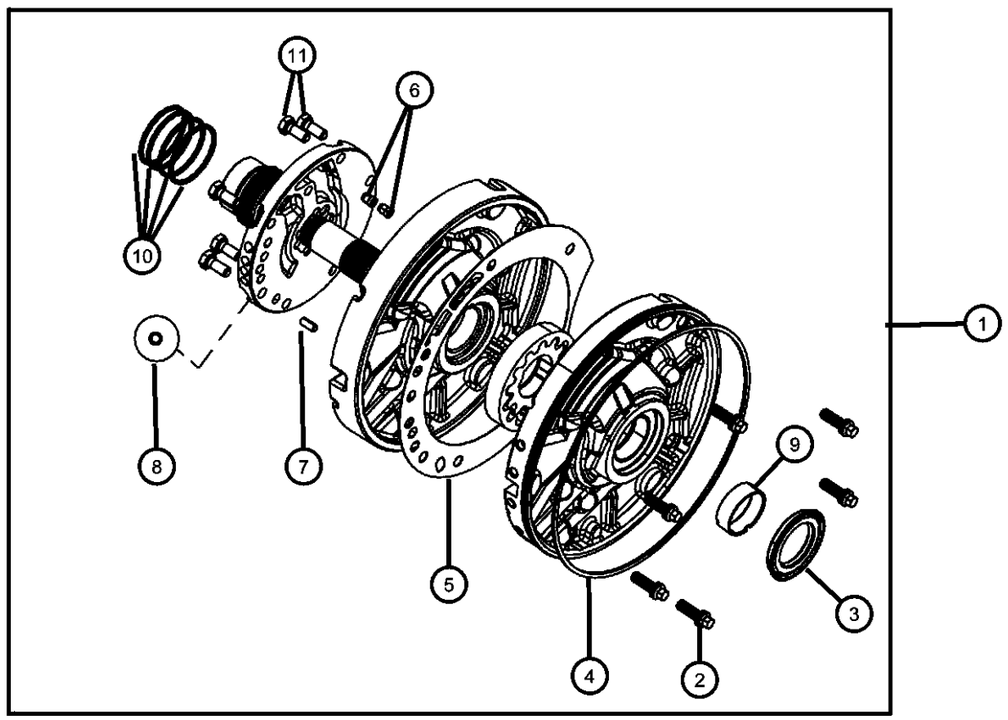


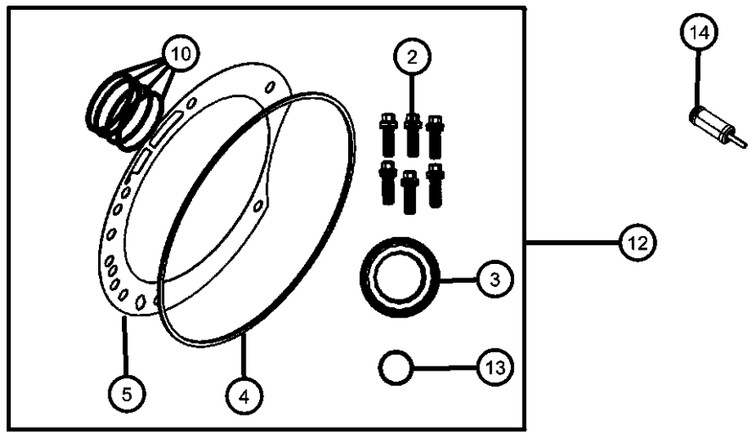
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE:PARTS ILLUSTRATED ARE NOT IN SCALE OR IN CORRECT SIZE. THIS IS A GASKET AND SEAL PACKAGE. IT DOES NOT INCLUDE									
1									SEAL AND GASKET PACKAGE, Transmission Oil Pump, See Note:
	04883260AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pump
Figure 021DFF-405



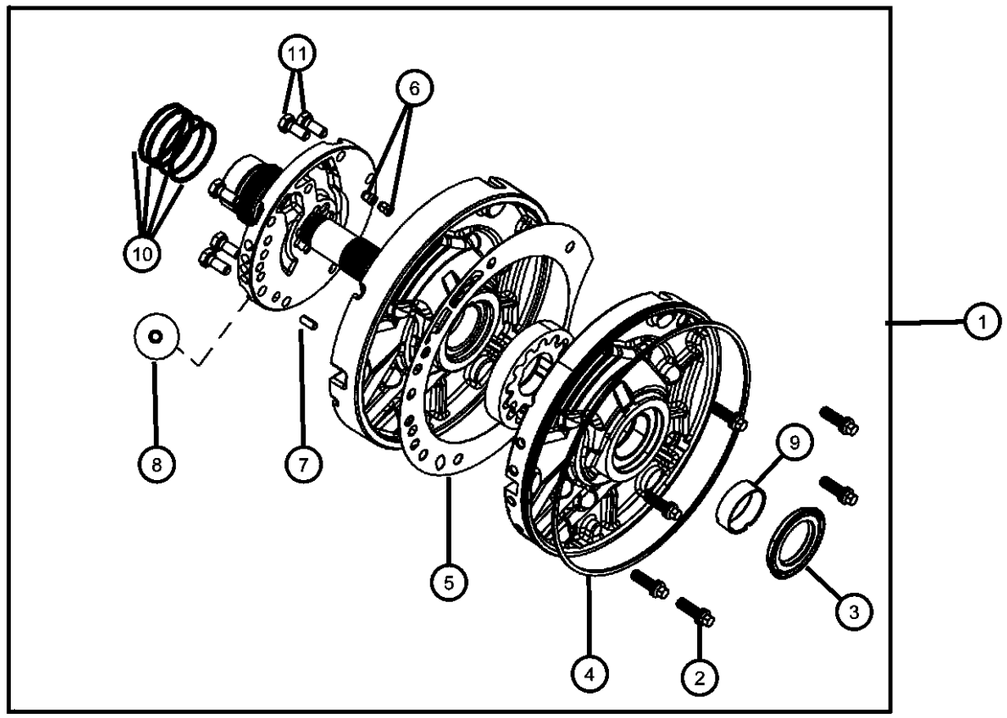


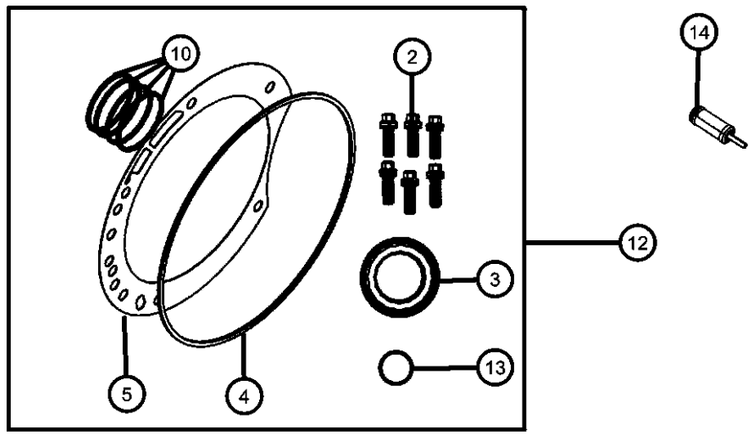
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PUMP, Transmission Oil
	68020952AA	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
2									SCREW AND WASHER, Hex Flange Head, M8x1.25x25
	06506408AA	5	B, D, E			EER	DFF		
		5	B, D, E			ED3, EDG	DFF		
3									SEAL, Impeller
	05078684AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									SEAL, Oil Pump
	04659945	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
5									GASKET, Transmission Oil Pump
	04412844	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									BALL, Check
	00147482	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
7									DOWEL PIN
	06100902	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									BALL, Transmission Oil Pump
	00152127	6	B, D, E			ED3, EDG	DFF		Inside The Oil Pump Housing
		11	B, D, E			ED3, EDG	DFF		Inside The Reaction Support Shaft
		6	B, D, E			EER	DFF		Inside The Oil Pump Housing
		11	B, D, E			EER	DFF		Inside The Reaction Support Shaft
9									BUSHING, Front Pump
	04659515	1	B, D, E			EER	DFF		
		1	B, D, E			EDG, ED3	DFF		
10									SEAL, Ring, Reaction Support

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pump
Figure 021DFF-405



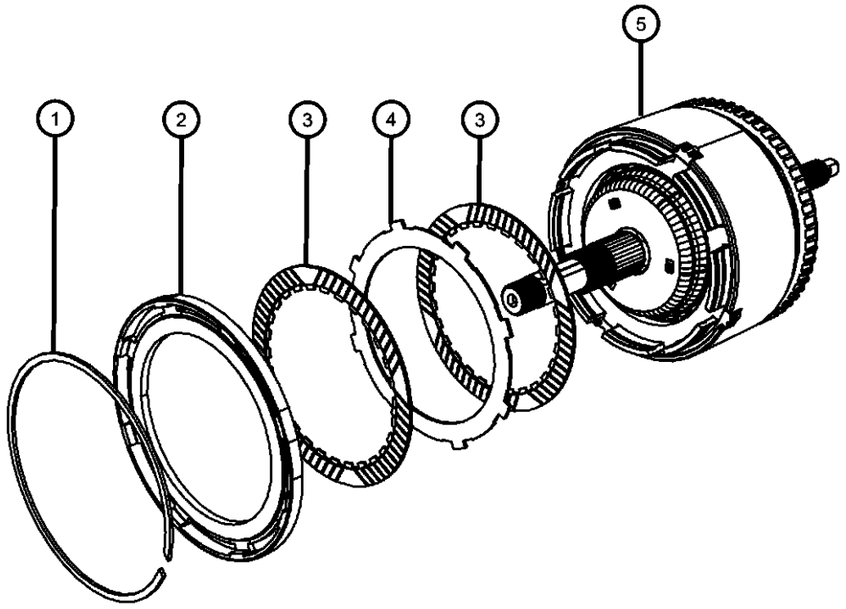


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04471874	4	B, D, E			EER	DFF		
		4	B, D, E			ED3, EDG	DFF		
11									BOLT, Hex Head, M8x1.25x19
	06500211	6	B, D, E			EER	DFF		
		6	B, D, E			ED3, EDG	DFF		
12									SEAL AND GASKET PACKAGE, Transmission Oil Pump
	04883260AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
13									SEAL, Input Shaft
	04446543	3	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
14									VALVE, Cooler Bypass
	04659946AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-505

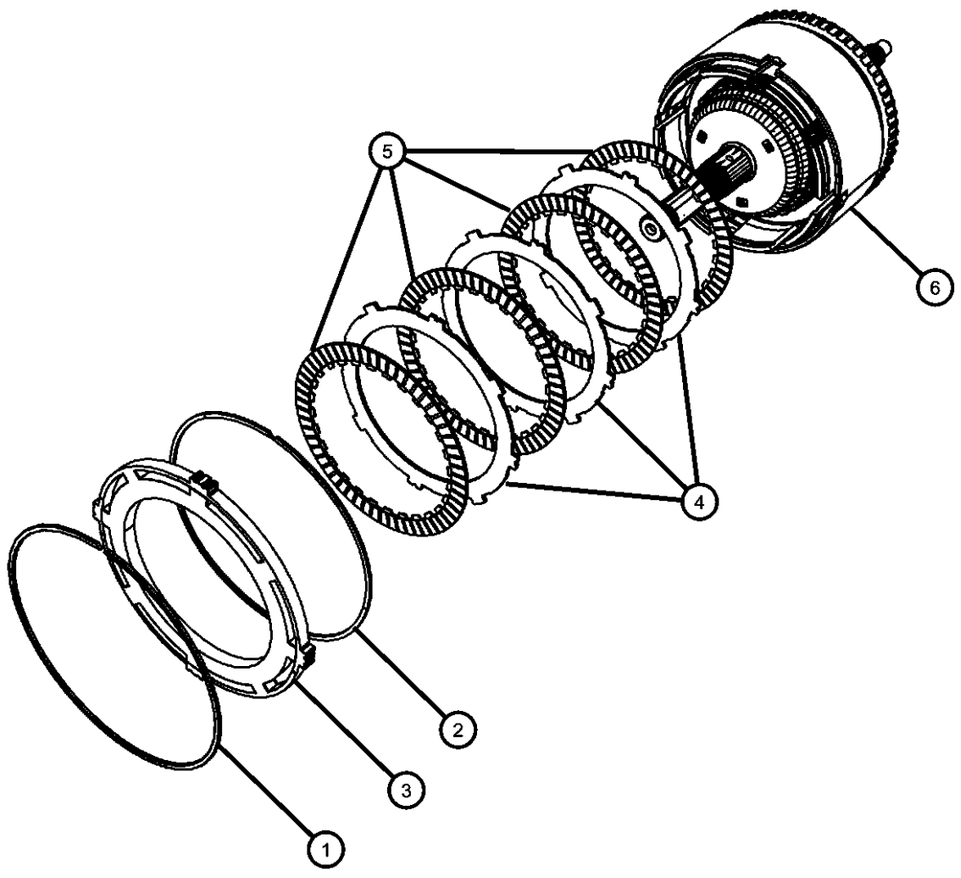


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING, Reverse Clutch
	04377195	1	B, D, E			EER	DFF		[1.53-1.58 mm]
		1	B, D, E			ED3, EDG	DFF		[1.53-1.58 mm]
	04412871	1	B, D, E			EER	DFF		[1.77-1.83 mm]
		1	B, D, E			ED3, EDG	DFF		[1.77-1.83 mm]
	04412872	1	B, D, E			EER	DFF		[2.02-2.07 mm]
		1	B, D, E			ED3, EDG	DFF		[2.02-2.07 mm]
	04412873	1	B, D, E			EER	DFF		[2.27-2.32 mm]
		1	B, D, E			ED3, EDG	DFF		[2.27-2.32 mm]
2									PLATE, Transmission Clutch Reaction
	04377194	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									FRICTION DISC, Trans input clutch, Reverse/underdrive
	04659635	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
4									PLATE, Transmission O/Drive Clutch
	04659053	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5		1							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-506

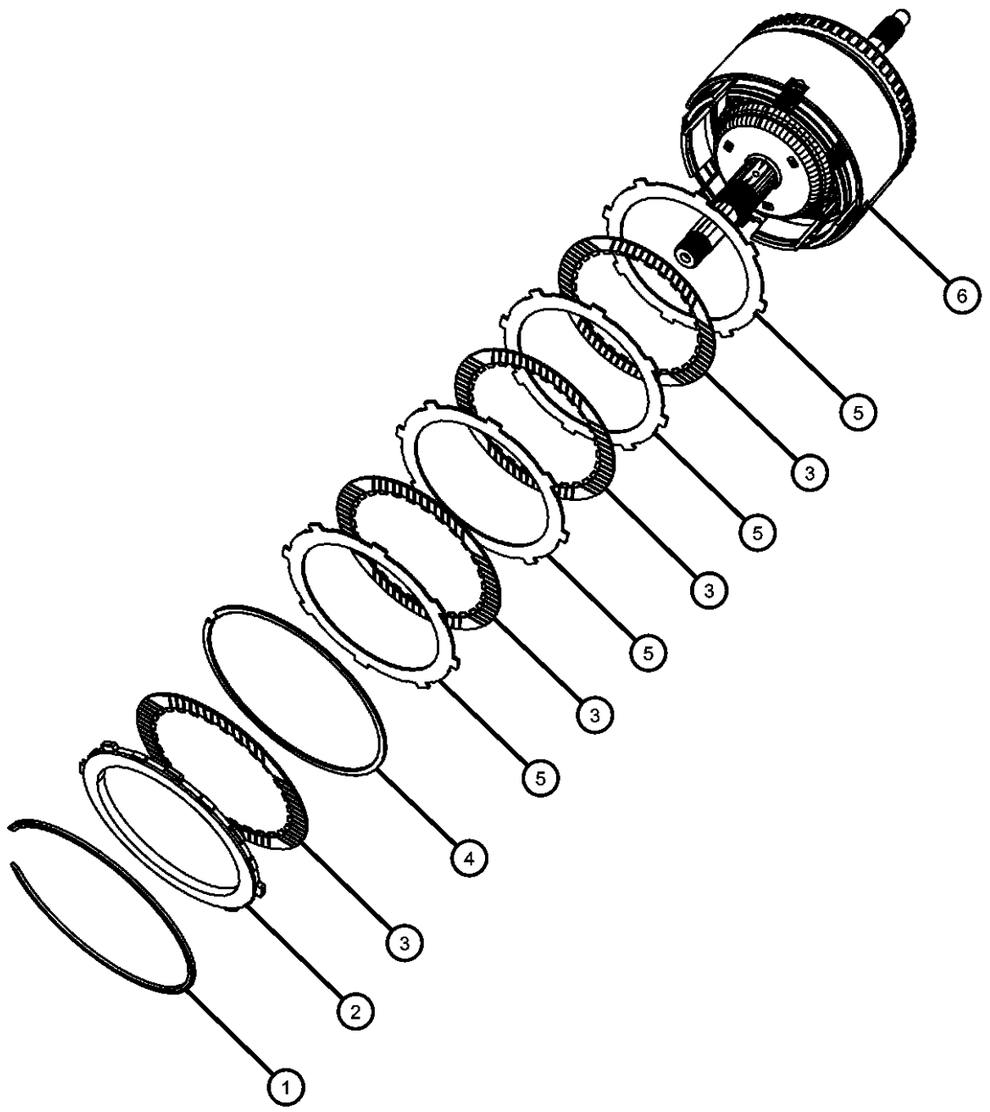


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	04505622	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									SNAP RING
	04505621	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									PLATE, Transmission O/Drive Clutch
	04531556AD	1	B, D, E			EER	DFF		
	04800233AA	1	B, D, E			ED3, EDG	DFF		
4									PLATE, Transmission O/Drive Clutch
	04659053	3	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
5									DISC, Overdrive clutch
	04531678AB	4	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
6		3							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-507

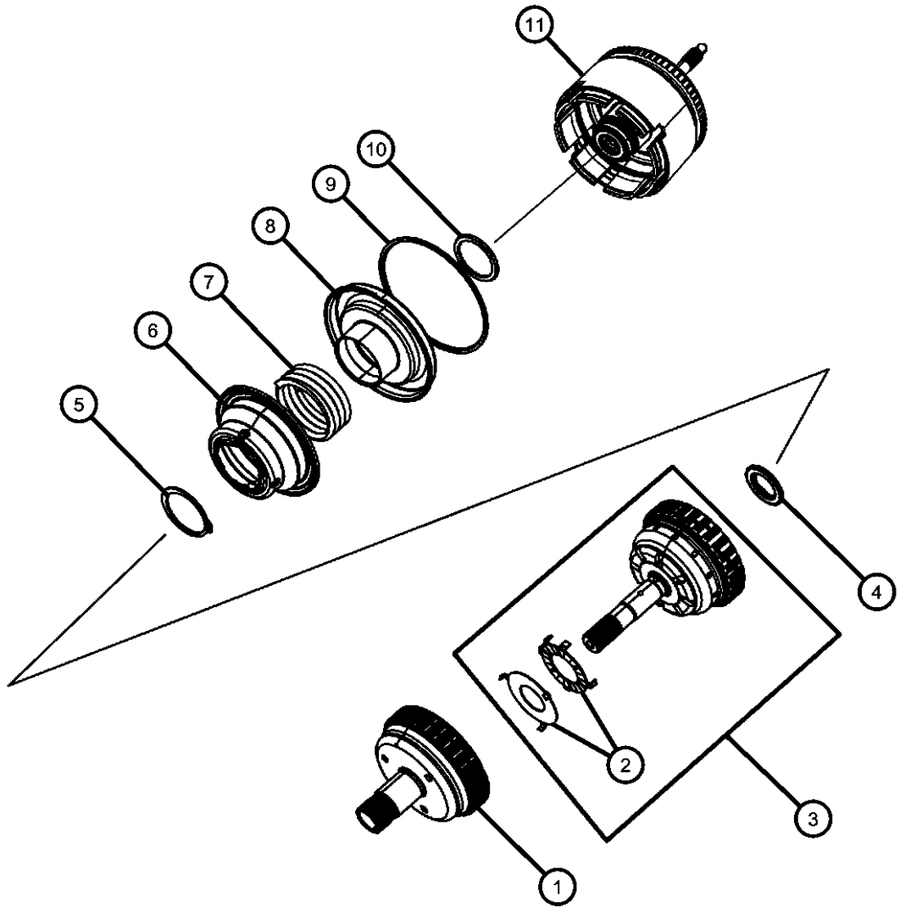


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING, Underdrive Clutch, Tapered
	04659934	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PLATE PACKAGE, UNDERDRIVE REACTION
	04883013AB	1	B, D, E			ED3, EDG	DFF		[5.72/5.82]
		1	B, D, E			EER	DFF		[5.72/5.82]
	04883014AB	1	B, D, E			ED3, EDG	DFF		[6.21/6.31]
		1	B, D, E			EER	DFF		[6.21/6.31]
	04883015AB	1	B, D, E			ED3, EDG	DFF		[6.70/6.80]
		1	B, D, E			EER	DFF		[6.70/6.80]
3									FRICTION DISC, Trans input clutch, Reverse/underdrive
	04659635	4	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
4									SNAP RING, Underdrive Clutch, Flat
	04659980	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									PLATE, Transmission O/Drive Clutch
	04659053	4	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
6		3							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-508

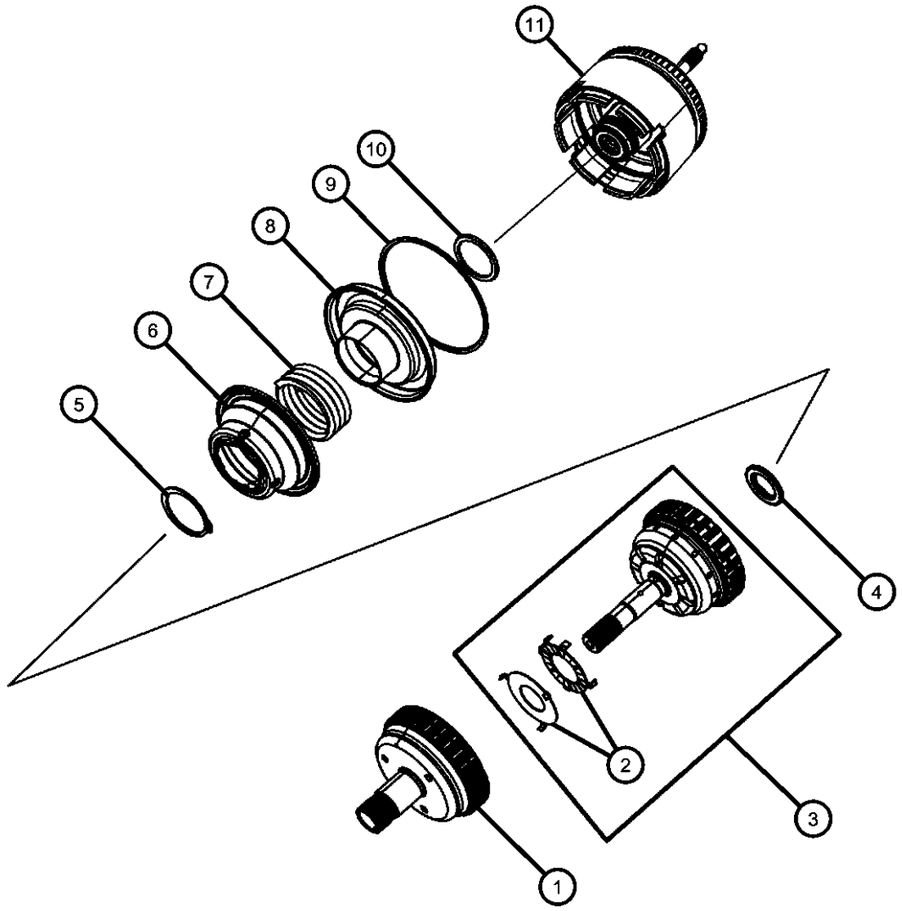


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HUB AND SHAFT, Overdrive Clutch
	04659993	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PLATE AND WASHER PACKAGE, Thrust
	05018923AA	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
3									HUB AND SHAFT PACKAGE, Underdrive Clutch
	04864936AC	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
4									THRUST BEARING
	04800082AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									SNAP RING
	06501715	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									RETAINER AND SEAL, Transmission U/Drive Spring
	04431612	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									SPRING, Drive Lower Case
	04377177	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									PISTON, Underdrive
	04431611	1	B, D, E			EER	DFF		
	04800232AA	1	B, D, E			ED3, EDG	DFF		
9									SEAL, Piston Outer, 140mm OD
	04659871	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									SEAL, Under Drive
	04659391AB	1	B, D, E			EER	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-508

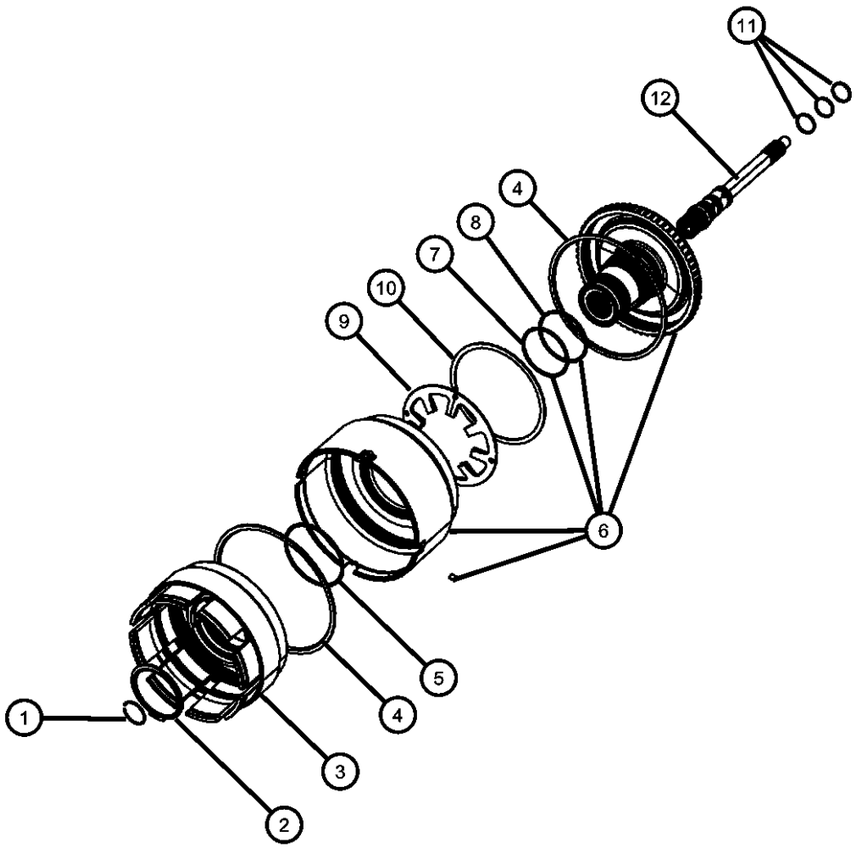


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			ED3, EDG	DFF		
11		1							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-509

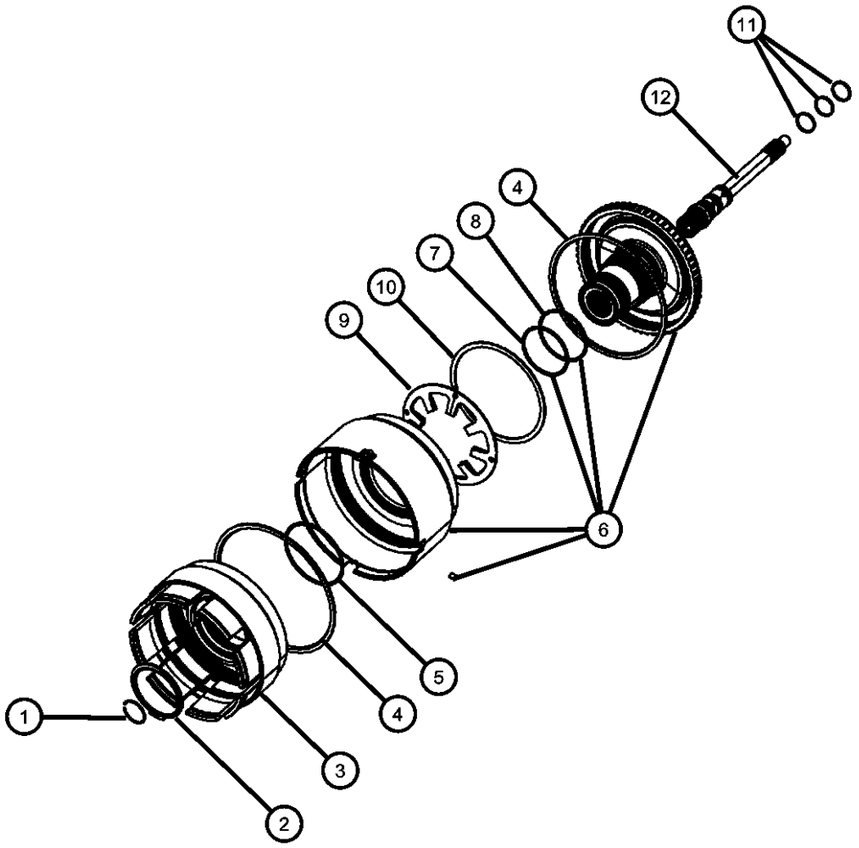


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	06501702	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									SNAP RING
	06507226AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									RETAINER, Transmission Input Clutch
	04659935AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									SEAL, Reverse Servo Piston
	04659056	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									O RING, Reverse & O/Drive Clutch Piston, Transmission
	06033158	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									HUB PACKAGE, Input Clutch
	05017518AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
7									O RING, Transmission Clutch
	06502271	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									O RING, Transmission Clutch
	06502271	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									SPRING, Overdrive Piston
	04412202	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									SNAP RING
	04412203	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
11									SEAL, Input Shaft

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DFF-509

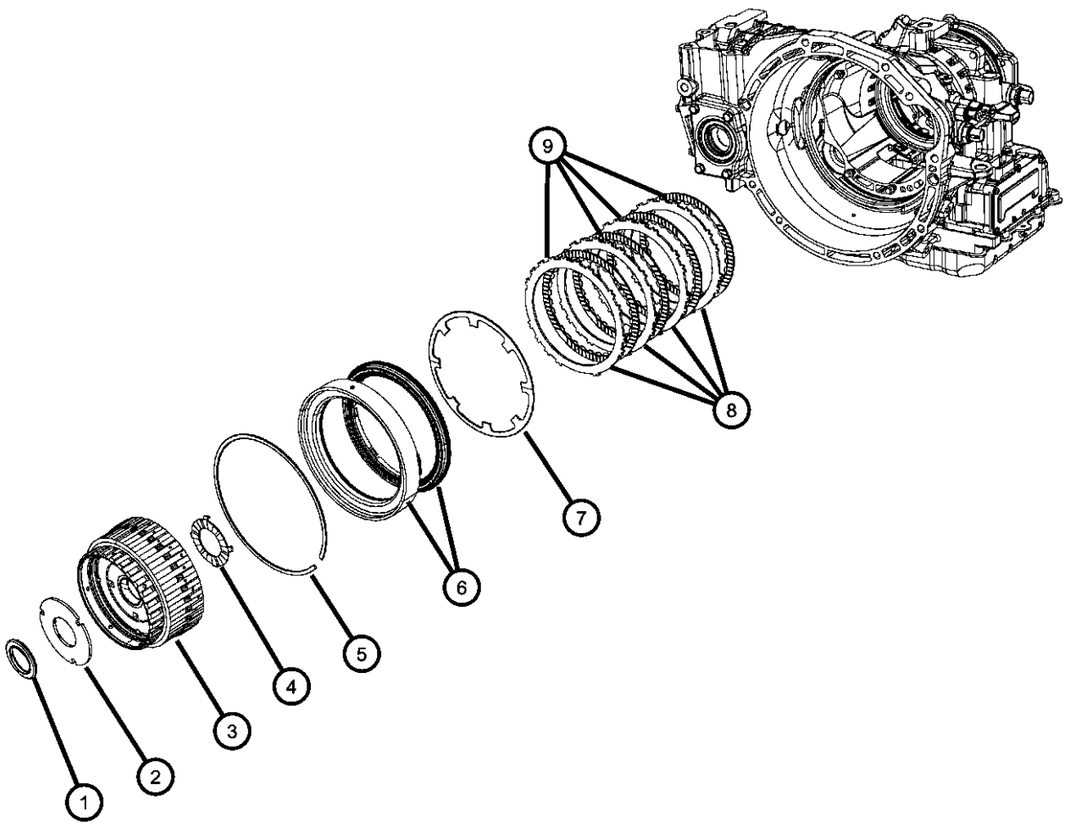


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04446543	3	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
12		3							SHAFT PACKAGE, Input, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

2 / 4 Clutch
Figure 021DFF-510

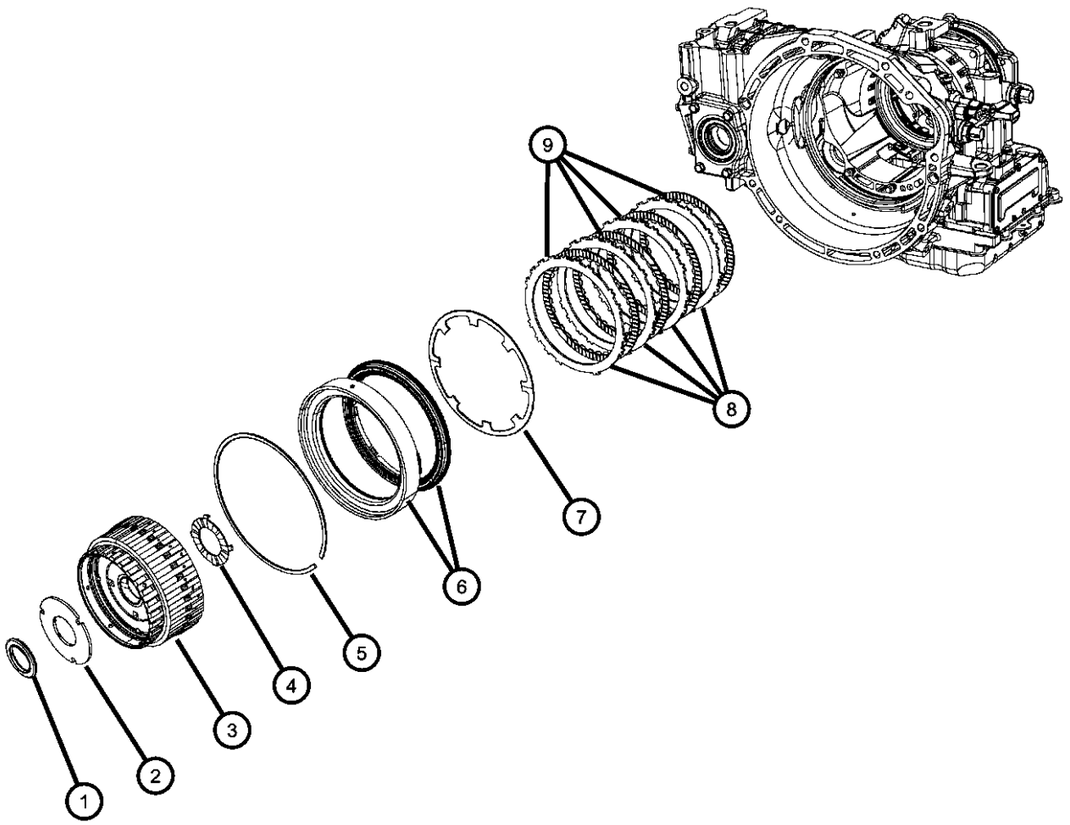


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									THRUST BEARING
	04412209	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PLATE, Transmission O/Drive Clutch
	03836237AB	1	B, D, E			EER	DFF		[1.70/1.77 mm]
		1	B, D, E			ED3, EDG	DFF		[1.70/1.77 mm]
	03836238AB	1	B, D, E			EER	DFF		[1.92/1.99 mm]
		1	B, D, E			ED3, EDG	DFF		[1.92/1.99 mm]
	03836239AB	1	B, D, E			EER	DFF		[2.14/2.21 mm]
		1	B, D, E			ED3, EDG	DFF		[2.14/2.21 mm]
	03836240AB	1	B, D, E			EER	DFF		[2.36/2.43 mm]
		1	B, D, E			ED3, EDG	DFF		[2.36/2.43 mm]
	03836241AB	1	B, D, E			EER	DFF		[2.58/2.65 mm]
		1	B, D, E			EDG, ED3	DFF		[2.58/2.65 mm]
	04431665AB	1	B, D, E			EER	DFF		[1.59/1.66 mm]
		1	B, D, E			ED3, EDG	DFF		[1.59/1.66 mm]
	04431666AB	1	B, D, E			EER	DFF		[1.81/1.88 mm]
		1	B, D, E			ED3, EDG	DFF		[1.81/1.88 mm]
	04431667AB	1	B, D, E			EER	DFF		[2.03/2.10 mm]
		1	B, D, E			ED3, EDG	DFF		[2.03/2.10 mm]
	04431668AB	1	B, D, E			EER	DFF		[2.52/2.32 mm]
		1	B, D, E			ED3, EDG	DFF		[2.52/2.32 mm]
	04431669AB	1	B, D, E			EER	DFF		[2.47/2.54 mm]
		1	B, D, E			ED3, EDG	DFF		[2.47/2.54 mm]
	04446670AB	1	B, D, E			EER	DFF		[2.69/2.76 mm]
		1	B, D, E			ED3, EDG	DFF		[2.69/2.76 mm]
	04446671AB	1	B, D, E			EER	DFF		[2.91/2.98 mm]
		1	B, D, E			ED3, EDG	DFF		[2.91/2.98 mm]
3									HUB AND GEAR, Second And Fourth Clutch
	04659618AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

2 / 4 Clutch
Figure 021DFF-510

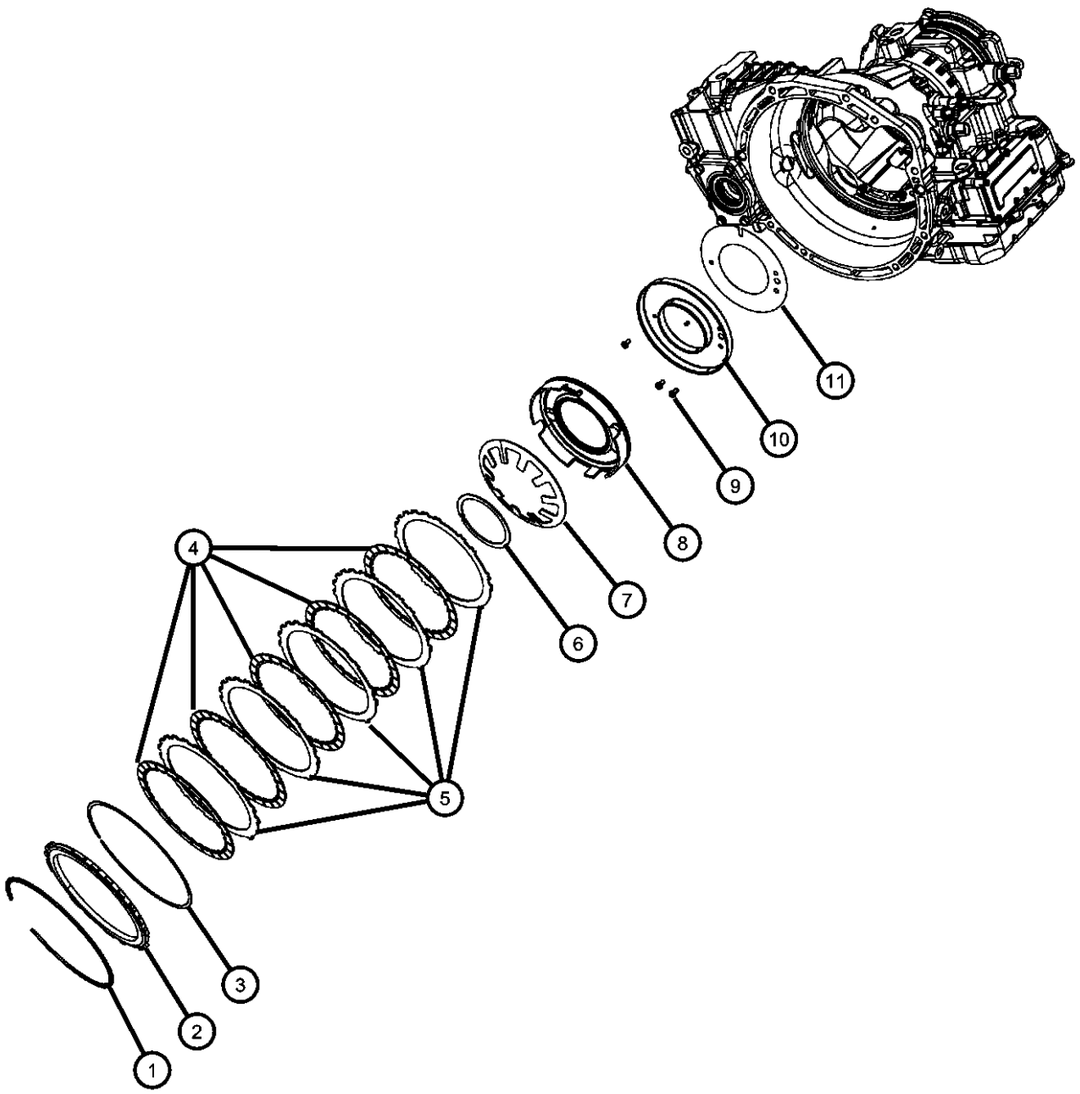


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
4									THRUST WASHER, Second and Fourth Clutch
	04412216AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									SNAP RING
	04505591	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									RETAINER PACKAGE, 2nd & 4th Clutch Piston
	05102879AA	1	B, D, E			ED3, EDG	DFF		
	05102880AA	1	B, D, E			EER	DFF		
7									SPRING, 2nd And 4th Clutch Piston
	04412248	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									PLATE, Transmission Clutch Reaction
	04659054	4	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
9									DISC, Clutch
	04799860AB	4	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Low / Reverse Clutch
Figure 021DFF-511



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	04799858AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PLATE PACKAGE, Low/Reverse Clutch
	04897452AA	1	B, D, E			EER	DFF		[5.753/6.012]
		1	B, D, E			ED3, EDG	DFF		[5.753/6.012]
	04897453AA	1	B, D, E			EER	DFF		[6.013/6.272]
		1	B, D, E			ED3, EDG	DFF		[6.013/6.272]
	04897454AA	1	B, D, E			EER	DFF		[6.273/6.532]
		1	B, D, E			ED3, EDG	DFF		[6.273/6.532]
	04897455AA	1	B, D, E			EER	DFF		[6.533/6.792]
		1	B, D, E			ED3, EDG	DFF		[6.533/6.792]
	04897456AA	1	B, D, E			EER	DFF		[6.793/7.052]
		1	B, D, E			ED3, EDG	DFF		[6.793/7.052]
3									SNAP RING
	04412395	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									DISC, Clutch
	04567573AB	5	B, D, E			EER	DFF		
		4	B, D, E			ED3, EDG	DFF		
5									PLATE, Transmission Clutch Reaction
	04659055	5	B, D, E			EER	DFF		
		4	B, D, E			ED3, EDG	DFF		
6									SNAP RING
	06501853	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									SPRING, Low/Reverse Clutch Piston
	04800236AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									PISTON, Low and Reverse Clutch

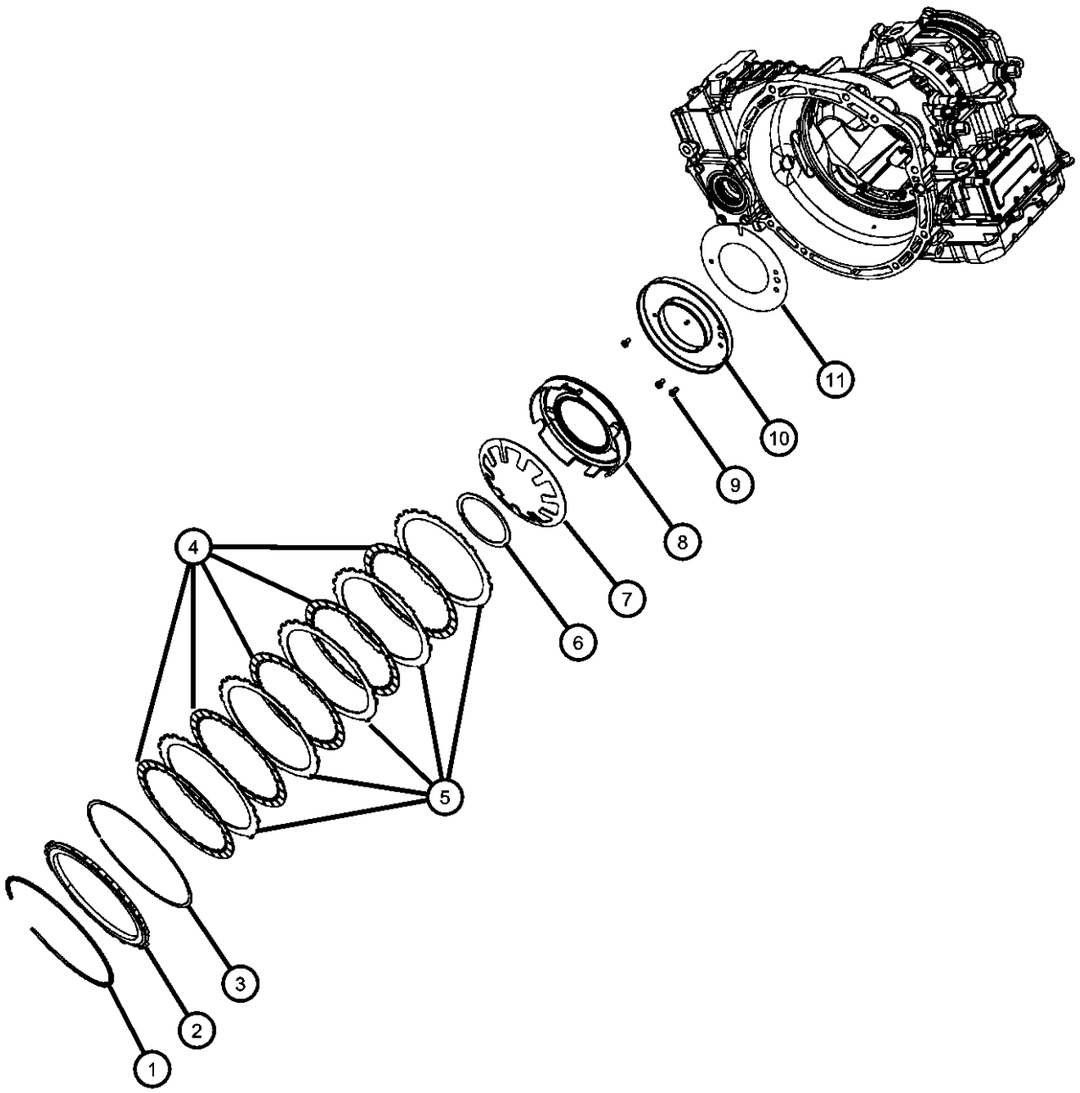
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Low / Reverse Clutch
Figure 021DFF-511

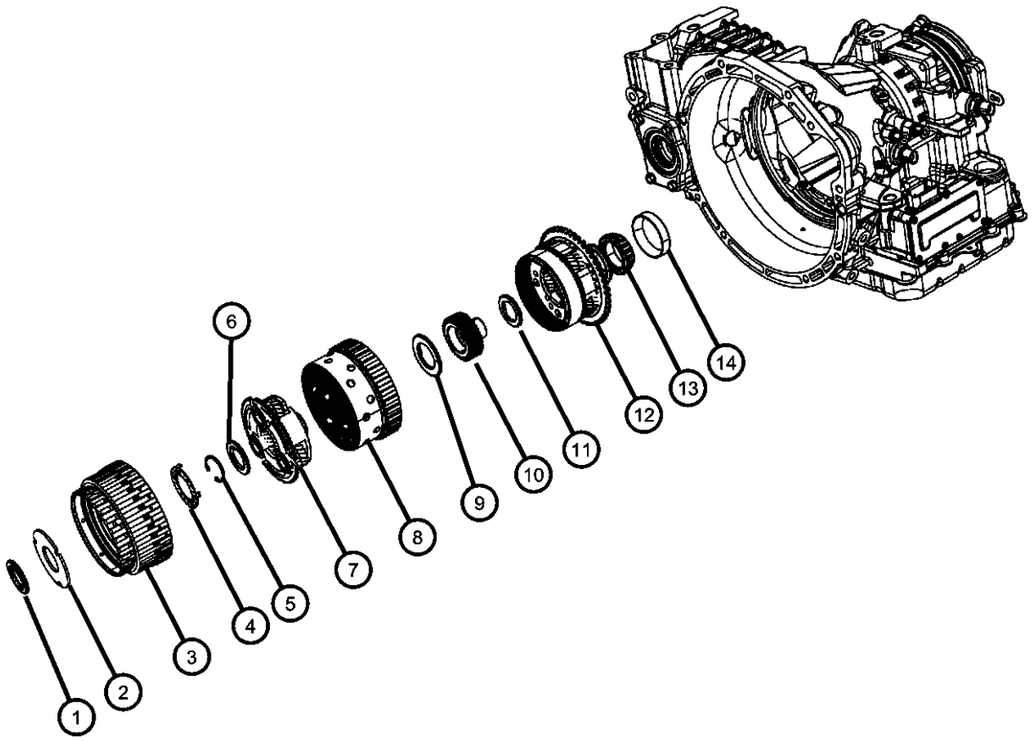


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04800235AA	1	B, D, E			ED3, EDG	DFF		
	04800256AA	1	B, D, E			EER	DFF		
9									SCREW AND WASHER, Pan Head, M5x0.8x11.00
	06501819	3	B, D, E			EER	DFF		
		3	B, D, E			ED3, EDG	DFF		
10									RETAINER PKG, TRANSMISSION L/R CLUTCH RETAINER W/GASKET
	68800255AA	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
11									GASKET PKG, Clutch Retainer Gasket W ISheet, Larger Hole Gasket
	68003039AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front / Rear Planetary
Figure 021DFF-602

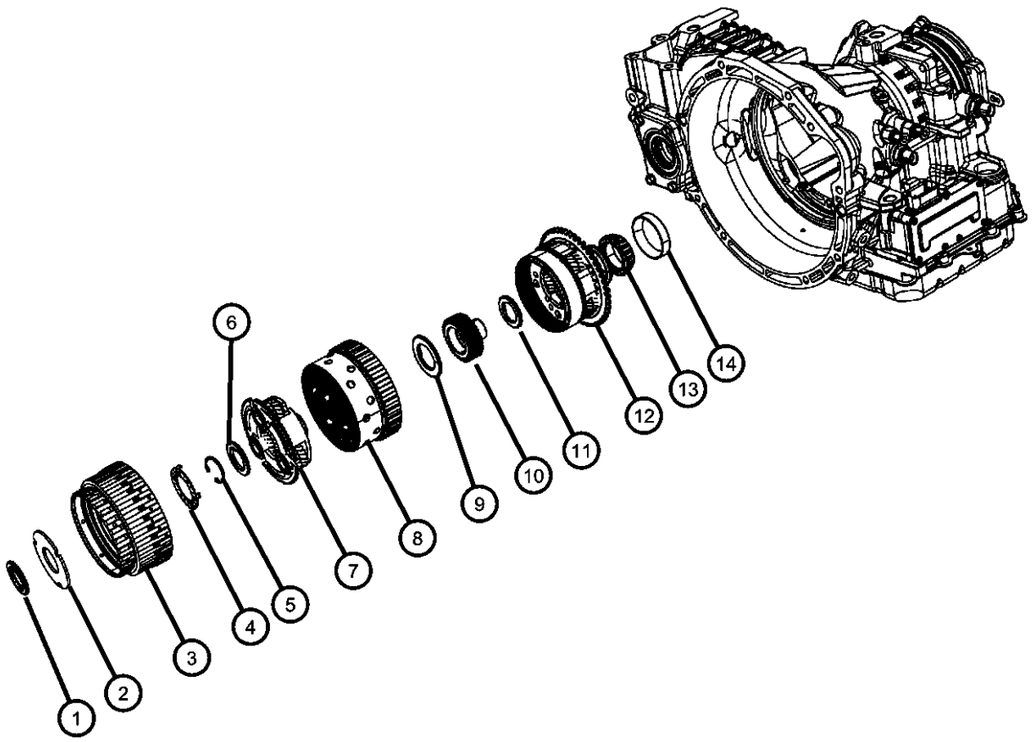


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									THRUST BEARING
	04412209	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									PLATE, Transmission O/Drive Clutch
	03836237AB	1	B, D, E			EER	DFF		[1.70/1.77 mm]
		1	B, D, E			ED3, EDG	DFF		[1.70/1.77 mm]
	03836238AB	1	B, D, E			EER	DFF		[1.92/1.99 mm]
		1	B, D, E			ED3, EDG	DFF		[1.92/1.99 mm]
	03836239AB	1	B, D, E			EER	DFF		[2.14/2.21 mm]
		1	B, D, E			ED3, EDG	DFF		[2.14/2.21 mm]
	03836240AB	1	B, D, E			EER	DFF		[2.36/2.43 mm]
		1	B, D, E			ED3, EDG	DFF		[2.36/2.43 mm]
	03836241AB	1	B, D, E			EER	DFF		[2.58/2.65 mm]
		1	B, D, E			ED3, EDG	DFF		[2.58/2.65 mm]
	04431665AB	1	B, D, E			EER	DFF		[1.59/1.66 mm]
		1	B, D, E			ED3, EDG	DFF		[1.59/1.66 mm]
	04431666AB	1	B, D, E			EER	DFF		[1.81/1.88 mm]
		1	B, D, E			ED3, EDG	DFF		[1.81/1.88 mm]
	04431667AB	1	B, D, E			EER	DFF		[2.03/2.10 mm]
		1	B, D, E			ED3, EDG	DFF		[2.03/2.10 mm]
	04431668AB	1	B, D, E			EER	DFF		[2.25/2.32 mm]
		1	B, D, E			ED3, EDG	DFF		[2.25/2.32 mm]
	04431669AB	1	B, D, E			EER	DFF		[2.47/2.54 mm]
		1	B, D, E			ED3, EDG	DFF		[2.47/2.54 mm]
	04446670AB	1	B, D, E			EER	DFF		[2.69/2.76 mm]
		1	B, D, E			ED3, EDG	DFF		[2.69/2.76 mm]
	04446671AB	1	B, D, E			EER	DFF		[2.91/2.98 mm]
		1	B, D, E			ED3, EDG	DFF		[2.91/2.98 mm]
3									HUB AND GEAR, Second And Fourth Clutch
	04659618AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front / Rear Planetary
Figure 021DFF-602

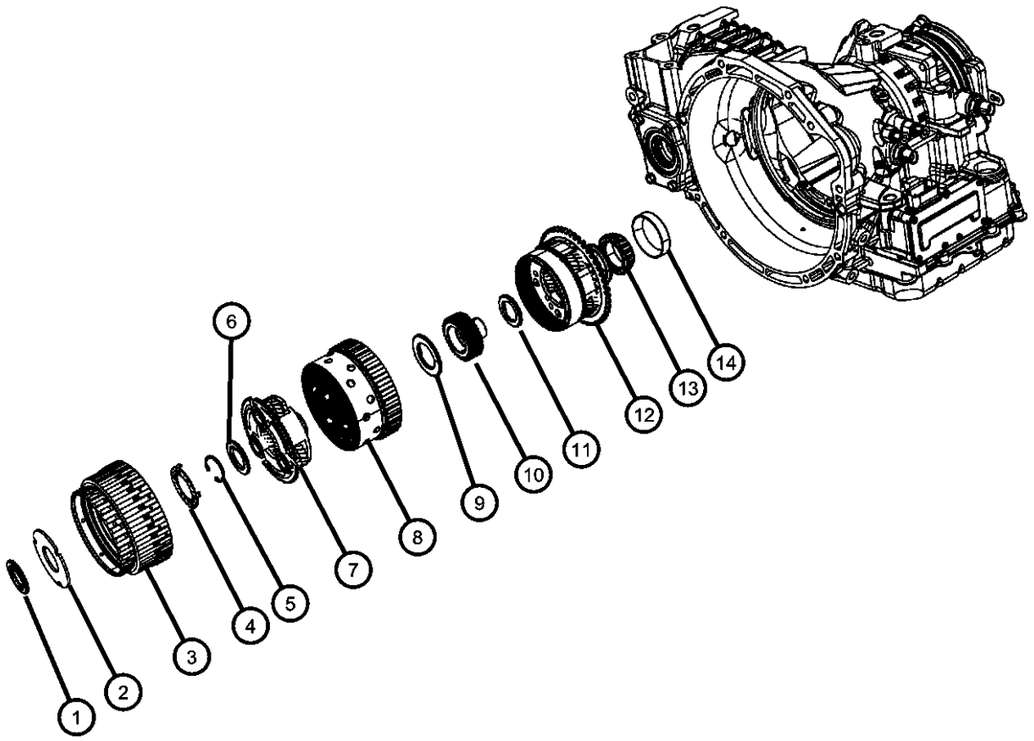


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
4									THRUST WASHER, Second and Fourth Clutch
	04412216AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									SNAP RING
	06035238	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
6									THRUST BEARING
	04567262	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									CARRIER, Planetary Pinion
	04567539AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									GEAR, Annulus
	04799794	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									THRUST BEARING, Rear Sun Gear, Front
	04412229AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									GEAR, Sun
	04377080	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
11									THRUST BEARING
	04567262	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
12									CARRIER AND BEARING, Planet Pinion
	05014200AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
13									BEARING CONE, Differential
	04567025AB	1	B, D, E			EER	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front / Rear Planetary
Figure 021DFF-602

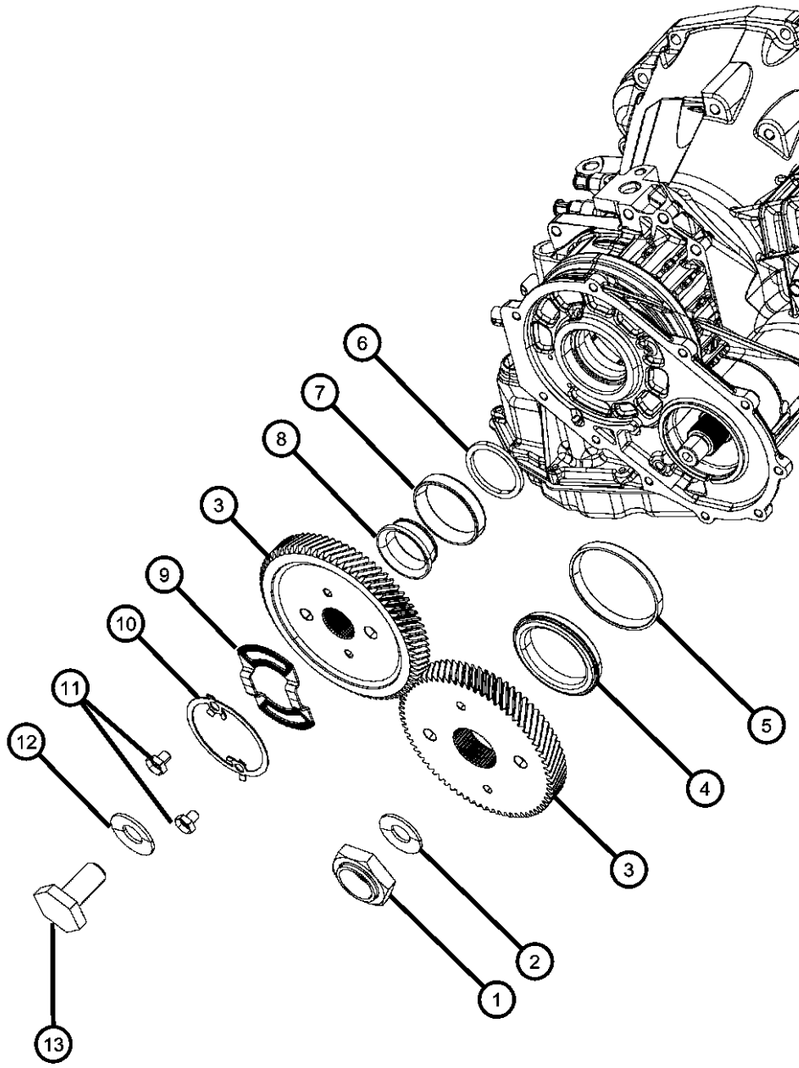


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			ED3, EDG	DFF		
14									BEARING CUP, Differential
	04567022	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DFF-607



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									LOCK NUT, M22x1.50
	06507156AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									WASHER, Coned, M22.6x45x3.42
	06501833	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									GEAR PACKAGE, Output And Transfer Shaft, Includes Items #1, #2, #12 And #13
	04773275AC	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									BEARING CONE, Transfer Shaft
	04446698AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									BEARING CUP, Transfer Gear
	04504041	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
6									SPACER, Output/Transfer Shaft
	04412806AB	1	B, D, E			EER	DFF		[3.46 mm]
		1	B, D, E			ED3, EDG	DFF		[3.46 mm]
	04412807AB	1	B, D, E			EER	DFF		[3.50 mm]
		1	B, D, E			ED3, EDG	DFF		[3.50 mm]
	04412808AB	1	B, D, E			EER	DFF		[3.54 mm]
		1	B, D, E			ED3, EDG	DFF		[3.54 mm]
	04412809AB	1	B, D, E			EER	DFF		[3.58 mm]
		1	B, D, E			ED3, EDG	DFF		[3.58 mm]
	04412810AB	1	B, D, E			EER	DFF		[3.62 mm]
		1	B, D, E			ED3, EDG	DFF		[3.62 mm]
	04412811AB	1	B, D, E			EER	DFF		[3.66 mm]
		1	B, D, E			ED3, EDG	DFF		[3.66 mm]
	04412812AB	1	B, D, E			EER	DFF		[3.70 mm]
		1	B, D, E			ED3, EDG	DFF		[3.70 mm]

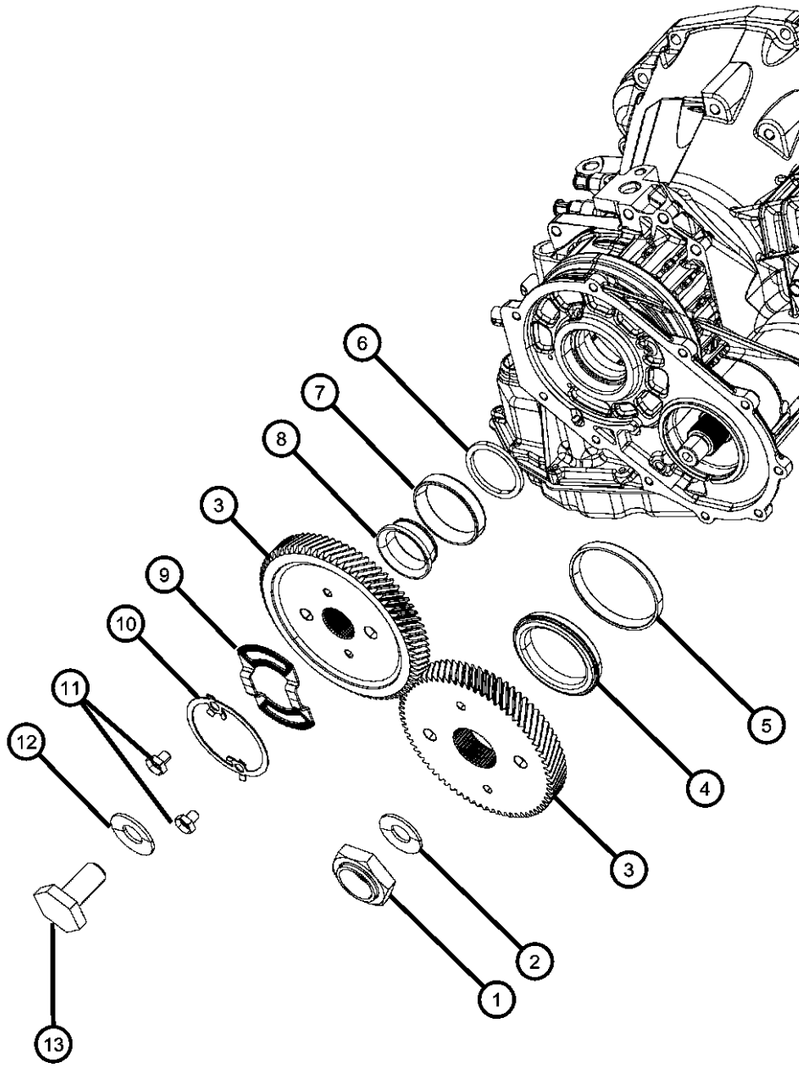
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Transfer And Output Gears
Figure 021DFF-607



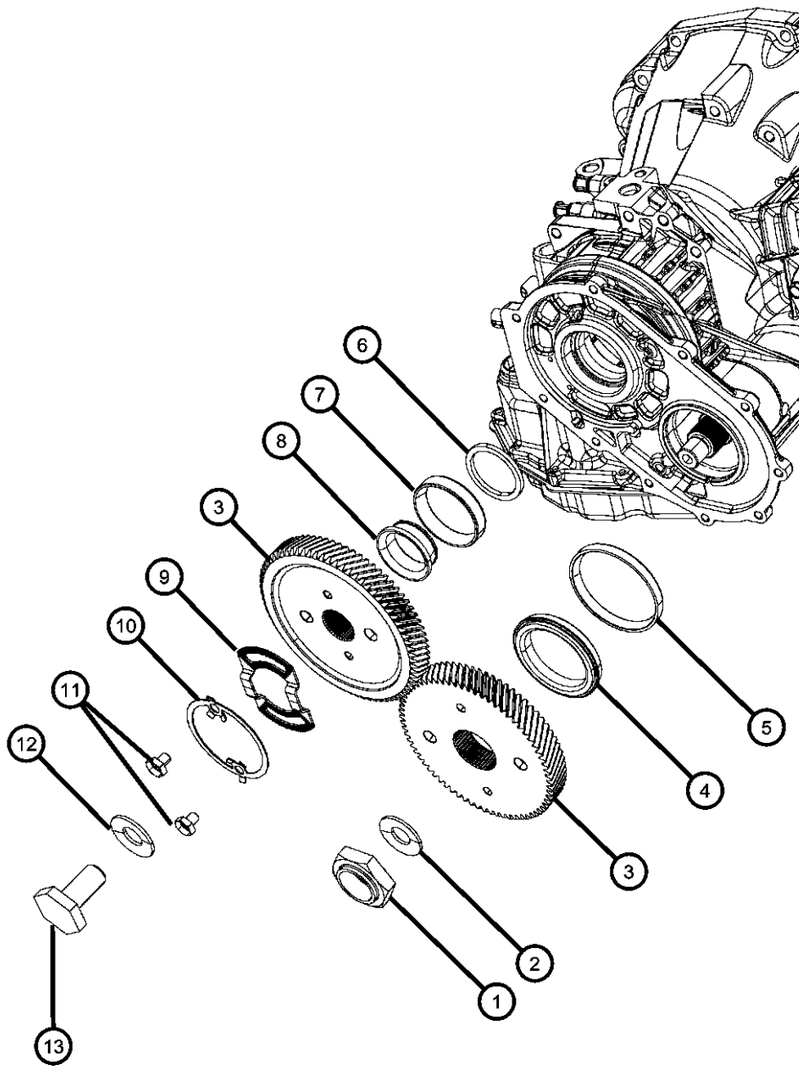
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04412813AB	1	B, D, E			EER	DFF		[3.74 mm]
		1	B, D, E			ED3, EDG	DFF		[3.74 mm]
	04412814AB	1	B, D, E			EER	DFF		[3.78 mm]
		1	B, D, E			EDG, ED3	DFF		[3.78 mm]
	04412815AB	1	B, D, E			EER	DFF		[3.82 mm]
		1	B, D, E			ED3, EDG	DFF		[3.82 mm]
	04412816AB	1	B, D, E			EER	DFF		[3.86 mm]
		1	B, D, E			ED3, EDG	DFF		[3.86 mm]
	04412817AB	1	B, D, E			EER	DFF		[3.90 mm]
		1	B, D, E			ED3, EDG	DFF		[3.90 mm]
	04412818AB	1	B, D, E			EER	DFF		[3.94 mm]
		1	B, D, E			ED3, EDG	DFF		[3.94 mm]
	04412819AB	1	B, D, E			EER	DFF		[3.98 mm]
		1	B, D, E			ED3, EDG	DFF		[3.98 mm]
	04412820AB	1	B, D, E			EER	DFF		[4.02 mm]
		1	B, D, E			ED3, EDG	DFF		[4.02 mm]
	04412821AB	1	B, D, E			EER	DFF		[4.06 mm]
		1	B, D, E			ED3, EDG	DFF		[4.06 mm]
	04412822AB	1	B, D, E			EER	DFF		[4.10 mm]
		1	B, D, E			ED3, EDG	DFF		[4.10 mm]
	04412823AB	1	B, D, E			EER	DFF		[4.14 mm]
		1	B, D, E			ED3, EDG	DFF		[4.14 mm]
	04412824AB	1	B, D, E			EER	DFF		[4.18 mm]
		1	B, D, E			ED3, EDG	DFF		[4.18 mm]
	04412825AB	1	B, D, E			EER	DFF		[4.22 mm]
		1	B, D, E			ED3, EDG	DFF		[4.22 mm]
	04412826AB	1	B, D, E			EER	DFF		[4.26 mm]
		1	B, D, E			ED3, EDG	DFF		[4.26 mm]
	04412827AB	1	B, D, E			EER	DFF		[4.30 mm]
		1	B, D, E			EDG, ED3	DFF		[4.30 mm]
	04412828AB	1	B, D, E			EER	DFF		[4.34 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

Transfer And Output Gears
Figure 021DFF-607

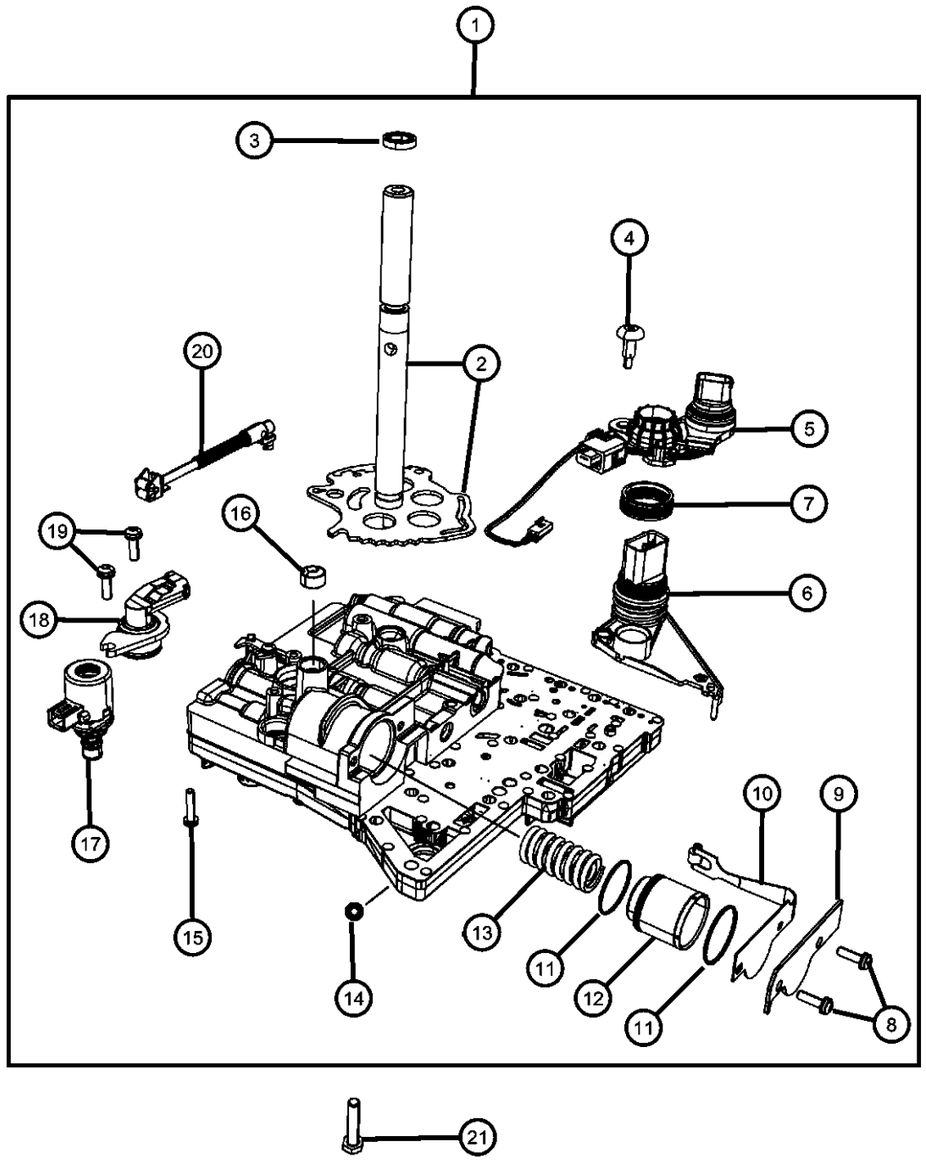


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			ED3, EDG	DFF		[4.34 mm]
	04412829AB	1	B, D, E			EER	DFF		[4.38 mm]
		1	B, D, E			ED3, EDG	DFF		[4.38 mm]
7									BEARING CUP, Output Shaft
	04412234	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									BEARING CONE, Output Shaft
	04412235AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									STIRRUP, Retaining Nut
	04567263	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									STRAP, Retaining
	04659134	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
11									BOLT, Hex Head, M8x1.25x10.00
	06503355	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
12									WASHER, Output Shaft
	06501832	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
13									BOLT, Hex Head
	06506972AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DFF-805

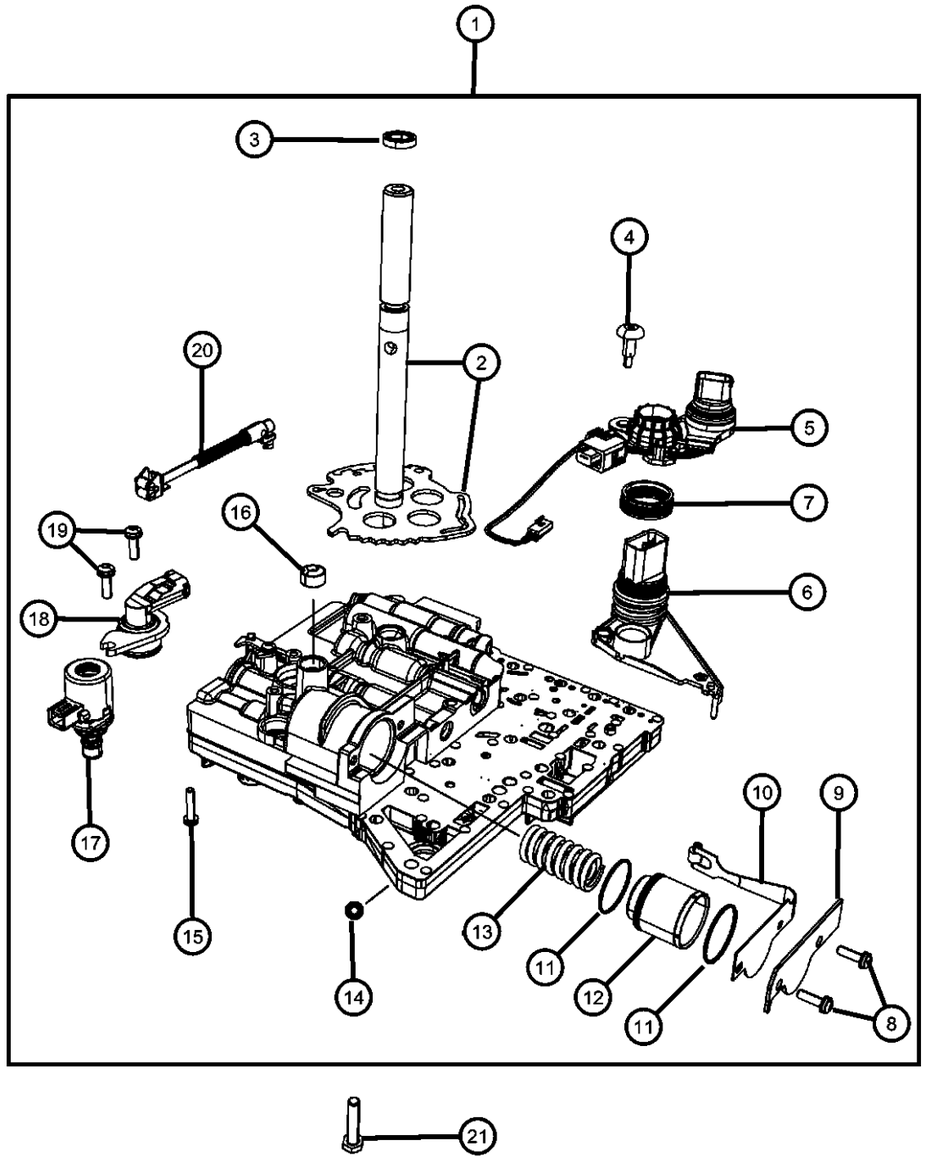


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68051192AA	1	B, D, E			ED3, EDG	DFF		VALVE BODY KIT, Transmission
2									LEVER, Manual Valve
	04800278AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									SEAL, Manual Valve Lever
	04412836	1	B, D, E			EER	DFF		
		1	B, D, E			EDG, ED3	DFF		
4									BOLT, Truss Head, M5X0.8X25.00
	06508007AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									HARNESS, Variable Line Pressure
	05078341AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									SENSOR, Transmission Range
	04659676AC	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									SEAL, Manual Valve Position Sensor
	04659678	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									SCREW, Pan Head
	06508372AA	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
9									RETAINER, Transmission 2nd and 4th Accumulator Piston
	04431711	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									DETENT, Valve Body
	04431710	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
11									SEAL, Accumulator
	04446544	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DFF-805

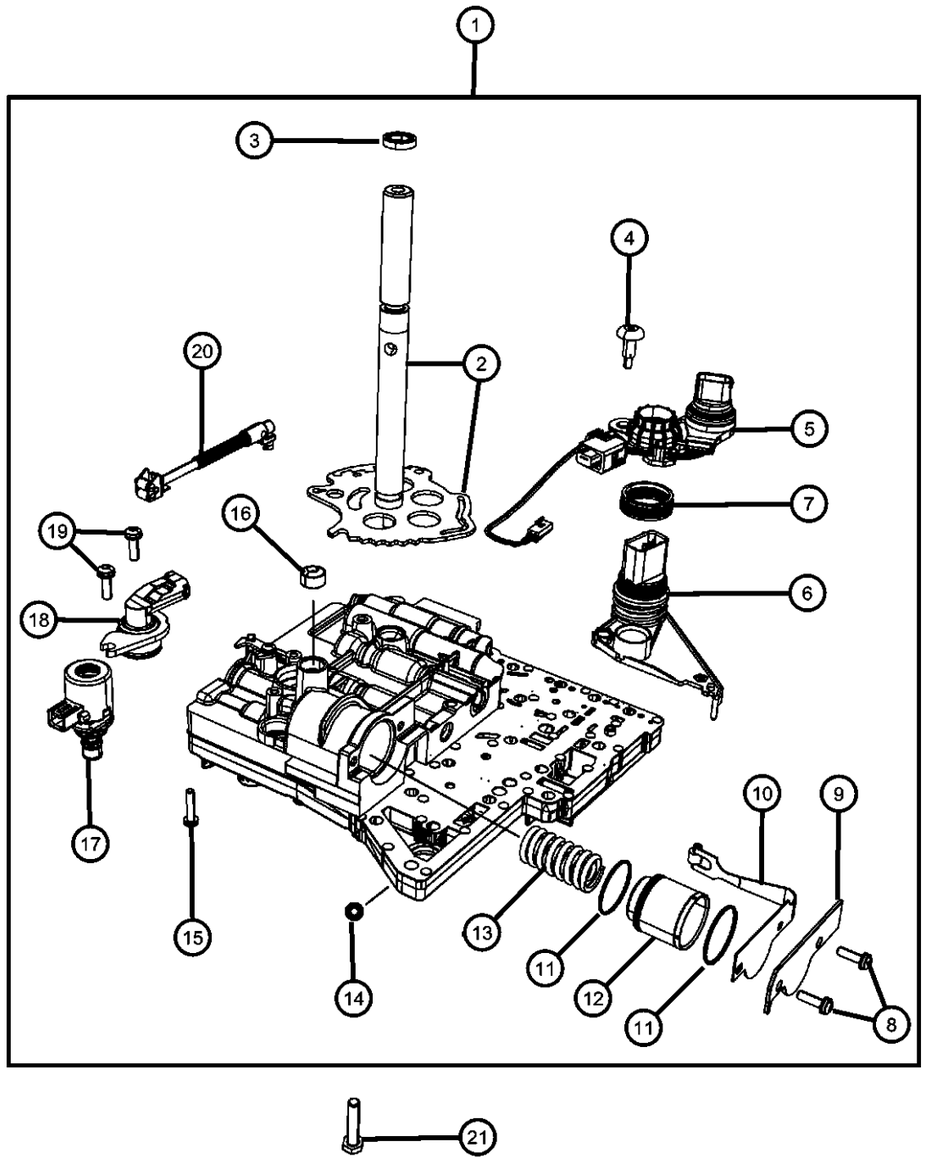


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
12									PISTON, Accumulator
	04446620	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
13									SPRING, Accumulator
	04800310AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
14									BALL, Check
	52118261	4	B, D, E			EER	DFF		
		4	B, D, E			ED3, EDG	DFF		
15									SCREW AND WASHER, Pan Head, M5x.8x25
	06500215	24	B, D, E			EER	DFF		
		24	B, D, E			ED3, EDG	DFF		
16									SEAL, Clutch Feed
	04412291	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
17									SOLENOID, Transmission Variable Force
	05078335AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
18									SENSOR, TRANS PRESSURE TRANSDUCER
	05078336AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
19									SCREW, Pan Head
	06508372AA	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
20									ROD, Parking Sprag
	04800276AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
21									BOLT, Hex Head, M8x30

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DFF-805

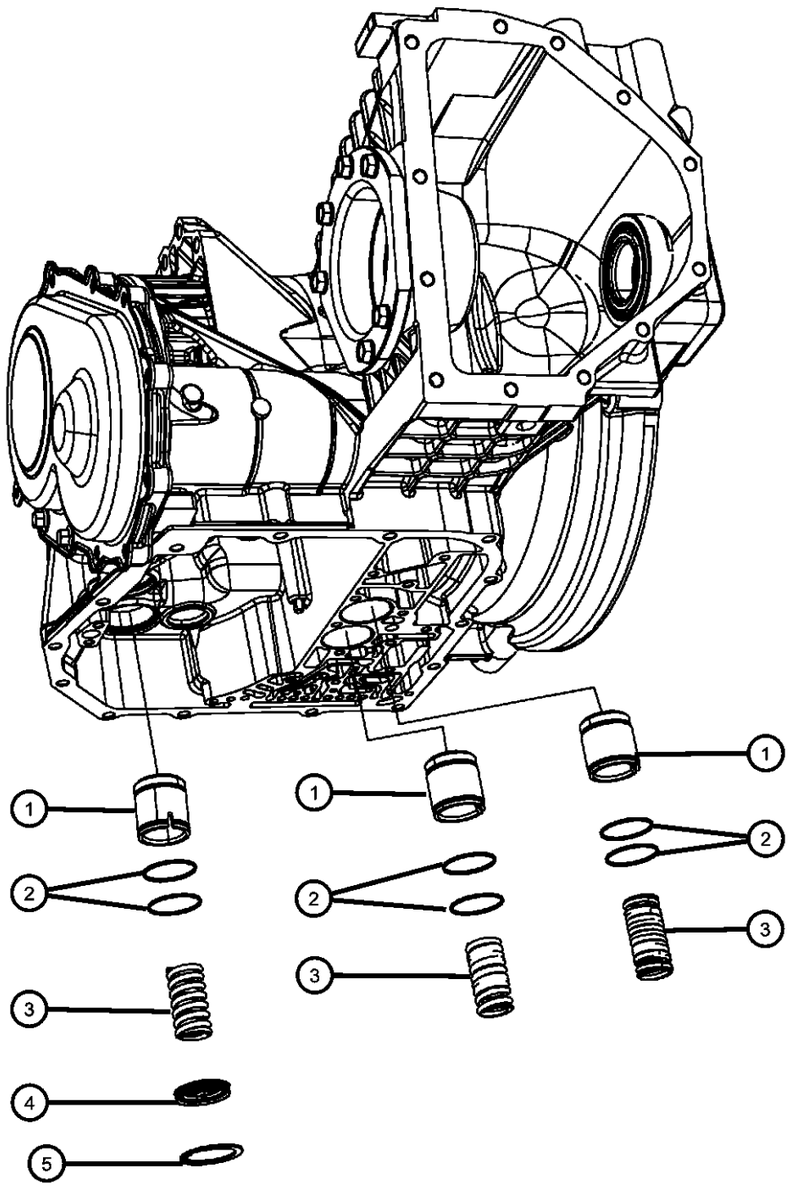


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	06100155	18	B, D, E			EER	DFF		
		18	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Accumulator And Related Parts
Figure 021DFF-850

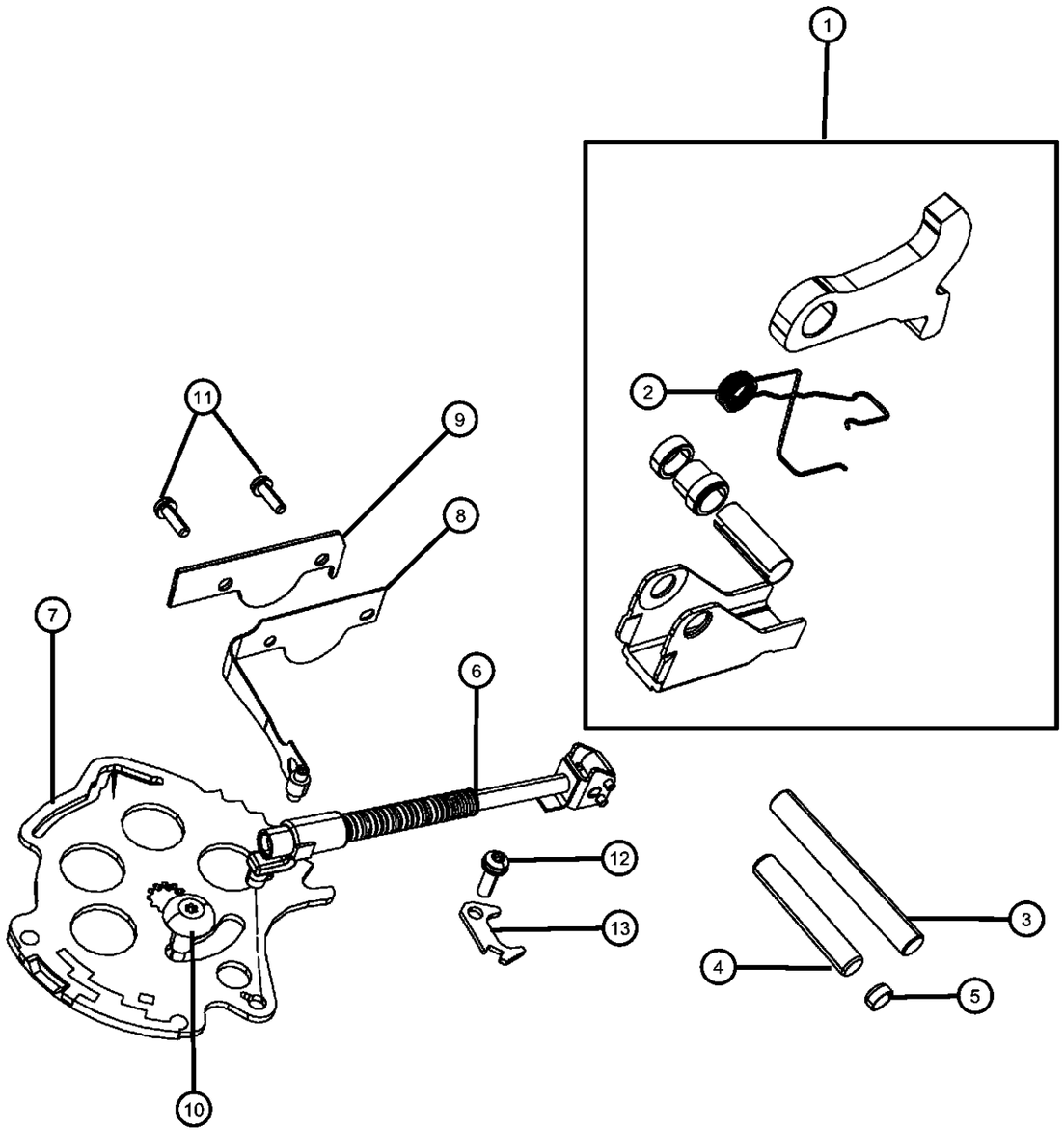


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PISTON, Accumulator
	04446620	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									SEAL, Accumulator
	04446544	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
3									SPRING, Accumulator
	04800310AA	1	B, D, E			EER	DFF		
		1	B, D, E			EDG, ED3	DFF		
4									COVER, Accumulator
	04431617AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									SNAP RING
	06501695	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Parking Sprag And Related Parts
Figure 021DFF-860

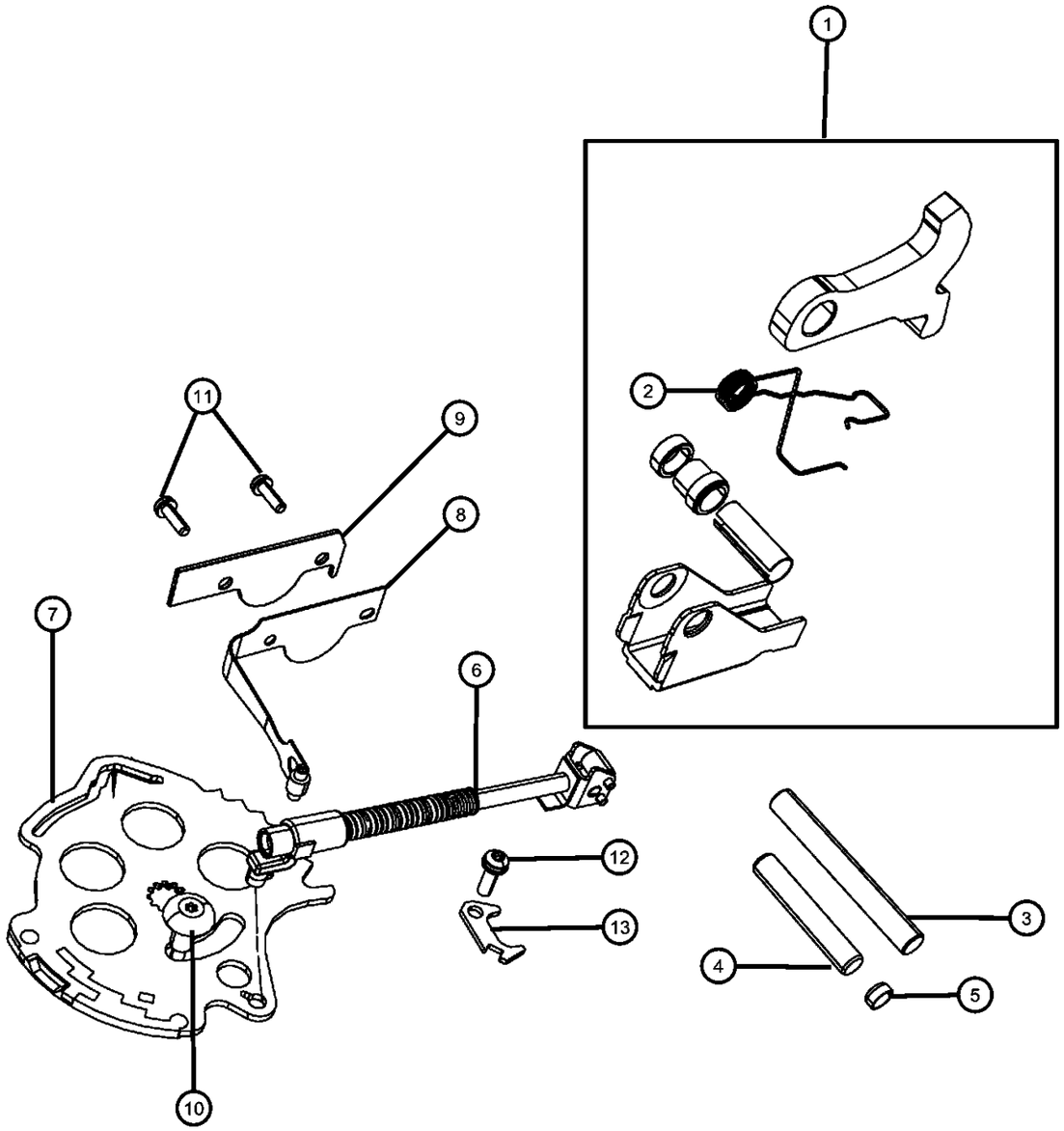


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									GUIDE PACKAGE, Parking Sprag Pawl
	04883505AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
2									SPRING, Parking Sprag Return
	52852949AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									SHAFT, Parking Sprag
	04412289	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									SHAFT, Parking Sprag
	04431999	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
5									CUP, Parking Brake Sprag
	04446612	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
6									ROD, Parking Sprag
	04800276AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									LEVER, Manual Valve
	04800278AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									DETENT, Valve Body
	04431710	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
9									RETAINER, Transmission 2nd and 4th Accumulator Piston
	04431711	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									BOLT, Truss Head, M5X0.8X25.00
	06508007AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
11									SCREW, Pan Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Parking Sprag And Related Parts
Figure 021DFF-860

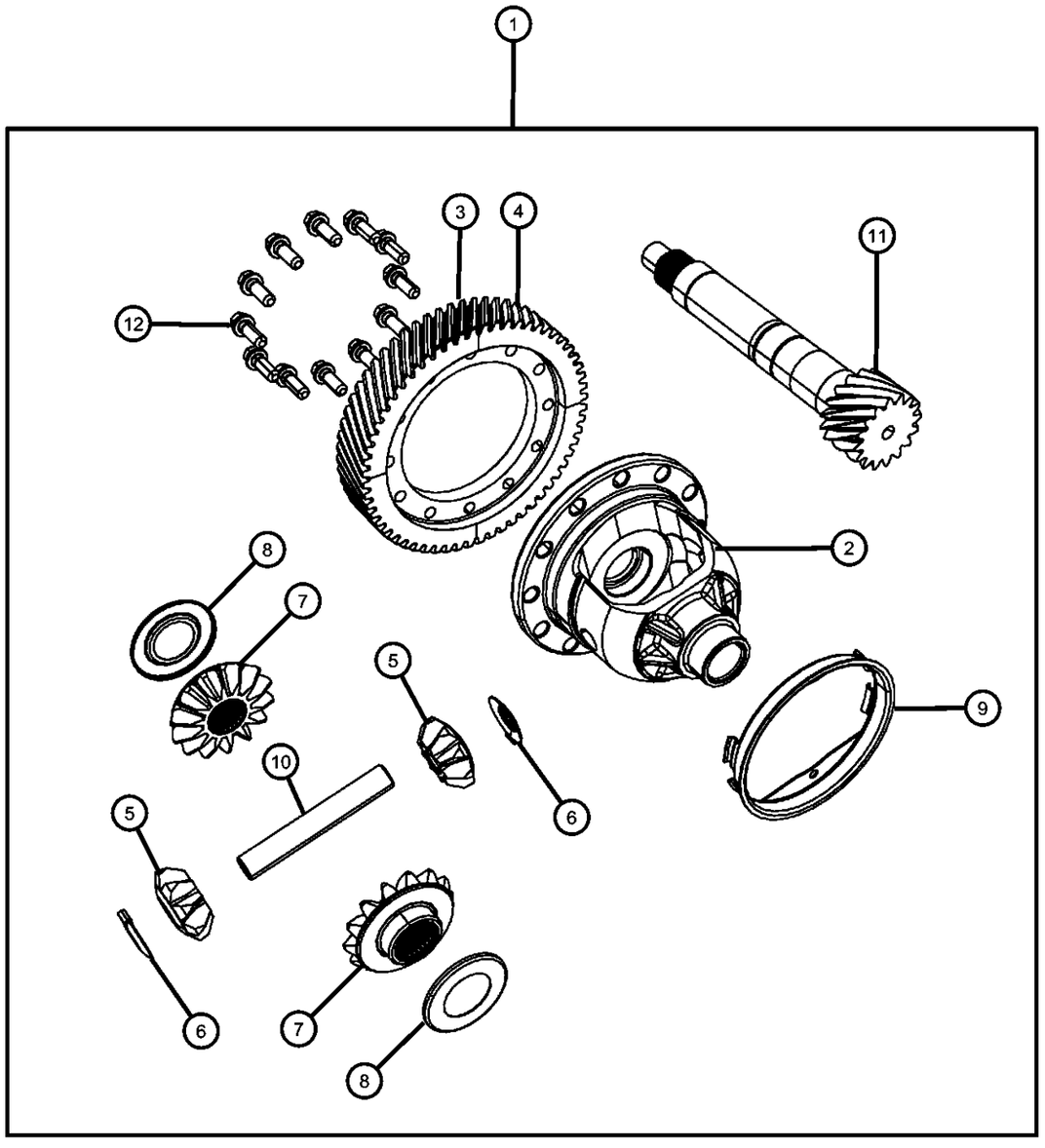


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	06508372AA	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
12									SCREW, Pan Head
	06508372AA	1	B, D, E			ED3, EDG	DFF		
		2	B, D, E			EER	DFF		
13		2							GUIDE, Parking Sprag Rod, Serviced With The Valve Body, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Differential Assembly
Figure 021DFF-905

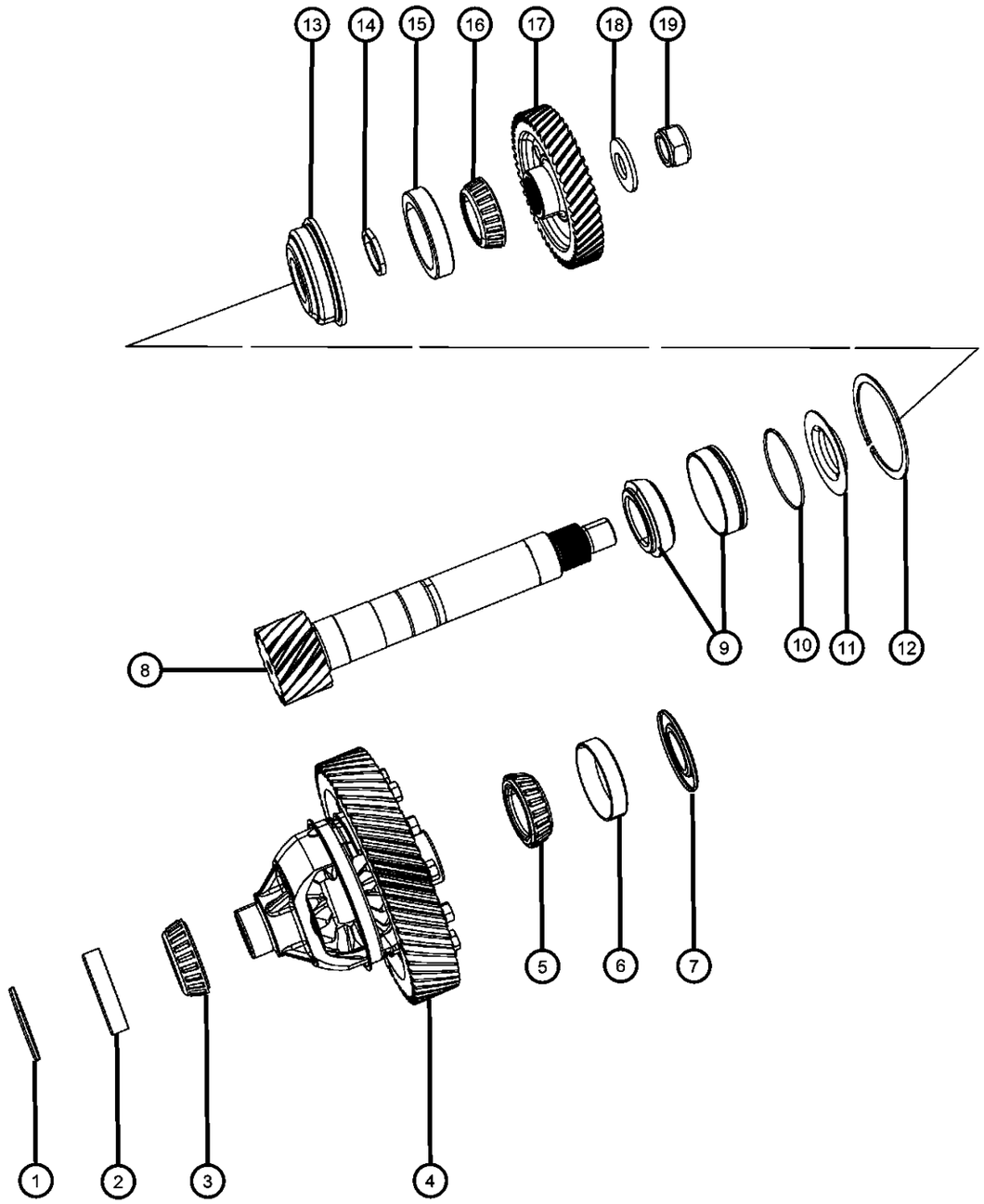


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DIFFERENTIAL PACKAGE
	04800507AB	1	B, D, E			ED3, EDG	DFF		
	05078560AB	1	B, D, E			EER	DFF		
2		1							CASE, Differential, (NOT SERVICED)
3	04659175AB	1	B, D, E			EER	DFF		GEAR, Differential Ring, 60 Teeth
4	04800263AB	1	B, D, E			ED3, EDG	DFF		GEAR, Differential Ring, 63 Teeth
5									PINION, Differential
	04800300AB	2	B, D, E			EER	DFF		
		2	B, D, E			ED3, EDG	DFF		
6									WASHER, Thrust
	04412521	2	B, D, E			ED3, EDG	DFF		
		2	B, D, E			EER	DFF		
7									GEAR, Differential Side
	04800299AA	2	B, D, E			ED3, EDG	DFF		
		2	B, D, E			EER	DFF		
8									WASHER PACKAGE, Side Gear Thrust
	04504568	2	B, D, E			ED3, EDG	DFF		
		2	B, D, E			EER	DFF		
9									RETAINER, Differential pinion shaft
	05078563AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
10									SHAFT, Transmission differential pinion bearing
	04659142AB	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
11									SHAFT, Transfer Gear
	04531976AB	1	B, D, E			EER	DFF		
	04800216AB	1	B, D, E			ED3, EDG	DFF		
12									SCREW, Special Shouldered, M10x1x29
	06502034	12	B, D, E			EER	DFF		
		12	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Transfer Shaft And Differential
Figure 021DFF-915

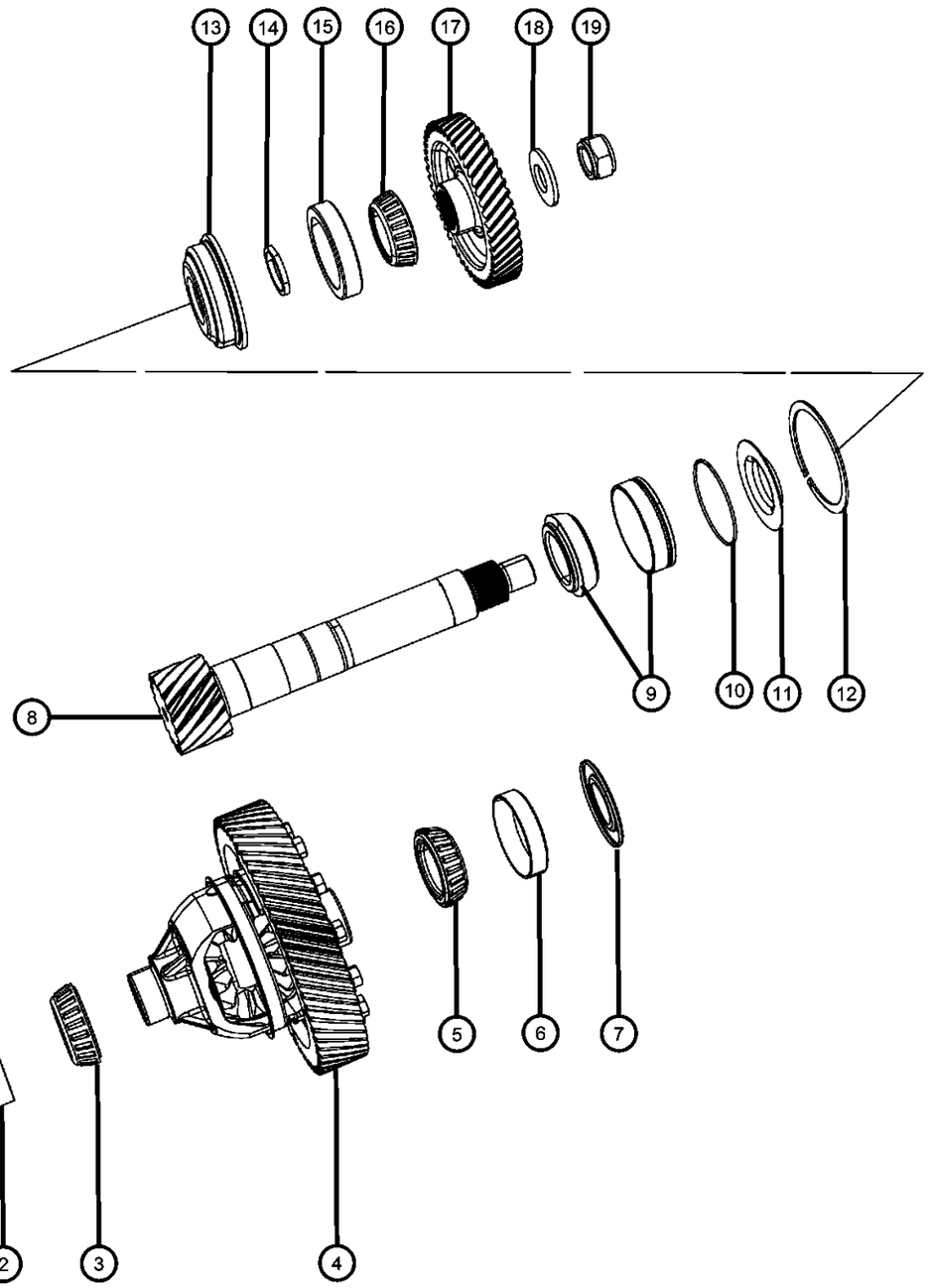


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DAM, TRANS case DIFFERENTIAL OIL
	04567494	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
2									BEARING CUP, Differential
	04567022	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
3									BEARING CONE, Differential
	04659238	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
4									DIFFERENTIAL, Transaxle
	04800394AB	1	B, D, E			ED3, EDG	DFF		
	05078592AB	1	B, D, E			EER	DFF		
5									CUP, Differential Bearing
	04800230AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
6									BEARING CONE, Differential
	04659238	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
7									DAM, TRANS case DIFFERENTIAL OIL
	04659290	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
8									SHAFT, Transfer Gear
	04531976AB	1	B, D, E			EER	DFF		
	04800216AB	1	B, D, E			ED3, EDG	DFF		
9									BEARING PACKAGE, Transfer Shaft
	04856911	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
10									O RING, Transfer Shaft Bearing Retainer, ATX
	06501768	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer Shaft And Differential
Figure 021DFF-915

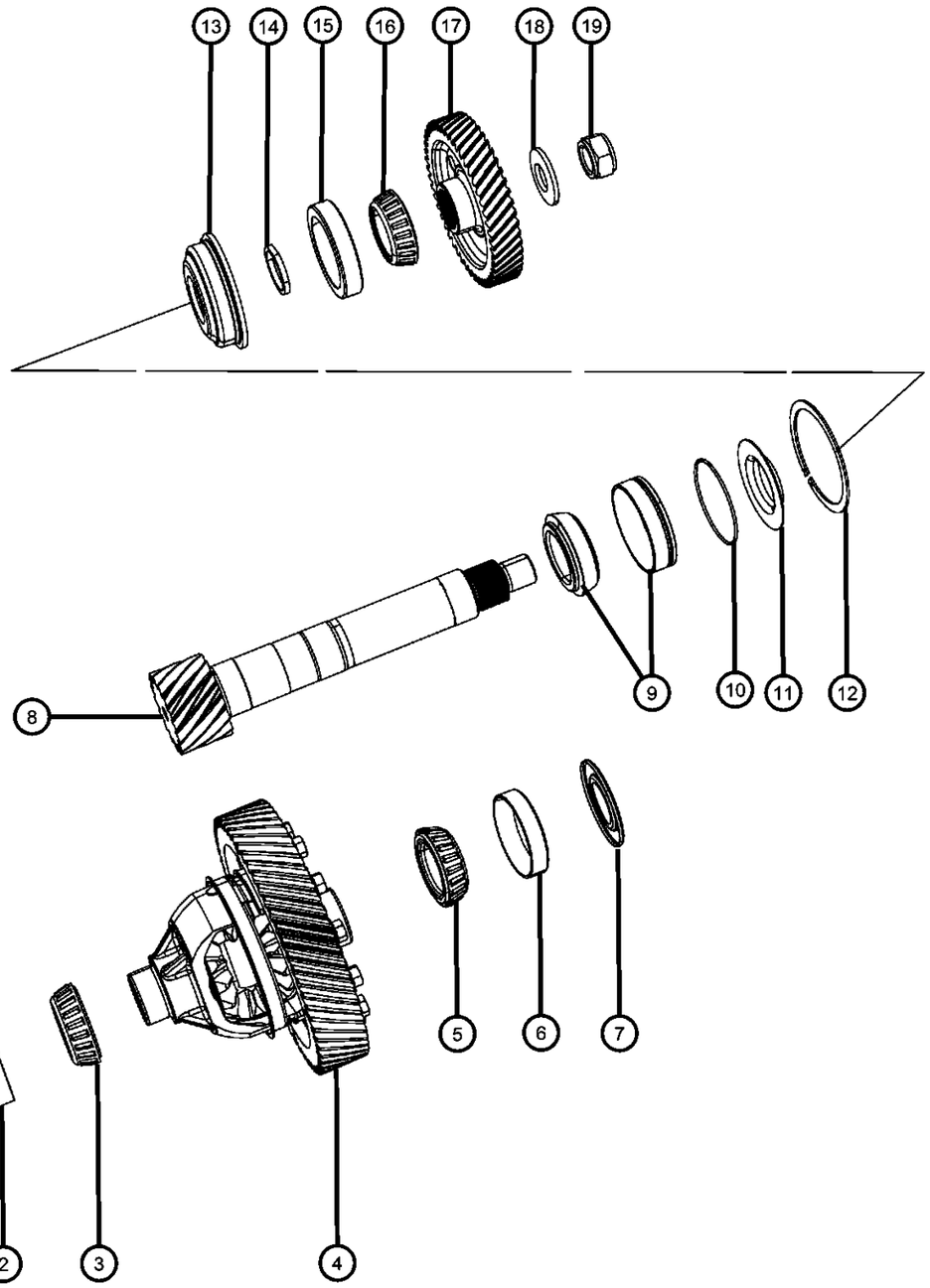


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
11									BAFFLE, Transfer Shaft
	04471869	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
12									SNAP RING
	06501936	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
13									RETAINER, Transfer Gear Bearing
	04412273	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
14									SPACER, Output/Transfer Shaft
	04412801AB	1	B, D, E			EER	DFF		[3.26mm]
		1	B, D, E			ED3, EDG	DFF		[3.26mm]
	04412802AB	1	B, D, E			EER	DFF		[3.30mm]
		1	B, D, E			ED3, EDG	DFF		[3.30mm]
	04412803AB	1	B, D, E			EER	DFF		[3.34mm]
		1	B, D, E			ED3, EDG	DFF		[3.34mm]
	04412804AB	1	B, D, E			EER	DFF		[3.38mm]
		1	B, D, E			ED3, EDG	DFF		[3.38mm]
	04412805AB	1	B, D, E			EER	DFF		[3.42mm]
		1	B, D, E			ED3, EDG	DFF		[3.42mm]
	04412806AB	1	B, D, E			EER	DFF		[3.46mm]
		1	B, D, E			ED3, EDG	DFF		[3.46mm]
	04412807AB	1	B, D, E			EER	DFF		[3.50mm]
		1	B, D, E			ED3, EDG	DFF		[3.50mm]
	04412808AB	1	B, D, E			EER	DFF		[3.54mm]
		1	B, D, E			ED3, EDG	DFF		[3.54mm]
	04412809AB	1	B, D, E			EER	DFF		[3.58mm]
		1	B, D, E			ED3, EDG	DFF		[3.58mm]
	04412810AB	1	B, D, E			EER	DFF		[3.62mm]
		1	B, D, E			ED3, EDG	DFF		[3.62mm]
	04412811AB	1	B, D, E			EER	DFF		[3.66mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer Shaft And Differential
Figure 021DFF-915

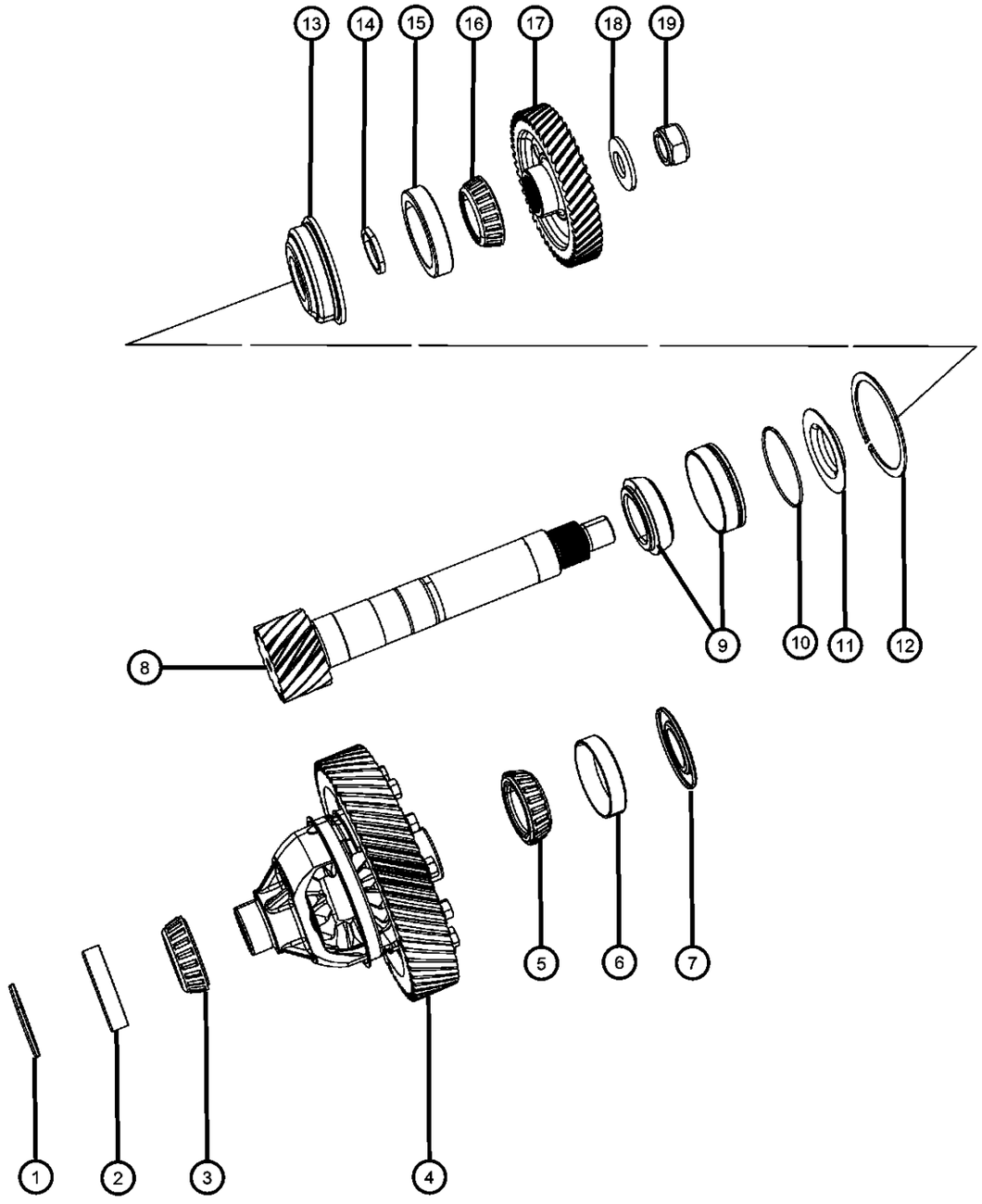


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			ED3, EDG	DFF		[3.66mm]
	04412812AB	1	B, D, E			EER	DFF		[3.70mm]
		1	B, D, E			ED3, EDG	DFF		[3.70mm]
	04412813AB	1	B, D, E			EER	DFF		[3.74mm]
		1	B, D, E			EDG, ED3	DFF		[3.74mm]
	04412814AB	1	B, D, E			EER	DFF		[3.78mm]
		1	B, D, E			ED3, EDG	DFF		[3.78mm]
	04412815AB	1	B, D, E			EER	DFF		[3.82mm]
		1	B, D, E			ED3, EDG	DFF		[3.82mm]
	04412816AB	1	B, D, E			EER	DFF		[3.86mm]
		1	B, D, E			ED3, EDG	DFF		[3.86mm]
	04412817AB	1	B, D, E			EER	DFF		[3.90mm]
		1	B, D, E			ED3, EDG	DFF		[3.90mm]
	04412818AB	1	B, D, E			EER	DFF		[3.94mm]
		1	B, D, E			ED3, EDG	DFF		[3.94mm]
	04412819AB	1	B, D, E			EER	DFF		[3.98mm]
		1	B, D, E			ED3, EDG	DFF		[3.98mm]
	04412820AB	1	B, D, E			EER	DFF		[4.02mm]
		1	B, D, E			ED3, EDG	DFF		[4.02mm]
	04412821AB	1	B, D, E			EER	DFF		[4.06mm]
		1	B, D, E			EDG, ED3	DFF		[4.06mm]
	04412822AB	1	B, D, E			EER	DFF		[4.10mm]
		1	B, D, E			ED3, EDG	DFF		[4.10mm]
	04412823AB	1	B, D, E			EER	DFF		[4.14mm]
		1	B, D, E			ED3, EDG	DFF		[4.14mm]
	04412824AB	1	B, D, E			EER	DFF		[4.18mm]
		1	B, D, E			ED3, EDG	DFF		[4.18mm]
	04412825AB	1	B, D, E			EER	DFF		[4.22mm]
		1	B, D, E			ED3, EDG	DFF		[4.22mm]
	04412826AB	1	B, D, E			EER	DFF		[4.26mm]
		1	B, D, E			ED3, EDG	DFF		[4.26mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer Shaft And Differential
Figure 021DFF-915

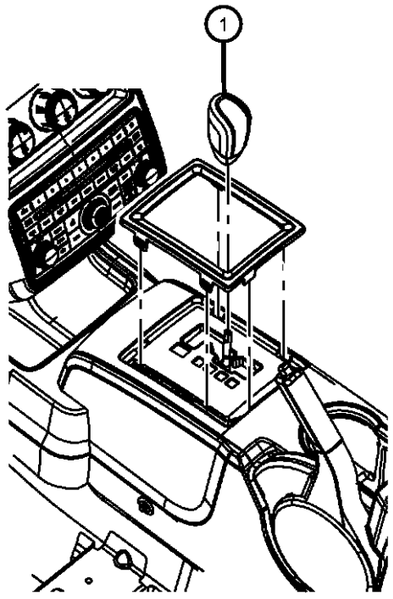


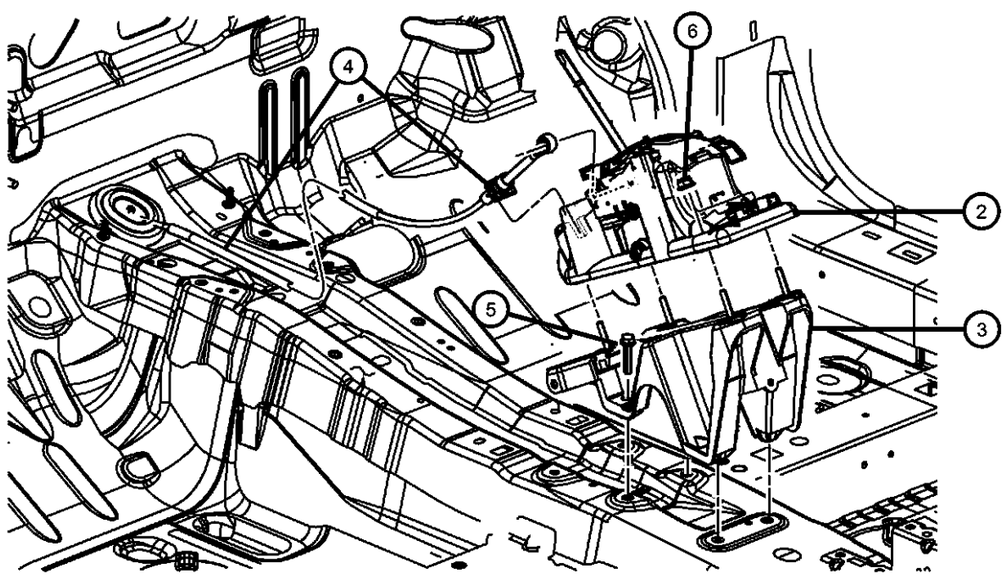
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04412827AB	1	B, D, E			EER	DFF		[4.30mm]
		1	B, D, E			ED3, EDG	DFF		[4.30mm]
	04412828AB	1	B, D, E			EER	DFF		[4.34mm]
		1	B, D, E			ED3, EDG	DFF		[4.34mm]
	04412829AB	1	B, D, E			EER	DFF		[4.38mm]
		1	B, D, E			ED3, EDG	DFF		[4.38mm]
	04505570AB	1	B, D, E			EER	DFF		[3.22mm]
		1	B, D, E			ED3, EDG	DFF		[3.22mm]
15									BEARING CUP, Transfer Gear
	04504041	1	B, D, E			ED3, EDG	DFF		
		1	B, D, E			EER	DFF		
16									BEARING CONE, Transfer Shaft
	04446698AB	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
17									GEAR PACKAGE, Output And Transfer Shaft
	04773275AC	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
18									WASHER, Coned, M22.6x45x3.42
	06501833	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		
19									LOCK NUT, M22x1.50
	06507156AA	1	B, D, E			EER	DFF		
		1	B, D, E			ED3, EDG	DFF		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gearshift Controls
Figure 021DFF-1105



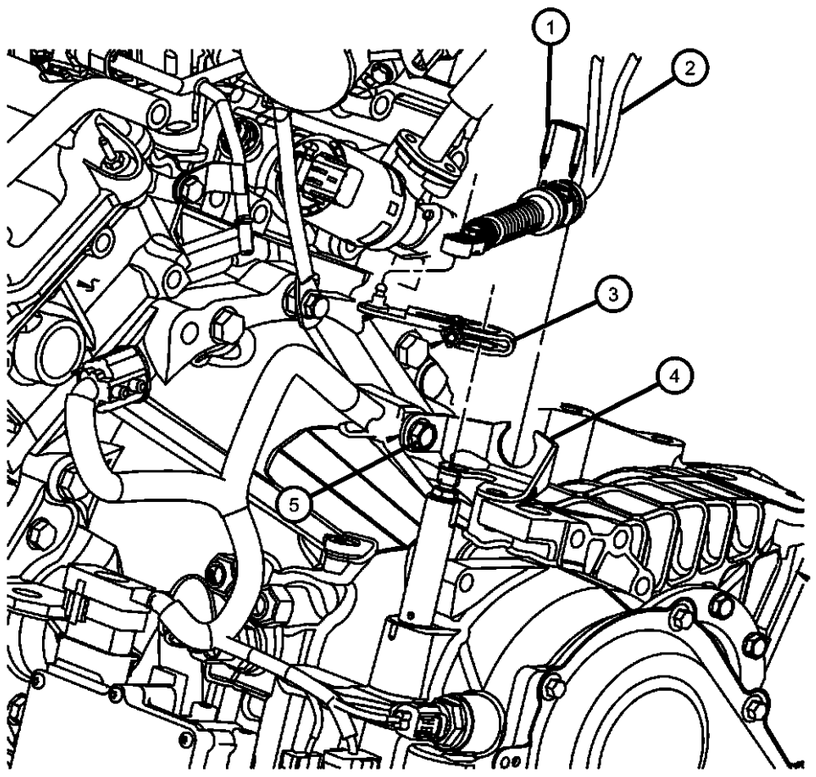


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [CVW]= Leather Wrapped Shift Knob [DHD]= Autostick Automatic Transmission									
1									KNOB, Gearshift
	1ER36DX9AB	1	B, D, E				DFF, DG2		Without [CVW]
	1CP321X9AB	1	B, D, E				DFF, DG2		With [CVW]
2									SHIFTER, Transmission
	04766410AC	1	B, D, E				DFF, DG2		With [DHD]
	04766411AC	1	B, D, E				DFF, DG2		Without [DHD]
3									BRACKET, Transmission Shifter
	04766406AC	1	D, E				DFF, DG2		
	04766407AB	1	B				DFF, DG2		
4									CABLE, Gearshift Control
	04743757AC	1	B			EER	DFF, DG2		With [NHA]
	04721940AC	1	D, E			EER	DFF, DG2		With [NHA]
		1	B, D, E			EDG	DFF, DG2		
		1	B			ED3	DFF, DG2		
	04743768AB	1	D, E			ED3	DFF, DG2		
	04877334AA	1	B, D, E			EER	DFF, DG2		Without [NHA]
5	06104184AA	4	B, D, E						BOLT, Hex Flange Head, M6X1.00X35.00
6	06502843	4	B, D, E				DFF, DG2		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00
-7	32000404	1	B, D, E			ED3, EGF	DFF, DG2		CLIP, Brake Tube, ATX CABLE TO ENG MOUNT

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gearshift Lever, Cable and Bracket
Figure 021DFF-1115

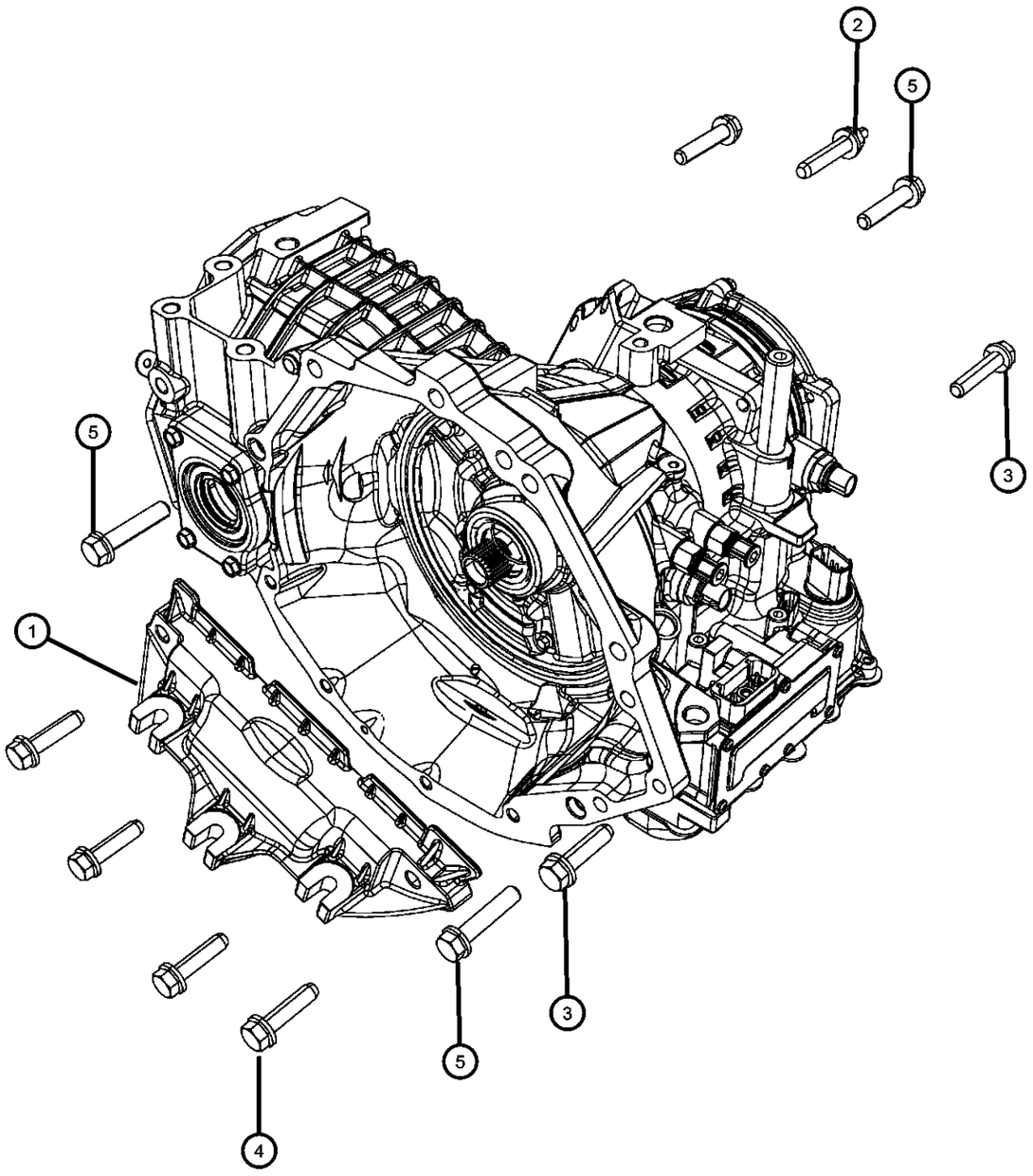


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1		1							CLIP, Retainer, (NOT SERVICED)
2									CABLE, Gearshift Control
	04743757AC	1	B			ED3	DFF, DG2		
		1	B			EER	DFF, DG2		With [NHA]
	04877334AA	1	B, D			EGF	DFF, DG2		
	04743768AB	1	D, E			ED3	DFF, DG2		
		1	B, D, E			EER	DFF, DG2		Without [NHA]
	04721940AC	1	B, D, E			EDG	DFF, DG2		
		1	D, E			EER	DG2, DFF		With [NHA]
3	04721059AB	1	B, D, E				DFF		LEVER, Manual Control
4	05310005AB	1	B, D, E				DFF, DG2		BRACKET, Transmission Control Cable
5	06502832	1	B, D, E				DFF, DG2		SCREW, Hex Flange Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Mounting Covers And Shields
Figure 021DFF-1205

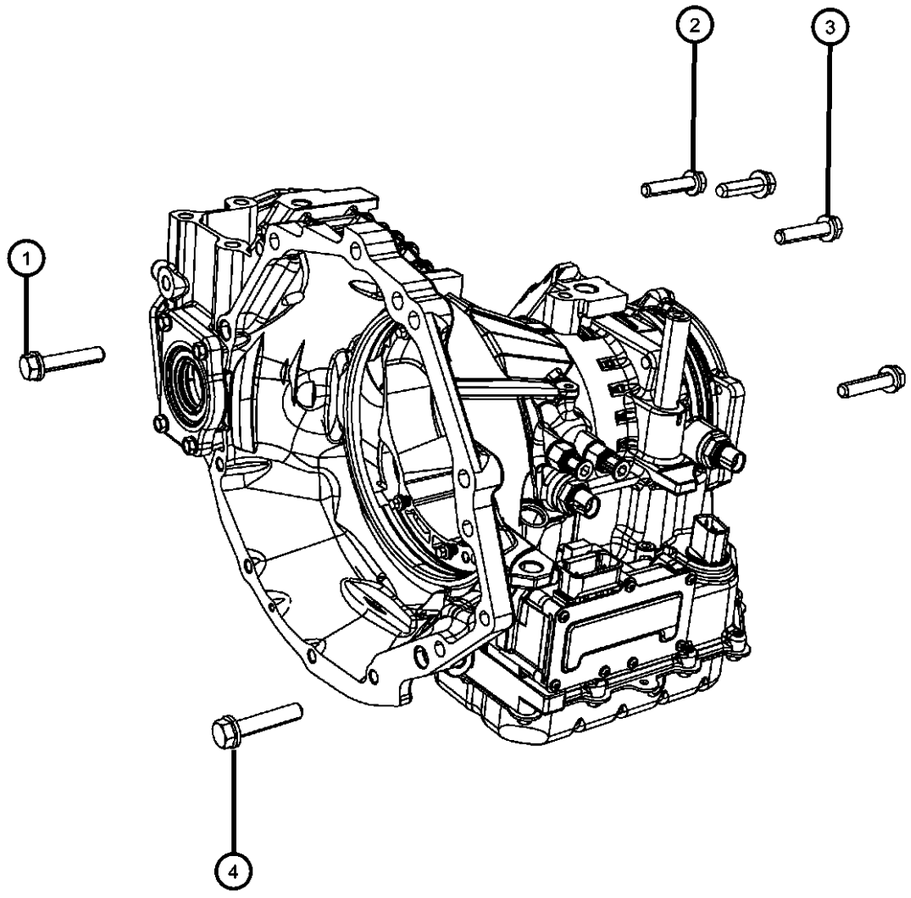


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04666013AA	1	B, D, E			EER	DFF, DG2		COLLAR, Structural, Oil Pan To Transmission
2	06504468	1	B, D, E			EER			STUD, Double Ended
3									BOLT AND WASHER, Hex Head, M12X1.75X50.00
	06501742	4	B, D, E			EGF			Transmission To Engine Block
		2	B, D, E			EGF			Engine To Transmission
		2	B, D, E			EER			Engine To Transmission
		3	B, D, E			EER			Transmission To Engine Block
4	06104424AA	4	B, D, E			EER			BOLT AND WASHER, Hex Head, M10x1.50x55.00
5	06508882AA	2	B, D, E			ED3, EDG			BOLT, Hex Flange Head, M10X1.25X45.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mounting Bolts
Figure 021DFF-1215



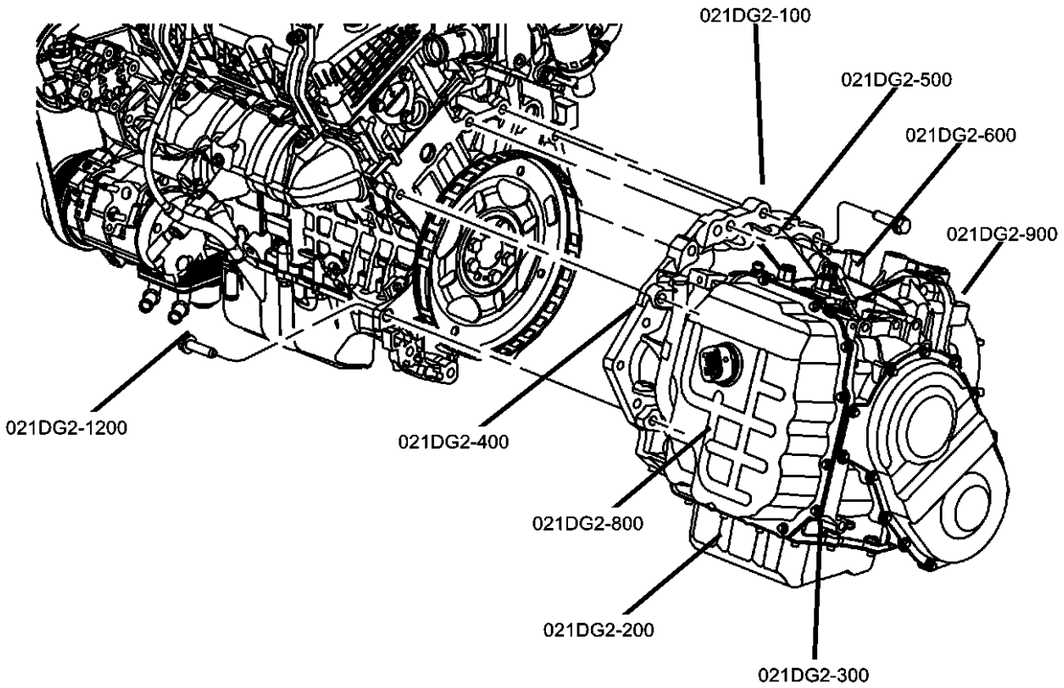
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06501742	2	B, D, E			EER			BOLT AND WASHER, Hex Head, M12X1.75X50.00
2	06501742	3	B, D, E			EER			BOLT AND WASHER, Hex Head, M12X1.75X50.00
3	06508881AA	2	B, D, E			ED3, EDG	DFF		BOLT, Hex Flange Head, M10x1.25x55.00
4	06508882AA	6	B, D, E			ED3, EDG	DFF		BOLT, Hex Flange Head, M10X1.25X45.00

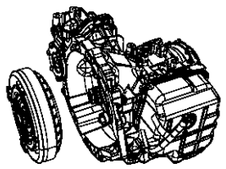
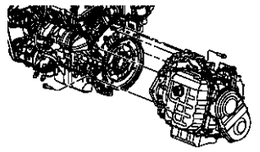
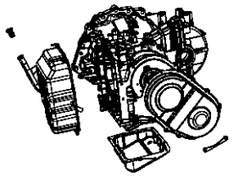
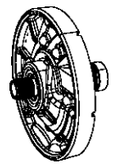
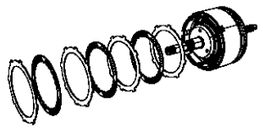
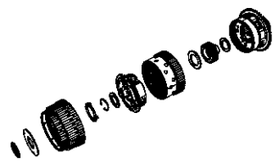
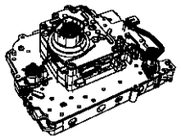
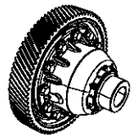
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 021DG2

62TE; 6-Speed; Automatic Transaxle



021DG2-100 Automatic Transmission / Transaxle and Torque Converter 	**021DG2-1100** Gearshift Controls and Related Parts 	**021DG2-1200** Mounting and Skid Plate 	**021DG2-200** Case, Extension, Oil Pan, and Indicator (Dipstick) 
021DG2-400 Oil Pump 	**021DG2-500** Clutches 	**021DG2-600** Gear Train 	**021DG2-800** Valve Body, Accumulator, Solenoid and Parking Sprag 
021DG2-900 Differential 			

Group - 021DG2 62TE; 6-Speed; Automatic Transaxle

Illustration Title — Group-Fig. No.

Automatic Transmission / Transaxle and Torque Converter
Transmission / Transaxle Assembly ..... Fig. 021DG2 - 105
Torque Converter ..... Fig. 021DG2 - 110

Case, Extension, Oil Pan, and Indicator (Dipstick)
Case ..... Fig. 021DG2 - 205
Extensions And Adapters ..... Fig. 021DG2 - 220
Oil Fill Tube And Related Parts ..... Fig. 021DG2 - 225
Oil Pan, Cover And Related Parts ..... Fig. 021DG2 - 230
Filters ..... Fig. 021DG2 - 235
Sensors, Vents And Quick Connectors ..... Fig. 021DG2 - 240

Oil Pump
Oil Pump ..... Fig. 021DG2 - 405

Clutches
Input Clutch Assembly ..... Fig. 021DG2 - 505
Input Clutch Assembly ..... Fig. 021DG2 - 506
Input Clutch Assembly ..... Fig. 021DG2 - 507
Input Clutch Assembly ..... Fig. 021DG2 - 508
Input Clutch Assembly ..... Fig. 021DG2 - 509
2 / 4 Clutch ..... Fig. 021DG2 - 510
Low / Reverse Clutch ..... Fig. 021DG2 - 511

Gear Train
Front / Rear Planetary ..... Fig. 021DG2 - 602
Underdrive Compounder ..... Fig. 021DG2 - 603
Underdrive Compounder ..... Fig. 021DG2 - 604
Underdrive Compounder ..... Fig. 021DG2 - 605
Underdrive Compounder ..... Fig. 021DG2 - 606
Transfer And Output Gears ..... Fig. 021DG2 - 607

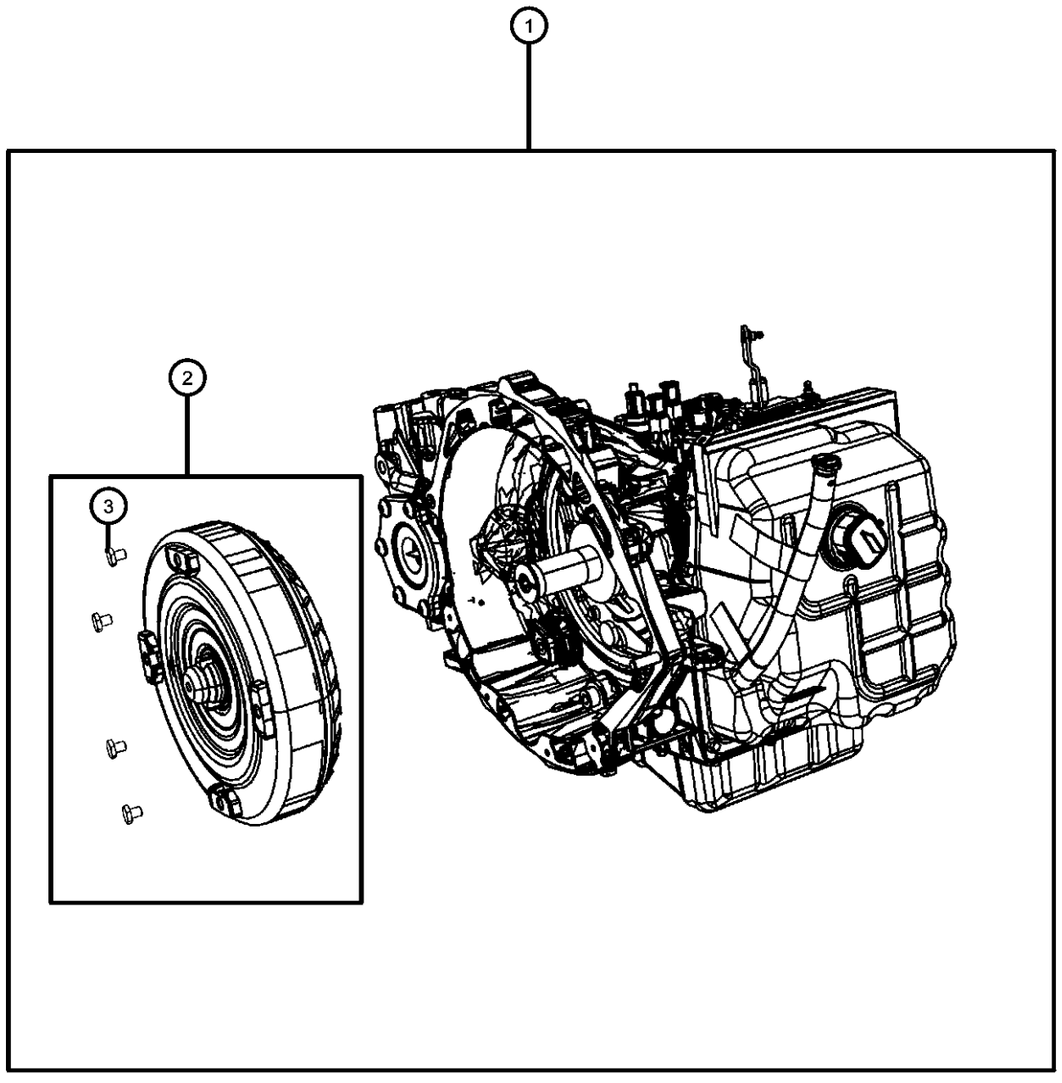
Valve Body, Accumulator, Solenoid and Parking Sprag
Valve Body And Related Parts ..... Fig. 021DG2 - 810
Accumulator And Related Parts ..... Fig. 021DG2 - 850
Parking Sprag And Related Parts ..... Fig. 021DG2 - 860

Differential
Differential Assembly ..... Fig. 021DG2 - 905
Output Pinion And Differential ..... Fig. 021DG2 - 910

Gearshift Controls and Related Parts
Gearshift Controls ..... Fig. 021DG2 - 1105
Gearshift Lever, Cable and Bracket ..... Fig. 021DG2 - 1115

Mounting and Skid Plate
Mounting Covers And Shields ..... Fig. 021DG2 - 1205

Transmission / Transaxle Assembly
Figure 021DG2-105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									TRANSMISSION KIT, With Torque Converter
	68037165AA	1	B, D			EGF	DG2		
	68037280AA	1	E			EGF	DG2		
	68039383AA	1	B, D, E			EER	DG2		
2									CONVERTER KIT, Torque
	68036990AC	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
	68039260AC	1	B, D, E			EER	DG2		
3	06504383	4	B, D, E						BOLT, Hex Head Lock, M10X1.50X13.20
4	05013457AA	AR	B, D, E						FLUID, Automatic Transmission ATF+4, Quart, Standard MS-9602-F, [32 Fluid Ounces] Minimum Ship Quantity Of 12
5	05013458AA	AR	B, D, E						FLUID, Automatic Transmission ATF+4, Gallon, Standard MS-9602-F, [128 Fluid Ounces] Minimum Ship Quantity Of 4

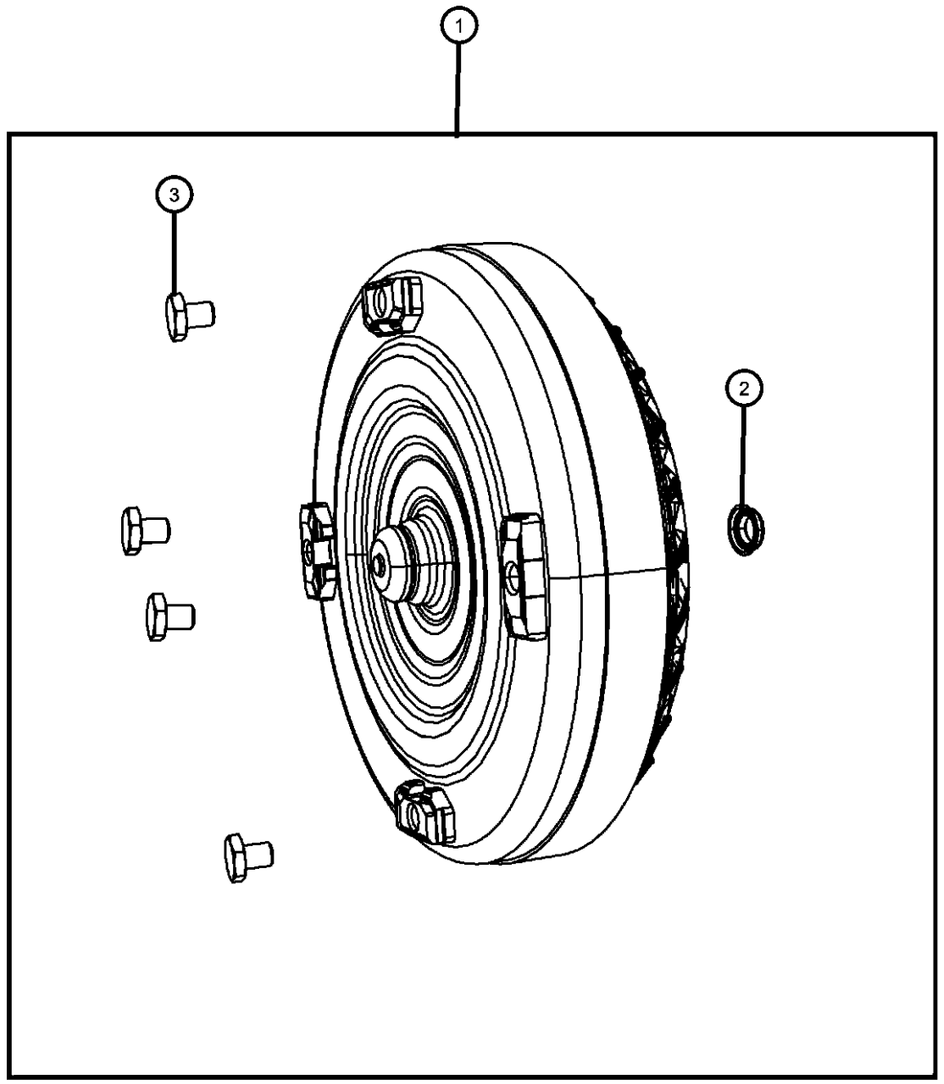
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Torque Converter
Figure 021DG2-110

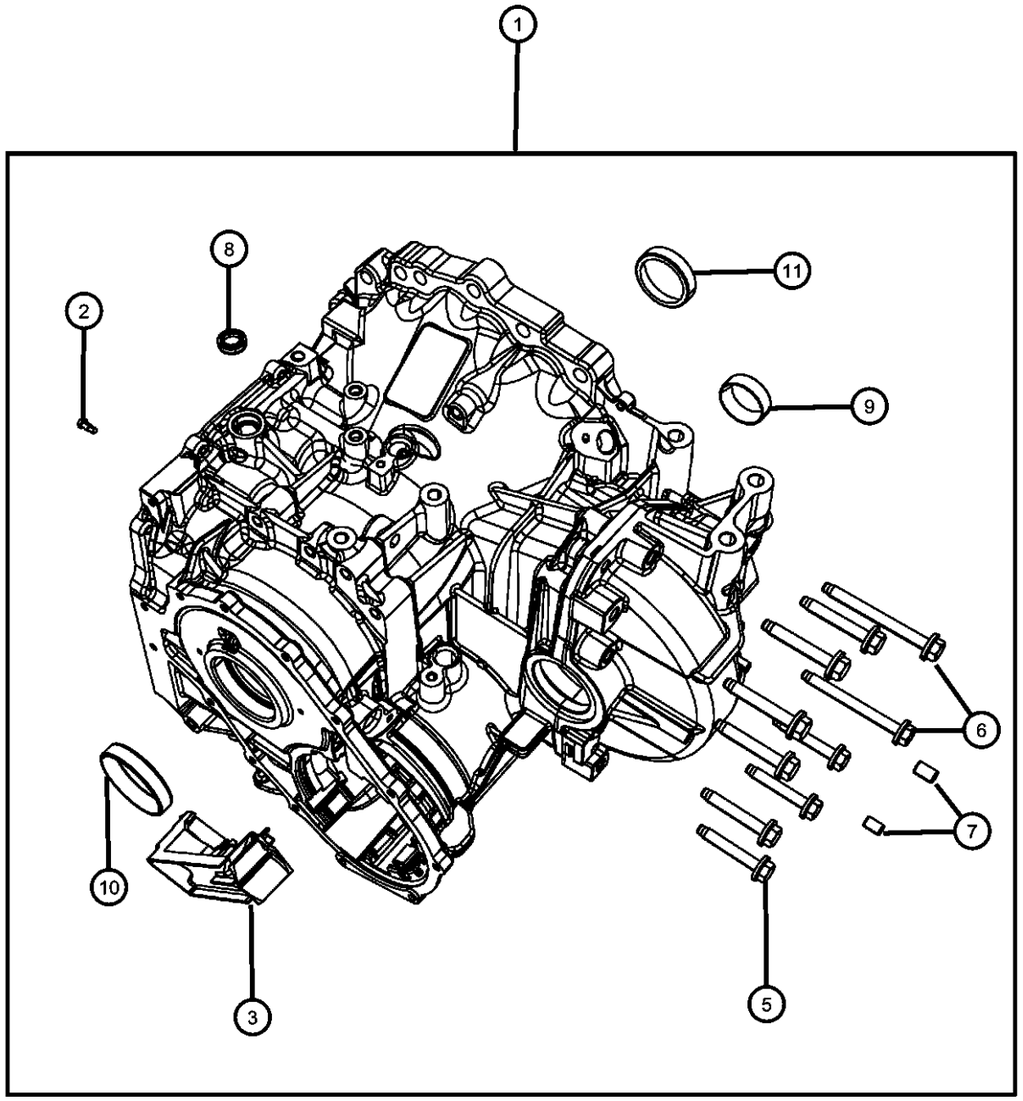


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CONVERTER KIT, Torque
	68036990AC	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
	68039260AC	1	B, D, E			EER	DG2		
2									SEAL, Torque Converter Hub
	05222629	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
3	06504383	4	B, D, E						BOLT, Hex Head Lock, M10X1.50X13.20

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Case
Figure 021DG2-205

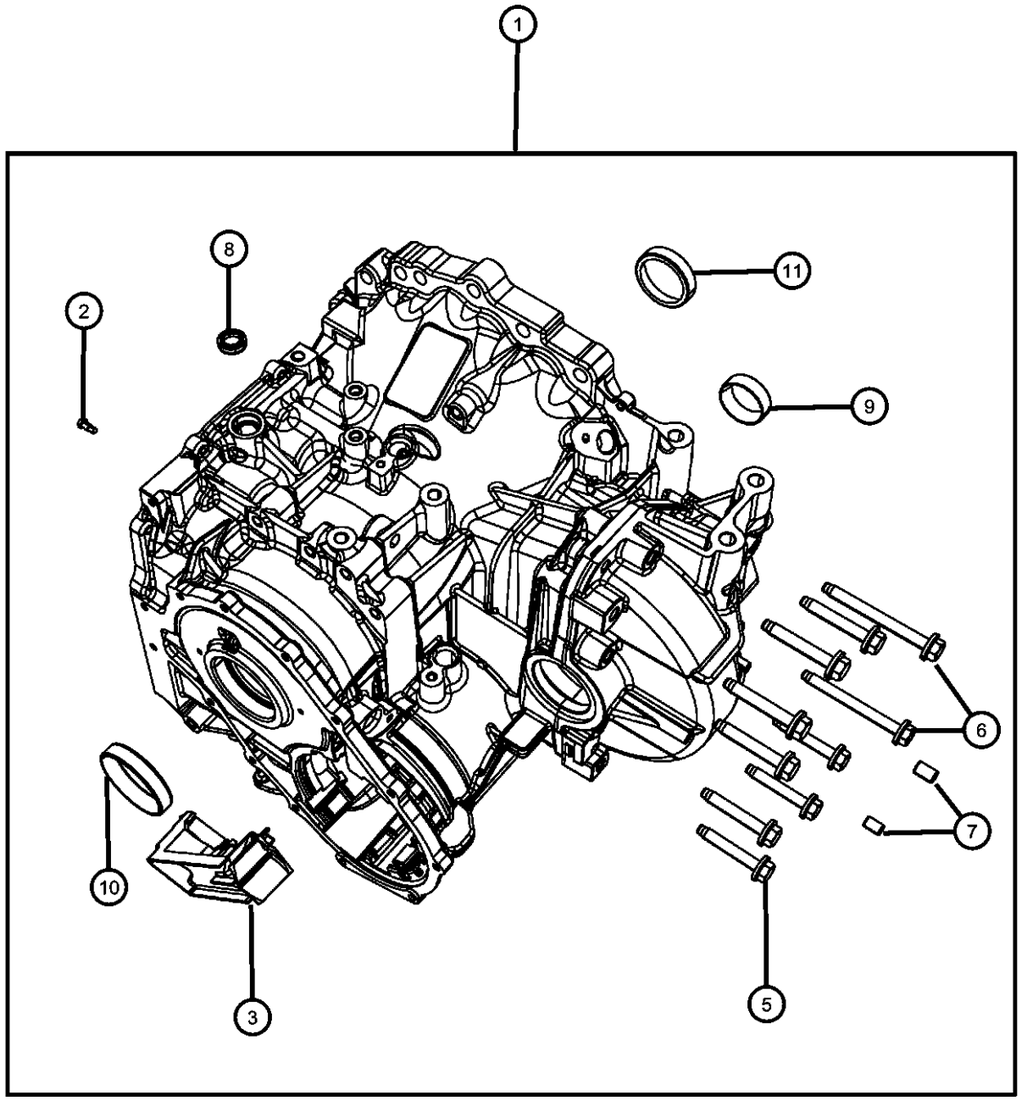


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CASE, Transaxle
	68008550AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
2									PLUG, Pressure Check
	06036053AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
3									DEFLECTOR
	04872683AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
-4									BALL, Transmission Oil Pump
	00152127	11	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5									SCREW, M10X1.50X65.00
	06508543AA	8	B, D			EGF	DG2		
		8	B, D, E			EER	DG2		
		8	E			EGF	DG2		
6									SCREW, M10X1.50X100.00
	06508544AA	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
7									PIN, CHAMFER.PT.NO.FIN M10X15.00
	06102388AA	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
8									SEAL, TRANSMISSION ROTATING SHAFT IN CASE ASSY
	05078952AA	1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Case
Figure 021DG2-205

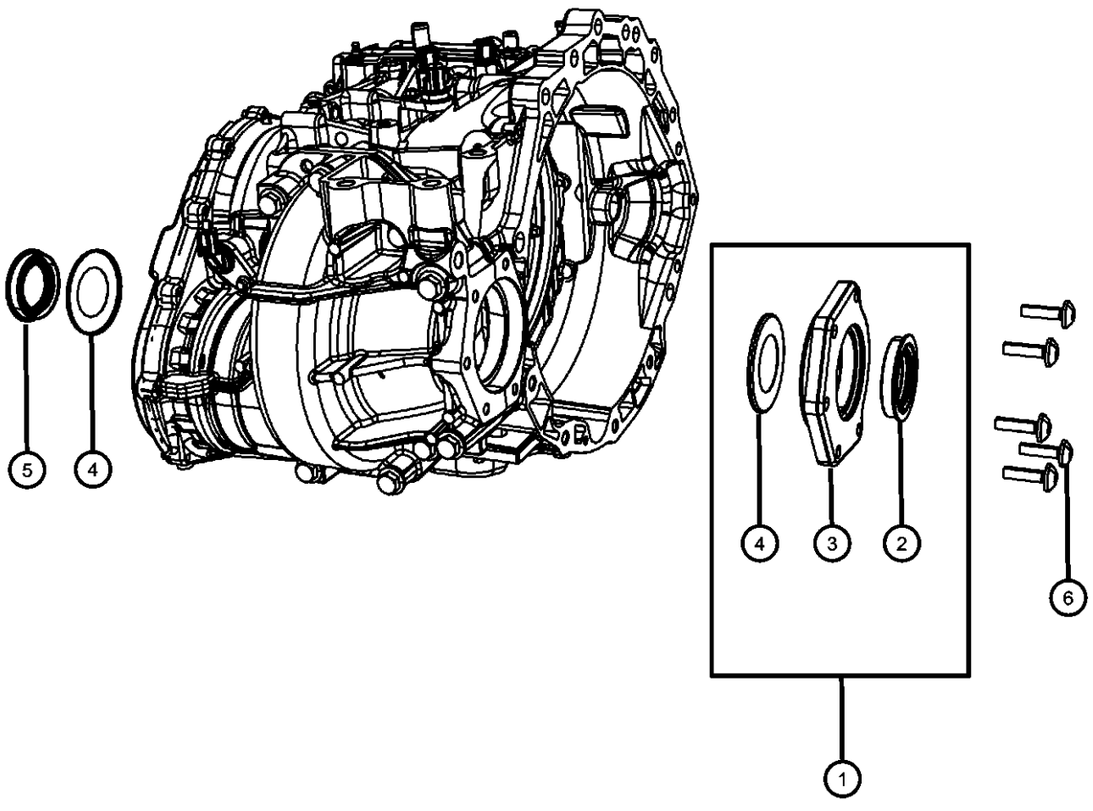


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
9									CUP, FINAL DRIVE PINION BEARING
	05078695AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									BEARING CUP, Output Shaft
	04412234	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
11									BEARING CUP, Differential
	04567022	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Extensions And Adapters
Figure 021DG2-220

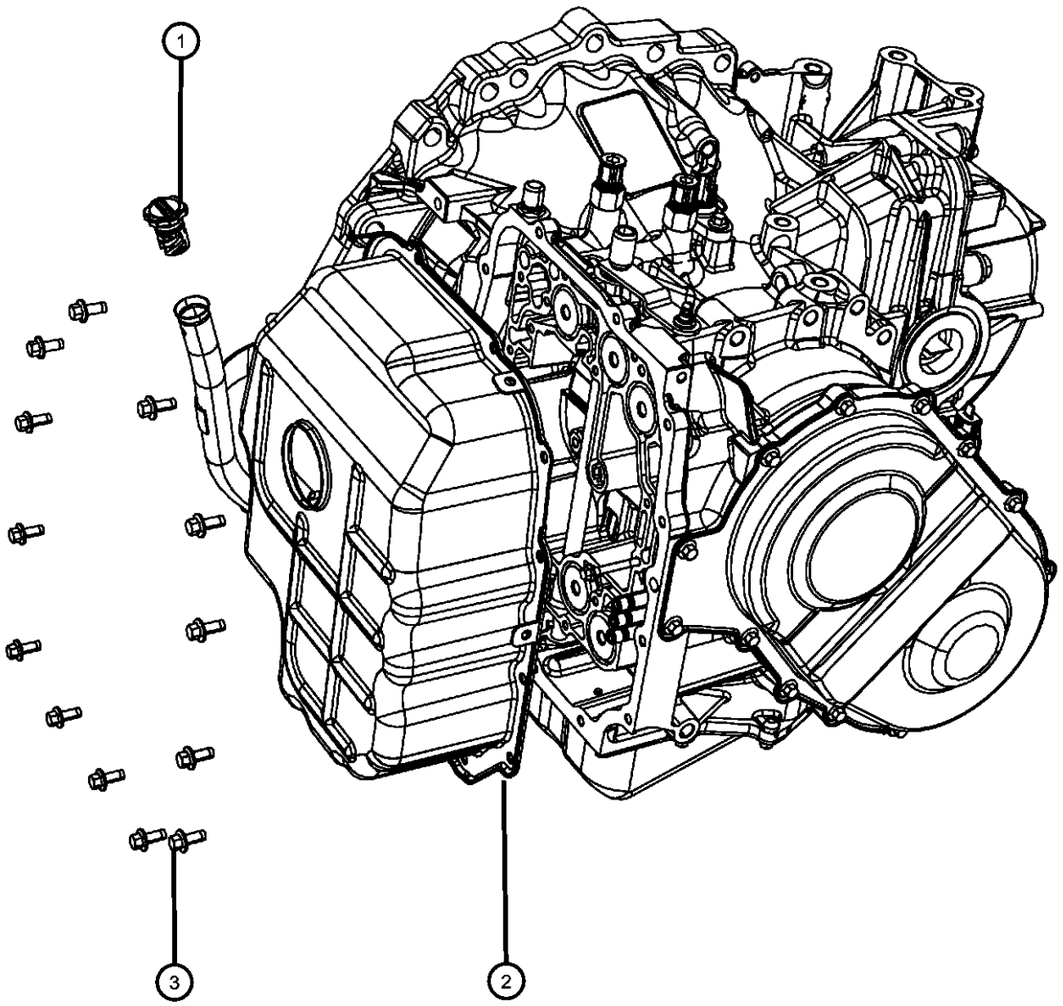


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									EXTENSION ASSY, Transmission
	05078687AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
2									SEAL
	04412522AB	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
3	05078957AA	1	E			EGF	DG2		EXTENSION, Transmission
4									DAM, TRANS case DIFFERENTIAL OIL
	05078686AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5									SEAL
	04412522AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									SCREW, M8X1.25X30.00
	06508573AA	5	B, D			EGF	DG2		
		5	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Fill Tube And Related Parts
Figure 021DG2-225

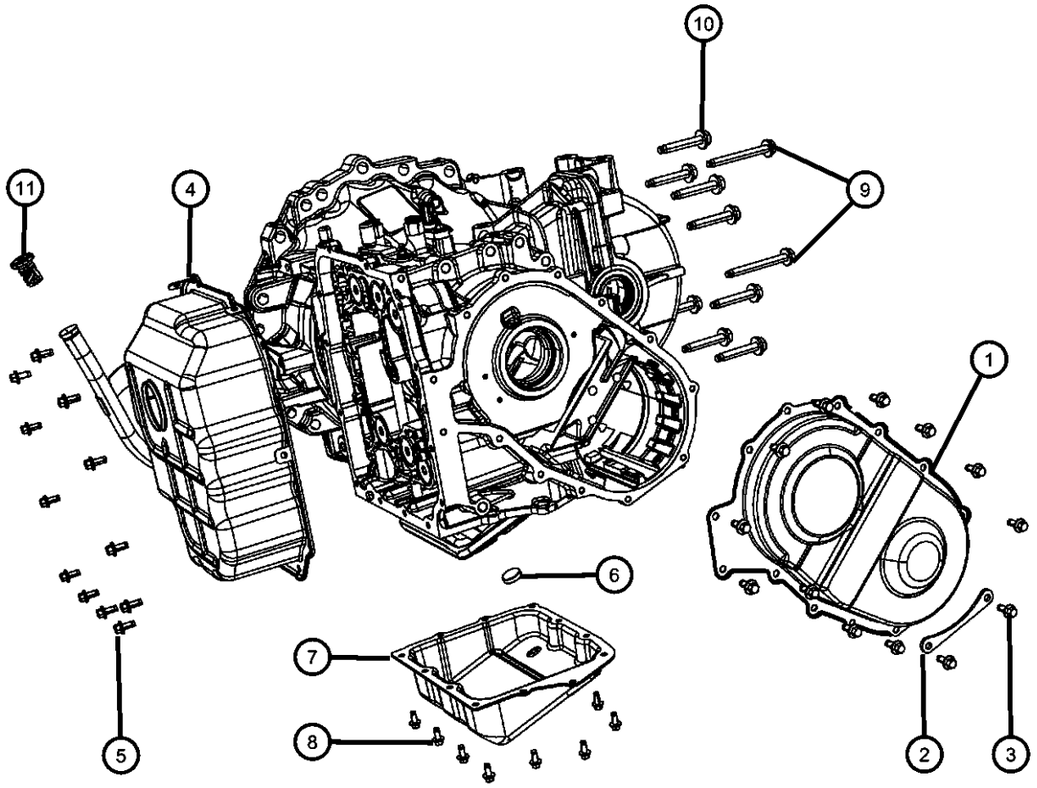


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CAP, Oil Filler
	04591959AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									PAN, Valve body cover
	05078788AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									BOLT, Hex Head, M6x1.00x14
	06101419	13	B, D			EGF	DG2		
		13	B, D, E			EER	DG2		
		13	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pan, Cover And Related Parts
Figure 021DG2-230

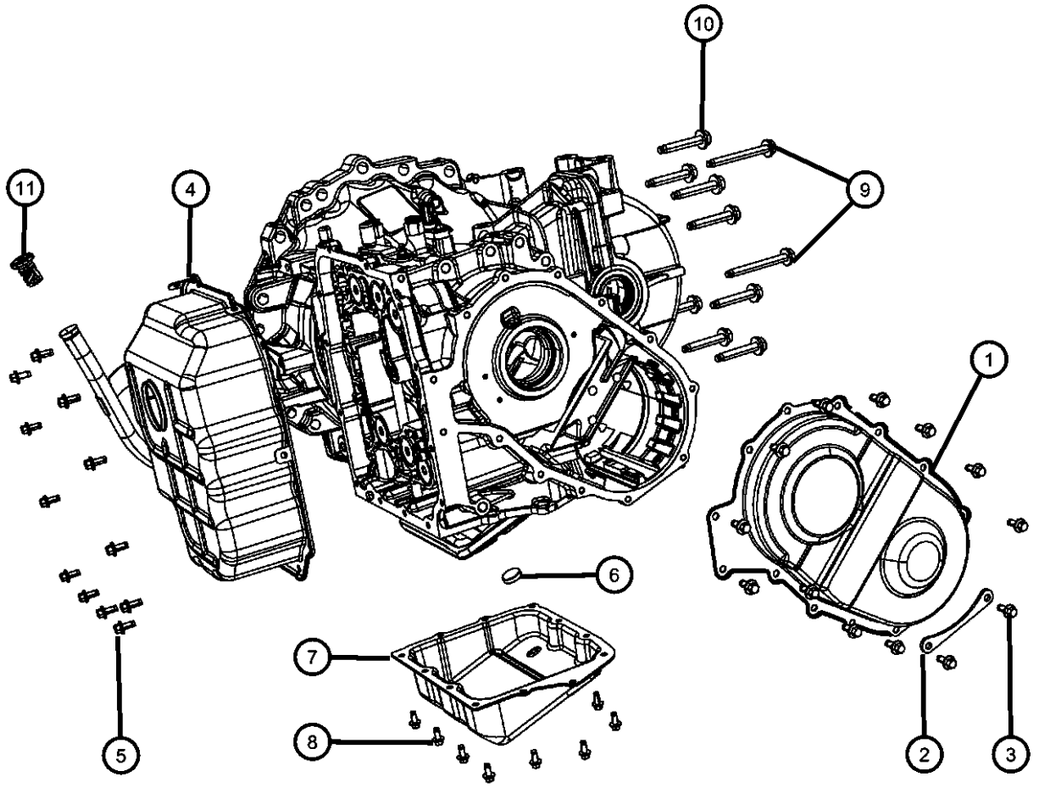


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									COVER, Transmission end
	05078570AB	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
2									STRAP, Lower end transmission cover
	05078868AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									BOLT, Hex Head, M6x1.00x14, End Cover To Case
	06101419	10	B, D, E			EER	DG2		
		10	E			EGF	DG2		
		10	B, D			EGF	DG2		
4									PAN, Valve body cover
	05078788AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5									BOLT, Hex Head, M6x1.00x14, Valve Body Pan To Case
	06101419	13	E			EGF	DG2		
		13	B, D			EGF	DG2		
		13	B, D, E			EER	DG2		
6									MAGNET, Transmission
	04446728	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
7									PAN, Transmission oil
	05078556AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
8									BOLT, Hex Head, M6x1.00x14, Oil Pan To Case
	06101419	13	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pan, Cover And Related Parts
Figure 021DG2-230

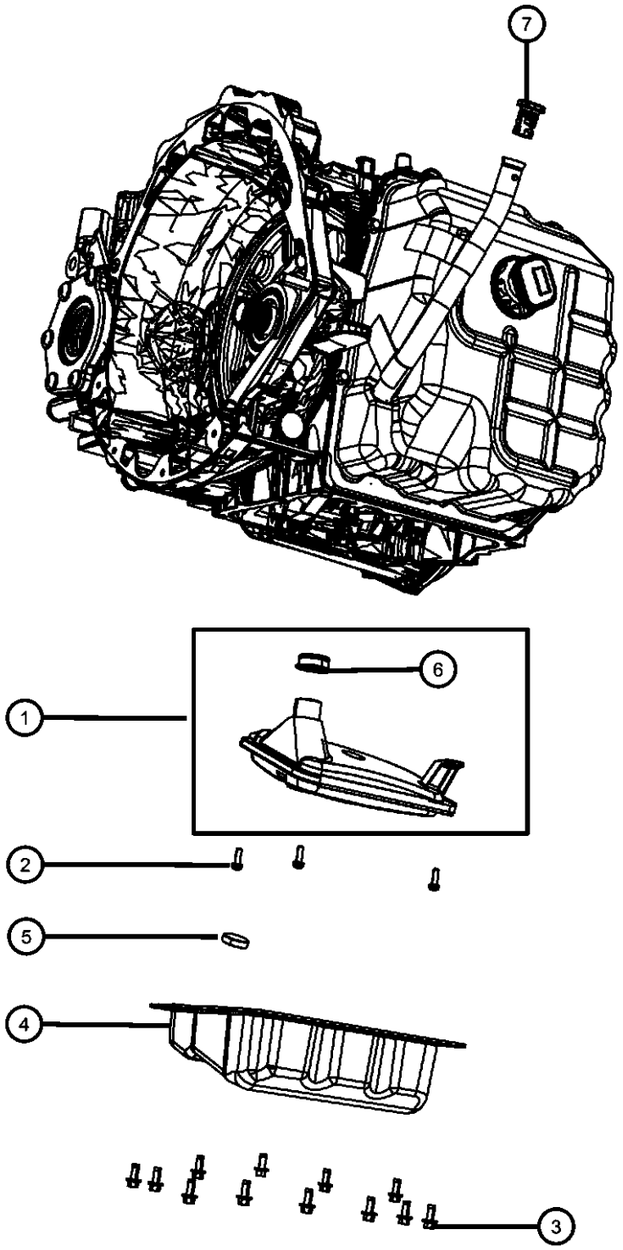


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		13	B, D			EGF	DG2		
		13	B, D, E			EER	DG2		
9									SCREW, M10X1.50X100.00
	06508544AA	2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
		2	B, D			EGF	DG2		
10									SCREW, M10X1.50X65.00
	06508543AA	8	B, D			EGF	DG2		
		8	B, D, E			EER	DG2		
		8	E			EGF	DG2		
11									CAP, Oil Filler
	04591959AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Filters
Figure 021DG2-235

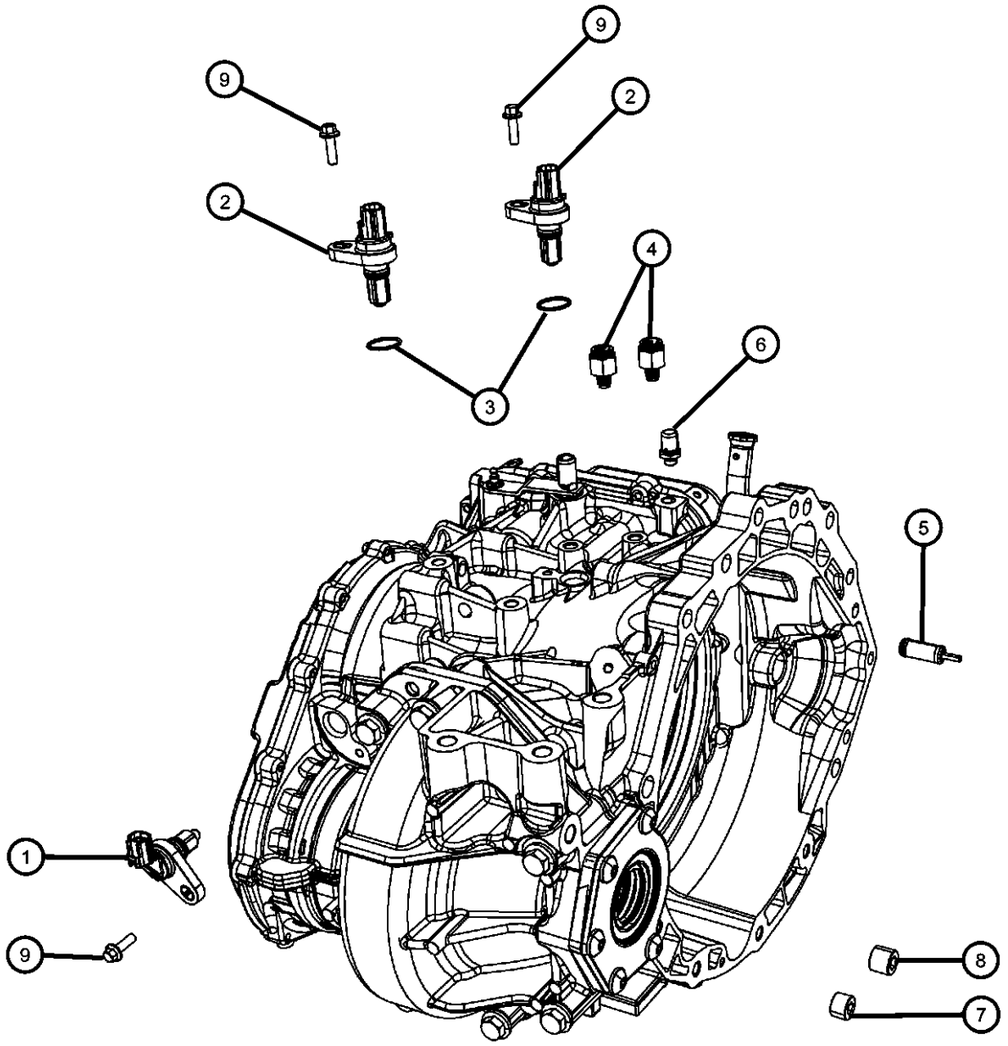


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									FILTER PACKAGE, Transmission Oil
	68018555AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
2									SCREW, Pan Head
	06508372AA	3	B, D, E			EER	DG2		
		3	E			EGF	DG2		
		3	B, D			EGF	DG2		
3									BOLT, Hex Head, M6x1.00x14
	06101419	12	B, D, E			EER	DG2		
		12	E			EGF	DG2		
		12	B, D			EGF	DG2		
4									PAN, Transmission oil
	05078556AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									MAGNET, Transmission
	04446728	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									SEAL
	05078836AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
7									CAP, Oil Filler
	04591959AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Vents And Quick Connectors
Figure 021DG2-240

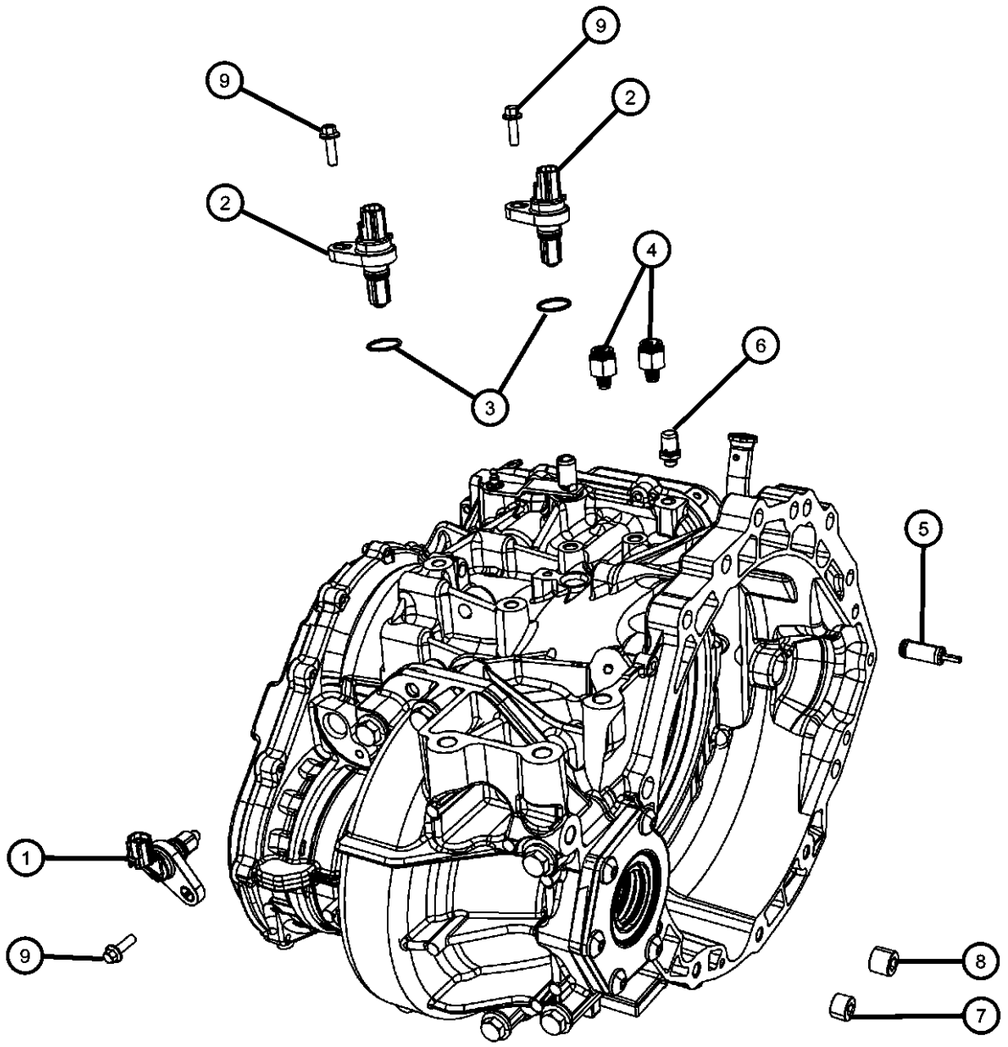


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SPEED SENSOR ASSY, Transfer
	05078930AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									SPEED SENSOR ASSY, Input output
	05078554AA	2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
		2	B, D			EGF	DG2		
3									O RING, Trans Speed Sensor
	06501657AB	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
4									CONNECTOR, Oil Cooler Hose
	04800267AA	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
5									VALVE, Cooler Bypass
	04659946AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									VENT ASSY, TRANSMISSION AIR
	04505557AB	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
7									PLUG, Hex Socket, 3/8-18NPTx.475
	06034331	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
8									PIPE PLUG, INTernal hex, .500-14X.630
	06102261AA	1	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sensors, Vents And Quick Connectors
Figure 021DG2-240

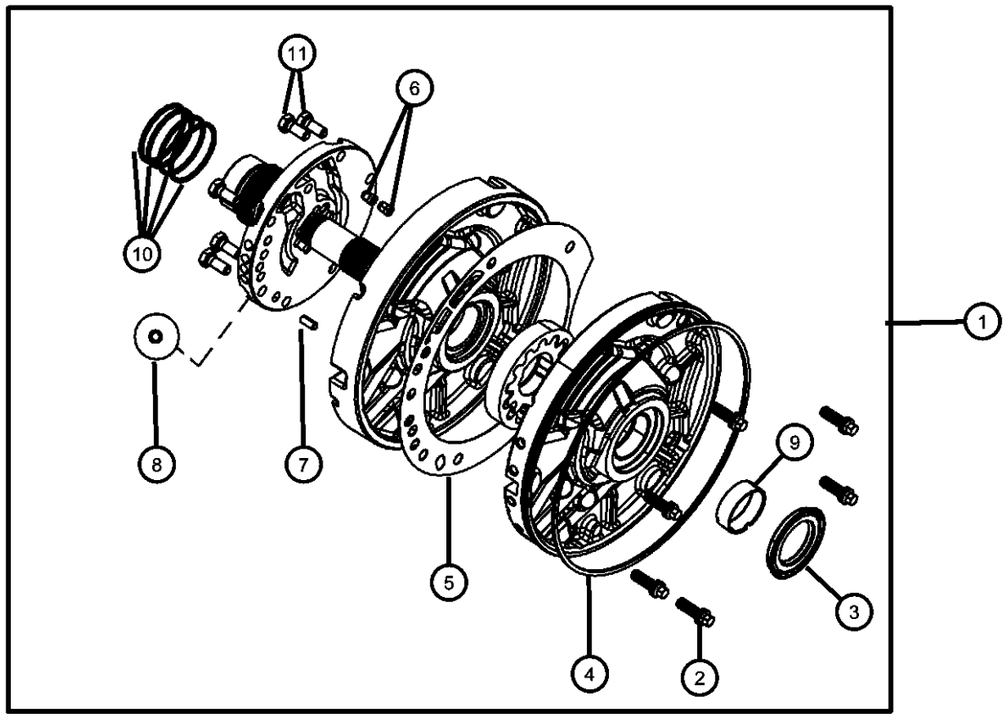


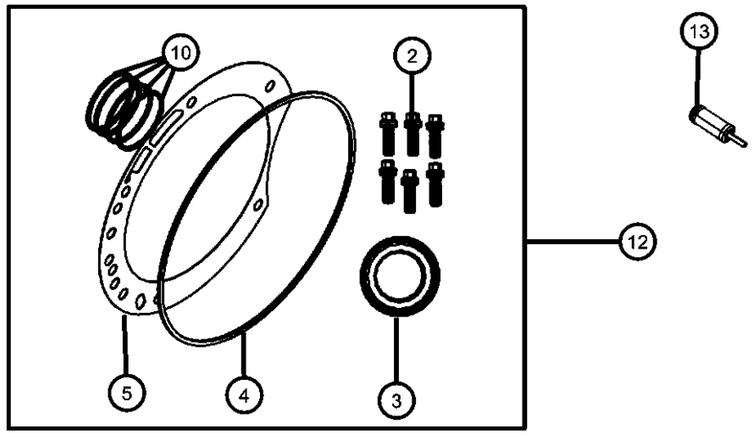
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									BOLT, M6x1.00x20
	06101331	3	B, D			EGF	DG2		
		3	B, D, E			EER	DG2		
		3	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pump
Figure 021DG2-405



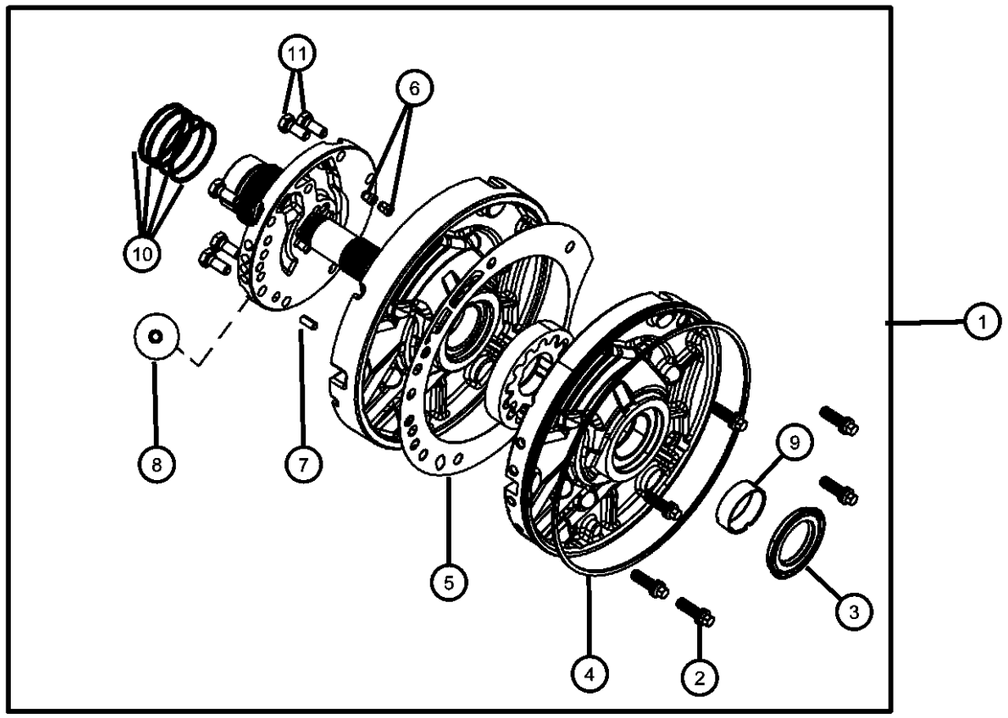


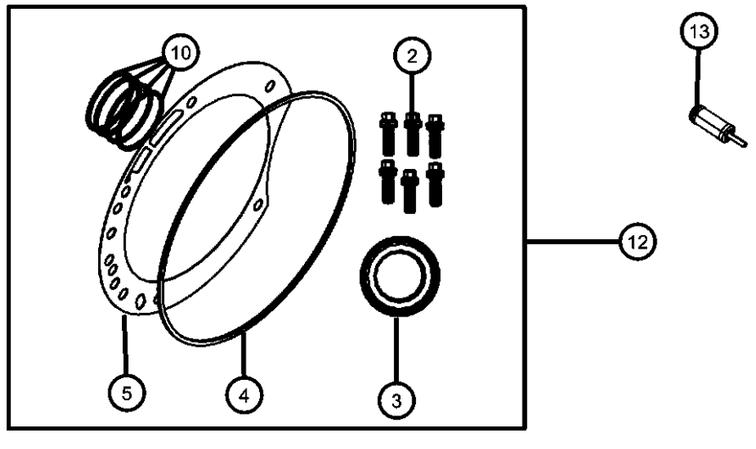
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PUMP, Transmission Oil
	68008564AA	1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
		1	E			EGF	DG2		
2									SCREW AND WASHER, Hex Flange Head, M8x1.25x25
	06506408AA	6	B, D, E			EER	DG2		
		6	E			EGF	DG2		
		6	B, D			EGF	DG2		
3									SEAL, Impeller
	05078684AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									SEAL, Oil Pump
	04659945	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									GASKET, Transmission Oil Pump
	05078568AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									BALL, Check
	00147482	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
7									DOWEL PIN
	06100902	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
8									BALL, Transmission Oil Pump
	00152127	11	B, D			EGF	DG2		Inside The Reaction Shaft Support
		6	B, D			EGF	DG2		Inside The Oil Pump Housing

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Oil Pump
Figure 021DG2-405



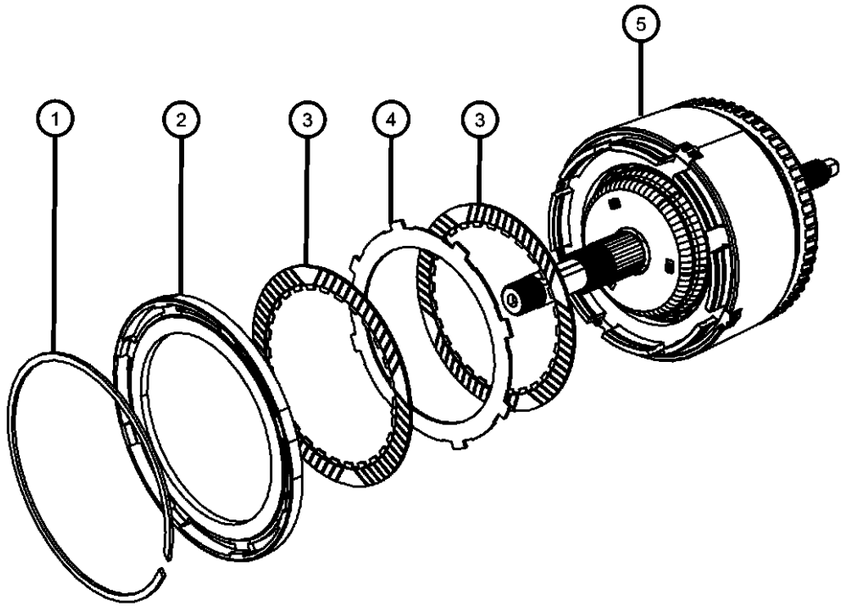


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		11	B, D, E			EER	DG2		Inside The Reaction Shaft Support
		6	E			EGF	DG2		Inside The Oil Pump Housing
		11	E			EGF	DG2		Inside The Reaction Shaft Support
		6	B, D, E			EER	DG2		Inside The Oil Pump Housing
9									BUSHING, Front Pump
	04659515	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									SEAL, Ring, Reaction Support
	04471874	4	B, D			EGF	DG2		
		4	B, D, E			EER	DG2		
		4	E			EGF	DG2		
11									BOLT, Hex Head, M8x1.25x19
	06500211	6	B, D			EGF	DG2		
		6	B, D, E			EER	DG2		
		6	E			EGF	DG2		
12									SEAL AND GASKET PACKAGE, Transmission Oil Pump
	68014103AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
13									VALVE, Cooler Bypass
	04659946AB	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-505

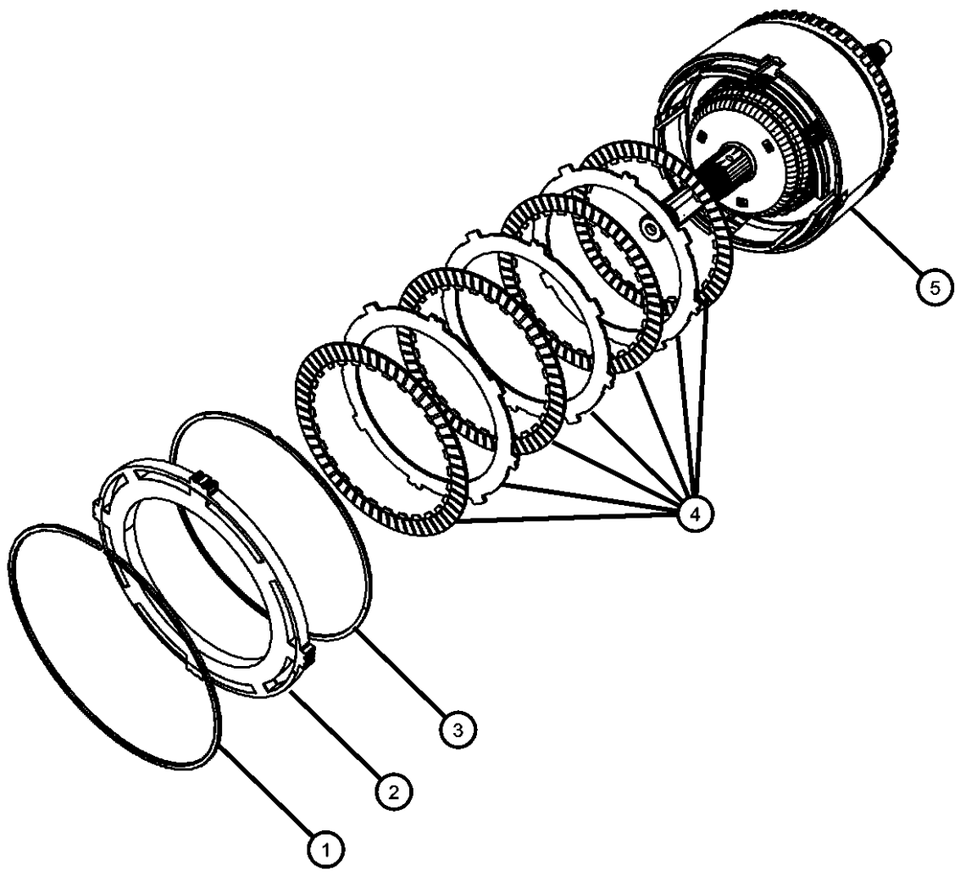


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING, Reverse Clutch
	04412871	1	E			EGF	DG2		[1.77-1.83 mm]
		1	B, D			EGF	DG2		[1.77-1.83 mm]
	04377195	1	B, D, E			EER	DG2		[1.53-1.58 mm]
		1	E			EGF	DG2		[1.53-1.58 mm]
		1	B, D			EGF	DG2		[1.53-1.58 mm]
		1	B, D, E			EER	DG2		[1.77-1.83 mm]
	04412872	1	B, D, E			EER	DG2		[2.02-2.07 mm]
		1	E			EGF	DG2		[2.02-2.07 mm]
		1	B, D			EGF	DG2		[2.02-2.07 mm]
	04412873	1	B, D, E			EER	DG2		[2.27-2.32 mm]
		1	E			EGF	DG2		[2.27-2.32 mm]
		1	B, D			EGF	DG2		[2.27-2.32 mm]
2									PLATE, Transmission Clutch Reaction
	04377194	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
3									FRICTION DISC, Trans input clutch, Reverse/underdrive
	04659635	2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
		2	B, D			EGF	DG2		
4									PLATE, Transmission O/Drive Clutch
	04659053	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5		1							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-506

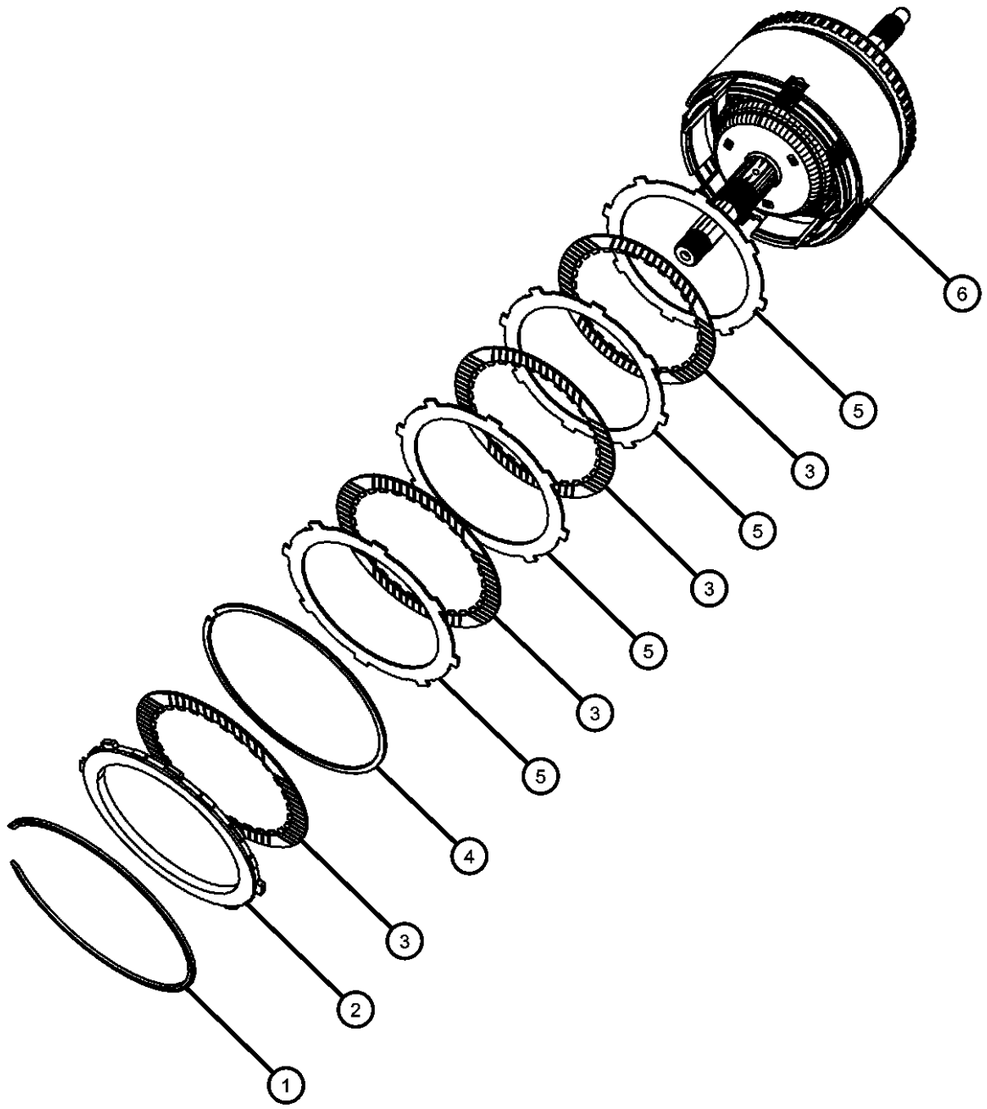


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	04505622	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
2									PRESSURE PLATE, REVERSE & OVERDRIVE CLUTCH
	04800497AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									SNAP RING
	04505621	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
4									DISC PACKAGE, Overdrive clutch
	68010495AA	1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
		1	E			EGF	DG2		
5		1							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-507

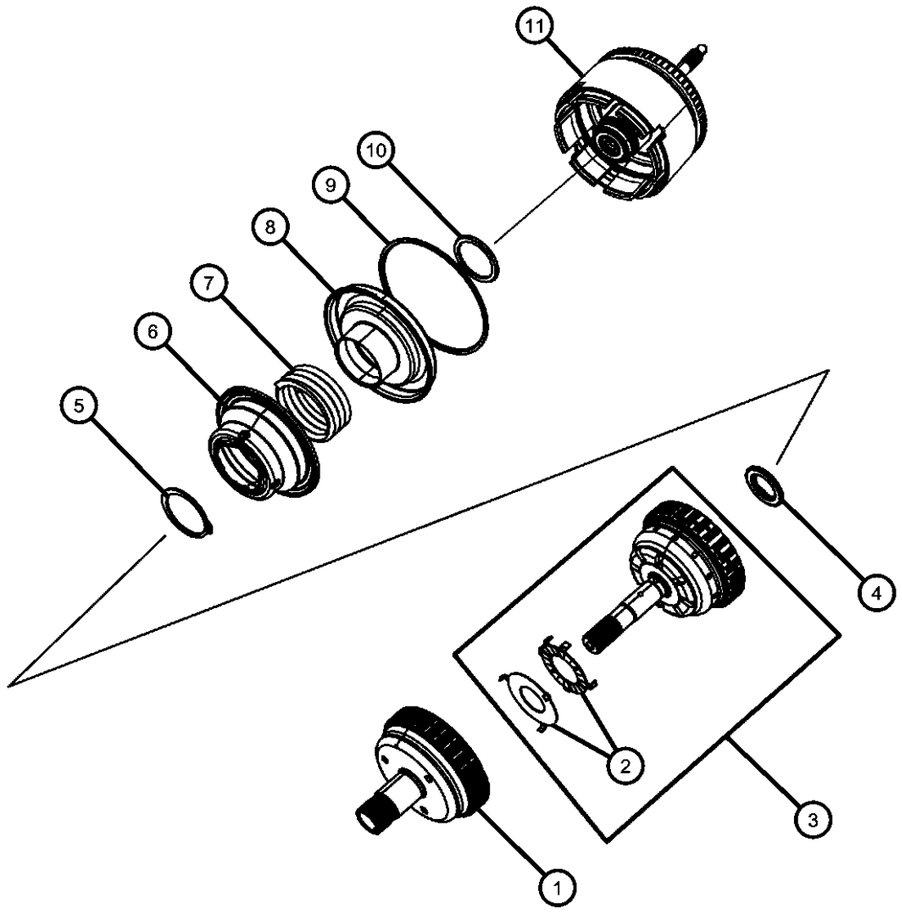


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING, Underdrive Clutch, Tapered
	04659934	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
2									PLATE PACKAGE, UNDERDRIVE REACTION
	04883013AB	1	B, D			EGF	DG2		[5.72/5.82]
		1	E			EGF	DG2		[5.72/5.82]
		1	B, D, E			EER	DG2		[5.72/5.82]
	04883014AB	1	B, D			EGF	DG2		[6.21/6.31]
		1	E			EGF	DG2		[6.21/6.31]
		1	B, D, E			EER	DG2		[6.21/6.31]
	04883015AB	1	B, D			EGF	DG2		[6.70/6.80]
		1	E			EGF	DG2		[6.70/6.80]
		1	B, D, E			EER	DG2		[6.70/6.80]
3									FRICTION DISC, Trans input clutch, Reverse/underdrive
	04659635	4	B, D, E			EER	DG2		
		4	E			EGF	DG2		
		2	B, D			EGF	DG2		
4									SNAP RING, Underdrive Clutch, Flat
	04659980	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5									PLATE, Transmission O/Drive Clutch
	04659053	4	B, D, E			EER	DG2		
		4	E			EGF	DG2		
		4	B, D			EGF	DG2		
6		4							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-508



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HUB AND SHAFT, Overdrive Clutch
	04659993	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									PLATE AND WASHER PACKAGE, Thrust
	05018923AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
3									HUB AND SHAFT PACKAGE, Underdrive Clutch
	04864936AC	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
4									THRUST BEARING
	04800082AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									SNAP RING
	06501715	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
6									RETAINER AND SEAL, Transmission U/Drive Spring
	04431612	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
7									SPRING, Drive Lower Case
	04377177	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
8									PISTON, Underdrive
	04431611	1	B, D			EGF	DG2		

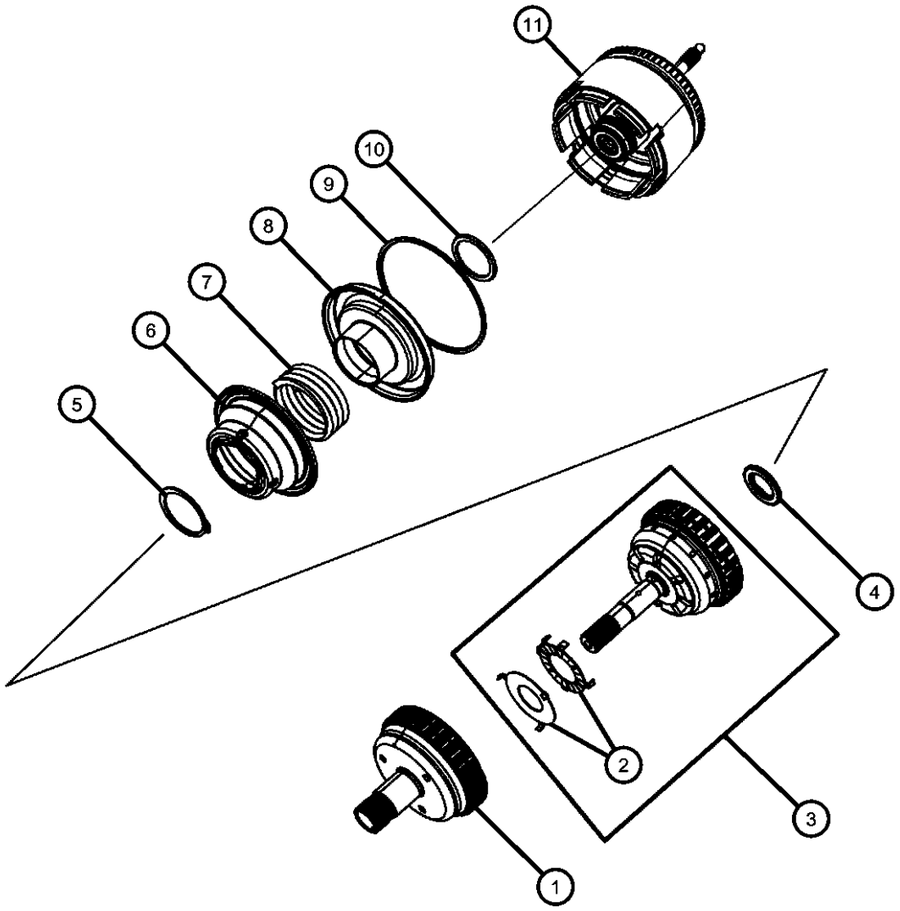
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Input Clutch Assembly
Figure 021DG2-508

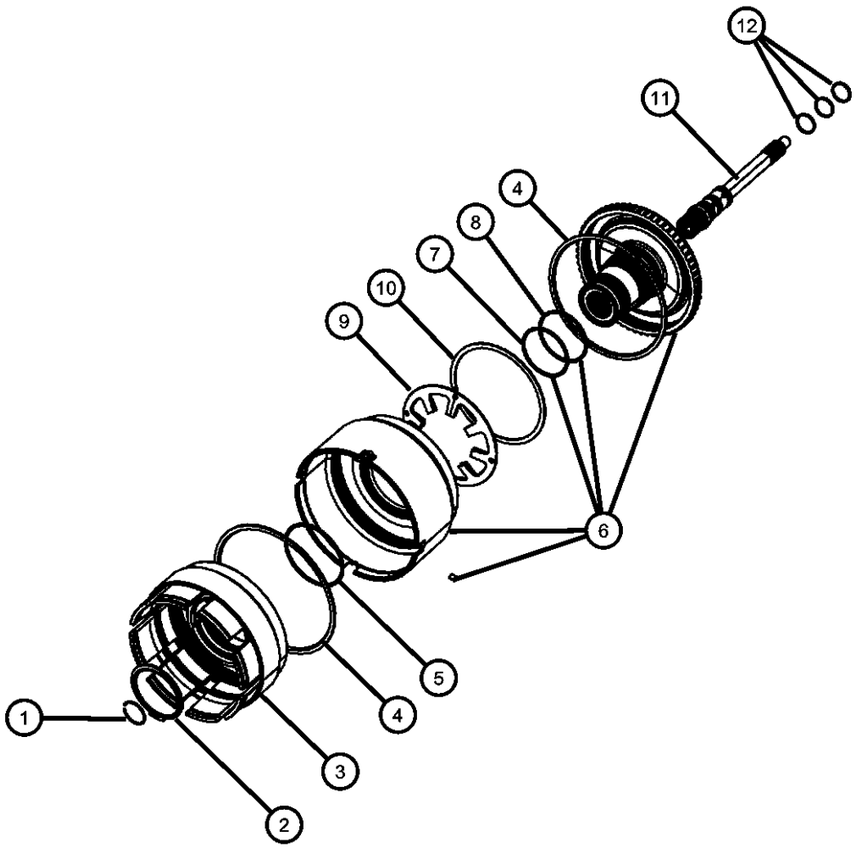


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									SEAL, Piston Outer, 140mm OD
	04659871	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
10									SEAL, Under Drive
	04659391AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
11		1							CLUTCH ASSY, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-509

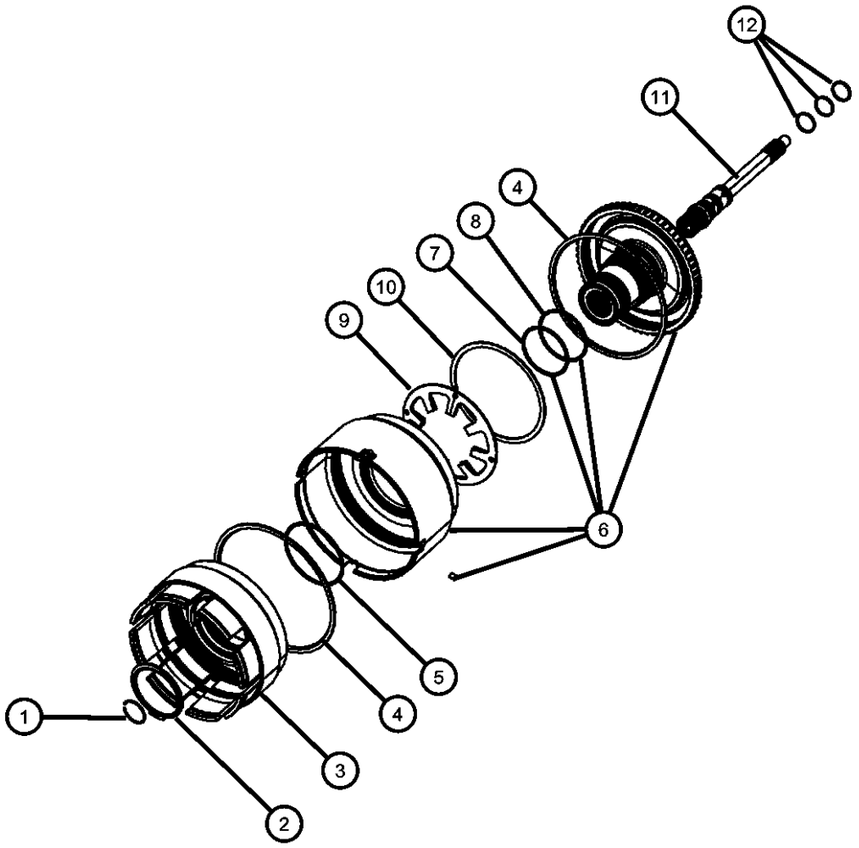


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	06501702	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
2									SNAP RING
	06507226AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
3									RETAINER, Transmission Input Clutch
	04659935AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									SEAL, Reverse Servo Piston
	04659056	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									O RING, Reverse & O/Drive Clutch Piston, Transmission
	06033158	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
6									HUB PACKAGE, Input Clutch
	05017518AB	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
7									O RING, Transmission Clutch
	06502269	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
8									O RING, Transmission Clutch
	06502271	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Input Clutch Assembly
Figure 021DG2-509

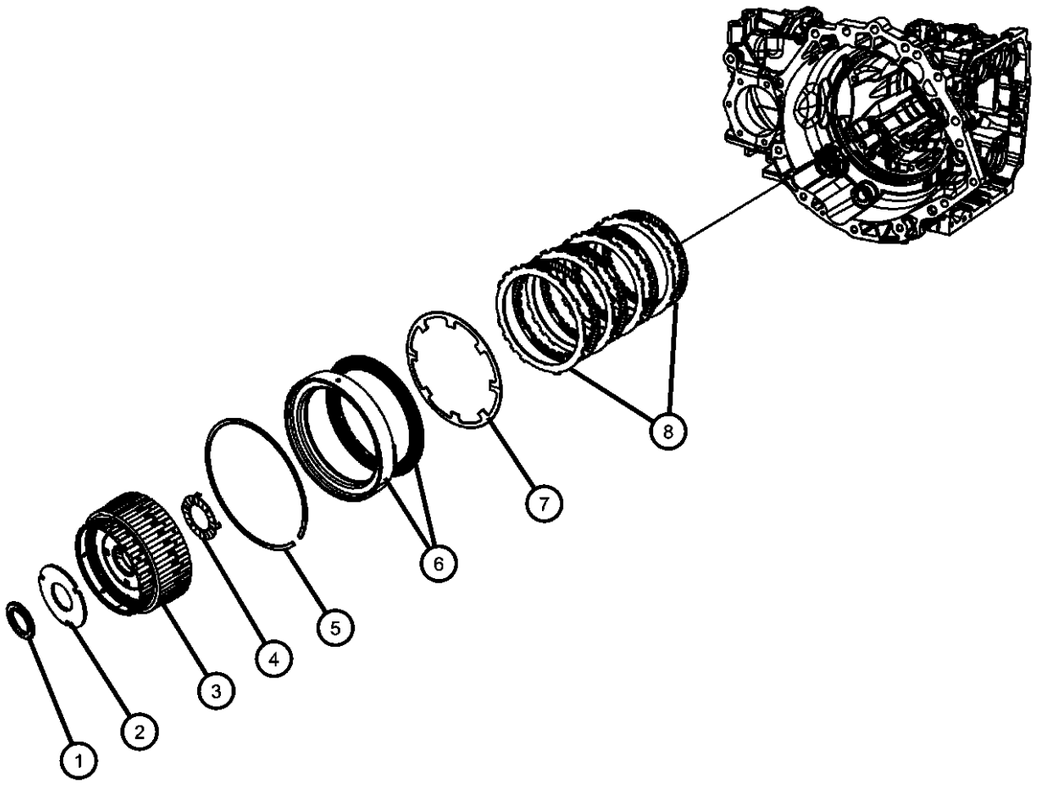


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		
9									SPRING, Overdrive Piston
	04412202	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
10									SNAP RING
	04412203	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
11									SHAFT PACKAGE, Input
	68004290AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
12									SEAL, Input Shaft
	04446543	3	B, D			EGF	DG2		
		3	B, D, E			EER	DG2		
		3	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

2 / 4 Clutch
Figure 021DG2-510

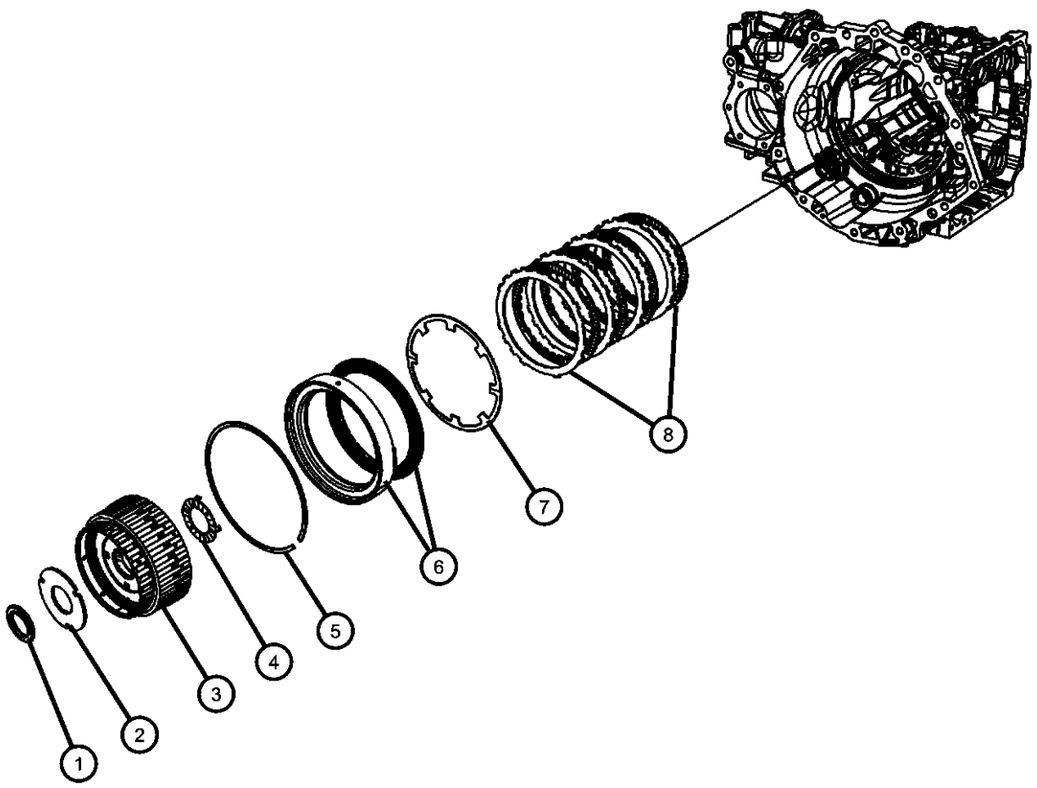


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									THRUST BEARING
	04412209	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									PLATE, Transmission O/Drive Clutch
	03836237AB	1	B, D			EGF	DG2		[1.70/1.77 mm]
		1	B, D, E			EER	DG2		[1.70/1.77 mm]
		1	E			EGF	DG2		[1.70/1.77 mm]
	03836238AB	AR	B, D			EGF	DG2		[1.92/1.99 mm]
		AR	B, D, E			EER	DG2		[1.92/1.99 mm]
		AR	E			EGF	DG2		[1.92/1.99 mm]
	03836241AB	1	E			EGF	DG2		[2.58/2.65 mm]
	04431665AB	1	B, D			EGF	DG2		[1.59/1.66 mm]
		1	B, D, E			EER	DG2		[1.59/1.66 mm]
	03836239AB	AR	B, D			EGF	DG2		[2.14/2.21 mm]
		AR	B, D, E			EER	DG2		[2.14/2.21 mm]
		AR	E			EGF	DG2		[2.14/2.21 mm]
	03836240AB	AR	B, D			EGF	DG2		[2.36/2.43 mm]
		AR	B, D, E			EER	DG2		[2.36/2.43 mm]
		AR	E			EGF	DG2		[2.36/2.43 mm]
		1	B, D			EGF	DG2		[2.58/2.65 mm]
		1	B, D, E			EER	DG2		[2.58/2.65 mm]
	04431669AB	1	B, D			EGF	DG2		[2.47/2.54 mm]
		1	B, D, E			EER	DG2		[2.47/2.54 mm]
		1	E			EGF	DG2		[1.59/1.66 mm]
	04431666AB	1	B, D			EGF	DG2		[1.81/1.88 mm]
		1	B, D, E			EER	DG2		[1.81/1.88 mm]
		1	E			EGF	DG2		[1.81/1.88 mm]
	04431667AB	1	B, D			EGF	DG2		[2.03/2.10 mm]
		1	B, D, E			EER	DG2		[2.03/2.10 mm]
		1	E			EGF	DG2		[2.03/2.10 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

2 / 4 Clutch
Figure 021DG2-510

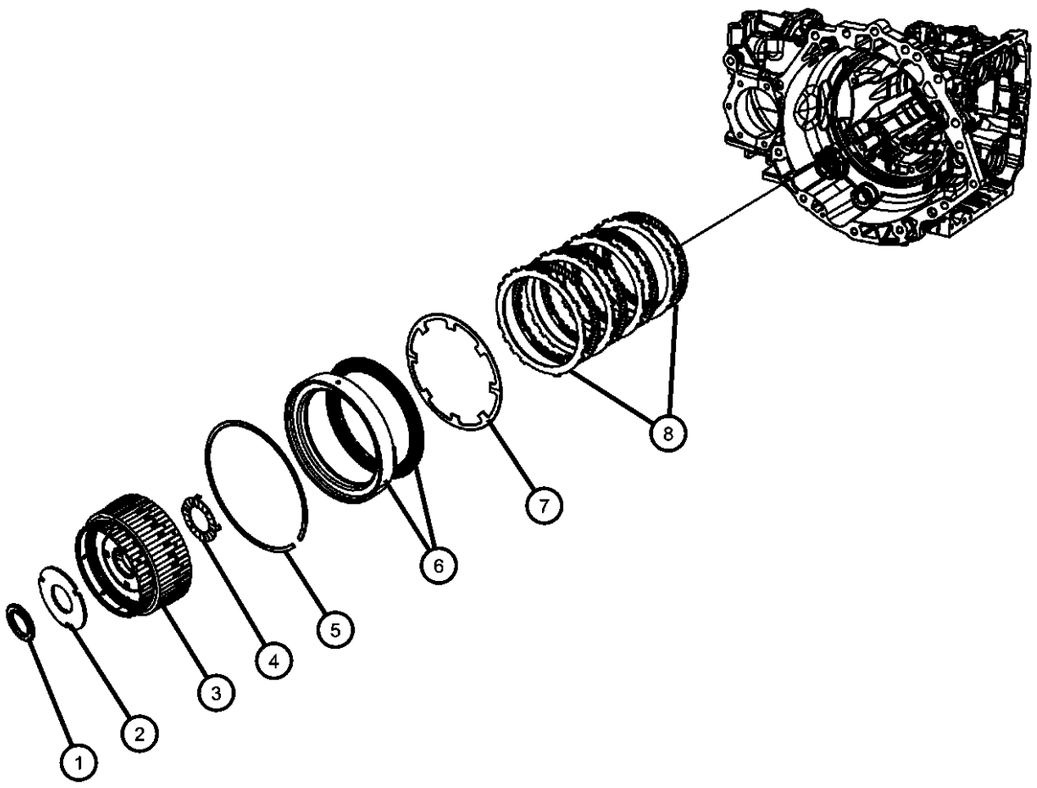


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04431668AB	1	B, D			EGF	DG2		[2.25/2.32 mm]
		1	B, D, E			EER	DG2		[2.25/2.32 mm]
		1	E			EGF	DG2		[2.25/2.32 mm]
		1	E			EGF	DG2		[2.47/2.54 mm]
	04446670AB	1	B, D			EGF	DG2		[2.69/2.76 mm]
		1	B, D, E			EER	DG2		[2.69/2.76 mm]
		1	E			EGF	DG2		[2.69/2.76 mm]
	04446671AB	1	B, D			EGF	DG2		[2.91/2.98 mm]
		1	B, D, E			EER	DG2		[2.91/2.98 mm]
		1	E			EGF	DG2		[2.91/2.98 mm]
3									HUB AND GEAR, Second And Fourth Clutch
	04659618AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									THRUST WASHER, Second and Fourth Clutch
	04412216AB	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
5									SNAP RING
	04505591	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									RETAINER PACKAGE, 2nd & 4th Clutch Piston
	68020279AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
7									SPRING, 2nd And 4th Clutch Piston
	04412248	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

2 / 4 Clutch
Figure 021DG2-510

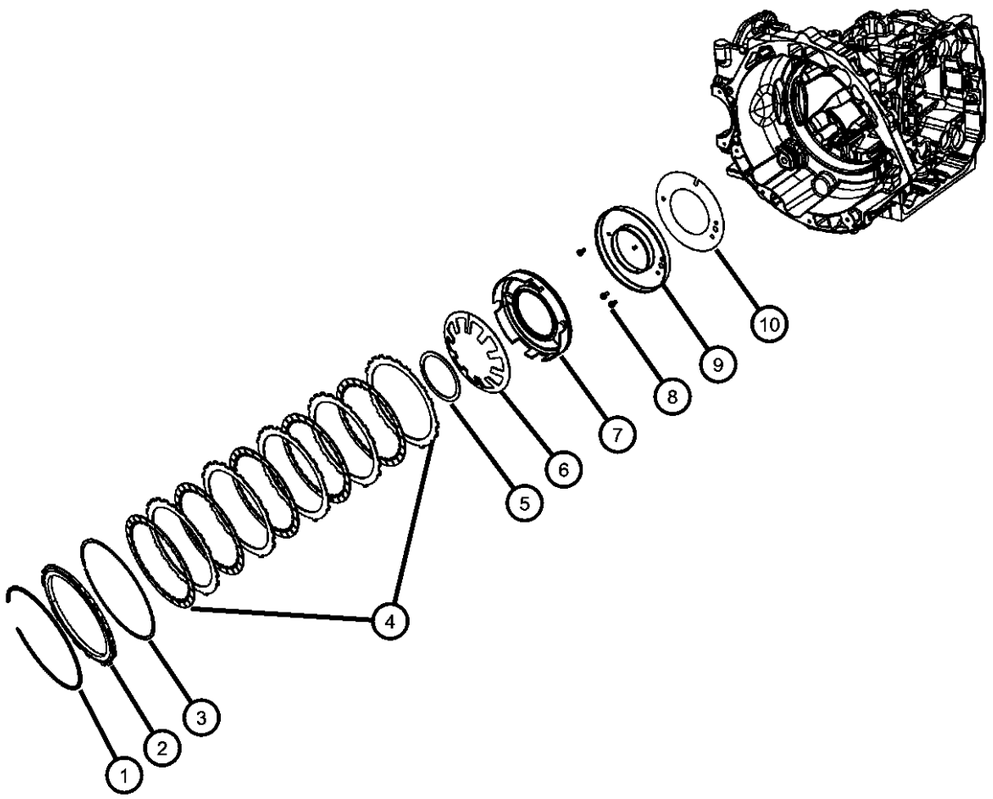


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		
8									CLUTCH PACKAGE, Auto Transmission
	68004330AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Low / Reverse Clutch
Figure 021DG2-511

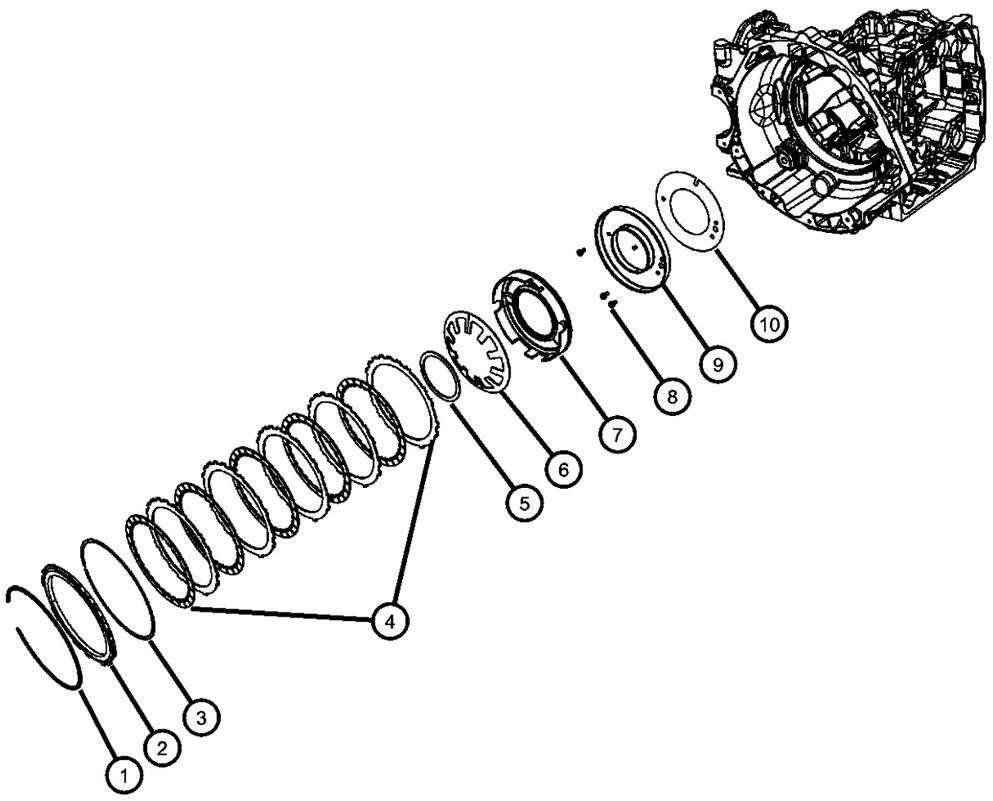


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING
	04800378AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									REACTION PLATE
	05078832AA	1	B, D			EGF	DG2		[6.663 mm]
		1	B, D, E			EER	DG2		[6.663 mm]
		1	E			EGF	DG2		[6.663 mm]
	05078833AA	1	B, D			EGF	DG2		[6.923 mm]
		1	B, D, E			EER	DG2		[6.923 mm]
		1	E			EGF	DG2		[6.923 mm]
	05078829AA	1	B, D			EGF	DG2		[5.883 mm]
		1	B, D, E			EER	DG2		[5.883 mm]
		1	E			EGF	DG2		[5.883 mm]
	05078831AA	1	B, D, E			EER	DG2		[6.403 mm]
	05078830AA	1	B, D			EGF	DG2		[6.143 mm]
		1	B, D, E			EER	DG2		[6.143 mm]
		1	E			EGF	DG2		[6.143 mm]
		1	B, D			EGF	DG2		[6.403 mm]
		1	E			EGF	DG2		[6.403 mm]
3									SNAP RING
	04412395	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									CLUTCH PACKAGE, Automatic Transmission, Low/Reverse
	68004331AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
5									SNAP RING
	06501853	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Low / Reverse Clutch
Figure 021DG2-511

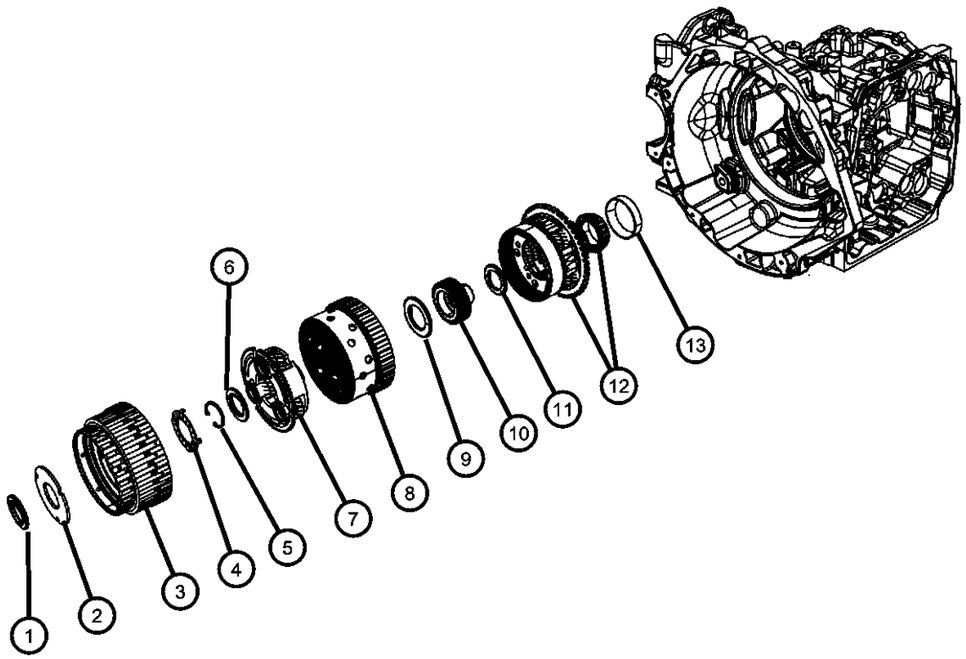


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		
6									SPRING, Low/Reverse Clutch Piston
	04800236AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
7									PISTON, Low and Reverse Clutch
	05078591AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
8									SCREW AND WASHER, Pan Head, M5x0.8x11.00
	06501819	3	B, D			EGF	DG2		
		3	B, D, E			EER	DG2		
		3	E			EGF	DG2		
9									RETAINER PKG, TRANSMISSION L/R CLUTCH RETAINER W/GASKET
	68800255AA	1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
10									GASKET PKG, Clutch Retainer Gasket W ISheet, Larger Hole Gasket
	68003039AA	1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front / Rear Planetary
Figure 021DG2-602



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									THRUST BEARING
	04412209	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
2									PLATE, Transmission O/Drive Clutch
	03836237AB	1	B, D			EGF	DG2		[1.70/1.77 mm]
		1	B, D, E			EER	DG2		[1.70/1.77 mm]
		1	E			EGF	DG2		[1.70/1.77 mm]
	03836238AB	AR	B, D			EGF	DG2		[1.92/1.99 mm]
		AR	B, D, E			EER	DG2		[1.92/1.99 mm]
		AR	E			EGF	DG2		[1.92/1.99 mm]
	03836239AB	AR	B, D			EGF	DG2		[2.14/2.21 mm]
		AR	B, D, E			EER	DG2		[2.14/2.21 mm]
		AR	E			EGF	DG2		[2.14/2.21 mm]
	03836240AB	AR	B, D			EGF	DG2		[2.36/2.43 mm]
		AR	B, D, E			EER	DG2		[2.36/2.43 mm]
		AR	E			EGF	DG2		[2.36/2.43 mm]
	03836241AB	1	B, D			EGF	DG2		[2.58/2.65 mm]
		1	B, D, E			EER	DG2		[2.58/2.65 mm]
		1	E			EGF	DG2		[2.58/2.65 mm]
	04431665AB	1	B, D, E			EER	DG2		[1.59/1.66 mm]
		1	E			EGF	DG2		[1.59/1.66 mm]
	04431666AB	1	B, D			EGF	DG2		[1.81/1.88 mm]
		1	B, D, E			EER	DG2		[1.81/1.88 mm]
		1	E			EGF	DG2		[1.81/1.88 mm]
	04431667AB	1	B, D			EGF	DG2		[2.03/2.10 mm]
		1	B, D, E			EER	DG2		[2.03/2.10 mm]
		1	E			EGF	DG2		[2.03/2.10 mm]
	04431668AB	1	B, D			EGF	DG2		[2.25/2.32 mm]
		1	B, D, E			EER	DG2		[2.25/2.32 mm]
		1	E			EGF	DG2		[2.25/2.32 mm]

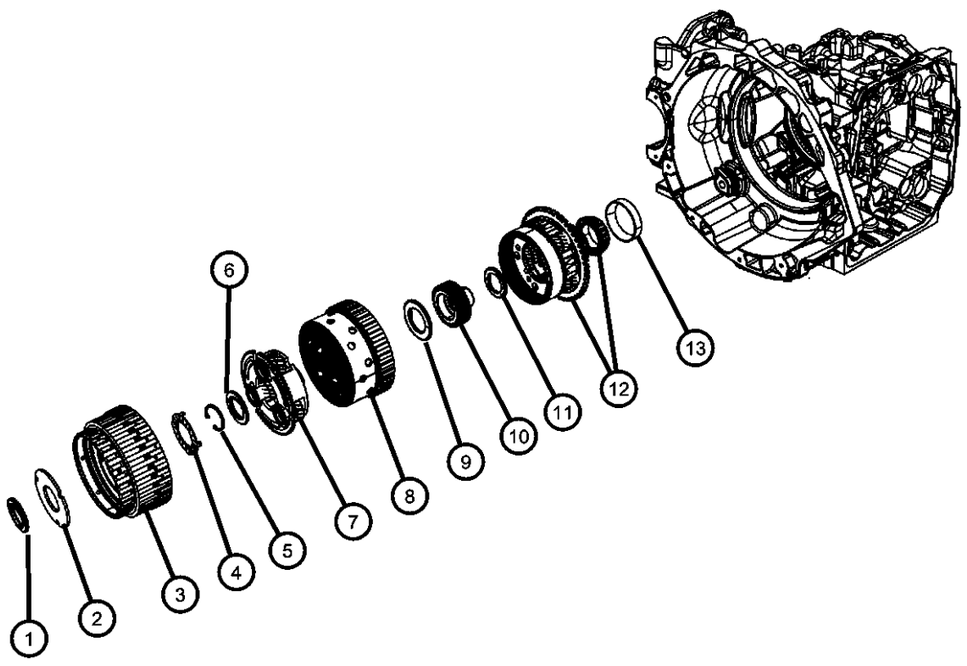
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Front / Rear Planetary
Figure 021DG2-602

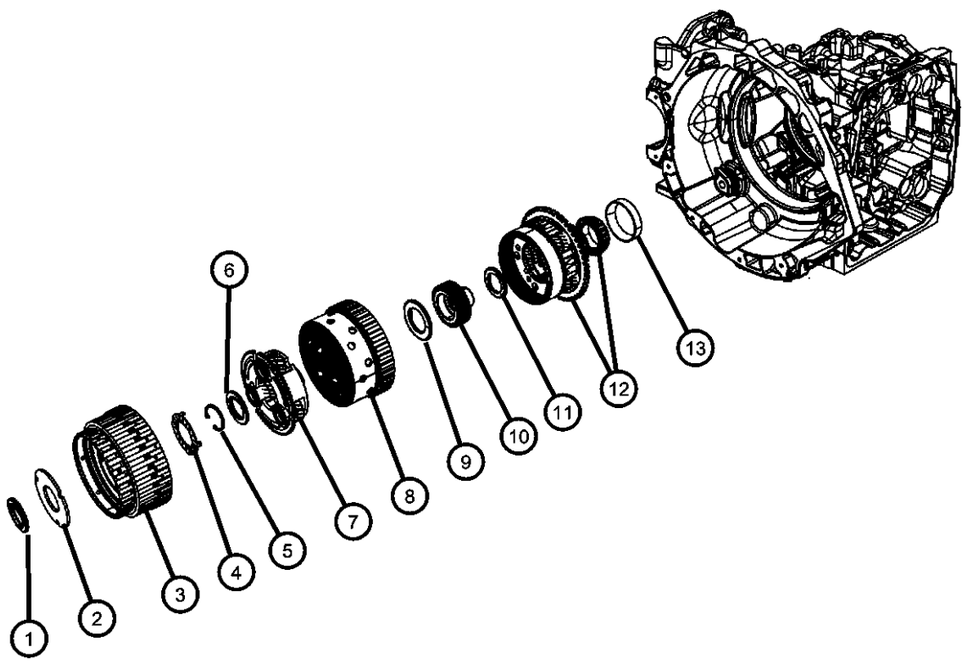


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D			EGF	DG2		[1.59/1.66 mm]
	04431669AB	1	E			EGF	DG2		[2.47/2.54 mm]
	04446670AB	1	B, D			EGF	DG2		[2.69/2.76 mm]
		1	B, D, E			EER	DG2		[2.69/2.76 mm]
		1	E			EGF	DG2		[2.69/2.76 mm]
	04446671AB	1	B, D			EGF	DG2		[2.91/2.98 mm]
		1	B, D, E			EER	DG2		[2.91/2.98 mm]
		1	E			EGF	DG2		[2.91/2.98 mm]
		1	B, D			EGF	DG2		[2.47/2.54 mm]
		1	B, D, E			EER	DG2		[2.47/2.54 mm]
3									HUB AND GEAR, Second And Fourth Clutch
	04659618AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									THRUST WASHER, Second and Fourth Clutch
	04412216AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									SNAP RING
	06035238	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
6									THRUST BEARING
	04567262	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
7									CARRIER, Planetary Pinion
	04567539AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front / Rear Planetary
Figure 021DG2-602

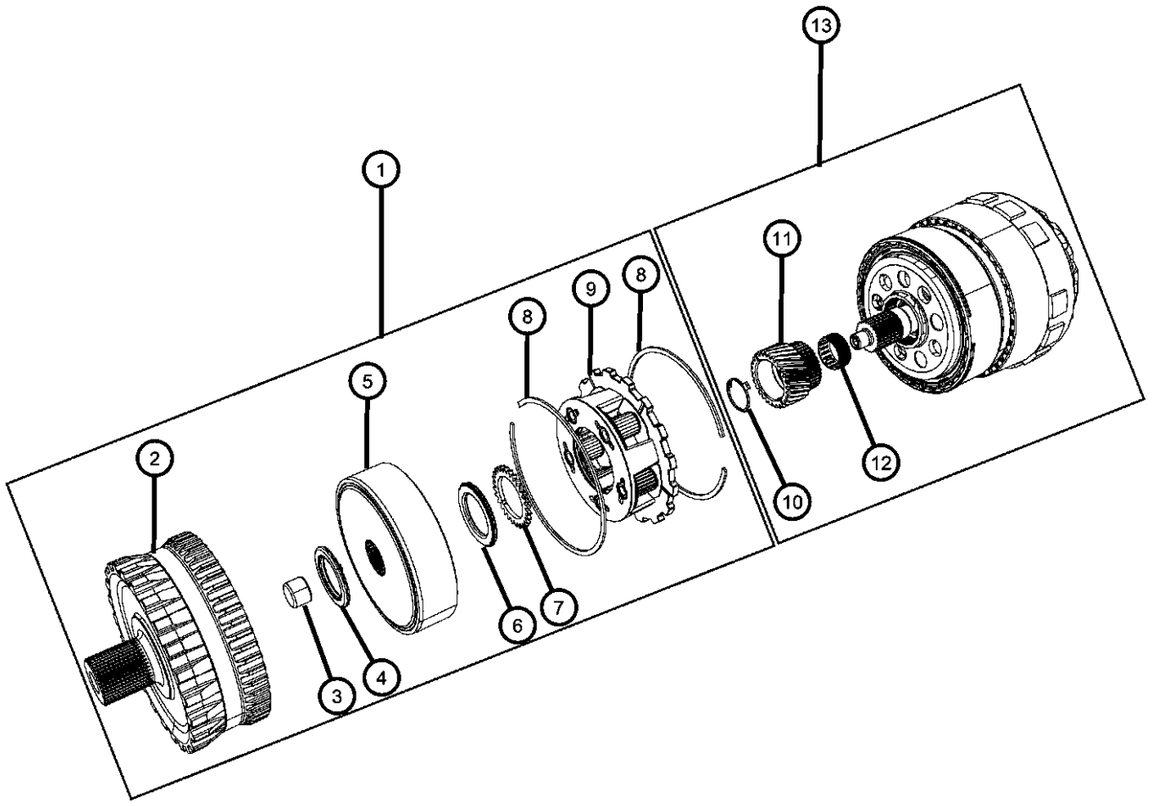


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8									GEAR, Annulus
	04799794	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									THRUST BEARING, Rear Sun Gear, Front
	04412229AB	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
10									GEAR, Sun
	04377080	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
11									THRUST BEARING
	04567262	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
12									CARRIER AND BEARING, Planet Pinion
	68017162AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
13		1							BEARING CUP, Differential, Serviced With the Transmission Case, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-603

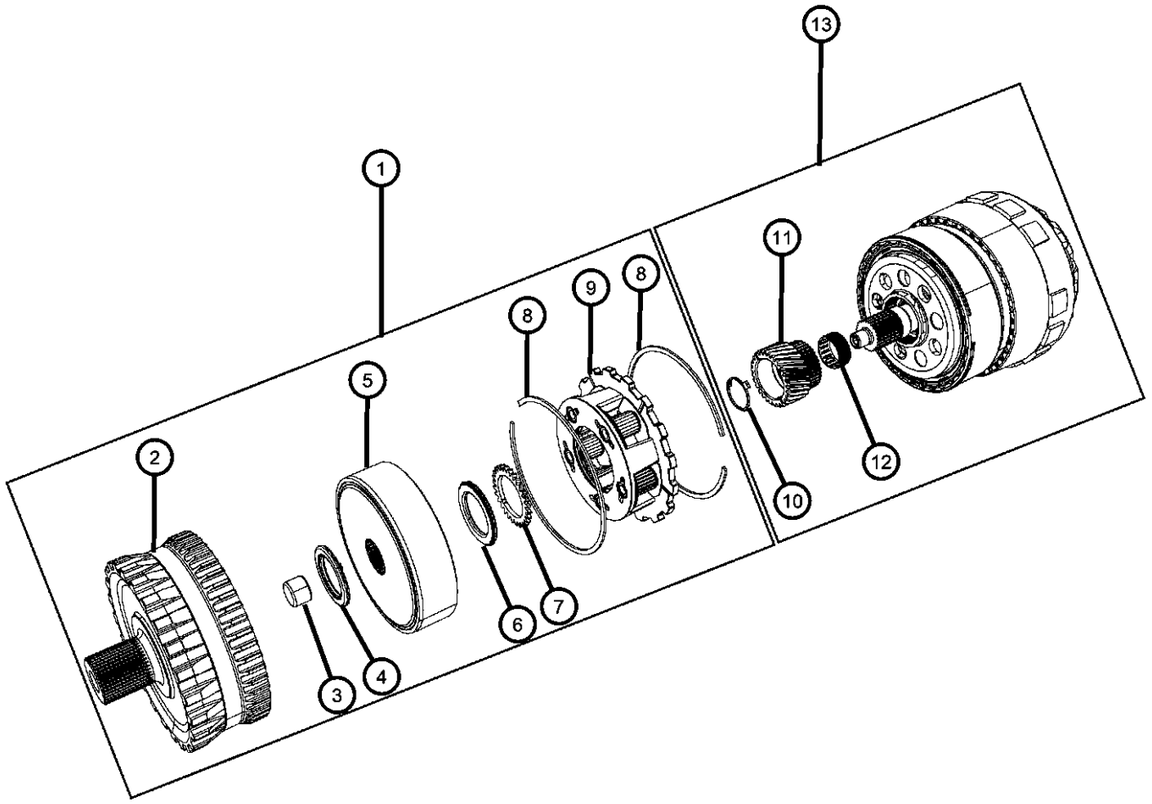


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05078876AA	1	E			EGF	DG2		GEAR, Planetary
2									SHAFT, Output
	05078637AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3		1							BEARING, Needle roller, (NOT SERVICED)
4									THRUST BEARING, Trans front planet pinion carrier
	05078617AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5		1							GEAR, Annulus, (NOT SERVICED)
6									BEARING, Thrust needle
	05078643AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
7									SPACER, Selectable
	04800590AA	1	B, D			EGF	DG2		[2.748-2.798 mm]
		1	B, D, E			EER	DG2		[2.748-2.798 mm]
		1	E			EGF	DG2		[2.748-2.798 mm]
	04800591AA	1	B, D			EGF	DG2		[2.853-2.903 mm]
		1	B, D, E			EER	DG2		[2.853-2.903 mm]
		1	E			EGF	DG2		[2.853-2.903 mm]
	04800592AA	1	B, D			EGF	DG2		[2.958-3.008 mm]
		1	B, D, E			EER	DG2		[2.958-3.008 mm]
		1	E			EGF	DG2		[2.958-3.008 mm]
	04800593AA	1	B, D			EGF	DG2		[3.063-3.113 mm]
		1	B, D, E			EER	DG2		[3.063-3.113 mm]
		1	E			EGF	DG2		[3.063-3.113 mm]
	04800594AA	1	B, D			EGF	DG2		[3.168-3.218 mm]
		1	B, D, E			EER	DG2		[3.168-3.218 mm]
		1	E			EGF	DG2		[3.168-3.218 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-603

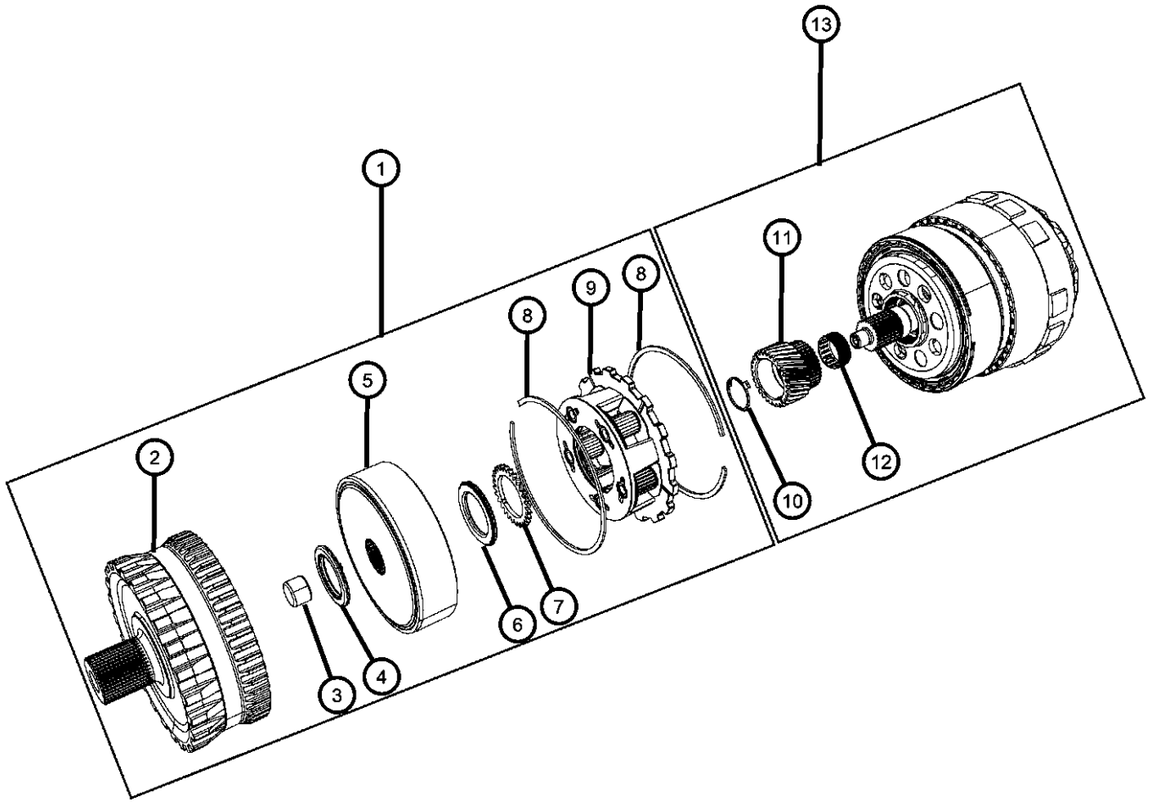


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04800595AA	1	B, D			EGF	DG2		[3.273-3.323 mm]
		1	B, D, E			EER	DG2		[3.273-3.323 mm]
		1	E			EGF	DG2		[3.273-3.323 mm]
	04800596AA	1	B, D			EGF	DG2		[3.378-3.428 mm]
		1	B, D, E			EER	DG2		[3.378-3.428 mm]
		1	E			EGF	DG2		[3.378-3.428 mm]
	04800600AA	1	B, D			EGF	DG2		[3.693-3.743 mm]
		1	B, D, E			EER	DG2		[3.693-3.743 mm]
		1	E			EGF	DG2		[3.693-3.743 mm]
	04800601AA	1	B, D			EGF	DG2		[3.798-3.848 mm]
		1	B, D, E			EER	DG2		[3.798-3.848 mm]
		1	E			EGF	DG2		[3.798-3.848 mm]
	04800602AA	1	B, D			EGF	DG2		[3.903-3.953 mm]
		1	B, D, E			EER	DG2		[3.903-3.953 mm]
		1	E			EGF	DG2		[3.903-3.953 mm]
	04800603AA	1	B, D			EGF	DG2		[4.008-4.058 mm]
		1	B, D, E			EER	DG2		[4.008-4.058 mm]
		1	E			EGF	DG2		[4.008-4.058 mm]
	04800604AA	1	B, D			EGF	DG2		[4.113-4.163 mm]
		1	B, D, E			EER	DG2		[4.113-4.163 mm]
		1	E			EGF	DG2		[4.113-4.163 mm]
	04800605AA	1	B, D			EGF	DG2		[4.218-4.268 mm]
		1	B, D, E			EER	DG2		[4.218-4.268 mm]
		1	E			EGF	DG2		[4.218-4.268 mm]
	04800606AA	1	B, D			EGF	DG2		[4.323-4.373 mm]
		1	B, D, E			EER	DG2		[4.323-4.373 mm]
		1	E			EGF	DG2		[4.323-4.373 mm]
	04800607AA	1	B, D			EGF	DG2		[4.428-4.478 mm]
		1	B, D, E			EER	DG2		[4.428-4.478 mm]
		1	E			EGF	DG2		[4.428-4.478 mm]
	04800598AA	1	B, D			EGF	DG2		[3.483-3.533 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-603

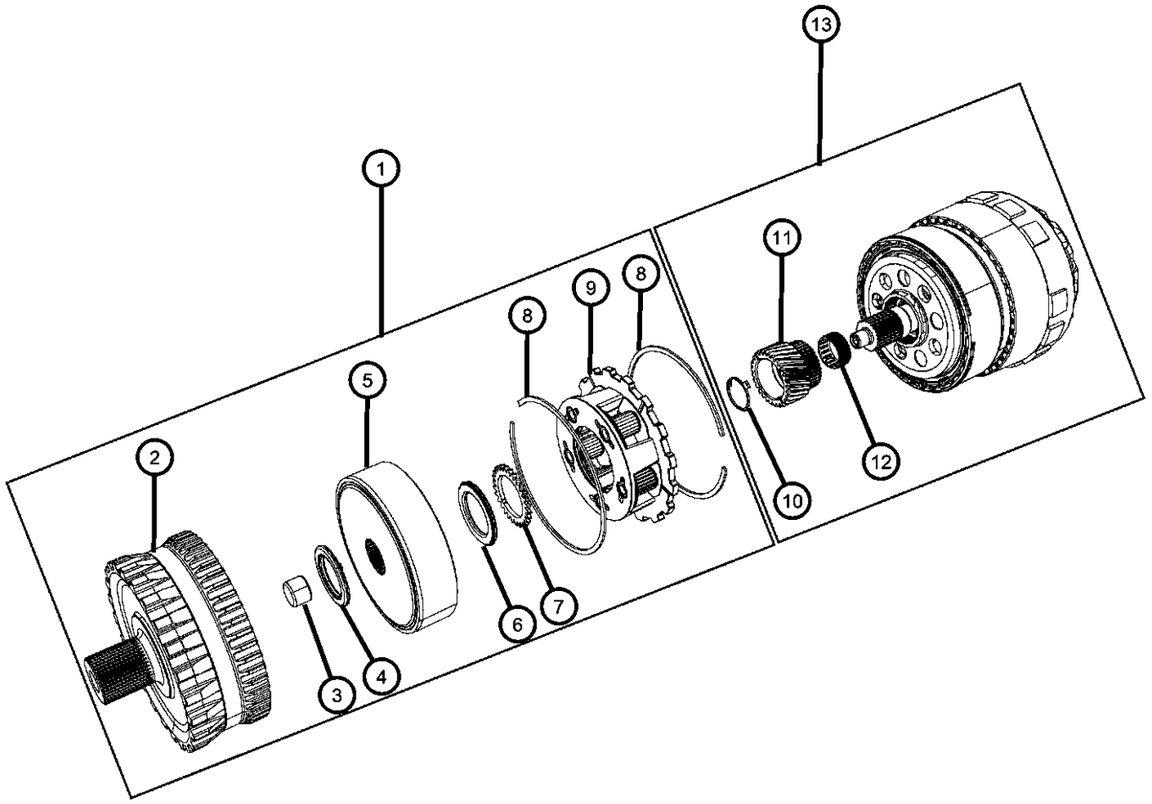


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		[3.483-3.533 mm]
		1	E			EGF	DG2		[3.483-3.533 mm]
	04800599AA	1	B, D			EGF	DG2		[3.588-3.638 mm]
		1	B, D, E			EER	DG2		[3.588-3.638 mm]
		1	E			EGF	DG2		[3.588-3.638 mm]
	04800608AA	1	B, D			EGF	DG2		[4.533-4.583 mm]
		1	B, D, E			EER	DG2		[4.533-4.583 mm]
		1	E			EGF	DG2		[4.533-4.583 mm]
	04800609AA	1	B, D			EGF	DG2		[4.638-4.688 mm]
		1	B, D, E			EER	DG2		[4.638-4.688 mm]
		1	E			EGF	DG2		[4.638-4.688 mm]
	04800610AA	1	B, D			EGF	DG2		[4.743-4.793 mm]
		1	B, D, E			EER	DG2		[4.743-4.793 mm]
		1	E			EGF	DG2		[4.743-4.793 mm]
	04800611AA	1	B, D			EGF	DG2		[4.848-4.898 mm]
		1	B, D, E			EER	DG2		[4.848-4.898 mm]
		1	E			EGF	DG2		[4.848-4.898 mm]
	04800612AA	1	B, D			EGF	DG2		[4.953-5.003 mm]
		1	B, D, E			EER	DG2		[4.953-5.003 mm]
		1	E			EGF	DG2		[4.953-5.003 mm]
	04800613AA	1	B, D			EGF	DG2		[5.058-5.108 mm]
		1	B, D, E			EER	DG2		[5.058-5.108 mm]
		1	E			EGF	DG2		[5.058-5.108 mm]
	04800614AA	1	B, D			EGF	DG2		[5.163-5.213 mm]
		1	B, D, E			EER	DG2		[5.163-5.213 mm]
		1	E			EGF	DG2		[5.163-5.213 mm]
8									SNAP RING, Internal - CARRIER TO OUTPUT SHAFT
	05078869AA	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-603

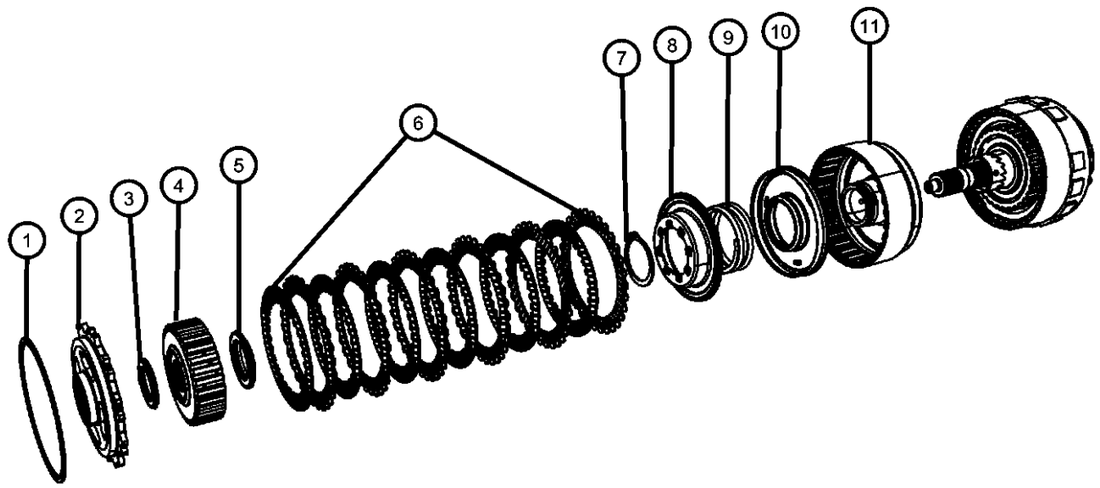


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9		2							PLANET CARRIER, Complete - underdrive carrier, (NOT SERVICED)
10									SNAP RING
	05078635AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
11									SUN GEAR ASSEMBLY, Machined
	05078632AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
12									BEARING, Caged needle
	05078634AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
13									UNDERDRIVE ASSEMBLY
	05078815AC	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-604

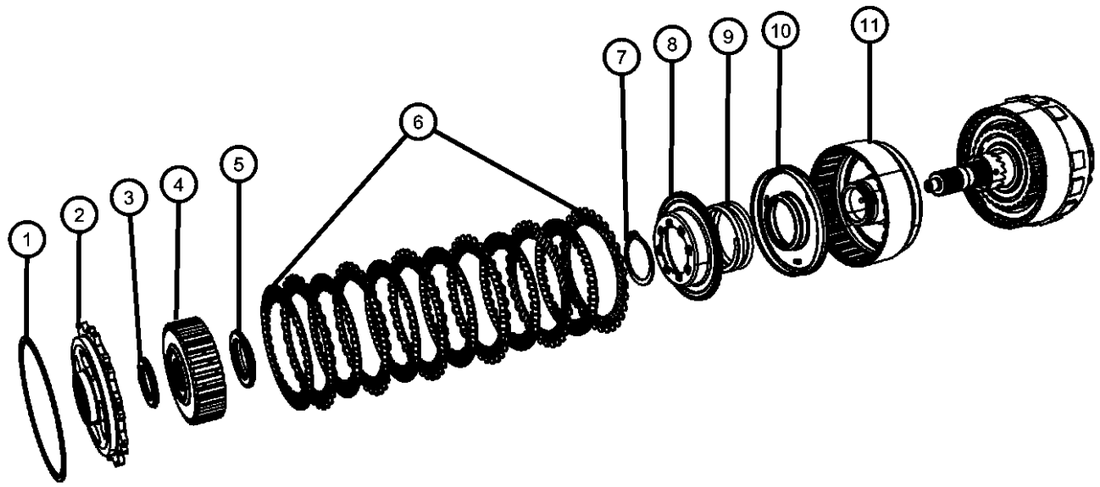


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SNAP RING, Tapered
	05078630AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
2									REACTION PLATE PACKAGE, Direct clutch, set of 6
	68004116AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
3									THRUST BEARING, Trans front planet pinion carrier
	05078617AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									HUB, Direct Clutch
	05078654AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									NEEDLE BEARING, Thrust
	05078636AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									CLUTCH PACKAGE, Underdrive direct clutch
	68004114AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
7									SNAP RING, DIRECT CLUTCH PISTON SPRING RETAINer
	05078929AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
8									RETAINER, Direct clutch balance piston return

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-604

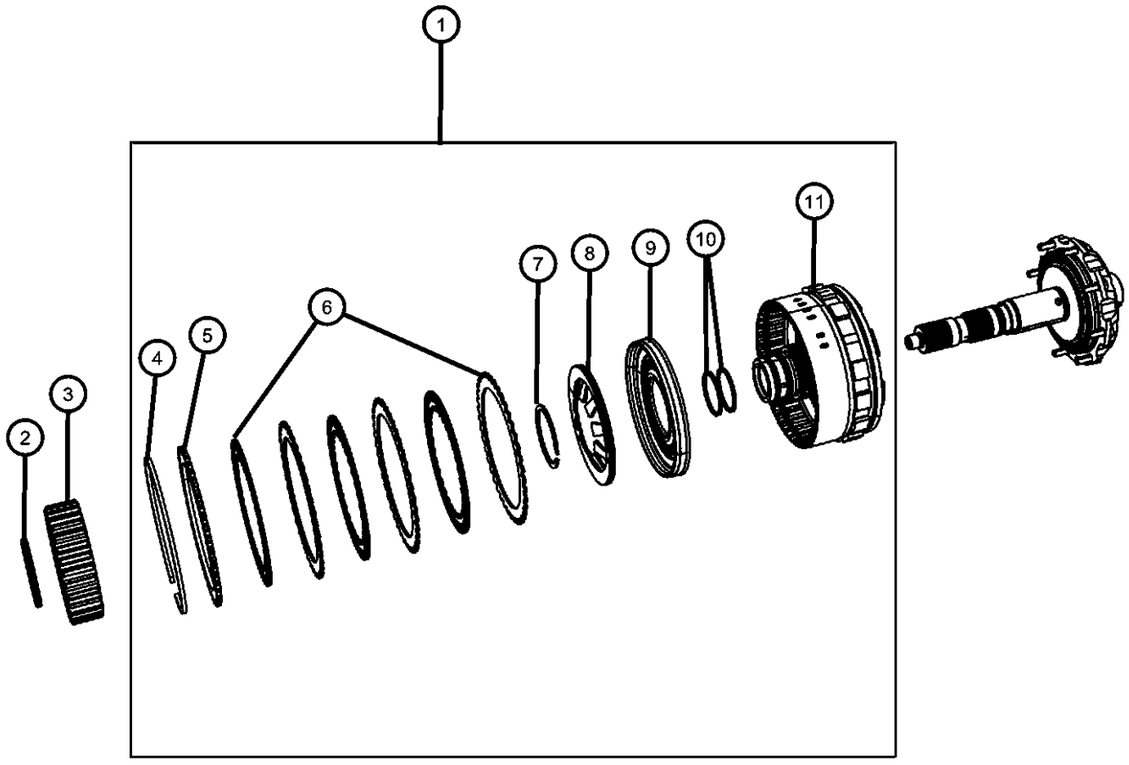


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05078625AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									SPRING, DIRECT CLUTCH PISTON RETURN
	05078624AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									PISTON, Direct clutch
	05078622AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
11									RETAINER, Direct clutch
	05078619AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-605

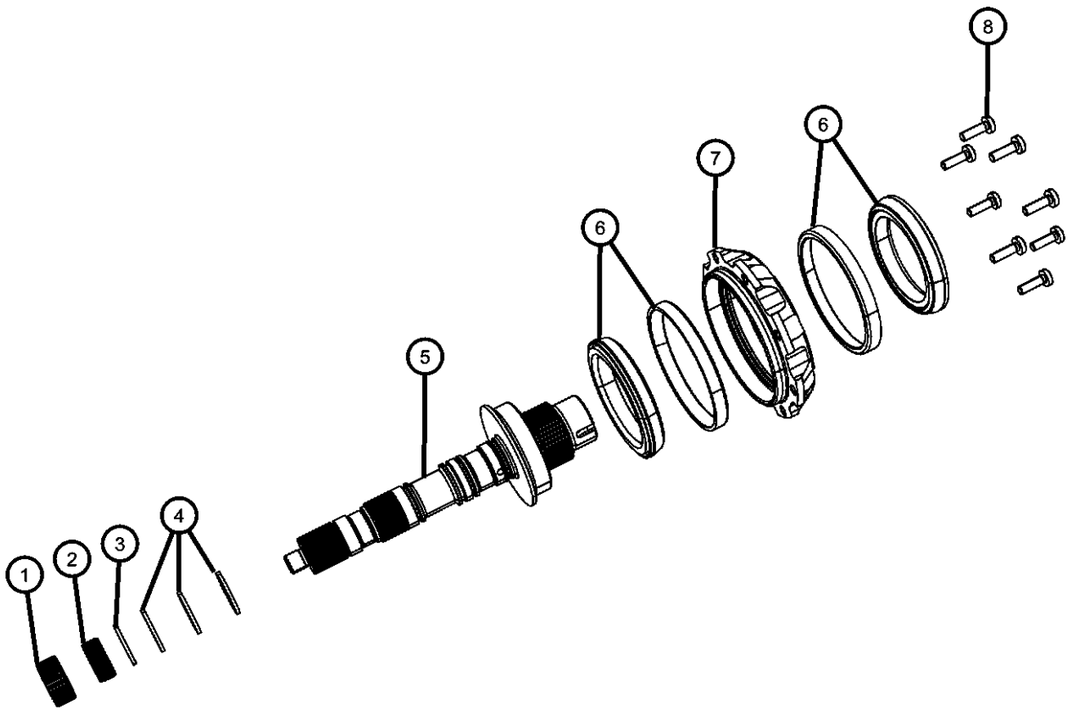


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									RETAINER ASSEMBLY, L/R Clutch
	05078796AA	1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
2									BEARING ASSY, THRUST - DIRECT CLUTCH RETAINER
	05078931AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									CLUTCH ASSEMBLY, Overrunning clutch
	05078621AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
4		1							SNAP RING PACKAGE, Low clutch, selective sizes 2.78 - 4.39 mm, (NOT SERVICED)
5		1							REACTION PLATE, Low clutch, (NOT SERVICED)
6		1							CLUTCH PACKAGE, Underdrive low clutch, (NOT SERVICED)
7		1							SNAP RING, LOW CLUTCH RETURN SPRING, (NOT SERVICED)
8		1							SPRING, Low clutch retainer, (NOT SERVICED)
9		1							PISTON, Low clutch retainer, (NOT SERVICED)
10		1							SEAL RING, Low clutch retainer, (NOT SERVICED)
11		1							RETAINER, Low clutch, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Underdrive Compounder
Figure 021DG2-606

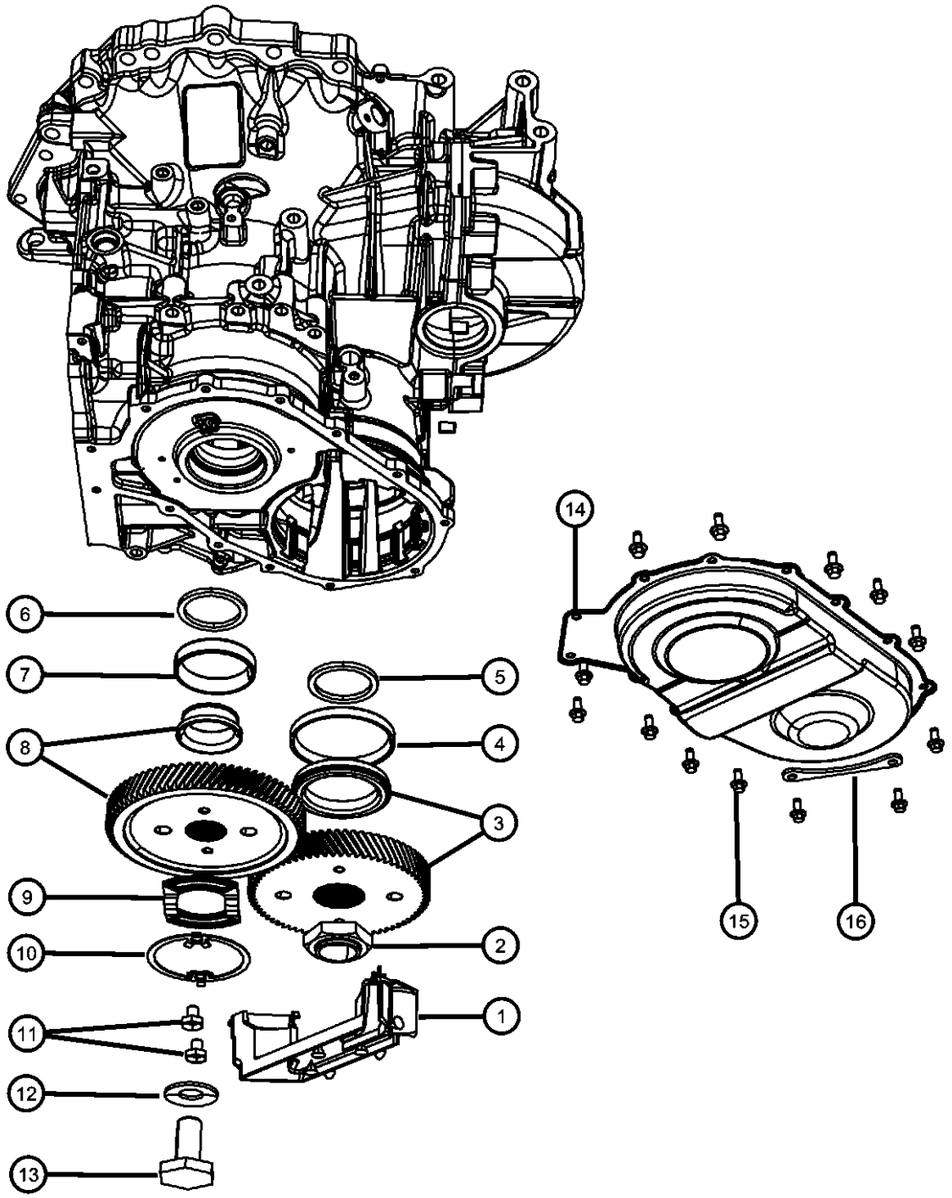


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05078634AA	1	B, D, E			EER	DG2		BEARING, Caged needle
2	05169089AA	1	B, D, E			EER	DG2		BEARING, Caged needle
3	68019088AA	1	B, D, E			EER	DG2		SEAL RING, Teflon, Green Seal
4	68018615AA	3	B, D, E			EER	DG2		SEAL RING, Teflon, White Seal
5		3							SHAFT, (NOT SERVICED)
6	68051332AA	1	B, D, E			EER	DG2		BEARING AND CUP KIT, Transfer Shaft/Gear
7	04800387AA	1	B, D, E			EER	DG2		RETAINER, Transfer gear bearing, underdrive assembly
8	06104143AA	8	B, D, E			EER	DG2		SCREW, M6X1.0X20.0

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

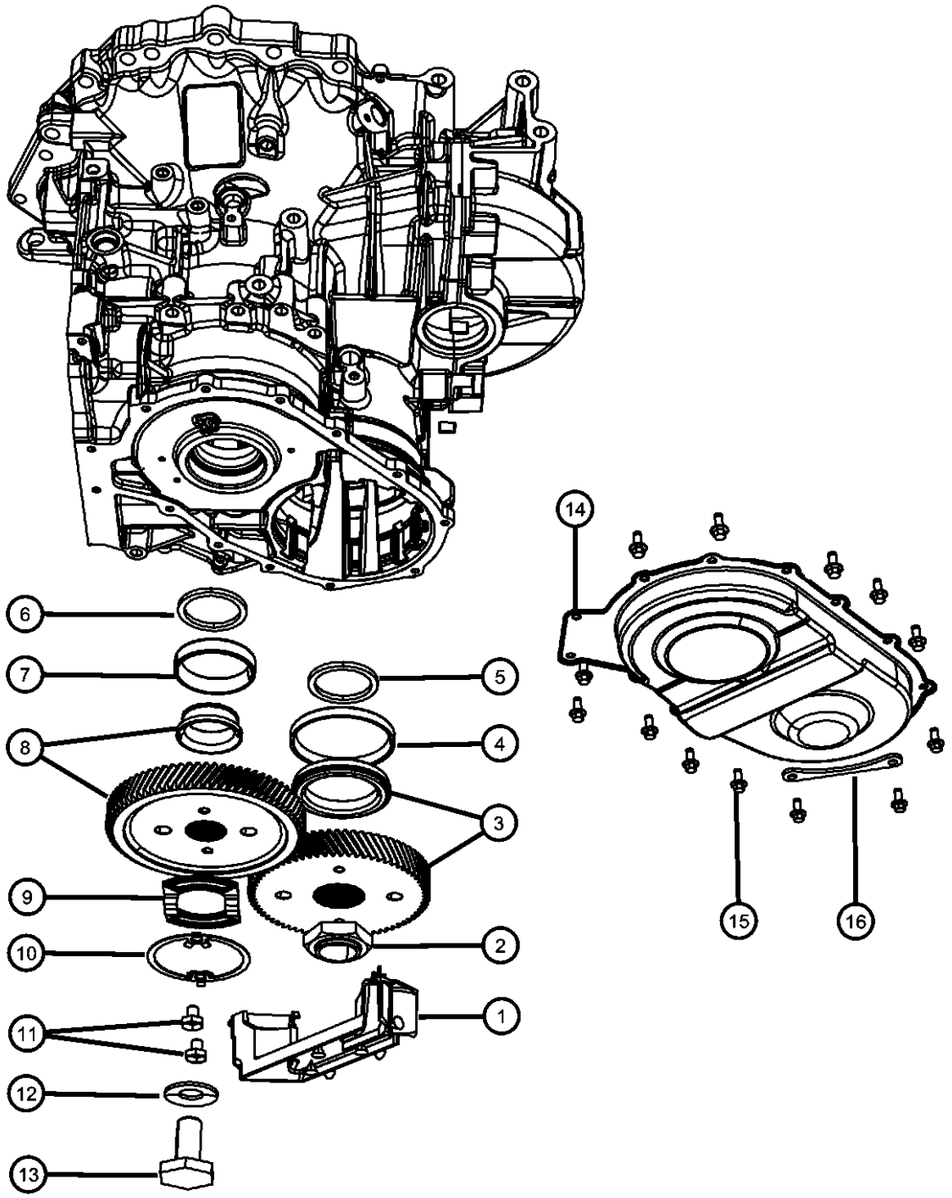


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DEFLECTOR
	04872683AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
2									NUT, Hex - M33X1.50
	06508521AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									GEAR, TRANSFER (70 teeth), 41 tooth SPLINE, Includes Bearing Cone
	68021260AA	1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
4		1							BEARING CUP, Transfer Gear, Serviced With Retainer P/N 4800387AA, (NOT SERVICED)
5									SPACER, TRANSFER SHAFT BEARING
	04800558AA	1	B, D			EGF	DG2		[3.86 - 3.88 mm]
		1	B, D, E			EER	DG2		[3.86 - 3.88 mm]
		1	E			EGF	DG2		[3.86 - 3.88 mm]
	04800559AA	1	B, D			EGF	DG2		[3.89 - 3.91 mm]
		1	B, D, E			EER	DG2		[3.89 - 3.91 mm]
		1	E			EGF	DG2		[3.89 - 3.91 mm]
	04800560AA	1	B, D			EGF	DG2		[3.92 - 3.94 mm]
	04800561AA	1	B, D			EGF	DG2		[3.95 - 3.97 mm]
		1	B, D, E			EER	DG2		[3.95 - 3.97 mm]
		1	E			EGF	DG2		[3.95 - 3.97 mm]
	04800562AA	1	B, D			EGF	DG2		[3.98 - 4.00 mm]
		1	B, D, E			EER	DG2		[3.98 - 4.00 mm]
		1	E			EGF	DG2		[3.98 - 4.00 mm]
	04800563AA	1	B, D			EGF	DG2		[4.01 - 4.03 mm]
		1	B, D, E			EER	DG2		[4.01 - 4.03 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

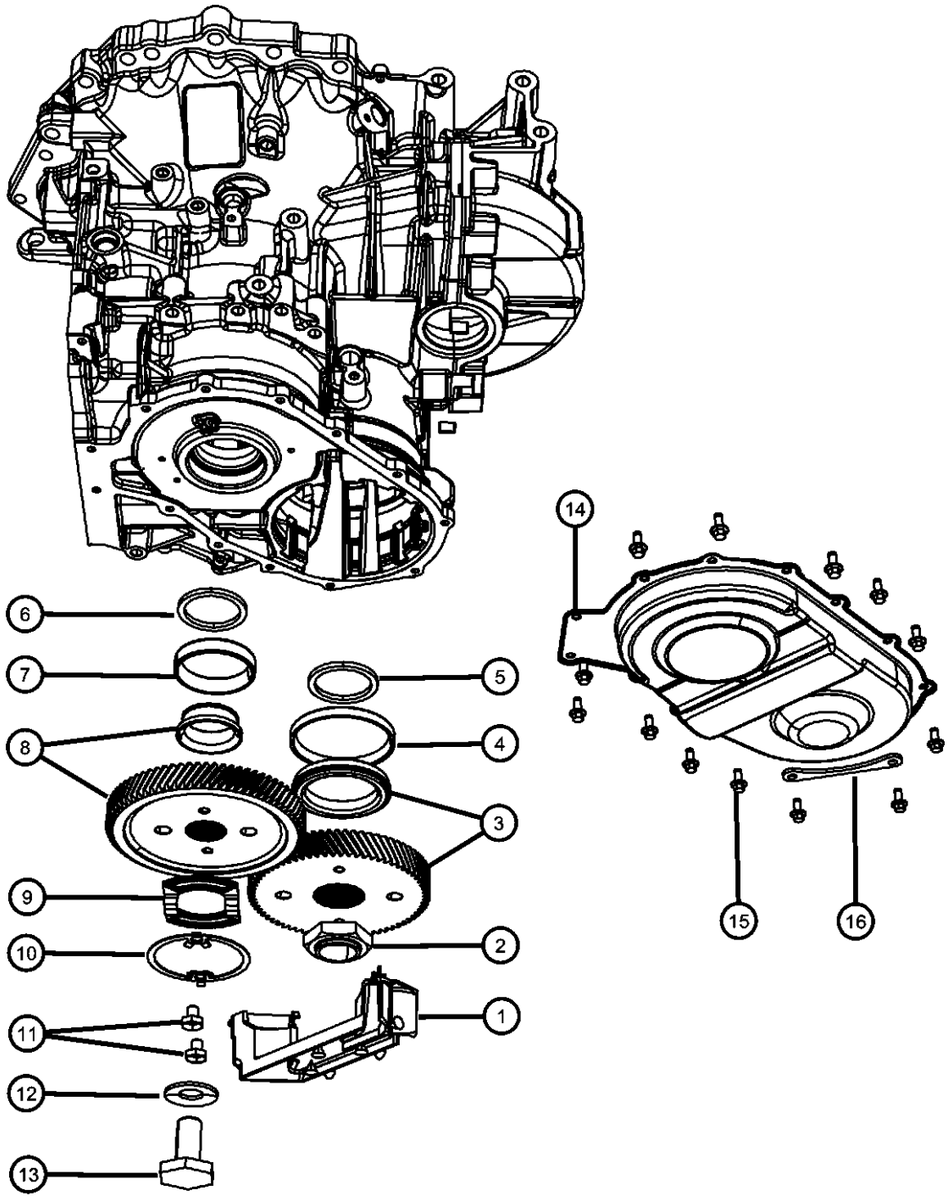


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		[4.01 - 4.03 mm]
	04800564AA	1	B, D			EGF	DG2		[4.04 - 4.06 mm]
		1	B, D, E			EER	DG2		[3.92 - 3.94 mm]
		1	E			EGF	DG2		[3.92 - 3.94 mm]
	04800565AA	1	B, D, E			EER	DG2		[4.07 - 4.09 mm]
		1	E			EGF	DG2		[4.07 - 4.09 mm]
	04800566AA	1	B, D			EGF	DG2		[4.10 - 4.12 mm]
		1	B, D, E			EER	DG2		[4.10 - 4.12 mm]
		1	E			EGF	DG2		[4.10 - 4.12 mm]
	04800567AA	1	B, D			EGF	DG2		[4.13 - 4.15 mm]
		1	B, D, E			EER	DG2		[4.13 - 4.15 mm]
		1	E			EGF	DG2		[4.13 - 4.15 mm]
	04800568AA	1	B, D			EGF	DG2		[4.16 - 4.18 mm]
		1	B, D, E			EER	DG2		[4.04 - 4.06 mm]
		1	E			EGF	DG2		[4.04 - 4.06 mm]
		1	B, D			EGF	DG2		[4.07 - 4.09 mm]
	04800569AA	1	E			EGF	DG2		[4.19 - 4.21 mm]
	04800570AA	1	B, D			EGF	DG2		[4.22 - 4.24 mm]
		1	B, D, E			EER	DG2		[4.22 - 4.24 mm]
		1	E			EGF	DG2		[4.22 - 4.24 mm]
	04800571AA	1	B, D			EGF	DG2		[4.25 - 4.27 mm]
		1	B, D, E			EER	DG2		[4.25 - 4.27 mm]
		1	E			EGF	DG2		[4.25 - 4.27 mm]
	04800572AA	1	B, D			EGF	DG2		[4.28 - 4.30 mm]
		1	B, D, E			EER	DG2		[4.16 - 4.18 mm]
		1	E			EGF	DG2		[4.16 - 4.18 mm]
		1	B, D			EGF	DG2		[4.19 - 4.21 mm]
		1	B, D, E			EER	DG2		[4.19 - 4.21 mm]
		1	B, D, E			EER	DG2		[4.28 - 4.30 mm]
		1	E			EGF	DG2		[4.28 - 4.30 mm]
	04800573AA	1	B, D			EGF	DG2		[4.31 - 4.33 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

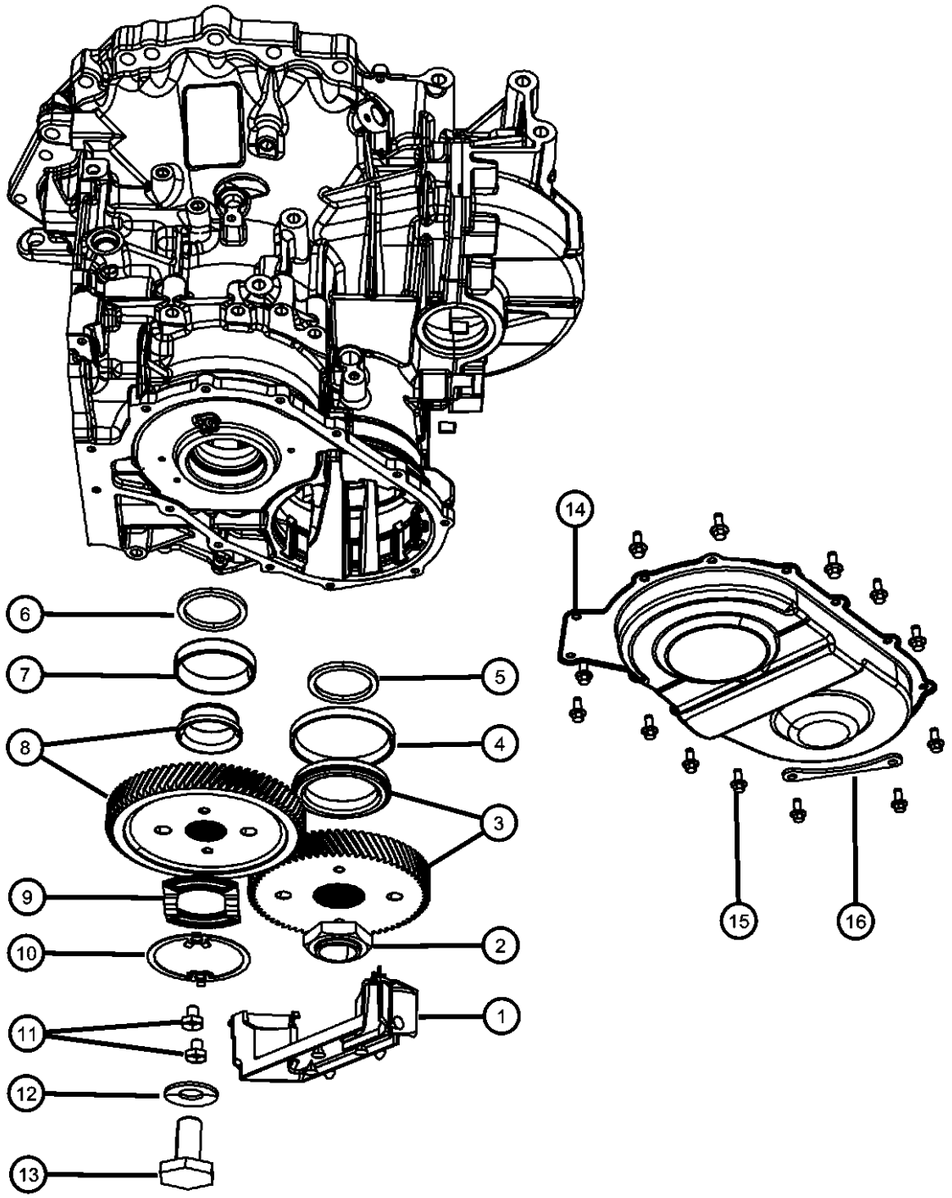


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		[4.31 - 4.33 mm]
		1	E			EGF	DG2		[4.31 - 4.33 mm]
	04800574AA	1	B, D			EGF	DG2		[4.34 - 4.36 mm]
	04800576AA	1	E			EGF	DG2		[4.40 - 4.42 mm]
	04800577AA	1	B, D			EGF	DG2		[4.43 - 4.45 mm]
		1	B, D, E			EER	DG2		[4.43 - 4.45 mm]
		1	E			EGF	DG2		[4.43 - 4.45 mm]
	04800578AA	1	B, D			EGF	DG2		[4.46 - 4.48 mm]
		1	B, D, E			EER	DG2		[4.34 - 4.36 mm]
		1	E			EGF	DG2		[4.34 - 4.36 mm]
	04800575AA	1	B, D			EGF	DG2		[4.37 - 4.39 mm]
		1	B, D, E			EER	DG2		[4.37 - 4.39 mm]
		1	E			EGF	DG2		[4.37 - 4.39 mm]
		1	B, D			EGF	DG2		[4.40 - 4.42 mm]
		1	B, D, E			EER	DG2		[4.40 - 4.42 mm]
	04800579AA	1	E			EGF	DG2		[4.49 - 4.51 mm]
	04800580AA	1	B, D			EGF	DG2		[4.52 - 4.54 mm]
		1	B, D, E			EER	DG2		[4.52 - 4.54 mm]
		1	E			EGF	DG2		[4.52 - 4.54 mm]
	04800581AA	1	B, D			EGF	DG2		[4.55 - 4.57 mm]
		1	B, D, E			EER	DG2		[4.46 - 4.48 mm]
		1	E			EGF	DG2		[4.46 - 4.48 mm]
		1	B, D			EGF	DG2		[4.49 - 4.51 mm]
		1	B, D, E			EER	DG2		[4.49 - 4.51 mm]
		1	B, D, E			EER	DG2		[4.55 - 4.57 mm]
	04800582AA	1	B, D, E			EER	DG2		[4.58 - 4.60 mm]
		1	E			EGF	DG2		[4.58 - 4.60 mm]
	04800583AA	1	B, D			EGF	DG2		[4.61 - 4.63 mm]
		1	B, D, E			EER	DG2		[4.61 - 4.63 mm]
		1	E			EGF	DG2		[4.61 - 4.63 mm]
	04800584AA	1	B, D			EGF	DG2		[4.64 - 4.66 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

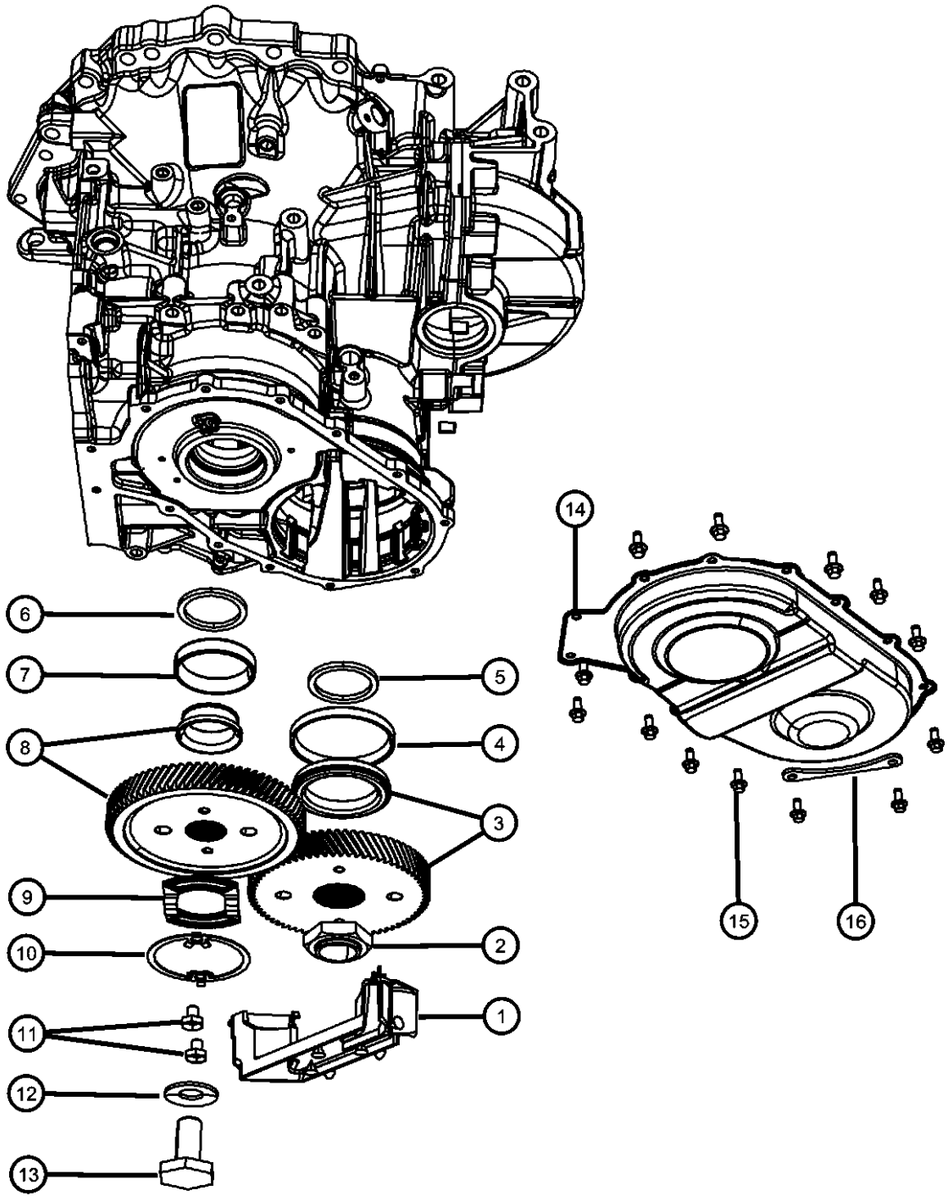


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		[4.64 - 4.66 mm]
		1	E			EGF	DG2		[4.64 - 4.66 mm]
	04800585AA	1	B, D			EGF	DG2		[4.67 - 4.69 mm]
		1	E			EGF	DG2		[4.55 - 4.57 mm]
		1	B, D			EGF	DG2		[4.58 - 4.60 mm]
	04800586AA	1	E			EGF	DG2		[4.70 - 4.72 mm]
		1	B, D, E			EER	DG2		[4.67 - 4.69 mm]
		1	E			EGF	DG2		[4.67 - 4.69 mm]
		1	B, D			EGF	DG2		[4.70 - 4.72 mm]
		1	B, D, E			EER	DG2		[4.70 - 4.72 mm]
	04800557AA	1	B, D, E			EER	DG2		[3.83 - 3.85 mm]
		1	E			EGF	DG2		[3.83 - 3.85 mm]
		1	B, D			EGF	DG2		[3.83 - 3.85 mm]
6									SPACER, Output/Transfer Shaft
	04412810AB	1	B, D, E			EER	DG2		[3.62 mm]
		1	E			EGF	DG2		[3.62 mm]
	04412811AB	1	B, D			EGF	DG2		[3.66 mm]
		1	B, D, E			EER	DG2		[3.66 mm]
		1	E			EGF	DG2		[3.66 mm]
	04412808AB	1	B, D			EGF	DG2		[3.54 mm]
		1	B, D, E			EER	DG2		[3.54 mm]
		1	E			EGF	DG2		[3.54 mm]
	04412809AB	1	B, D			EGF	DG2		[3.58 mm]
		1	B, D, E			EER	DG2		[3.58 mm]
		1	E			EGF	DG2		[3.58 mm]
		1	B, D			EGF	DG2		[3.62 mm]
	04412812AB	1	B, D			EGF	DG2		[3.70 mm]
		1	B, D, E			EER	DG2		[3.70 mm]
		1	E			EGF	DG2		[3.70 mm]
	04412813AB	1	B, D, E			EER	DG2		[3.74 mm]
		1	E			EGF	DG2		[3.74 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

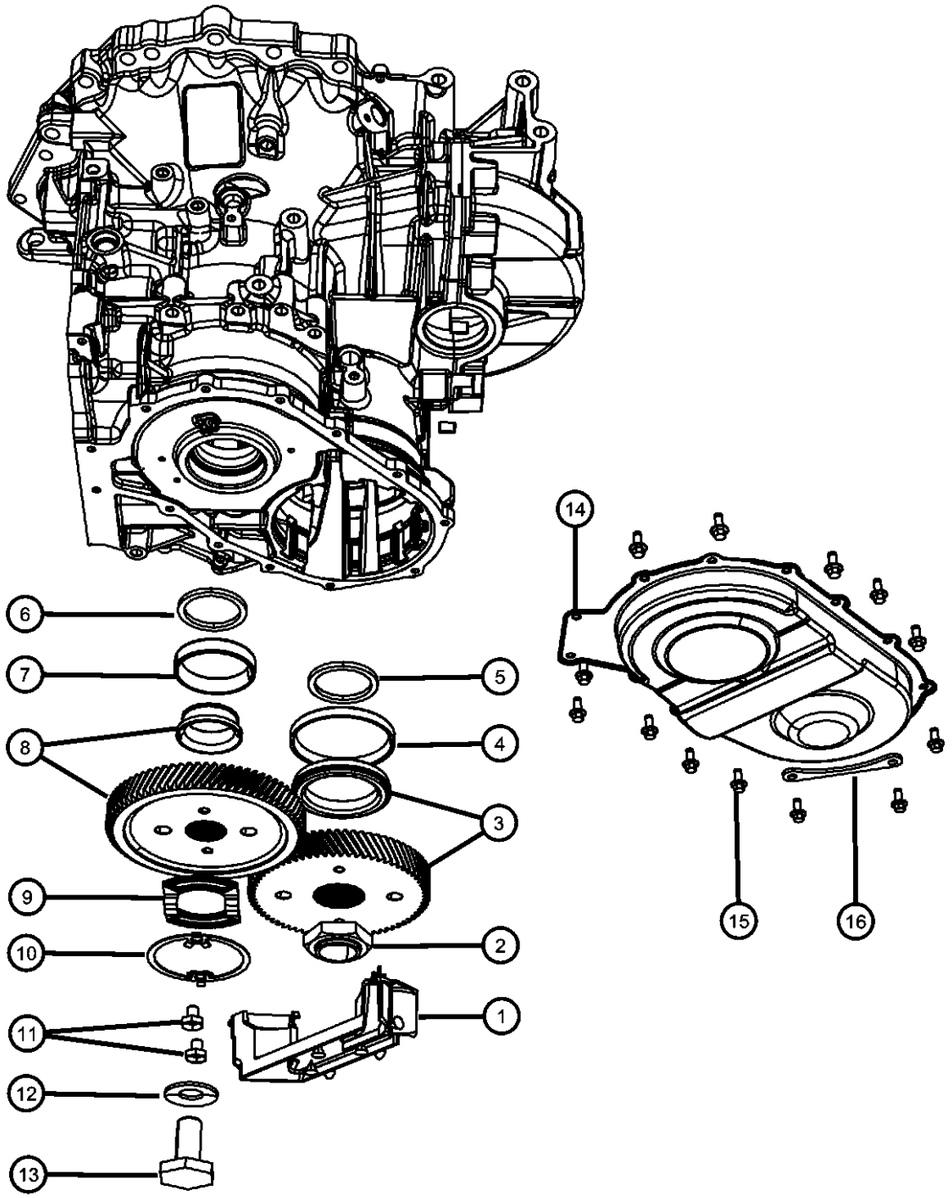


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D			EGF	DG2		[3.74 mm]
	04412814AB	1	B, D, E			EER	DG2		[3.78 mm]
		1	E			EGF	DG2		[3.78 mm]
		1	B, D			EGF	DG2		[3.78 mm]
	04412815AB	1	B, D, E			EER	DG2		[3.82 mm]
		1	E			EGF	DG2		[3.82 mm]
		1	B, D			EGF	DG2		[3.82 mm]
	04412816AB	1	B, D, E			EER	DG2		[3.86 mm]
		1	E			EGF	DG2		[3.86 mm]
		1	B, D			EGF	DG2		[3.86 mm]
	04412817AB	1	B, D, E			EER	DG2		[3.90 mm]
		1	E			EGF	DG2		[3.90 mm]
		1	B, D			EGF	DG2		[3.90 mm]
	04412818AB	1	B, D, E			EER	DG2		[3.94 mm]
		1	E			EGF	DG2		[3.94 mm]
		1	B, D			EGF	DG2		[3.94 mm]
	04412819AB	1	B, D, E			EER	DG2		[3.98 mm]
		1	E			EGF	DG2		[3.98 mm]
		1	B, D			EGF	DG2		[3.98 mm]
	04412820AB	1	B, D, E			EER	DG2		[4.02 mm]
		1	E			EGF	DG2		[4.02 mm]
		1	B, D			EGF	DG2		[4.02 mm]
	04412821AB	1	B, D, E			EER	DG2		[4.06 mm]
		1	E			EGF	DG2		[4.06 mm]
		1	B, D			EGF	DG2		[4.06 mm]
	04412822AB	1	B, D, E			EER	DG2		[4.10 mm]
		1	E			EGF	DG2		[4.10 mm]
		1	B, D			EGF	DG2		[4.10 mm]
	04412823AB	1	B, D, E			EER	DG2		[4.14 mm]
		1	E			EGF	DG2		[4.14 mm]
		1	B, D			EGF	DG2		[4.14 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

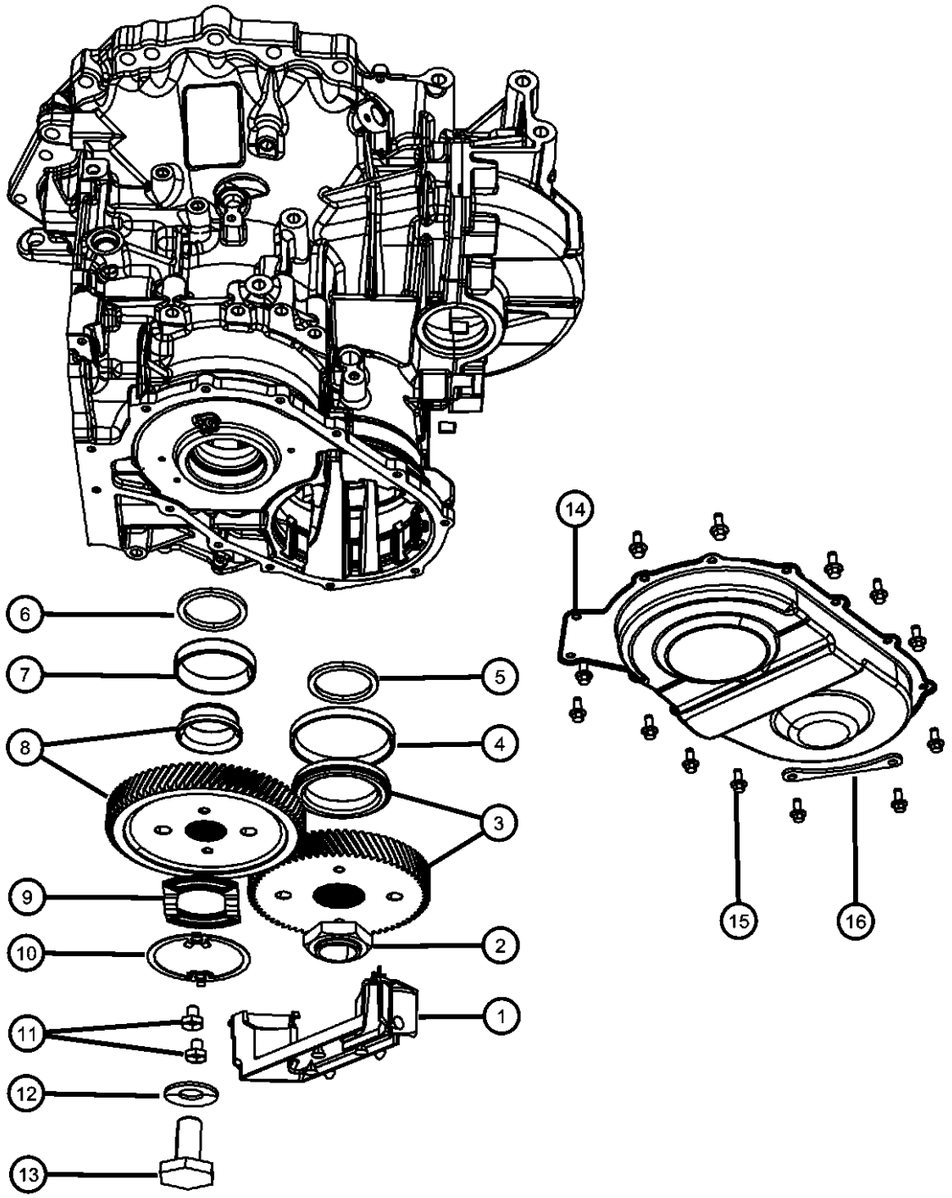


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04412824AB	1	B, D, E			EER	DG2		[4.18 mm]
		1	E			EGF	DG2		[4.18 mm]
		1	B, D			EGF	DG2		[4.18 mm]
	04412825AB	1	B, D, E			EER	DG2		[4.22 mm]
		1	E			EGF	DG2		[4.22 mm]
		1	B, D			EGF	DG2		[4.22 mm]
	04412826AB	1	B, D, E			EER	DG2		[4.26 mm]
		1	E			EGF	DG2		[4.26 mm]
		1	B, D			EGF	DG2		[4.26 mm]
	04412827AB	1	B, D, E			EER	DG2		[4.30 mm]
		1	E			EGF	DG2		[4.30 mm]
		1	B, D			EGF	DG2		[4.30 mm]
	04412828AB	1	B, D, E			EER	DG2		[4.34 mm]
		1	E			EGF	DG2		[4.34 mm]
		1	B, D			EGF	DG2		[4.34 mm]
	04412829AB	1	B, D, E			EER	DG2		[4.38 mm]
		1	E			EGF	DG2		[4.38 mm]
		1	B, D			EGF	DG2		[4.38 mm]
	04412806AB	1	B, D			EGF	DG2		[3.46 mm]
		1	B, D, E			EER	DG2		[3.46 mm]
		1	E			EGF	DG2		[3.46 mm]
	04412807AB	1	B, D			EGF	DG2		[3.50 mm]
		1	B, D, E			EER	DG2		[3.50 mm]
		1	E			EGF	DG2		[3.50 mm]
7		1							BEARING CUP, Output Shaft, Serviced With The Transmission Case, (NOT SERVICED),
8									OUTPUT GEAR, 74 tooth, Includes Bearing Cone
	68021259AB	1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

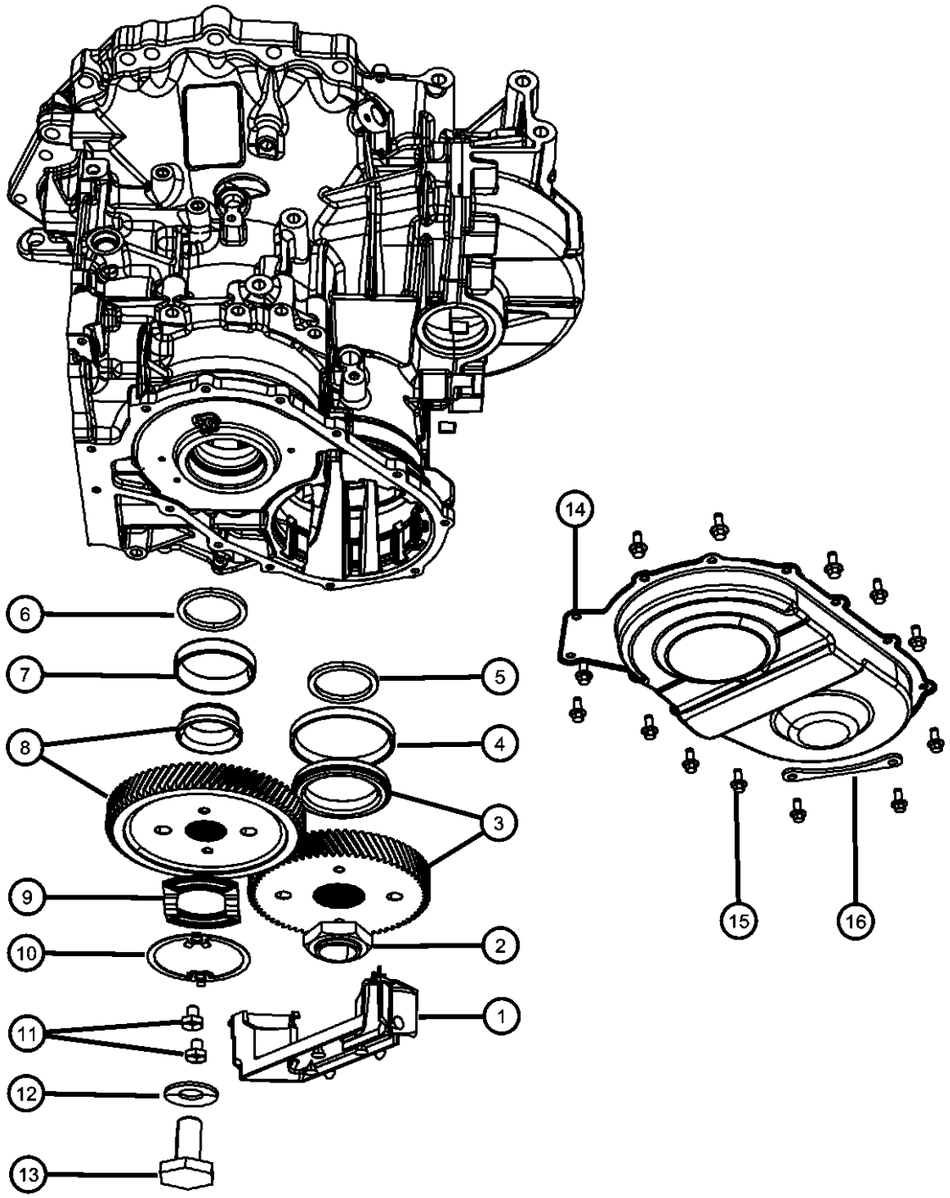


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
9									STIRRUP, Retaining Nut
	04567263	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
10									STRAP, Retaining
	04659134	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
11									BOLT, Hex Head, M8x1.25x10.00
	06503355	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
12									WASHER, Output Shaft
	06501832	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
13									BOLT, Hex Head
	06506972AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
14									COVER, Transmission end
	05078570AB	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
15									BOLT, Hex Head, M6x1.00x14
	06101419	12	B, D, E			EER	DG2		
		12	E			EGF	DG2		
		12	B, D			EGF	DG2		
16									STRAP, Lower end transmission cover
	05078868AA	1	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transfer And Output Gears
Figure 021DG2-607

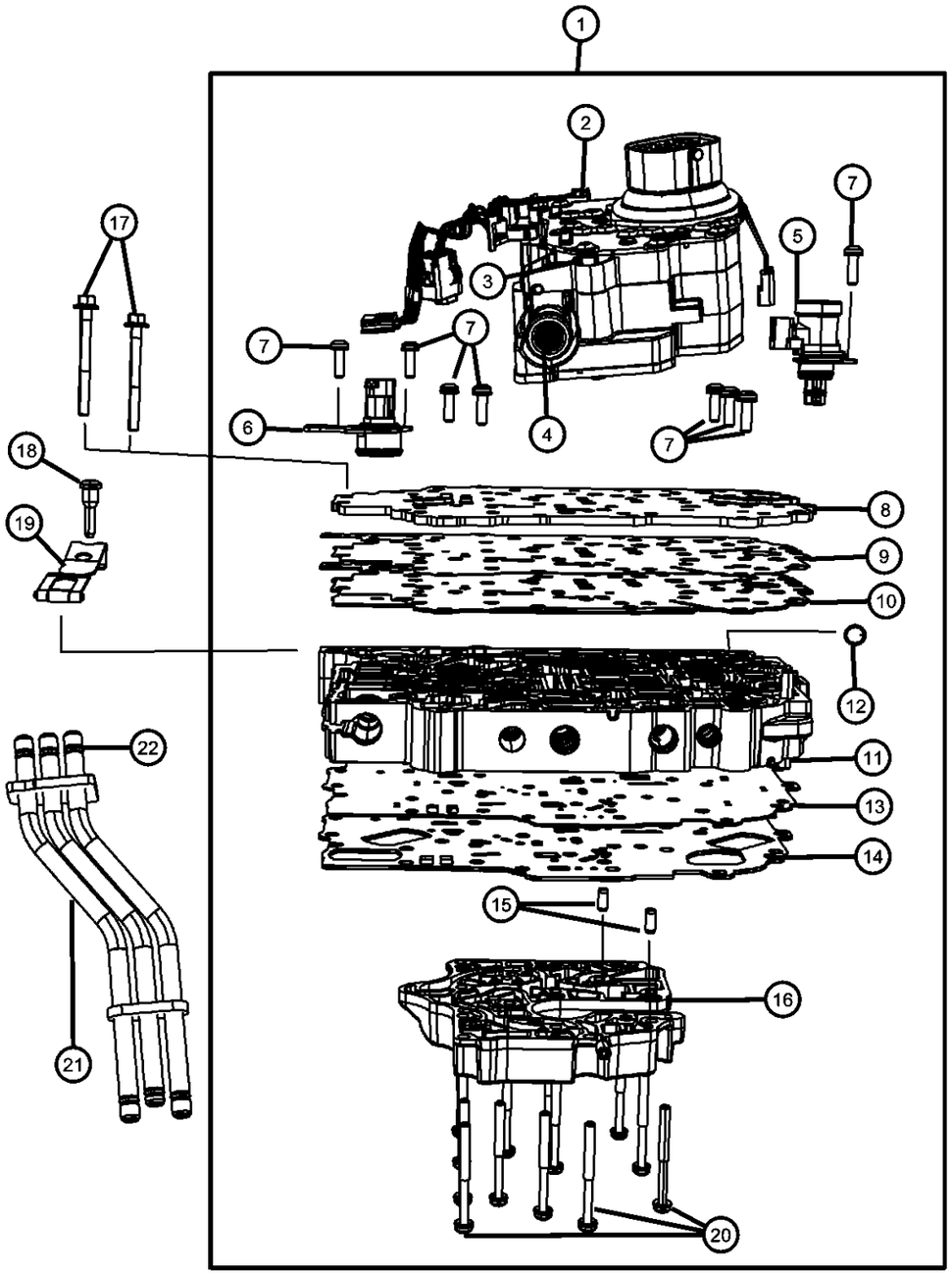


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DG2-810

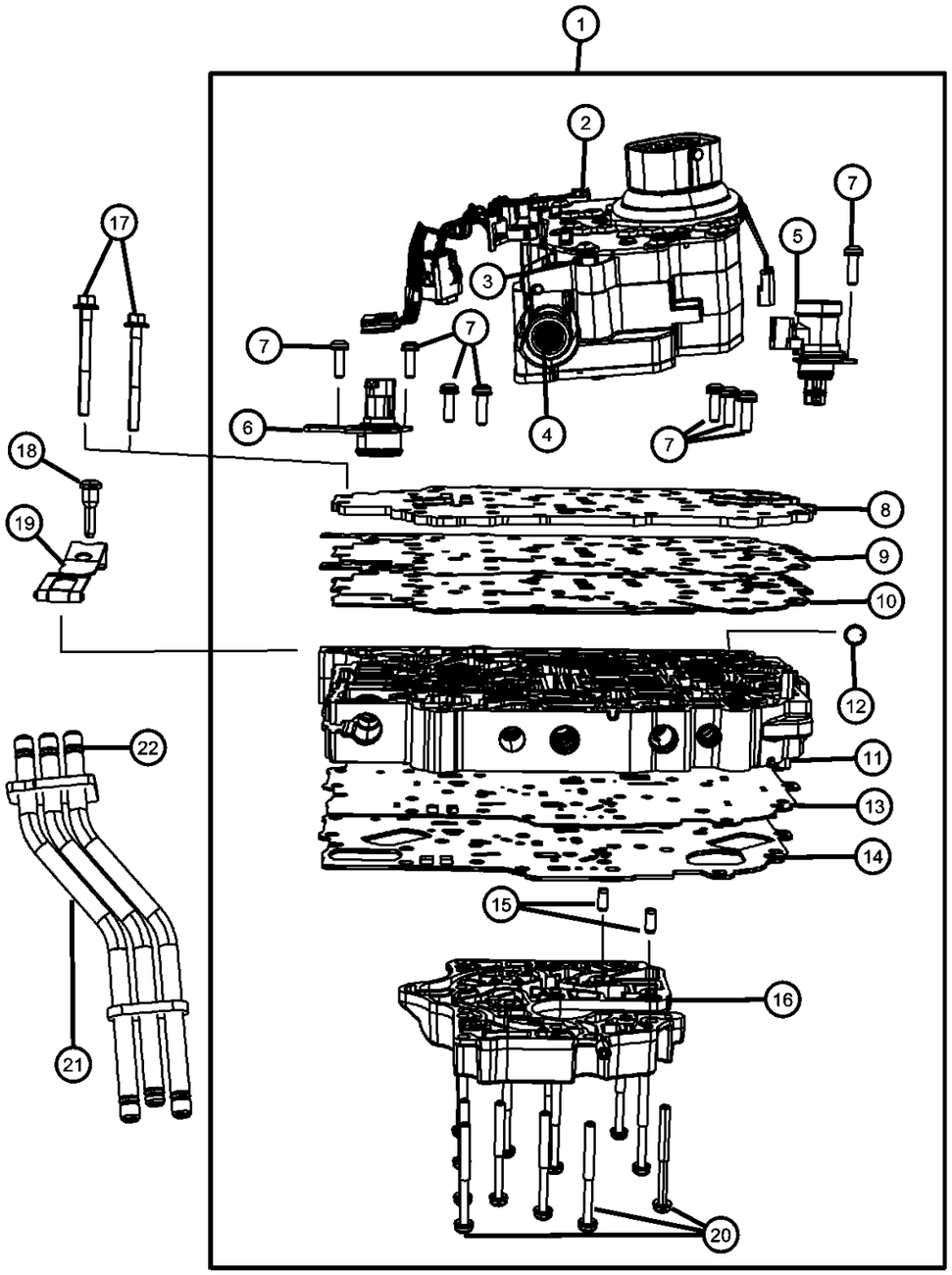


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									VALVE BODY, Complete
	05078723AC	1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
		1	E			EGF	DG2		
2									SOLENOID MODULE, Transmission
	05078709AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3		1							SCREW, Only Serviced With Solenoid Module, (NOT SERVICED)
4		1							SENSOR, Pressure, Line Pressure VFS, Only Serviced With Solenoid Module, (NOT SERVICED)
5									SENSOR, TRANS VARIABLE FORCE SOLENOID 0 - 90 PSI
	05169313AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
6									SENSOR, TRANS PRESSURE TRANSDUCER
	05078708AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
7									SCREW, Pan Head
	06508372AA	8	B, D			EGF	DG2		
		8	E			EGF	DG2		
		8	B, D, E			EER	DG2		
8									CLAMPING PLATE, Transmission valve body, Aluminum
	05078718AA	1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	B, D			EGF	DG2		
9									GASKET, Valve Body
	05169080AA	1	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DG2-810

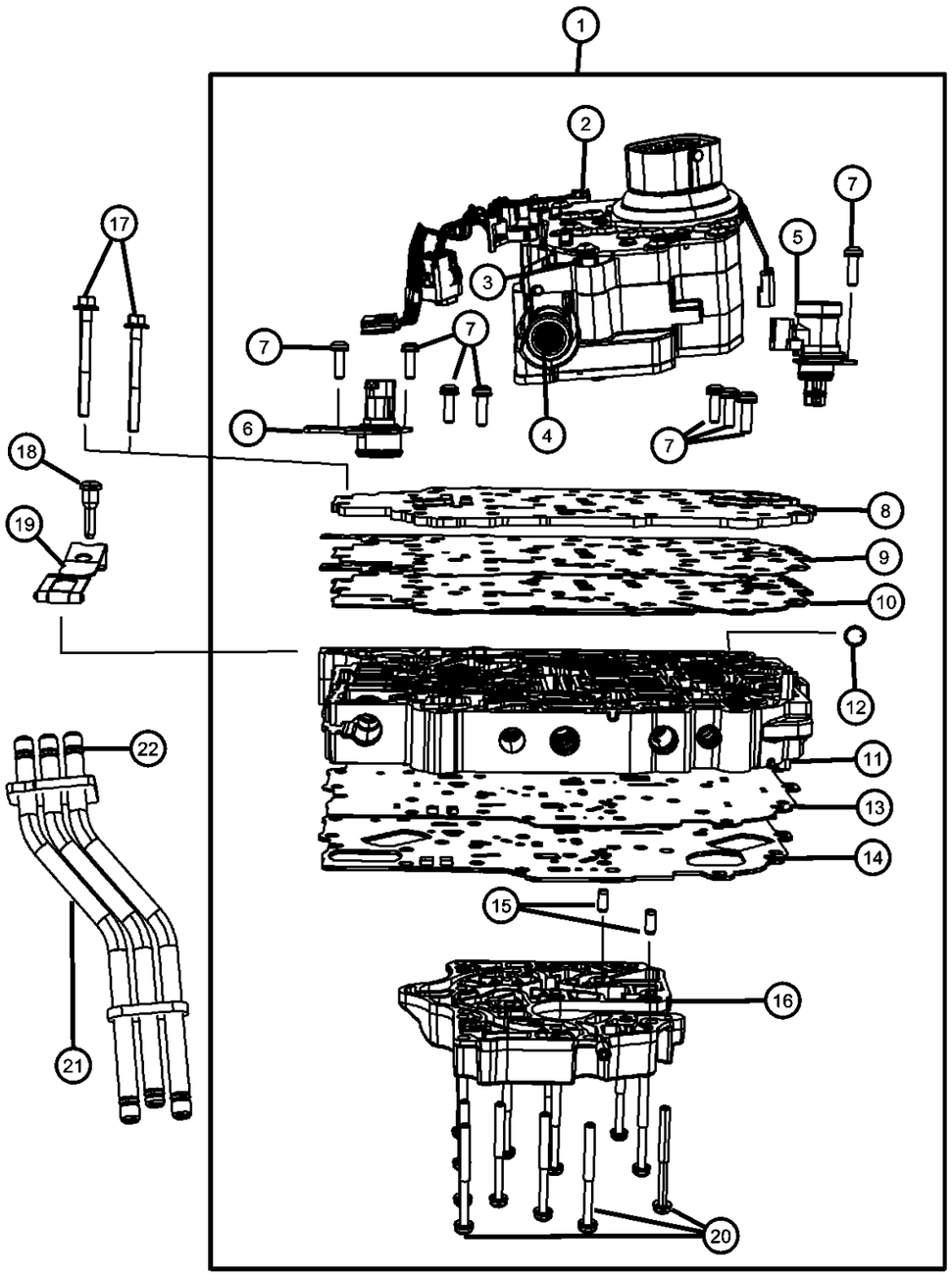


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									PLATE, Transmission Valve Body
	05078733AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
11		1							VALVE BODY, Only Serviced With Item # 1, (NOT SERVICED)
12									BALL, Check
	52118261	12	B, D, E			EER	DG2		
		12	B, D			EGF	DG2		
		12	E			EGF	DG2		
13									PLATE, Transmission Valve Body
	05078717AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
14									GASKET, Valve Body
	05169081AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
15									PIN, CHAMFER.PT.CHAM-FER.PT.NO.FIN.SLOTTED M5X12.00
	06100665	2	B, D			EGF	DG2		
		2	E			EGF	DG2		
		2	B, D, E			EER	DG2		
16									TRANSFER PLATE, ALUMINUM VALVE BODY
	05078963AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
17									SCREW, HEADER.PT.REDUCD. M5X0.80X50.00, Valve Body To Transmission Case

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Valve Body And Related Parts
Figure 021DG2-810

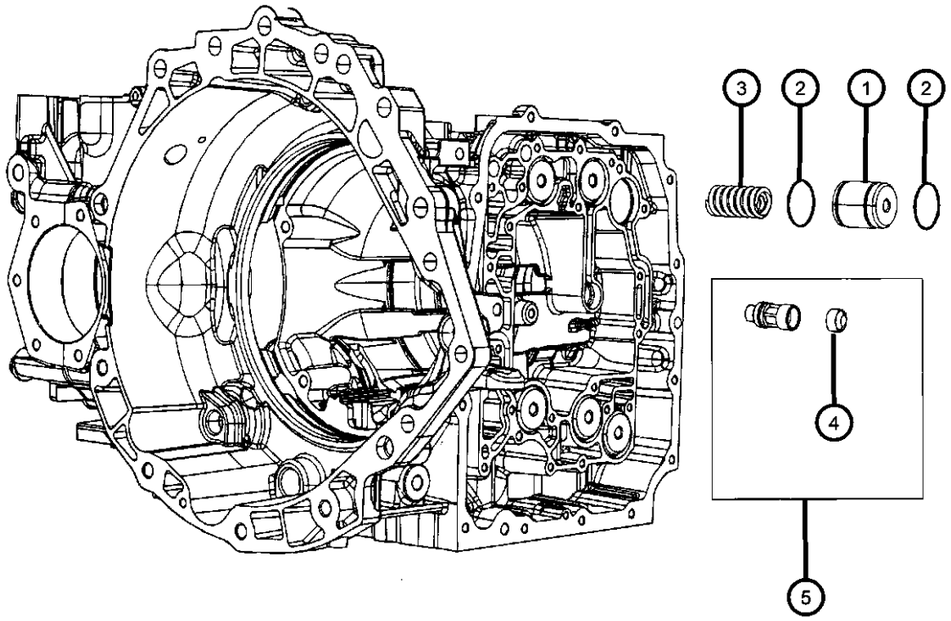


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	06100913	21	B, D, E			EER	DG2		
		21	E			EGF	DG2		
		21	B, D			EGF	DG2		
18									SCREW
	06508980AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
19									LEAF, SPRING ASSY TRANS PARK SPRAG
	05078764AC	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
20									SCREW, M5X0.8X55.00
	06508253AA	14	B, D, E			EER	DG2		
		14	E			EGF	DG2		
		14	B, D			EGF	DG2		
21									TUBE
	05078719AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
22									O-RING
	06508636AA	6	B, D, E			EER	DG2		
		6	E			EGF	DG2		
		6	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Accumulator And Related Parts
Figure 021DG2-850

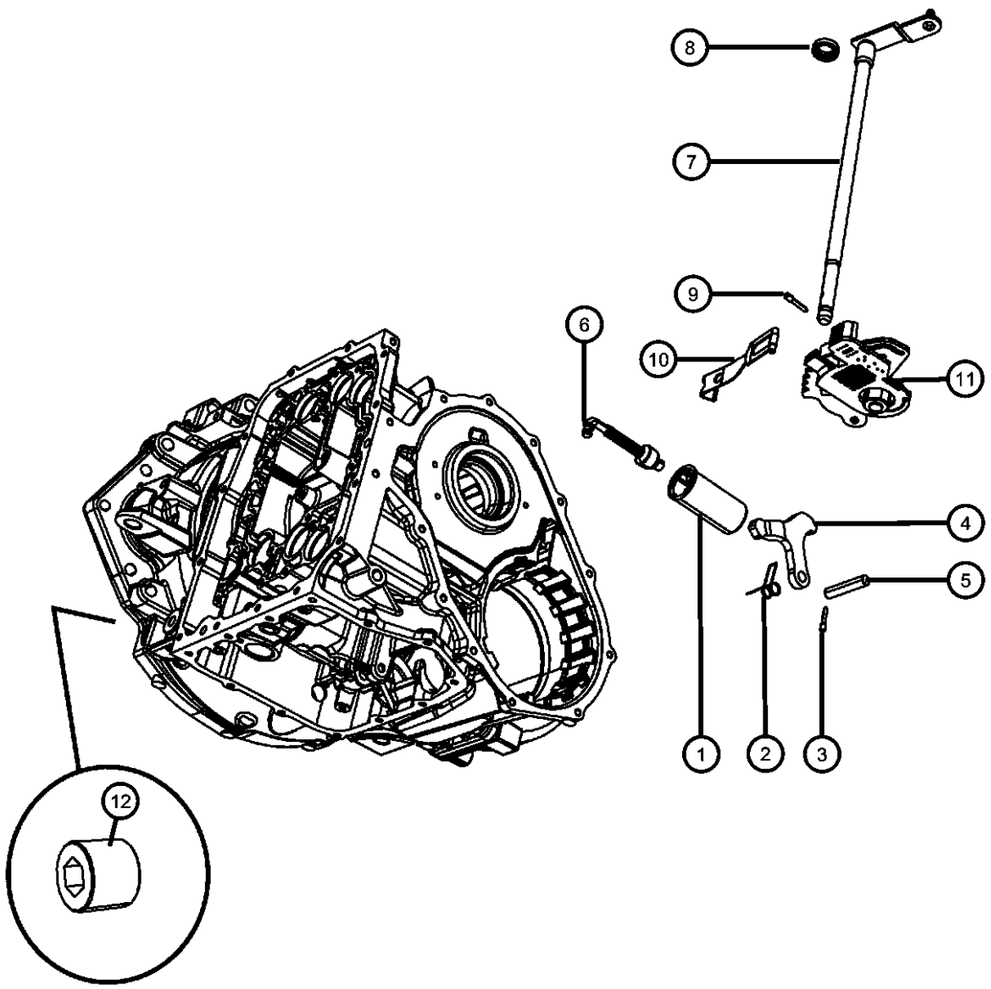


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
For Transmissions With Accumulator Located In The Valve Body Refer to Valve Body Illustration									
1									PISTON, Accumulator, Same Part Number Is Used For All Six Pistons
	04446620	6	E			EGF	DG2		
		6	B, D			EGF	DG2		
		6	B, D, E			EER	DG2		
2									SEAL, Accumulator, Same Part Number Is Used For All Twelve Seals
	04446544	12	E			EGF	DG2		
		12	B, D			EGF	DG2		
		12	B, D, E			EER	DG2		
3									SPRING, Accumulator, Same Part Number Is Used For All Six Springs
	04800310AA	6	B, D			EGF	DG2		
		6	B, D, E			EER	DG2		
		6	E			EGF	DG2		
4									SEAL, Clutch Feed
	04412291	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									SEAL
	05078864AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Parking Sprag And Related Parts
Figure 021DG2-860

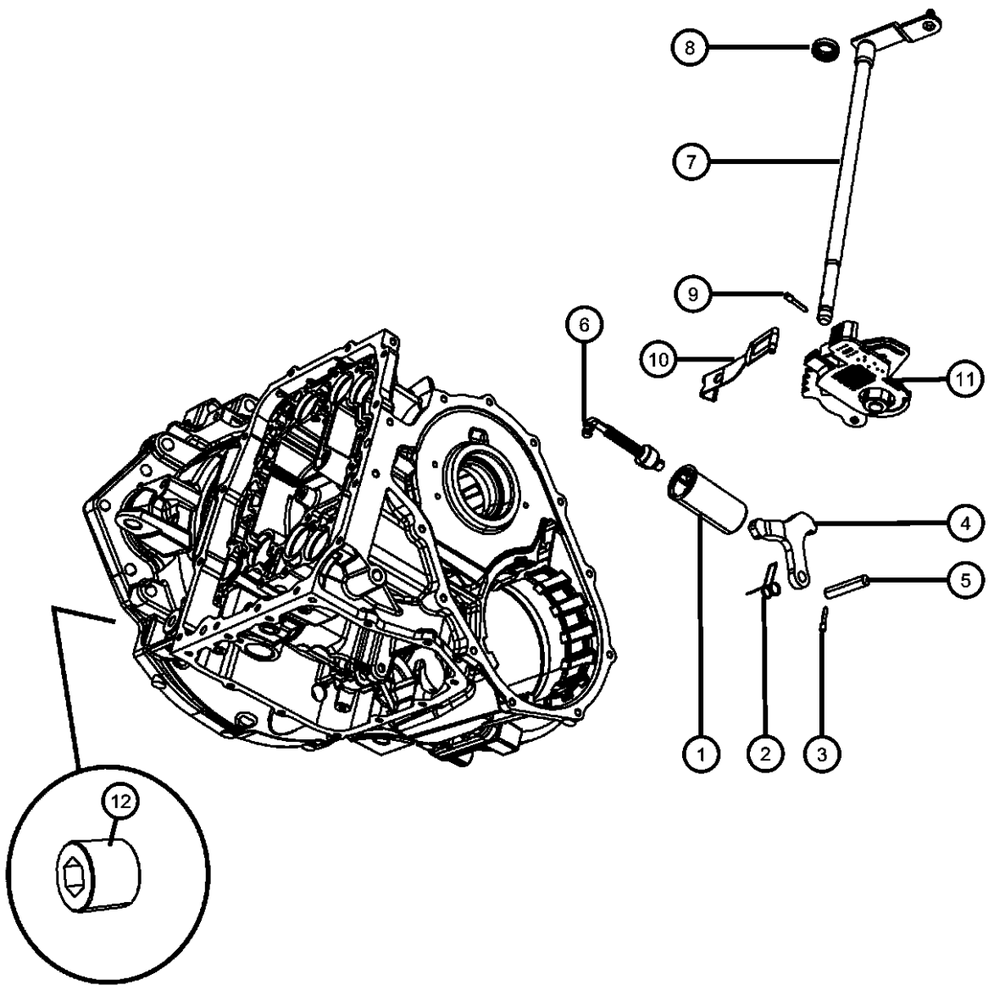


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									GUIDE PACKAGE, Parking Sprag Pawl
	68017159AA	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
2									SPRING, PAWL - TRANS PARK SPRAG IN CASE ASSY
	05078746AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									PIN, PAWL THREAD M5X0.8-4H
	05078966AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									PAWL, TRANS PARK SPRAG IN CASE ASSY
	05078743AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
5									SHAFT, Pawl - TRANS PARK SPRAG IN CASE ASSY
	05078744AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
6									ROD ASSY, TRANSMISSION PARKING SPRAG
	05169316AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
7									SHAFT ASSY, Manual lever
	05078756AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Parking Sprag And Related Parts
Figure 021DG2-860

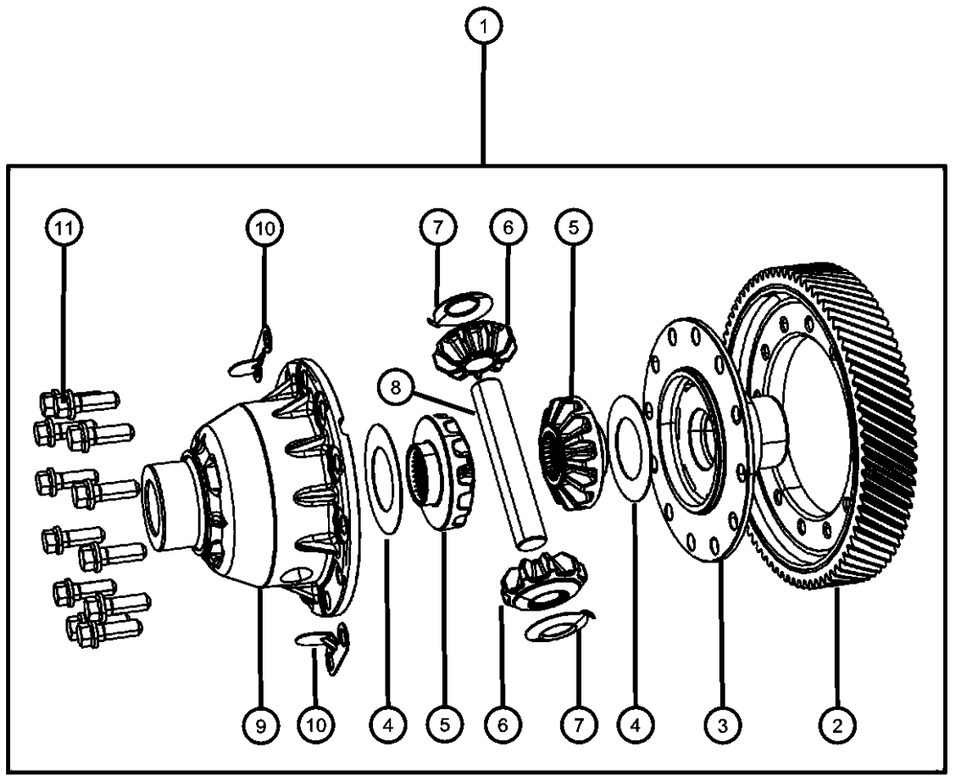


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8									SEAL, TRANSMISSION ROTATING SHAFT IN CASE ASSY
	05078952AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									PIN, PAWL THREAD M5X0.8-4H
	05078966AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									LEAF, SPRING ASSY TRANS PARK SPRAG
	05078764AC	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
11									SENSOR, Transmission Range
	05078967AC	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
12									PIPE PLUG, INTernal hex, .500-14X.630
	06102261AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Differential Assembly
Figure 021DG2-905

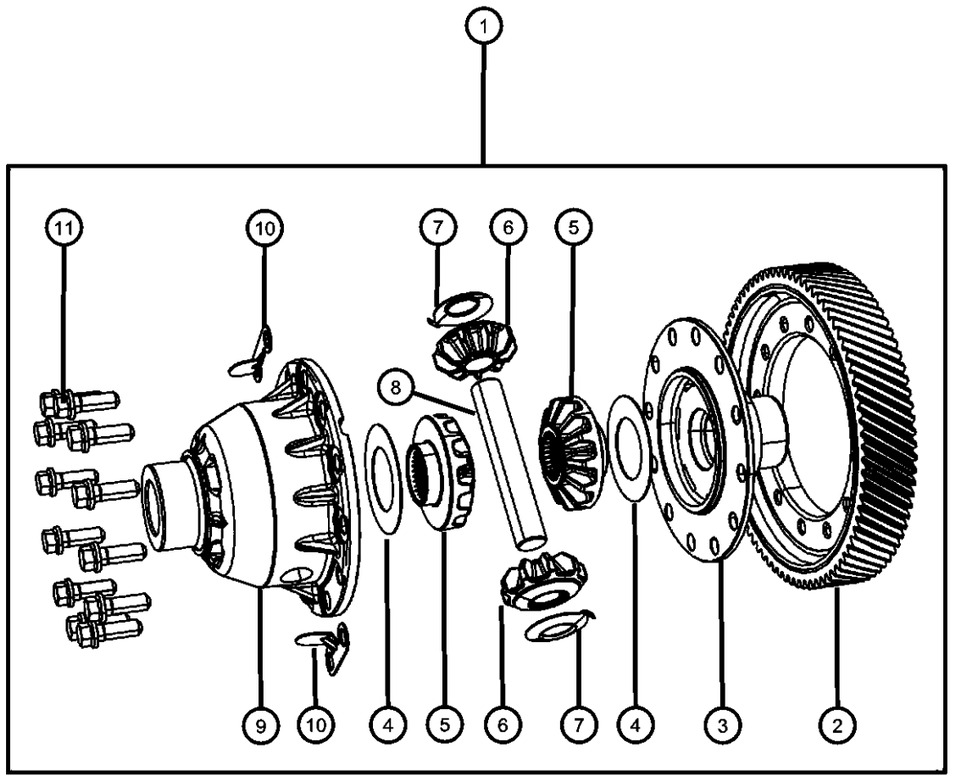


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DIFFERENTIAL, Transaxle
	05078944AA	1	E			EGF	DG2		
	05078726AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
2									GEAR, Differential Ring
	05078575AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									SUPPORT, DIFFERENTIAL GEAR & BEARING MACHINING
	05078737AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
4									THRUST WASHER PACKAGE, Differential
	04131293	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		
5									SIDEGEAR, Transmission differential
	05078728AA	2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
		2	B, D			EGF	DG2		
6									PINION, Transmission differential
	05078877AA	2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
7									WASHER, Transmission THRUST DIFFERENTIAL PINION
	05078881AA	2	E			EGF	DG2		
		2	B, D			EGF	DG2		
		2	B, D, E			EER	DG2		
8									SHAFT, Transmission differential pinion bearing

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Differential Assembly
Figure 021DG2-905

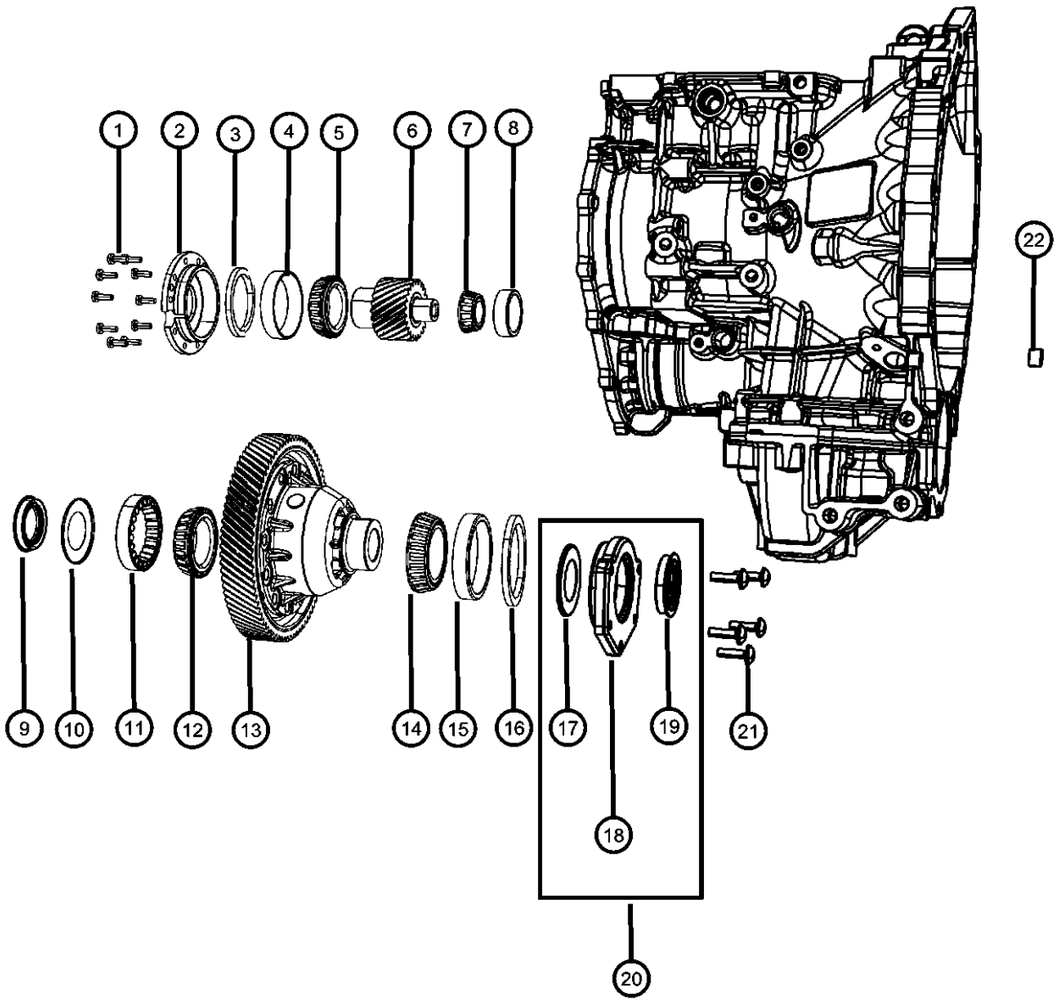


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05078730AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9		1							CASE, Differential, (NOT SERVICED)
10									BRACKET, Tranmission DIFFERENTIAL PINION SHAFT
	05078878AA	2	B, D, E			EER	DG2		
		2	E			EGF	DG2		
		2	B, D			EGF	DG2		
11									SCREW, Special Shouldered, M10x1x29
	06502034	12	E			EGF	DG2		
		12	B, D			EGF	DG2		
		12	B, D, E			EER	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Output Pinion And Differential
Figure 021DG2-910

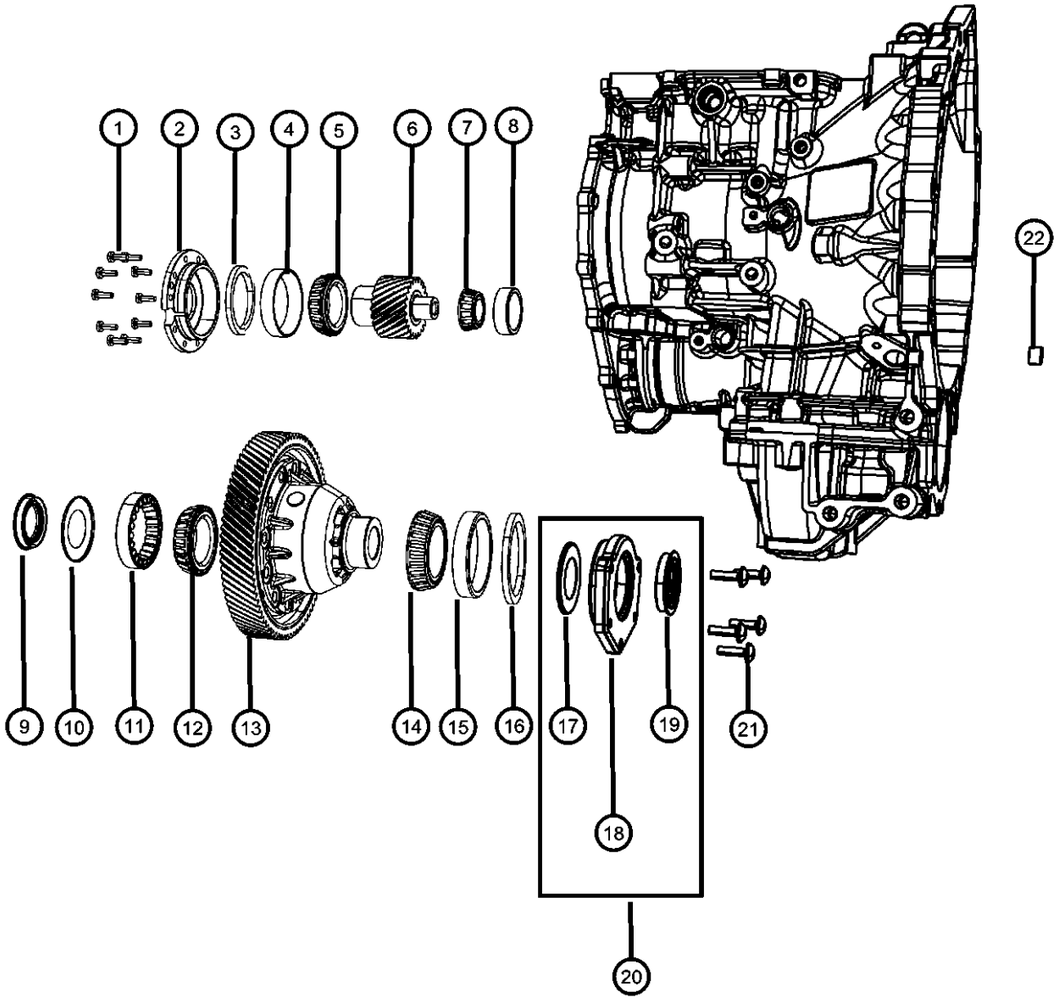


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SCREW, M6X1.0X20.0
	06104143AA	10	B, D			EGF	DG2		
		10	B, D, E			EER	DG2		
		10	E			EGF	DG2		
2									RETAINER, Bearing
	05078824AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
3									SHIM
	04800513AA	1	B, D			EGF	DG2		[1.738/1.718 mm]
	04800514AA	1	B, D			EGF	DG2		[1.768/1.748 mm]
		1	B, D, E			EER	DG2		[1.768/1.748 mm]
	04800517AA	1	E			EGF	DG2		[1.858/1.838 mm]
	04800518AA	1	B, D			EGF	DG2		[1.888/1.868 mm]
		1	B, D, E			EER	DG2		[1.738/1.718 mm]
		1	E			EGF	DG2		[1.738/1.718 mm]
	04800515AA	1	B, D			EGF	DG2		[1.798/1.778 mm]
		1	B, D, E			EER	DG2		[1.798/1.778 mm]
		1	E			EGF	DG2		[1.798/1.778 mm]
		1	E			EGF	DG2		[1.768/1.748 mm]
	04800516AA	1	B, D, E			EER	DG2		[1.828/1.808 mm]
		1	E			EGF	DG2		[1.828/1.808 mm]
		1	B, D			EGF	DG2		[1.858/1.838 mm]
		1	B, D			EGF	DG2		[1.828/1.808 mm]
	04800523AA	1	B, D			EGF	DG2		[2.008/1.988 mm]
		1	B, D, E			EER	DG2		[1.888/1.868 mm]
		1	B, D, E			EER	DG2		[1.858/1.838 mm]
	04800520AA	1	B, D			EGF	DG2		[1.918/1.898 mm]
		1	B, D, E			EER	DG2		[1.918/1.898 mm]
		1	E			EGF	DG2		[1.918/1.898 mm]
		1	E			EGF	DG2		[1.888/1.868 mm]
	04800521AA	1	B, D, E			EER	DG2		[1.948/1.928 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Output Pinion And Differential
Figure 021DG2-910

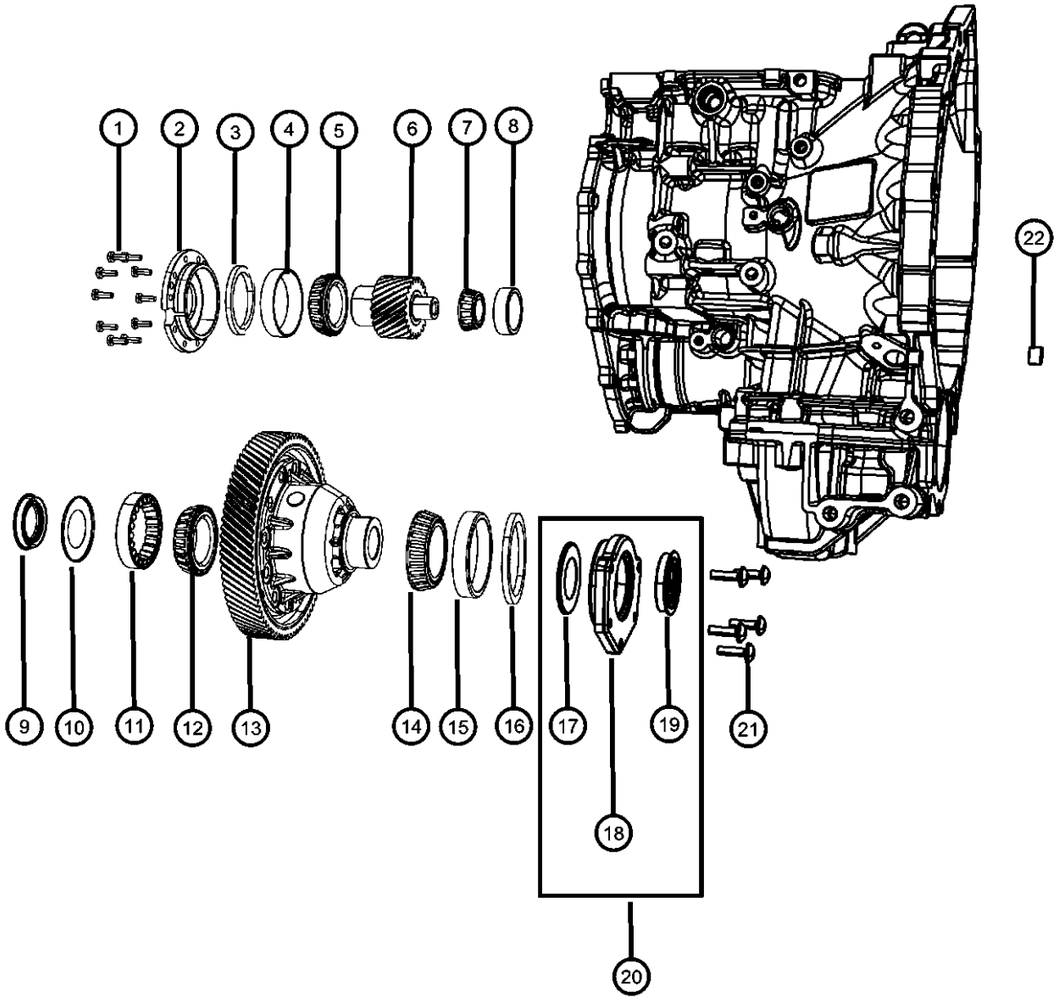


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		[1.948/1.928 mm]
	04800522AA	1	B, D			EGF	DG2		[1.978/1.958 mm]
		1	B, D			EGF	DG2		[1.948/1.928 mm]
		1	E			EGF	DG2		[1.978/1.958 mm]
		1	B, D, E			EER	DG2		[2.008/1.988 mm]
		1	B, D, E			EER	DG2		[1.978/1.958 mm]
	04800524AA	1	B, D			EGF	DG2		[2.038/2.018 mm]
		1	B, D, E			EER	DG2		[2.038/2.018 mm]
		1	E			EGF	DG2		[2.038/2.018 mm]
		1	E			EGF	DG2		[2.008/1.988 mm]
	04800525AA	1	B, D, E			EER	DG2		[2.068/2.048 mm]
		1	E			EGF	DG2		[2.068/2.048 mm]
	04800526AA	1	B, D			EGF	DG2		[2.098/2.078 mm]
		1	B, D			EGF	DG2		[2.068/2.048 mm]
		1	E			EGF	DG2		[2.098/2.078 mm]
	04800528AA	1	B, D			EGF	DG2		[2.128/2.108 mm]
		1	B, D, E			EER	DG2		[2.098/2.078 mm]
	04800530AA	1	B, D			EGF	DG2		[2.158/2.138 mm]
		1	B, D, E			EER	DG2		[2.158/2.138 mm]
		1	E			EGF	DG2		[2.158/2.138 mm]
		1	E			EGF	DG2		[2.128/2.108 mm]
	04800531AA	1	B, D, E			EER	DG2		[2.188/2.168 mm]
		1	E			EGF	DG2		[2.188/2.168 mm]
	04800532AA	1	B, D			EGF	DG2		[2.218/2.198 mm]
		1	B, D			EGF	DG2		[2.188/2.168 mm]
		1	E			EGF	DG2		[2.218/2.198 mm]
	04800533AA	1	B, D			EGF	DG2		[2.248/2.228 mm]
		1	B, D, E			EER	DG2		[2.128/2.108 mm]
	04800534AA	1	B, D, E			EER	DG2		[2.278/2.258 mm]
		1	E			EGF	DG2		[2.278/2.258 mm]
		1	E			EGF	DG2		[2.248/2.228 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Output Pinion And Differential
Figure 021DG2-910



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04800535AA	1	B, D, E			EER	DG2		[2.308/2.288 mm]
		1	E			EGF	DG2		[2.308/2.288 mm]
	04800536AA	1	B, D			EGF	DG2		[2.338/2.318 mm]
		1	B, D			EGF	DG2		[2.308/2.288 mm]
		1	E			EGF	DG2		[2.338/2.318 mm]
		1	B, D, E			EER	DG2		[2.248/2.228 mm]
		1	B, D, E			EER	DG2		[2.218/2.198 mm]
		1	B, D			EGF	DG2		[2.278/2.258 mm]
	04800538AA	1	E			EGF	DG2		[2.398/2.378 mm]
	04800537AA	1	E			EGF	DG2		[2.368/2.348 mm]
	04800539AA	1	B, D, E			EER	DG2		[2.428/2.408 mm]
		1	E			EGF	DG2		[2.428/2.408 mm]
	04800541AA	1	B, D			EGF	DG2		[2.458/2.438 mm]
		1	B, D			EGF	DG2		[2.428/2.408 mm]
		1	E			EGF	DG2		[2.458/2.438 mm]
		1	B, D			EGF	DG2		[2.368/2.348 mm]
		1	B, D, E			EER	DG2		[2.368/2.348 mm]
		1	B, D, E			EER	DG2		[2.338/2.318 mm]
		1	B, D			EGF	DG2		[2.398/2.378 mm]
		1	B, D, E			EER	DG2		[2.398/2.378 mm]
		1	B, D, E			EER	DG2		[2.398/2.378 mm]
	04800545AA	1	B, D, E			EER	DG2		[2.548/2.528 mm]
		1	E			EGF	DG2		[2.548/2.528 mm]
	04800547AA	1	B, D			EGF	DG2		[2.578/2.558 mm]
		1	B, D			EGF	DG2		[2.548/2.528 mm]
		1	E			EGF	DG2		[2.578/2.558 mm]
	04800542AA	1	B, D			EGF	DG2		[2.488/2.468 mm]
		1	B, D, E			EER	DG2		[2.488/2.468 mm]
		1	B, D, E			EER	DG2		[2.458/2.438 mm]
	04800543AA	1	B, D			EGF	DG2		[2.518/2.498 mm]
		1	B, D, E			EER	DG2		[2.518/2.498 mm]
		1	E			EGF	DG2		[2.518/2.498 mm]

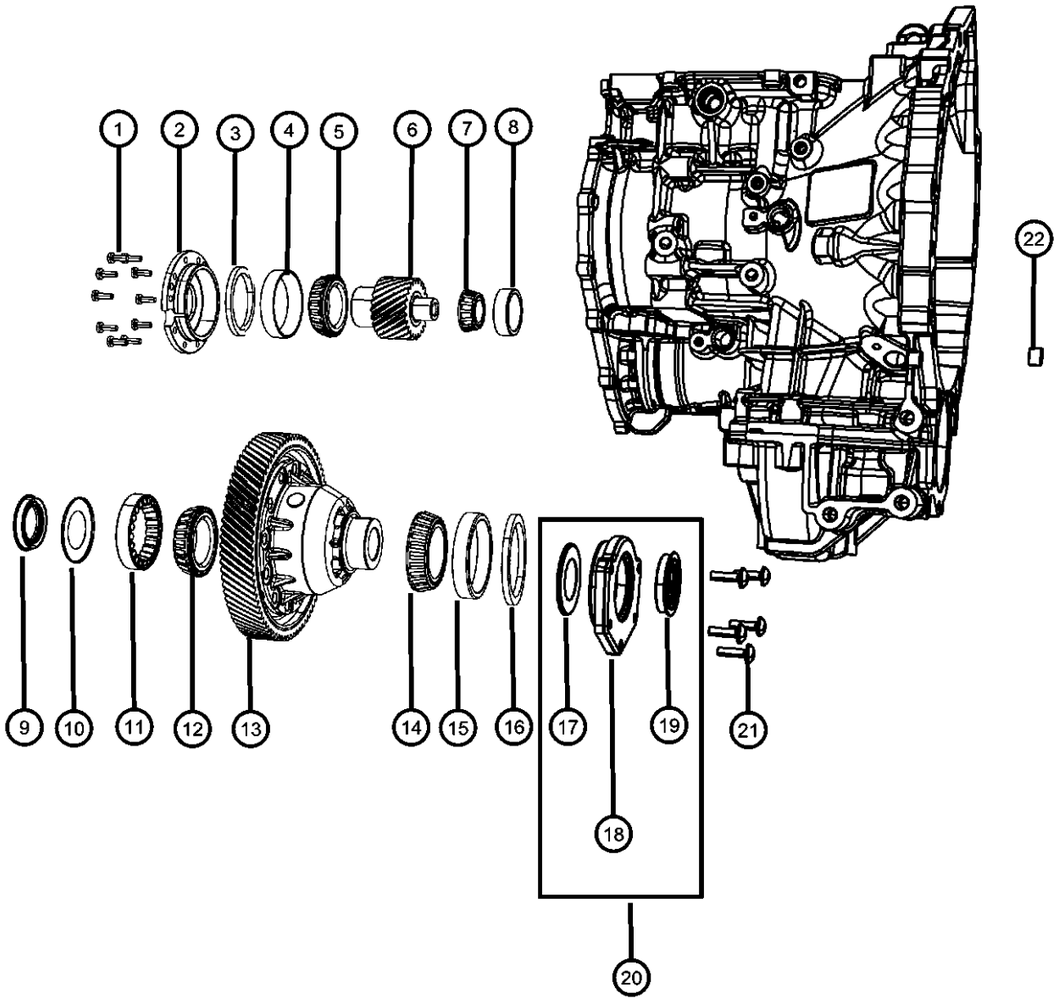
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Output Pinion And Differential
Figure 021DG2-910



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	E			EGF	DG2		[2.488/2.468 mm]
	04800553AA	1	B, D			EGF	DG2		[2.698/2.678 mm]
	04800552AA	1	B, D			EGF	DG2		[2.668/2.648 mm]
	04800549AA	1	B, D			EGF	DG2		[2.608/2.588 mm]
		1	B, D, E			EER	DG2		[2.608/2.588 mm]
		1	B, D, E			EER	DG2		[2.578/2.558 mm]
	04800551AA	1	B, D			EGF	DG2		[2.638/2.618 mm]
		1	B, D, E			EER	DG2		[2.638/2.618 mm]
		1	E			EGF	DG2		[2.638/2.618 mm]
		1	E			EGF	DG2		[2.608/2.588 mm]
		1	B, D, E			EER	DG2		[2.668/2.648 mm]
		1	E			EGF	DG2		[2.668/2.648 mm]
		1	E			EGF	DG2		[2.698/2.678 mm]
	04800554AA	1	B, D			EGF	DG2		[2.728/2.708 mm]
		1	B, D, E			EER	DG2		[2.728/2.708 mm]
		1	B, D, E			EER	DG2		[2.698/2.678 mm]
	04800555AA	1	B, D			EGF	DG2		[2.758/2.738 mm]
		1	B, D, E			EER	DG2		[2.758/2.738 mm]
		1	E			EGF	DG2		[2.758/2.738 mm]
		1	E			EGF	DG2		[2.728/2.708 mm]
4									CUP, Differential Side
	03723569	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
5									BEARING, Differential
	01790541	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
6									PINION, Final drive 23 teeth
	05078577AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		

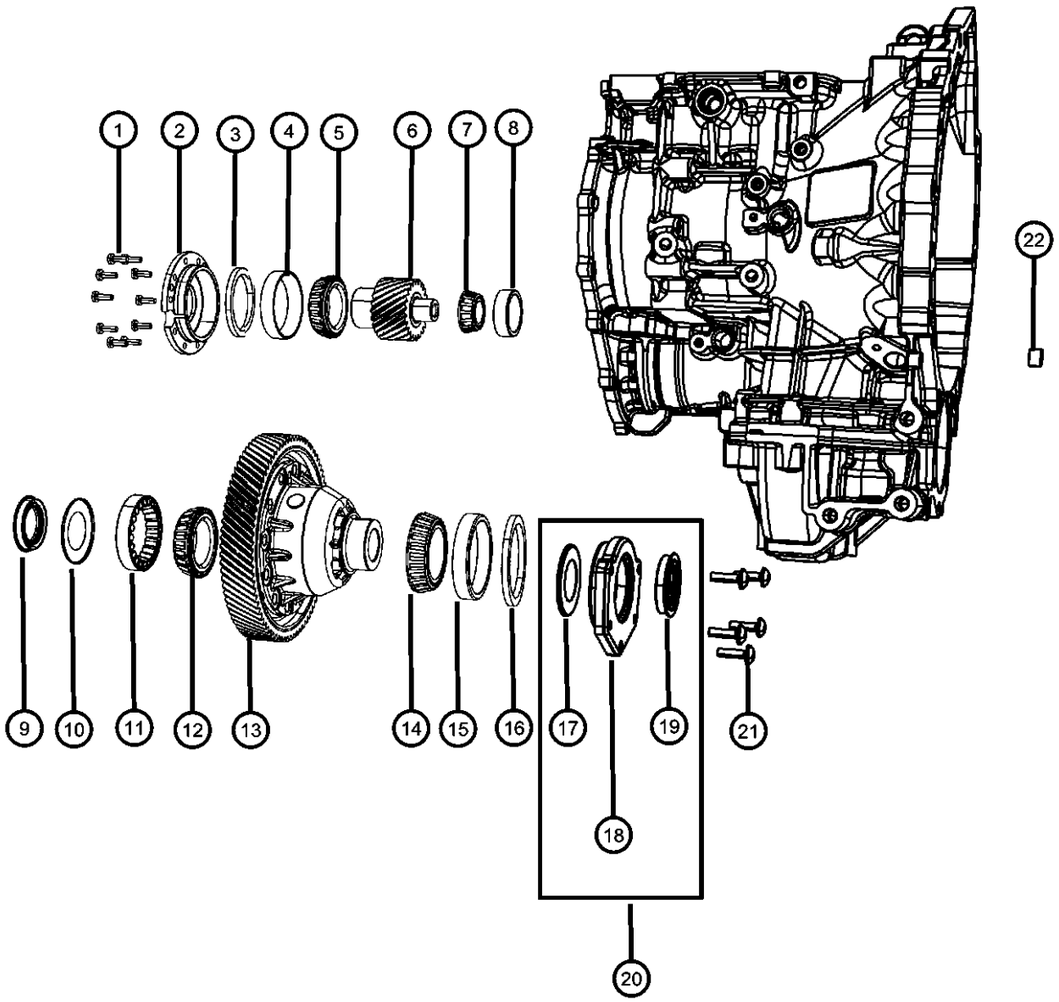
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Output Pinion And Differential
Figure 021DG2-910

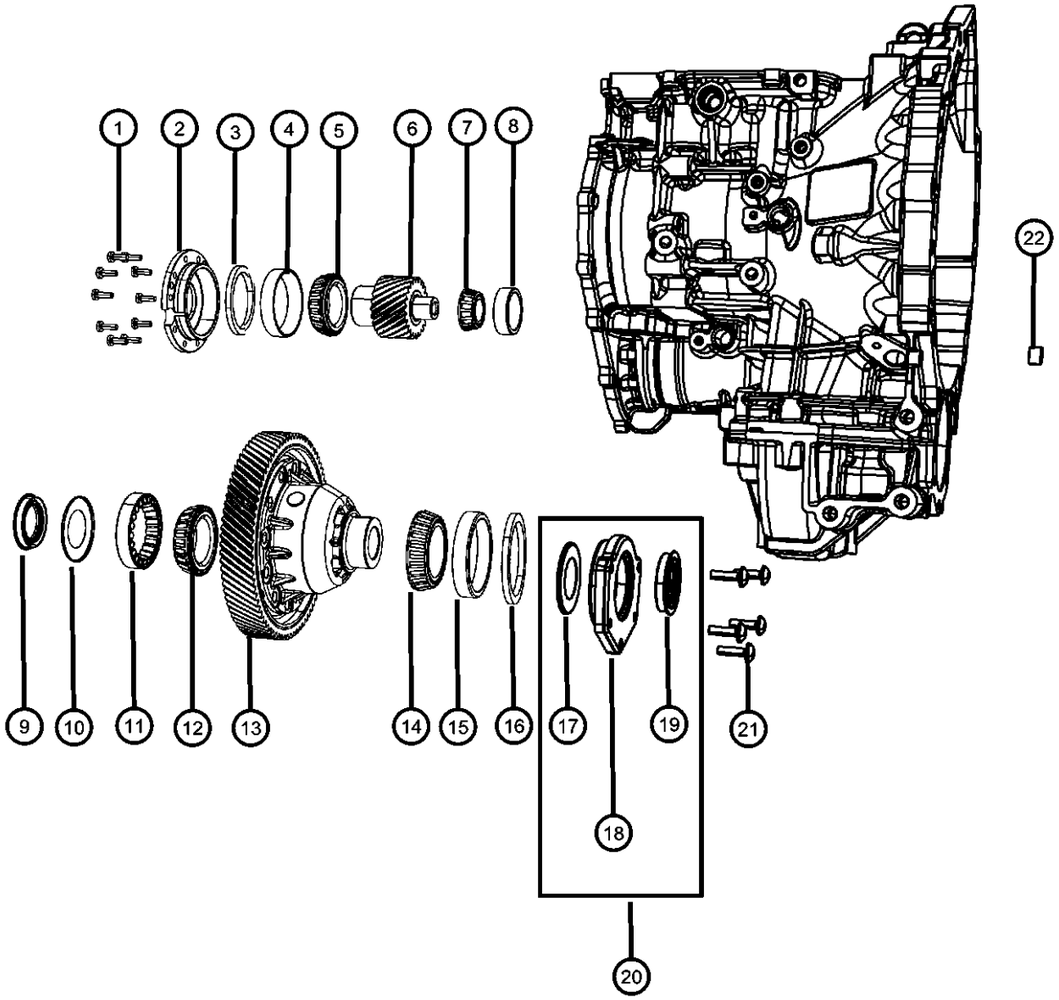


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		
7									CONE, FINAL DRIVE PINION BEARING
	05078694AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
8									CUP, FINAL DRIVE PINION BEARING
	05078695AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
9									SEAL
	04412522AB	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
10									DAM, TRANS case DIFFERENTIAL OIL
	05078686AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
11									CUP, Differential Side
	03723148	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
12									BEARING, Differential
	03723149	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
13									DIFFERENTIAL, Transaxle
	05078726AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
	05078944AA	1	E			EGF	DG2		

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Output Pinion And Differential
Figure 021DG2-910

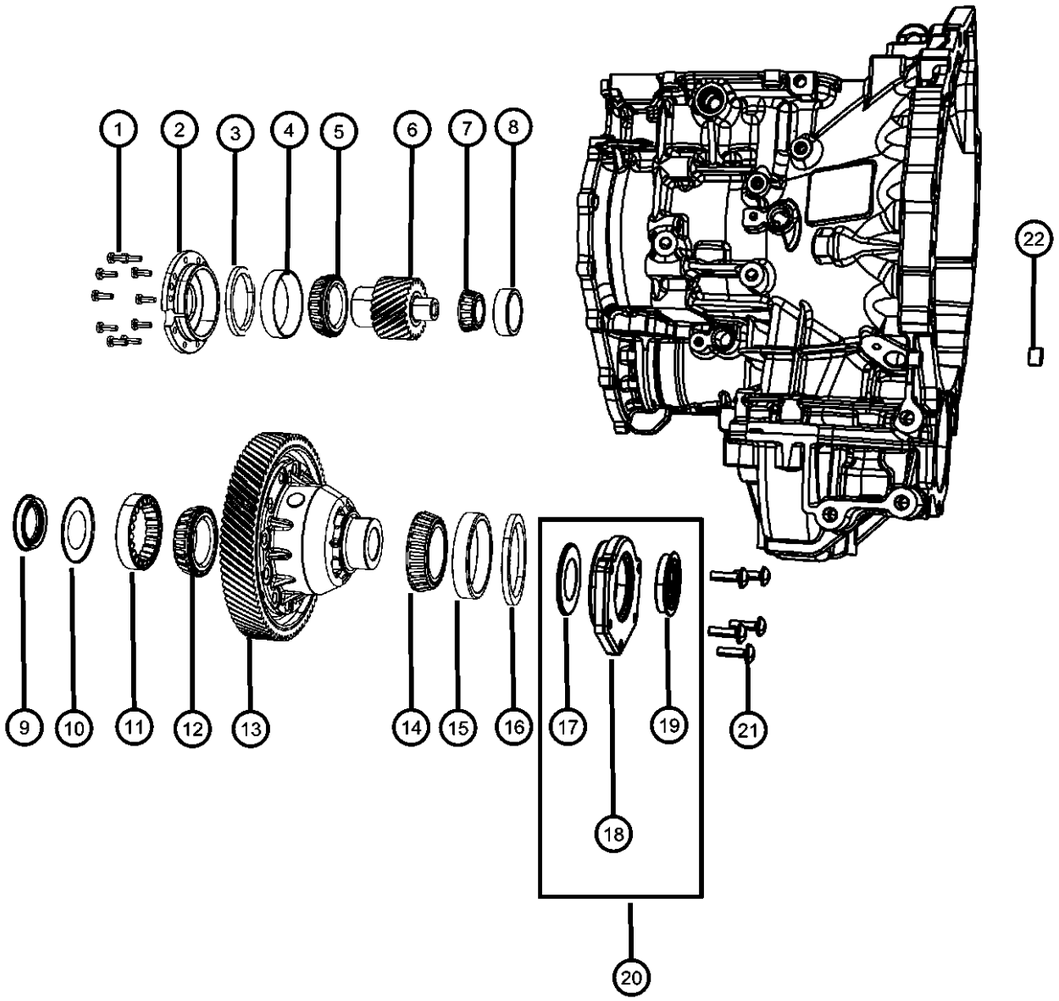


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
14									BEARING CONE, Differential
	05078693AA	1	E			EGF	DG2		
		1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
15									BEARING CUP, Differential
	05078692AA	1	B, D			EGF	DG2		
		1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
16									SHIM
	04800619AA	1	B, D			EGF	DG2		[1.837/1.857 mm]
		1	E			EGF	DG2		[1.837/1.857 mm]
	04800518AA	1	E			EGF	DG2		[1.808/1.828 mm]
		1	B, D, E			EER	DG2		[1.837/1.857 mm]
	04800620AA	1	B, D			EGF	DG2		[1.866/1.886 mm]
		1	E			EGF	DG2		[1.866/1.886 mm]
		1	B, D, E			EER	DG2		[1.866/1.886 mm]
	04800621AA	1	B, D			EGF	DG2		[1.895/1.915 mm]
		1	E			EGF	DG2		[1.895/1.915 mm]
		1	B, D, E			EER	DG2		[1.895/1.915 mm]
	04800622AA	1	B, D			EGF	DG2		[1.924/1.944 mm]
		1	E			EGF	DG2		[1.924/1.944 mm]
		1	B, D, E			EER	DG2		[1.924/1.944 mm]
	04800623AA	1	B, D			EGF	DG2		[1.953/1.973 mm]
		1	E			EGF	DG2		[1.953/1.973 mm]
		1	B, D, E			EER	DG2		[1.953/1.973 mm]
	04800624AA	1	B, D			EGF	DG2		[1.982/2.002 mm]
		1	E			EGF	DG2		[1.982/2.002 mm]
		1	B, D, E			EER	DG2		[1.982/2.002 mm]
	04800625AA	1	B, D			EGF	DG2		[2.011/2.031 mm]
		1	E			EGF	DG2		[2.011/2.031 mm]
		1	B, D, E			EER	DG2		[2.011/2.031 mm]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Output Pinion And Differential
Figure 021DG2-910



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04800626AA	1	B, D			EGF	DG2		[2.040/2.060 mm]
		1	E			EGF	DG2		[2.040/2.060 mm]
		1	B, D, E			EER	DG2		[2.040/2.060 mm]
	04800627AA	1	B, D			EGF	DG2		[2.069/2.089 mm]
		1	E			EGF	DG2		[2.069/2.089 mm]
	04800628AA	1	B, D			EGF	DG2		[2.098/2.118 mm]
		1	E			EGF	DG2		[2.098/2.118 mm]
		1	B, D, E			EER	DG2		[2.098/2.118 mm]
	04800640AA	1	B, D			EGF	DG2		[2.127/2.147 mm]
		1	E			EGF	DG2		[2.127/2.147 mm]
		1	B, D, E			EER	DG2		[2.127/2.147 mm]
	04800641AA	1	B, D			EGF	DG2		[2.156/2.176 mm]
		1	E			EGF	DG2		[2.156/2.176 mm]
		1	B, D, E			EER	DG2		[2.156/2.176 mm]
	04800642AA	1	B, D			EGF	DG2		[2.185/2.205 mm]
		1	E			EGF	DG2		[2.185/2.205 mm]
		1	B, D, E			EER	DG2		[2.069/2.089 mm]
	04800643AA	1	E			EGF	DG2		[2.214/2.234 mm]
		1	B, D, E			EER	DG2		[2.214/2.234 mm]
	04800644AA	1	B, D			EGF	DG2		[2.243/2.223 mm]
		1	E			EGF	DG2		[2.243/2.223 mm]
		1	B, D, E			EER	DG2		[2.243/2.223 mm]
	04800646AA	1	B, D			EGF	DG2		[2.272/2.292 mm]
		1	E			EGF	DG2		[2.272/2.292 mm]
		1	B, D, E			EER	DG2		[2.272/2.292 mm]
	04800648AA	1	B, D			EGF	DG2		[2.301/2.321 mm]
		1	E			EGF	DG2		[2.301/2.321 mm]
		1	B, D, E			EER	DG2		[2.185/2.205 mm]
		1	B, D			EGF	DG2		[2.214/2.234 mm]
	04800651AA	1	B, D			EGF	DG2		[2.359/2.379 mm]
		1	E			EGF	DG2		[2.359/2.379 mm]

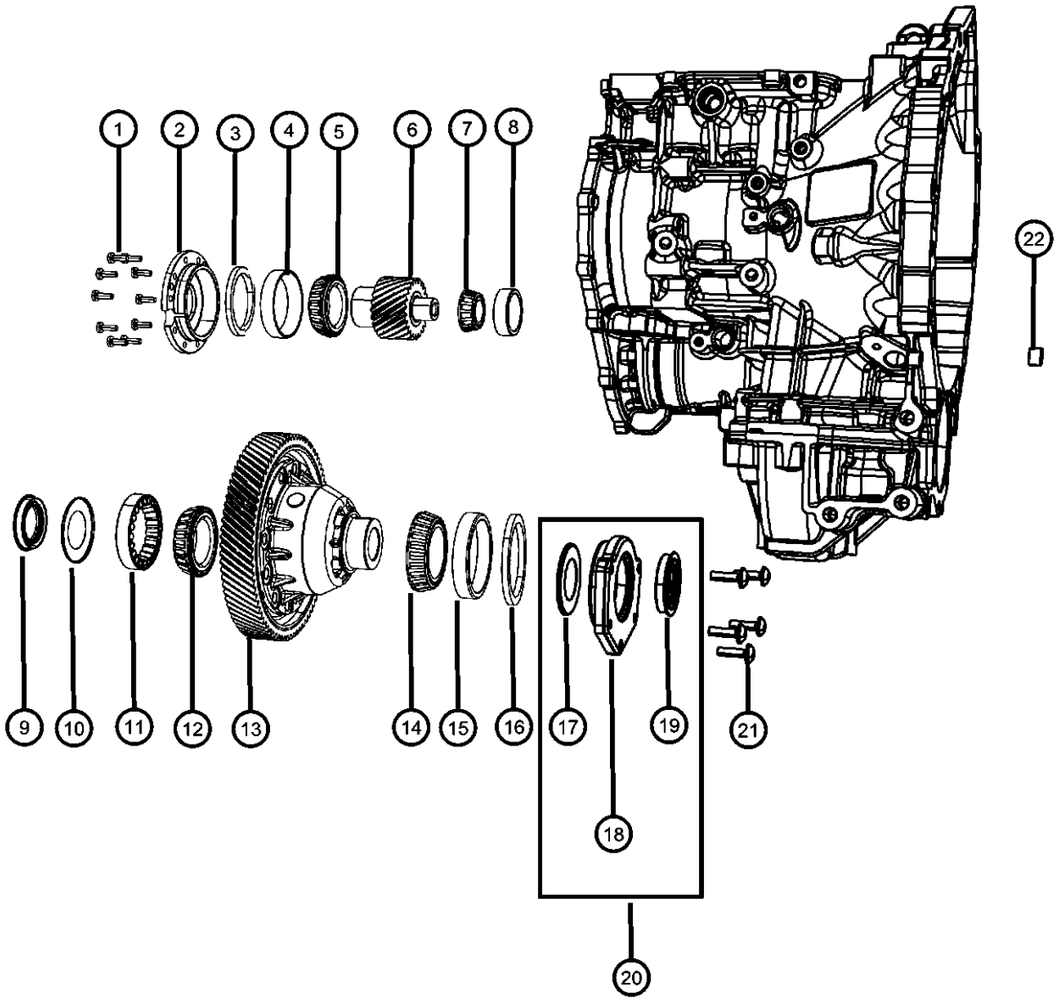
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Output Pinion And Differential
Figure 021DG2-910



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E			EER	DG2		[2.359/2.379 mm]
	04800652AA	1	B, D			EGF	DG2		[2.388/2.408 mm]
		1	E			EGF	DG2		[2.388/2.408 mm]
		1	B, D, E			EER	DG2		[2.388/2.408 mm]
	04800653AA	1	B, D			EGF	DG2		[2.417/2.437 mm]
		1	E			EGF	DG2		[2.417/2.437 mm]
		1	B, D, E			EER	DG2		[2.301/2.321 mm]
	04800649AA	1	B, D			EGF	DG2		[2.330/2.350 mm]
		1	E			EGF	DG2		[2.330/2.350 mm]
		1	B, D, E			EER	DG2		[2.330/2.350 mm]
	04800655AA	1	B, D, E			EER	DG2		[2.475/2.495 mm]
	04800656AA	1	B, D			EGF	DG2		[2.504/2.524 mm]
		1	E			EGF	DG2		[2.504/2.524 mm]
		1	B, D, E			EER	DG2		[2.504/2.524 mm]
	04800657AA	1	B, D			EGF	DG2		[2.533/2.553 mm]
		1	E			EGF	DG2		[2.533/2.553 mm]
		1	B, D, E			EER	DG2		[2.417/2.437 mm]
	04800654AA	1	B, D			EGF	DG2		[2.446/2.466 mm]
		1	E			EGF	DG2		[2.446/2.466 mm]
		1	B, D, E			EER	DG2		[2.446/2.466 mm]
		1	B, D			EGF	DG2		[2.475/2.495 mm]
		1	E			EGF	DG2		[2.475/2.495 mm]
	04800660AA	1	E			EGF	DG2		[2.620/2.640 mm]
		1	B, D, E			EER	DG2		[2.620/2.640 mm]
		1	B, D, E			EER	DG2		[2.533/2.553 mm]
	04800658AA	1	B, D			EGF	DG2		[2.562/2.582 mm]
		1	E			EGF	DG2		[2.562/2.582 mm]
		1	B, D, E			EER	DG2		[2.562/2.582 mm]
	04800659AA	1	B, D			EGF	DG2		[2.591/2.611 mm]
		1	E			EGF	DG2		[2.591/2.611 mm]
		1	B, D, E			EER	DG2		[2.591/2.611 mm]

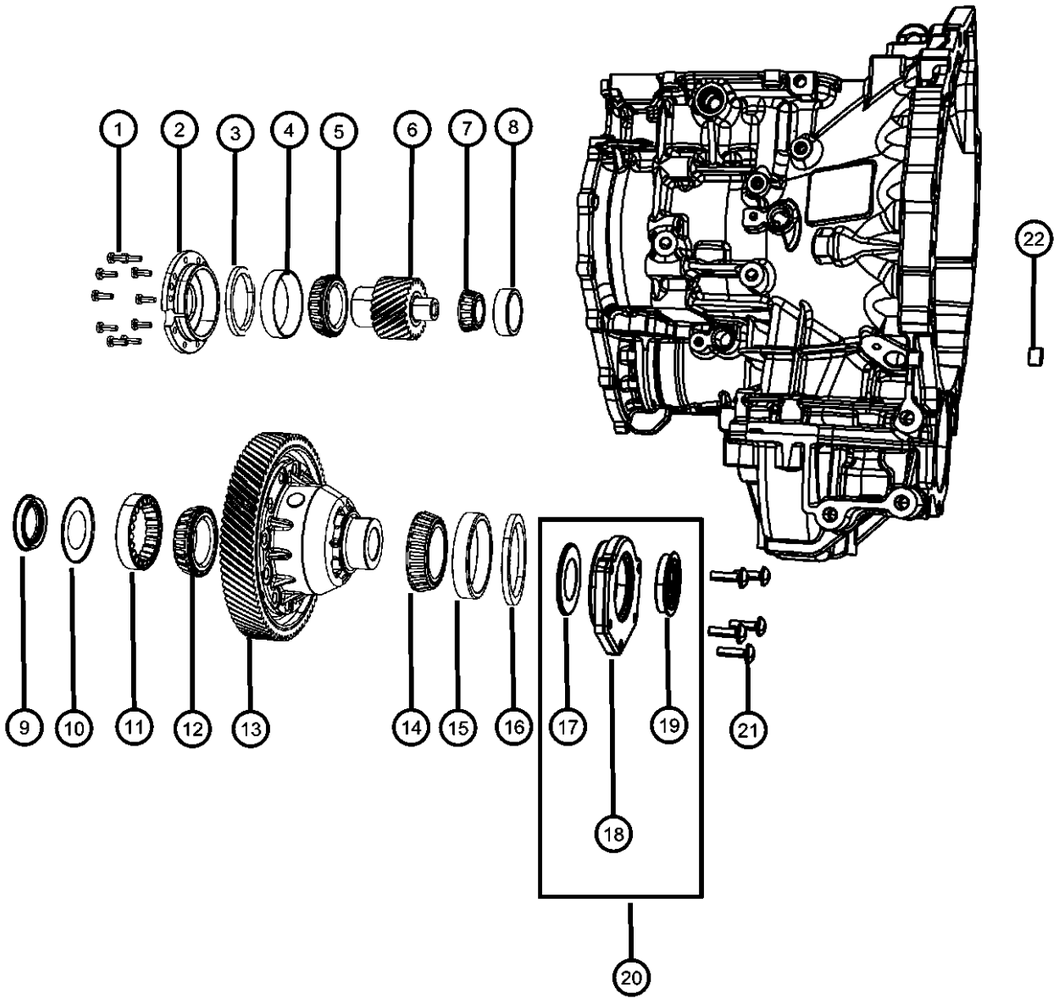
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Output Pinion And Differential
Figure 021DG2-910



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D			EGF	DG2		[2.620/2.640 mm]
		1	B, D			EGF	DG2		[1.808/1.828 mm]
		1	B, D, E			EER	DG2		[1.808/1.828 mm]
17									DAM, TRANS case DIFFERENTIAL OIL
	05078686AA	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
18	05078957AA	1	E			EGF	DG2		EXTENSION, Transmission, Extension Only
19									SEAL
	04412522AB	1	B, D, E			EER	DG2		
		1	E			EGF	DG2		
		1	B, D			EGF	DG2		
20									EXTENSION ASSY, Transmission
	05078687AA	1	B, D			EGF	DG2		Includes DAM, Item #17 and Seal Item #19
		1	B, D, E			EER	DG2		Includes DAM, Item #17 and Seal Item #19
21									SCREW, M8X1.25X30.00
	06508573AA	5	B, D			EGF	DG2		
		5	B, D, E			EER	DG2		
22									PLUG, Hex Socket, 3/8-18NPTx.475
	06034331	1	B, D			EGF	DG2		
		1	E			EGF	DG2		
		1	B, D, E			EER	DG2		

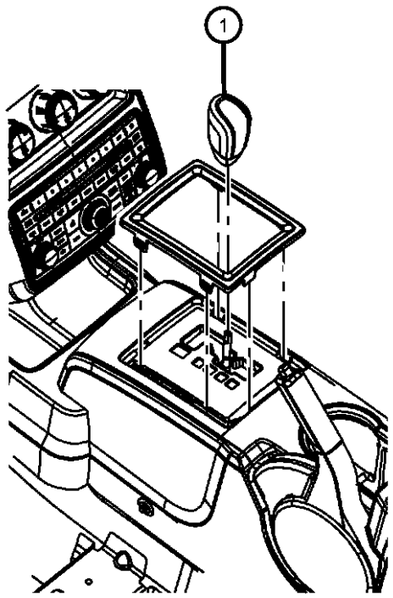
JOURNEY (JC)

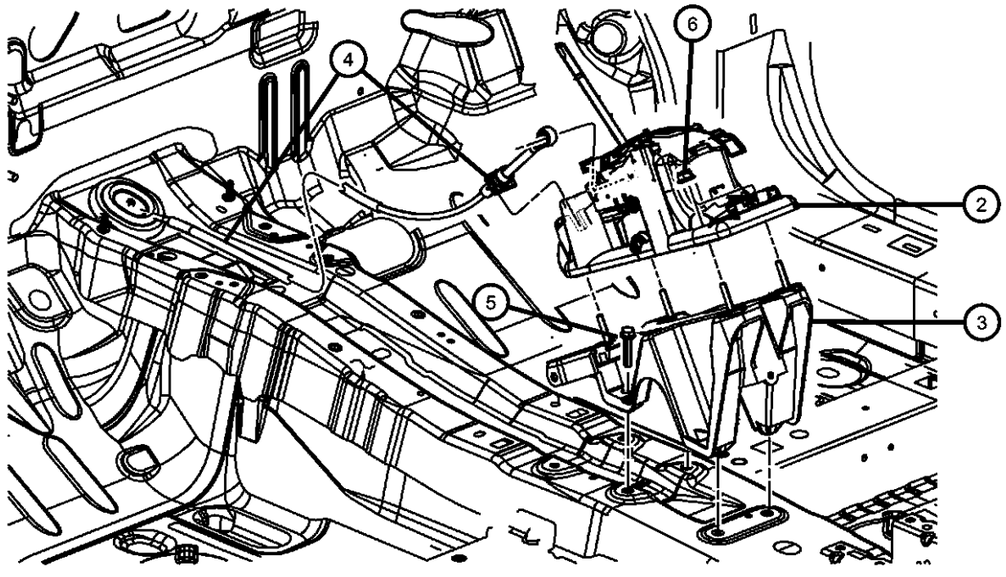
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Gearshift Controls
Figure 021DG2-1105



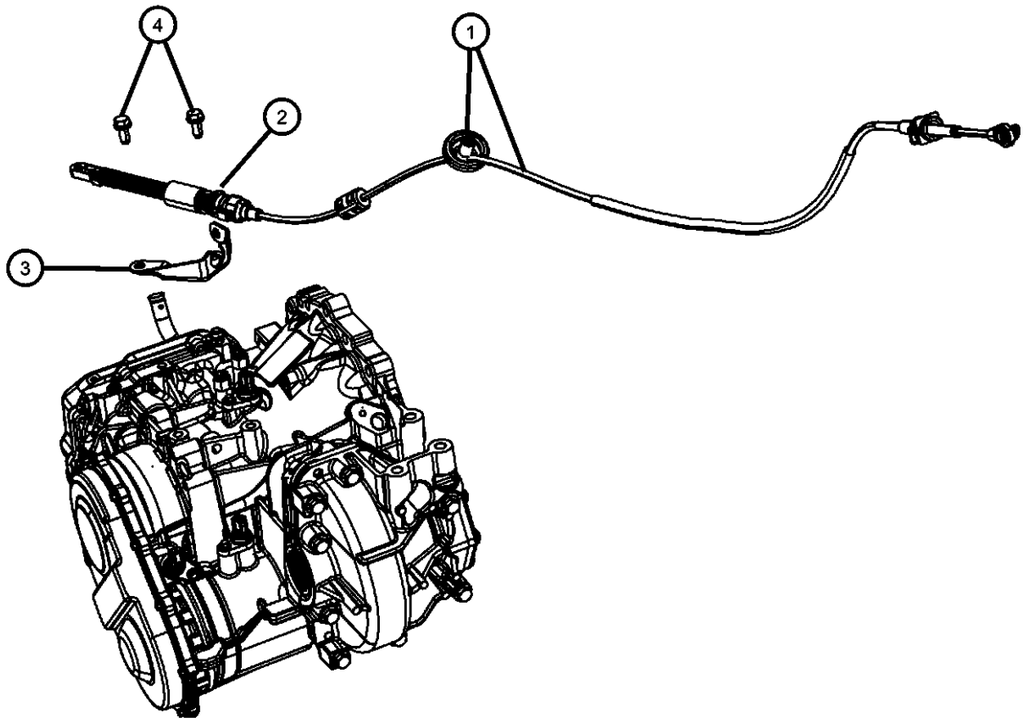


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [CVW]= Leather Wrapped Shift Knob [DHD]= Autostick Automatic Transmission									
1									KNOB, Gearshift
	1CP321X9AB	1	B, D, E				DFF, DG2		With [CVW]
	1ER36DX9AB	1	B, D, E				DFF, DG2		Without [CVW]
2									SHIFTER, Transmission
	04766410AC	1	B, D, E				DFF, DG2		With [DHD]
	04766411AC	1	B, D, E				DFF, DG2		Without [DHD]
3									BRACKET, Transmission Shifter
	04766406AC	1	D, E				DFF, DG2		
	04766407AB	1	B				DFF, DG2		
4									CABLE, Gearshift Control
	04743757AC	1	B			EER	DFF, DG2		With [NHA]
	04877334AA	1	B, D, E			EER	DFF, DG2		Without [NHA]
		1	B, D			EGF	DFF, DG2		
	04721940AC	1	D, E			EER	DFF, DG2		With [NHA]
		1	E			EGF	DFF, DG2		
5	06104184AA	4	B, D, E						BOLT, Hex Flange Head, M6X1.00X35.00
6	06502843	4	B, D, E				DFF, DG2		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gearshift Lever, Cable and Bracket
Figure 021DG2-1115

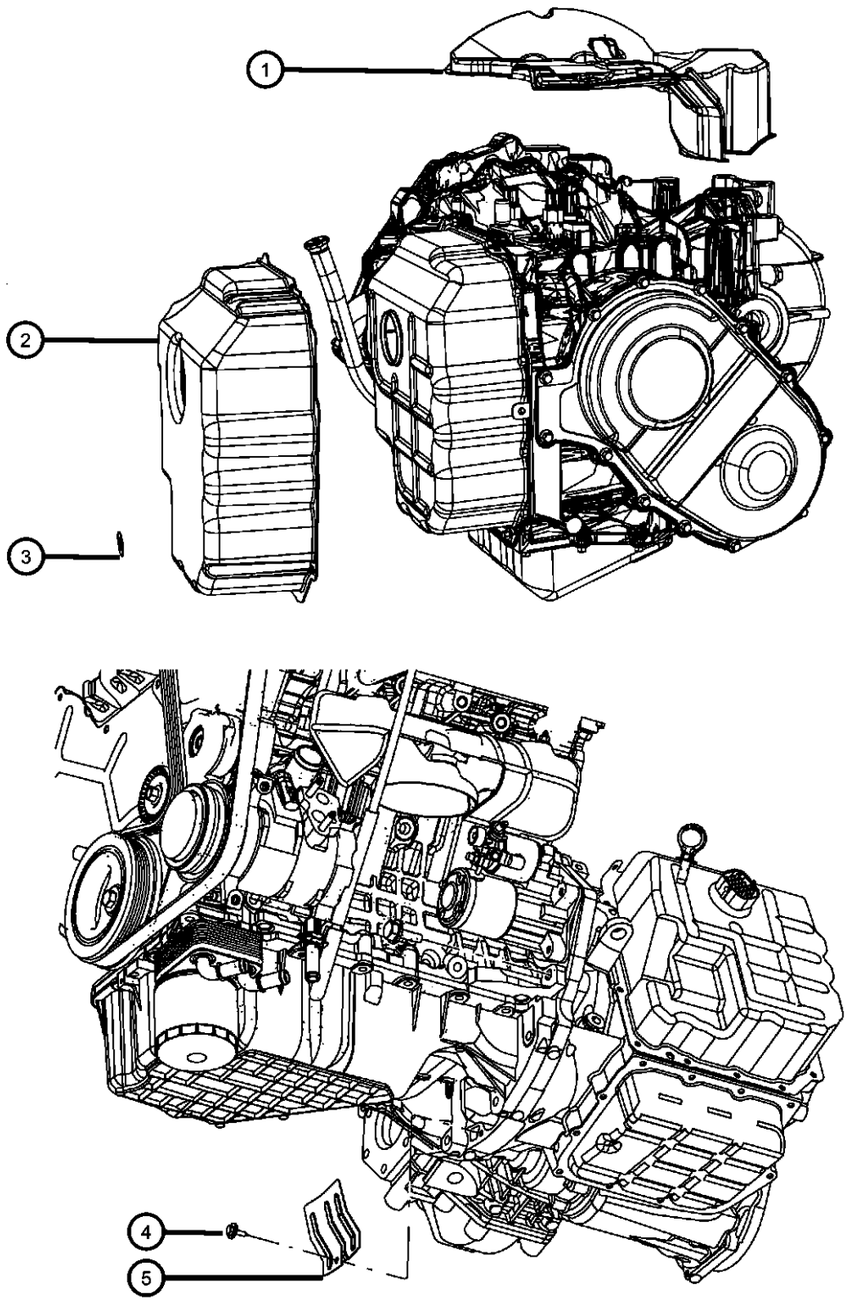


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CABLE, Gearshift Control, Will Include Grommet
	04721940AC	1	E			EGF	DFF, DG2		
	04743757AC	1	B			EER	DFF, DG2		With [NHA]
		1	D, E			EER	DFF, DG2		With [NHA]
	04877334AA	1	B, D, E			EER	DFF, DG2		Without [NHA]
		1	B, D			EGF	DFF, DG2		
2		1							CLIP, Retainer, (NOT SERVICED)
3	05310005AB	1	B, D, E				DFF, DG2		BRACKET, Transmission Control Cable
4	06502832	1	B, D, E				DFF, DG2		SCREW, Hex Flange Head

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Mounting Covers And Shields
Figure 021DG2-1205



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05169446AA	1	B, D, E				DG2		SHIELD, Transmission
2	05169445AA	1	B, D, E				DG2		SHIELD, Transmission
3	06100840	2	B, D, E				DG2		NUT, Spring
4	06503193	1	B, D, E			EGF	DG2		BOLT AND CONED WASHER, Hex head, M6X1.00X20.00
5	04861671AA	1	B, D, E			EGF	DG2		COVER, Transmission Case

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Group - 021DG5

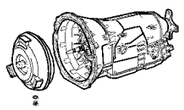
MPS6; 6-Speed; Automatic Transaxle

Group - 021DG5 MPS6; 6-Speed; Automatic Transaxle

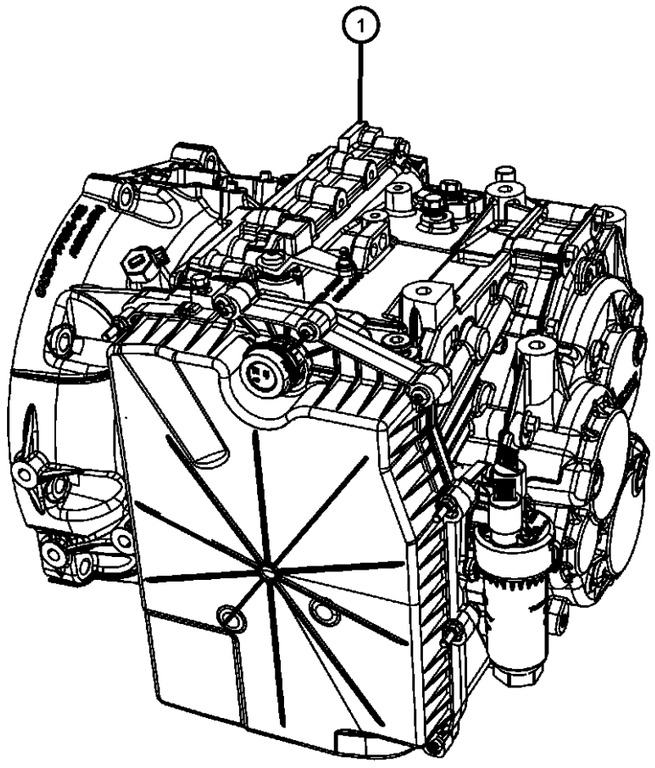
Illustration Title — Group-Fig. No.

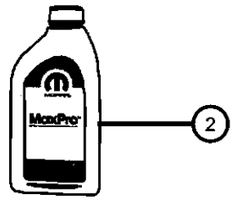
Automatic Transmission / Transaxle and Torque Converter
Transmission / Transaxle Assembly ..... Fig. 021DG5 - 105
Transmission Serviceable Parts ..... Fig. 021DG5 - 150

Gearshift Controls and Related Parts
Gearshift Control ..... Fig. 021DG5 - 1105
Gearshift Lever, Cable and Bracket ..... Fig. 021DG5 - 1115

021DG5-100 Automatic Transmission / Transaxle and Torque Converter 	**021DG5-1100** Gearshift Controls and Related Parts		

Transmission / Transaxle Assembly
Figure 021DG5-105



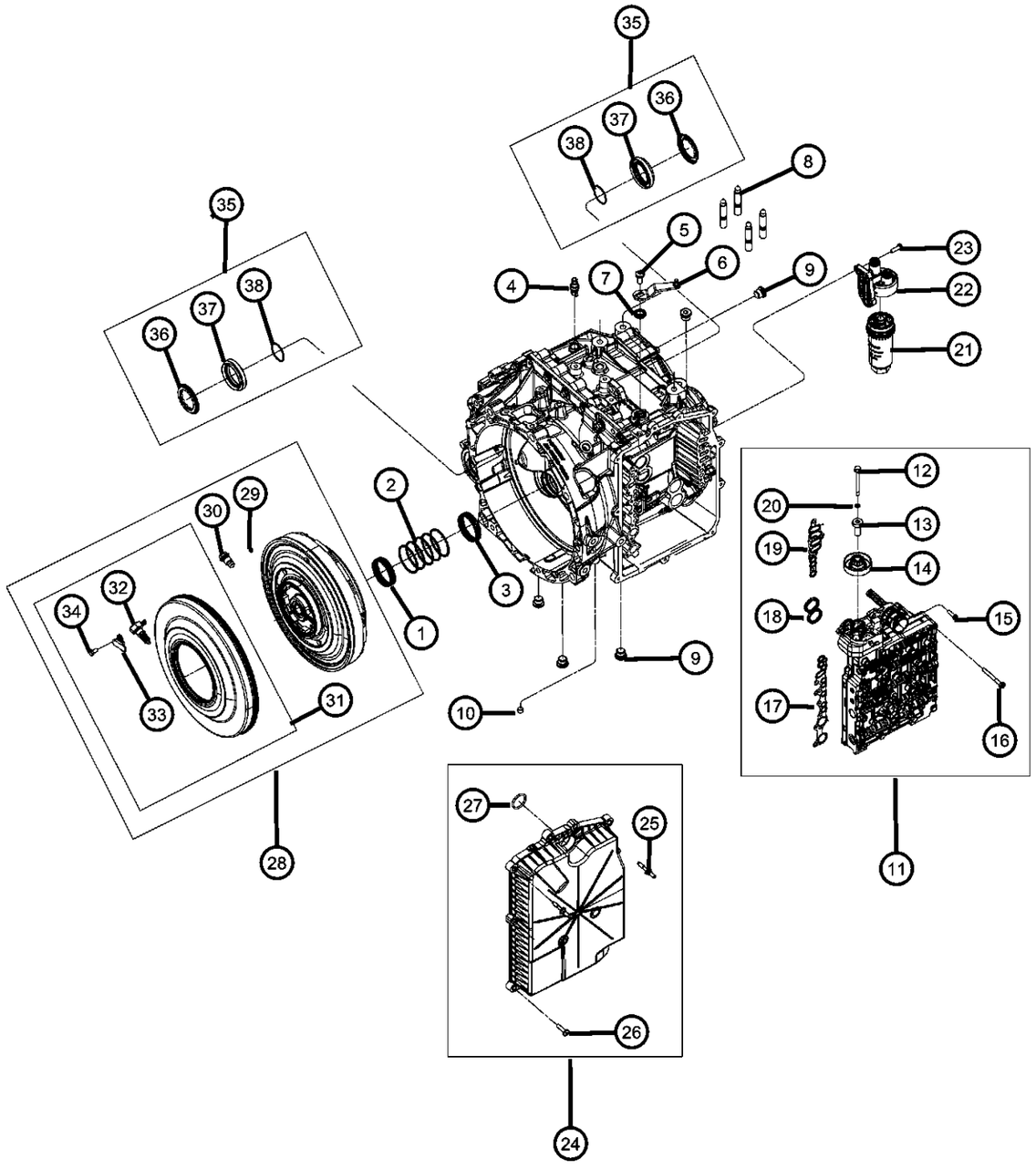


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04872691AF	1	B, D, E			ECE	DG5		TRANSMISSION ASSEMBLY, Dual Clutch
2	68044345EA	1	B, D, E			ECE	DG5		FLUID, Automatic Transmission MPS6, 1000ML

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Transmission Serviceable Parts
Figure 021DG5-150



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68072186AA	1	B, D, E			ECE	DG5		BEARING, Needle, At clutch support engine side
2	68060390AA	5	B, D, E			ECE	DG5		SEAL
3	68060394AA	1	B, D, E			ECE	DG5		BEARING, Needle, At clutch support transmission side
4	68046221AA	1	B, D, E			ECE	DG5		VENT, Transmission, Lower
5	68046230AA	1	B, D, E			ECE	DG5		BOLT, Torx Head, M8x20
6	68046224AA	1	B, D, E			ECE	DG5		LEVER, Manual Control
7	68046220AA	1	B, D, E			ECE	DG5		SEAL, Manual Lever Shaft
8	68077985AA	4	B, D, E			ECE	DG5		STUD, Double Ended
9	68033430AA	5	B, D, E			ECE	DG5		PLUG, Oil Drain
10	68060388AA	1	B, D, E			ECE	DG5		PLUG, Pressure Check
11	68060440AB	1	B, D, E			ECE	DG5		VALVE BODY
12	68046250AA	1	B, D, E			ECE	DG5		ROD, Range Sensor
13	68060439AA	1	B, D, E			ECE	DG5		BUSHING, Transmission Range Sensor
14	68060438AA	1	B, D, E			ECE	DG5		SENSOR, Transmission Range
15	68046247AA	2	B, D, E			ECE	DG5		BOLT, Torx Head, M5x20
16	68046246AA	11	B, D, E			ECE	DG5		BOLT, Torx Head, M6x55
17	68046242AA	1	B, D, E			ECE	DG5		GASKET, Valve Body, Long
18	68077983AA	4	B, D, E			ECE	DG5		SEAL
19	68046243AA	1	B, D, E			ECE	DG5		GASKET, Valve Body, Short
20	68046249AA	1	B, D, E			ECE	DG5		O RING, Sensor Shaft, Transmission Range Sensor
21	68060326AB	1	B, D, E			ECE	DG5		FILTER KIT, Transmission Oil
22	68046211AA	1	B, D, E			ECE	DG5		ADAPTER, Transmission Oil Filter
23	68046212AA	4	B, D, E			ECE	DG5		BOLT, Torx Head, M6x20
24	68072176AA	1	B, D, E			ECE	DG5		PAN, Oil
25	68060365AA	4	B, D, E			ECE	DG5		STUD, Double Ended
26	68046216AB	6	B, D, E			ECE	DG5		BOLT, Torx Head, M6x25
27	68046252AA	1	B, D, E			ECE	DG5		O RING, Adapter Plug
28	68060442AB	1	B, D, E			ECE	DG5		CLUTCH AND DAMPER KIT, Automatic Transmission
29	68060389AA	4	B, D, E			ECE	DG5		PLUG, Sealing plug for clutch

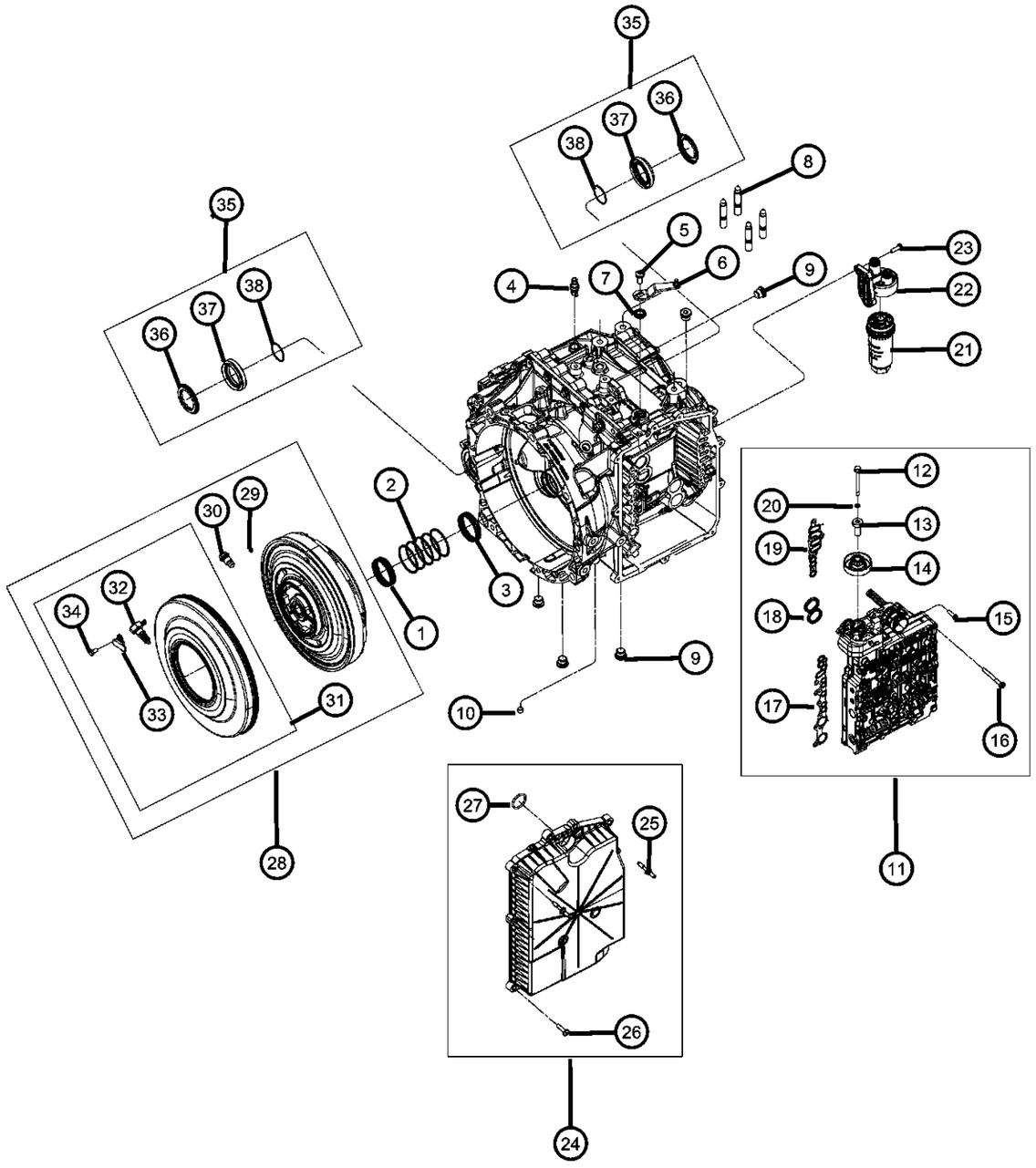
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Transmission Serviceable Parts
Figure 021DG5-150

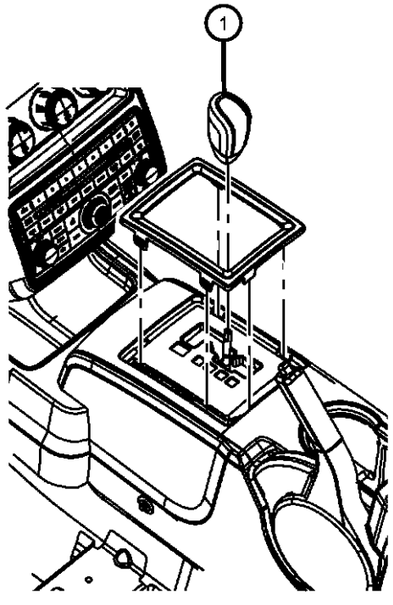


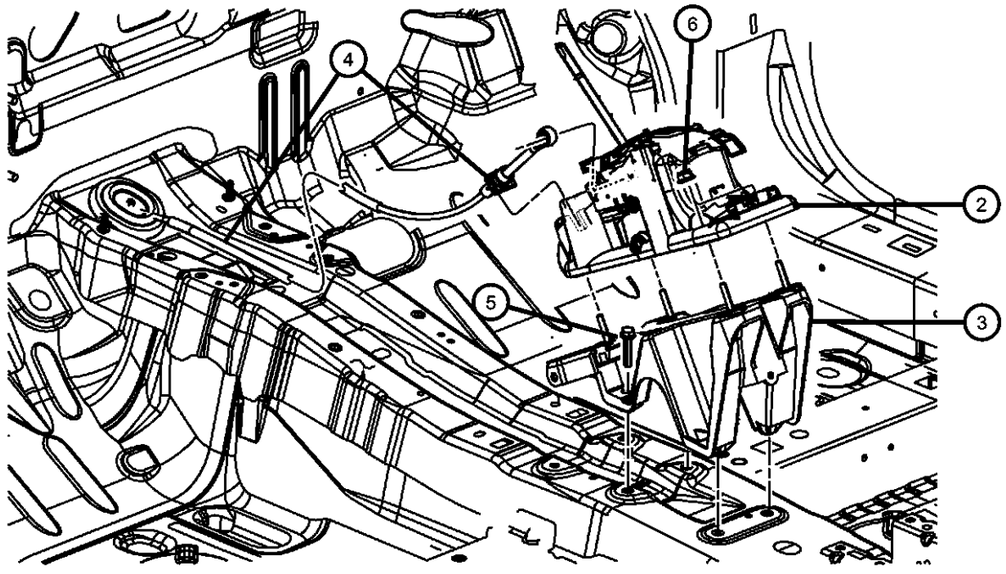
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
30	68072172AA	2	B, D, E			ECE	DG5		PLUNGER, Shift Detent
31	68060444AB	1	B, D, E			ECE	DG5		COVER KIT, Clutch And Damper
32	68046237AA	1	B, D, E			ECE	DG5		LOCKING PIN, Damper
33	68046241AA	3	B, D, E			ECE	DG5		CLAMP, Cover
34	68046240AA	3	B, D, E			ECE	DG5		BOLT, Torx Head, M6x12
35	68060449AA	1	B, D, E			ECE	DG5		SEAL KIT, Includes 2 covers, 2 seals and 2 o-rings
36	68046233AA	2	B, D, E			ECE	DG5		COVER, Differential Seal
37		2							SEAL, Differential, (NOT SERVICED)
38		2							O RING, Differential, (NOT SERVICED)

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gearshift Control
Figure 021DG5-1105



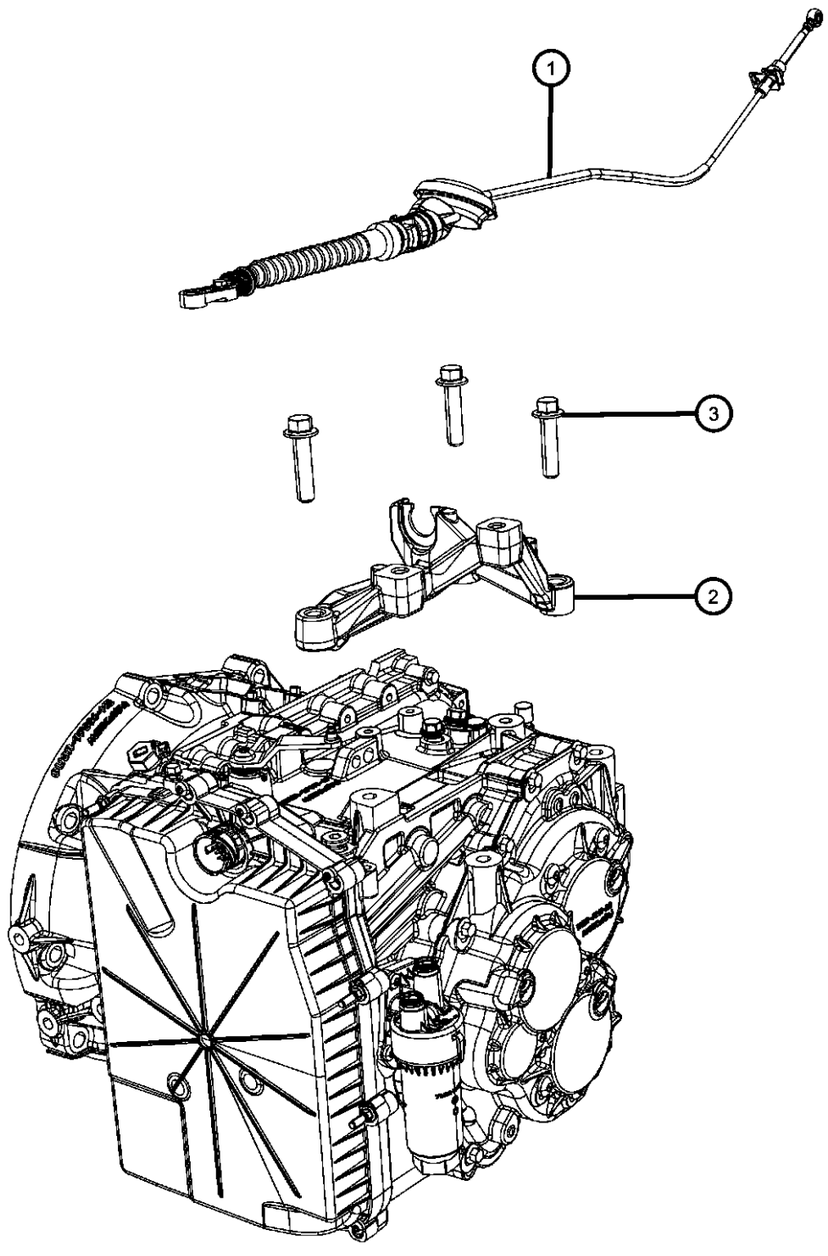


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [CVW]= Leather Wrapped Shift Knob [DHD]= Autostick Automatic Transmission									
1									KNOB, Gearshift
	1ER36DX9AB	1	B, D, E				DG5		Without [CDW]
	1CP321X9AB	1	B, D, E				DG5		With [CDW]
2	04766443AB	1	B, D, E				DG5		SHIFTER, Transmission
3	04766407AB	1	B, D, E				DG5		BRACKET, Transmission Shifter
4	04766277AD	1	B, D, E			ECE	DG5		CABLE, Gearshift Control
5	06104184AA	4	B, D, E						BOLT, Hex Flange Head, M6X1.00X35.00
6	06502843	4	B, D, E				DG5		NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Gearshift Lever, Cable and Bracket
Figure 021DG5-1115



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04766277AD	1	B, D, E			ECE	DG5		CABLE, Gearshift Control
2	04766159AB	1	B, D, E				DG5		BRACKET, Transmission Mount
3	06508812AA	3	B, D, E				DG5		BOLT, Hex Flange Head, M12x1.75x50.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 21590

Power Transfer Unit; Transfer Case

021590-100 Transfer Case Assembly	**021590-1200** Mounting and Skid Plate	**021590-300** Seal and Shim Packages	

Group - 21590 Power Transfer Unit; Transfer Case

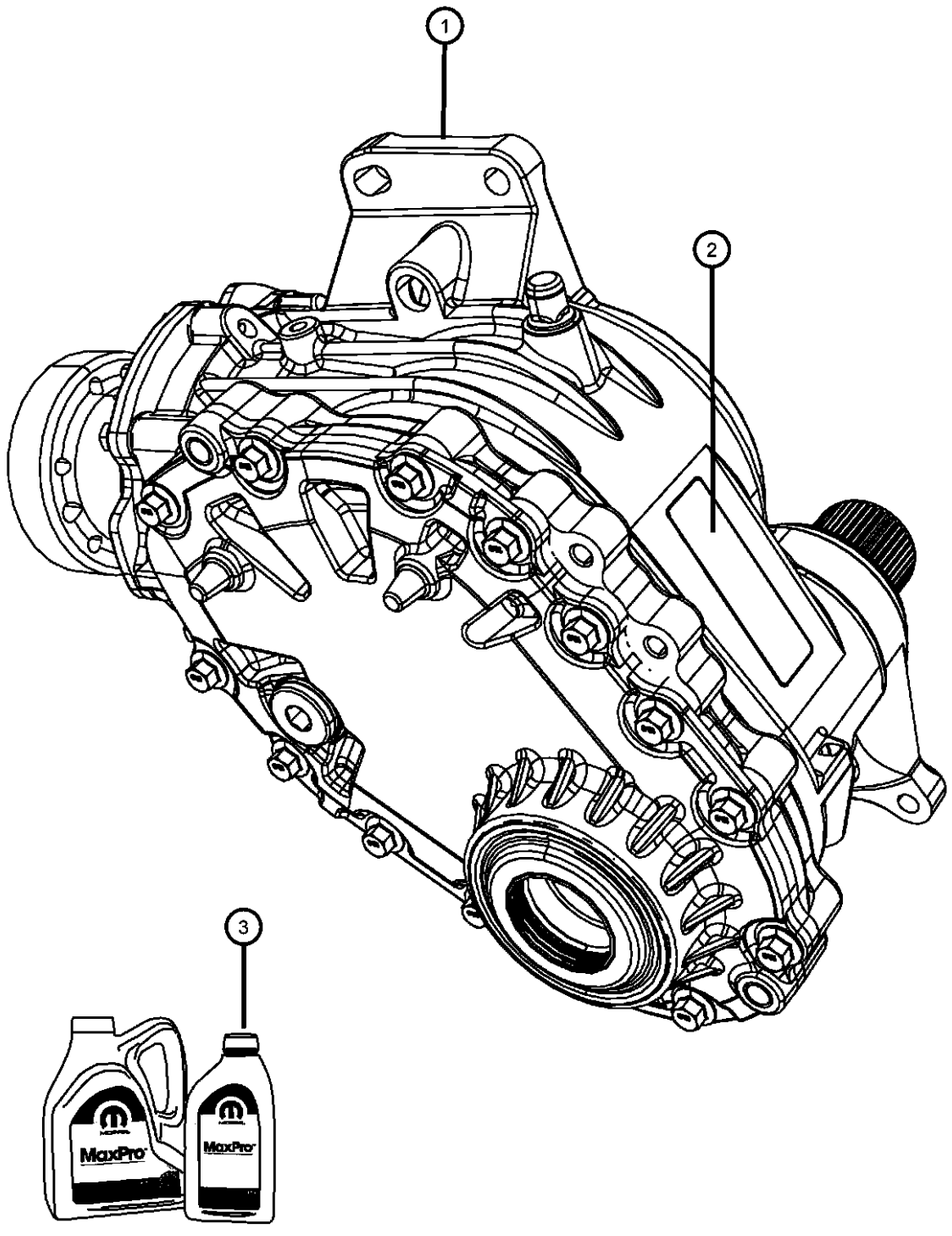
Illustration Title — Group-Fig. No.

Transfer Case Assembly
Power Transfer Unit And Identification [AWD] ..... Fig. 21590 - 125

Seal and Shim Packages
Power Transfer Unit Repair Parts [AWD] ..... Fig. 21590 - 325

Mounting and Skid Plate
Power Transfer Unit Mounting [AWD] ..... Fig. 21590 - 1215

Power Transfer Unit And Identification [AWD]
Figure 21590-125



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

NOTE:
The Identification Label Contains Production Assembly Part Number.
Sales Codes:
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

1	68071706AA	1	E			EGF	DG2		POWER TRANSFER UNIT KIT
2		1							LABEL, See Note, (NOT SERVICED)
3	05010320AA	AR	E						LUBE, Axle, MS-9763, [32 Fluid Ounces] Minimum Ship Quantity 12

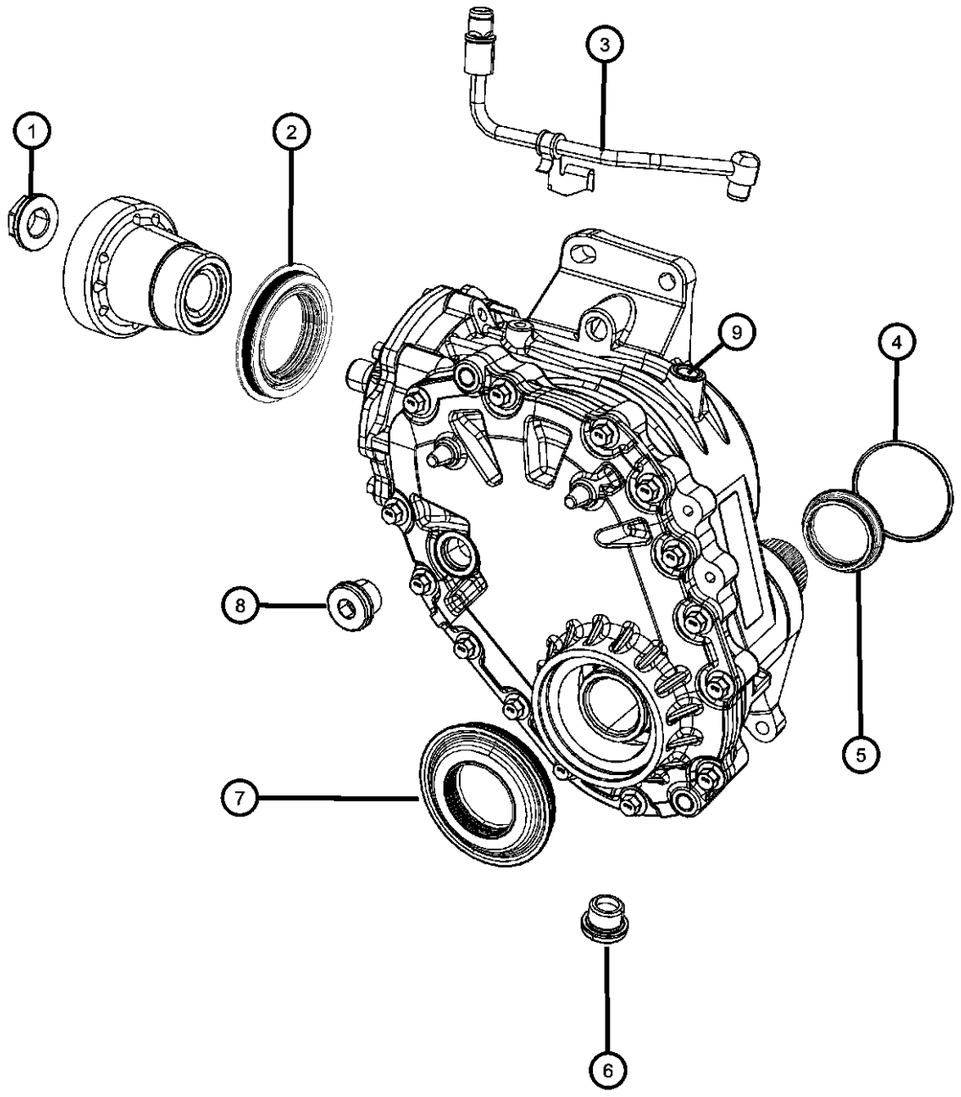
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Power Transfer Unit Repair Parts [AWD]
Figure 21590-325



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION

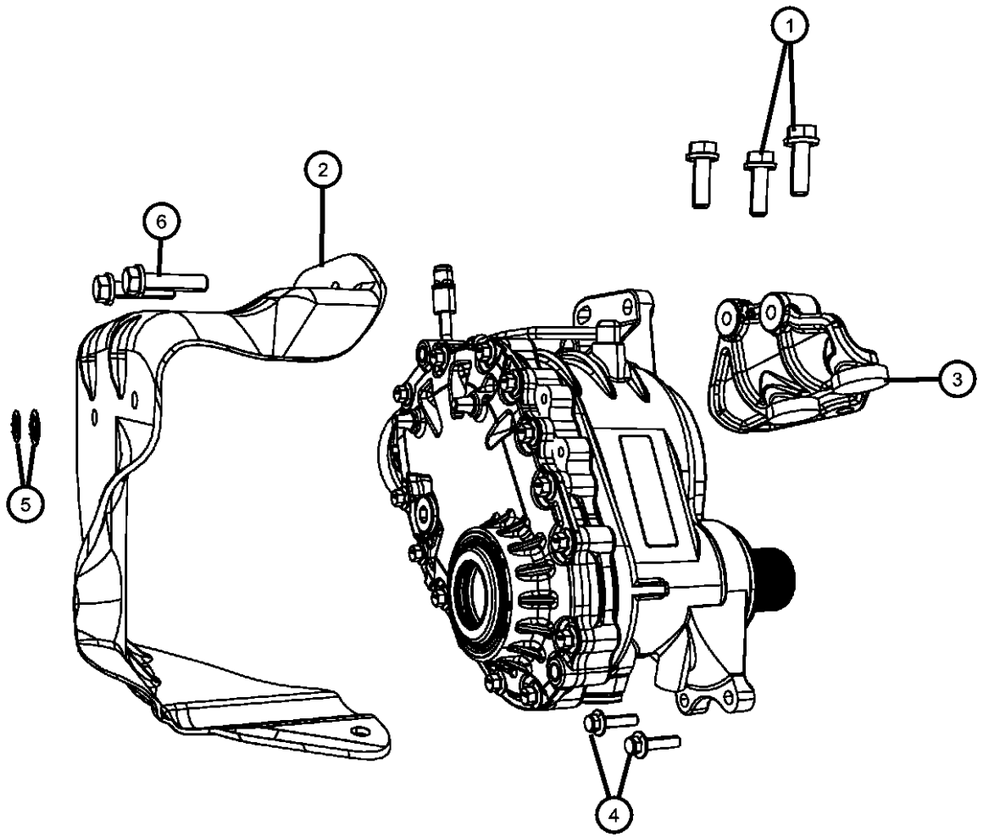
NOTE:
The Identification Label Contains Production Assembly Part Number.
Sales Codes:
[DEF] = 6-Speed Manual Aisian BG6 Transmission
[DFF] = 4-Seed Automatic VLP 41TE Transmission
[DD7] = 5-Speed Manual T355 Transmission
[DG2] = 6-Speed Automatic 62TE Transmission
[DG5] = 6-Speed Automatic Transmission
[DG0] = All Automatic Transmissions
[ECE] = 2.0L 4 Cylinder DOHC Diesel 16 Valve Engine
[EDG] = 2.4L 4 Cylinder PZEV 16 Valve Duel VVT Engine
[ED3] = 2.4L 4 Cylinder DOHC 16 Valve Duel VVT Engine
[ED0] = All 2.4L 4 Cylinder Gas Engines
[EER] = 2.7L V-6 DOHC 24 Valve MPI Engine
[EE0] = All 2.7L 6 Cylinder Gas Engines
[EGF] = 3.5L High Output V-6 24 Valve MPI Engine
[EG0] = All 3.5L 6 Cylinder Gas Engines
[NAA] = Federal Emissions
[NAE] = California Emisssions
[NAM] = Mexico Emissions
[NAS] = 50 State Emissions
[NA1] = Export Emissions
[NHA] = Engine Oil Cooler
[NHK] = Engine Cylinder Block Heater

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05134910AA	1	E			EGF	DG2		NUT, Flange
2	05134906AA	1	E			EGF	DG2		SEAL, Output Shaft
3	68078066AA	1	E			EGF	DG2		HOSE, Please [TSB] Regarding Tube Change
4	68003076AA	1	E			EGF	DG2		O RING
5	68003119AA	1	E			EGF	DG2		SEAL, Input Shaft
6	68003089AA	1	E			EGF	DG2		PLUG
7	05134903AB	1	E			EGF	DG2		SEAL, Output
8	05175395AA	1	E			EGF	DG2		PLUG
9	68071836AA	1	E			EGF	DG2		FITTING, Vent Hose
-10	68071835AA	1	E			EGF	DG2		HOSE, Vent

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Power Transfer Unit Mounting [AWD]
Figure 21590-1215



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: The Identification Label Contains Production Assembly Part Number. Sales Codes: [DFF] = 4-Speed Automatic VLP 41TE Transmission [DG0] = All Automatic Transmissions [DG2] = 6-Speed Automatic 62TE Transmission [EGH] = 3.8L V-6 OHV Engine									
1	06102019	2	E			EGF	DG2		BOLT AND WASHER, Hex Head, M10x1.50x45.00, Power Transfer Unit To Transmission Bracket
2	04809992AD	1	E			EGF	DG2		SHIELD, Heat
3		1							BRACKET, Power Transfer Unit, (NOT SERVICED)
4	06503131	2	E			EGF	DG2		BOLT, Hex Flange Head, M8x1.25x30, Power Transfer Unit To Transmission Diff, Mounting
5	06100842	2	E			EGF	DG2		NUT, Push On
6	06500399	1	E			EGF	DG2		BOLT, Hex Flange Head, M10X1.50X20.00, Heat Shield To Power Transfer Unit, Mounting

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 22

Wheels

Illustration Title — Group-Fig. No.

Wheels, Tires and Hardware
Wheels and Hardware ..... Fig. 22 - 105

Wheel Covers and Center Caps
Wheel Covers and Center Caps ..... Fig. 22 - 205

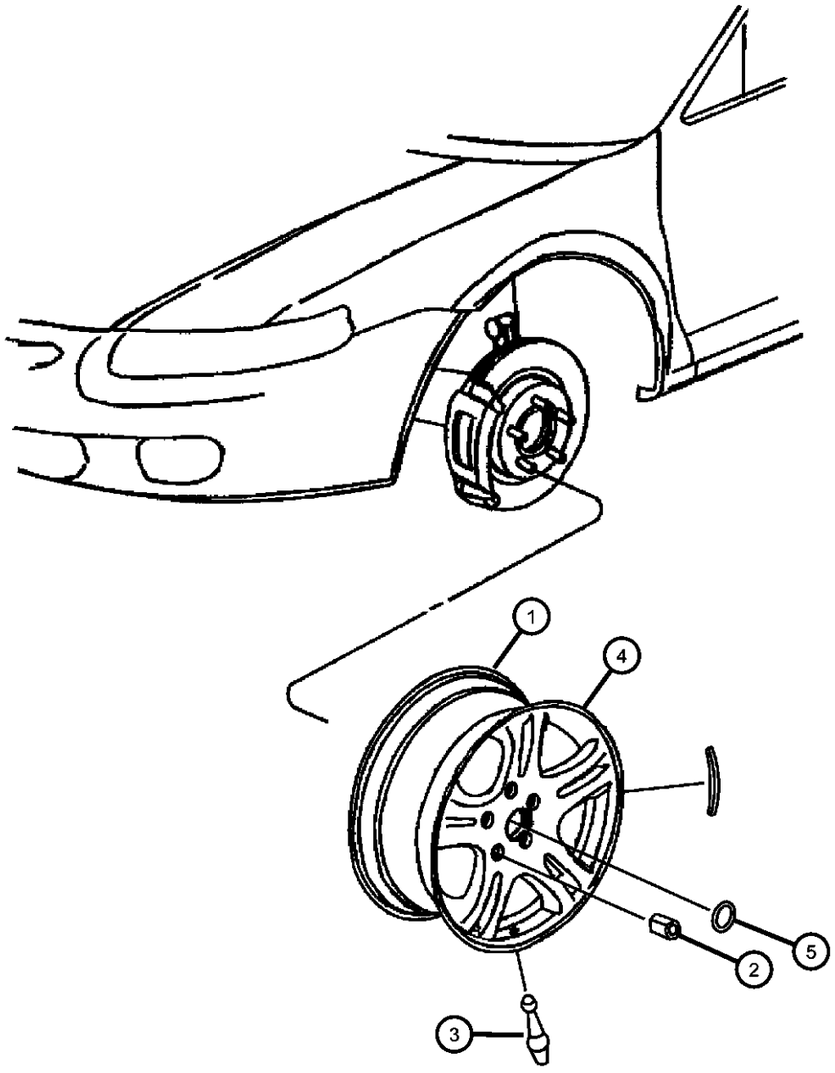
Jack Stowage
Jack Assembly ..... Fig. 22 - 305

Wheel Spare
Spare Tire Stowage ..... Fig. 22 - 405

Tire Monitoring System
Tire Monitoring System ..... Fig. 22 - 605

022-100 Wheels, Tires and Hardware	**022-200** Wheel Covers and Center Caps	**022-300** Jack Stowage	**022-400** Wheel Spare
022-600 Tire Monitoring System			

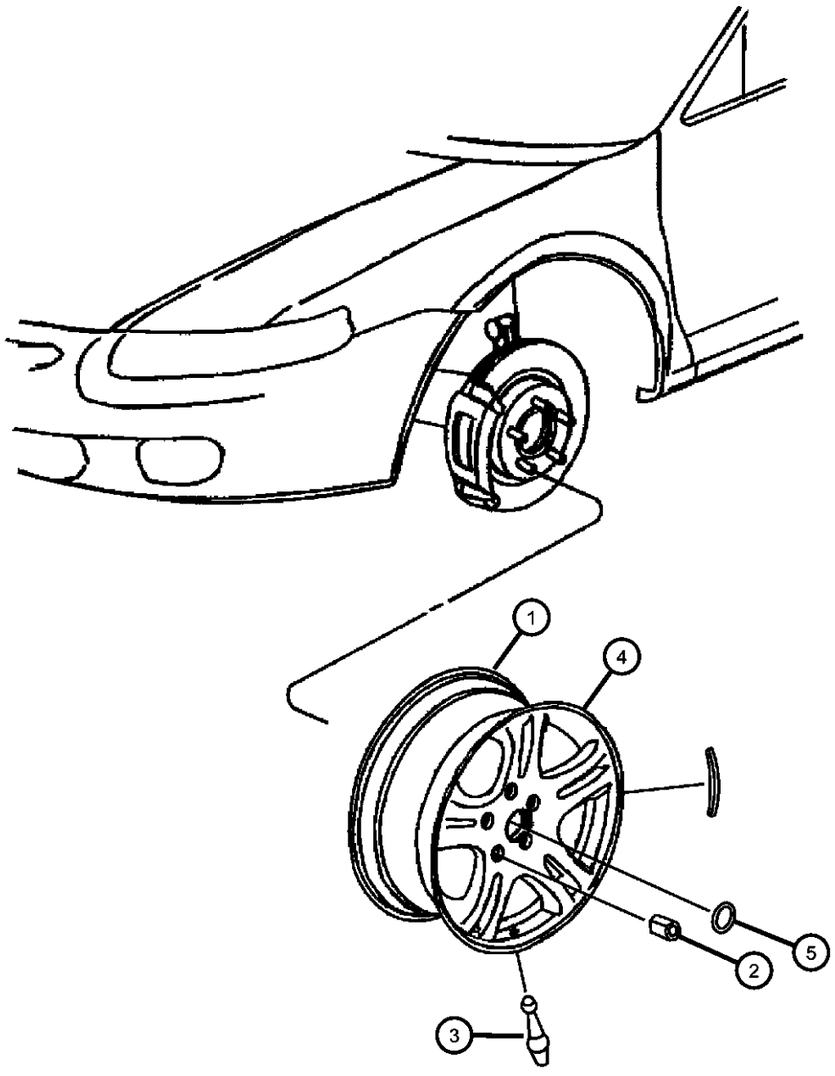
Wheels and Hardware
Figure 22-105



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes: [TBC] = Compact Spare Tire [WDK] = 16x6.5 Steel Wheel [WFJ] = 17x6.5 Aluminum Wheel [WNF] = 16x6.5 Aluminum Wheel [WP4] = 19x7 Cast Aluminum Wheel [WP9] = 19x7 Aluminum Chrome Clad Wheel									
1									WHEEL, Steel
	04721566AC	4	B, D, E		49				[WDK] 16x6.5 Steel Wheel
	04721567AA	1	B, D, E		49				[TBC] Compact Spare Tire
2									NUT, Wheel, M12x1.5
	06502738	20	B, D, E		49				
	06504672	20	B, D, E		49				M12X1.5
3	02073355	1	B, D, E		49				STEM, Wheel Valve
4									WHEEL, Aluminum
	1AN31PAKAB	4	B, D, E		49				[WNF] 16x6.5 Aluminum Wheel
	1CY84PAKAA	4	B, D, E		49				[WP4] 19x7 Cast Aluminum Wheel
	1CY86SZ0AA	4	B, D, E		49				[WP9] 19x7 Aluminum Chrome Clad Wheel
	1EK85PAKAA	4	B, D, E		49				[WFJ] 17x6.5 Aluminum Wheel
5	52110398AA	4	B, D, E		49				CAP, Wheel Center
-6	68001743AA	4	B, D, E		49				HARDWARE KIT, Mounting, Contains:1-S120120001 TPM Retaining Nut, 1-S122990001 Seal Support Washer, 1-S122140001 Valve Stem Cap, Black, Euro, 1-S120121001 Valve Stem Cap,Grey, Domestic, 1-S122988001 TPM To Wheel Rim Seal, 1-S122914001 TPM Valve Core & Instruction Sheet
-7	68001744AA	4	B, D, E		49				VALVE CORE KIT, Valve Stem, Contains: 1-S122914001 TPM Valve Core, 1-S120121001 Valve Stem Cap, Grey, Domestic, 1-122140001 Valve Stem Cap, Black, Euro

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

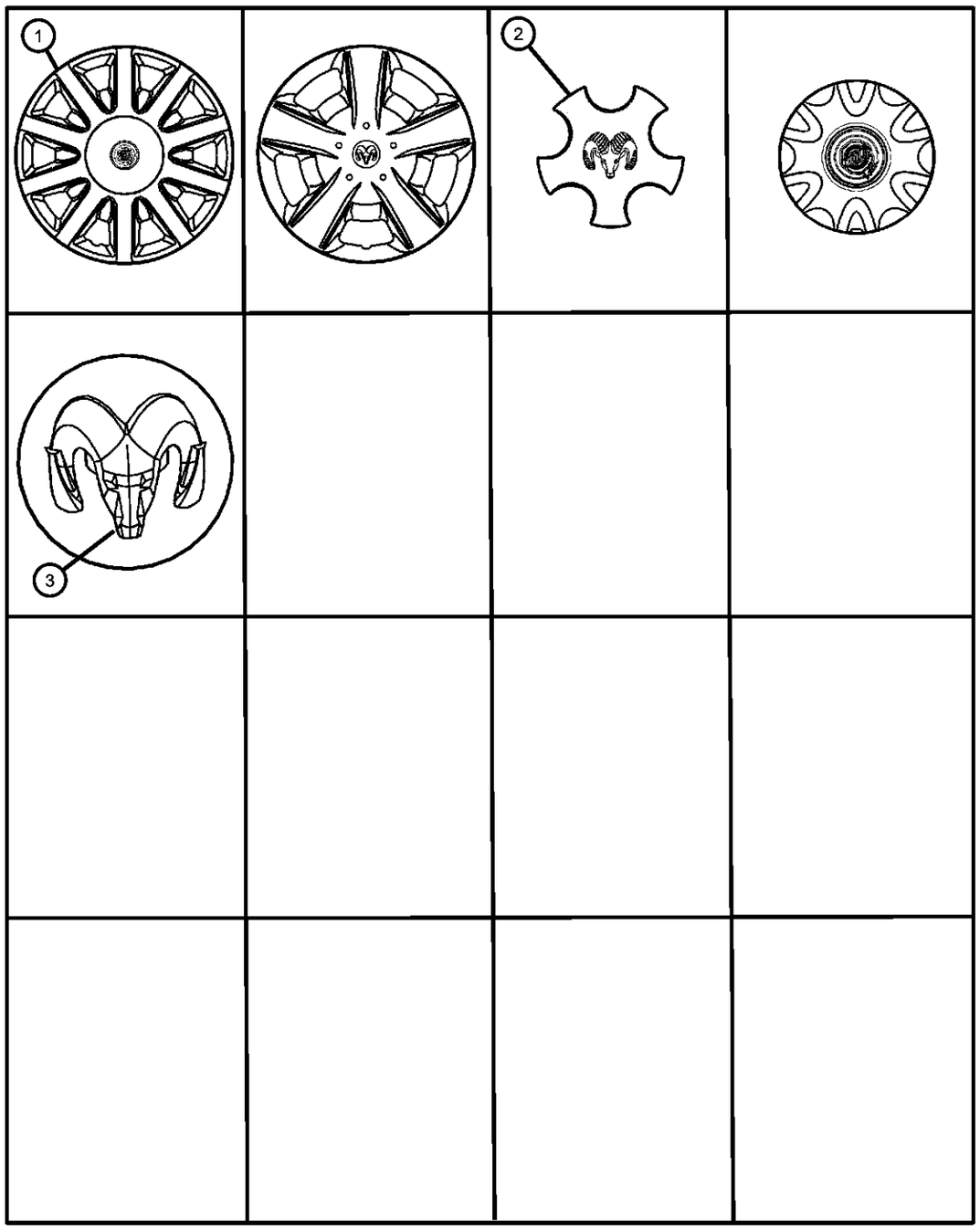


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-8	68024258AA	4	B, D, E		49				CAP KIT, Valve Stem, Grey, A2C53151351 Valve Stem Cap, Grey, Domestic (Qty. 5)
-9	68024257AA	4	B, D, E		49				CAP KIT, Valve Stem, Black, BUX, A2C53154369 Valve Stem Cap, Black (Qty. 5)
-10	68001698AA	4	B, D, E		49				SENSOR PACKAGE, Tire Pressure, See Group 008 Electrical, Contains: Sensor Assy, Retaining Nut, Grey Valve Cap & Instruction Sheet

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Wheel Covers and Center Caps
Figure 22-205

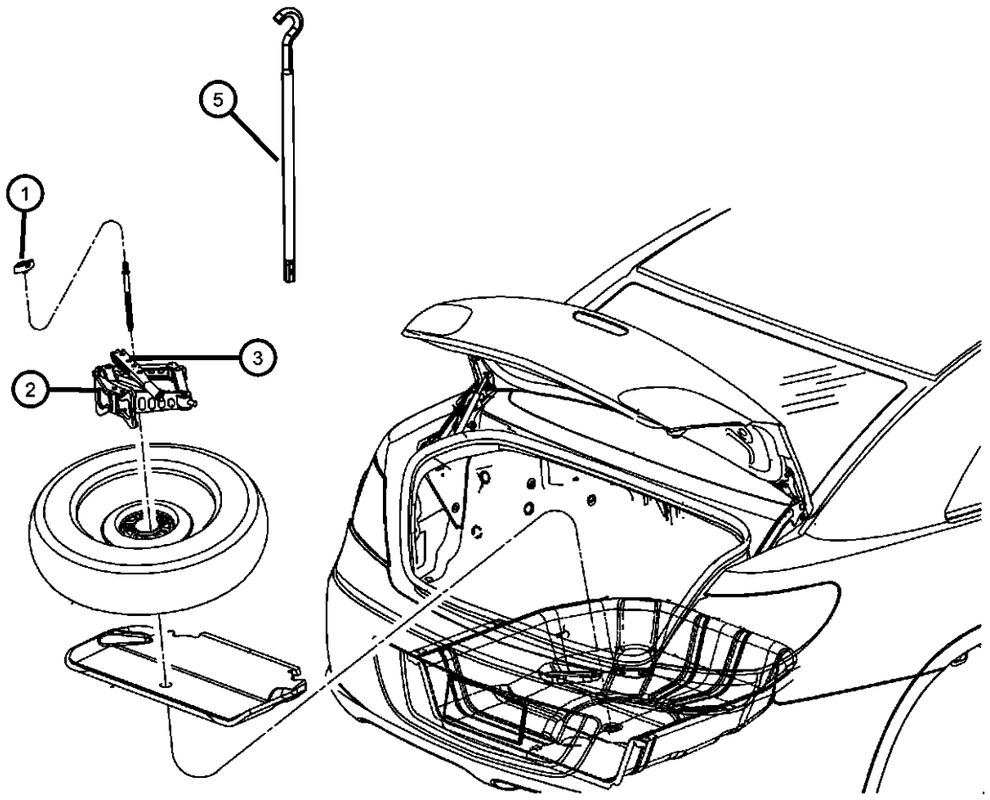


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [W6H] = 16 inch Wheel Covers [W7A] = 17 inch Wheel Covers [WFJ] = 17x6.5 Aluminum Wheel [WGL] = 17x7.5 Aluminum Wheel [WPP] = 18x8.0 Aluminum Chrome Clad Wheel [WPU] = 18x7.0 Aluminum Wheel									
1	1BG69PAKAA	4	B, D, E		49				COVER, Wheel
2	52110398AA	4	B, D, E		49				CAP, Wheel Center
3	52110398AA	4	B, D, E		49				CAP, Wheel Center

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Jack Assembly
Figure 22-305

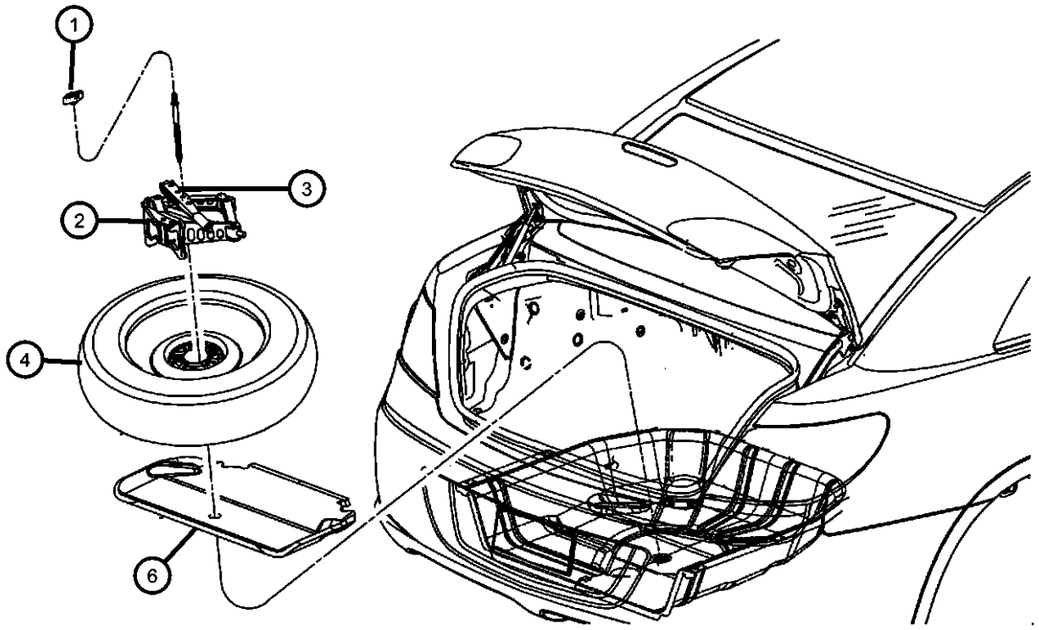


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05178091AC	1	B, D, E		49				WINCH, Spare Tire Carrier
2	04880456AA	1	B, D, E		49				JACK, Scissors
3	52124170AA	1	B, D, E		49				WRENCH, Wheel Lug Nut
-4	55352852AA	1	B, D, E		49				TOOL SET
5	52110301AB	1	B, D, E		49				DRIVER, Jack Handle
-6	04766477AA	1	B, D, E		49				SUPPORT, Load Floor, SRT, Foam Material Case
-7	68046304AA	1	B, D, E		49				EXTENSION KIT, JACK HANDLE

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Spare Tire Stowage
Figure 22-405

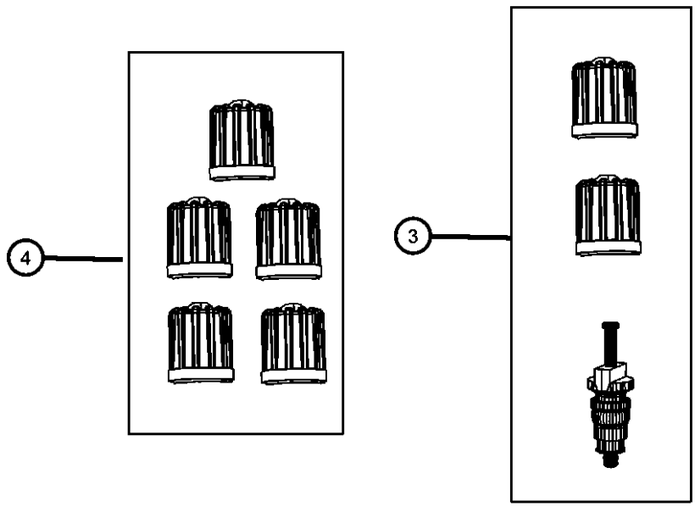


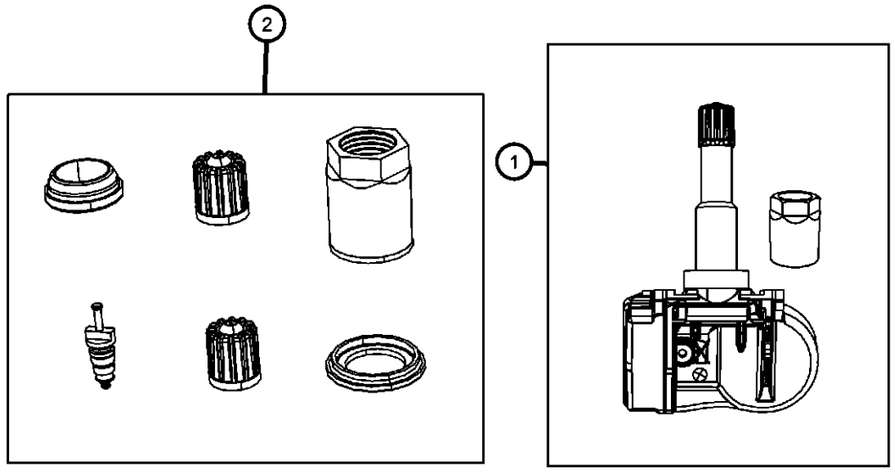
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes:									
[TBC] = Compact Spare Tire									
1	05178091AC	1	B, D, E		49				WINCH, Spare Tire Carrier
2	04880456AA	1	B, D, E		49				JACK, Scissors
3	52124170AA	1	B, D, E		49				WRENCH, Wheel Lug Nut
4	04721567AA	1	B, D, E		49				WHEEL, Steel
-5	55352852AA	1	B, D, E		49				TOOL SET
6	05178500AB	1	B, D, E		49				SHIELD, Spare Tire
-7	68042190AA	1	B, D, E		49				COMPRESSOR, Tire
-8									COVER, Spare Tire
	05178181AA	1	B, D, E		49				Lower
	04766409AA	1	B, D, E		49				Upper
-9	68042191AA	1	B, D, E		49				SEALANT, Tire

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Tire Monitoring System
Figure 22-605





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68001698AB	4	B, D, E		49				SENSOR KIT, Tire Pressure, Includes: Sensor, Nut, Cap, and I-Sheet
2	68001743AB	4	B, D, E		49				HARDWARE KIT, Mounting, Includes: Nut, Washer, Black Cap (BUX), Grey Cap (Domestic), Seal, Valve Core And I-Sheet
3	68001744AA	4	B, D, E		49				VALVE CORE KIT, Valve Stem, Includes: Valve Core, Black Cap (BUX), Grey Cap (Domestic)
4	68024258AA	4	B, D, E		49				CAP KIT, Valve Stem, Grey, Includes: 5 Grey Caps

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Group - 24

Air Conditioners and Heaters

024-100 Air Conditioner and Heater Units	**024-200** Air Conditioner and Heater Plumbing	**024-300** Air Conditioner and Heater Controls	**024-400** Air Conditioner Compressor and Mounting
024-500 Air Ducts			

Group - 24 Air Conditioners and Heaters

Illustration Title — Group-Fig. No.

Air Conditioner and Heater Units
A/C and Heater Unit [LHD] ..... Fig. 24 - 120
A/C and Heater Unit [RHD] ..... Fig. 24 - 125
A/C and Heater Unit Rear ..... Fig. 24 - 170

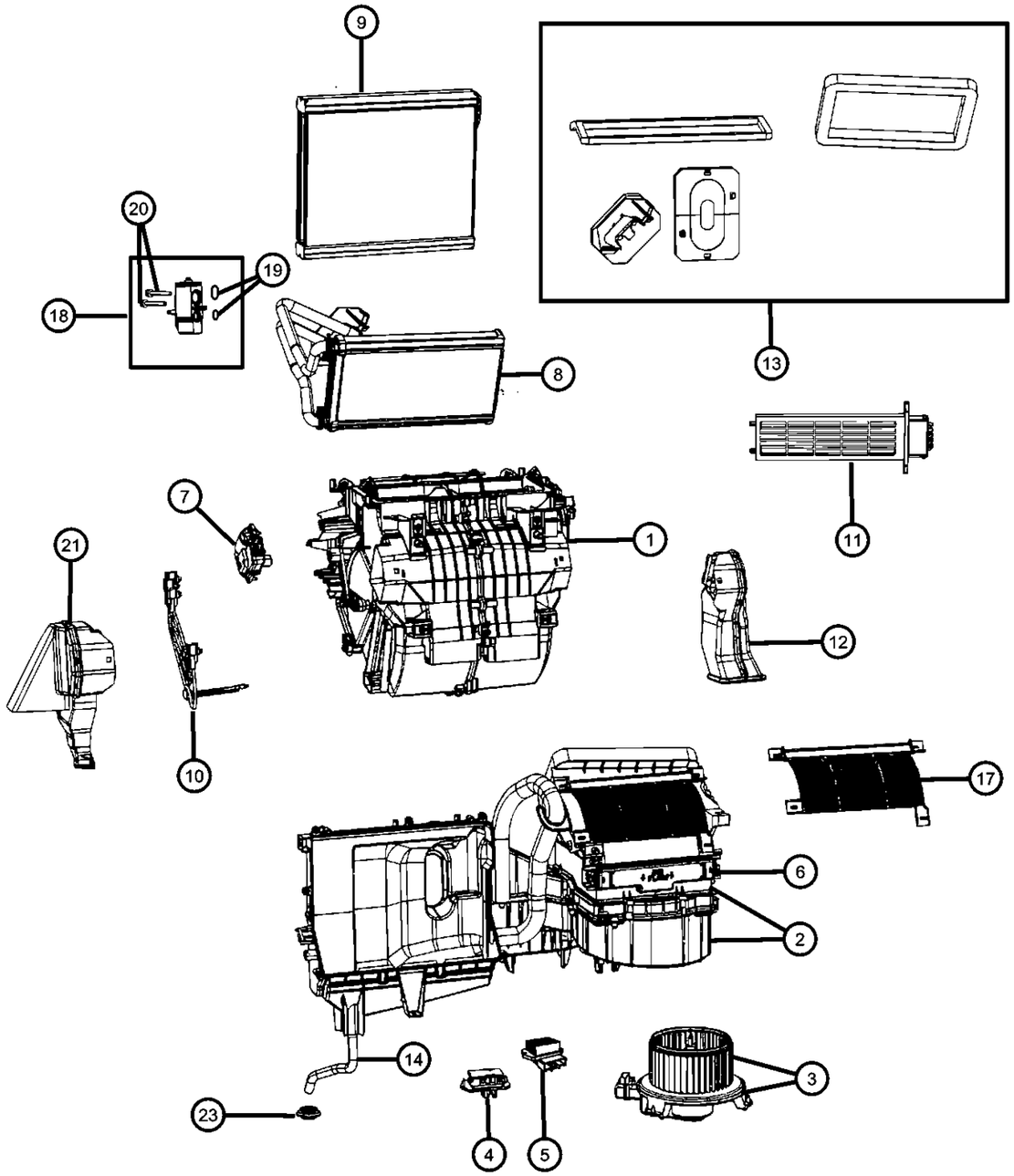
Air Conditioner and Heater Plumbing
Heater Plumbing 2.0L Diesel [ECE] 2.4L [ED3,EDG] ..... Fig. 24 - 205
Heater Plumbing 2.7L [EER] ..... Fig. 24 - 210
Heater Plumbing 3.5L [EGF] ..... Fig. 24 - 215
A/C Plumbing ..... Fig. 24 - 220
Auxiliary A/C and Heater Plumbing ..... Fig. 24 - 250

Air Conditioner and Heater Controls
A/C and Heater Controls ..... Fig. 24 - 310

Air Conditioner Compressor and Mounting
A/C Compressor ..... Fig. 24 - 405
Compressor Mounting ..... Fig. 24 - 440

Air Ducts
Ducts ..... Fig. 24 - 505

A/C and Heater Unit [LHD]
Figure 24-120

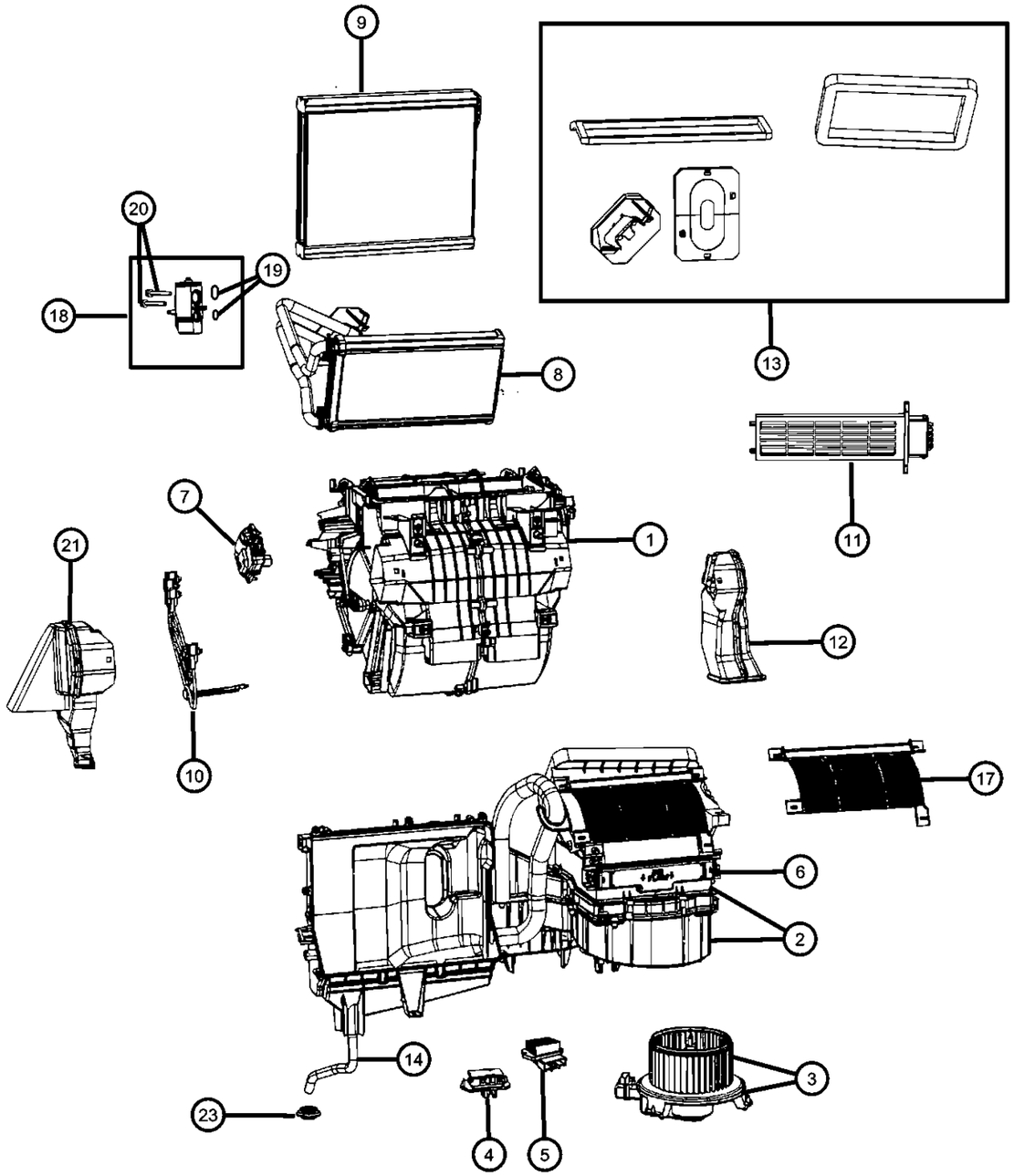


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [HAA] = Air Conditioning [HAF] = Air Conditioning Dual Zone and Auto Temperature Control [HAG] = Air Conditioning with Three Zone Temperature Control [HAH] = Air Conditioning Three Zone and Auto Temperature Control [ABB] = Europrean Equipment Group									
1									HOUSING, Distribution
	68038537AA	1	D, E		49	ED3, EDG, EER, EGF			[HAG,HAF,HAH]
	68038536AA	1	D, E		49	ECE			[HAA]
	68038525AA	1	D, E		49	ECE			[HAG,HAF,HAH]
	68038531AA	1	D, E		49	ED3, EDG, EER, EGF			[HAA]
2									HOUSING, Blower Motor
	68038526AA	1	D, E		49	ED3, EDG, EER, EGF			
		1	D, E		49	ECE			
3									MOTOR, Blower with Wheel
	05191345AA	1	D, E		49	ECE			
		1	D, E		49	ED3, EDG, EER, EGF			
4									RESISTOR, Blower Motor
	05191344AA	1	D, E		49	ED3, EDG, EER, EGF			[HAA]
		1	D, E		49	ECE			[HAA]
5									MODULE, Power, Blower Motor
	68018105AA	1	D, E		49	ECE			[HAF] Or [HAH]
		1	D, E		49	ED3, EDG, EER, EGF			[HAF] Or [HAH]
6									DOOR, Filter Access, A/C and Heater Unit
	68052292AA	1	D, E		49	ED3, EDG, EER, EGF			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [LHD]
Figure 24-120

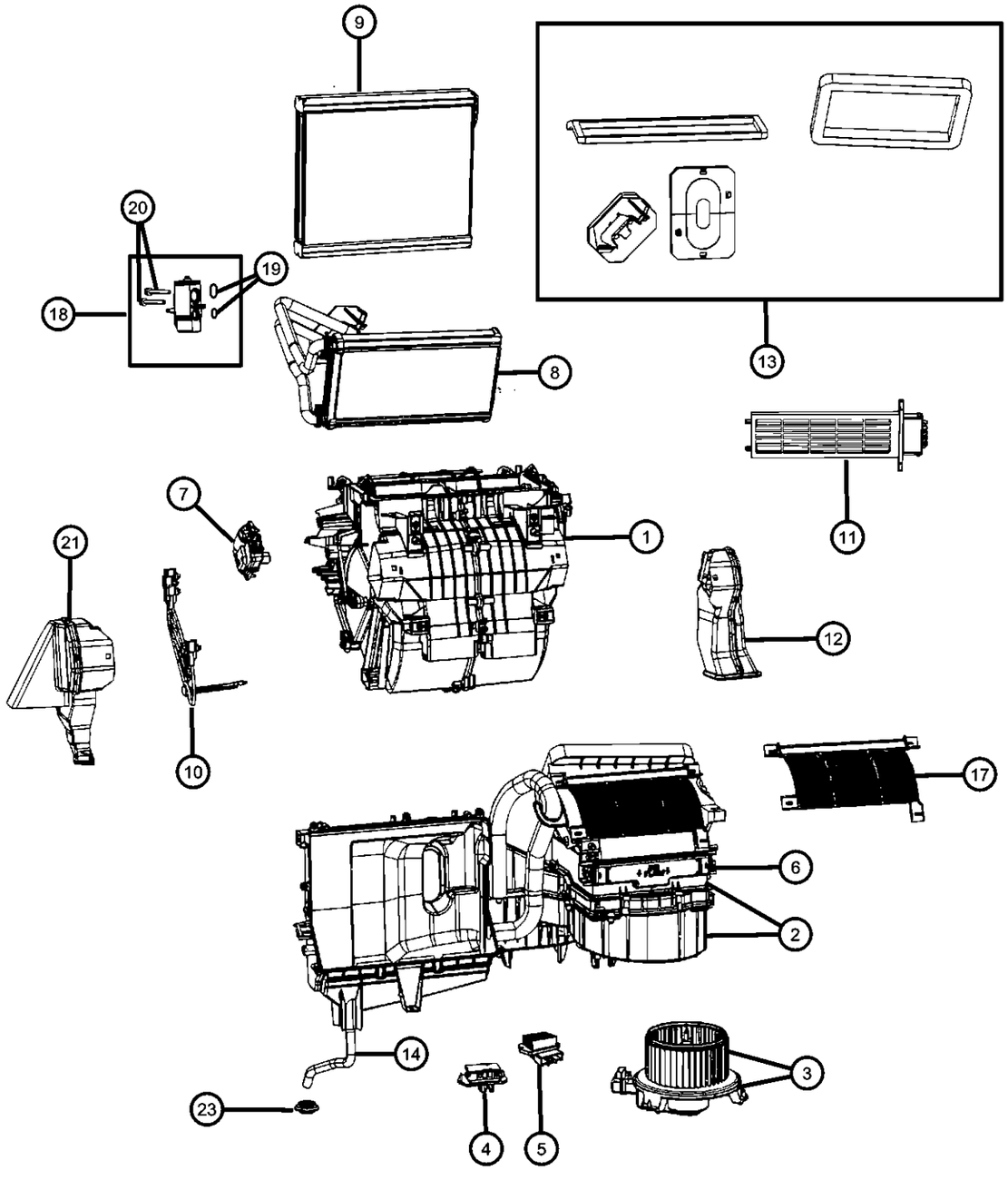


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49	ECE			
7									ACTUATOR, A/C and Heater
	68018109AA	3	D, E		49	ED3, EDG, EER, EGF			
		3	D, E		49	ECE			
8									CORE, Heater
	68038527AA	1	D, E		49	ECE			Export
		1	D, E		49	ED3, EDG, EER, EGF			Export
	68038538AA	1	D, E		49	ED3, EDG, EER, EGF			
9									EVAPORATOR, Air Conditioning
	68038539AA	1	D, E		49	ED3, EDG, EER, EGF			
	68038528AA	1	D, E		49	ECE			Export
		1	D, E		49	ED3, EDG, EER, EGF			Export
10									PROBE, Air Conditioning
	05191343AA	1	D, E		49	ECE			
		1	D, E		49	ED3, EDG, EER, EGF			
11	05191742AA	1	D, E		49	ECE			HEATER, Cab
12									DUCT, Floor
	68038529AA	1	D, E		49	ECE			Right
		1	D, E		49	ED3, EDG, EER, EGF			Right
13									SEAL KIT, A/C And Heater Unit
	68038530AA	1	D, E		49	ECE			
		1	D, E		49	ED3, EDG, EER, EGF			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [LHD]
Figure 24-120

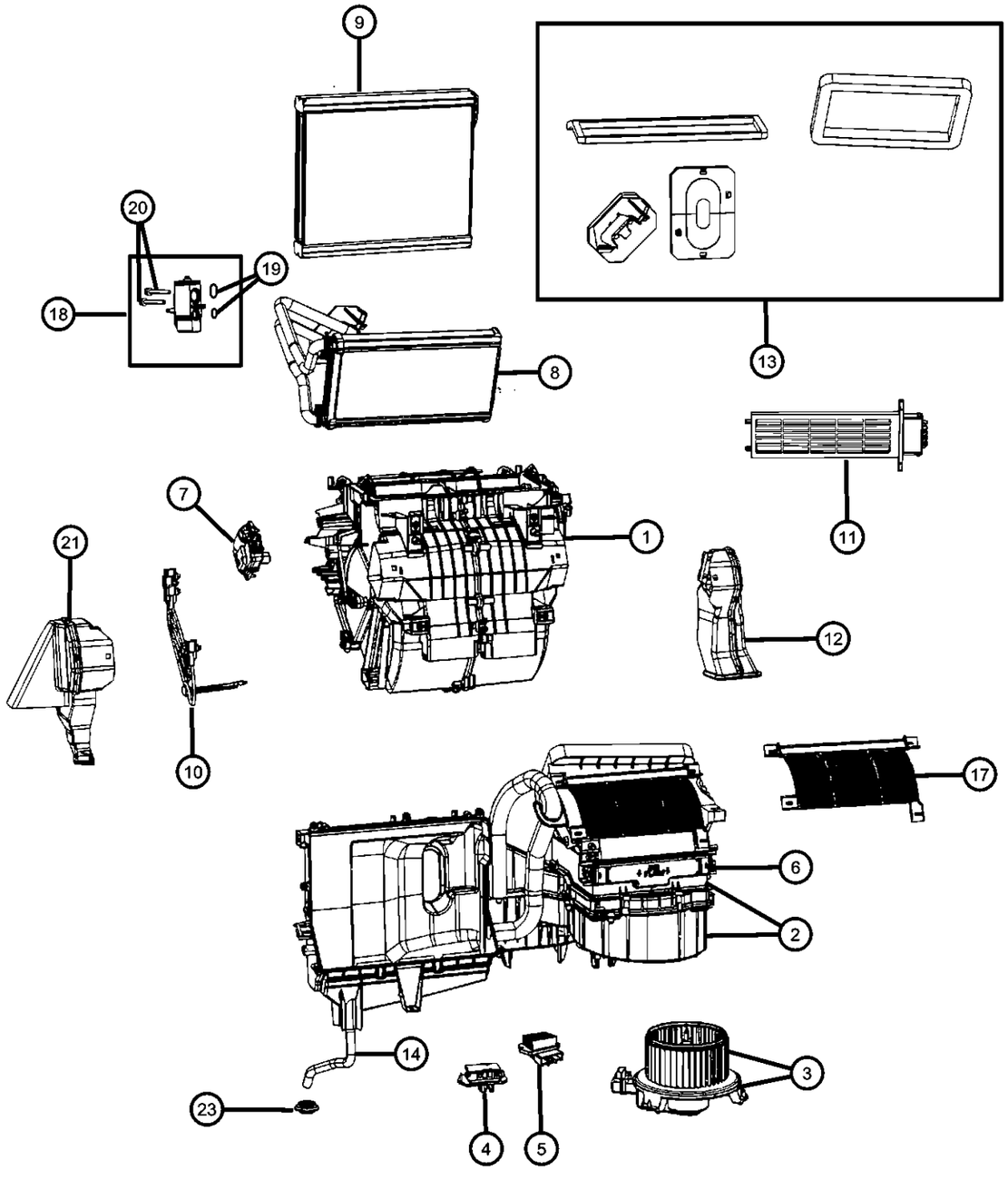


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
14									HOSE, Drain
	68018107AB	1	D, E		49	ED3, EDG, EER, EGF			
		1	D, E		49	ECE			
-15	06104796AA	1	B, D, E		49				CLAMPDrain Tube
-16									SCREW
	04720533	32	D, E		49	ECE			
		32	D, E		49	ED3, EDG, EER, EGF			
17									SCREEN, Air Inlet
	68027841AA	1	D, E		49	ECE			
		1	D, E		49	ED3, EDG, EER, EGF			
18									VALVE KIT, Expansion, Includes: Bolts, O-Rings
	68004206AB	1	D, E		49	ED3, EDG, EER, EGF			
		1	D, E		49	ECE			
19									O RING KIT, Air Conditioning
	68028716AA	1	D, E		49	ED3, EDG, EER, EGF			Expansion Valve To Evaporator
		1	D, E		49	ECE			
20									BOLT
	68048615AA	2	D, E		49	ED3, EDG, EER, EGF			
		2	D, E		49	ECE			
21									DUCT, A/C And Heater
	68018108AA	1	D, E		49	ECE			Left
		1	D, E		49	ED3, EDG, EER, EGF			Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [LHD]
Figure 24-120

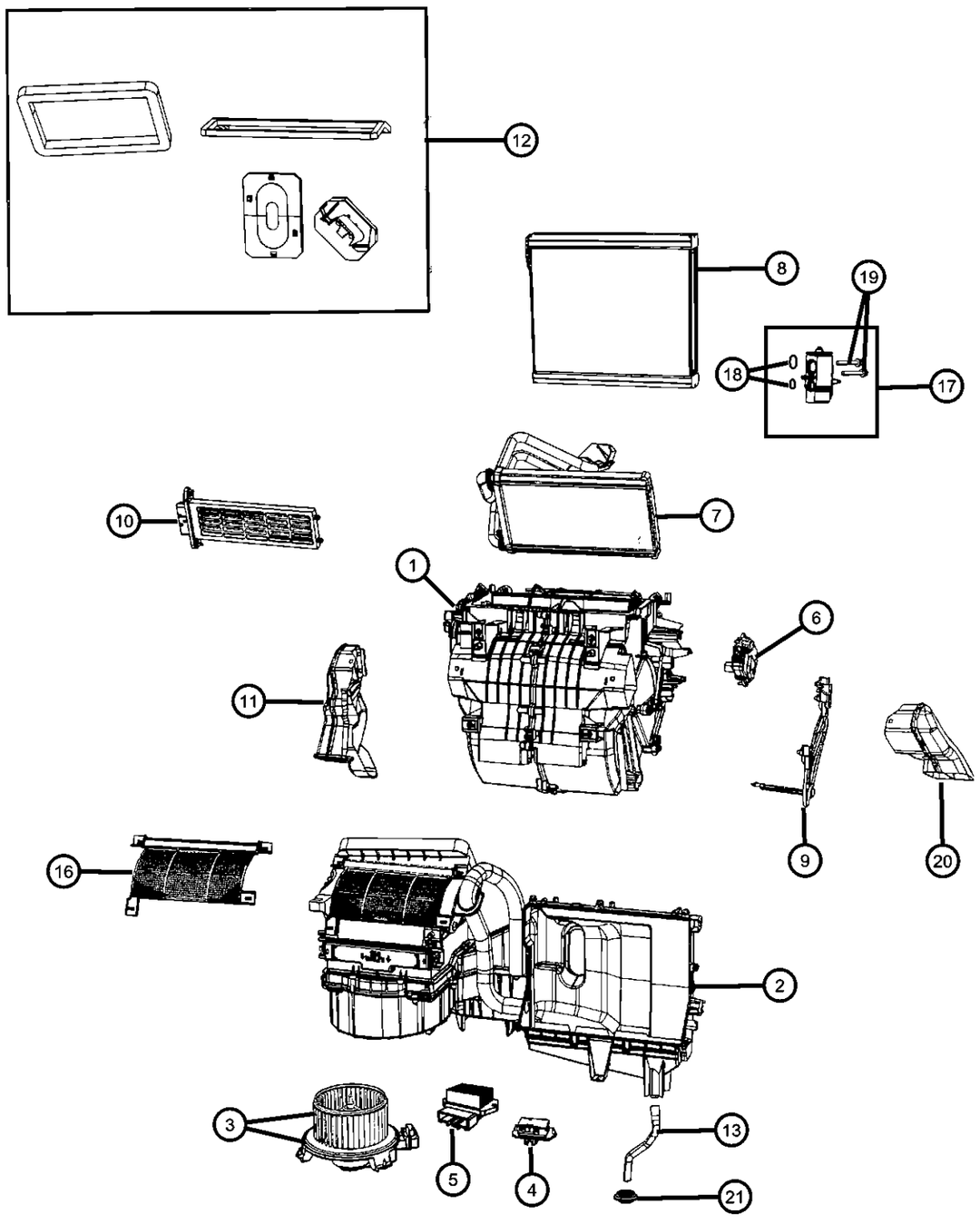


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-22	05058693AA	1	B, D, E		49				FILTER, Cabin Air
23	05058576AA	1	B, D, E		49				GROMMET, Drain

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [RHD]
Figure 24-125

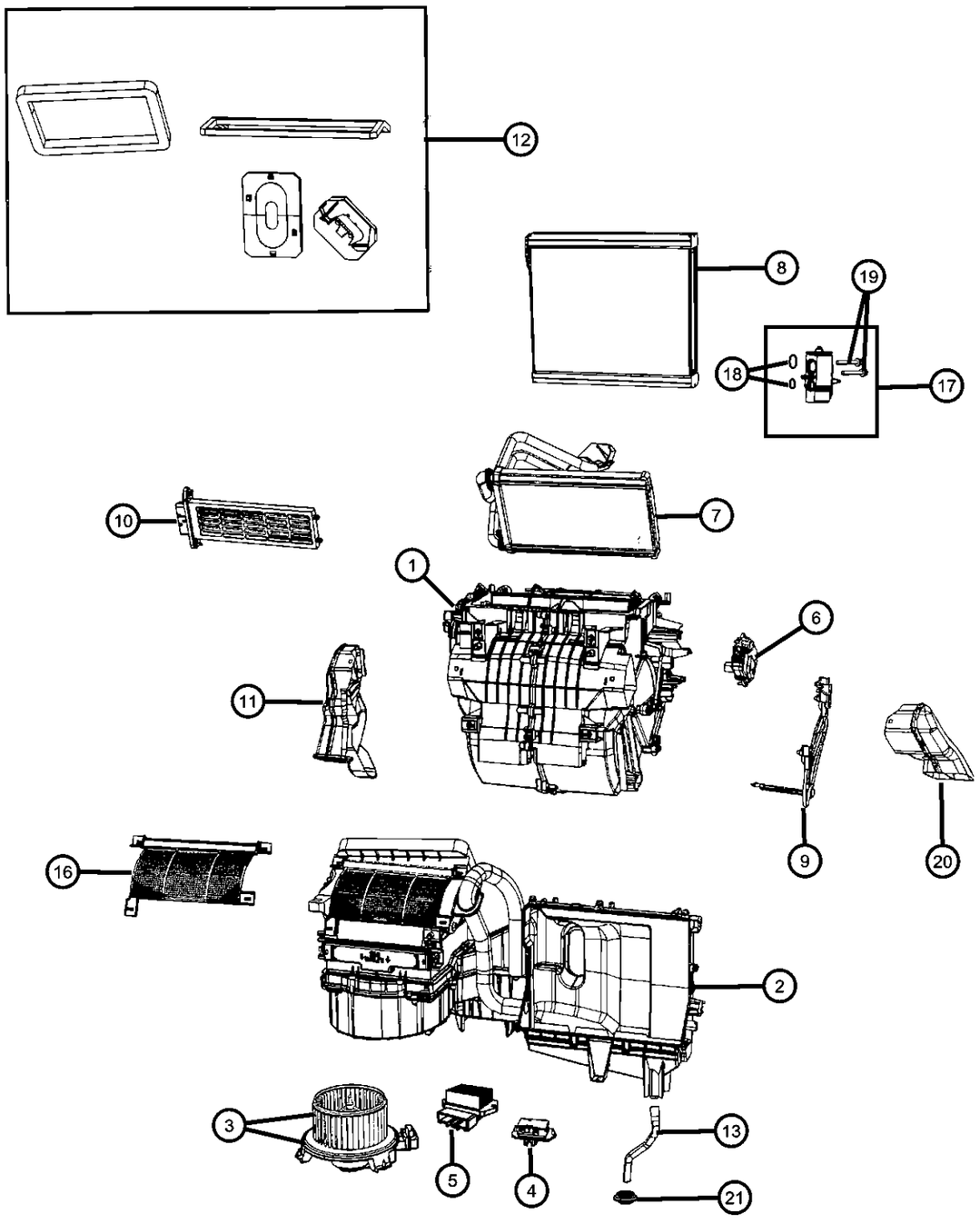


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [HAA] = Air Conditioning [HAF] = Air Conditioning Dual Zone and Auto Temperature Control [HAG] = Air Conditioning with Three Zone Temperature Control [HAH] = Air Conditioning Three Zone and Auto Temperature Control [ABB] = Europrean Equipment Group									
1									HOUSING, Distribution
	68038537AA	1	B		49	ED3, EER			[HAF,HAH]
	68038525AA	1	B		49	ECE			[HAF,HAH]
	68038531AA	1	B		49	ED3, EDG, EER, EGF			[HAA]
	68038536AA	1	B		49	ECE			[HAA]
2									HOUSING, Blower Motor
	68038532AA	1	B		49	ED3, EDG, EER, EGF			
		1	B		49	ECE			
3									MOTOR, Blower with Wheel
	05191743AA	1	B		49	ECE			
		1	B		49	EER, EGF, ED3, EDG			
4									RESISTOR, Blower Motor
	05191739AA	1	B		49	ED3, EDG, EER, EGF			[HAA]
		1	B		49	ECE			[HAA]
5									MODULE, Power, Blower Motor
	68018105AA	1	B		49	ECE			[HAF] Or [HAH]
		1	B		49	ED3, EER			[HAF] Or [HAH]
6									ACTUATOR, A/C and Heater
	68018109AA	3	B		49	ECE			
		3	B		49	EGF, ED3, EDG, EER			
7									CORE, Heater
	68038533AA	1	B		49	ED3, EDG, EER, EGF			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [RHD]
Figure 24-125

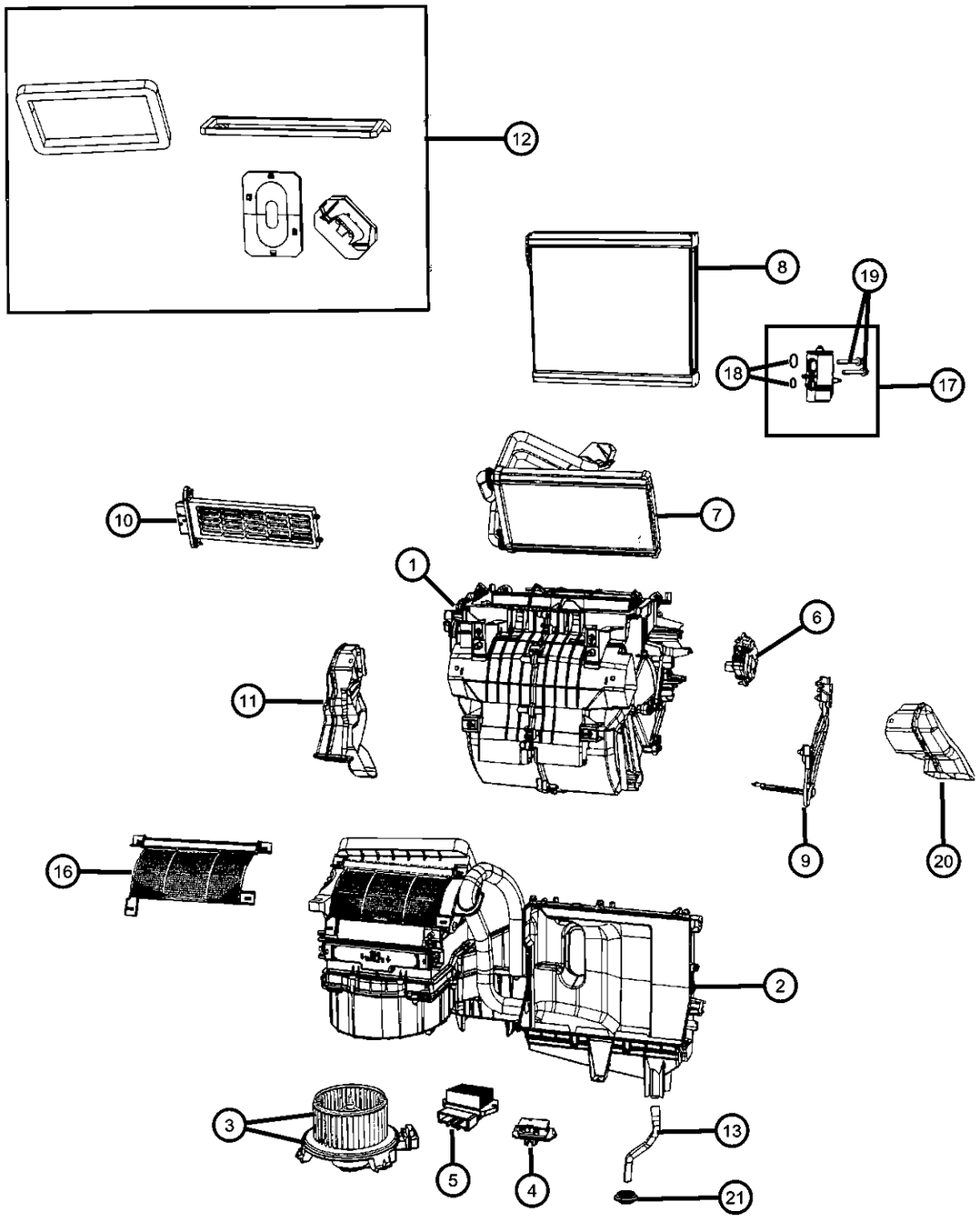


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49	ECE			
8									EVAPORATOR, Air Conditioning
	68038528AA	1	B		49	ECE			
		1	B		49	ED3, EDG, EER, EGF			
9									PROBE, Air Conditioning
	05191343AA	1	B		49	ECE			
		1	B		49	ED3, EDG, EER, EGF			
10	05191742AA	1	B		49	ECE			HEATER, Cab
11									DUCT, Floor
	68038534AA	1	B		49	ECE			Left
		1	B		49	ED3, EDG, EER, EGF			Left
12									SEAL KIT, A/C And Heater Unit
	68038535AA	1	B		49	ED3, EDG, EER, EGF			
		1	B		49	ECE			
13									HOSE, Drain
	68018107AB	1	B		49	ECE			
		1	B		49	ED3, EDG, EER, EGF			
-14	06104796AA	1	B, D, E		49				CLAMPDrain Tube
-15									SCREW
	04720533	32	B		49	ED3, EDG, EER, EGF			
		32	B		49	ECE			
16									SCREEN, Air Inlet
	68027846AA	1	B		49	ED3, EDG, EER, EGF			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit [RHD]
Figure 24-125

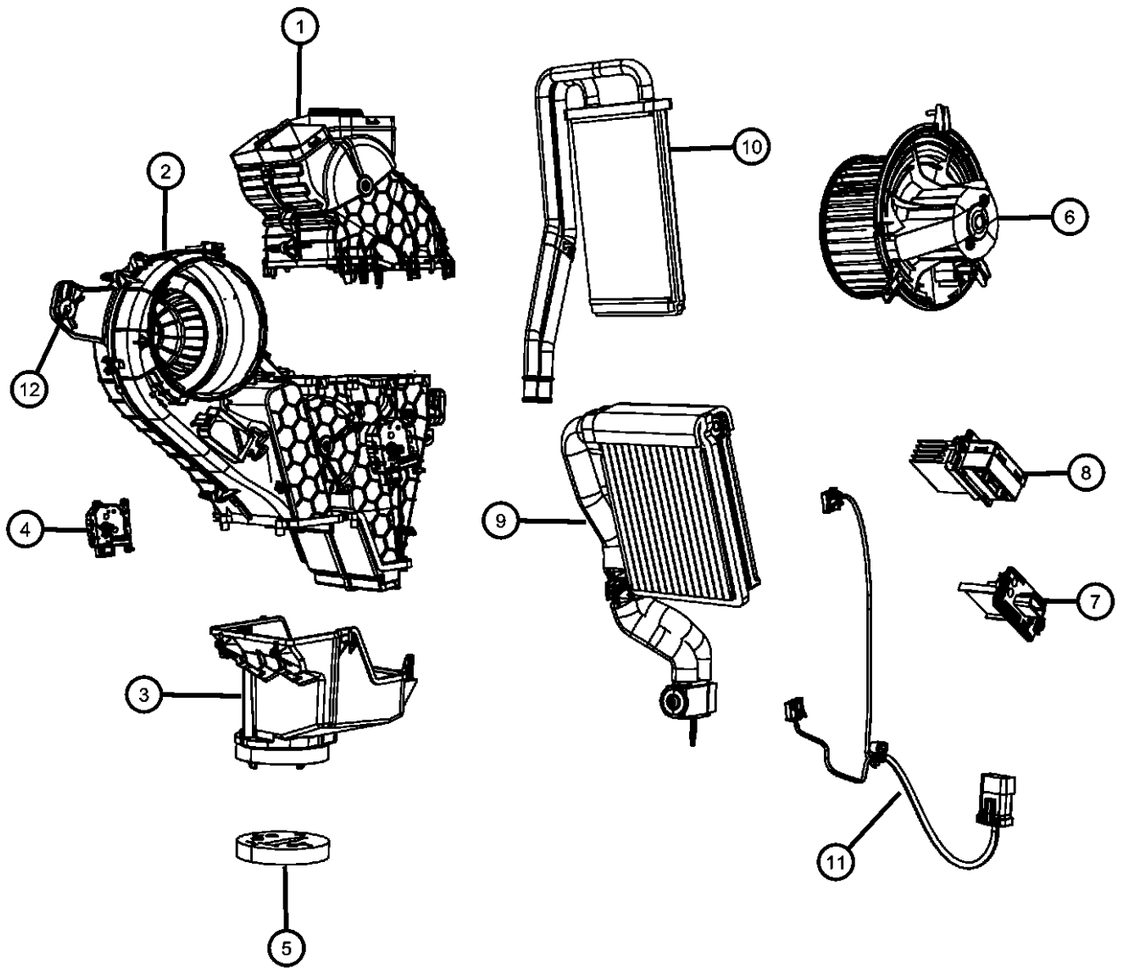


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49	ECE			
17									VALVE KIT, Expansion, Includes: O-Rings, Bolts
	68004206AB	1	B		49	ED3, EDG, EER, EGF			
		1	B		49	ECE			
18									O RING KIT, Air Conditioning
	68028716AA	1	B		49	ECE			
		1	B		49	ED3, EDG, EER, EGF			
19									BOLT
	68048615AA	2	B		49	ED3, EDG, EER, EGF			
		2	B		49	ECE			
20									DUCT, A/C And Heater
	05191736AA	1	B		49	ED3, EDG, EER, EGF			Right
		1	B		49	ECE			Right
21	05058576AA	1	B, D, E		49				GROMMET, Drain

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Unit Rear
Figure 24-170

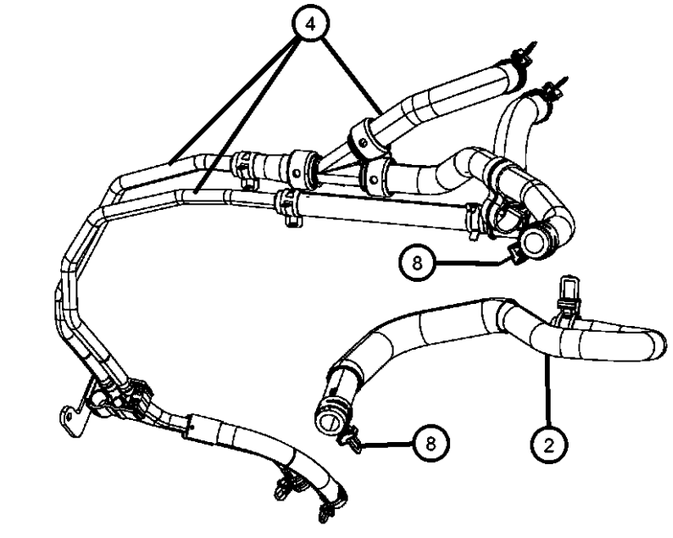


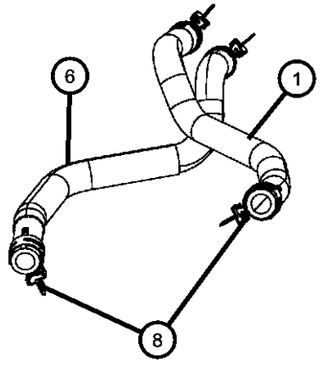
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68038195AA	1	B, D, E		49				HOUSING, Distribution, Includes: Door, Actuator, Baffle,
2	68038193AA	1	B, D, E		49				HOUSING, Blower Motor, Includes: Door, Actuator, Screws
3	68038194AA	1	B, D, E		49				HOUSING, A/C and Heater Lower, Includes: Bracket, Screws, Seal
4	68038198AA	2	B, D, E		49				ACTUATOR, A/C and Heater, Includes: Screws
5	68038196AA	1	B, D, E		49				SEAL, Lower
6	68038189AA	1	B, D, E		49				MOTOR, Blower with Wheel
7	68038192AA	1	B, D, E		49				RESISTOR, Blower Motor, Includes: Screws, [HBB] With [HAG]
8	68078835AA	1	B, D, E		49				MODULE, Power, Blower Motor, Includes: Screws, [HBB] With [HAH]
9	68038191AA	1	B, D, E		49				EVAPORATOR, Air Conditioning, Includes: Tubes, O-Rings, Expansion Valve, Screws, Seals
10	68038188AA	1	B, D, E		49				CORE, Heater, Includes: Seals and Screws
11	68038197AA	1	B, D, E		49				WIRING, A/C and HEATER
12	06104370AA	2	B, D, E		49				BOLT AND CONED WASHER, Hex Head, M6x1.00x30.00Unit Mtg

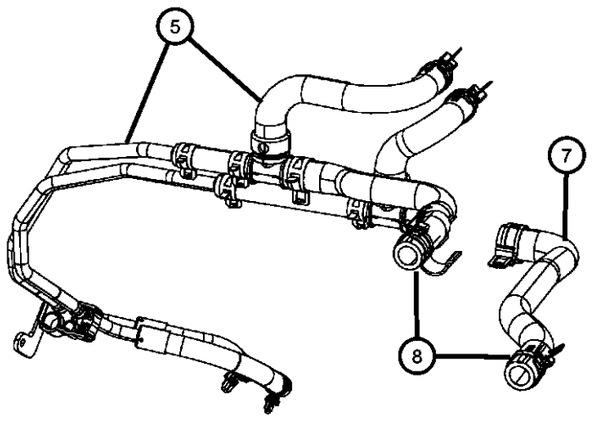
JOURNEY (JC)

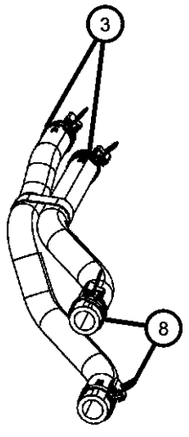
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Heater Plumbing 2.0L Diesel [ECE] 2.4L [ED3,EDG]
Figure 24-205







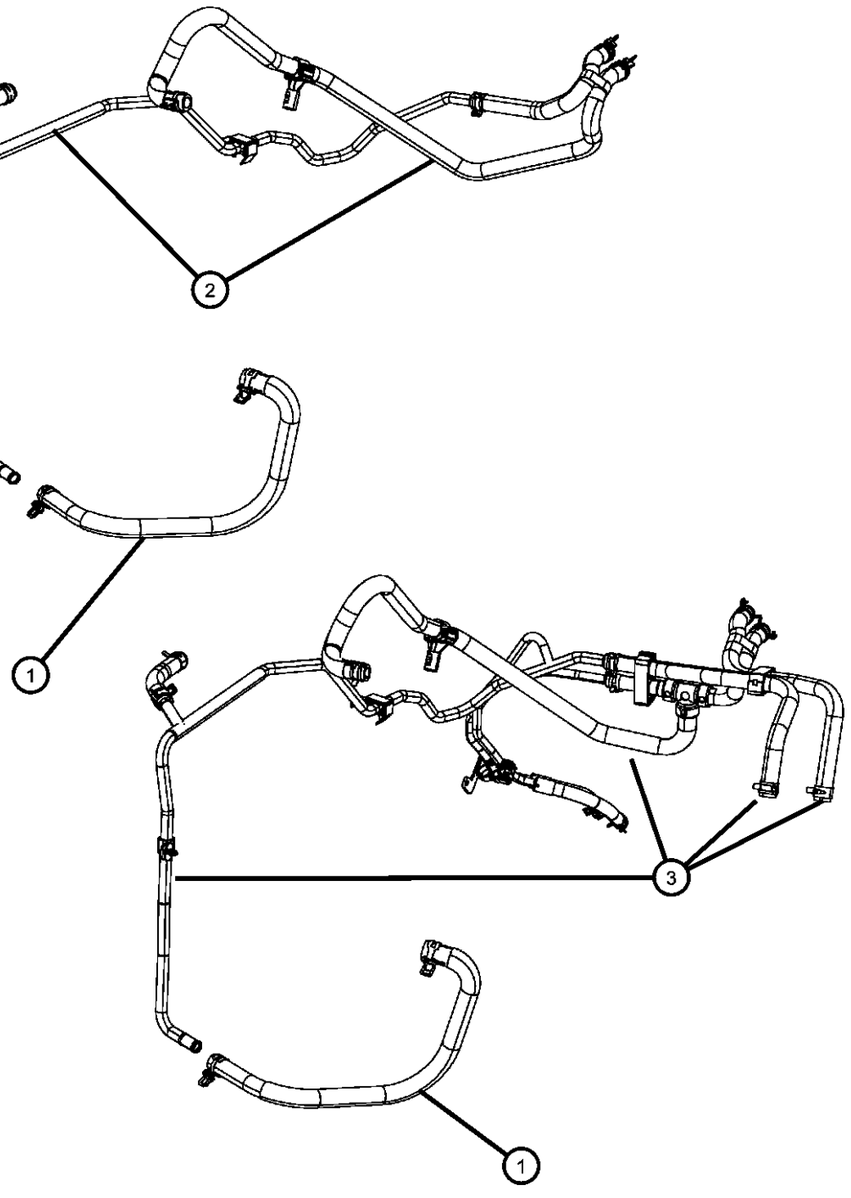


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [ECE] = 2.0L Diesel Engine [ED3] = 2.4L Gas Engine [EDG] = 2.4L Gas Engine Partial Zero Emissions [EER] = 2.7L Gas Engine [EGF] = 3.5L Gas Engine [HBB] = Rear Air Conditioning with Heat									
1	05058526AC	1	B, D, E		49	ECE			HOSE, Heater Return, Without [HBB]
2	05058793AA	1	B, D, E		49	ECE			HOSE, Heater Supply, With [HBB]
3	05058527AC	1	B, D, E		49	ED3, EDG			HOSE, Heater Supply and Return, Without [HBB]
4	05058435AC	1	B, D, E		49	ECE			HOSE AND TUBE, Heater Supply And Return, With [HBB]
5	05058437AB	1	B, D, E		49	ED3, EDG			HOSE AND TUBE, Heater Supply And Return, With [HBB]
6	05058525AC	1	B, D, E		49	ECE			HOSE, Heater Supply, Without [HBB]
7	05058792AA	1	B, D, E		49	ED3, EDG			HOSE, Heater Supply, With [HBB]
8									CLAMP, Hose, 24X15
	06502017	1	B, D, E		49	ED3, EDG			
		1	B, D, E		49	ECE			
-9									HOSE AND TUBE, Auxiliary Heater
	05162041AA	1	B, D, E		49	ECE			[DG5] Transmission
	05162042AA	1	B, D, E		49	ECE			[DEF] Transmission

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Heater Plumbing 2.7L [EER]
Figure 24-210

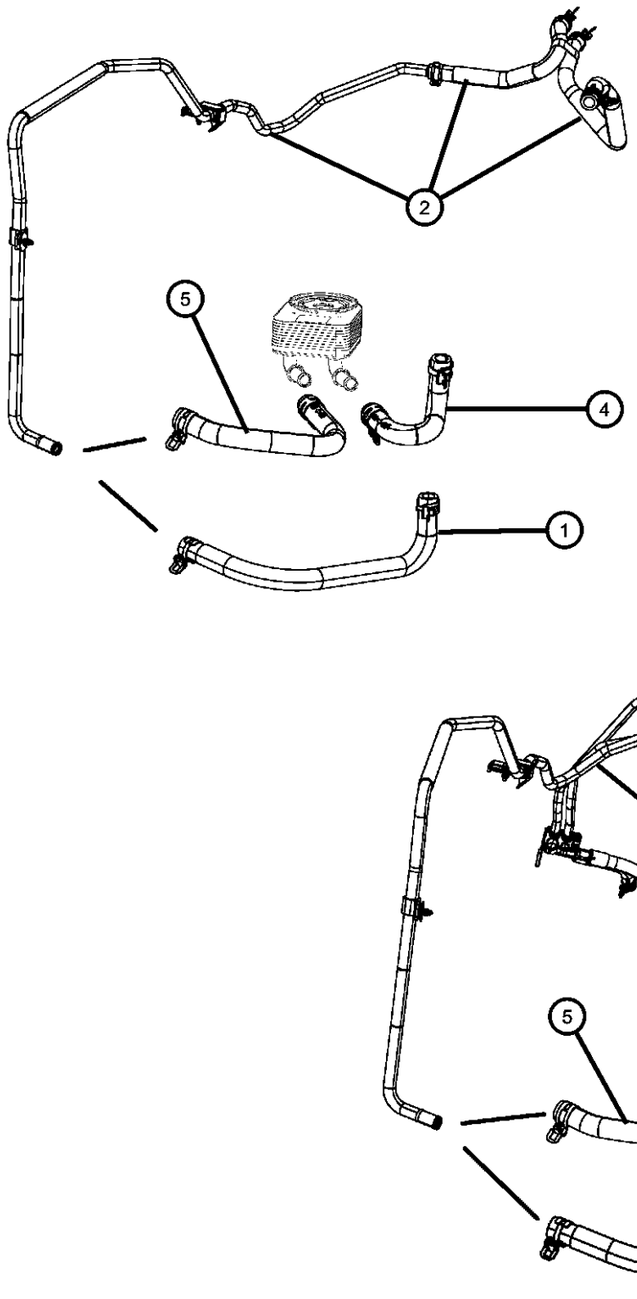


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [EER] = 2.7L Gas Engine [HBB] = Rear Air Conditioning with Heat [NHA] = Engine Oil Cooler									
1	05058441AC	1	B, D, E		49	EER			HOSE, Heater Return
2									HOSE AND TUBE, Heater Supply And Return
	05058532AC	1	B, D, E		49	EER			Without [HBB] With [NHA]
	05058546AC	1	B, D, E		49	EER			Without [HBB] and [NHA]
3									HOSE AND TUBE, Auxiliary Heater
	05058438AC	1	B, D, E		49	EER			With [HBB] With [NHA]
	05058443AA	1	D, E		49	EER			With [HBB] Without [NHA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Heater Plumbing 3.5L [EGF]
Figure 24-215

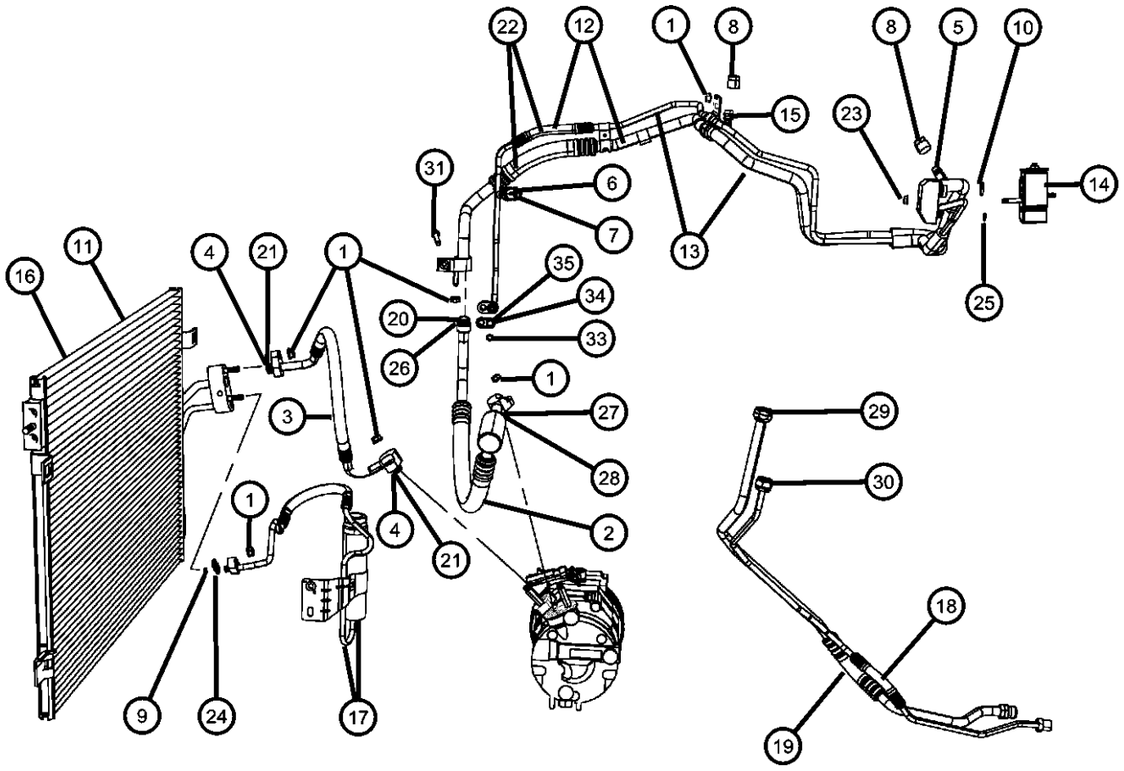


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [EGF] = 3.5L High Output Gas Engine [HBB] = Rear Air Conditioning with Heat [NHA] = Engine Oil Cooler									
1	05058533AA	1	B, D, E		49	EGF			HOSE, Heater Return, Without [NHA]
2	05058529AA	1	D, E		49	EGF			HOSE AND TUBE, Heater Supply And Return, Without [HBB]
3	05058551AA	1	D, E		49	EGF			HOSE AND TUBE, Heater Supply And Return, With [HBB]
4	05058544AB	1	B, D, E		49	EGF			HOSE, Oil Cooler Outlet, With [NHA]
5	05058545AB	1	B, D, E		49	EGF			HOSE, Oil Cooler Inlet, With [NHA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C Plumbing
Figure 24-220

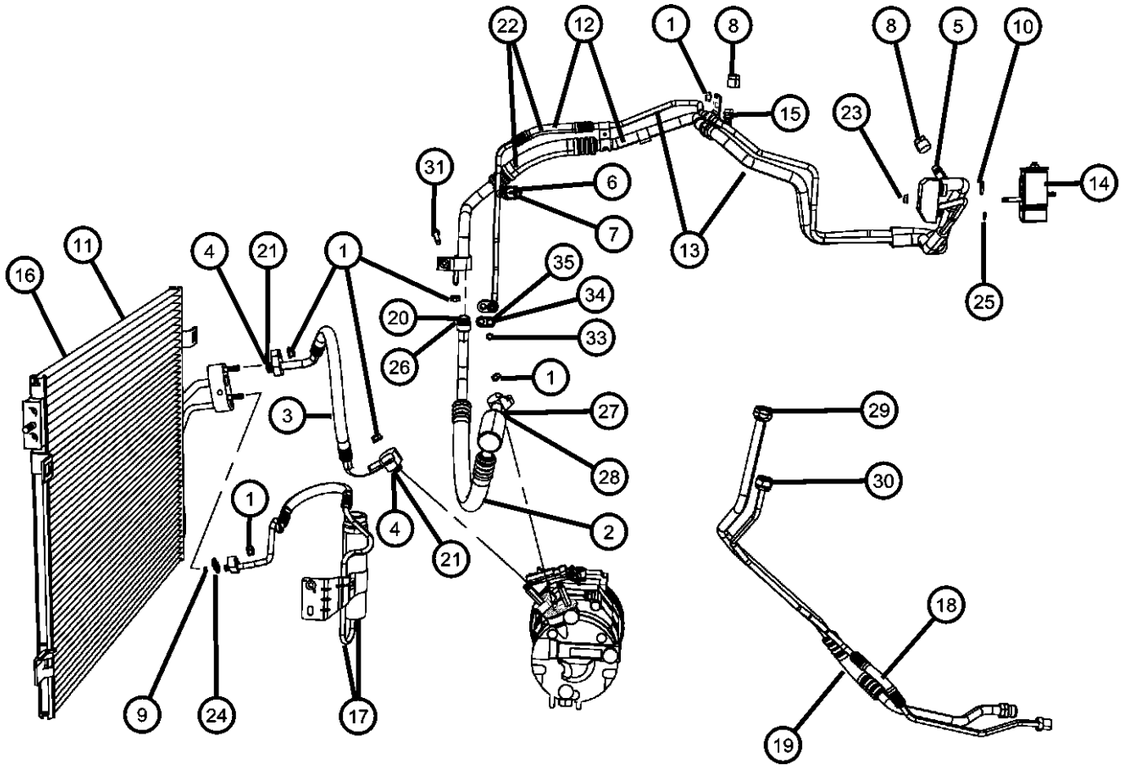


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [ECE] = 2.0L Diesel Engine [ED3] = 2.4L Gas Engine [EDG] = 2.4L Gas Engine Partial Zero Emissions [EER] = 2.7L Gas Engine [EGF] = 3.5L Gas Engine [HBB] = Rear Air Conditioning									
1	06104709AA	5	B, D, E		49				NUT, Hex Flange, M8x1.25
2									LINE, A/C Suction
	05058536AB	1	B, D, E		49	ECE			With [HBB]
	05058537AB	1	B, D, E		49	EGF			Without [HBB]
	05058583AB	1	B, D, E		49	EER			Without [HBB]
	05058650AB	1	B, D, E		49	ED3, EDG			Without [HBB]
	05058501AB	1	B, D, E		49	EGF			With [HBB]
	05058534AC	1	B, D, E		49	EER			With [HBB]
	05058535AB	1	B, D, E		49	ED3, EDG			With [HBB]
	05058651AA	1	B, D, E		49	ECE			Without [HBB]
3									LINE, A/C Discharge
	05058539AB	1	B, D, E		49	ED3, EDG			
	05058540AB	1	B, D, E		49	ECE			
	05058541AB	1	B, D, E		49	EGF			With [HBB]
	05058581AB	1	B, D, E		49	EER			Without [HBB]
	05058582AB	1	B, D, E		49	EGF			Without [HBB]
	05058644AB	1	B, D, E		49	EER			With [HBB]
4	05189361AA	2	B, D, E		49	EER			O RING, A/C Line
5	05003862AA	1	B, D, E		49				VALVE, A/C Discharge Line Check
6	05174039AB	1	B, D, E		49				VALVE, A/C pressure Transducer
7	68040260AA	1	B, D, E		49				O RING, A/C Line
8	05161786AA	1	B, D, E		49				CAP, A/C Charge Valve
9	68040258AA	1	B, D, E		49				O RING, A/C Line
10	68040254AA	1	B, D, E		49				O RING, A/C Line
11	68038239AA	1	B, D, E		49	EER, EGF			CONDENSER, A/C, Manual Transmission
12									LINE, A/C Suction And Liquid

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C Plumbing
Figure 24-220

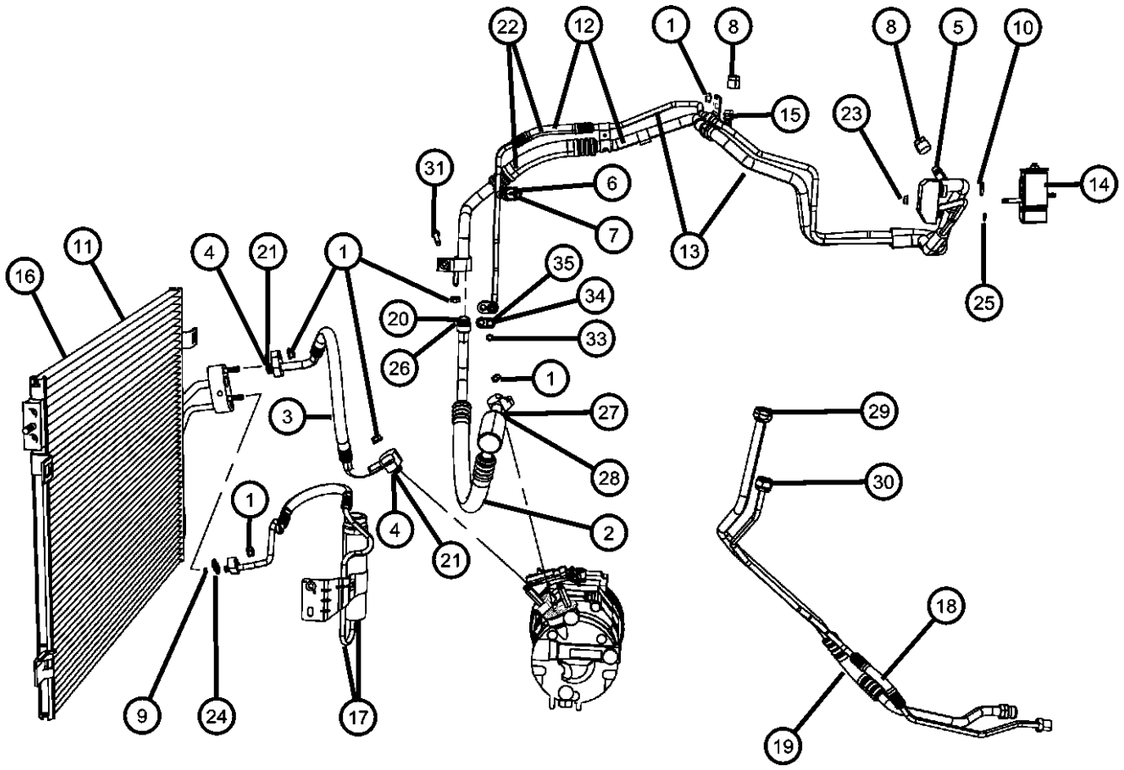


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68040261AA	1	B, D, E		49				Up-To 8/21/08
	68058964AA	1	B, D, E		49				After 8/21/08
13	68058968AA	1	B, D, E		49				LINE, Auxiliary A/C Suction & Liquid
14	68004206AB	1	D, E		49	EGF, ED3, EDG, EER			VALVE KIT, Expansion, Includes: O-Rings
15	68046312AA	1	B, D, E		49				VALVE CORE, A/C Line
16	68038244AA	1	B, D, E		49	EER, EGF			COOLER, Condenser and Trans Cooler, Automatic Transmission
17									DRIER, Receiver, Includes: Line and Bracket
	68040262AA	1	B, D, E		49				Up To 8/22/08
	68058965AA	1	B, D, E		49				After 8-22-08
18	05058791AB	1	B, D, E		49				LINE, Auxiliary A/C Liquid, [HBB]
19	05058500AB	1	B, D, E		49				LINE, Auxiliary A/C Suction, [HBB]
20	68040235AA	1	B, D, E		49	EER			O RING, A/C Line
21	05189362AA	2	B, D, E		49	EER			SEAL, Slim Line
22									LINE, Auxiliary A/C Suction & Liquid
	68040255AA	1	B, D, E		49				Up-To 8/21/08
	68058968AA	1	B, D, E		49				After 8/21/08
23	06104708AA	1	B, D, E		49				NUT, Hex, M6
24	68040259AA	1	B, D, E		49				GASKET, A/C Line
25	05014178AA	1	B, D, E		49				O RING, A/C Line
26	05189358AA	1	B, D, E		49	EER			SEAL, Slim Line
27	68040236AA	1	B, D, E		49	EER			O RING, A/C Line
28	05189360AA	1	B, D, E		49	EER			SEAL, Slim Line
29	68040248AA	1	B, D, E		49				O RING, A/C Line
30	68040249AA	1	B, D, E		49				O RING, A/C Line
31	06104388AA	1	B, D, E		49				SCREW, Hex Head, M8x1.25x30, Drier to Rail Mounting
-32	82300101	32	B, D, E		49				REFRIGERANT, R134A - 30 lb.
33	68040258AA	1	B, D, E		49				O RING, A/C Line, Up-To 8/21/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C Plumbing
Figure 24-220

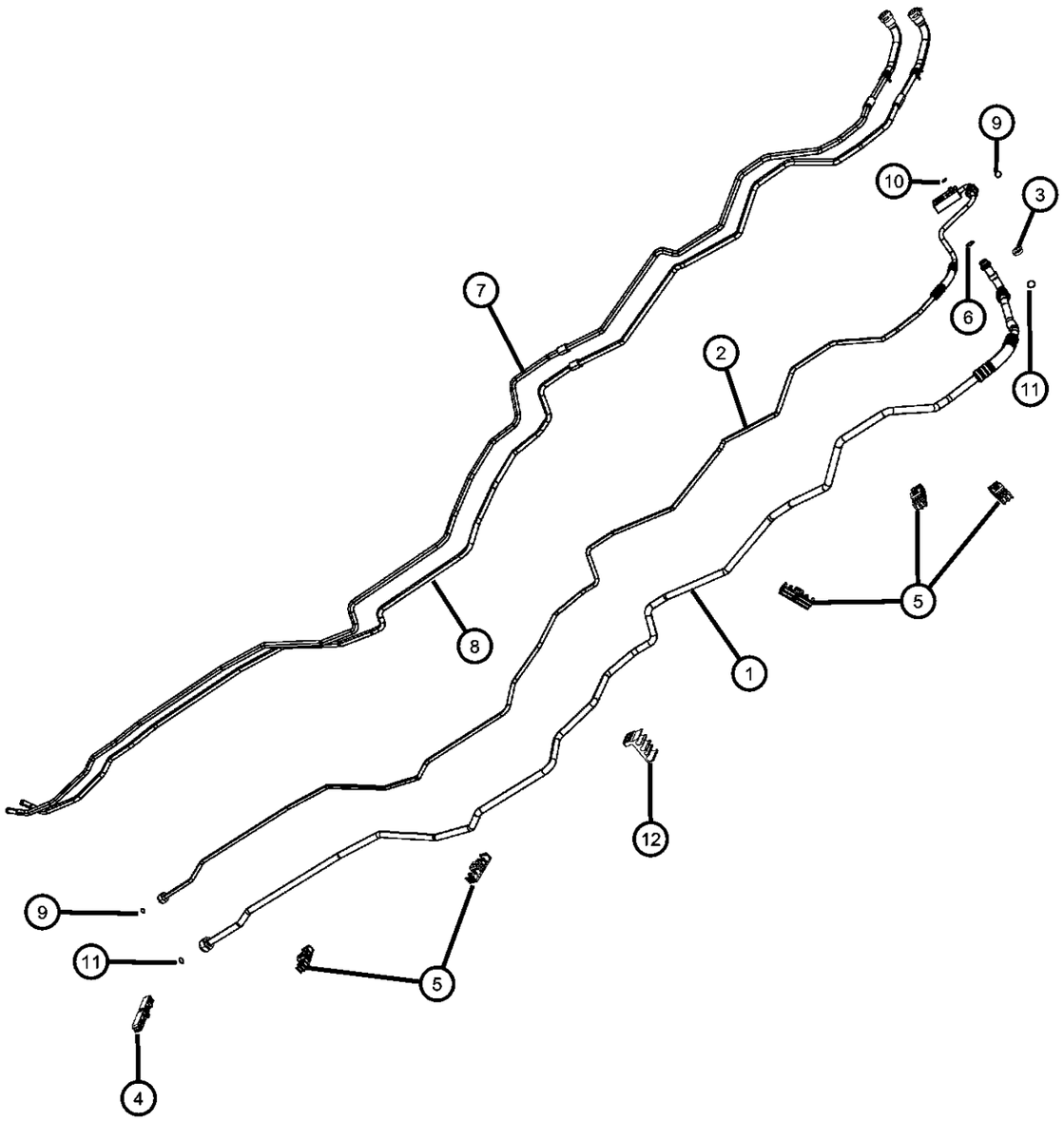


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
34	68040259AA	1	B, D, E		49				GASKET, A/C Line, Up To 8/21/08
35	05161788AA	1	B, D, E		49				GASKET, A/C Line, After 8/21/08

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Auxiliary A/C and Heater Plumbing
Figure 24-250

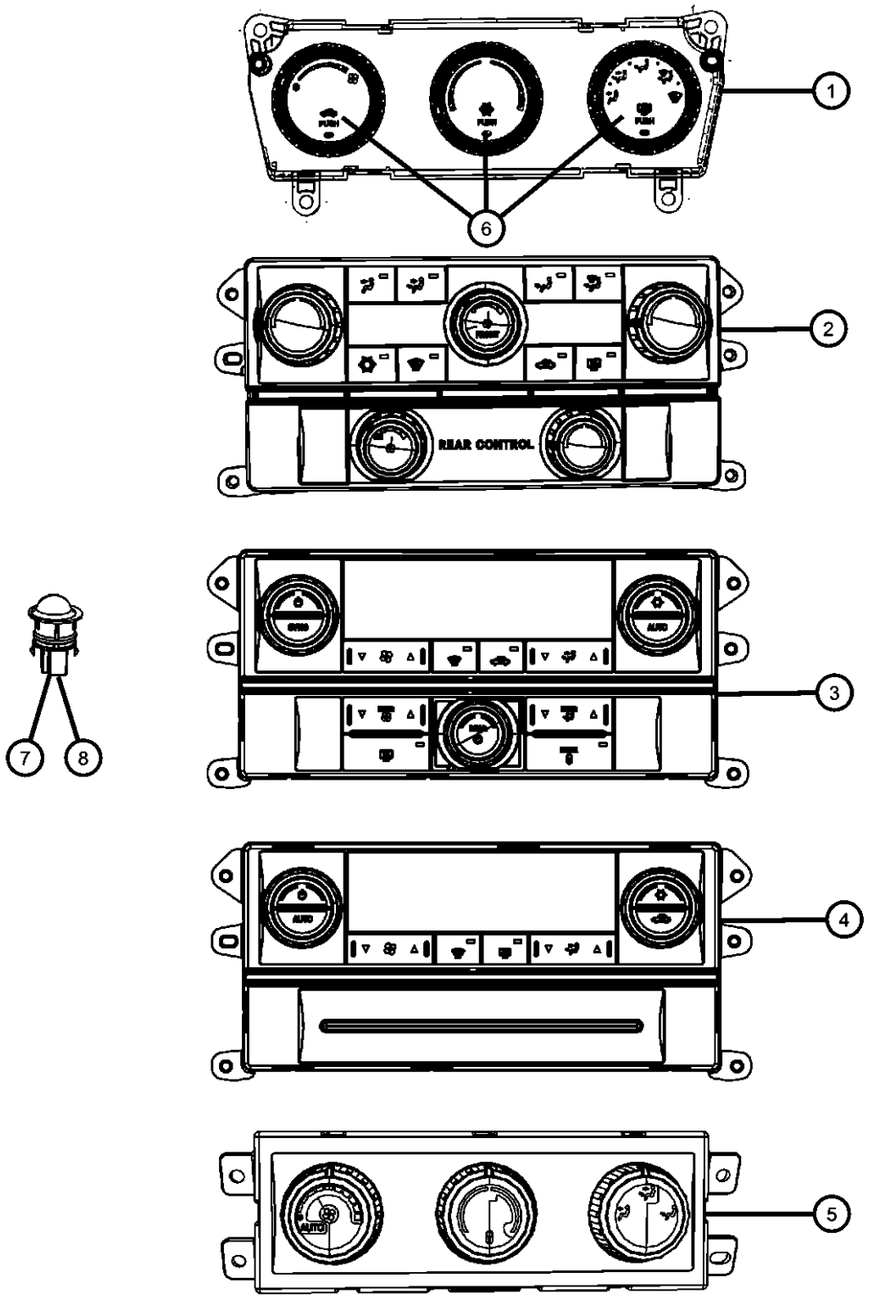


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68040493AA	1	B, D, E		49				LINE, A/C Suction
2	68040494AA	1	B, D, E		49				LINE, A/C Liquid
3	68040500AA	1	B, D, E		49				CLIP
4	68040501AA	1	B, D, E		49				CLIP
5	68040502AA	5	B, D, E		49				CLIP
6	68040254AA	1	B, D, E		49				O RING, A/C Line
7	68040498AA	1	B, D, E		49				TUBE AND HOSE, Heater Inlet
8	68040497AA	1	B, D, E		49				TUBE AND HOSE, Heater Outlet
9	68040249AA	2	B, D, E		49				O RING, A/C Line
10	05014178AA	1	B, D, E		49				O RING, A/C Line
11	68040248AA	2	B, D, E		49				O RING, A/C Line
12	68040503AA	1	B, D, E		49				CLIP

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

A/C and Heater Controls
Figure 24-310

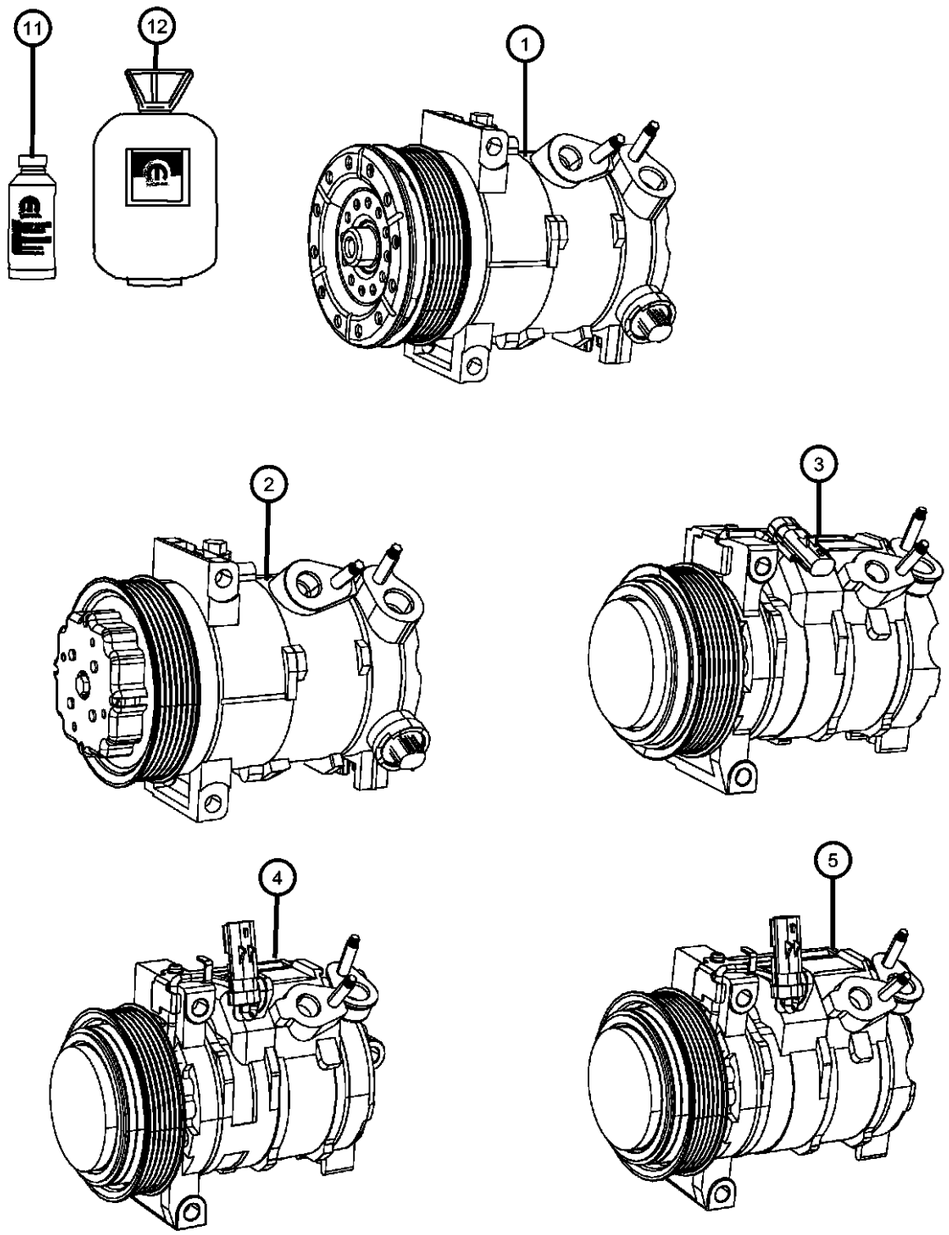


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
									Sales Codes: [HAA] = Air Conditioning [HAG] = Air Conditioning with Three Zone Temperature Control [HAH] = Air Conditioning with Automatic and Three Zone Temperature Control [HAF] = Air Conditioning with Dual Zone Temperature Control [LMG] = Automatic Headlamps [ABB] = European Equipment Group
1									CONTROL, A/C And Heater, No Servicable Components
	55111939AA	1	B, D, E		49				[HAA] Up To 3/5/09
	55111950AA	1	B, D, E		49				[HAA] After 3/5/09
	55111938AA	1	B, D, E		49				[HAA] Up To 3/5/09, Export
	55111951AA	1	B, D, E		49				[HAA] After 3/5/09, Export
2	55111892AD	1	B, D, E		49				CONTROL, A/C And Heater, No Servicable Components, [HAG]
3									CONTROL, A/C And Heater, No Servicable Components
	55111894AB	1	B, D, E		49	EER, EGF			[HAH]
	55111898AB	1	B, D, E		49				[HAH] Export
4									CONTROL, A/C And Heater, No Servicable Components
	55111893AC	1	B, D, E		49				[HAF]
	55111895AF	1	B, D, E		49				[HAF] Export
5									CONTROL, A/C and Heater - Aux, No Servicable Components
	55111810AD	1	B, D, E		49				[HAG]
	55111812AD	1	B, D, E		49				[HAH]
6	05179430AA	1	B, D, E		49				KNOB, A/C or Heater Control - Rotary
7									SENSOR, Sun
	55111900AB	1	B, D, E		49				[HAH,HAF] Without [LMG]
	55111903AA	1	B, D, E		49				[HAA,HAG]
8	55111902AB	1	B, D, E		49				SENSOR, A.T.C. Sun, [HAH,HAF] With [LMG]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C Compressor
Figure 24-405

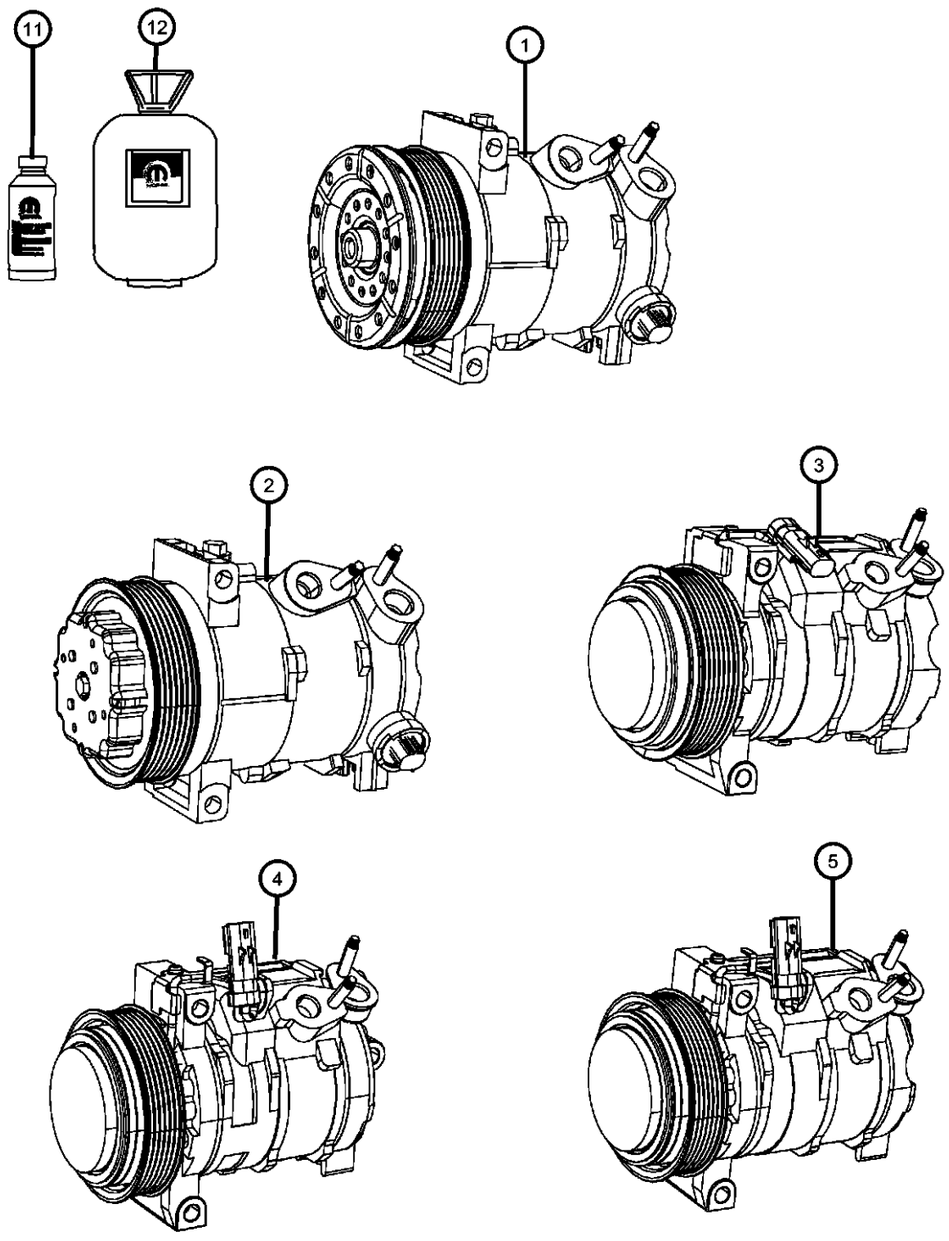


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [ECE] = 2.0L Diesel Engine [ED3] = 2.4L Gas Engine [EDG] = 2.4L Gas Engine Partial Zero Emissions [EER] = 2.7L Gas Engine [EGF] = 3.5L Gas Engine [HBB] = Rear Air Conditioning									
1	55111410AD	1	B, D, E		49	ED3, EDG			COMPRESSOR, Air Conditioning, Complete, Without [HBB]
2	55111426AC	1	B, D, E		49	ECE			COMPRESSOR, Air Conditioning, Complete, Without [HBB]
3	55111433AC	1	B, D, E		49	ED3, EDG			COMPRESSOR, Air Conditioning, Complete, With [HBB]
4	55111090AA	1	B, D, E		49	EER, EGF			COMPRESSOR, Air Conditioning, Complete, Without [HBB]
5	55111425AA	1	B, D, E		49	EER, EGF			COMPRESSOR, Air Conditioning, Complete, With [HBB]
-6									COIL, Air Conditioning Clutch
	05003681AA	1	B, D, E		49	ECE, ED3, EDG			
	05140461AA	1	B, D, E		49	EER, EGF			
-7									SNAP RING KIT, A/C Clutch, Includes: Stator Snap Ring and Rotor Snap Ring
	05264454	1	B, D, E		49	EER, EGF			
		1	B, D, E		49	ECE, ED3, EDG			
-8									CLUTCH OVERHAUL KIT, A/C Compressor, Includes: Snap Rings, Shim Package, Pulley Bolt, Bracket, Screw
	68045273AA	1	B, D, E		49	EER, EGF			
	68045268AA	1	B, D, E		49	ECE, ED3, EDG			
-9									BOLT, Pulley
	68025879AA	1	B, D, E		49	EER, EGF			
		1	B, D, E		49	ECE, ED3, EDG			
-10									PULLEY HUB KIT, A/C Compressor
	68045270AA	1	B, D, E		49	ECE, ED3, EDG			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

A/C Compressor
Figure 24-405



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68045274AA	1	B, D, E		49	EER, EGF			
11	82300102	AR	D, E		49				LUBRICANT, A/C Compressor, 250ml, Standard MS-9176, ND-8 PAG [250mL] Minimum Ship Quantity 1
12	82300101AB	AR	B, D, E		49				REFRIGERANT, R134A, 1 Pound, Standard MS-9175, [30lb Cylinder] Minimum Ship Quantity 1 Cylinder

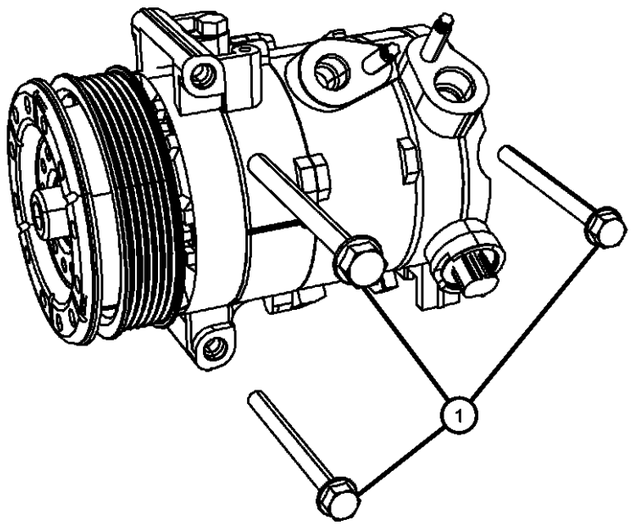
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Compressor Mounting
Figure 24-440

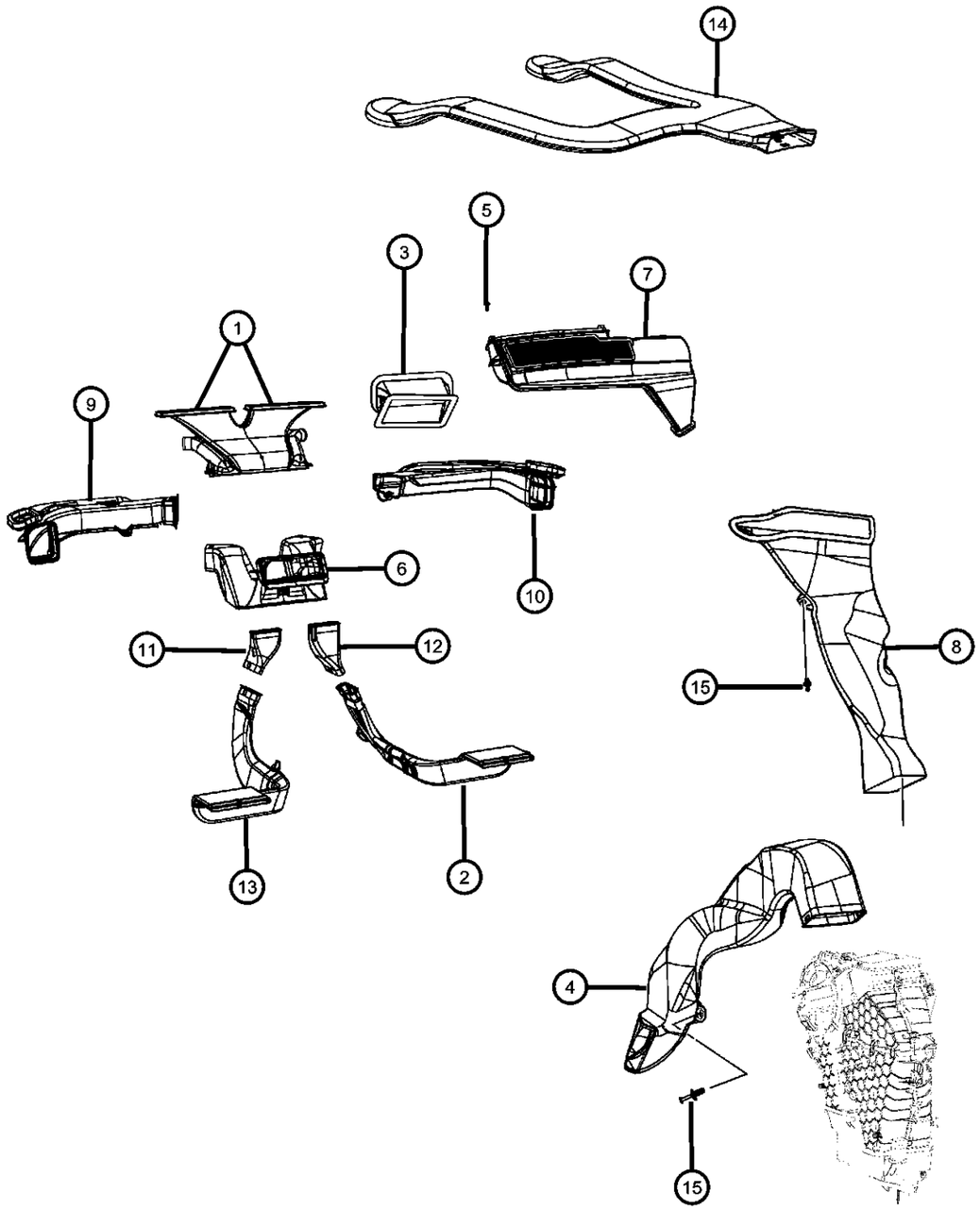


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Codes: [ECN] = 2.0L Gas Engine [ECD] = 2.0L Diesel Engine [ED3] = 2.4L Gas Engine [EDG] = 2.4L Gas Engine with Partial Zero Emissions [EER] = 2.7L Gas Engine [EGF] = 3.5L Gas Engine									
1	06104035AA	3	B, D, E		49				BOLT, Hex Flange Head, M8X1.25X90.00
-2	06101054	1	B, D, E		49				BOLT AND WASHER, Hex Head, M10x1.5x40Compressor Bracket To Cylinder Block

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Ducts
Figure 24-505



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
Sales Code:									
[RHD] = Right Hand Drive									
1	05058468AB	1	B, D, E		49				DUCT, Defroster
2	05058523AB	1	B, D, E		49				DUCT, Floor, Second Row, Right
3									DUCT, Air Inlet
	05058466AC	1	B		49				[RHD]
	05058467AA	1	D, E		49				
4	05058419AB	1	B, D, E		49				DUCT, Heat Distribution
5	06508460AA	1	B, D, E		49				SCREW
6									DUCT, Center Distribution
	05058473AB	1	D, E		49				
	05058474AB	1	B		49				[RHD]
7									SCREEN, Air Inlet
	05058463AC	1	D, E		49				
	05058464AB	1	B		49				[RHD]
8	05058414AB	1	B, D, E		49				DUCT, Rear A/C, Auxiliary Second Row
9									DUCT, Demister
	05058469AB	1	D, E		49				Left
	05058470AB	1	B		49				[RHD], Left
10									DUCT, Demister
	05058471AB	1	D, E		49				Right
	05058472AB	1	B		49				[RHD], Right
11	05058521AB	1	B, D, E		49				DUCT, Floor Adaptor, Left
12	05058522AB	1	B, D, E		49				DUCT, Floor Adaptor, Right
13	05058524AB	1	B, D, E		49				DUCT, Floor, Second Row, Left
14	05058640AA	1	B, D, E		49				DUCT, Rear A/C, Overhead
15	06104902AA	2	B, D, E		49				RIVET, Plastic

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 25
Emission Controls

Group - 25 Emission Controls

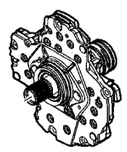
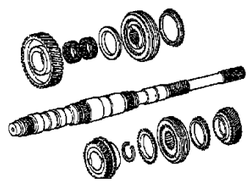
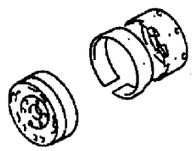
Illustration Title — Group-Fig. No.

EGR System
EGR Valve and Related ..... Fig. 25 - 205
EGR Valve and Related ..... Fig. 25 - 210
EGR Valve and Related 2.0L {ECE] ..... Fig. 25 - 215

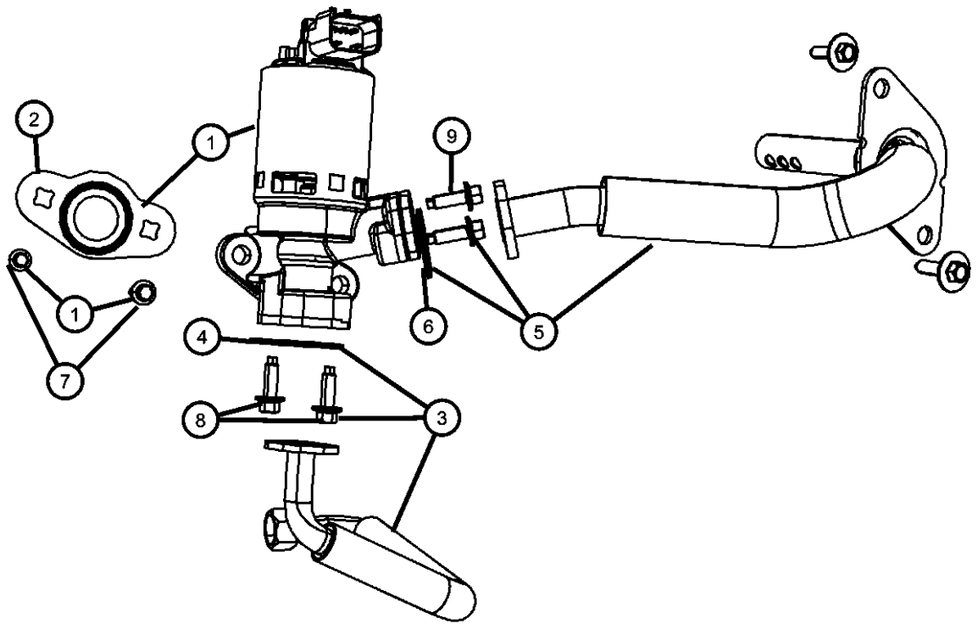
Vacuum Canister/Leak Detection Pump
Vacuum Canister and Leak Detection ..... Fig. 25 - 305

Emission Harness
Emission Control Vacuum Harness ..... Fig. 25 - 405

Air Pump
Air Pump and Related ..... Fig. 25 - 505

025-200 EGR System	**025-300** Vacuum Canister/Leak Detection Pump	**025-400** Emission Harness	**025-500** Air Pump
			

EGR Valve and Related
Figure 25-205

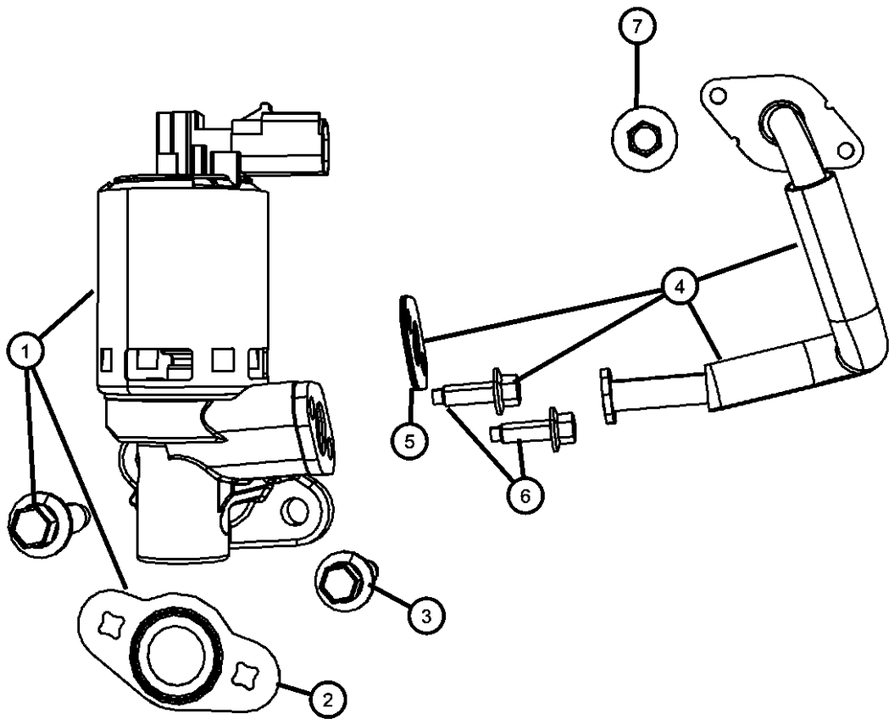


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1	04593832AC	1	B, D, E		49	EE0			VALVE, EGR
2	04891068AB	1	B, D, E		49	EE0			GASKET, EGR Valve
3	04593693AB	1	B, D, E		49	EE0			TUBE, EGR Valve
4	05277928	1	B, D, E		49	EER			GASKET, EGR Tube Flange
5	04891606AD	1	B, D, E		49	EE0			TUBE, EGR Valve
6	05277928	1	B, D, E		49	EE0			GASKET, EGR Tube Flange
7	06504793AA	2	B, D, E		49	EE0			SCREW, Hex Flange Head, M8x1.25x28.00
8	06508489AA	2	B, D, E		49	EE0			SCREW, Hex Flange Head, M6X1.00X21.30
9	06505812AA	2	B, D, E		49	EER			BOLT, Hex Flange Head, M5.74X1.81X21.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

EGR Valve and Related
Figure 25-210

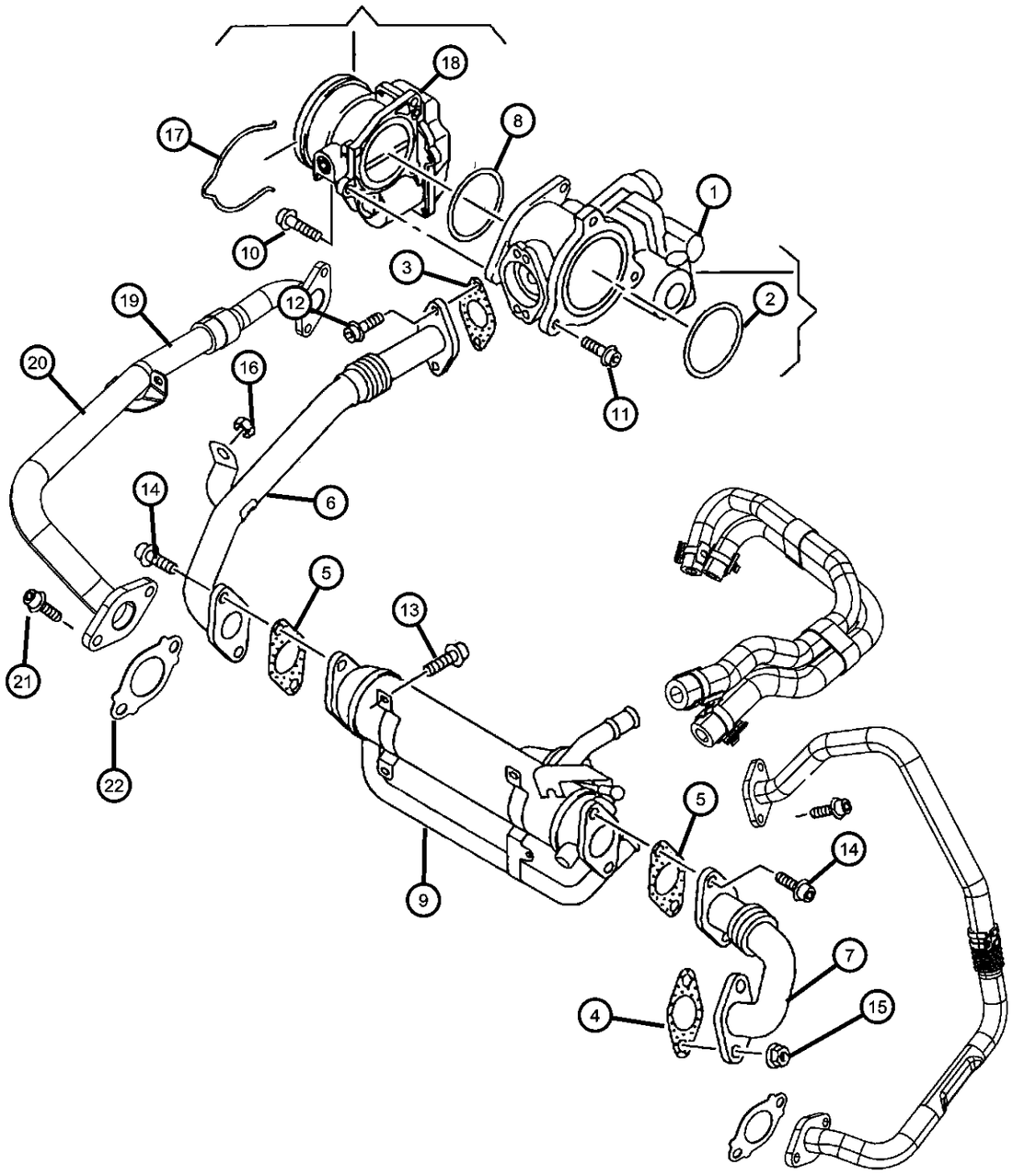


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTE: Sales Codes: [ED3] = 2.4L DOHC 16V Dual V.V.T [EER] = 2.7L V6 DOHC 24V MPI [EGF] = 3.5L High Output V6 24V MPI [ECE] = 2.0L 4 Cyl. DOHC Diesel 16V									
1	04593688AD	1	D, E		49	EGF			VALVE, EGR
2	04891068AB	1	D, E		49	EGF			GASKET, EGR Valve
3	06504793AA	2	D, E		49	EGF			SCREW, Hex Flange Head, M8x1.25x28.00
4	04593576AC	1	B, D, E		49	EGF			TUBE, EGR Valve to Intake
5	05277928	1	B, D, E		49	EGF			GASKET, EGR Tube Flange
6	06508489AA	2	B, D, E		49	EGF			SCREW, Hex Flange Head, M6X1.00X21.30
7	06505812AA	2	B, D, E		49	EGF			BOLT, Hex Flange Head, M5.74X1.81X21.50

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

EGR Valve and Related 2.0L {ECE]
Figure 25-215

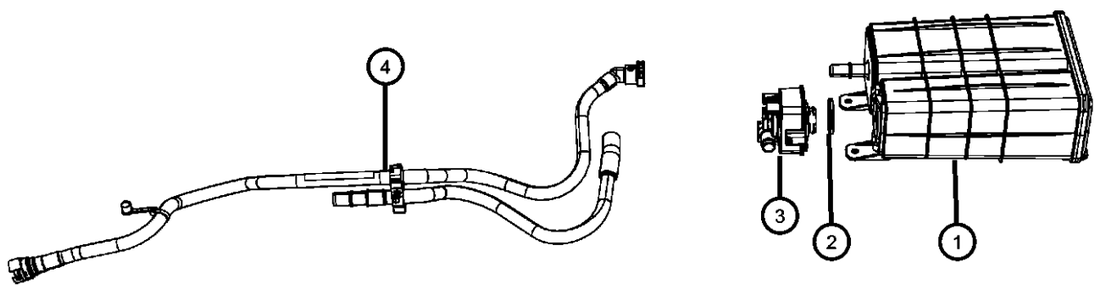


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68021528AA	1	B, D, E		49	ECE			VALVE, EGR
2	68021532AA	1	B, D, E		49	ECE			GASKET
3	68001601AA	1	B, D, E		49	ECE			GASKET, Tube to EGR
4	68001560AA	1	B, D, E		49	ECE			GASKET, Tube to Pipe Assembly
5	68001601AA	2	B, D, E		49	ECE			GASKET, Tube to EGR Cooler
6	68021531AA	1	B, D, E		49	ECE			TUBE, EGR to EGR Cooler
7	68021530AA	1	B, D, E		49	ECE			TUBE
8	68001545AA	1	B, D, E		49	ECE			SEAL, Throttle Body to Intake
9	68021529AA	1	B, D, E		49	ECE			COOLER, EGR
10	68021304AA	3	B, D, E		49	ECE			BOLT, M6x45, Throttle Body to EGR Valve, Mounting
11	68021307AA	2	B, D, E		49	ECE			BOLT, M6x20, EGR Valve to Intake Manifold, Mounting
12	68021326AA	4	B, D, E		49	ECE			BOLT, M8x20, EGR Tube to EGR Valve, Mounting
13	68021327AA	4	B, D, E		49	ECE			BOLT, M6x12, EGR Cooler to Engine Block, Mounting
14	68021318AA	4	B, D, E		49	ECE			BOLT, M8x16, Tube to EGR Cooler, Mounting
15	68041369AA	2	B, D, E		49	ECE			NUT, Hex Flange Lock, M8, Tube to Turbo, Mounting
16	68001615AA	1	B, D, E		49	ECE			NUT, Hex, M6, EGR to EGR Cooler Tube Bracket, Mounting
17	68041372AA	1	B, D, E		49	ECE			CLIP, Throttle Body
18	68034270AA	1	B, D, E		49	ECE			THROTTLE BODY
19	05162047AA	1	B, D, E		49	ECE	DEF		TUBE, EGR, [DEF]
20	05162048AA	1	B, D, E		49	ECE	DG5		TUBE, EGR, [DG5]
21									SCREW, Hex Flange Head, M8x1.25x20.00
	06104196AA	3	B		49				EGR Tube to Flange
		3	D, E		49		DD7, DEF		EGR Tube to Flange
		3	D, E		49		DG5		EGR Tube to Flange
22	05162039AA	2	B, D, E		49	ECE			GASKET, EGR Valve, EGR Tube Flange

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Vacuum Canister and Leak Detection
Figure 25-305

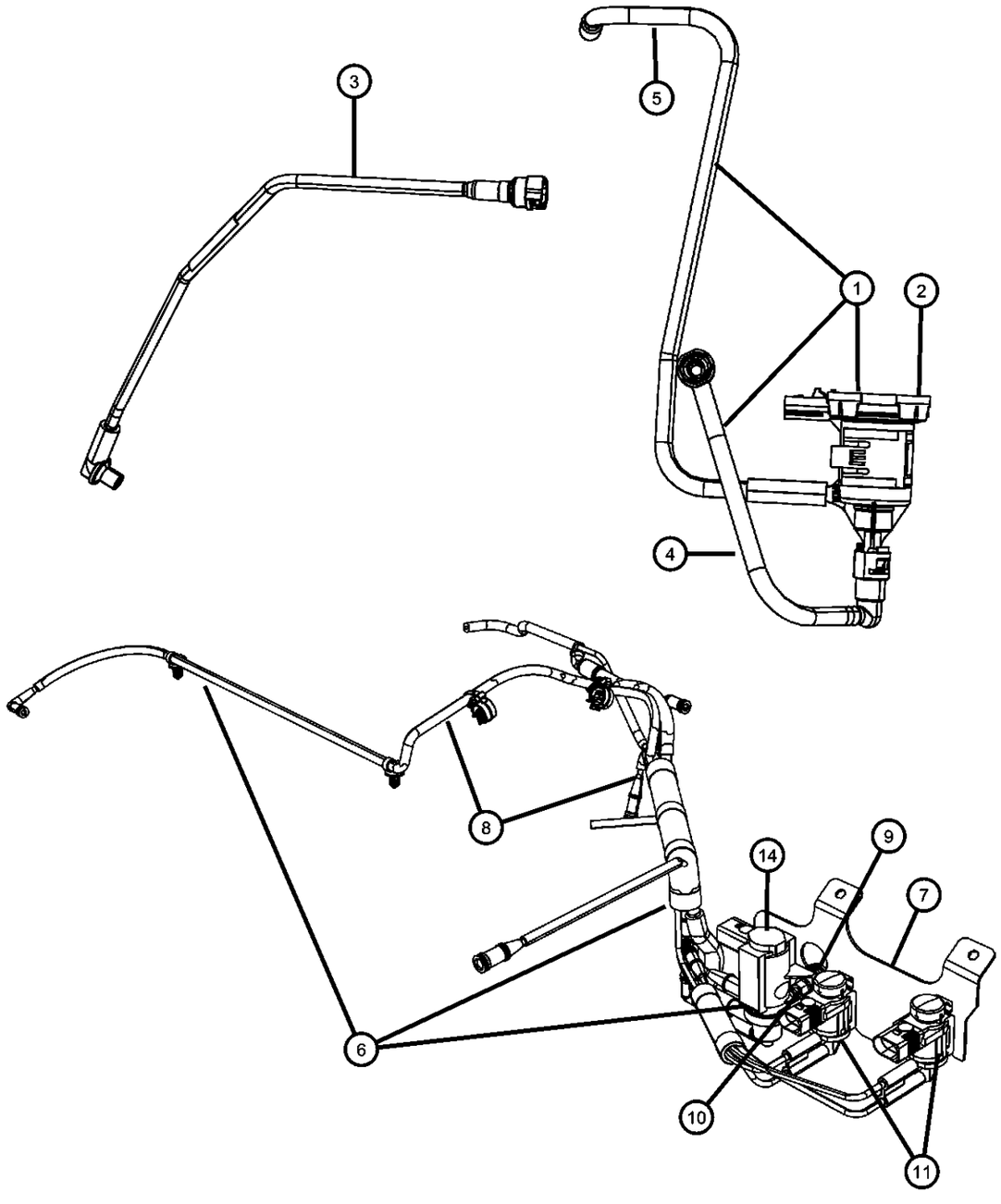


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CANISTER, Vapor
	04766519AC	1	D		49	EDG			[NAE]
	04766520AC	1	B, D, E		49	ED3, EER, EGF			[NAA,NAE,NA1, NAS]
2									SEAL, Vapor canister, Seal
	52129436AA	1	B, D, E		49	ED3, EER, EGF			[NAA,NAE,NA1]
		1	D		49	EDG			[NAE]
3									DETECTOR, Evaporative System Integrity Module
	04891729AA	1	B, D, E		49	ED3, EER, EGF			[NAA,NAE,NA1]
		1	D		49	EDG			[NAE]
4									HOSE, Vapor Canister
	04766518AC	1	B, D, E		49	EDG			[NAE]
	04766536AD	1	B, D, E		49	ED3, EER, EGF			

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Emission Control Vacuum Harness
Figure 25-405

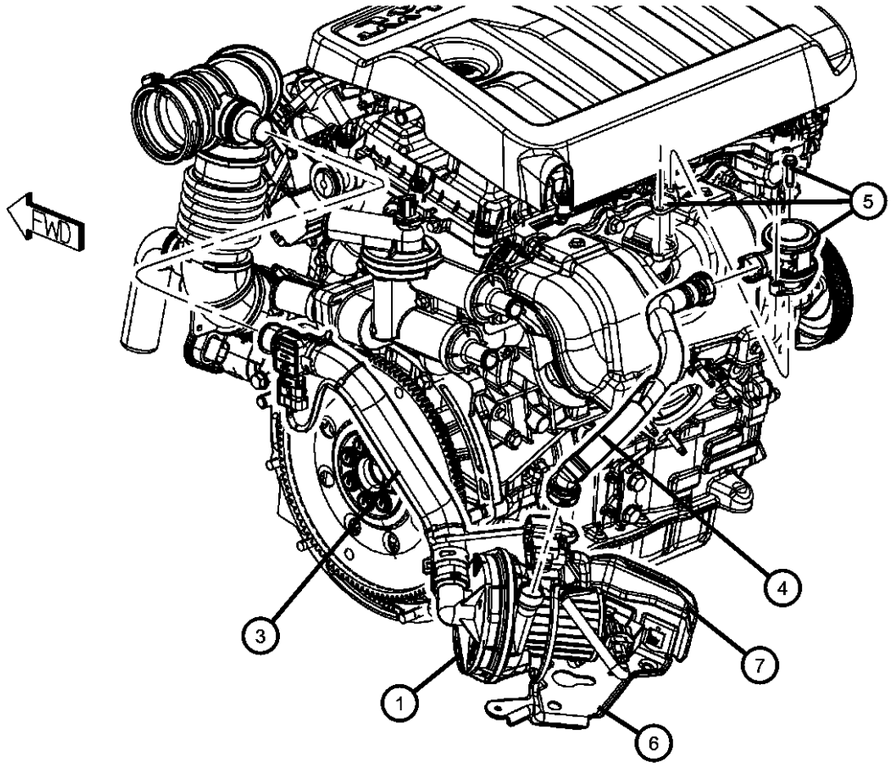


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HARNESS, Vapor Canister Purge
	04766530AD	1	B, D, E		49	ED3, EDG			[NAA,NAE,NA1]
	04766533AC	1	B, D, E		49	EER, EGF			[NAA,NAE,NA1]
2									VALVE, Linear Purge
	04891741AA	1	B, D, E		49	ED3, EDG			[NAA,NAE,NA1]
		1	B, D, E		49	EER, EGF			[NAA,NAE,NA1]
3	05105798AB	1	B, D, E		49	ED3, EDG			HOSE, Proportional Purge Solenoid
4									HARNESS, Vapor
	68044115AA	1	B, D, E		49	ED3, EDG			[NAA,NAE,NA1]
		1	B, D, E		49	EER, EGF			[NAA,NAE,NA1]
5									TUBE, Vacuum
	68044114AA	1	B, D, E		49	ED3, EDG			[NAA,NAE,NA1]
	68044116AA	1	B, D, E		49	EER, EGF			[NAA,NAE,NA1]
6	04766499AB	1	B, D, E		49	ECE			HARNESS, Vacuum, Includes Vacuum Harness, 2 Vacuum Valves and Brackets
7	04766959AA	1	B, D, E		49	ECE			BRACKET, Solenoid
8	04766960AA	1	B, D, E		49	ECE			HARNESS, Vacuum Vapor
9	06104370AA	2	B, D, E		49	ECE			BOLT AND CONED WASHER, Hex Head, M6x1.00x30.00, Solenoid to Bracket
10	06101447	2	B, D, E		49	ECE			NUT AND WASHER, M6x1.00, Solenoid to Bracket
11	05105813AA	2	B, D, E		49	ECE			VALVE, Vacuum, EGR Cooler Valve Shut Off
-12	05105915AA	2	B, D, E		49	ECE			GROMMET, Air Cleaner Bracket
-13	05105916AA	2	B, D, E		49	ECE			BUSHING
14	05105812AA	1	B, D, E		49	ECE			ACTUATOR, Vacuum, Booster Pressure Acutator Valve

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Air Pump and Related
Figure 25-505



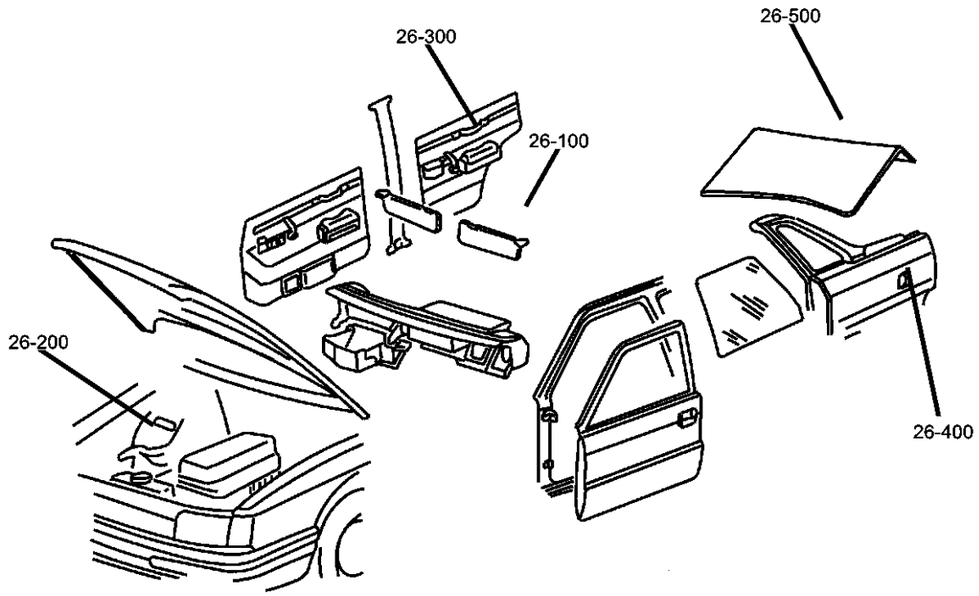
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04891832AA	1	B, D, E		49	EDG			PUMP, Air
-2	68084103AA	1	B, D, E		49	EDG			CONNECTOR, Connector Fits Between Air Pump and Hose
3	04891927AA	1	B, D, E		49	EDG			HOSE
4	04891608AB	1	B, D, E		49	EDG			TUBE, Air Injection
5	68042314AA	1	B, D, E		49	EDG			VALVE PACKAGE, Air Injection Check
6	04891831AB	1	B, D, E		49	EDG			BRACKET, Air Pump
7	04891952AA	1	B, D, E		49	EDG			SHIELD, Heat

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 26

Labels



026-100 Interior	**026-200** Under Hood	**026-300** Doors	**026-500** Trunk

Group - 26 Labels

Illustration Title — Group-Fig. No.

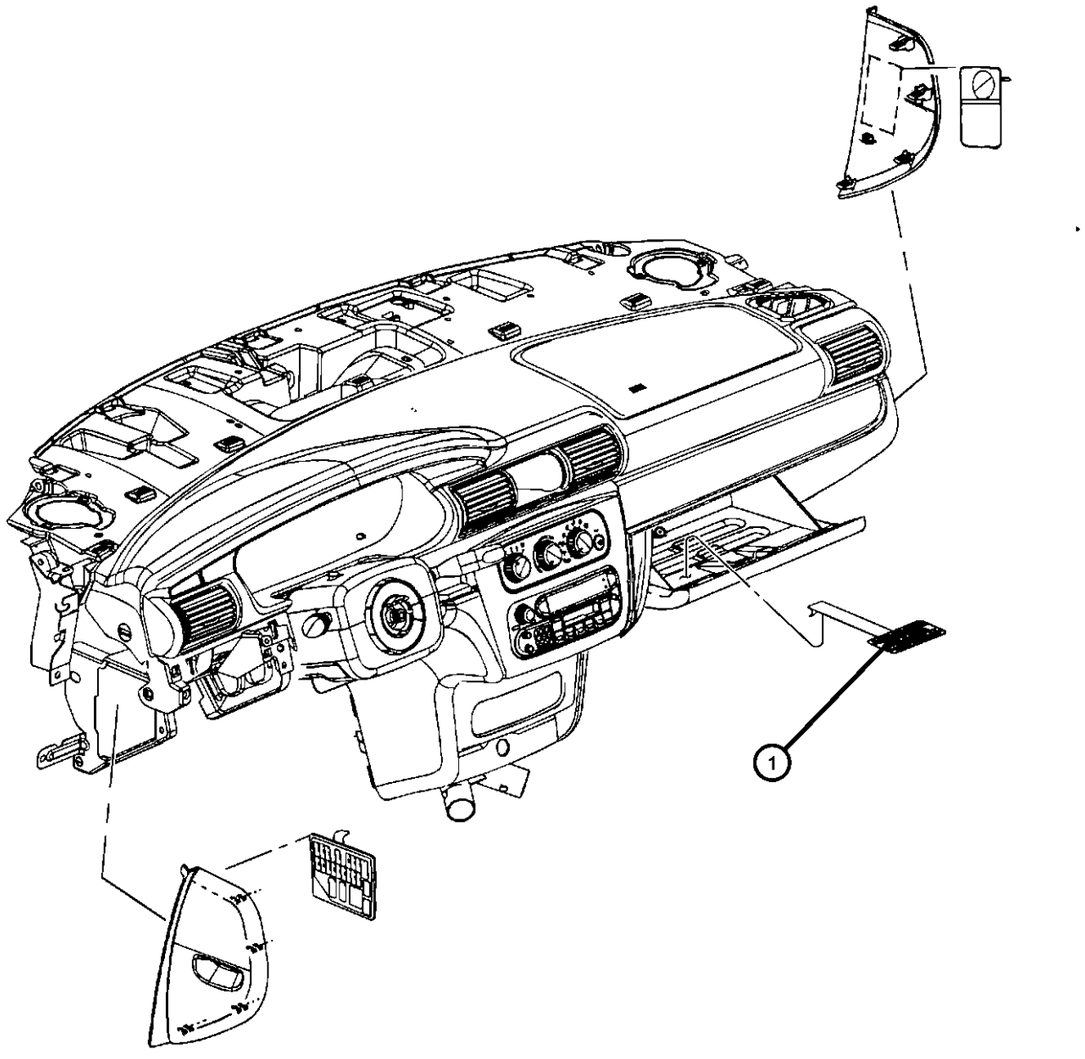
Interior
Instrument Panel ..... Fig. 26 - 105
Visor ..... Fig. 26 - 110

Under Hood
Engine Compartment ..... Fig. 26 - 205

Doors
Door Labels ..... Fig. 26 - 305

Trunk
Spare Tire ..... Fig. 26 - 510

Instrument Panel
Figure 26-105

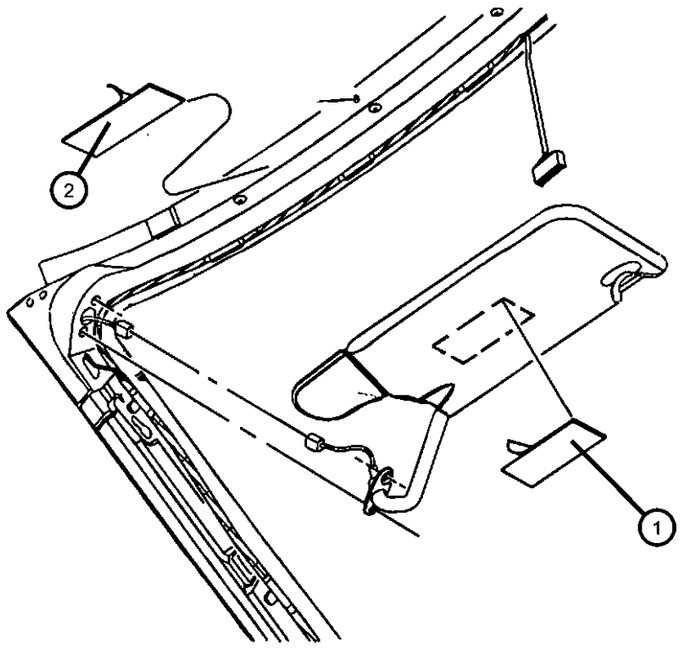


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04680610AA	1			49				LABEL, Air Bag, Glove Box, Passenger
-2	05288120	1			49				LABEL, Anti-Theft

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Visor
Figure 26-110

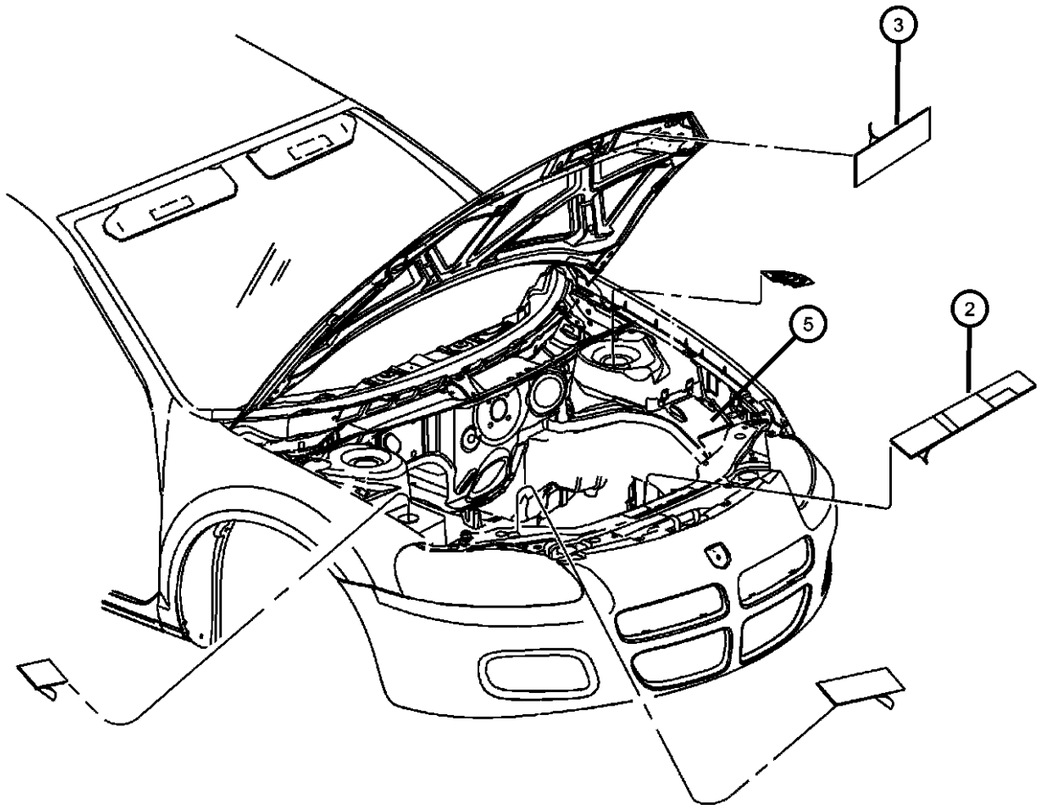


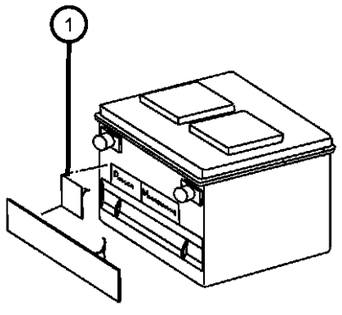
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes: [XLB] = Arabic Language [XLC] = Chinese/Mandarin Language [XL5] = Spanish Language									
1	05023564AA	2			49				LABEL, Visor Warning, [XLC] Chinese/Mandarin Language
2									LABEL, Air Bag Warning
	05170020AA	2			49				[XLB] Arabic Language
	05023541AA	2			49				[XL5] Spanish Language- Visor

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Engine Compartment
Figure 26-205



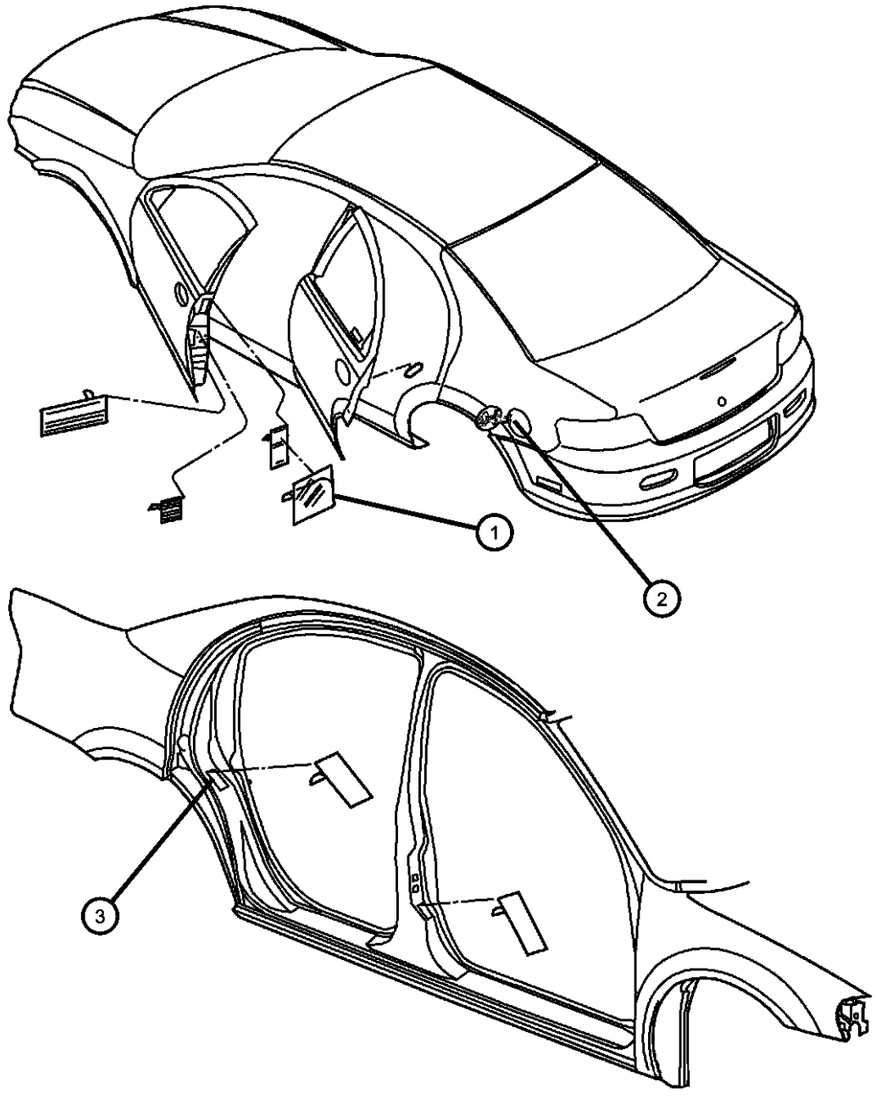


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes; [NAA] = Federal Emissions [NAE] = California Emissions [NAS] = 50 State Emissions [XLB] = Arabic Language [XLC] = Chinese/Mandarin Language									
1	04606799AA	1			49				LABEL, Battery, [XLR] French/Canadian Language
2									LABEL, Air Conditioning System
	05028873AA	1			49				Left hand Cooler
	05028874AA	1			49				Right hand Cooler
3									LABEL, Emission
	05171522AA	1			49	ED3			[NAS] 50 State Emissions
	04578518AB	1			49	EGF			[NAA] Federal Emissions
	04578519AB	1			49	EGF			[NAE] California Emissions
	04578520AA	1			49	ED3			[NAA] Federal Emissions
	04578512AB	1			49	EE0			[NAA] Federal Emissions
	04578515AB	1			49	EDG			[NAE] California Emissions
	04578517AB	1			49	EE0			[NAE] Californai Emissions
-4	05058112AB	1			49				LABEL, Belt Routing, A/C Refrige Charge (English/French/Spanish)
5	04721984AA	1			49				LABEL, Warning, Brake Fluid, [XLB] Arabic Language with or without [XLC] Chinese/Mandarin Language

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Door Labels
Figure 26-305

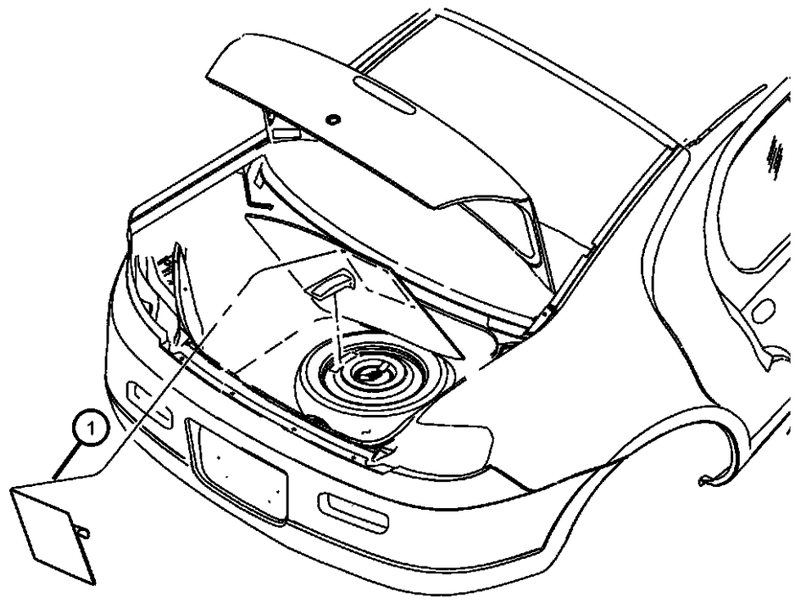


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes [XLR] = French/Canadian Language									
1	05056072AA	2			49				LABEL, Child Protection Lock, English
2	68028563AA	1			49	ECE			LABEL, Fuel, [XLR] French/Canadian Language
3	05056245AB	1			49				LABEL, Tire Pressure, Info Certification Vehicle & Tire Blank

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Spare Tire
Figure 26-510



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
NOTES: Sales Codes: [ABB] = European Equipment Group [TBC] = Compact Spare Tire [XLB] = Arabic Language									
1									LABEL, Tire Storage
	04472491AC	1			49				[TBC] Compact Spare Tire with [ABB] European Equipment Group, Export
	05273515AB	1			49				[TBC] Compact Spare Tire with [XLB] Arabic Language,
-2	05256594AB	1			49				LABEL, Lift Point

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

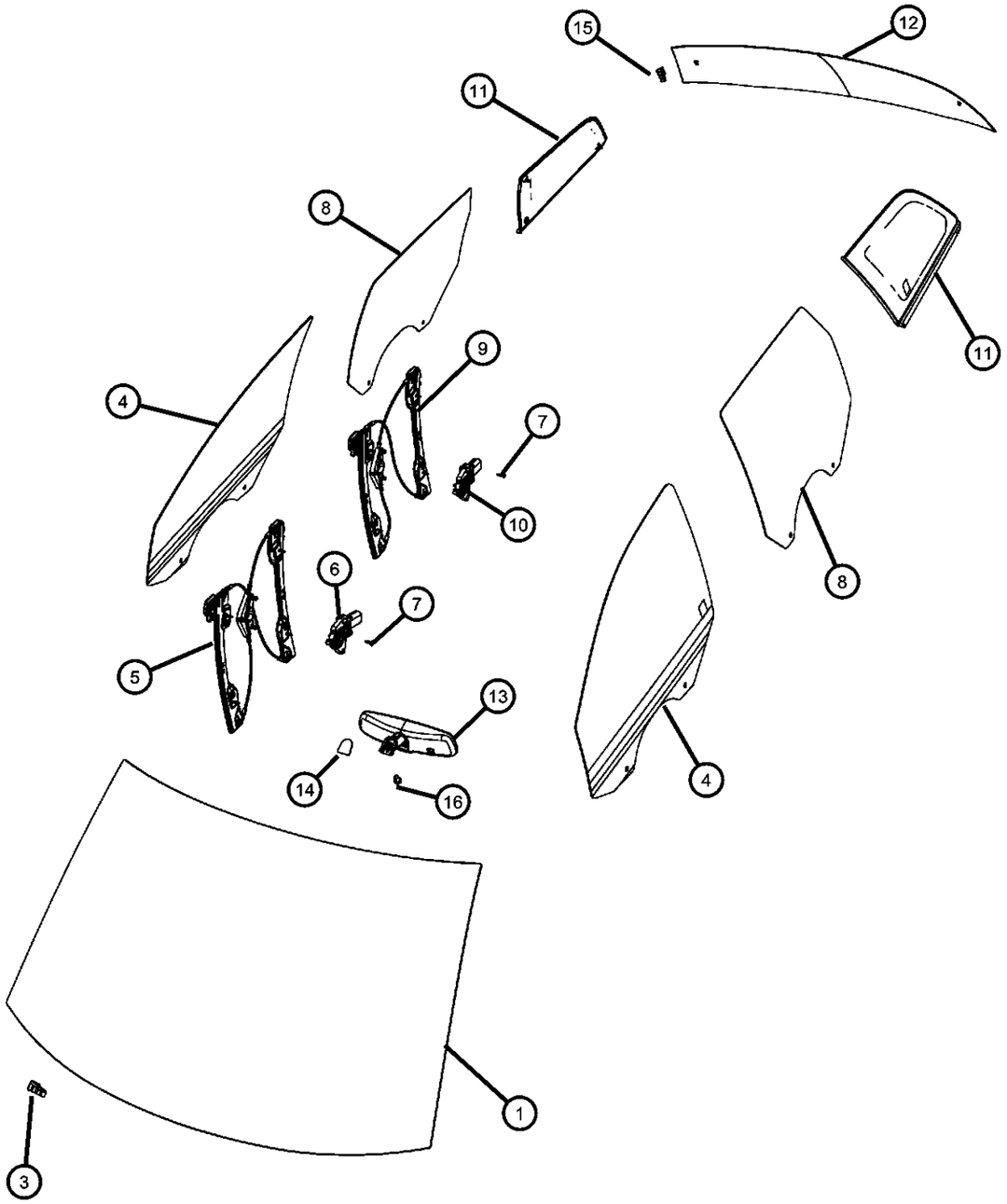
Group - 27
Glass

Illustration Title — Group-Fig. No.

Glass and Interior Rear View Mirror
Glass, Glass Hardware & Regulators & Interior Mirrors ..... Fig. 27 - 110

027-100 Glass and Interior Rear View Mirror			

Glass, Glass Hardware & Regulators & Interior Mirrors
Figure 27-110

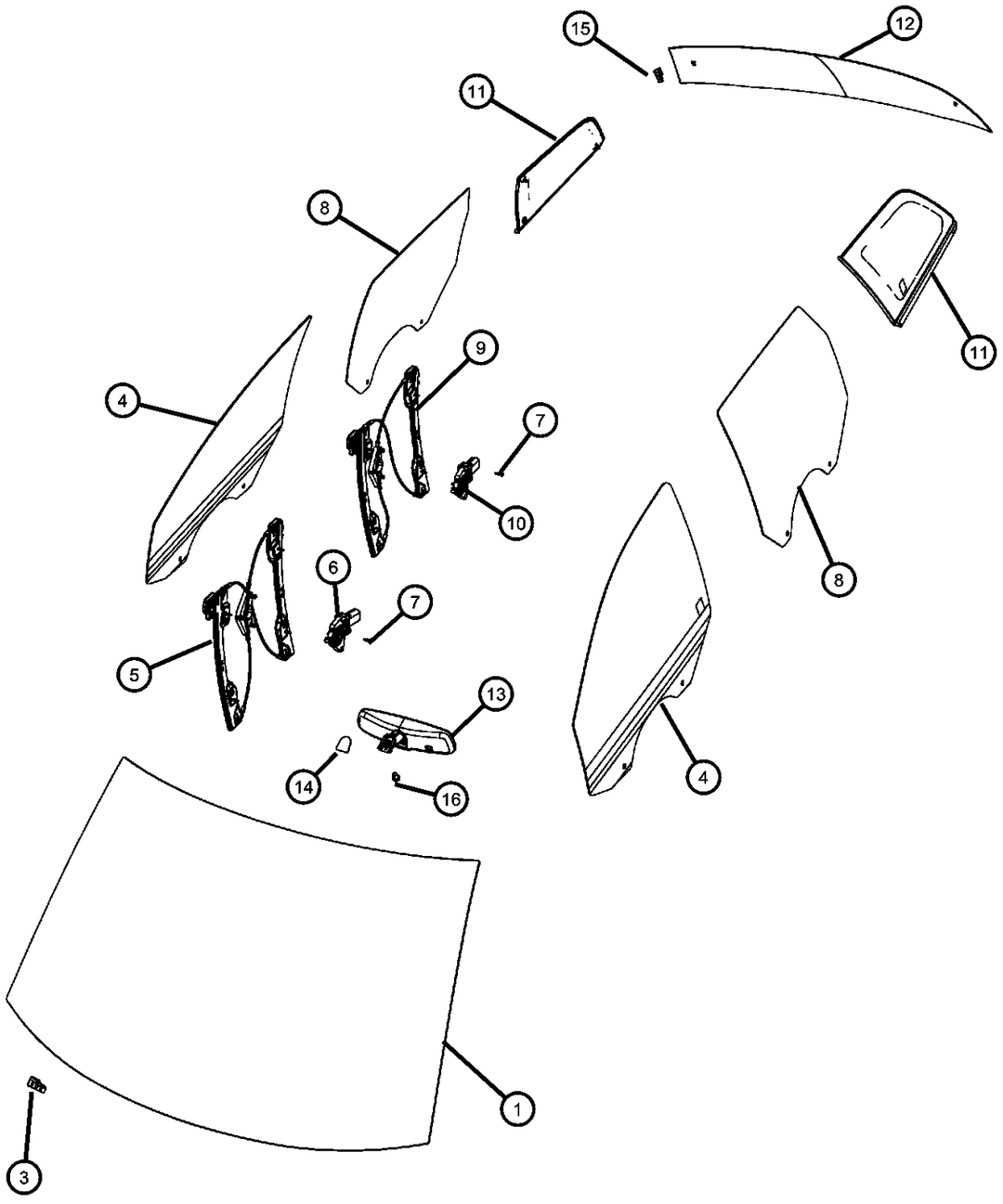


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05155280AB	1	B, D, E		49				WINDSHIELD
-2	04864015AB	2	B, D, E		49				INSTALLATION PACKAGE, Windshield Glass, Includes Spacers
3	55276549AA	2	B, D, E		49				SPACER, Windshield
4									GLASS, Front Door
	05076886AA	1	B, D, E		49				Right
	05076887AA	1	B, D, E		49				Left
5									REGULATOR, Front Door Window
	68043734AA	1	B, D, E		49				Right
	68043735AA	1	B, D, E		49				Left
6									MOTOR, Window Regulator
	04589150AA	1	B		49				With Sales Code [JP3], Right
	04589151AA	1	B, D, E		49				With Sales Code [JSC], Left
	04589152AA	1	B, D, E		49				With Sales Code [JPD], Right
	04589153AA	1	B, D, E		49				With Sales Code [JPD], Left
	04589154AA	1	D, E		49				With Sales Code [JSC], Right
7	68043877AA	3	B, D, E		49				SCREW, Window Motor
8									GLASS, Rear Door
	05076890AA	1	B, D, E		49				Sunsreen [GAE], Right
	05076891AA	1	B, D, E		49				Sunsreen [GAE], Left
	05178046AA	1	B, D, E		49				Tinted [GAM], Right
	05178047AA	1	B, D, E		49				Tinted [GAM], Left
9									REGULATOR, Rear Door Window
	68043738AA	1	B, D, E		49				Right
	68043739AA	1	B, D, E		49				Left
10									MOTOR, Window Regulator
	04589152AB	1	B, D, E		49				Right Rear
	04589153AB	1	B, D, E		49				Left Rear
11									GLASS, Quarter Window
	05155278AC	1	B, D, E		49				Sunsreen [GAE], Right
	05155279AC	1	B, D, E		49				Sunsreen [GAE], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Glass, Glass Hardware & Regulators & Interior Mirrors
Figure 27-110



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05178050AC	1	B, D, E		49				Tinted [GAM], Right
	05178051AC	1	B, D, E		49				Tinted [GAM], Left
12									BACKLITE
	05076881AA	1	B, D, E		49				Sunsreen [GAE]
	05178053AA	1	B, D, E		49				Tinted [GAM]
13									MIRROR, Inside Rear View
	04805332AD	1	B, D, E		49				With Sales Code [GNA]
	04805572AD	1	B, D, E		49				With Sales Code [GNK]
	55157457AB	1	B, D, E		49				With Sales Code [GN5]
14	55076401	1	B, D, E		49				BUTTON, Rear View Mirror
15		1							SPACER, (NOT SERVICED)
16	06036548AA	1	B, D, E		49				SCREW, Tapping Pan Head, .190-24x.375

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 30

Doors, Door Mirrors and Related Parts

Group - 30 Doors, Door Mirrors and Related Parts

Illustration Title — Group-Fig. No.

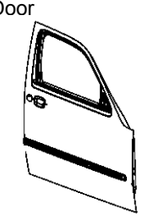
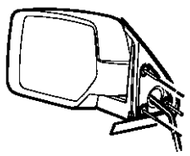
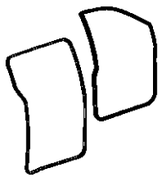
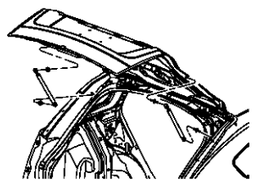
Front Door
Front Door, Shell and Hinges....Fig. 30 - 105
Front Door, Hardware Components....Fig. 30 - 125
Door Lock Cylinders....Fig. 30 - 150

Rear Door
Rear Door, Shell and Hinges....Fig. 30 - 205
Rear Door, Hardware Components....Fig. 30 - 225

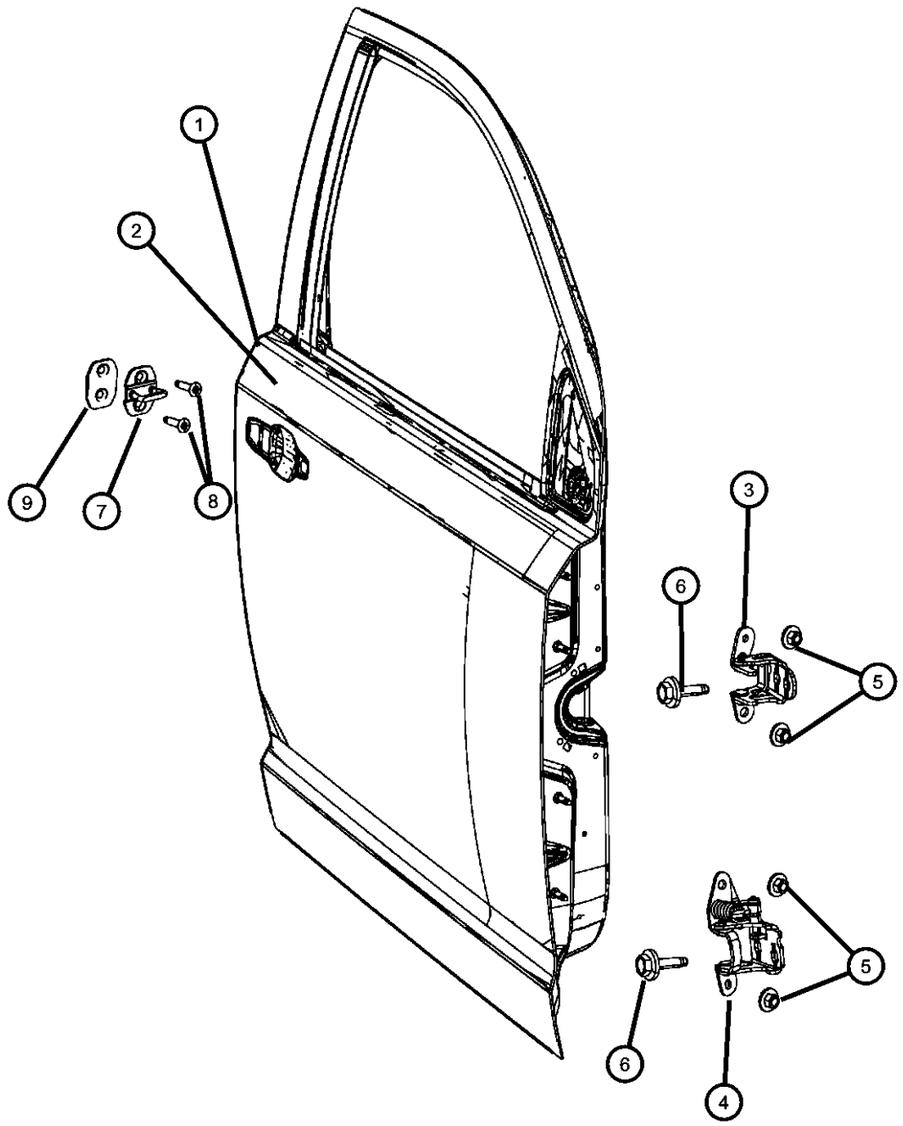
Exterior Mirror
Mirror, Exterior....Fig. 30 - 505

Weatherstrips and Seals
Weatherstrip, Front Door....Fig. 30 - 605
Weatherstrip, Rear Door....Fig. 30 - 625

Lift and Tail gates
Liftgate....Fig. 30 - 705
Liftgate Lock Cylinder....Fig. 30 - 750

030-100 Front Door 	**030-200** Rear Door 	**030-500** Exterior Mirror 	**030-600** Weatherstrips and Seals 
030-700 Lift and Tail gates 			

Front Door, Shell and Hinges
Figure 30-105

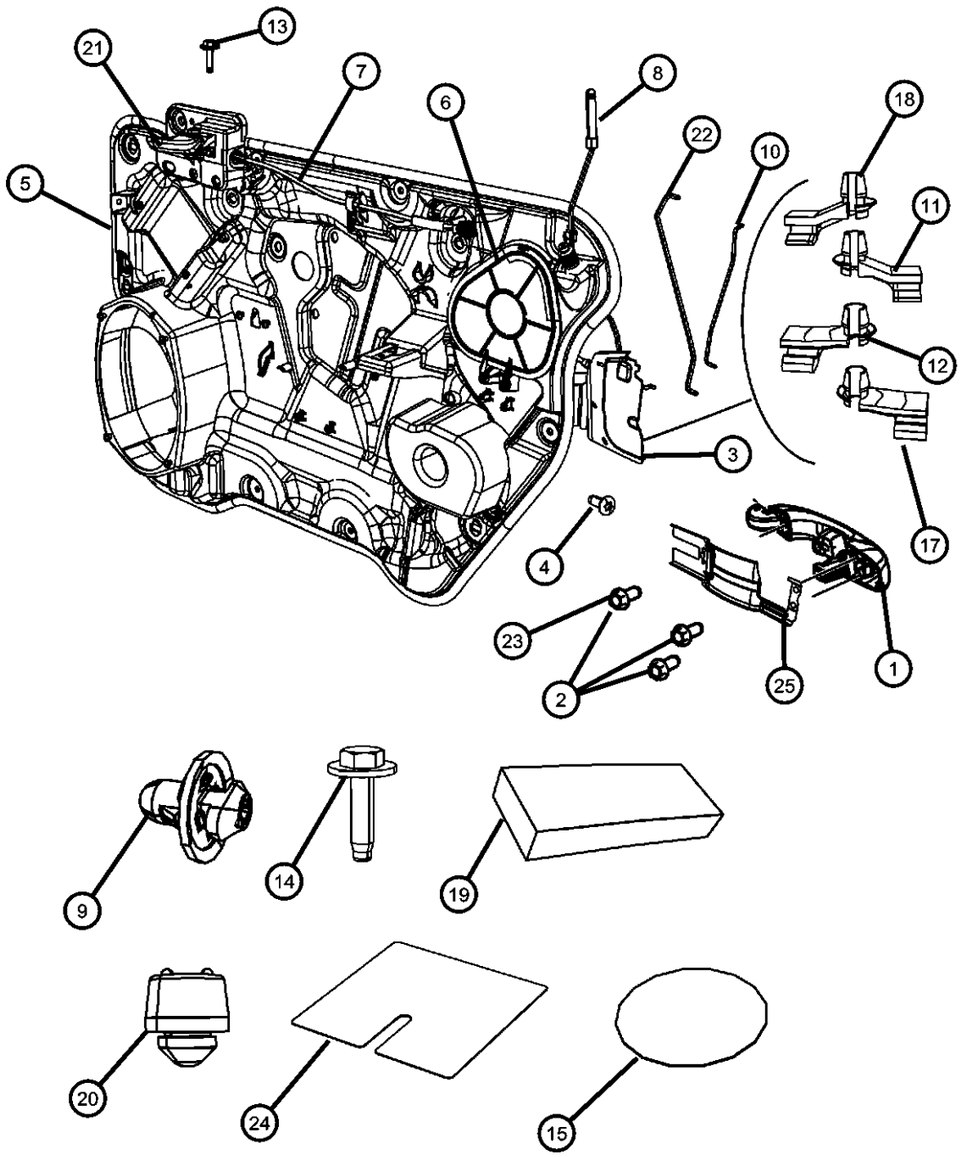


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DOOR, Front
	68040230AB	1	B, D, E		49				Right
	68040231AB	1	B, D, E		49				Left
2									PANEL, Front Door
	05076744AB	1	B, D, E		49				Right
	05076745AB	1	B, D, E		49				Left
3									HINGE, Door, Upper
	05074256AB	1	B, D, E		49				Right
	05074257AB	1	B, D, E		49				Left
	68038790AA	1	B, D, E		49				P.R. China, Right
	68038791AA	1	B, D, E		49				P.R. China, Left
4									HINGE, Door, Lower
	55360918AF	1	B, D, E		49				Right
	55360919AF	1	B, D, E		49				Left
	68038792AA	1	B, D, E		49				P.R. China, Right
	68038793AA	1	B, D, E		49				P.R. China, Left
5	06101831	8	B, D, E		49				NUT, Hex Flange, M8x1.25, Hinge to Door
6	06507742AA	8	B, D, E		49				SCREW AND WASHER, Hex Head, M8x1.25x33
7	04589050AA	2	B, D, E		49				STRIKER, Door Latch
8	06508312AA	4	B, D, E		49				SCREW, Torx Head, M8X1.25X34
9	55362034AA	AR	B, D, E		49				SHIM, Door Striker

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Door, Hardware Components
Figure 30-125

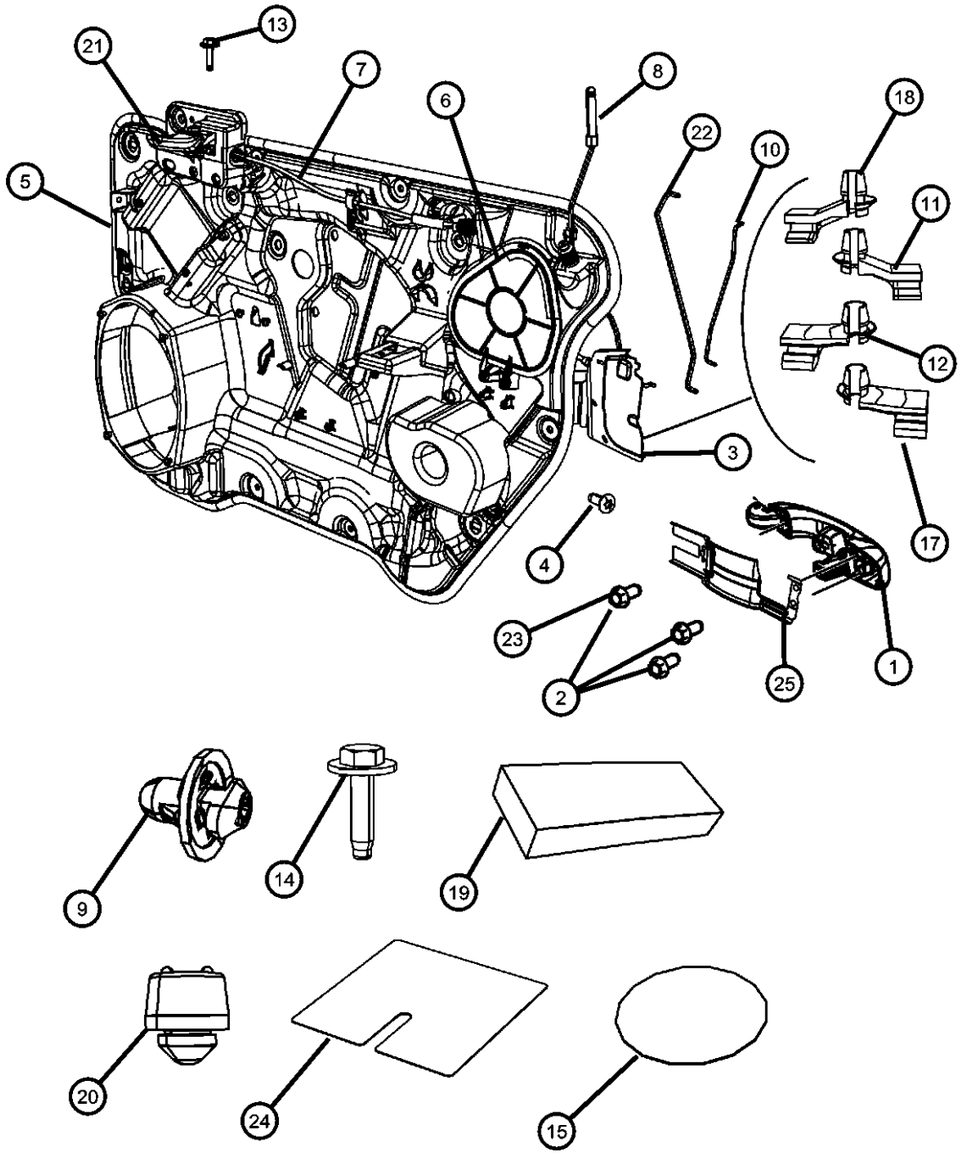


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HANDLE, Exterior Door
	0XU57FK-GAD	1	B, D, E		49				[KG], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57GB-SAD	1	B, D, E		49				[BS], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57GPLAD	1	B, D, E		49				[PL], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57ARHAD	1	B, D, E		49				[RH], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57AXRAD	1	B, D, E		49				[XR], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57DA4AD	1	B, D, E		49				[A4], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU56FK-GAD	1	B, D, E		49				[KG], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU57SW1AD	1	B, D, E		49				[W1], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	0XU57WS2AD	1	B, D, E		49				[S2], With Sales Code [MNK] Without [LS9] Thatchum Security, Left
	04894920AD	1	B, D, E		49				Black, With Sales Code [MNA] and [GXV] Lock Cylinder, Right
	04894921AD	1	B, D, E		49				Black, With Sales Code [MNA], Left
	0XU56ARHAD	1	B, D, E		49				[RH], With Sales Code [MNC] and [GXV] Lock Cylinder, Right
	0XU56AXRAD	1	B, D, E		49				[XR], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU56DA4AD	1	B, D, E		49				[A4], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	04589128AD	1	B, D, E		49				Black, With Sales Code [MNA] Without [GXV] Lock Cylinder, Right
	04589185AD	1	B, D, E		49				Chrome, With Sales Code [MNC] Without [LS9] Thatchum Security, Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Door, Hardware Components
Figure 30-125

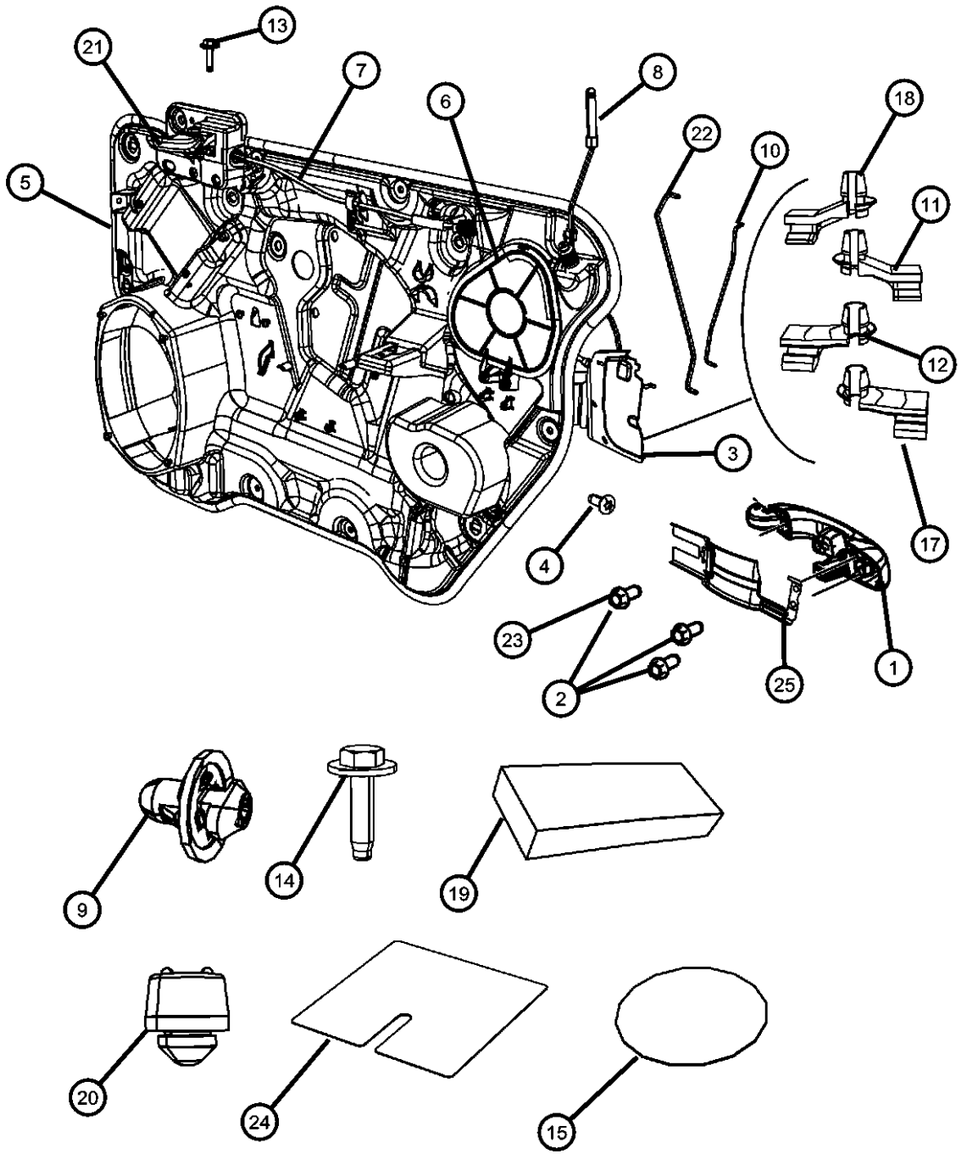


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	0XU56GB-SAD	1	B, D, E		49				[B5], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU56GPLAD	1	B, D, E		49				[PL], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU56SW1AD	1	B, D, E		49				[W1], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU56WS2AD	1	B, D, E		49				[S2], With Sales Code [MNK] and [GXV] Lock Cylinder, Right
	0XU82DA4AD	1	B, D, E		49				[A4], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	0XU82FK-GAD	1	B, D, E		49				[KG], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	0XU82WS2AD	1	B, D, E		49				[S2], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	1EE55ARHAC	1	B, D, E		49				[RH], With Sales Code [MNK] and [LS9] Thatchum Security
	1EE55AXRAC	1	B, D, E		49				[XR], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	1EE55GB-SAC	1	B, D, E		49				[B5], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	1EE55GPLAC	1	B, D, E		49				[PI], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	1EE55SW1AC	1	B, D, E		49				[W1], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	1EE55WS2AC	1	B, D, E		49				[S2], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	04589186AD	1	B, D, E		49				Chrome, With Sales Code [MNC] Without [GXV] Lock Cylinder, Right
	04589295AD	1	B, D, E		49				Chrome, With Sales Code [MNC] and [LS9] Thatchum Security, Left
	0XU82ARHAD	1	B, D, E		49				[RH], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	0XU82AXRAD	1	B, D, E		49				[XR], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Door, Hardware Components
Figure 30-125

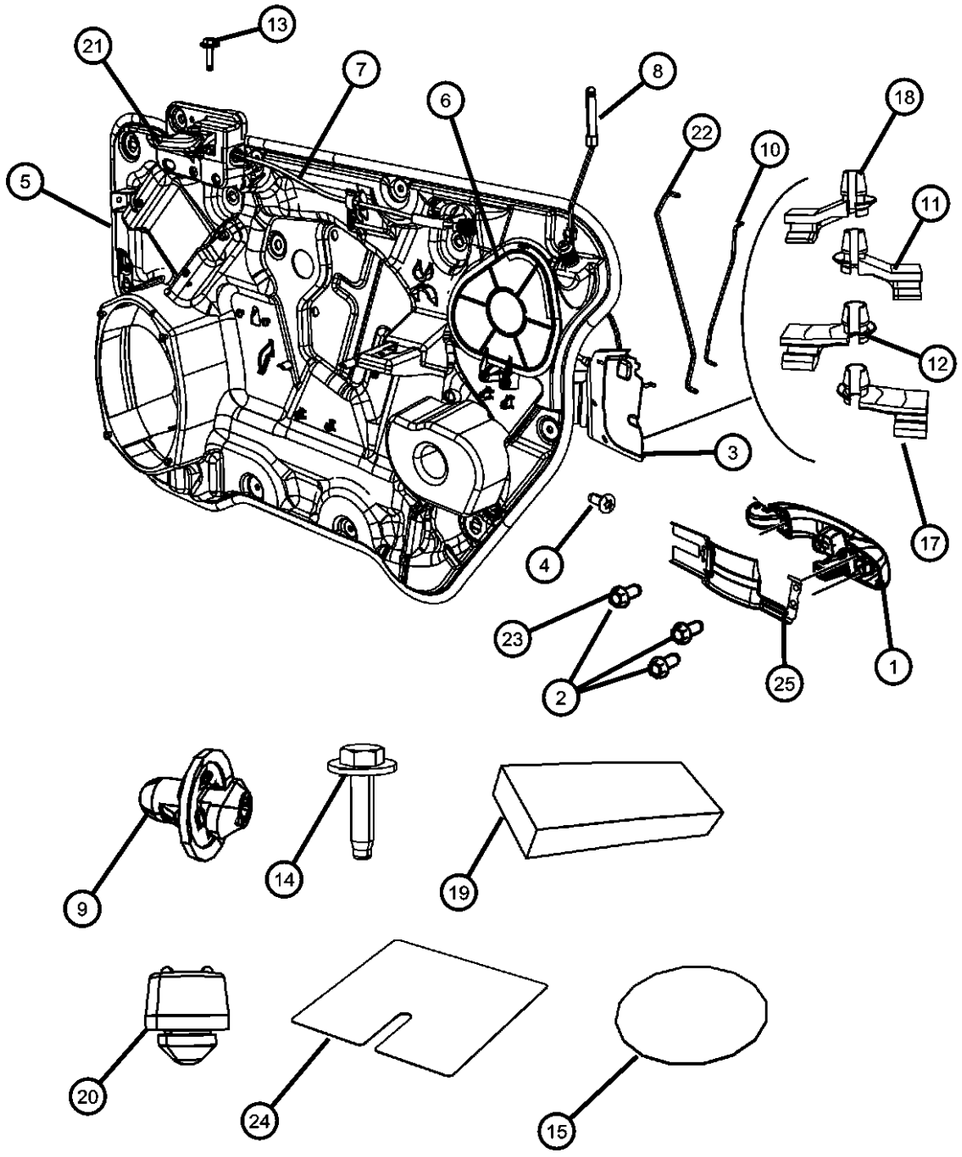


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	0XU82SW1AD	1	B, D, E		49				[W1], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	0XU82GB-SAD	1	B, D, E		49				[BS], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
	1EE55DA4AC	1	B, D, E		49				[A4], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	1EE55FKGAC	1	B, D, E		49				[KG], With Sales Code [MNK] and [LS9] Thatchum Security, Left
	0XU82GPLAD	1	B, D, E		49				[PL], With Sales Code [MNK] Without [GXV] Lock Cylinder, Right
2	06508074AA	2	B, D, E		49				SCREW, Tapping, Without Sales Code [LS9]
3									LATCH, Front Door
	04589695AA	1	B, D, E		49				[LS9], Left
	04589698AA	1	B, D, E		49				[LS9], Right
	04589694AA	1	B, D, E		49				Right
	04589692AA	1	B, D, E		49				[GXV], Right
	04589693AA	1	B, D, E		49				Left
4	06508313AA	6	B, D, E		49				SCREW, Latch to Door Inner
5									PANEL, Carrier Plate, Front Door
	68043728AA	1	B, D, E		49				Right
	68043729AA	1	B, D, E		49				Left
6									PLUG, Latch Access
	68043750AA	1	B, D, E		49				Right
	68043751AA	1	B, D, E		49				Left
7	68043748AA	1	B, D, E		49				CABLE, Inside Handle To Latch, Front Door
8									ROD, Lock
	68043790AA	1	B, D, E		49				Right
	68043791AA	1	B, D, E		49				Left
9	04589463AA	4	B, D, E		49				CLIP, Door Mudule Attachment
10									LINK, Key Cylinder To Latch

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Door, Hardware Components
Figure 30-125

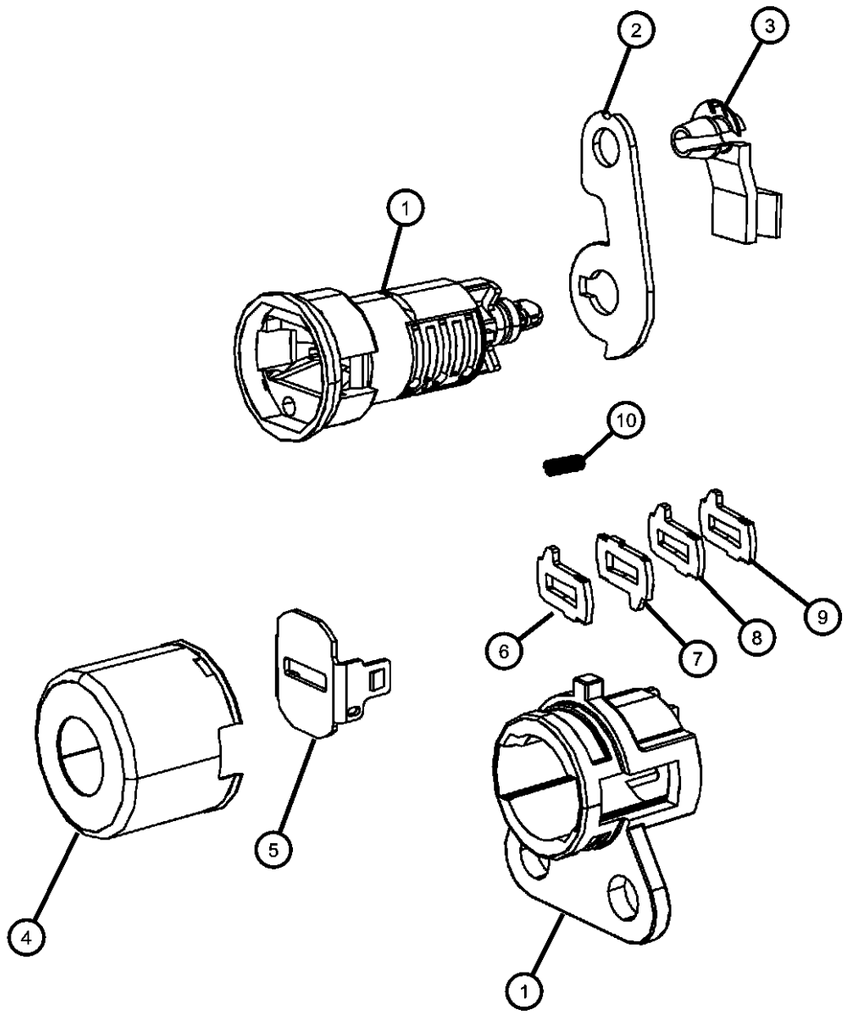


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68043794AA	1	B, D, E		49				Right Hand Drive
	68043795AA	1	B, D, E		49				Left Hand Drive and Thatchum
11	04658445	1	B, D, E		49				CLIP, Latch Link, Orange
12	04658674	2	B, D, E		49				CLIP, Latch Link, Red
13	06508642AA	2	B, D, E		49				SCREW, Hex Head, M6x1x25, To Inside Handle
14	06508642AA	6	B, D, E		49				SCREW, Hex Head, M6x1x25, Door Module to Door
15	55276821AA	2	B, D, E		49				SEAL, Latch Adjustment Plug
-16	68043889AA	1	B, D, E		49				SHIELD, DOOR INSIDE LOCK, Front door
17	04658675	1	B, D, E		49				CLIP, Latch Link, Green
18	04658444	1	B, D, E		49				CLIP, Latch Link, Purple
19	04673843AA	2	B, D, E		49				BUMPER, Door
20	05160047AB	2	B, D, E		49				BUMPER, Door, Overslam
21									HANDLE, Door Interior
	68043746AA	1	B, D, E		49				Right
	68043747AA	1	B, D, E		49				Left
22									LINK, Outside Handle To Latch, Front Door
	68043798AA	1	B, D, E		49				Without Sales Code [LS9], Thatchum, Right
	68043799AA	1	B, D, E		49				Without Sales Code [LS9], Thatchum, Left
	68043802AA	1	B, D, E		49				With Sales Code [LS9], Thatchum, Right
	68043803AA	1	B, D, E		49				With Sales Code [LS9], Thatchum, Left
23	06101331	3	D, E		49				BOLT, M6x1.00x20, With Sales Code [LS9]
24	05020893AA	4	B, D, E		49				TAPE, Door Inner
25									BRACKET, Door Handle
	04673864AA	1	B, D, E		49				Right
	04673865AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Door Lock Cylinders
Figure 30-150

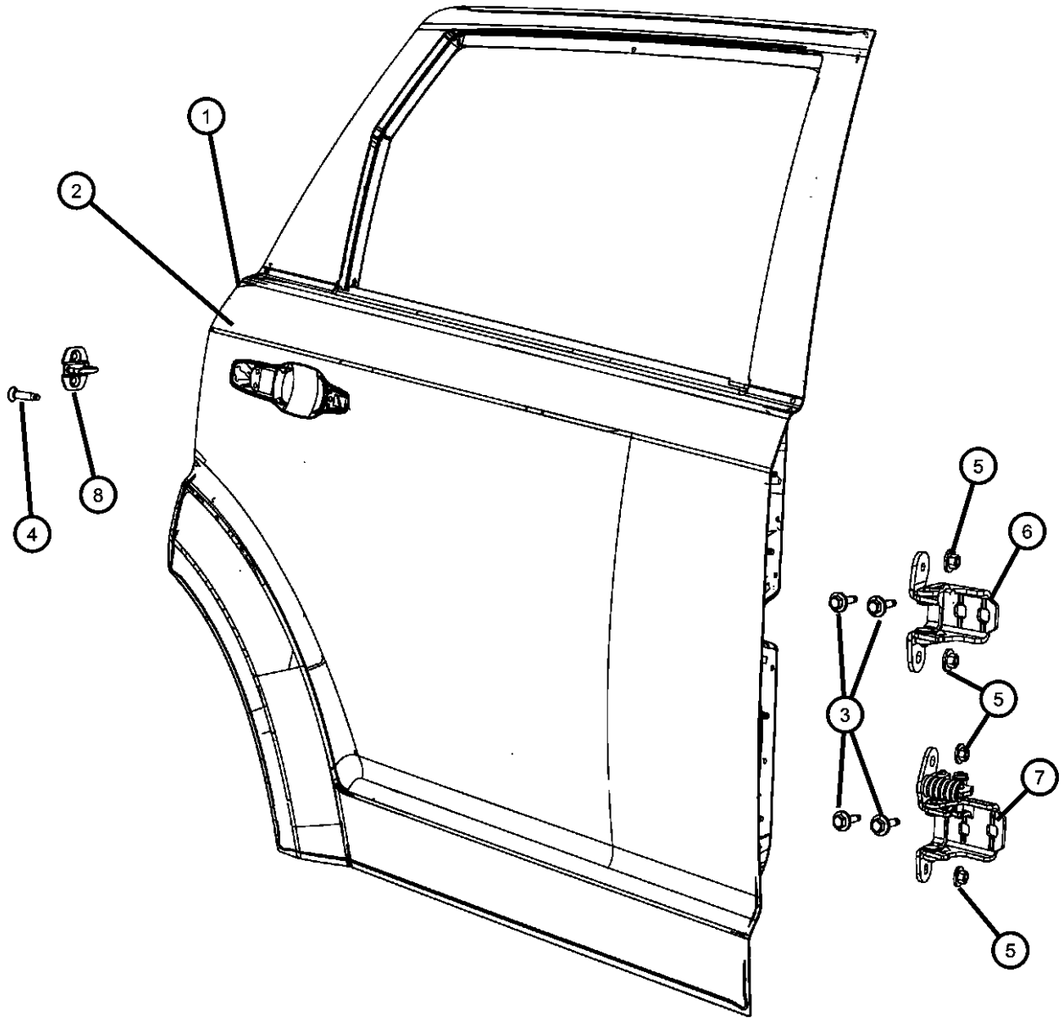


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CYLINDER, Door Lock
	05139099AA	1	B, D, E		49				Left
	05191980AA	1	B, D, E		49				Right
2	05191978AA	1	B, D, E		49				LEVER, Door Lock Cylinder
3									CLIP, Latch
	05191977AA	1	B, D, E		49				Right
	05191981AA	1	B, D, E		49				Left
4	05102456AA	1	B, D, E		49				CAP, Door Lock Cylinder
5	05019605AA	1	B, D, E		49				SHUTTER, Lock Cylinder
6	04778117AB	1	B, D, E		49				TUMBLER, Number 1
7	04778118AB	1	B, D, E		49				TUMBLER, Number 2
8	04778119AB	1	B, D, E		49				TUMBLER, Number 3
9	04778120AB	1	B, D, E		49				TUMBLER, Number 4
10	04778121	1	B, D, E		49				SPRING, Tumbler

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door, Shell and Hinges
Figure 30-205

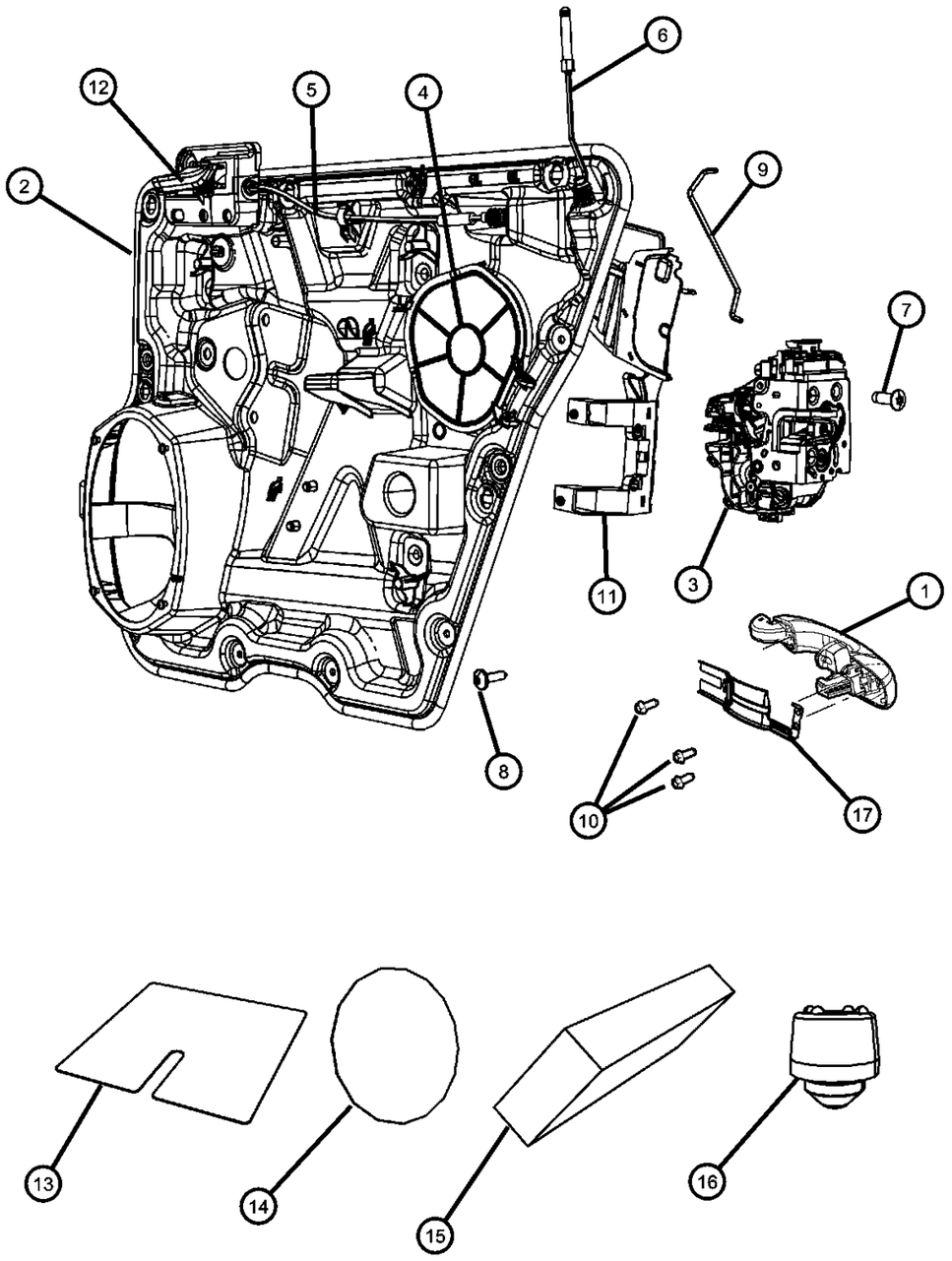


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									DOOR, Rear
	68040232AA	1	B, D, E		49				Right
	68040233AA	1	B, D, E		49				Left
2									PANEL, Rear Door Outer
	05076782AB	1	B, D, E		49				Right
	05076783AB	1	B, D, E		49				Left
3	06507742AA	8	B, D, E		49				SCREW AND WASHER, Hex Head, M8x1.25x33, Hinge to Body
4	06508312AA	4	B, D, E		49				SCREW, Torx Head, M8X1.25X34
5	06101831	8	B, D, E		49				NUT, Hex Flange, M8x1.25, Hinge to Door
6									HINGE, Door, Upper
	05067940AA	1	B, D, E		49				Right
	05067941AA	1	B, D, E		49				Left
7									HINGE, Door, Lower
	05067938AB	1	B, D, E		49				Right
	05067939AA	1	B, D, E		49				Left
8	04589050AA	2	B, D, E		49				STRIKER, Door Latch
-9									FILM, Clear Mylar, Anti-Chip
	68065164AA	1	B, D, E		49				Right
	68065165AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door, Hardware Components
Figure 30-225

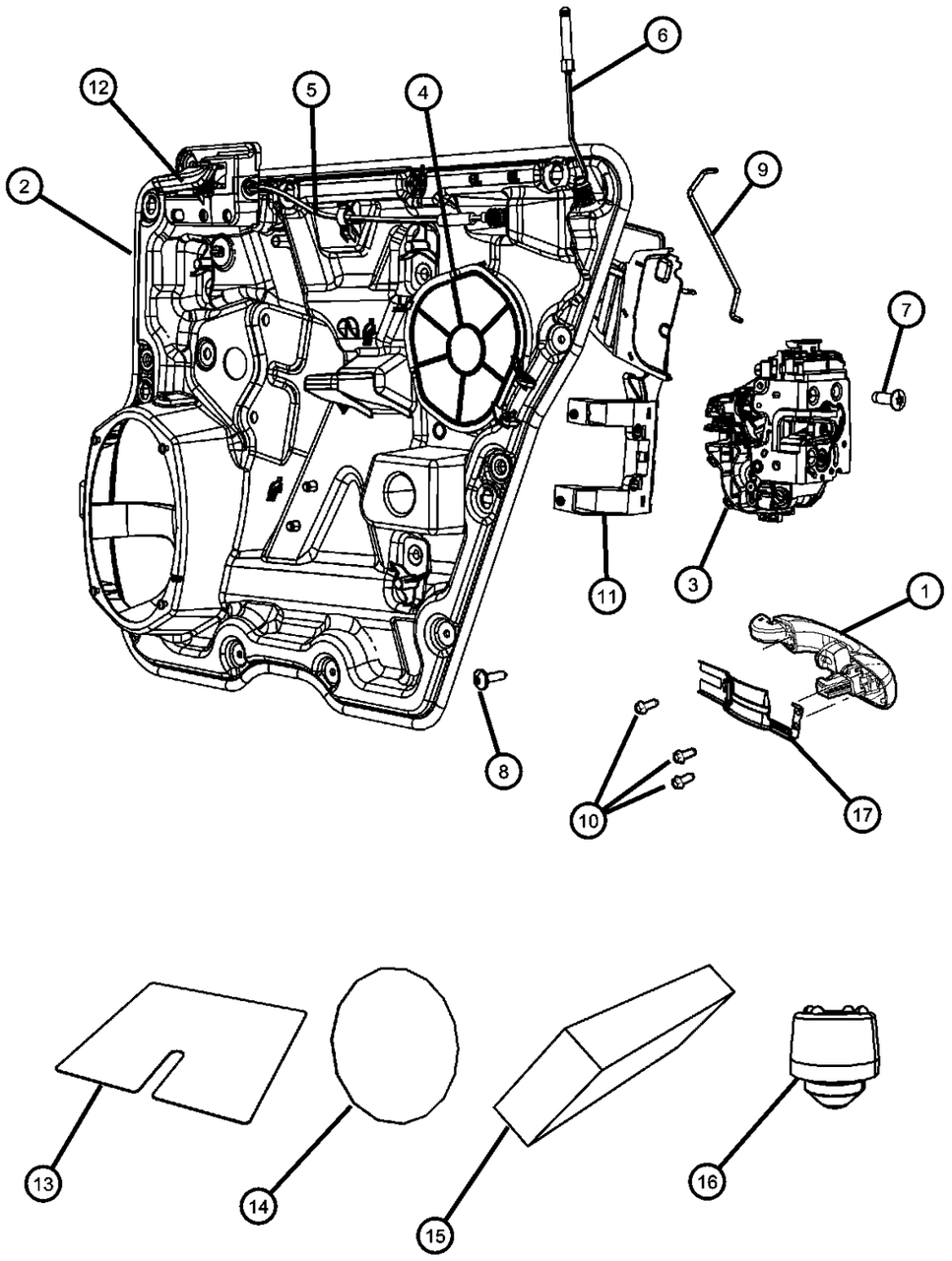


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HANDLE, Exterior Door
	04589128AD	1	B, D, E		49				With Sales Code [MNA], Right
	0XU82ARHAD	1	B, D, E		49				[RH], With Sales Code [MNK], Right
	0XU82GB-SAD	1	B, D, E		49				[BS], With Sales Code [MNK], Right
	0XU82GPLAD	1	B, D, E		49				[PL], With Sales Code [MNK], Right
	0XU82AXRAD	1	B, D, E		49				[XR], With Sales Code [MNK], Right
	0XU82DA4AD	1	B, D, E		49				[A4], With Sales Code [MNK], Right
	0XU83FK-GAD	1	B, D, E		49				[KG], With Sales Code [MNK], Left
	0XU83AXRAD	1	B, D, E		49				[XR], With Sales Code [MNK], Left
	0XU83GPLAD	1	B, D, E		49				[PL], With Sales Code [MNK], Left
	0XU82FK-GAD	1	B, D, E		49				[KG], With Sales Code [MNK], Right
	0XU82WS2AD	1	B, D, E		49				[S2], With Sales Code [MNK], Right
	0XU83ARHAD	1	B, D, E		49				[RH], With Sales Code [MNK], Left
	0XU82SW1AD	1	B, D, E		49				[W1], With Sales Code [MNK], Right
	0XU83DA4AD	1	B, D, E		49				[A4], With Sales Code [MNK], Left
	0XU83SW1AD	1	B, D, E		49				[W1], With Sales Code [MNK], Left
	0XU83WS2AD	1	B, D, E		49				[S2], With Sales Code [MNK], Left
	0XU83GB-SAD	1	B, D, E		49				[BS], With Sales Code [MNK], Left
	04589129AD	1	B, D, E		49				With Sales Code [MNA], Left
	04589186AD	1	B, D, E		49				With Sales Code [MNC], Right
	04589187AC	1	B, D, E		49				With Sales Code [MNC], Left
2									PANEL, Carrier Plate, Rear Door
	68043732AA	1	B, D, E		49				Right
	68043733AA	1	B, D, E		49				Left
3									LATCH, Rear Door

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door, Hardware Components
Figure 30-225

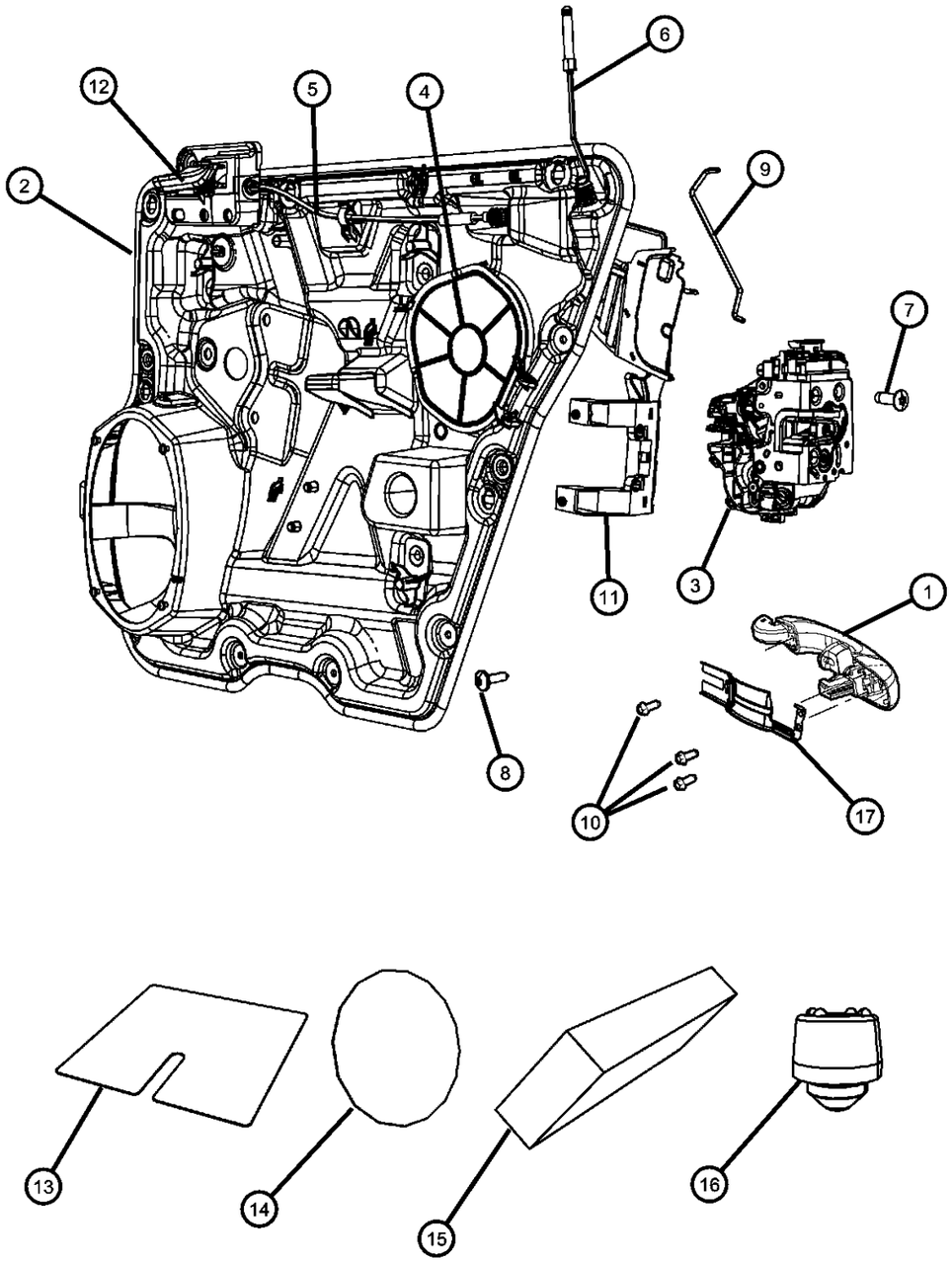


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04589696AA	1	B, D, E		49				Right
	04589697AA	1	B, D, E		49				Left
	04589699AA	1	B, D, E		49				[LS9], Left
	04589700AA	1	B, D, E		49				[LS9], Right
4	68043752AA	1	B, D, E		49				PLUG, Latch Access
5	68043749AA	1	B, D, E		49				CABLE, Inside Handle To Latch, Rear Door
6									ROD, Lock
	68043792AA	1	B, D, E		49				Right
	68043793AA	1	B, D, E		49				Left
7	06508313AA	6	B, D, E		49				SCREW, Latch to Door
8									SCREW, Hex Head, M6x1x25
	06508642AA	2	B, D, E		49				Rear Door to Inside Handle
		6	B, D, E		49				Door Module to Door
9									ROD, Outside Handle to Latch
	68043880AA	1	B, D, E		49				With Sales Code [LS9], Right
	68043881AA	1	B, D, E		49				With Sales Code [LS9], Left
	68043878AA	1	B, D, E		49				Without Sales Code [LS9], Right
	68043879AA	1	B, D, E		49				Without Sales Code [LS9], Left
10	06508074AA	6	B, D, E		49				SCREW, Tapping, Outside Handle to Door
11									CHANNEL, Rear Door Glass
	68043893AA	1	B, D, E		49				Left
	68043892AA	1	B, D, E		49				Right
12									HANDLE, Door Interior
	68043746AA	1	B, D, E		49				Right
	68043747AA	1	B, D, E		49				Left
13	05020893AA	4	B, D, E		49				TAPE, Rear Door Inner
14									SEAL
	55276821AA	2	B, D, E		49				Latch Adjustment Plug
		4	B, D, E		49				Drain Hole Patch
15	04673845AA	2	B, D, E		49				BUMPER, Door

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door, Hardware Components
Figure 30-225

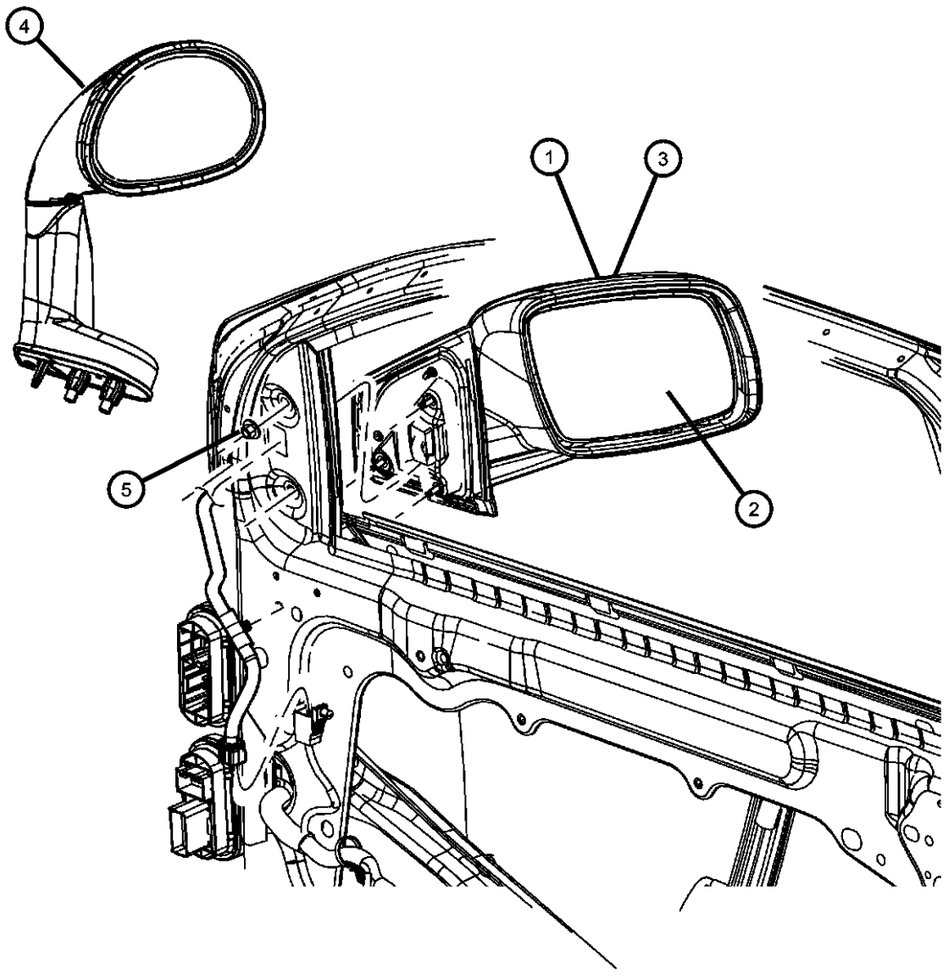


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
16	05160047AA	1	B, D, E		49				BUMPER, Door
17									BRACKET, Door Handle
	04673864AA	1	B, D, E		49				Right
	04673865AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Mirror, Exterior
Figure 30-505

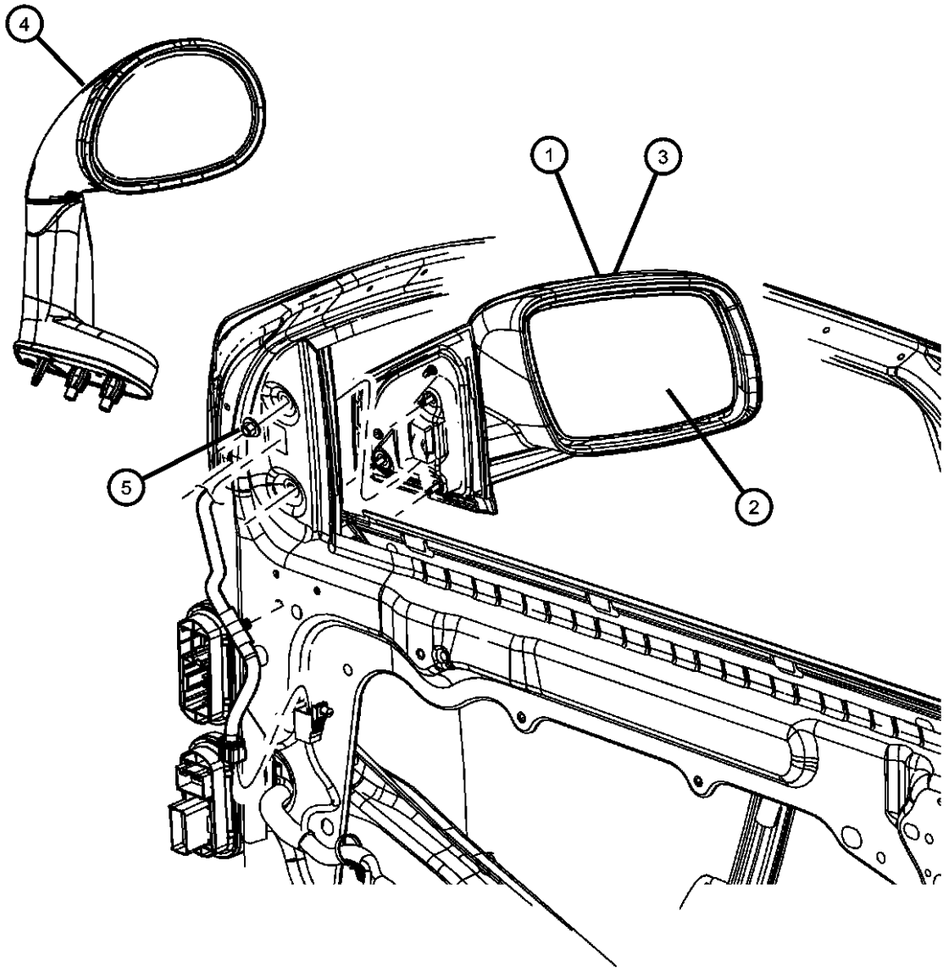


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MIRROR, Outside Rearview
	05076884AC	1	D, E		49				With Sales Code [GT6], Right
	05076885AC	1	D, E		49				With Sales Code [GT6], Left
	1CE281A4AC	1	D, E		49				[A4], With Sales Codes [GTL] and [JSC], Right
	1CE281BSAC	1	D, E		49				[B6], With Sales Codes [GTL] and [JSC], Right
	1CE281KGAC	1	D, E		49				[KG], With Sales Codes [GTL] and [JSC], Right
	1CE281PLAC	1	D, E		49				[PL], With Sales Codes [GTL] and [JSC], Right
	1CE281RHAC	1	D, E		49				[RH], With Sales Codes [GTL] and [JSC], Right
	1CE281S2AC	1	D, E		49				[S2], With Sales Codes [GTL] and [JSC], Right
	1CE281W1AC	1	D, E		49				[W1], With Sales Codes [GTL] and [JSC], Right
	1CE281XRAC	1	D, E		49				[XR], With Sales Codes [GTL] and [JSC], Right
	1CE291A4AC	1	D, E		49				[A4], With Sales Codes [GTL] and [JSC], Left
	1CE291BSAC	1	D, E		49				[B6], With Sales Codes [GTL] and [JSC], Left
	1CE291KGAC	1	D, E		49				[KG], With Sales Codes [GTL] and [JSC], Left
	1CE291PLAC	1	D, E		49				[PL], With Sales Codes [GTL] and [JSC], Left
	1CE291RHAC	1	D, E		49				[RH], With Sales Codes [GTL] and [JSC], Left
	1CE291S2AC	1	D, E		49				[S2], With Sales Codes [GTL] and [JSC], Left
	1CE291W1AC	1	D, E		49				[W1], With Sales Codes [GTL] and [JSC], Left
	1CE291XRAC	1	D, E		49				[XR], With Sales Codes [GTL] and [JSC], Left
	1CE341A4AC	1	D, E		49				[A4], With Sales Code [GTS], Right
	1CE341BSAC	1	D, E		49				[BS], With Sales Code [GTS], Right
	1CE341KGAC	1	D, E		49				[KG], With Sales Code [GTS], Right
	1CE341PLAC	1	D, E		49				[PL], With Sales Code [GTS], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mirror, Exterior
Figure 30-505

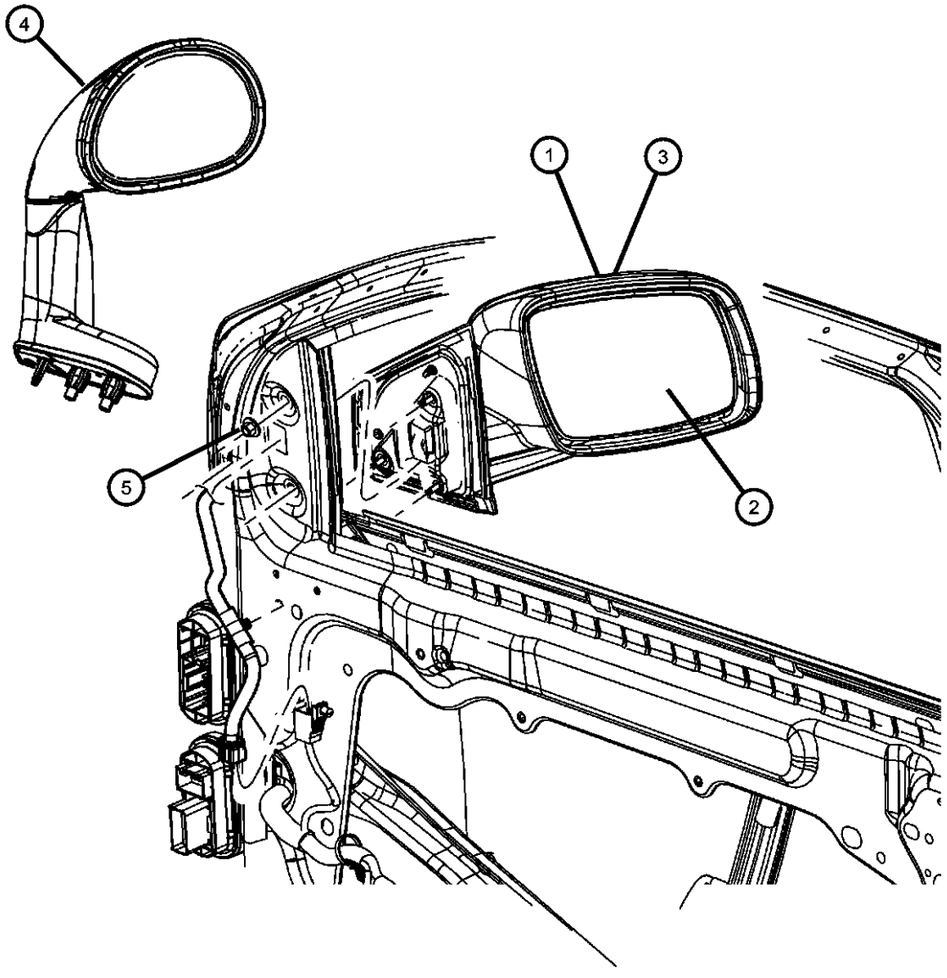


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1CE341RHAC	1	D, E		49				[RH], With Sales Code [GTS], Right
	1CE341S2AC	1	D, E		49				[S2], With Sales Code [GTS], Right
	1CE341W1AC	1	D, E		49				[W1], With Sales Code [GTS], Right
	1CE341XRAC	1	D, E		49				[XR], With Sales Code [GTS], Right
	1CE351A4AC	1	D, E		49				[A4], With Sales Code [GTS], Left
	1CE351BSAC	1	D, E		49				[BS], With Sales Code [GTS], Left
	1CE351KGAC	1	D, E		49				[KG], With Sales Code [GTS], Left
	1CE351PLAC	1	D, E		49				[PL], With Sales Code [GTS], Left
	1CE351RHAC	1	D, E		49				[RH], With Sales Code [GTS], Left
	1CE351S2AC	1	D, E		49				[S2], With Sales Code [GTS], Left
	1CE351W1AC	1	D, E		49				[W1], With Sales Code [GTS], Left
	1CE351XRAC	1	D, E		49				[XR], With Sales Code [GTS], Left
	1GC001A4AC	1	D, E		49				[A4], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001A4AC	1	D, E		49				[A4], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001BSAC	1	D, E		49				[BS], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001KGAC	1	D, E		49				[KG], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001PLAC	1	D, E		49				[PL], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001RHAC	1	D, E		49				[RH], With Sales Codes [GTL] Without Sales Code [JSC], Right
	1GC001S2AC	1	D, E		49				[S2], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001W1AC	1	D, E		49				[W1], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC001XRAC	1	D, E		49				[XR], With Sales Code [GTL] Without Sales Code [JSC], Right
	1GC011A4AC	1	D, E		49				[A4], With Sales Code [GTL] Without Sales Code [JSC], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mirror, Exterior
Figure 30-505

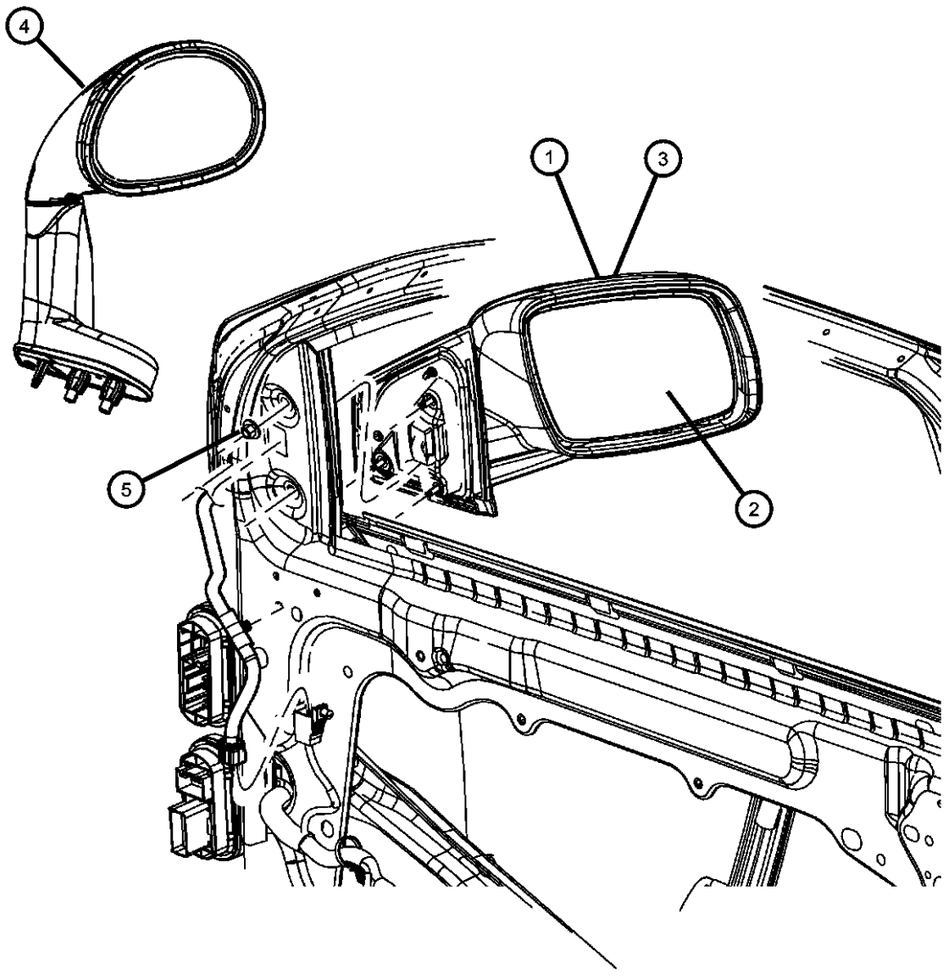


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1GC011BSAC	1	D, E		49				[BS], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011KGAC	1	D, E		49				[KG], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011PLAC	1	D, E		49				[PL], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011RHAC	1	D, E		49				[RH], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011S2AC	1	D, E		49				[S2], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011W1AC	1	D, E		49				[W1], With Sales Code [GTL] Without Sales Code [JSC], Left
	1GC011XRAC	1	D, E		49				[XR], With Sales Code [GTL] Without Sales Code [JSC], Left
2									GLASS, Mirror Replacement
	05178256AA	1	B, D, E		49				With Sales Code [LED], Right
	05178257AA	1	B, D, E		49				With Sales Code [LED], Left
	68045690AA	1	B		49				With Sales Code [GUL], Right
		1	D, E		49				With Sales Code [GTL] or [GUL], Right
	68045691AA	1	B		49				With Sales Code [GUL], Left
		1	D, E		49				With Sales Code [GTL] or [GUL], Left
	68045692AA	1	D, E		49				With Sales Code [GT6] or [GTS], Right
	68045693AA	1	D, E		49				With Sales Code [GT6] or [GTS], Left
3									MIRROR, Outside, Rearview, Electric, Heated
	1CE201A4AC	1	B		49				[A4], With Sales Code [GUL], Right
	1CE201BSAC	1	B		49				[BS], With Sales Code [GUL], Right
	1CE201KGAC	1	B		49				[KG], With Sales Code [GUL], Right
	1CE201PLAC	1	B		49				[PL], With Sales Code [GUL], Right
	1CE201RHAC	1	B		49				[RH], With Sales Code [GUL], Right
	1CE201S2AC	1	B		49				[S2], With Sales Code [GUL], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mirror, Exterior
Figure 30-505

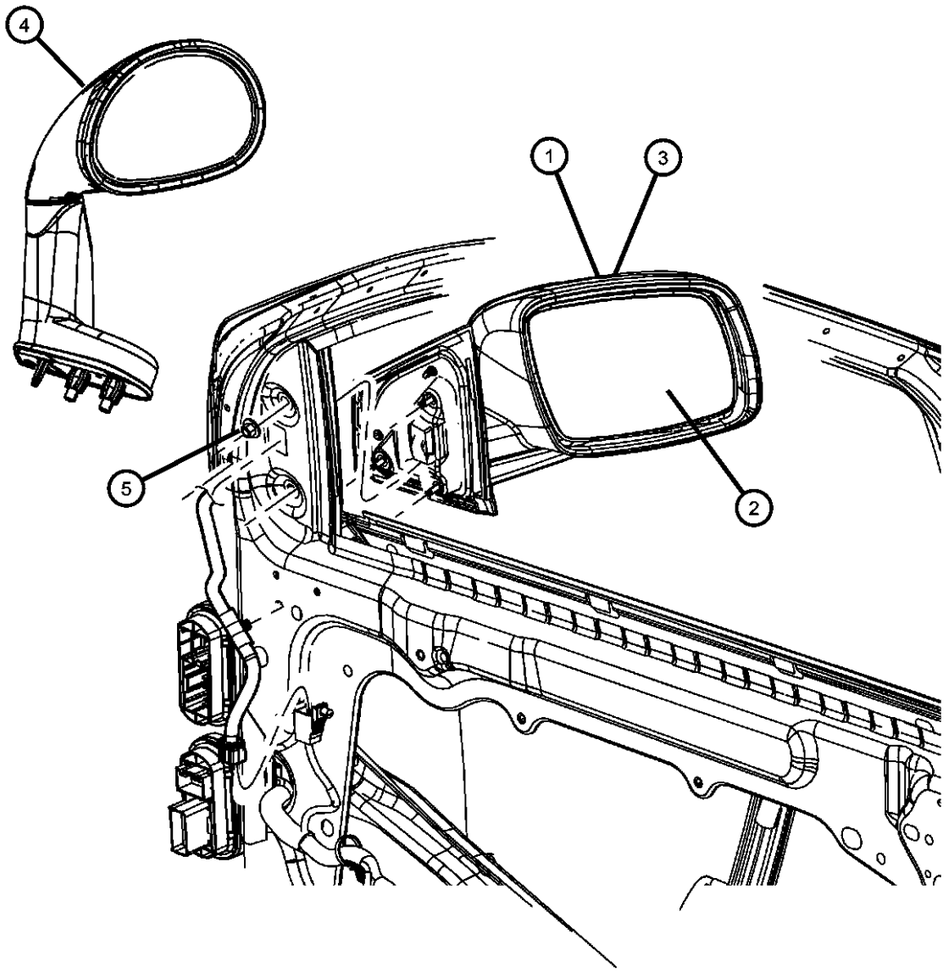


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1CE201W1AC	1	B		49				[W1], With Sales Code [GUL], Right
	1CE201XRAC	1	B		49				[XR], With Sales Code [GUL], Right
	1CE211A4AC	1	B		49				[A4], With Sales Code [GUL], Left
	1CE211BSAC	1	B		49				[BS], With Sales Code [GUL], Left
	1CE211KGAC	1	B		49				[KG], With Sales Code [GUL], Left
	1CE211PLAC	1	B		49				[PL], With Sales Code [GUL], Left
	1CE211RHAC	1	B		49				[RH], With Sales Code [GUL], Left
	1CE211S2AC	1	B		49				[S2], With Sales Code [GUL], Left
	1CE211W1AC	1	B		49				[W1], With Sales Code [GUL], Left
	1CE211XRAC	1	B		49				[XR], With Sales Code [GUL], Left
	1GE001A4AC	1	D, E		49				[A4], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001BSAC	1	D, E		49				[BS], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001KGAC	1	D, E		49				[KG], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001KGAC	1	D, E		49				[KG], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001PLAC	1	D, E		49				[PL], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001QDAC	1	D, E		49				[QD], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001RHAC	1	D, E		49				[RH], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001S2AC	1	D, E		49				[S2], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001W1AC	1	D, E		49				[W1], With Sales Codes [GUL] and [JSC], Right, Export
	1GE001XRAC	1	D, E		49				[XR], With Sales Codes [GUL] and [JSC], Right, Export
	1GE011A4AC	1	D, E		49				[A4], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011BSAC	1	D, E		49				[BS], With Sales Codes [GUL] and [JSC], Left, Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Mirror, Exterior
Figure 30-505

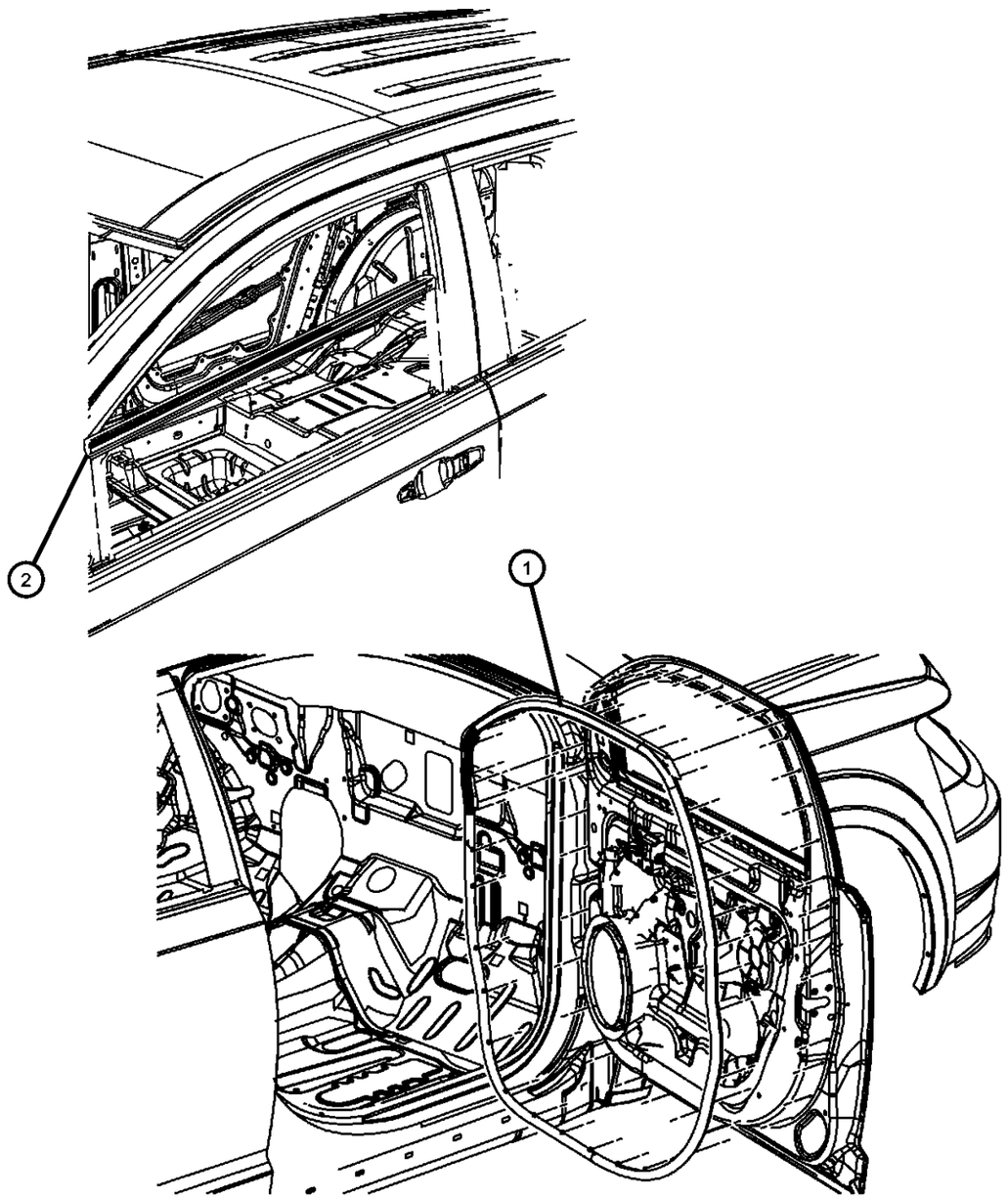


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1GE011KGAC	1	D, E		49				[KG], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011PLAC	1	D, E		49				[PL], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011QDAC	1	D, E		49				[QD], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011RHAC	1	D, E		49				[RH], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011S2AC	1	D, E		49				[S2], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011W1AC	1	D, E		49				[W1], With Sales Codes [GUL] and [JSC], Left, Export
	1GE011XRAC	1	D, E		49				[XR], With Sales Codes [GUL] and [JSC], Left, Export
4	05178404AA	1	B, D, E		49				MIRROR, AUXILIARY, FENDER MOUNTED
5	06102398AA	6	B, D, E		49				NUT, Hex

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Weatherstrip, Front Door
Figure 30-605

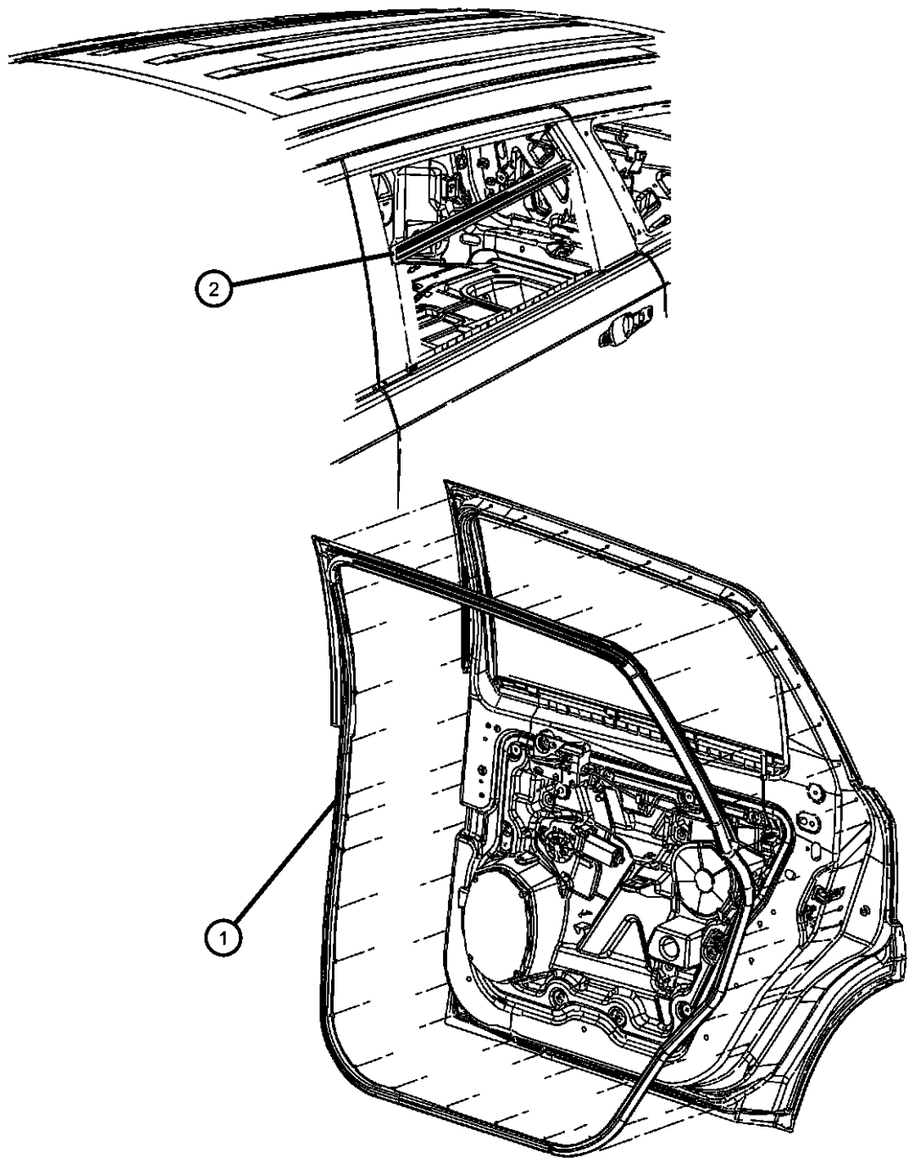


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WEATHERSTRIP, Front Door Mounted, Includes Push Pins
	05076866AC	1	B, D, E		49				Right
	05076867AC	1	B, D, E		49				Left
2									WEATHERSTRIP, Front Door Belt Inner
	05076874AB	1	B, D, E		49				Right
	05076875AB	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Weatherstrip, Rear Door
Figure 30-625

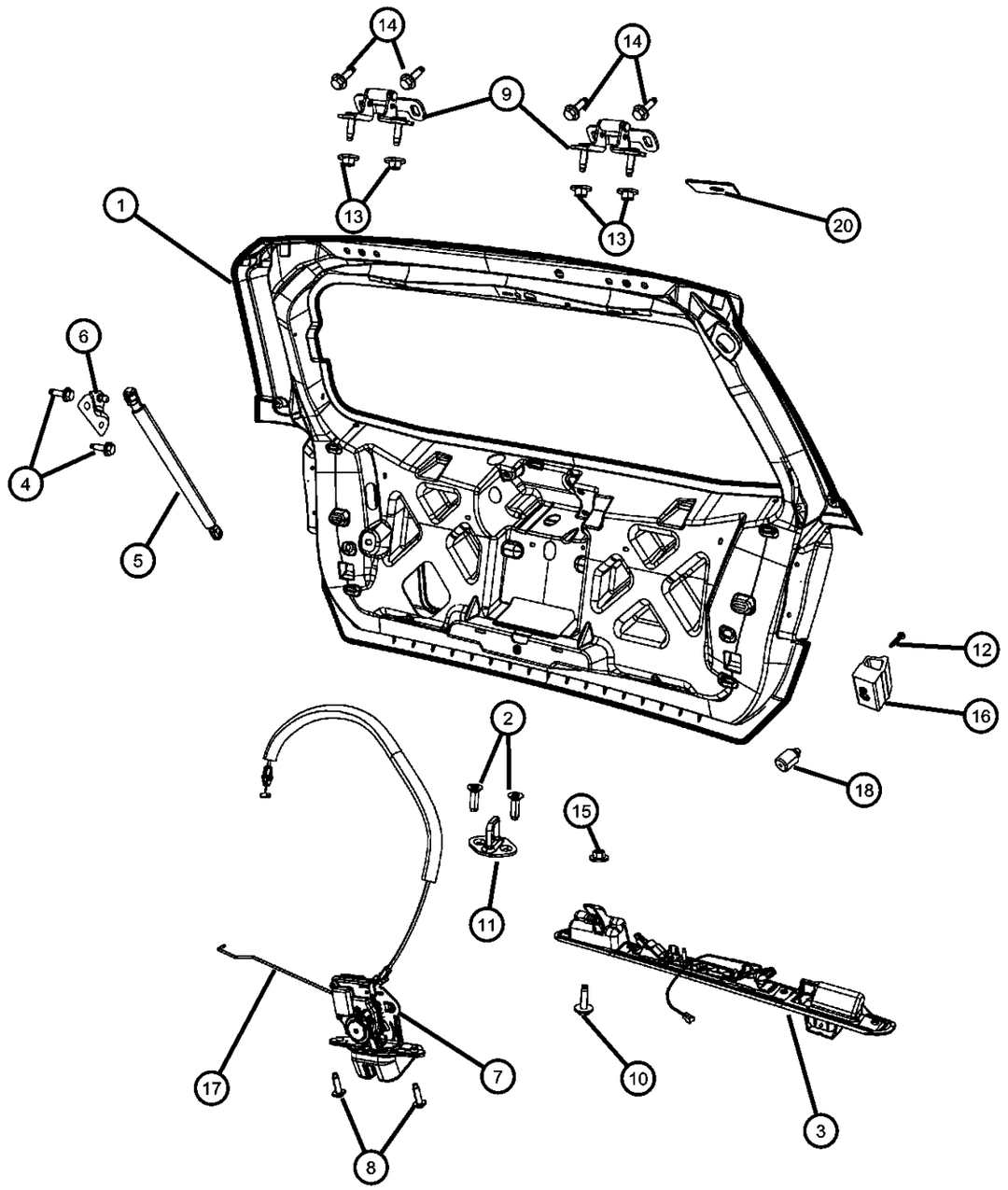


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WEATHERSTRIP, Rear Door Mounted
	05076868AB	1	B, D, E		49				Right
	05076869AB	1	B, D, E		49				Left
2									WEATHERSTRIP, Rear Door Belt Inner
	05076876AB	1	B, D, E		49				Right
	05076877AB	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Liftgate
Figure 30-705

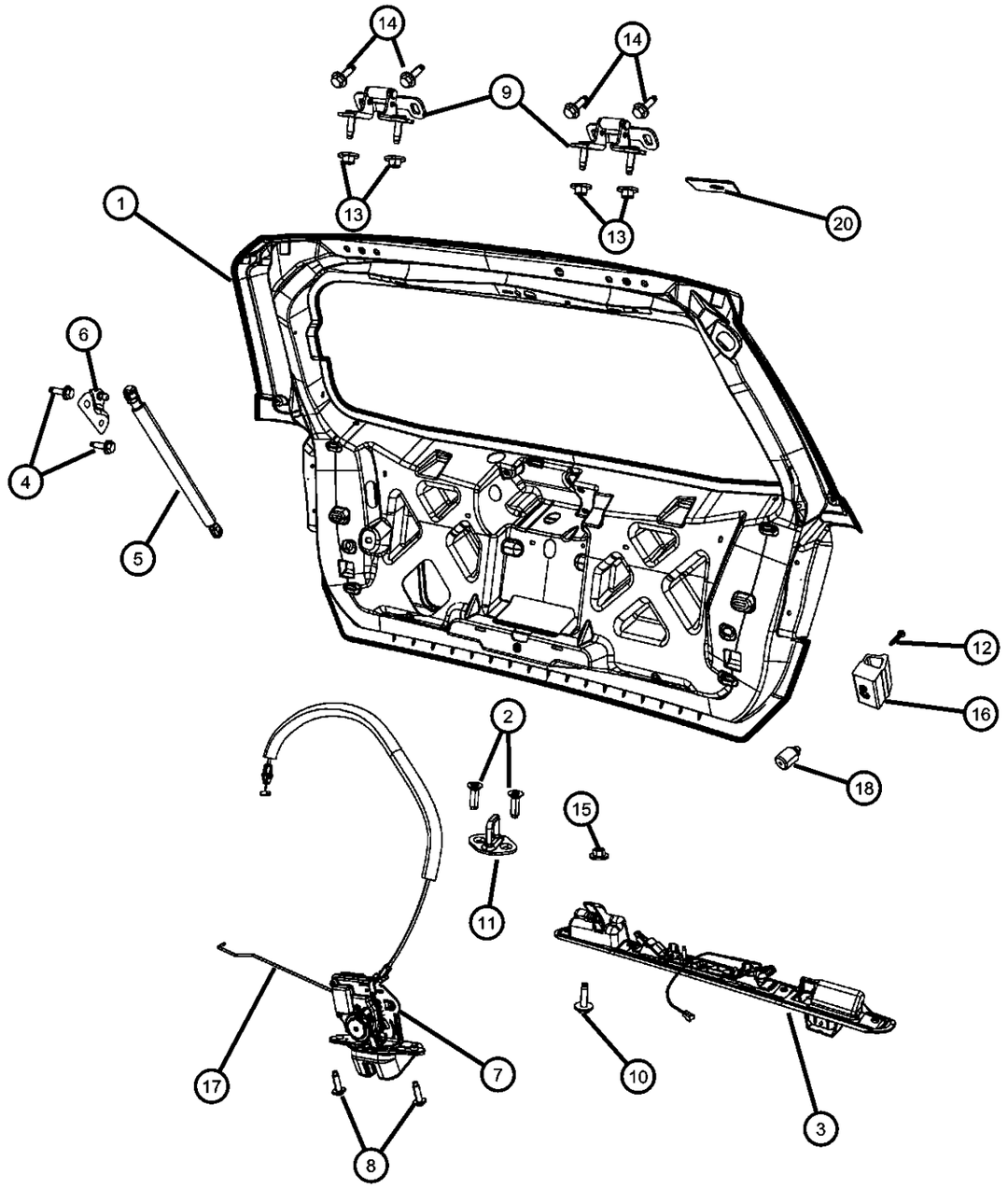


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									LIFTGATE
	1CZ91ZZZAC	1	B, D, E		49				With Keyless Entry [GXR] or [GXN]
	1DA24ZZZAC	1	B, D, E		49				Without Keyless Entry [GXR] or [GXN]
2	06503533	2	B, D, E		49				SCREW, Flange Head, M8x1.25x26
3									HANDLE, Liftgate
	05178320AC	1	B, D, E		49				Without Parkview [XAC]
	05178321AC	1	B, D, E		49				With Parkview [XAC]
4	06508839AA	4	B, D, E		49				SCREW, Hex Head, M8x1.25x30, Prop Bracket to Trough
5	05178293AC	2	B, D, E		49				PROP, Liftgate
6	05178418AA	2	B, D, E		49				BRACKET, Deck Lid Prop
7									LATCH, Liftgate
	04589065AB	1	B, D, E		49				Without Keyless Entry [GXR] or [GXN]
	04589243AB	1	B, D, E		49				With Keyless Entry [GXR] or [GXN]
8	06504212	3	B, D, E		49				SCREW, Large Round Washer Head Lock, M6x1.00x20.00, Liftgate to Latch
9	05074292AA	2	B, D, E		49				HINGE, Liftgate
10	06508302AA	4	B, D, E		49				SCREW, M5x.8x25, Lightbar to Liftgate
11	04589234AA	1	B, D, E		49				STRIKER, Liftgate
12	06507073AA	2	B, D, E		49				SCREW, M6X1X37, Liftgate to Stabilizer Trough
13	06101831	4	B, D, E		49				NUT, Hex Flange, M8x1.25
14	06508839AA	4	B, D, E		49				SCREW, Hex Head, M8x1.25x30
15	06508910AA	1	B, D, E		49				NUT, M6x1, Lightbar to Liftgate
16	05109694AA	2	B, D, E		49				BUMPER, Rubber
17	05178213AB	1	B, D, E		49				LINK, DOOR LOCK CYLINDER TO LATCH
18	04673791AA	2	B, D, E		49				BUMPER
-19	05133476AB	4	B, D, E		49				BOLT, Hex Flange Head, M6X1.00X20.00, License Plate Attach

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Liftgate
Figure 30-705

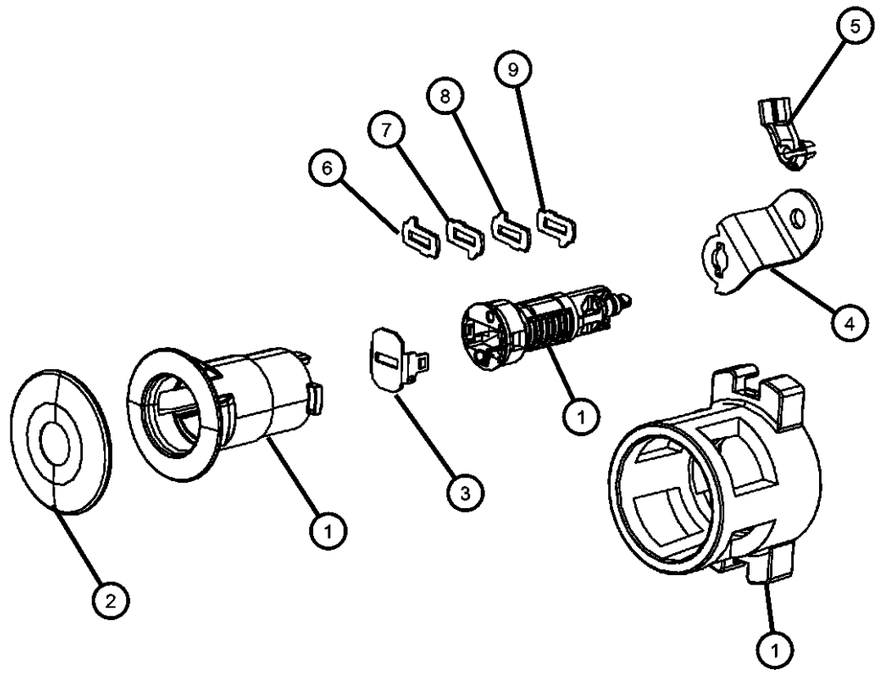


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
20	04673863AB	AR	B, D, E		49				SHIM
-21	04860786AB	2	B, D, E		49				NUT, Plastic Snap-in, License Plate Attach
-22	05109628AA	2	B, D, E		49				PAD, License Plate Foam
-23	05076822AA	1	B, D, E		49				WEATHERSTRIP, Liftgate

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Liftgate Lock Cylinder
Figure 30-750



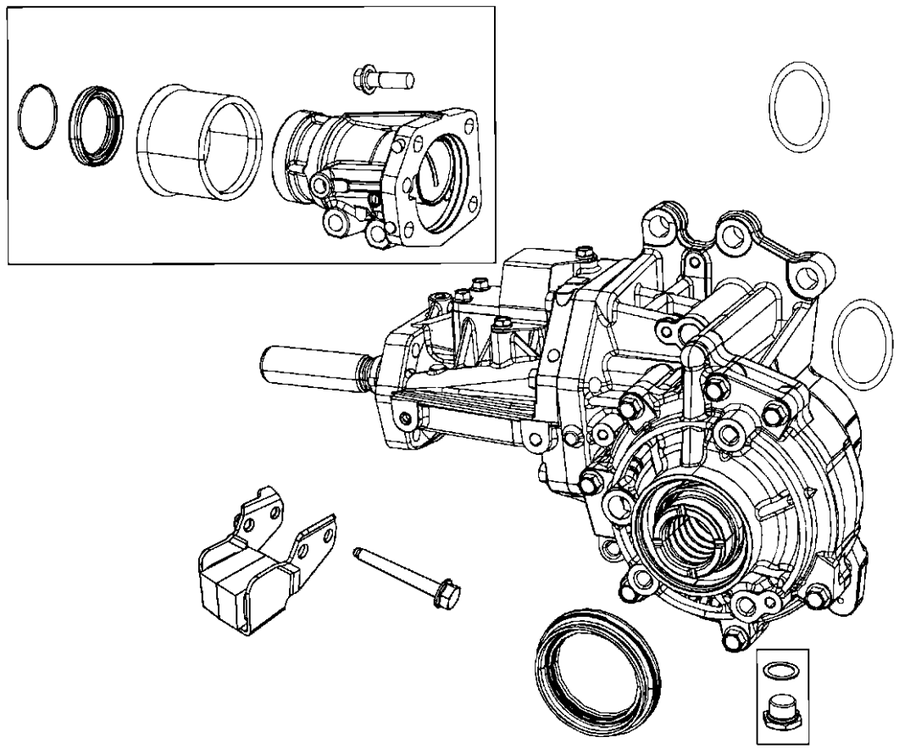
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68033742AA	1	B, D, E		49				CYLINDER, Liftgate Lock
2	05019127AA	1	B, D, E		49				CAP, Door Lock Cylinder
3	05019605AA	1	B, D, E		49				SHUTTER, Lock Cylinder
4	68043946AA	1	B, D, E		49				LEVER, Liftgate Lock Cylinder
5	05191981AA	1	B, D, E		49				CLIP, Latch
6	04778117AB	1	B, D, E		49				TUMBLER, Number 1
7	04778118AB	1	B, D, E		49				TUMBLER, Number 2
8	04778119AB	1	B, D, E		49				TUMBLER, Number 3
9	04778120AB	1	B, D, E		49				TUMBLER, Number 4

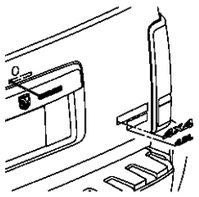
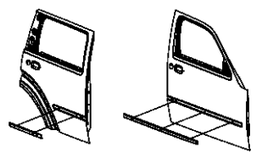
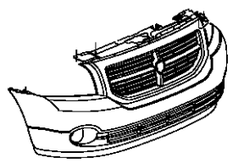
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 40

Exterior Ornamentation



040-100 Nameplates	040-200 Moldings and Ornamentation	040-400 Grilles	
			

Group - 40 Exterior Ornamentation

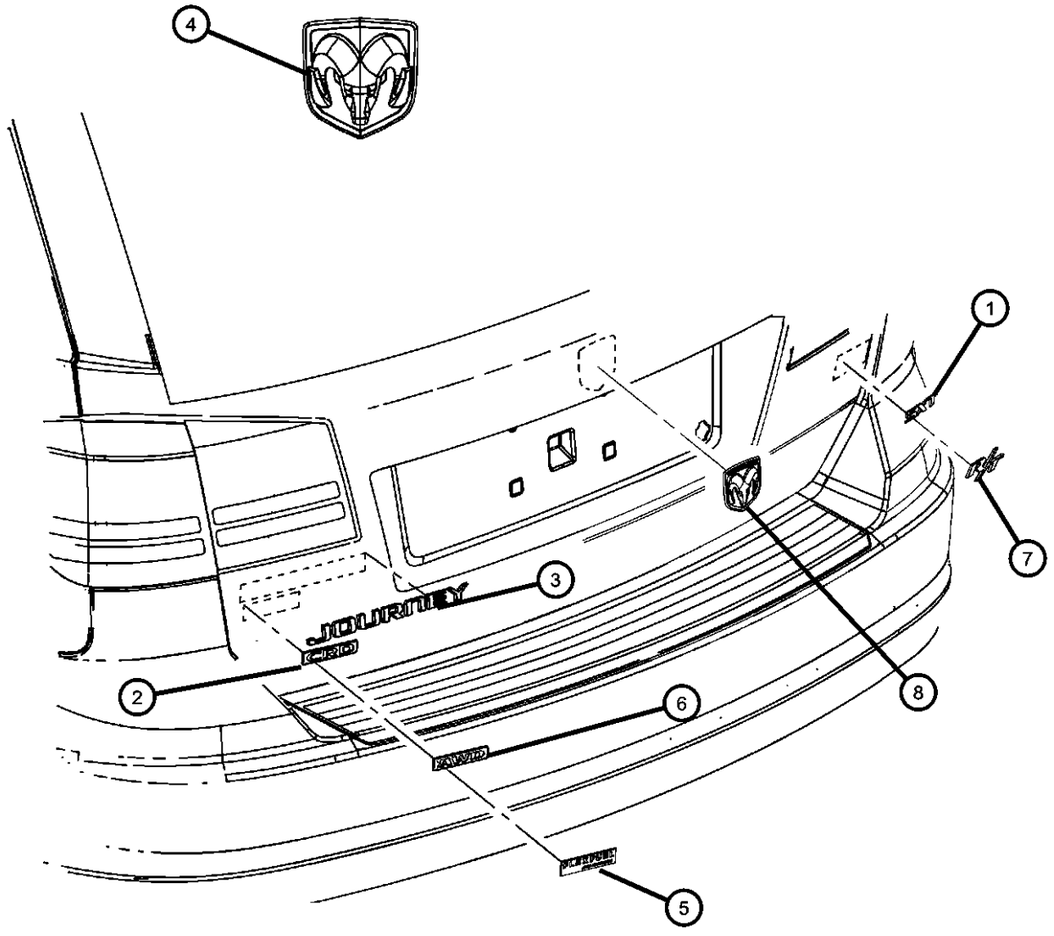
Illustration Title — Group-Fig. No.

Nameplates
Nameplates, Emblems & Medallions ..... Fig. 40 - 105

Moldings and Ornamentation
Exterior Ornamentation ..... Fig. 40 - 205

Grilles
Grille ..... Fig. 40 - 405

Nameplates, Emblems & Medallions
Figure 40-105

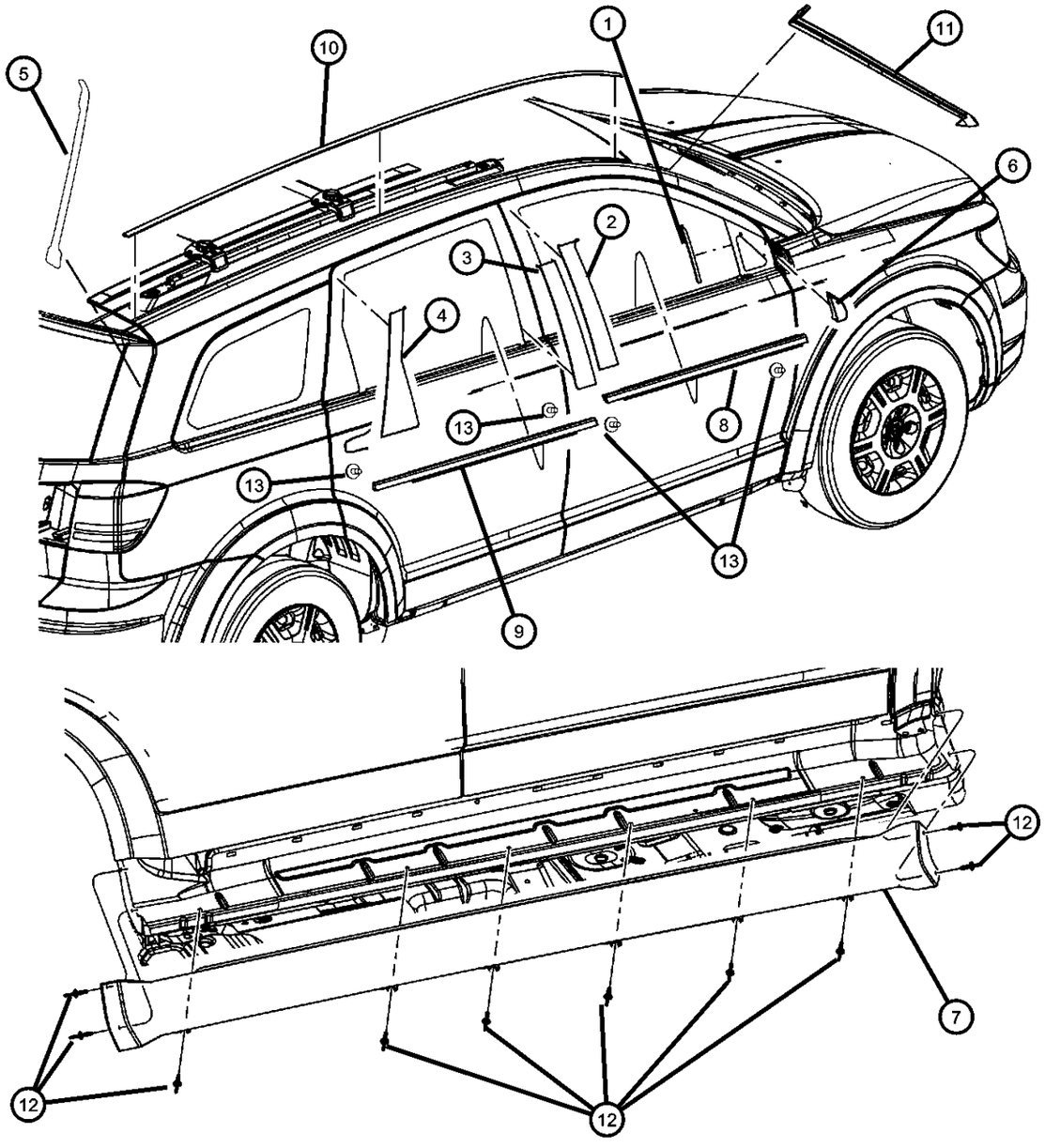


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04806210AB	1	B, D, E		49				NAMEPLATE, [SXT]
2	04806209AA	1	B, D, E		49				NAMEPLATE, [CRD]
3									NAMEPLATE
	05113649AA	1	B, D, E		49				With Sale Code [MG4]
	05113579AA	1	B, D, E		49				With Sale Code [MPF]
4	05155674AA	1	B, D, E		49				MEDALLION, Ram Head, Front Fascia
5	04389988AA	1	B, D, E		49				NAMEPLATE, FLEX FUEL E85 ETHANOL
6	04806213AA	1	B, D, E		49				NAMEPLATE, All Wheel Drive, [AWD]
7	04806327AC	1	B, D, E		49				NAMEPLATE, R/T, [R/T]
8	05155656AA	1	B, D, E		49				NAMEPLATE, Medallion, Ram Head
-9	57010592AA	1	B, D, E		49				NAMEPLATE, [MGN]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Exterior Ornamentation
Figure 40-205

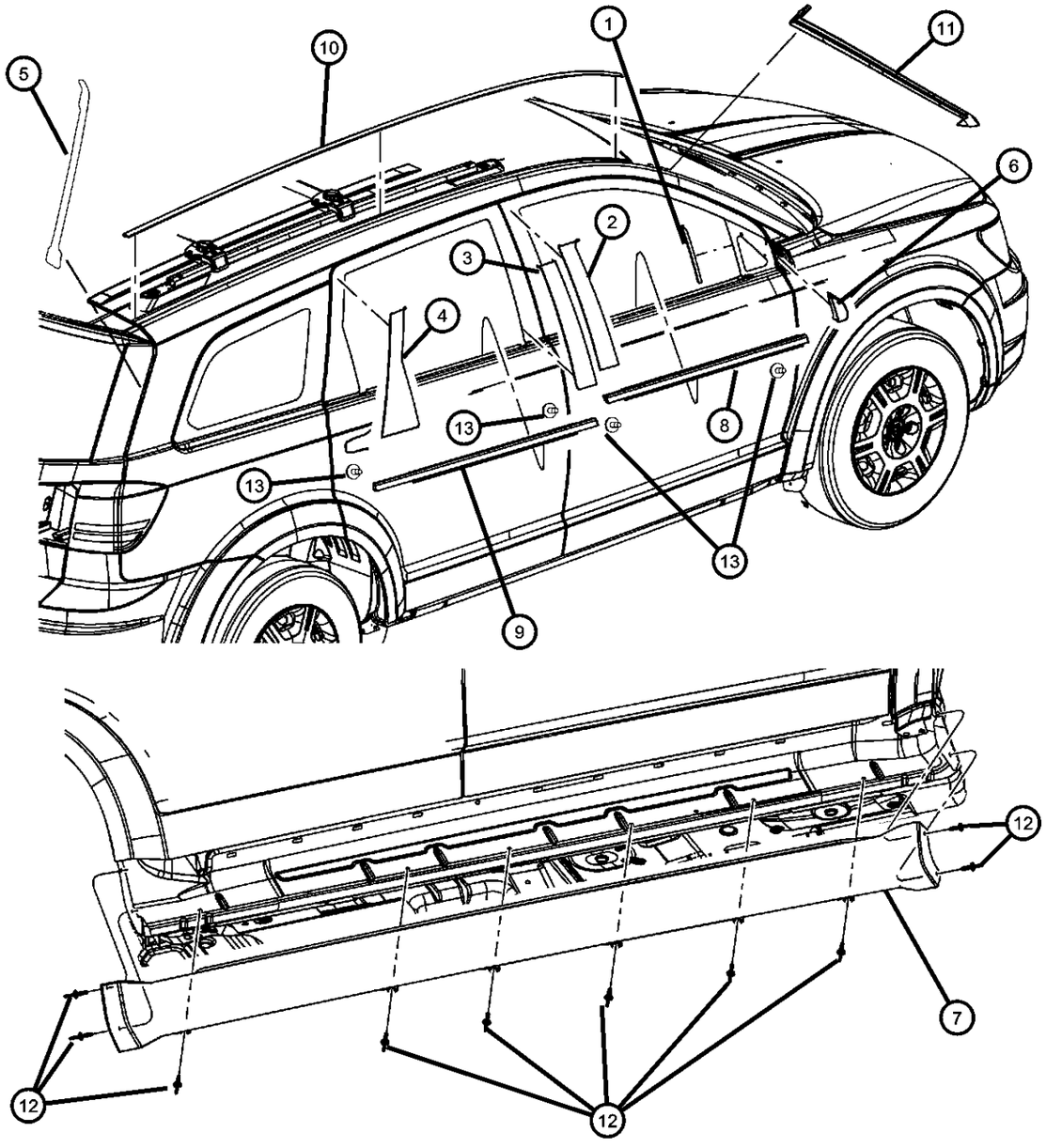


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									APPLIQUE, A Pillar
	05178424AA	1	B, D, E		49				Right
	05178425AA	1	B, D, E		49				Left
2									APPLIQUE, B Pillar
	05116268AA	1	D, E		49				Right
	05116269AA	1	D, E		49				Left
3									APPLIQUE, B Pillar
	05116326AA	1	D, E		49				Right
	05116327AA	1	D, E		49				Left
4									APPLIQUE, C Pillar
	05116271AA	1	D, E		49				Left
	05116270AA	1	D, E		49				Right
5									APPLIQUE, D Pillar
	05113576AA	1	B, D, E		49				Right
	05113577AA	1	B, D, E		49				Left
6									APPLIQUE, Fender
	05178150AB	1	B, D, E		49				Right
	05178151AB	1	B, D, E		49				Left
7									CLADDING, Sill
	05178148AA	1	B, D, E		49				With Sales Code [MPJ], Right
	05178149AA	1	B, D, E		49				With Sales Code [MPJ], Left
	1DT12TZZAB	1	B, D, E		49				With Sales Code [MPK], Right
	1DT13TZZAB	1	B, D, E		49				With Sales Code [MPK], Left
8									MOLDING, Front Door Belt
	05076857AA	1	B, D, E		49				Left
	05076856AA	1	B, D, E		49				Right
9									MOLDING, Rear Door Outside Belt
	05076859AA	1	B, D, E		49				Left
	05076858AA	1	B, D, E		49				Right
10	05116272AB	2	B, D, E		49				MOLDING, Roof
11									MOLDING, Windshield
	05116264AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Exterior Ornamentation
Figure 40-205



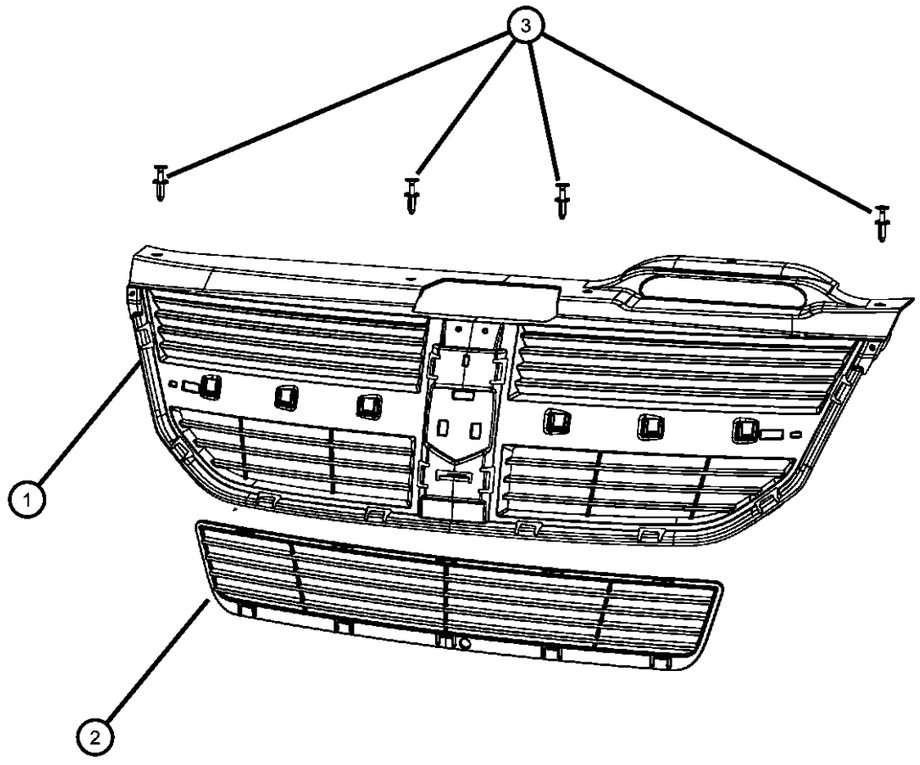
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05116265AA	1	B, D, E		49				Left
12									RIVET, M6.25x28
	06500911	8	B, D, E		49				Sill to Whole Opening
		12	B, D, E		49				Sill to Lower Weld Flange
13		12							SCREW AND WASHER, M4x.7x10.0, (NOT SERVICED),
-14									FILM, Clear Mylar, Anti-Chip
	68065164AA	1	B, D, E		49				Right
	68065165AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Grille
Figure 40-405

ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	1BG84SZ0AA	1	B, D, E		49				GRILLE
2	05178282AA	1	B, D, E		49				GRILLE, Lower
3	06504521	4	B, D, E		49				PIN, Push, Grille Attach



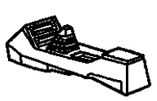
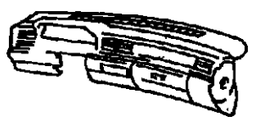
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 50

Interior Trim

050-400 Door Trim Panels-Front and Rear	**050-500** Front Seats - First Row	**050-600** Rear Seats - Second Row	**050-700** Rear Seats - Third Row
050-900 Front Seats - Adjusters, Recliners, Shields and Risers			

050-100 Headliners-Visors-Assist Straps	**050-1000** Rear Seats - Second Row - Adjusters, Recliners, Shields and Risers	**050-1100** Rear Seats - Third Row - Adjusters, Recliners, Shields and Risers	**050-1400** Lift Gate Panel and Scuff Plate
050-1600 Consoles 	**050-1700** Instrument Panel 	**050-200** Panels-Moldings-Scuff Plates, Pillar, Cowl, 1/4 Panel Trim and Cargo Covers	**050-300** Carpets, Floor Mats, Load Floor, and Silencers

Group - 50 Interior Trim

Illustration Title — Group-Fig. No.

Headliners-Visors-Assist Straps
Headliners and Visors ..... Fig. 50 - 105

Panels-Moldings-Scuff Plates, Pillar, Cowl, 1/4 Panel Trim and Cargo Covers
Interior Moldings and Pillars ..... Fig. 50 - 205
Cowl Side Panel and Scuff Plates ..... Fig. 50 - 226
Quarter Trim Panel ..... Fig. 50 - 235
Cargo Organizer ..... Fig. 50 - 275

Carpets, Floor Mats, Load Floor, and Silencers
Carpet , Complete ..... Fig. 50 - 305
Tonneau Cover ..... Fig. 50 - 350
Load Floor - Cargo - Without [CAU] ..... Fig. 50 - 355
Silencers ..... Fig. 50 - 385

Door Trim Panels-Front and Rear
Front Door Trim Panels ..... Fig. 50 - 405
Rear Door Trim Panels ..... Fig. 50 - 415

Front Seats - First Row
Front Seat - Bucket - Trim Code [A7] ..... Fig. 50 - 505
Front Seat - Bucket - Trim Code [D5] ..... Fig. 50 - 510
Front Seat - Bucket - Trim Code [D7] ..... Fig. 50 - 515
Front Seat - Bucket - Trim Code [GL] ..... Fig. 50 - 520

Rear Seats - Second Row
Rear Seat - Trim Code [A7] ..... Fig. 50 - 640
Rear Seat - Trim Code [D5] ..... Fig. 50 - 645
Rear Seat - Trim Code [D7] ..... Fig. 50 - 650
Rear Seat - Trim Code [GL] ..... Fig. 50 - 655

Rear Seats - Third Row
Rear Seat - 50/50 Trim Code [A7] ..... Fig. 50 - 725
Rear Seat - 50/50 - Trim Code [D5] ..... Fig. 50 - 730
Rear Seat - 50/50 Trim Code [D7] ..... Fig. 50 - 735
Rear Seat - 50/50 - Trim Code [GL] ..... Fig. 50 - 740

Front Seats - Adjusters, Recliners, Shields and Risers
Adjusters , Recliners and Shields - Driver Seat - Power ..... Fig. 50 - 905
Adjusters , Recliners and Shields - Driver Seat - Manual ..... Fig. 50 - 910
Adjusters , Recliners and Shields - Passenger Seat Manual ..... Fig. 50 - 919
Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat ..... Fig. 50 - 920

Rear Seats - Second Row - Adjusters, Recliners, Shields and Risers
Second Row - 60/40 ..... Fig. 50 - 1030

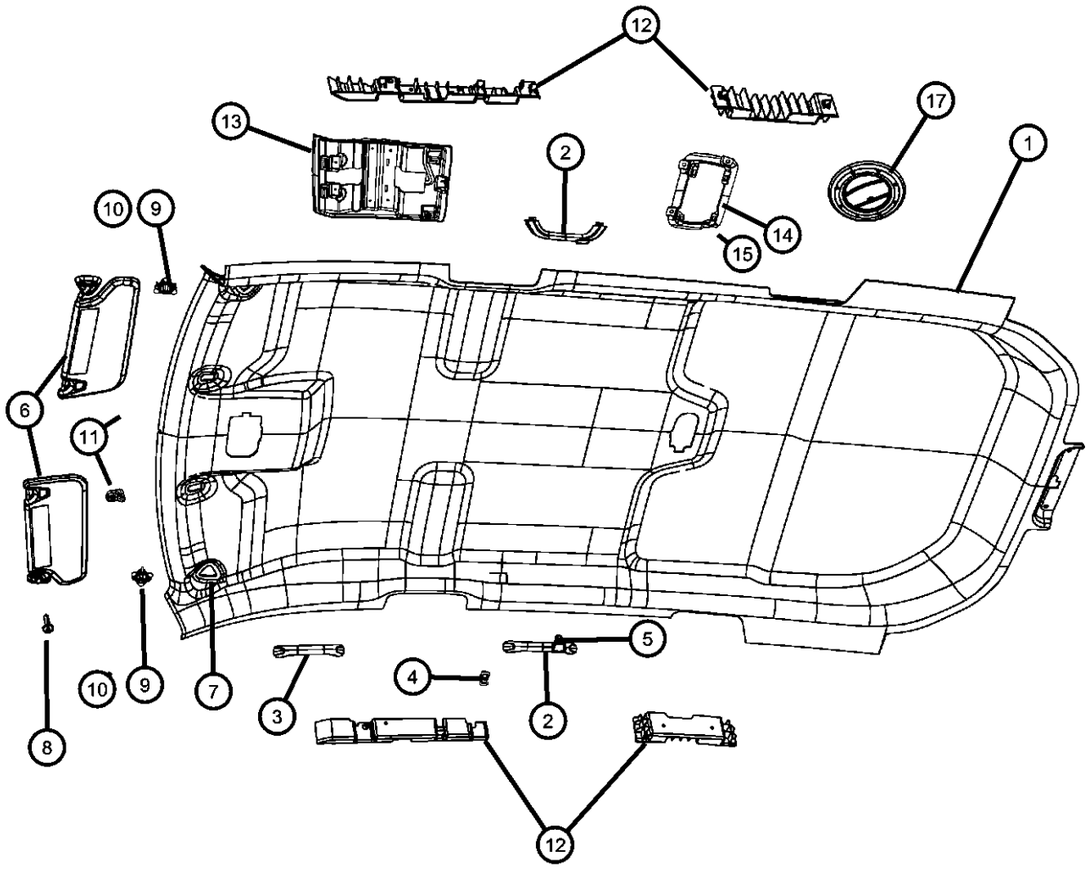
Rear Seats - Third Row - Adjusters, Recliners, Shields and Risers
Third Row - 50/50 ..... Fig. 50 - 1120

Lift Gate Panel and Scuff Plate
Liftgate Panels and Scuff Plate ..... Fig. 50 - 1405

Consoles
Floor Console Front ..... Fig. 50 - 1605
Overhead Console ..... Fig. 50 - 1620

Instrument Panel
Instrument Panel ..... Fig. 50 - 1702

Headliners and Visors
Figure 50-105

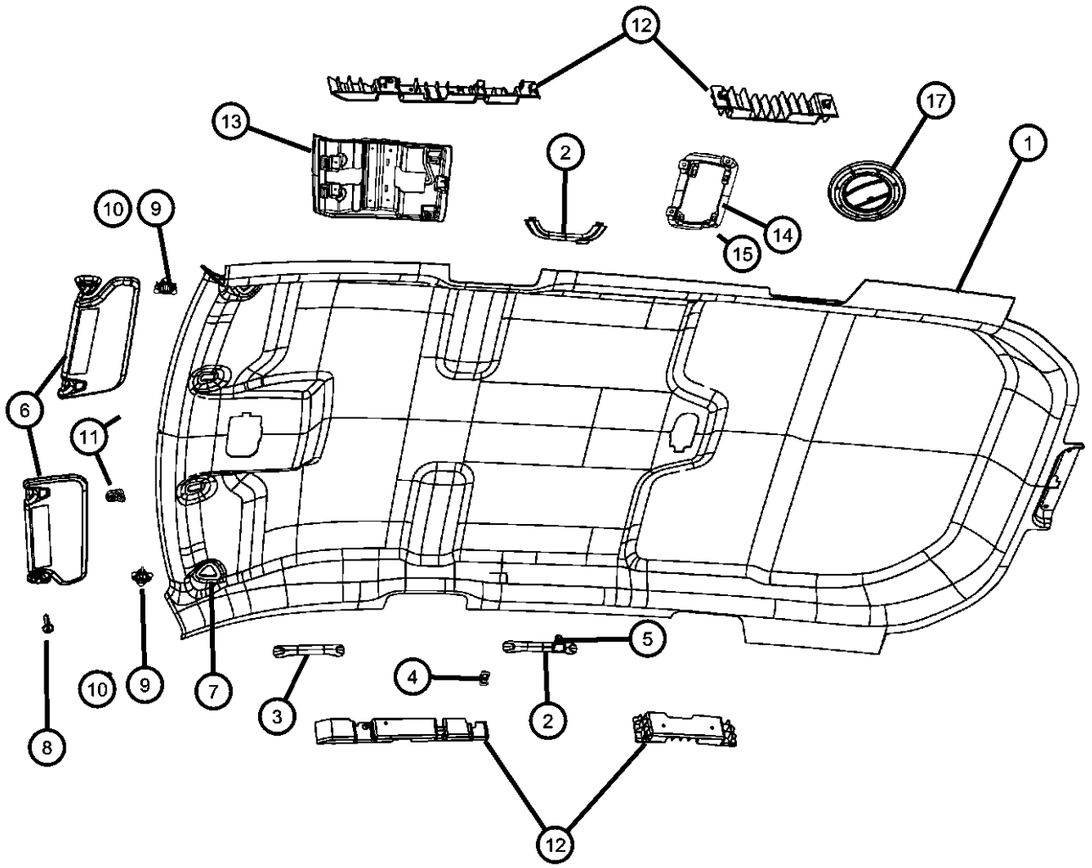


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADLINER
	1MT651W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] , without [XGD] or [LS9]
	1MT651W1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] , without [XGD] or [LS9]
	1MT661W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [LS9] [GWG] , without [RDJ] or [XGD]
	1MT661W1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [LS9] [GWG] , without [RDJ] or [XGD]
	1MU071W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [RDJ] [GWG] [HAF] , without [HBB] or [XGD] or [CAU] or [LS9]
	1MU081W1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] [GWG] , without [XGD]
	1MT091W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [GWG], without [HBB] or [HAF] or [CAU] or [LS9]
	1MS171W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [GWG] [CAU] , without [RDJ] or [LS9]
	1MS201W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [RDJ] [CAU] [GWG] , without [LS9]
	1MS201W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [RDJ] [CAU] [GWG] , without [LS9]
	1MS221W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [GWG] [HAF], without [HBB] or [RDJ] or [CAU] or [LS9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

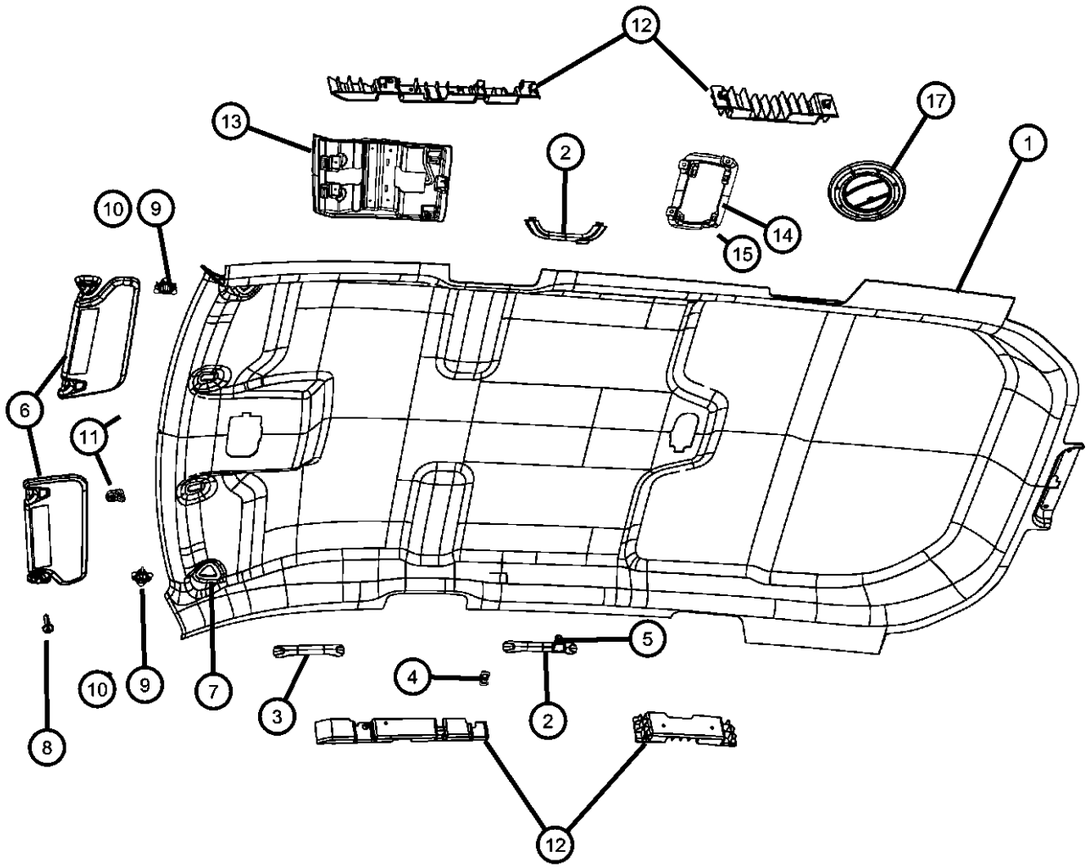


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MS221W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [GWG] [HAF], without [HBB] or [CAU] or [LS9]
	1MS231W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [GWG] [HAF], without [HBB] or [CAU] or [LS9]
	1MS231W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [GWG] [HAF], without [HBB] or [CAU] or [LS9]
	1MS24DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] , without [RDJ] or [XGD] or [GWG] or [LS9]
	1MS24DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] , without [RDJ] or [XGD] or [GWG] or [LS9]
	1MS25DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [LS9] [HAF] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU]
	1MS25DW1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [LS9] [HAF] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU]
	1MS26DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] , without [XGD] or [GWG] or [LS9]
	1MS26DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] , without [XGD] or [GWG] or [LS9]
	1MS27DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [RDJ] [HAF] [LS9] , without [HBB] or [XGD] or [GWG] or [CAU]
	1MS27DW1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [RDJ] [HAF] [LS9] , without [HBB] or [XGD] or [GWG] or [CAU]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

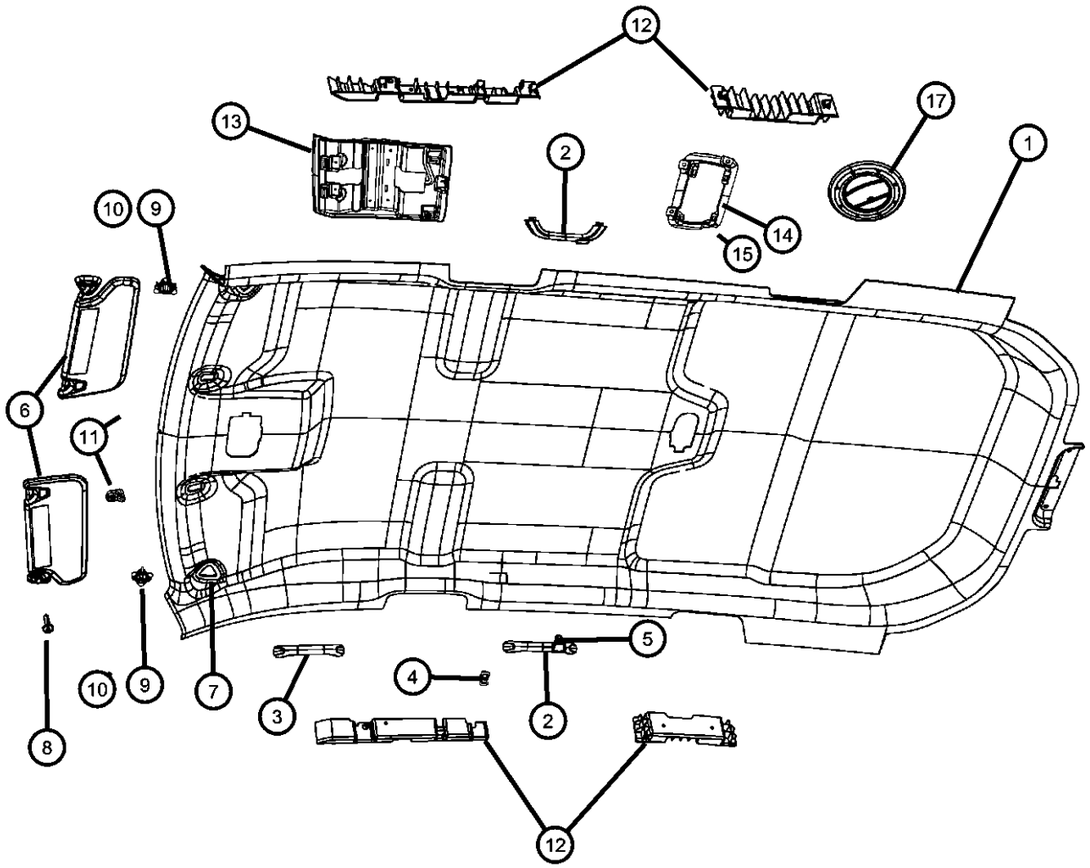


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MS28DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [LS9] , or [RDJ] or [XGD] or [GWG]
	1MS28DW1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [LS9] , or [RDJ] or [XGD] or [GWG]
	1MS29DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] , without [XGD] or [GWG]
	1MS29DW1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] , without [XGD] or [GWG]
	1MS301W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [HAF] , without [HBB] or [RDJ] or [GWG] or [LS9] or [XGD]
	1MS301W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [HAF] , without [HBB] or [RDJ] or [GWG] or [LS9] or [XGD]
	1MS31DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAF] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU] or [LS9]
	1MS31DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAF] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU] or [LS9]
	1MS32DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [RDJ] [HAF] , without [HBB] or [LS9] or [XGD] or [GWG] or [CAU]
	1MS32DW1AB	1	B, D, E		49			*O0	After 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [RDJ] [HAF] , without [HBB] or [LS9] or [XGD] or [GWG] or [CAU]
	1MT00DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [LCE] [GNF] [GNY] ,without [CUN] or [HBB] or [RDJ] or [CAU] or [GWG] or [XGD] or [CSR]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

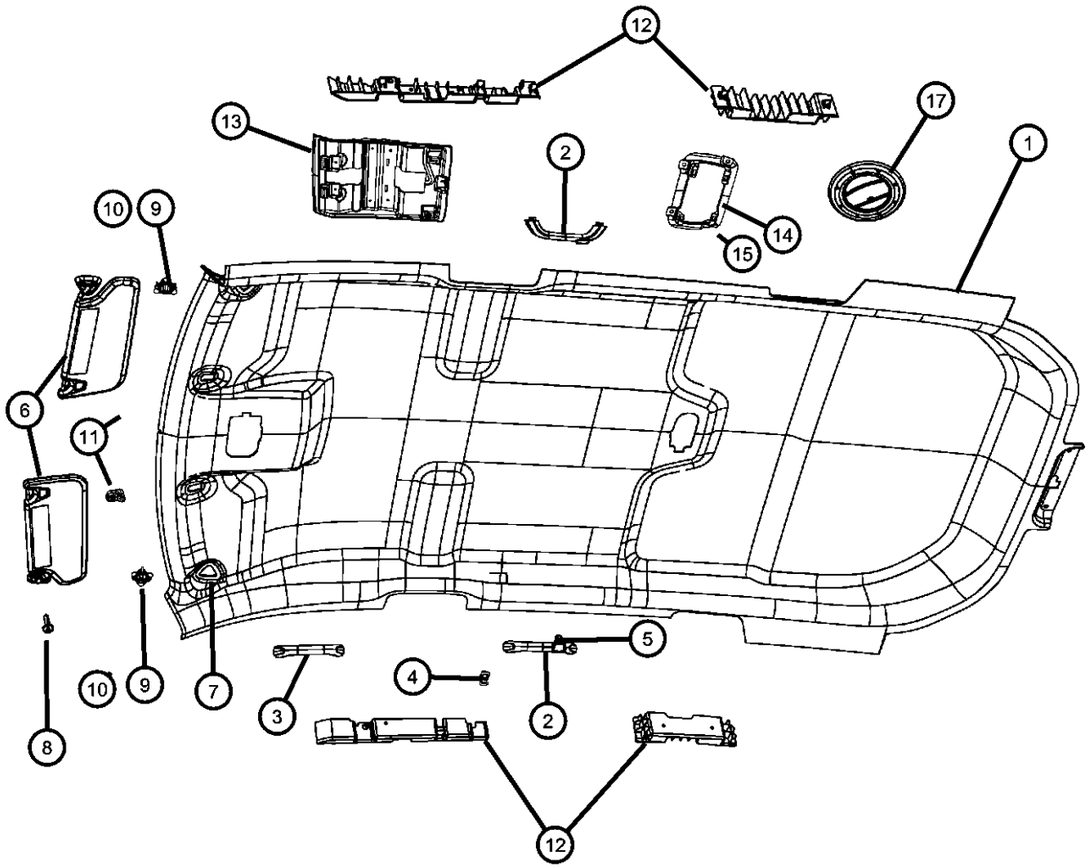


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MT00DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [LCE] [GNF] [GNY] ,without [CUN] or [HBB] or [RDJ] or [CAU] or [GWG] or [XGD] or [CSR]
	1MT01DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [CAU] , without [LS9] or [RDJ] or [GWG]
	1MT01DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [CAU] , without [LS9] or [RDJ] or [GWG]
	1MT02DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [RDJ] [CAU] , without [GWG] or [LS9]
	1MT02DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [RDJ] [CAU] , without [GWG] or [LS9]
	1MT031W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [GWG] , without [HBB] or [RDJ] or [HAF] or [CAU] or [LS9]
	1MT031W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [GWG] , without [HBB] or [RDJ] or [HAF] or [CAU] or [LS9]
	1MT041W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [CAU] [GWG] , without [LS9] or [RDJ]
	1MT041W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [CAU] [GWG] , without [LS9] or [RDJ]
	1MT051W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [RDJ] [CAU] [GWG] , without [LS9]
	1MT051W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAG] [XGD] [RDJ] [CAU] [GWG] , without [LS9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

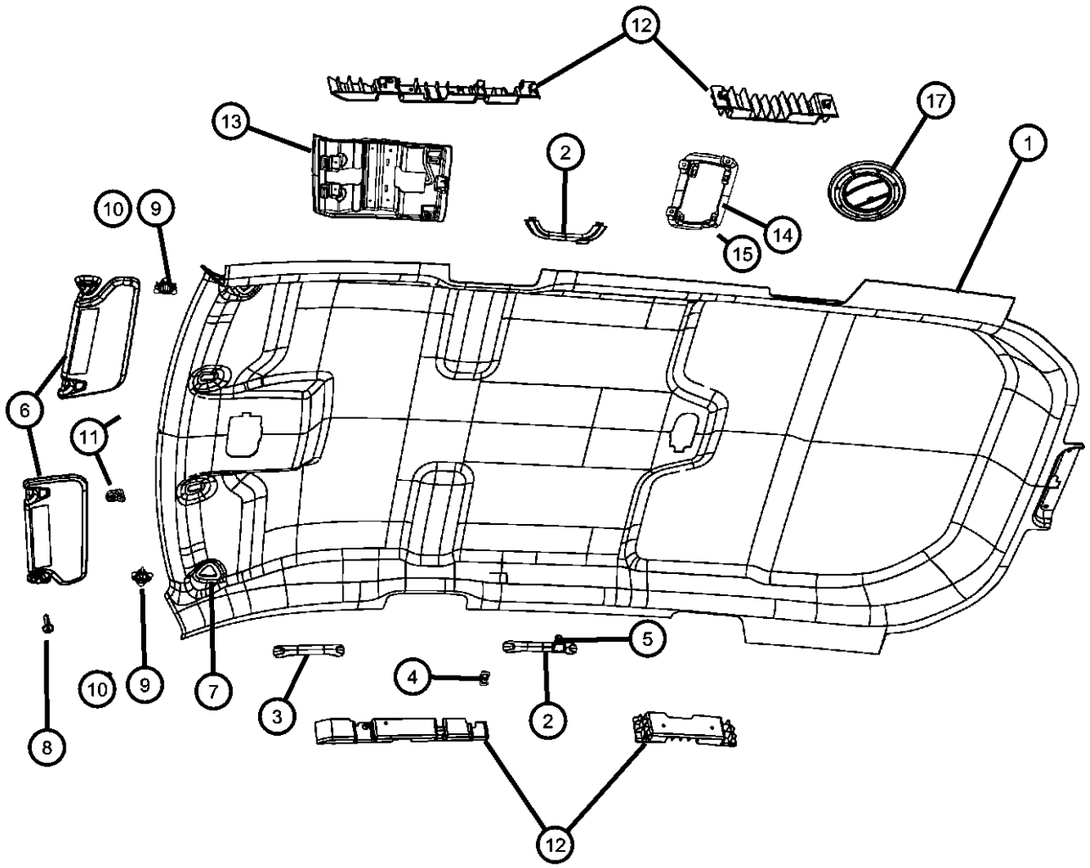


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MT06DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [HAF] , without [HBB] or [RDJ] or [GWG] or [CAU] or [LS9]
	1MT06DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [HAF] , without [HBB] or [RDJ] or [GWG] or [CAU] or [LS9]
	1MT07DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [HAF], without [HBB] or [GWG] or [CAU] or [LS9]
	1MT07DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [HAF], without [HBB] or [GWG] or [CAU] or [LS9]
	1MT08DW1AA	1	B, D, E	H	49			*O0	Up to 07/07/08 , With [LCE] [GNF] [GNY] [CUN] [RDJ] , without [HBB] or [LS9] or [CAU] or [GWG] or [XGD] or [CSR]
	1MT08DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [LCE] [GNF] [GNY] [CUN] [RDJ] , without [HBB] or [LS9] or [CAU] or [GWG] or [XGD] or [CSR]
	1MT091W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] [GWG], without [HBB] or [HAF] or [CAU] or [LS9]
	1MT10DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] , without [HBB] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT10DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [XGD] [RDJ] , without [HBB] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT11DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [RDJ], without [HBB] or [XGD] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT11DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [RDJ], without [HBB] or [XGD] or [GWG] or [CAU] or [LS9] or [HAF]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

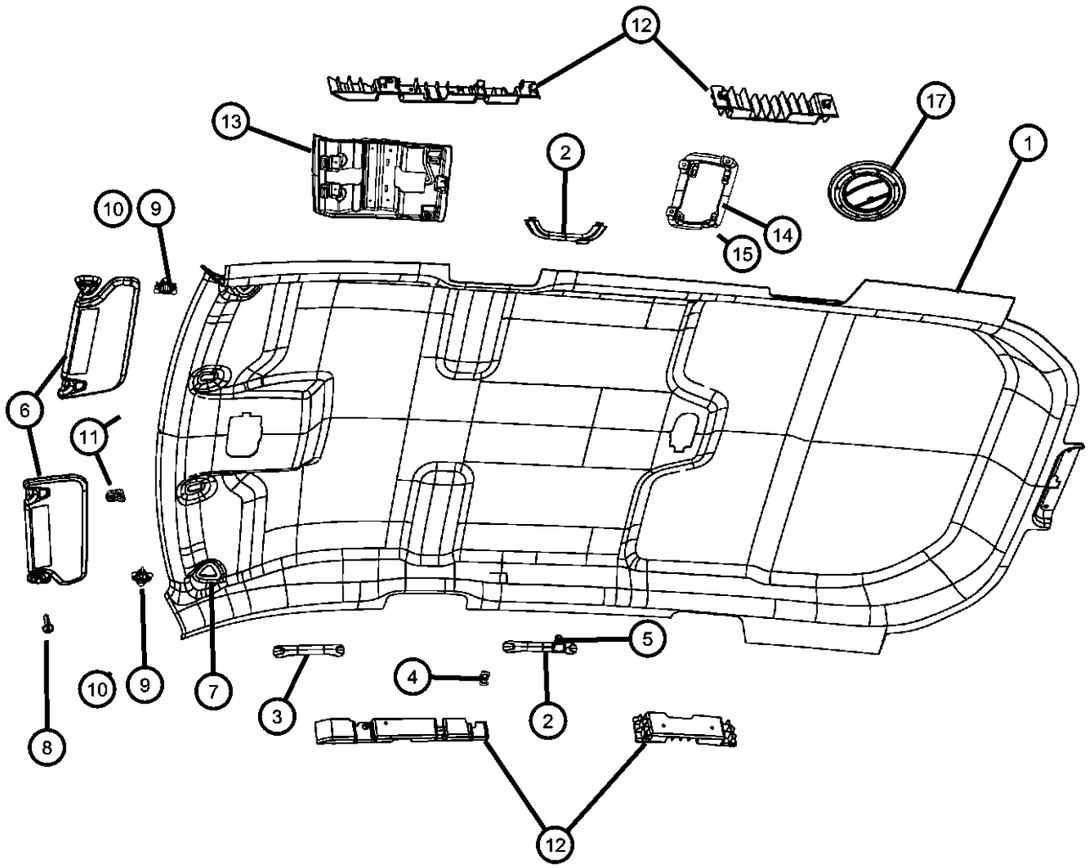


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MT12DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [CAU] , without [RDJ] or [GWG] or [XGD] or [LS9]
	1MT12DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [CAU] , without [RDJ] or [GWG] or [XGD] or [LS9]
	1MT13DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [RDJ] [CAU] , without [GWG] or [XGD] or [LS9]
	1MT13DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [RDJ] [CAU] , without [GWG] or [XGD] or [LS9]
	1MT141W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [GWG] , without [HBB] or [RDJ] or [XGD] or [CAU] or [LS9] or [HAF]
	1MT141W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [GWG] , without [HBB] or [RDJ] or [XGD] or [CAU] or [LS9] or [HAF]
	1MT151W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [GWG] [CAU] , without [RDJ] or [XGD] or [LS9]
	1MT151W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [GWG] [CAU] , without [RDJ] or [XGD] or [LS9]
	1MT161W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [RDJ] [GWG] [CAU] , without [XGD] or [LS9]
	1MT161W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [HAG] [RDJ] [GWG] [CAU] , without [XGD] or [LS9]
	1MT171W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [GWG] [RDJ] , without [HBB] or [XGD] or [CAU] or [LS9] or [HAF]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

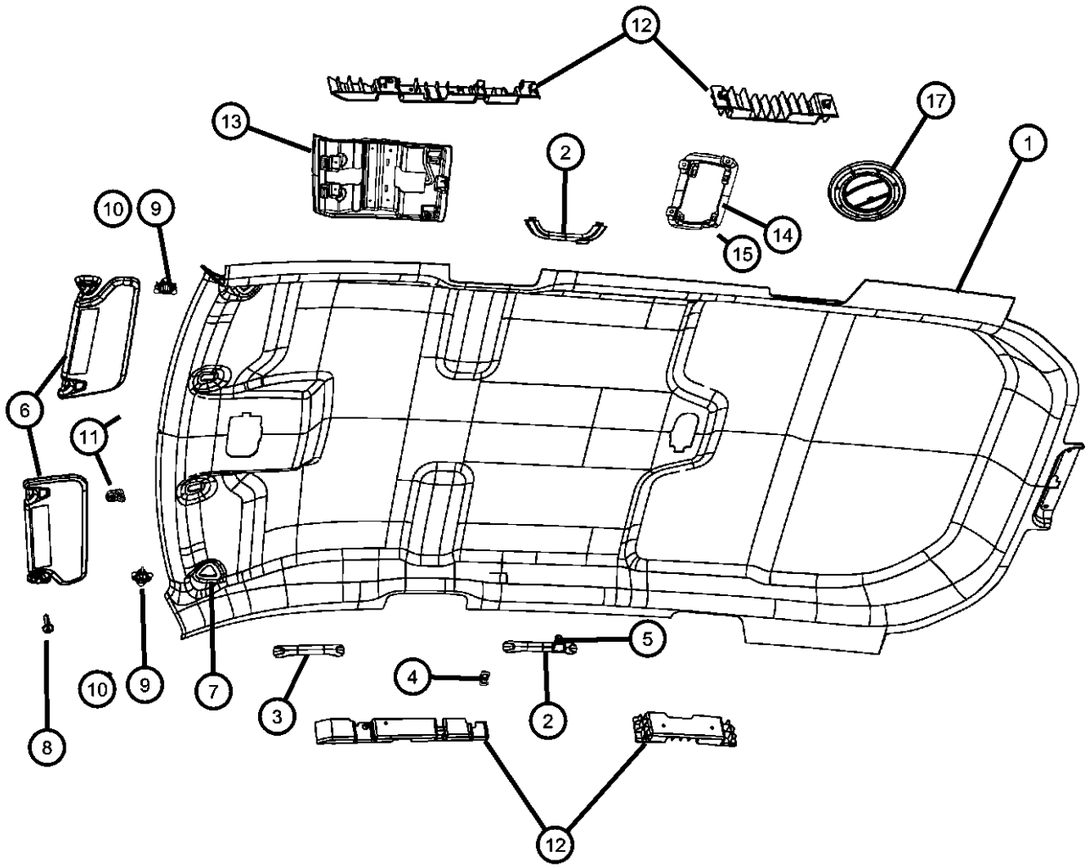


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MT171W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] [GWG] [RDJ] , without [HBB] or [XGD] or [CAU] or [LS9] or [HAF]
	1MT18DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LCE] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT18DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LCE] , without [HBB] or [RDJ] or [XGD] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT621W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [GWG] , without [RDJ] or [XGD] or [LS9]
	1MT621W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [CAU] [GWG] , without [RDJ] or [XGD] or [LS9]
	1MT63DW1AA	1	B, D, E	H	49			*O0	Up to 07/07/08 , With [LCE] [GNF] [GNY] [CAU] [HAG] [RDJ] , without [CUN] or [GWG] or [XGD] or [CSR]
	1MT63DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [LCE] [GNF] [GNY] [CAU] [HAG] [RDJ] , without [CUN] or [GWG] or [XGD] or [CSR]
	1MT641W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [HAF] [LS9], without [HBB] or [RDJ] or [GWG] or [XGD]
	1MT641W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [HAF] [LS9], without [HBB] or [RDJ] or [GWG] or [XGD]
	1MU071W1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [RDJ] [GWG] [HAF] , without [HBB] or [XGD] or [CAU] or [LS9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

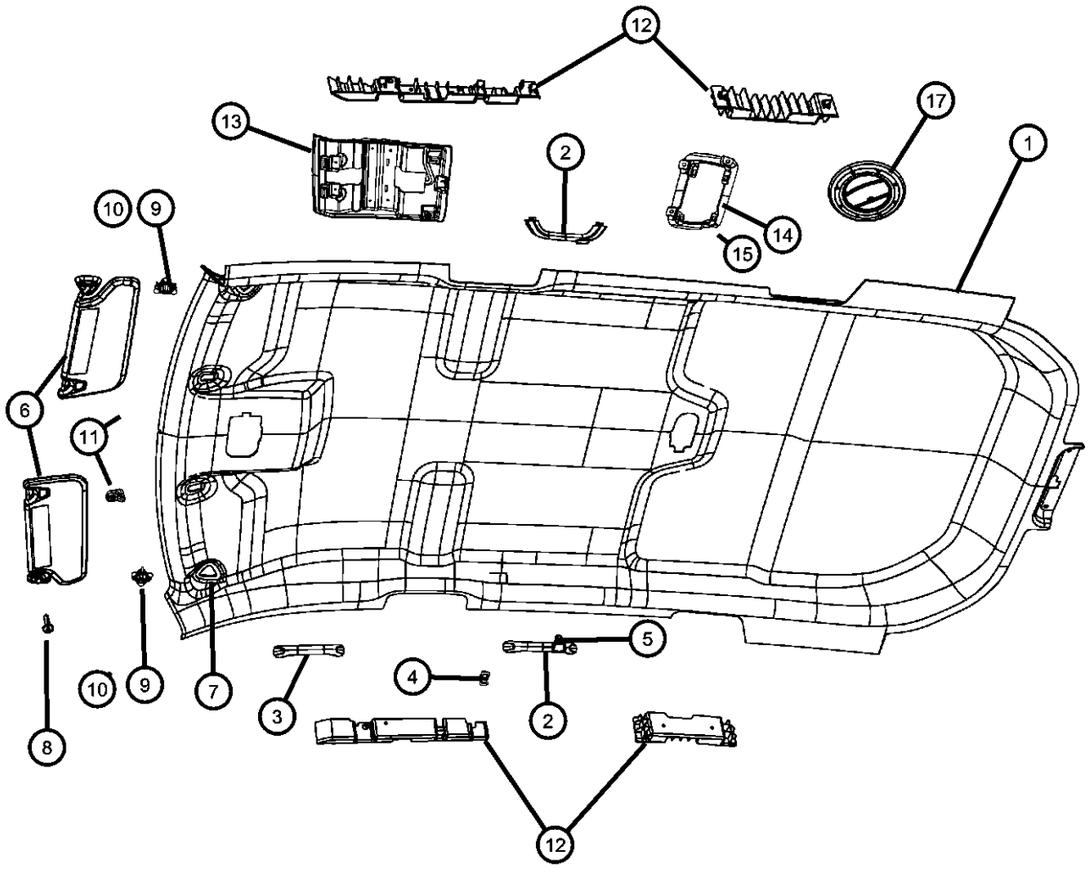


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MU081W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , Export , With [CSR] [GNC] [CUN] [LBR] [HAH] [RDJ] [CAU] [LS9] [GWG] , without [XGD]
	1MS10DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [XGD] , without [HBB] or [RDJ] or [GWG] or [LS9] or [HAF]
	1MS10DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CRS] [GNC] [CUN] [LBR] [CAU] [XGD] , without [HBB] or [RDJ] or [GWG] or [LS9] or [HAF]
	1MS11DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [LCE] [GNF] [GNY] [CAU] [HAG] , without [CUN] or [RDJ] or [GWG] or [XGD] or [CSR]
	1MS11DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [LCE] [GNF] [GNY] [CAU] [HAG] , without [CUN] or [RDJ] or [GWG] or [XGD] or [CSR]
	1MS13DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [CAU] , without [RDJ] or [GWG] or [LS9]
	1MS13DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [CAU] , without [RDJ] or [GWG] or [LS9]
	1MS14DW1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [RDJ] [CAU] , without [GWG] or [LS9]
	1MS14DW1AB	1	B, D, E		49			*O0	After 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [RDJ] [CAU] , without [GWG] or [LS9]
	1MS171W1AA	1	B, D, E		49			*O0	Up to 07/07/08 , With [CSR] [GNC] [CUN] [LBR] [HAH] [XGD] [GWG] [CAU] , without [RDJ] or [LS9]
2									HANDLE, Roof Grab
	0QY62DW1AE	2	B, D, E		49			*O0	Front
	0QY66DW1AD	1	B, D, E		49			*O0	Right, Rear

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

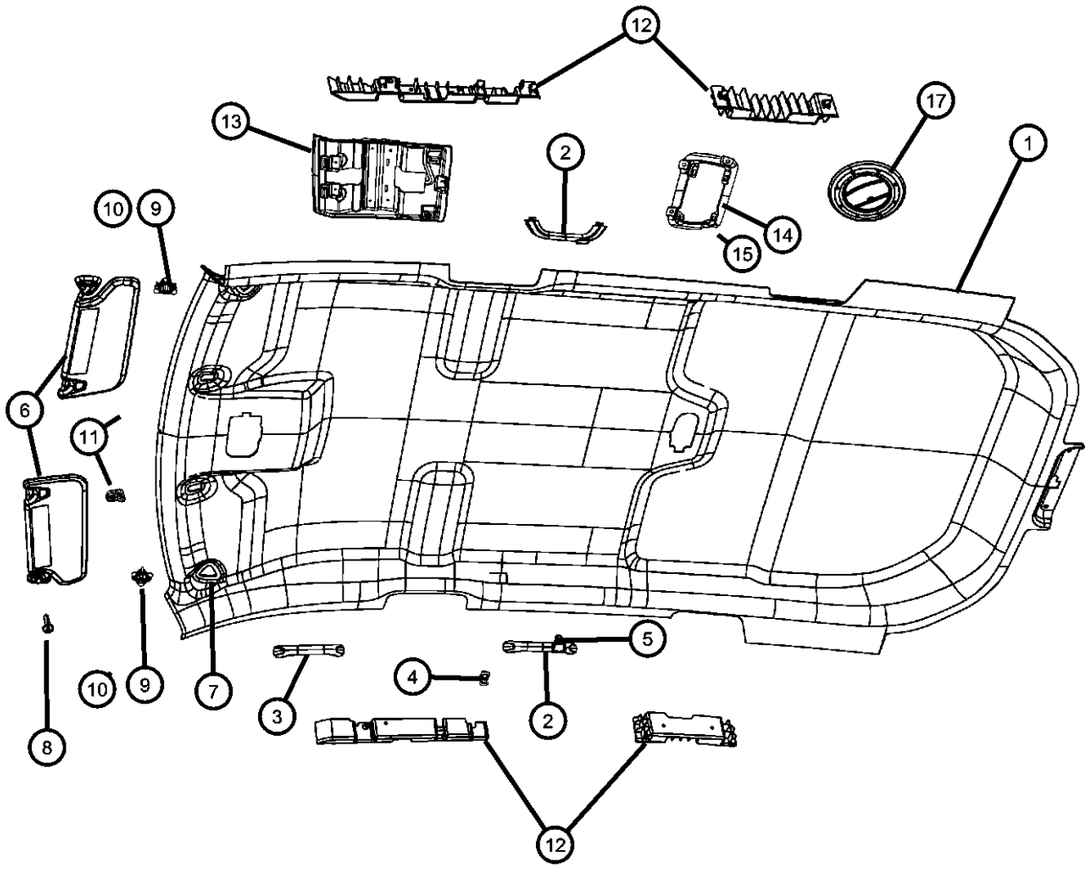


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	0QY67DW1AD	1	B, D, E		49			*O0	Left, Rear
3	68046079AA	2	B, D, E		49			*O0	RETAINER, Front Grab Handle
4	68046080AA	2	B, D, E		49			*O0	RETAINER, Rear Grab Handle
5									HOOK, Coat
	1MT69DW1AA	1	B, D, E		49			*O0	
	5HT25DW1AD	1	B, D, E	H	49			*O0	
	1MU01DW1AA	2	B, D, E		49			*O0	
6									VISOR
	1MS51DW1AA	1	B, D, E		49			*O0	Illuminated, Right
	1MS50DW1AA	1	B, D, E		49			*O0	Illuminated, With Sales Code [XGD], Left
	1MT58DW1AA	1	B, D, E		49			*O0	Illuminated, Without Sales Code [XGD], Left
	1MT56DW1AA	1	B, D, E		49			*O0	Non-Illuminated, Left
	1MT57DW1AA	1	B, D, E		49			*O0	Non-Illuminated, Right
7	1MT61DW1AA	2	B, D, E		49			*O0	SUPPORT, Visor
8	68046075AA	8	B, D, E		49			*O0	SCREW, Visor
9	68046178AA	2	B, D, E		49			*O0	CLIP, Visor
10	68046287AA	2	B, D, E		49			*O0	CLIP, Visor Support
11	68046286AA	2	B, D, E		49			*O0	RETAINER, Visor Support
12									COUNTER MEASURE, Side Air Bag
	04680640AA	1	B, D, E		49				Front Right
	04680641AA	1	B, D, E		49				Front Left
	04680642AA	1	B, D, E		49				Rear Right
	04680643AA	1	B, D, E		49				Rear Left
13	68046077AA	1	B, D, E		49			*O0	RETAINER, Overhead Console
14	68046078AA	1	B, D, E		49			*O0	RETAINER, HVAC Bezel
15									BEZEL, HVAC
	1MS53DW1AA	1	B, D, E		49			*O0	[LCE+GNF+GNY+CAU+HAG-CUN or RDJ or GWG or XGD or CSR]
		1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAG+XGD RDJ or GWG or LS9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Headliners and Visors
Figure 50-105

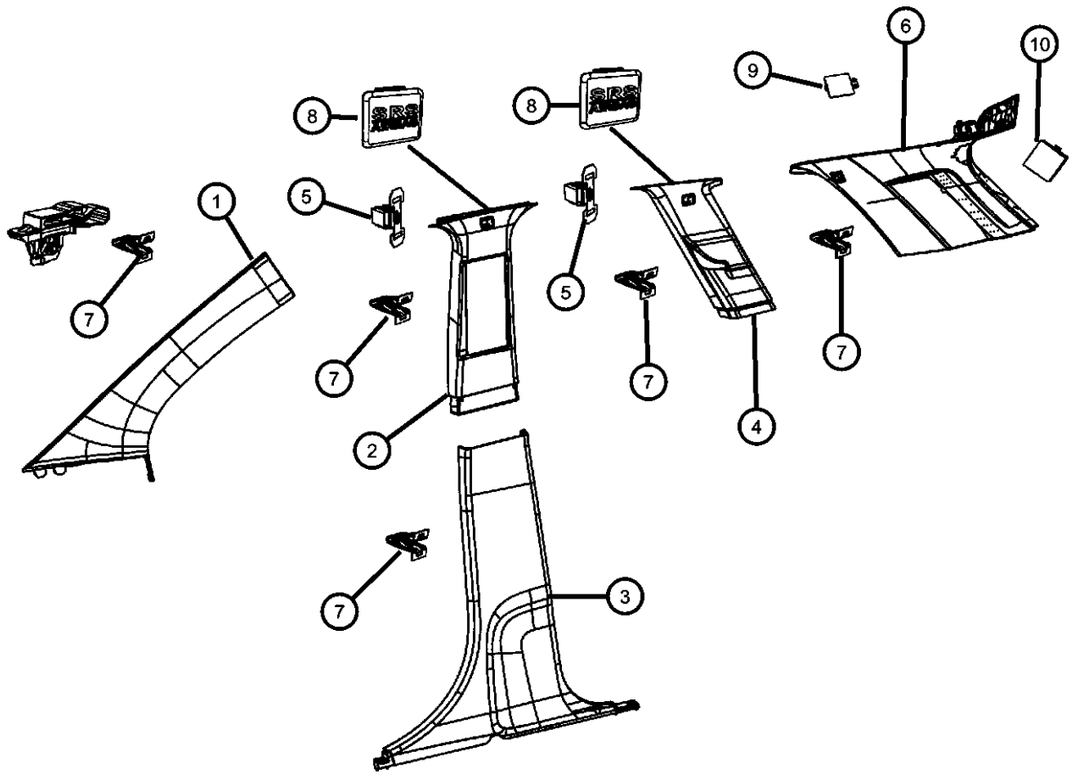


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+XGD RDJ or GWG or LS9]
		1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+CAU RDJ or XGD or GWG or LS9]
		1	B, D, E		49			*O0	
-16	68046308AA	1	B, D, E		49			*O0	SUPPORT, Sunroof
17	0YW261W1AA	4	B, D, E		49			*O0	OUTLET, Air Conditioning & Heater
-18	1NU53DW1AA	1	B, D, E		49			*O0	BIN, Sunglasses, Includes Conversation Mirror

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Interior Moldings and Pillars
Figure 50-205

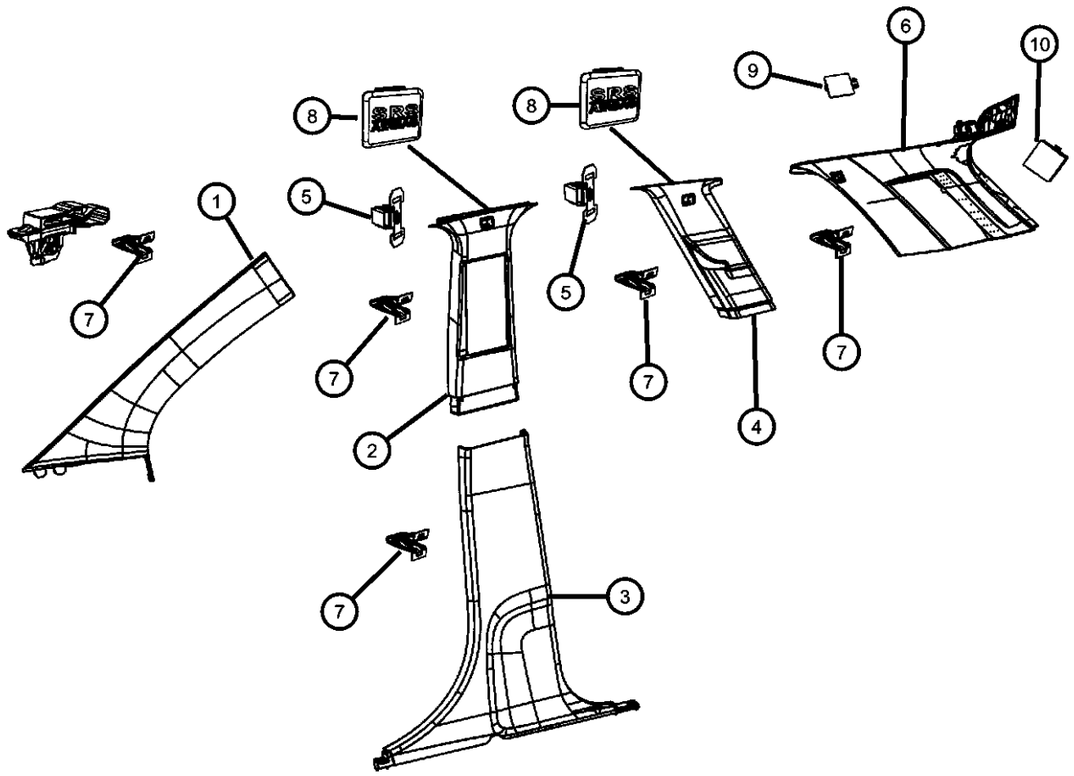


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									MOLDING, A-PILLAR
	1BG08DW1AB	1	B, D, E		49			*O0	Right
	1BG09DW1AB	1	B, D, E		49			*O0	Left
2									PANEL, B Pillar
	5KU87DW1AA	1	B, D, E		49			*O0	With [CGD] Sales Code, Left
	1BG10DW1AB	1	B, D, E		49			*O0	With [CJ5], [CGD] Sales Codes, Right
	1BG11DW1AB	1	B, D, E		49			*O0	With [CJ5], [CGD] Sales Codes, Left
	5KU86DW1AA	1	B, D, E		49			*O0	With [CGD] Sales Code, Right
3									PANEL, B Pillar Lower Trim
	1BE36XDVAB	1	B, D, E		49			*O0	[D1], Right
		1	B, D, E		49			*O0	[DV], Right
	1BE36DK7AB	1	B, D, E		49			*O0	[KA], Right
	1BE37DK7AB	1	B, D, E		49			*O0	[KA], Left
	1BE37XDVAB	1	B, D, E		49			*O0	[D1], Left
		1	B, D, E		49			*O0	[DV], Left
4									PANEL, C Pillar
	5KU75DW1AA	1	B, D, E		49			*O0	Left
	1BG12DW1AB	1	B, D, E		49			*O0	With [CJ5] Sales Code, Right
	1BG13DW1AB	1	B, D, E		49			*O0	With [CJ5] Sales Code, Left
	5KU74DW1AA	1	B, D, E		49			*O0	Right
5		1							CLIP, Only Service with item 2 and 4, (NOT SERVICED)
6									PANEL, D Pillar
	1BG15DW1AB	1	B, D, E		49			*O0	With [CAU], Left
	1CA02DW1AB	1	B, D, E		49			*O0	With [CAU], Right
	1FB18DW1AB	1	B, D, E		49			*O0	Right
	1FB19DW1AB	1	B, D, E		49			*O0	Left
7	68045441AA	4	B, D, E		49			*O0	CLIP, Trim
8	1MK90DW1AA	1	B, D, E		49			*O0	CAP, Screw Cover
9									CAP, Screw Cover
	1MK86DW1AA	1	B, D, E		49			*O0	Without [CAU], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Interior Moldings and Pillars
Figure 50-205

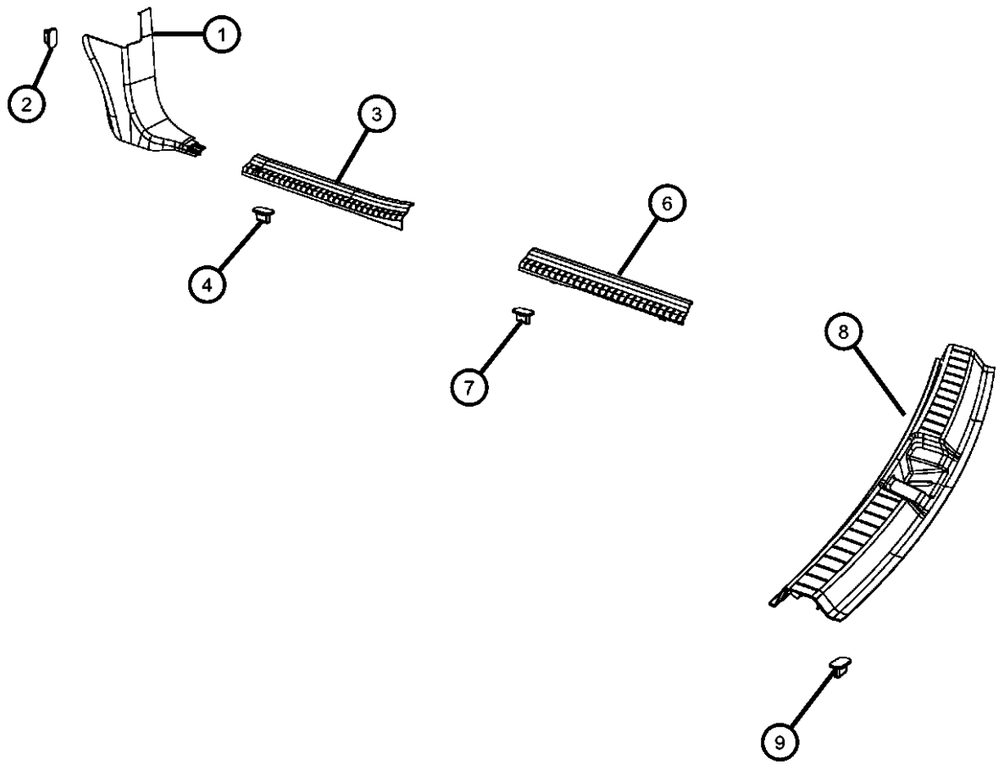


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MK87DW1AA	1	B, D, E		49			*O0	Without [CAU], Left
	1MK93DW1AA	1	B, D, E		49			*O0	
10									CAP, Screw Cover
	1MK94DW1AA	1	B, D, E		49			*O0	With [HBB], Rear
	1MK95DW1AA	1	B, D, E		49			*O0	,
	1MK92DW1AA	1	B, D, E		49			*O0	With [HBB], Front
-11									CAP, Trim, SRS, D-Pillar
	1MK88DW1AA	1	B, D, E		49			*O0	Right
	1MK89DW1AA	1	B, D, E		49			*O0	Left
-12									CLIP, A-Pillar
	68050990AA	1	B, D, E		49			*O0	
		2	B, D, E		49			*O0	
-13	04716985	1	B, D, E		49				PAD, C and D Pillar
-14	68045458AA	1	B, D, E		49			*O0	STUD, Double Ended
-15	68045459AA	1	B, D, E		49			*O0	STUD, M6x1.00x15.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Cowl Side Panel and Scuff Plates
Figure 50-226

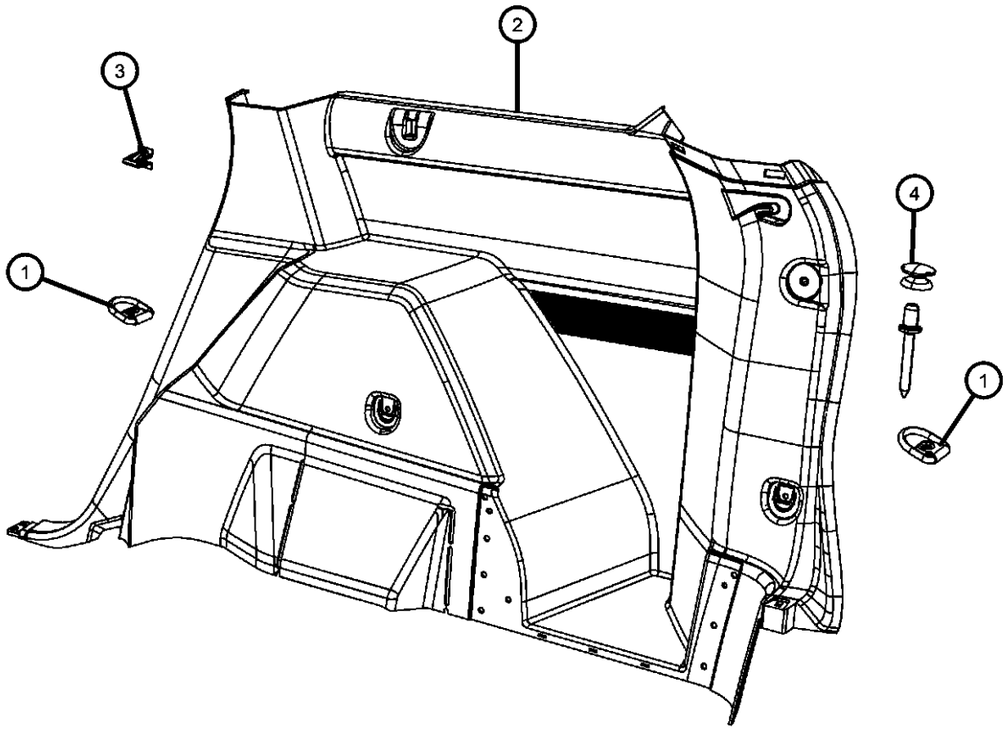


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Cowl Side Trim
	1BE52DK7AB	1	B, D, E		49			*O0	[KA], Right
	1BE52XDVAB	1	B, D, E		49			*O0	[D1], Right
		1	B, D, E		49			*O0	[DV], Right
	1BE53DK7AB	1	B, D, E		49			*O0	[KA], Left
	1BE53XDVAB	1	B, D, E		49			*O0	[D1], Left
		1	B, D, E		49			*O0	[DV], Left
2	06505670AA	3	B, D, E		49				NUT, Plastic
3									PLATE, Scuff
	1BE44DK7AB	1	B, D, E		49			*O0	[KA], Right
	1BE44XDVAB	1	B, D, E		49			*O0	[D1], Right
		1	B, D, E		49			*O0	[DV], Right
	1BE45DK7AB	1	B, D, E		49			*O0	[KA], Left
	1BE45XDVAB	1	B, D, E		49			*O0	[D1], Left
		1	B, D, E		49			*O0	[DV], Left
4	06505670AA	3	B, D, E		49				NUT, Plastic
-5	68045440AA	3	B, D, E		49			*O0	CLIP, Trim
6									PLATE, Scuff
	1BE48DK7AB	1	B, D, E		49			*O0	[KA], Right
	1BE48XDVAB	1	B, D, E		49			*O0	[D1], Right
		1	B, D, E		49			*O0	[DV], Right
	1BE49DK7AB	1	B, D, E		49			*O0	[KA], Left
	1BE49XDVAB	1	B, D, E		49			*O0	[D1], Left
		1	B, D, E		49			*O0	[DV], Left
7	06505670AA	3	B, D, E		49				NUT, Plastic
8									PLATE, Scuff
	1BE73DK7AB	1	B, D, E		49			*O0	[KA]
	1BE73XDVAB	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
9	06505670AA	3	B, D, E		49				NUT, Plastic

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Quarter Trim Panel
Figure 50-235

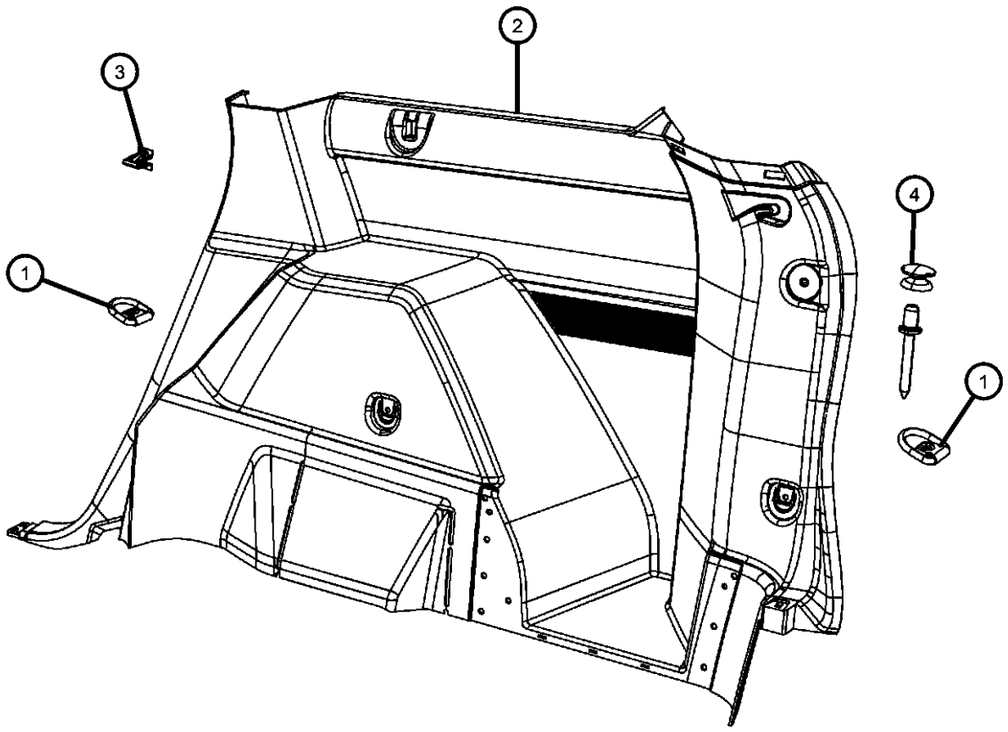


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68045456AA	2	B, D, E		49			*O0	LOOP, Cargo Tie Down
2									PANEL, Quarter Trim
	1CA86XDVAB	1	B, D, E		49			*O0	[D1] , With [CAU] [HBB], Right
		1	B, D, E		49			*O0	[DV] , With [CAU] [HBB], Right
	1CD87DK7AB	1	B, D, E		49			*O0	[KA] , With [CAU] , without [LDD] or [RC9], Left
	1CD87XDVAB	1	B, D, E		49			*O0	[D1] , With [CAU] , without [LDD] or [RC9], Left
		1	B, D, E		49			*O0	[DV] , With [CAU] , without [LDD] or [RC9], Left
	1CU67DK7AB	1	B, D, E		49			*O0	[KA] , Without [LDD] [RC9] [CAU], Left
	1CU67XDVAB	1	B, D, E		49			*O0	[D1] , Without [LDD] [RC9] [CAU], Left
		1	B, D, E		49			*O0	[DV] , Without [LDD] [RC9] [CAU], Left
	1CU68DK7AB	1	B, D, E		49			*O0	[KA] , Without [CAU], Right
	1CU68XDVAB	1	B, D, E		49			*O0	[D1] , Without [CAU], Right
		1	B, D, E		49			*O0	[DV] , Without [CAU], Right
	1FG65DK7AB	1	B, D, E		49			*O0	[KA] , With [LDD] [CAU] , without [RC9], Left
	1FG65XDVAB	1	B, D, E		49			*O0	[D1] , With [LDD] [CAU] , without [RC9], Left
		1	B, D, E		49			*O0	[DV] , With [LDD] [CAU] , without [RC9], Left
	1GA55DK7AB	1	B, D, E		49			*O0	[KA] , With [LDD] , without [CAU] or [RC9], Left
	1GA55XDVAB	1	B, D, E		49			*O0	[D1] , With [LDD] , without [CAU] or [RC9], Left
		1	B, D, E		49			*O0	[DV] , With [LDD] , without [CAU] or [RC9], Left
	1JW25DK7AA	1	B, D, E		49			*O0	[KA] , With [RC9] [CAU] , without [LDD], Left
	1JW25XDVAA	1	B, D, E		49			*O0	[D1] , With [RC9] [CAU] , without [LDD], Left
		1	B, D, E		49			*O0	[DV] , With [RC9] [CAU] , without [LDD], Left
	1JW27DK7AA	1	B, D, E		49			*O0	[KA] , With [LDD] [RC9] [CAU], Left
	1JW27XDVAA	1	B, D, E		49			*O0	[D1] , With [LDD] [RC9] [CAU], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Quarter Trim Panel
Figure 50-235

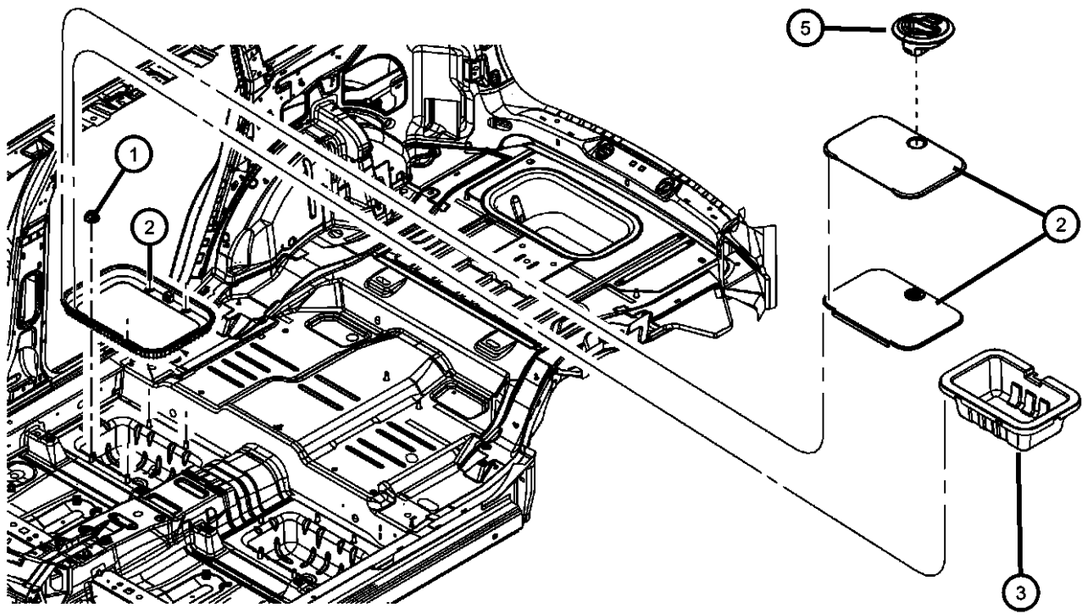


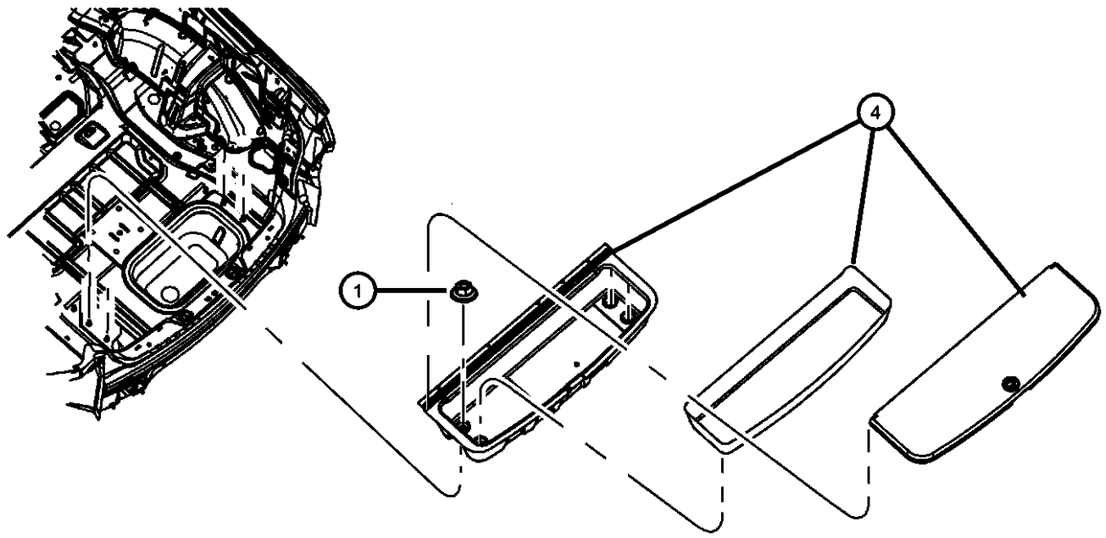
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*O0	[DV] , With [LDD] [RC9] [CAU], Left
	1JW29DK7AA	1	B, D, E		49			*O0	[KA] , With [RC9] , without [CAU] or [LDD], Left
	1JW29XDVAA	1	B, D, E		49			*O0	[D1] , With [RC9] , without [CAU] or [LDD], Left
		1	B, D, E		49			*O0	[DV] , With [RC9] , without [CAU] or [LDD], Left
	1JW31DK7AA	1	B, D, E		49			*O0	[KA] , With [LDD] [RC9] , without [CAU], Left
	1JW31XDVAA	1	B, D, E		49			*O0	[D1] , With [LDD] [RC9] , without [CAU], Left
		1	B, D, E		49			*O0	[DV] , With [LDD] [RC9] , without [CAU], Left
	1CA86DK7AB	1	B, D, E		49			*O0	[KA] , With [CAU] [HBB], Right
3	68045441AA	4	B, D, E		49			*O0	CLIP, Trim
4	68045457AA	2	B, D, E		49			*O0	BUTTON, Cargo Tie Down
-5	04793554AC	1	B, D, E		49				POWER OUTLET
-6	05026520AA	1	B, D, E		49				CAP, Power Outlet
-7	05023972AA	1	B, D, E		49				NET, Cargo

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cargo Organizer
Figure 50-275



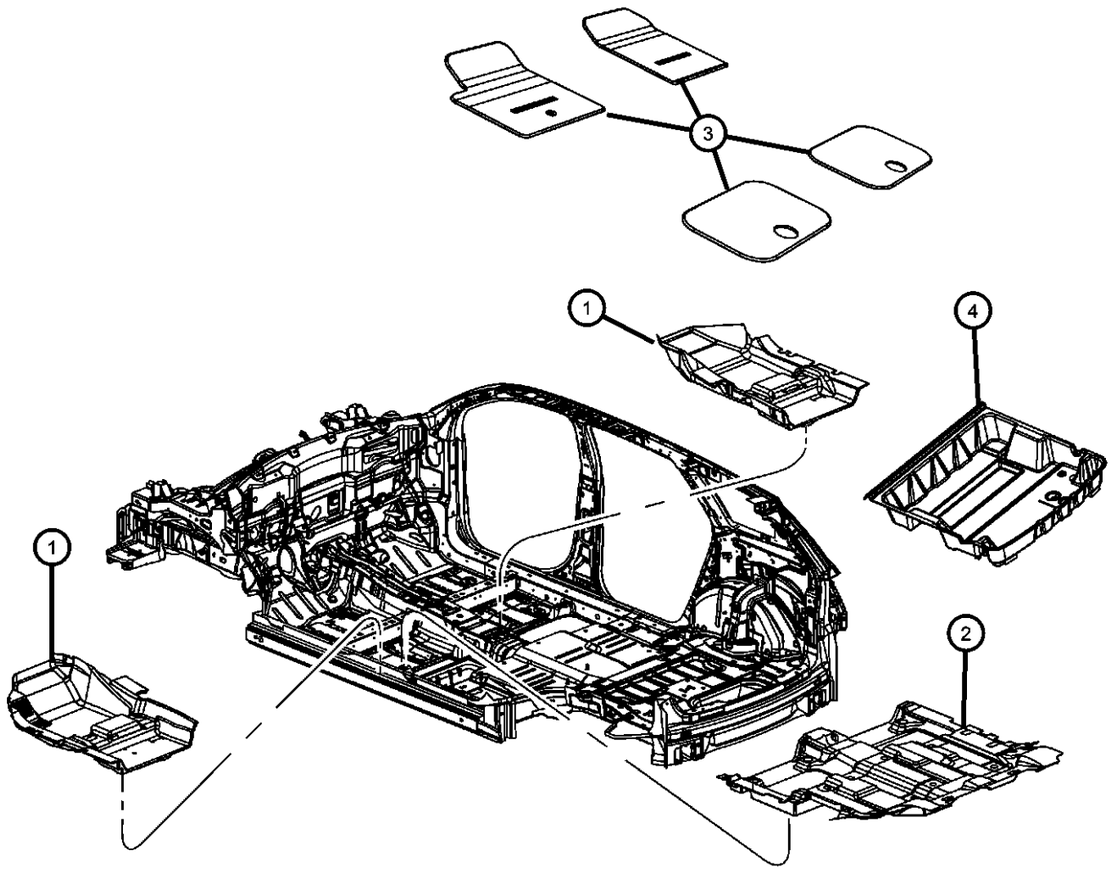


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	06502843	4	B, D, E		49				NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00
2									BIN, Storage
	1BZ93DK7AA	2	B, D, E		49			*O0	[KA]
	1BZ93XDVAA	2	B, D, E		49			*O0	[D1]
		2	B, D, E		49			*O0	[DV]
3									BIN, Floor cargo organizer
	1BZ94XXXAB	2	B, D, E		49			*O0	[D1]
		2	B, D, E		49			*O0	[DV]
		2	B, D, E		49			*O0	[KA]
4									BIN, Cargo Area
	1BE811DVAA	1	B, D, E		49			*O0	[D1] , With [CAU]
		1	B, D, E		49			*O0	[DV] , With [CAU]
	1BE811K7AA	1	B, D, E		49			*O0	[KA] , With [CAU]
5									LATCH, Load Floor Cover
	1CB78DK7AA	2	B, D, E		49			*O0	[KA]
	1CB78XDVAA	2	B, D, E		49			*O0	[D1]
		2	B, D, E		49			*O0	[DV]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Carpet , Complete
Figure 50-305

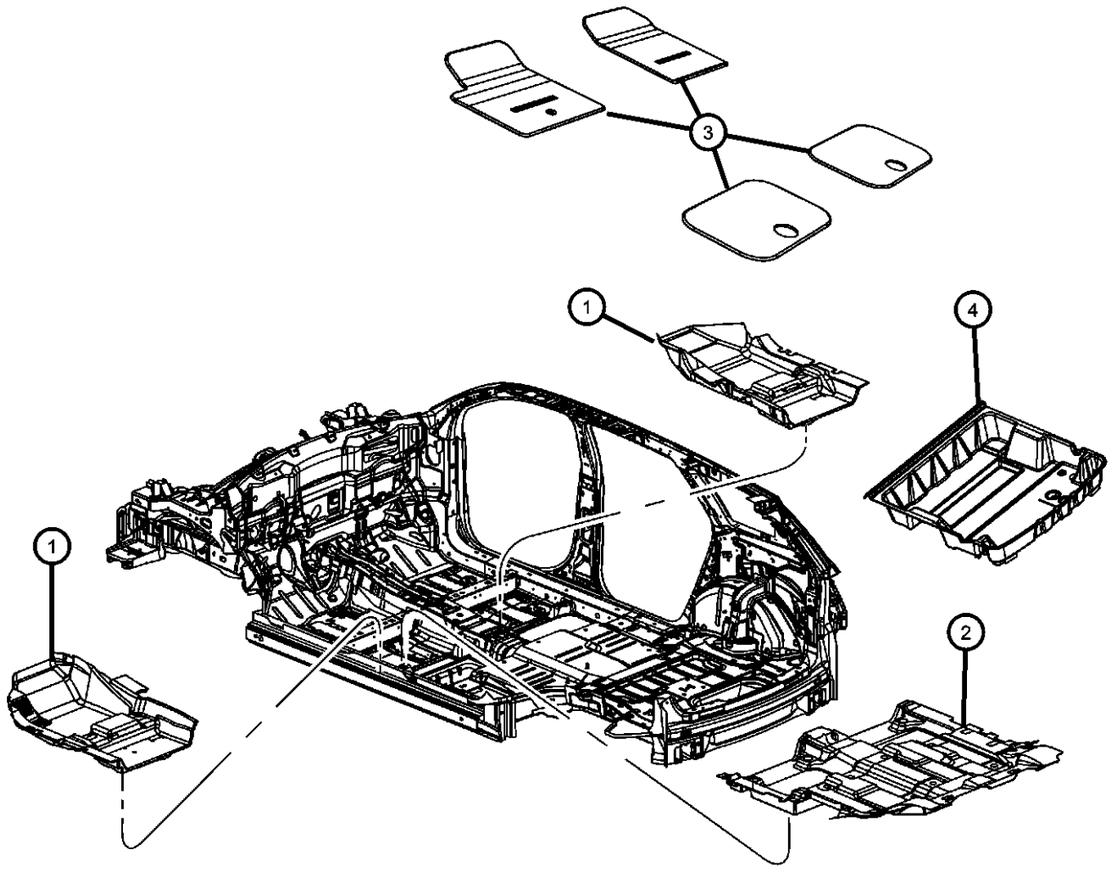


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CARPET, Front Floor
	1DP54DK7AA	1	D, E		49			*O0	[KA], Right
	1DP54XDVAA	1	D, E		49			*O0	[D1], Right
		1	D, E		49			*O0	[DV], Right
	1DP55DK7AA	1	D, E		49			*O0	[KA] , Without [JKV], Left
	1DP55XDVAA	1	D, E		49			*O0	[D1] , Without [JKV], Left
		1	D, E		49			*O0	[DV] , Without [JKV], Left
	1DP57DK7AA	1	B		49			*O0	[KA], Left
	1DP57XDVAA	1	B		49			*O0	[D1], Left
		1	B		49			*O0	[DV], Left
	1GD75DK7AA	1	D, E		49			*O0	[KA] , With [EAG], Left
	1GD75XD-VAA	1	D, E		49			*O0	[D1] , With [EAG], Left
		1	D, E		49			*O0	[DV] , With [EAG], Left
	1DP60DK7AA	1	B		49			*O0	[KA] , With [ECE], Right
	1DP60XDVAA	1	B		49			*O0	[D1] , With [ECE], Right
		1	B		49			*O0	[DV] , With [ECE], Right
	1DP61DK7AA	1	B		49			*O0	[KA] , With [ECE], Left
	1DP61XDVAA	1	B		49			*O0	[D1] , With [ECE], Left
		1	B		49			*O0	[DV] , With [ECE], Left
	1DP58DK7AA	1	D, E		49			*O0	[KA] , With [ECE], Right
	1DP58XDVAA	1	D, E		49			*O0	[D1] , With [ECE], Right
		1	D, E		49			*O0	[DV] , With [ECE], Right
	1DP59DK7AA	1	D, E		49			*O0	[KA] , Without [JKV] , With [EAD], Left
	1DP56DK7AA	1	B		49			*O0	[KA], Right
	1DP56XDVAA	1	B		49			*O0	[D1], Right
		1	B		49			*O0	[DV], Right
	1DP59XDVAA	1	D, E		49			*O0	[DV] , Without [JKV] , With [EAD], Left
		1	D, E		49			*O0	[D1] , Without [JKV] , With [EAD], Left
2									CARPET, Floor
	1DP62DK7AA	1	B, D, E		49			*O0	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Carpet , Complete
Figure 50-305

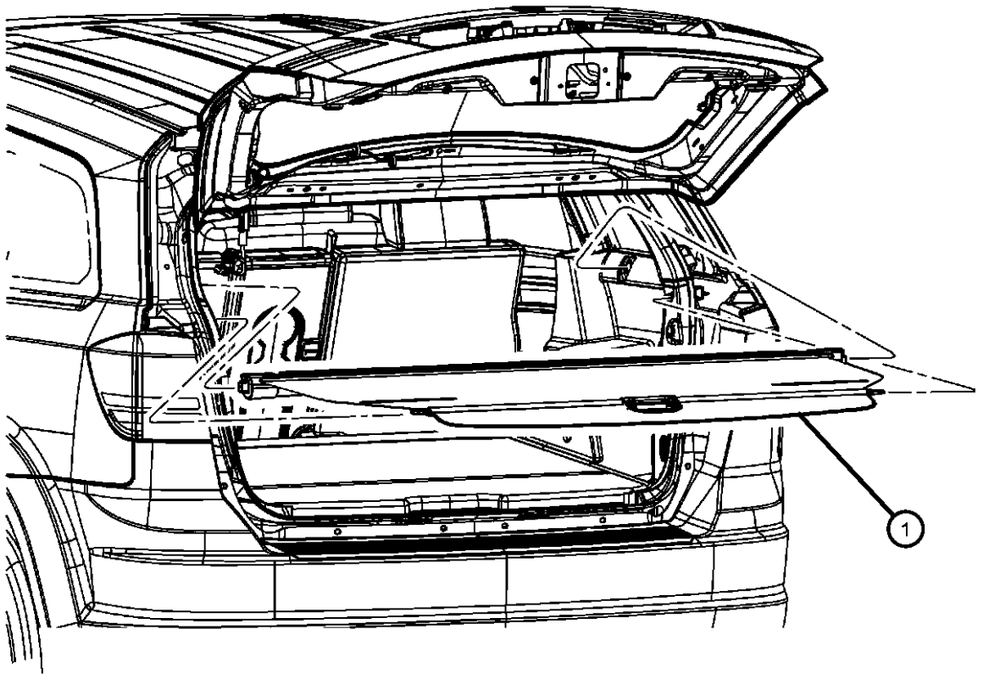


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1DP62XDVAA	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
3									MAT KIT, Floor
	1BG261DVAA	1	D, E		49			*O0	[D1]
	1BG261K7AA	1	D, E		49			*O0	[KA]
	1BG261DVAB	1	D, E		49			*O0	[DV]
	1BG471DVAA	1	B		49			*O0	[D1]
	1BG471K7AA	1	B		49			*O0	[KA]
	1BG471DVAB	1	B		49			*O0	[DV]
4	1CU72XXXAB	2	B, D, E		49			*O0	CARPET, Cargo Floor
-5									HOOK, Mat To Carpet
	68079236AA	1	D, E		49			*O0	
		1	B		49			*O0	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Tonneau Cover
Figure 50-350

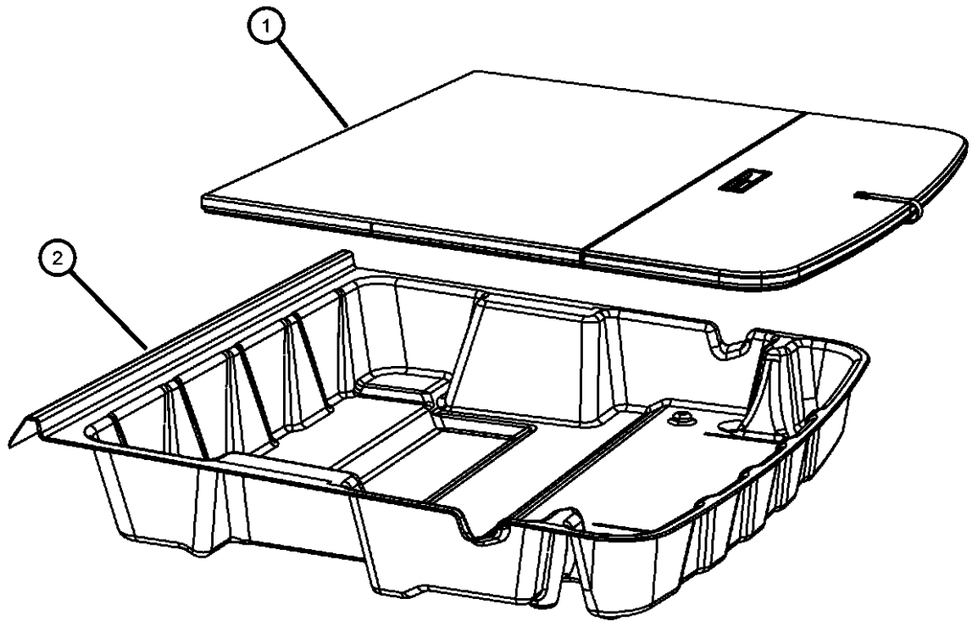


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									COVER, Cargo Compartment
	1DD79XDVAB	1	B, D, E		49			*O0	[D1]
	1DD79XD-VAC	1	B, D, E		49			*O0	[DV]
	1DD79DK7AB	1	B, D, E		49			*O0	[KA]
	1GN29DK7AA	1	B, D, E		49			*O0	[KA] , With [CAU] [CLG]
	1GN29XD-VAA	1	B, D, E		49			*O0	[D1] , With [CAU] [CLG]
		1	B, D, E		49			*O0	[DV] , With [CAU] [CLG]
-2	05023972AA	1	B, D, E		49				NET, Cargo

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Load Floor - Cargo - Without [CAU]
Figure 50-355

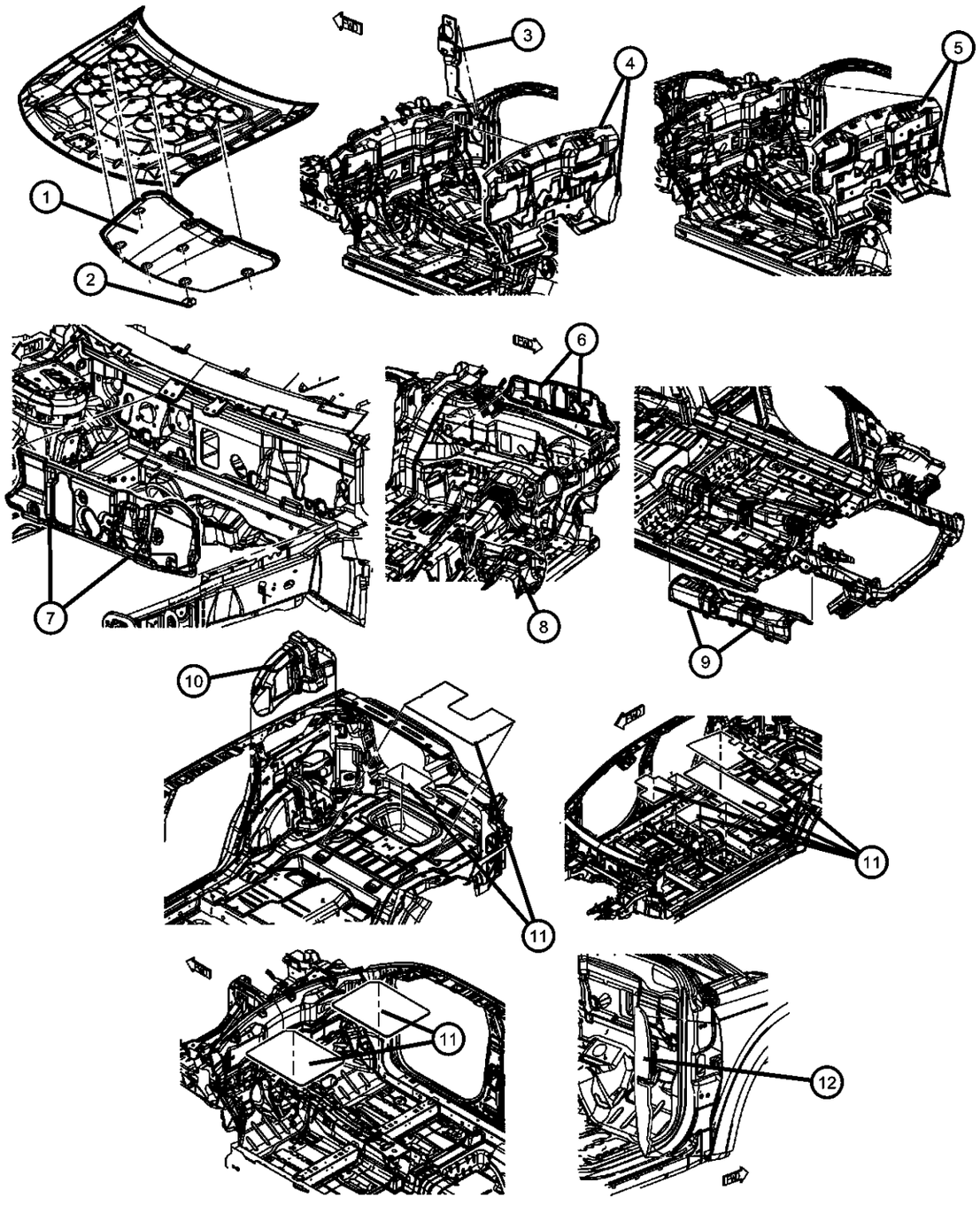


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									LID, Load Floor
	1CU76DK7AB	1	B, D, E		49			*O0	[KA]
	1CU76XDVAB	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
2									CARPET, Cargo Floor
	1CU72XXXAB	2	B, D, E		49			*O0	[D1], Without [CAU]
		2	B, D, E		49			*O0	[DV], Without [CAU]
		2	B, D, E		49			*O0	[KA], Without [CAU]
-3	06502843	4	B, D, E		49				NUT AND WASHER, Hex Nut-Coned Washer, M6 x 1.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Silencers
Figure 50-385

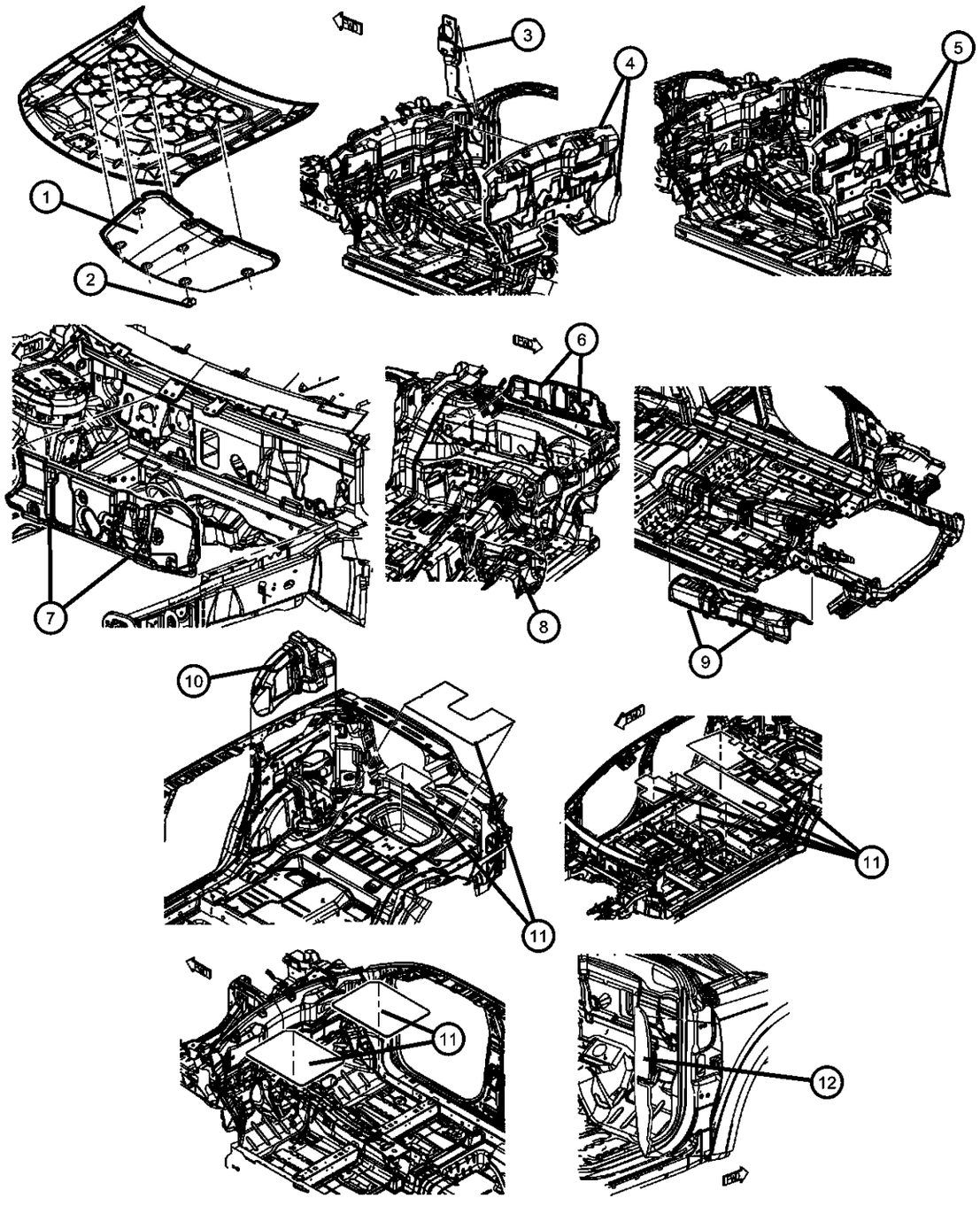


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05076896AB	1	B, D, E		49				SILENCER, Hood
2	04878883AA	6	B, D, E		49				PIN, Push
3									SILENCER, Cowl Side
	04680632AB	1	B, D, E		49				Up To And Including 3-25-2008, Right
	04680632AD	1	B, D, E		49				After 3-25-2008, Right
	04680633AB	1	B, D, E		49				Up To And Including 3-25-2008, Left
	04680633AD	1	B, D, E		49				After 3-25-2008, Left
4									SILENCER, Dash Panel, LHD
	05023904AA	1	D, E		49				
	05023905AA	1	D, E		49				With [ECE] Diesel
	05028895AA	2	B, D, E		49				[X81]
5									SILENCER, Dash Panel, RHD
	05023932AA	1	B		49				
	05023933AA	1	B		49				With [ECE] Diesel
6									SILENCER, Dash Panel, LHD
	05023923AB	1	D, E		49				With [ECE] Diesel
	05178067AB	1	D, E		49				
7									SILENCER, Dash Panel, RHD
	05023926AB	1	B		49				
	05023927AB	1	B		49				With [ECE] Diesel
8									SILENCER, Dash Panel
	05023928AB	1	D, E		49				
	05023929AB	1	D, E		49				With [ECE] Diesel
	05023930AB	1	B		49				
	05023931AB	1	B		49				With [ECE] Diesel
9									SILENCER, Floor Pan Front Tunnel
	05023934AB	1	B, D		49				
		1	E		49				
10									SILENCER, Wheelhouse
	05023874AA	1	B, D, E		49				Right
	05023875AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Silencers
Figure 50-385

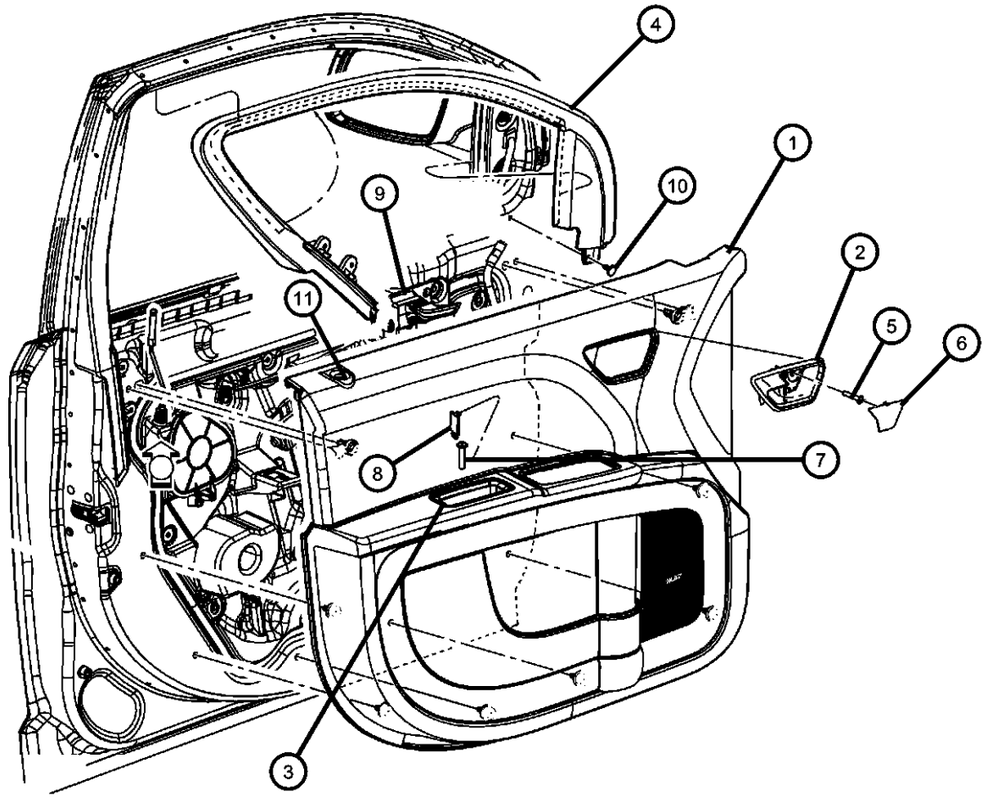


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
11		1							SILENCER, Rear, (NOT SERVICED)
12									SILENCER, Fender to Hinge Pillar
	05178088AA	1	B, D, E		49				Right
	05178089AA	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Door Trim Panels
Figure 50-405

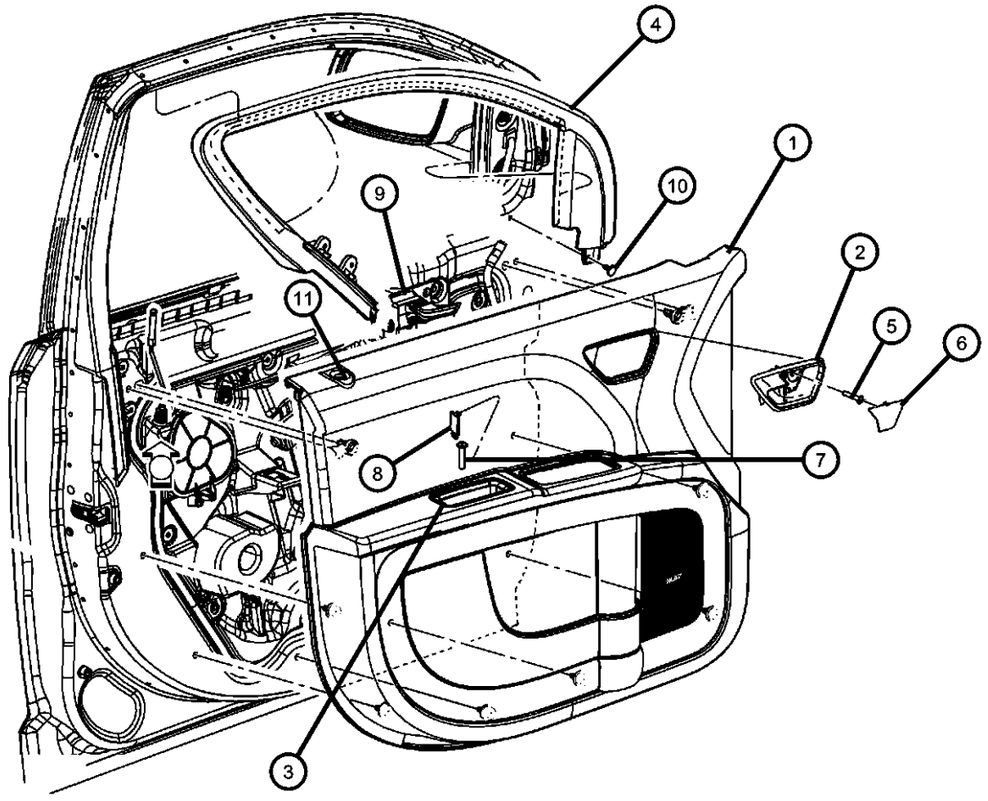


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Front Door Trim
	1BG871K7AC	1	D, E		49			*O0	[KA] , With [CBF], Left
	1BE74XDVAA	1	B, D, E		49			*O0	With [CTL], Right
	1BE75XDVAA	1	B, D, E		49			*O0	With [CTL], Left
	1BG861DVAC	1	D, E		49			*O0	[D1] , With [CBF], Right
	1BG861K7AC	1	D, E		49			*O0	[KA] , With [CBF], Right
	1BG871DVAC	1	D, E		49			*O0	[D1] , With [CBF], Left
	1BG901DVAC	1	D, E		49			*O0	[D1] , With [CBW], Right
	1BG901K7AC	1	D, E		49			*O0	[KA] , With [CBW], Right
	1BG911DVAC	1	D, E		49			*O0	[D1] , With [CBW], Left
	1BG911K7AC	1	D, E		49			*O0	[KA] , With [CBW], Left
	1HX901DVAC	1	B, D, E		49			*O0	[D1] , With [CBW] , Export, Right
	1HX901K7AC	1	B, D, E		49			*O0	[KA] , With [CBW] , Export, Right
	1HX911DVAC	1	B, D, E		49			*O0	[D1] , With [CBW] , Export, Left
	1HX911K7AC	1	B, D, E		49			*O0	[KA] , With [CBW] , Export, Left
	1HX941D0AA	1	B, D, E		49			*O0	[D1] , With [CBF] , Export, Right
	1HX941K0AA	1	B, D, E		49			*O0	[KA] , With [CBF] , Export, Right
	1HX951D0AA	1	B, D, E		49			*O0	[D1] , With [CBF] , Export, Left
	1HX951K0AA	1	B, D, E		49			*O0	[KA] , With [CBF] , Export, Left
-2	68045836AA	8	B, D, E		49			*O0	CLIP, Also Included With Item 1, Trim Panel Attach
3									BEZEL, Remote Handle
	1GC78XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Right
	1GC79DK7AA	1	B, D, E		49			*O0	[KA], Left
	1GC79XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Left
	1GC78DK7AA	1	B, D, E		49			*O0	[KA], Right
4									CUP, Door Pull
	1MQ191K7AA	1	B, D, E		49			*O0	[KA]
	1MQ191DVAA	1	B, D, E		49			*O0	[D1]
5									MOLDING, Door Window Opening
	1EF03XXXAA	1	B, D, E		49			*O0	[D1], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Door Trim Panels
Figure 50-405

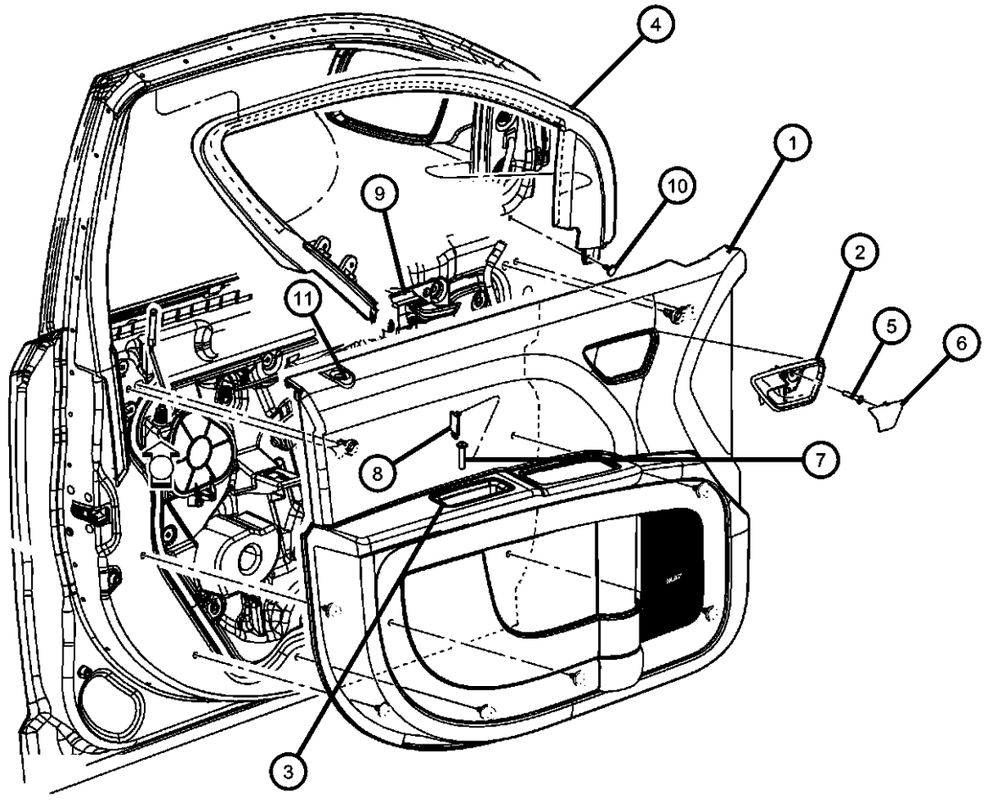


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*O0	[DV], Left
		1	B, D, E		49			*O0	[KA], Left
	1EF04XXXAA	1	B, D, E		49			*O0	[DV], Right
	1JB03XXXAA	1	B, D, E		49			*O0	[KA] , With [RC9], Left
	1JB04XXXAA	1	B, D, E		49			*O0	[D1] , With [RC9], Right
		1	B, D, E		49			*O0	[DV] , With [RC9], Right
		1	B, D, E		49			*O0	[KA] , With [RC9], Right
		1	B, D, E		49			*O0	[D1] , With [RC9], Left
		1	B, D, E		49			*O0	[DV] , With [RC9], Left
		1	B, D, E		49			*O0	[KA], Right
		1	B, D, E		49			*O0	[D1], Right
6	06509232AA	2	B, D, E		49				SCREW, M4.2x1.41x13.00
7									COVER, Handle screw
	1GC83XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Left
	1GC82DK7AA	1	B, D, E		49			*O0	[KA], Right
	1GC82XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Right
	1GC83DK7AA	1	B, D, E		49			*O0	[KA], Left
8	06509147AA	1	B, D, E		49				SCREW, M6x1.00x20.00
9									CAP, Pull Cup Screw Cover
	1MV231K7AA	1	B, D, E		49			*O0	[KA]
	1MV231KGAA	1	B, D, E		49			*O0	[KA] , Export
	1MV23XD-VAA	1	B, D, E		49			*O0	[DV]
	1MV231DGAA	1	B, D, E		49			*O0	[D1] , Export
	1MV231DVAA	1	D, E		49			*O0	[D1]
10									HANDLE, Door Interior
	68043746AA	1	B, D, E		49				Right
	68043747AA	1	B, D, E		49				Left
11	06509103AA	6	B, D, E		49				PIN, Push
12									BEZEL, Lock Knob

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Door Trim Panels
Figure 50-405

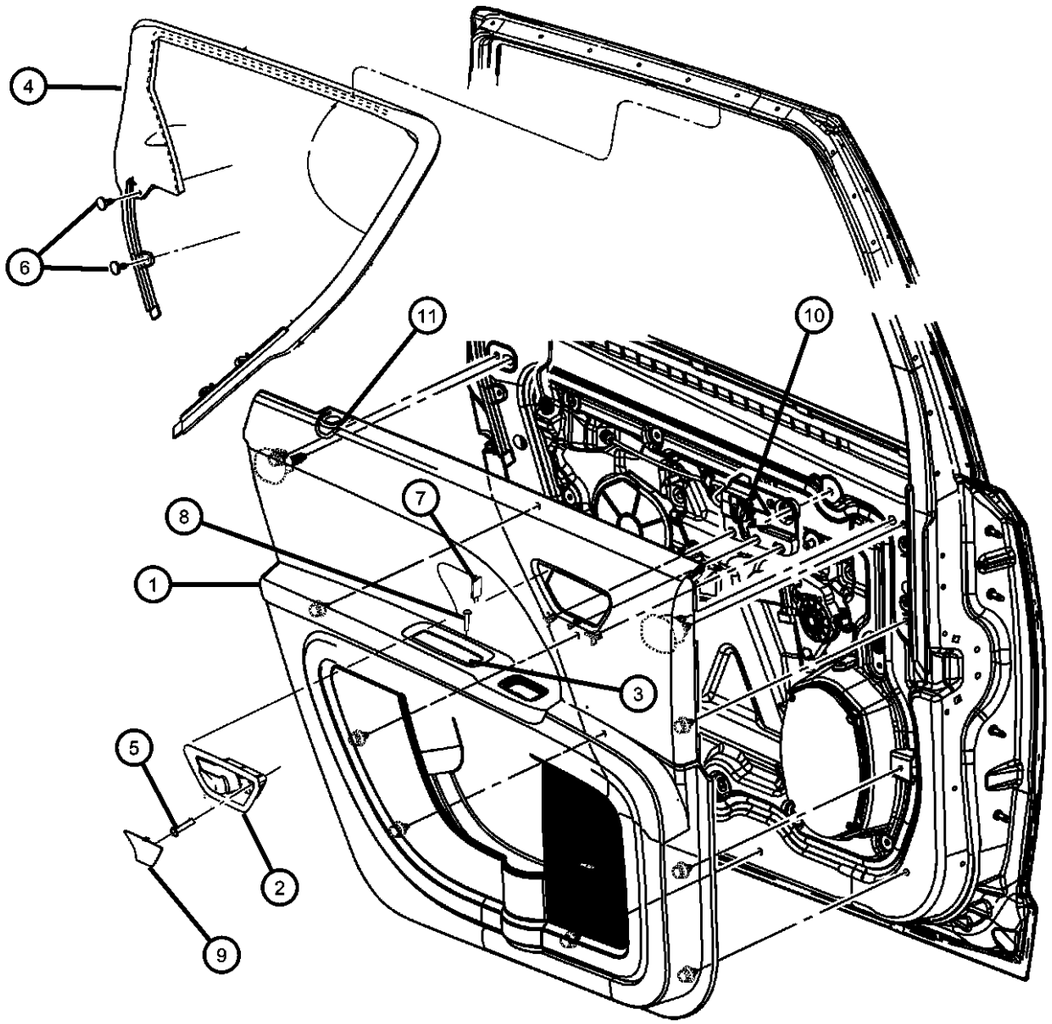


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1MR691DVAA	1	B, D, E		49			*O0	[D1]
	1MR691K7AA	1	B, D, E		49			*O0	[KA]
-13	68045837AA	2	B, D, E		49			*O0	SEAL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door Trim Panels
Figure 50-415

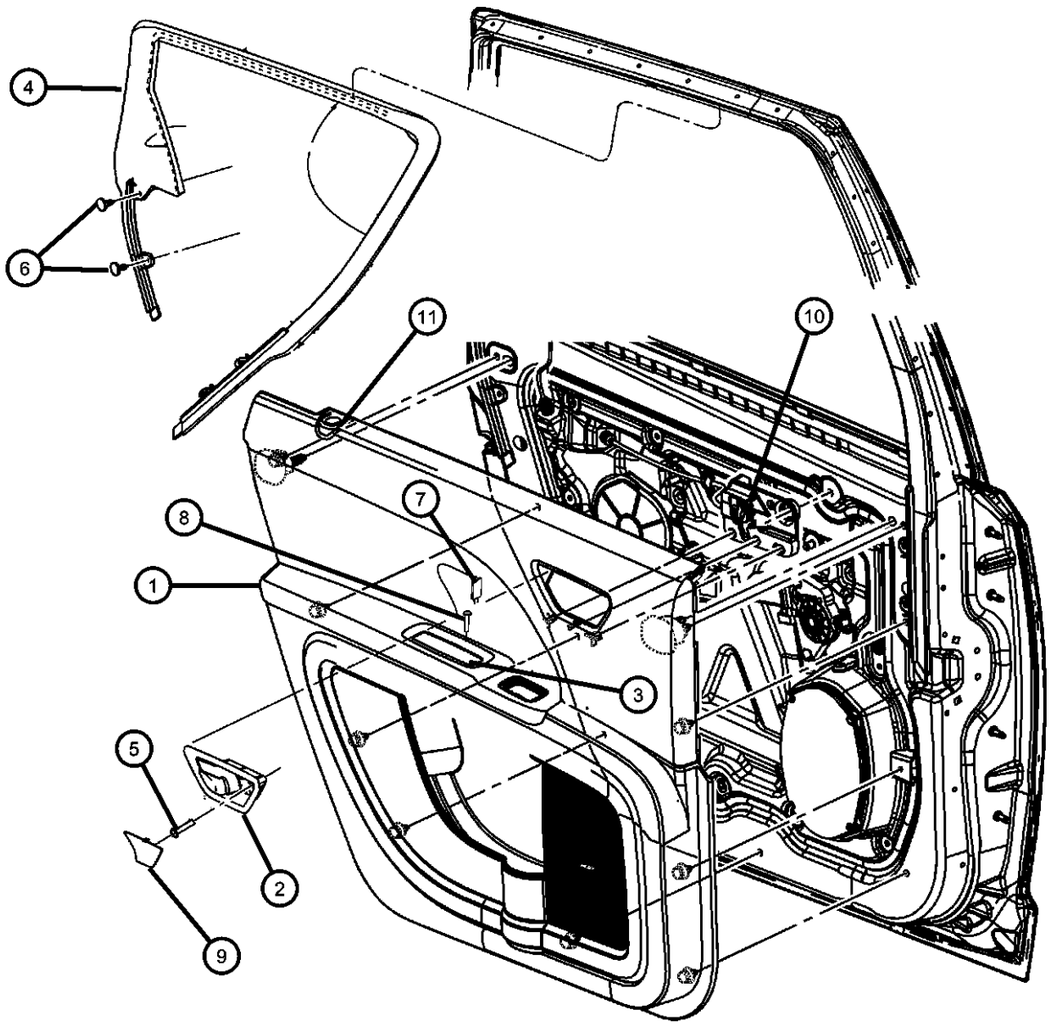


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Rear Door Trim
	1BE78XDVAA	1	B, D, E		49			*O0	[DV] , With [CTL], Right
	1BE79XDVAA	1	B, D, E		49			*O0	[DV] , With [CTL], Left
	1BH041DVAC	1	B, D, E		49			*O0	[D1] , With [CBF], Right
	1BH041K7AC	1	B, D, E		49			*O0	[KA] , With [CBF], Right
	1BH051DVAC	1	B, D, E		49			*O0	[D1] , With [CBF], Left
	1BH051K7AC	1	B, D, E		49			*O0	[KA] , With [CBF], Left
	1HX921DVAC	1	B, D, E		49			*O0	[D1] , Export , With [CBW], Right
	1HX921K7AC	1	B, D, E		49			*O0	[KA] , Export , With [CBW], Right
	1HX931DVAC	1	B, D, E		49			*O0	[D1] , Export , With [CBW], Left
	1HX931K7AC	1	B, D, E		49			*O0	[KA] , Export , With [CBW], Left
	1HX961D0AA	1	B, D, E		49			*O0	[D1] , Export , With [CBF], Right
	1HX961K0AA	1	B, D, E		49			*O0	[KA] , Export , With [CBF], Right
	1HX971D0AA	1	B, D, E		49			*O0	[D1] , Export , With [CBF], Left
	1HX971K0AA	1	B, D, E		49			*O0	[KA] , Export , With [CBF], Left
	1BH061DVAC	1	B, D, E		49			*O0	[D1] , With [CBW], Right
	1BH061K7AC	1	B, D, E		49			*O0	[KA] , With [CBW], Right
	1BH071DVAC	1	B, D, E		49			*O0	[D1] , With [CBW], Left
	1BH071K7AC	1	B, D, E		49			*O0	[KA] , With [CBW], Left
2									BEZEL, Remote Handle
	1GC79DK7AA	1	B, D, E		49			*O0	[KA], Left
	1GC79XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Left
	1GC78DK7AA	1	B, D, E		49			*O0	[KA], Right
	1GC78XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Right
3									CUP, Door Pull
	1MQ191DVAA	1	B, D, E		49			*O0	[D1]
	1MQ191K7AA	1	B, D, E		49			*O0	[K7]
4									MOLDING, Door Window Opening
	1EF01XXXAA	1	B, D, E		49			*O0	[DV], Left
		1	B, D, E		49			*O0	[KA], Left
	1EF02XXXAA	1	B, D, E		49			*O0	[D1], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Door Trim Panels
Figure 50-415

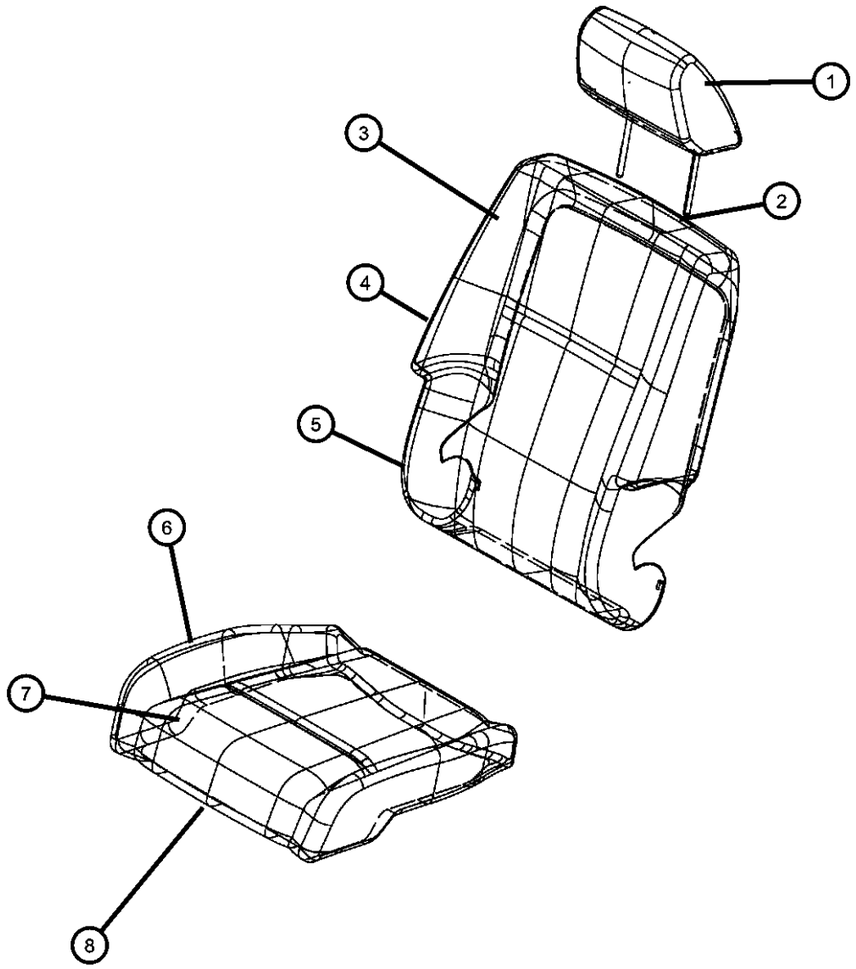


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*O0	[DV], Right
		1	B, D, E		49			*O0	[KA], Right
		1	B, D, E		49			*O0	[D1], Left
5	06509232AA	2	B, D, E		49				SCREW, M4.2x1.41x13.00
6	06509103AA	8	B, D, E		49				PIN, Push
7									CAP, Pull Cup Screw Cover
	1MV231DVAA	1	B, D, E		49			*O0	[D1]
	1MV231K7AA	1	D, E		49			*O0	[KA]
	1MV231DGAA	1	B, D, E		49			*O0	[DV] , Export
	1MV23XD-VAA	1	B, D, E		49			*O0	[DV]
	1MV231KGAA	1	B, D, E		49			*O0	[KA] , Export
8	06509147AA	1	B, D, E		49				SCREW, M6x1.00x20.00
9									COVER, Handle screw
	1GC82DK7AA	1	B, D, E		49			*O0	[KA], Right
	1GC82XD-VAA	1	B, D, E		49			*O0	[D1], [DV], Right
		1	B, D, E		49			*O0	[D1], [DV], Left
	1GC83DK7AA	1	B, D, E		49			*O0	[KA], Left
10									HANDLE, Door Interior
	68043746AA	1	B, D, E		49				Right
	68043747AA	1	B, D, E		49				Left
11									BEZEL, Lock Knob
	1MR691DVAA	1	B, D, E		49			*O0	[D1]
	1MR691K7AA	1	B, D, E		49			*O0	[KA]
-12	68045837AA	2	B, D, E		49			*O0	SEAL

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [A7]
Figure 50-505

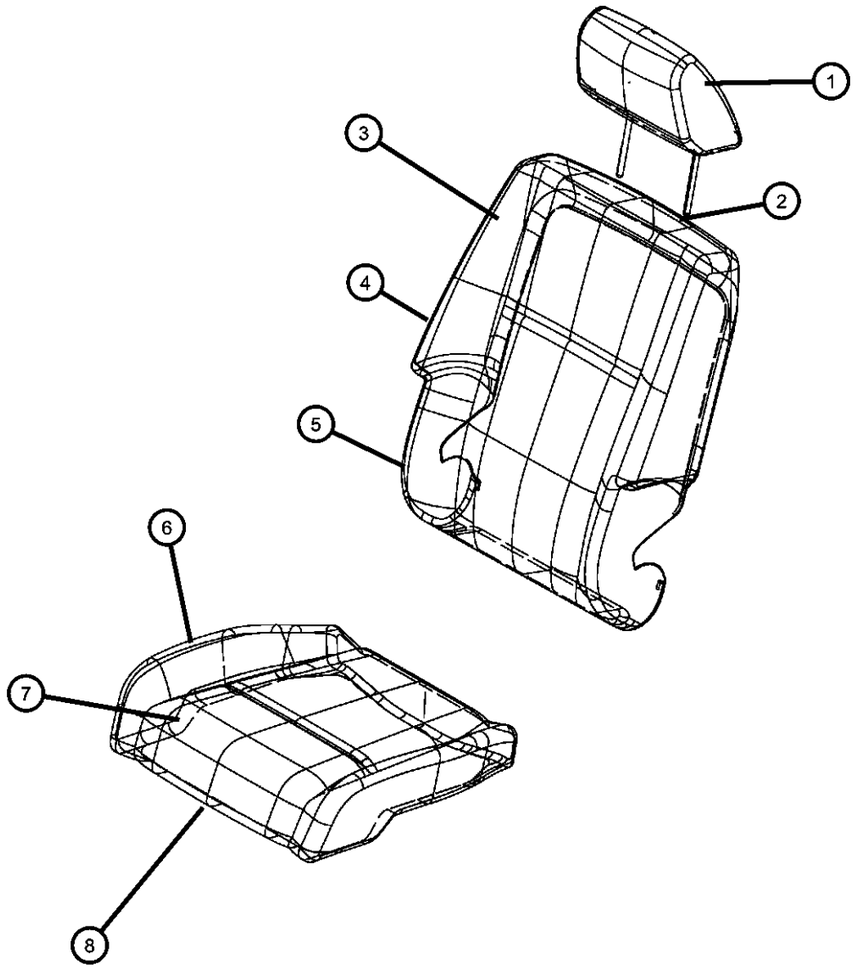


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Front
	1LQ861DVAA	2	D, E		49			*A7	Export
		2	D, E		49			*A7	
2									SLEEVE, Headrest
	1DS911D1AA	2	D, E		49			*A7	Export, Locking
	1DS941DVAA	2	D, E		49			*A7	, Slave Cylinder
		2	D, E		49			*A7	Export, Slave Cylinder
		2	D, E		49			*A7	Locking
3									COVER, Front Seat Back
	1LR191DVAA	1	B		49			*A7	Export, Left
	1LQ841DVAA	1	D, E		49			*A7	, Right
	1LQ851DVAA	1	D, E		49			*A7	Left
	1LR181DVAA	1	B		49			*A7	Export, Right
4									FOAM, Front Seat Back
	68037170AA	1	D, E		49			*A7	Left
	68041774AA	1	D, E		49			*A7	[CJ1], Left
		1	B		49			*A7	Left
	68043315AA	1	D, E		49			*A7	Right
		1	D, E		49			*A7	Export
5									FRAME, Front Seat Back
	04610144AA	1	B		49			*A7	Export, Right
		1	D, E		49			*A7	, Right
	04610145AA	1	B		49			*A7	Export, Left
		2	D, E		49			*A7	Left
6									COVER, Front Seat Cushion
	1LQ831D5AA	2	D, E		49			*A7	[D5]
	1LQ831DVAA	2	D, E		49			*A7	[DV]
		2	D, E		49			*A7	Export
	1LQ831K7AA	2	D, E		49			*A7	[KA]
7									FOAM, Seat Cushion
	68037291AA	2	D, E		49			*A7	
		2	D, E		49			*A7	Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [A7]
Figure 50-505

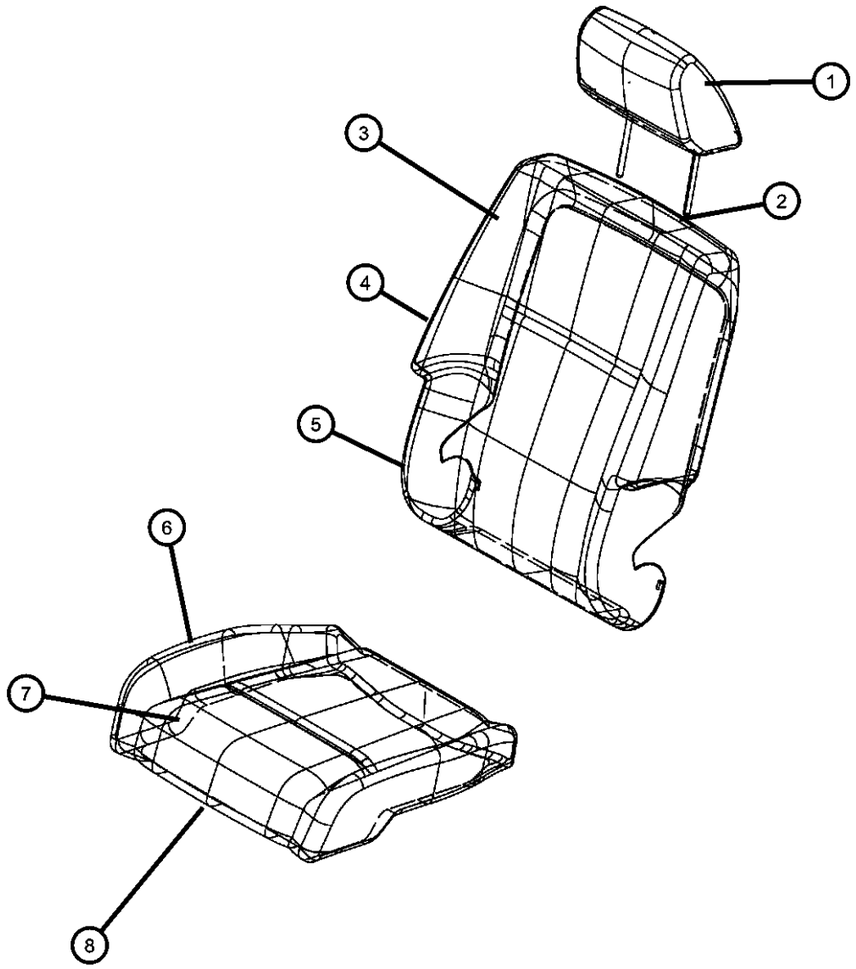


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
8									PAN, SEAT CUSHION
	04610165AA	2	D, E		49			*A7	Export
		2	D, E		49			*A7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [D5]
Figure 50-510

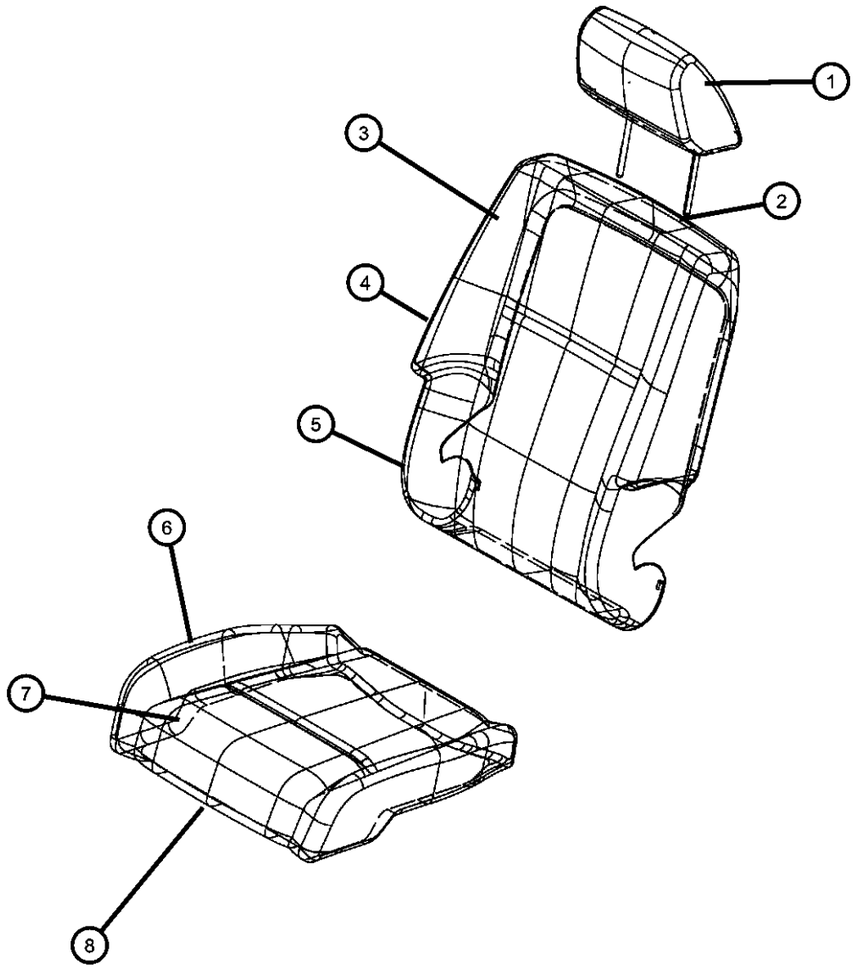


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Front
	1LQ751DVAA	1	D, E		49			*D5	
		2	B		49			*D5	
2									SLEEVE, Headrest
	1DS911DVAA	1	B		49			*D5	Locking
		2	D, E		49			*D5	Locking
	1DS941DVAA	2	B		49			*D5	Slave Cylinder
		2	D, E		49			*D5	Slave Cylinder
3									COVER, Front Seat Back
	1LT291DVAA	1	D, E		49			*D5	With [CJ1], Left
	1LT301DVAA	1	B		49			*D5	, Left
	1LT311DVAA	1	B		49			*D5	Right
	1MX681DVAA	1	D, E		49			*D5	Mexico, Right
	1MX691DVAA	1	D, E		49			*D5	Mexico, Left
	1LH271DVAA	1	D, E		49			*D5	Left
	1LH301DVAA	1	D, E		49			*D5	Right
	1LT281DVAA	1	D, E		49			*D5	With [CJ1], Right
4									FOAM, Seat Back
	68037170AA	1	D, E		49			*D5	With [JPS]
	68043315AA	1	D, E		49			*D5	
		1	B		49			*D5	
	68046630AA	4	B		49			*D7	With [JPS]
5									FRAME, Front Seat Back
	04610144AA	1	D, E		49			*D5	Right
	04610145AA	1	D, E		49			*D5	Left
		1	B		49			*D5	Left
	04610148AA	1	B		49			*D5	Right
6									COVER, Front Seat Cushion
	1LB361DVAA	2	D, E		49			*D5	
	1LQ871DVAA	2	B		49			*D5	
7									FOAM, Seat Cushion
	68037291AA	1	D, E		49			*D5	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [D5]
Figure 50-510

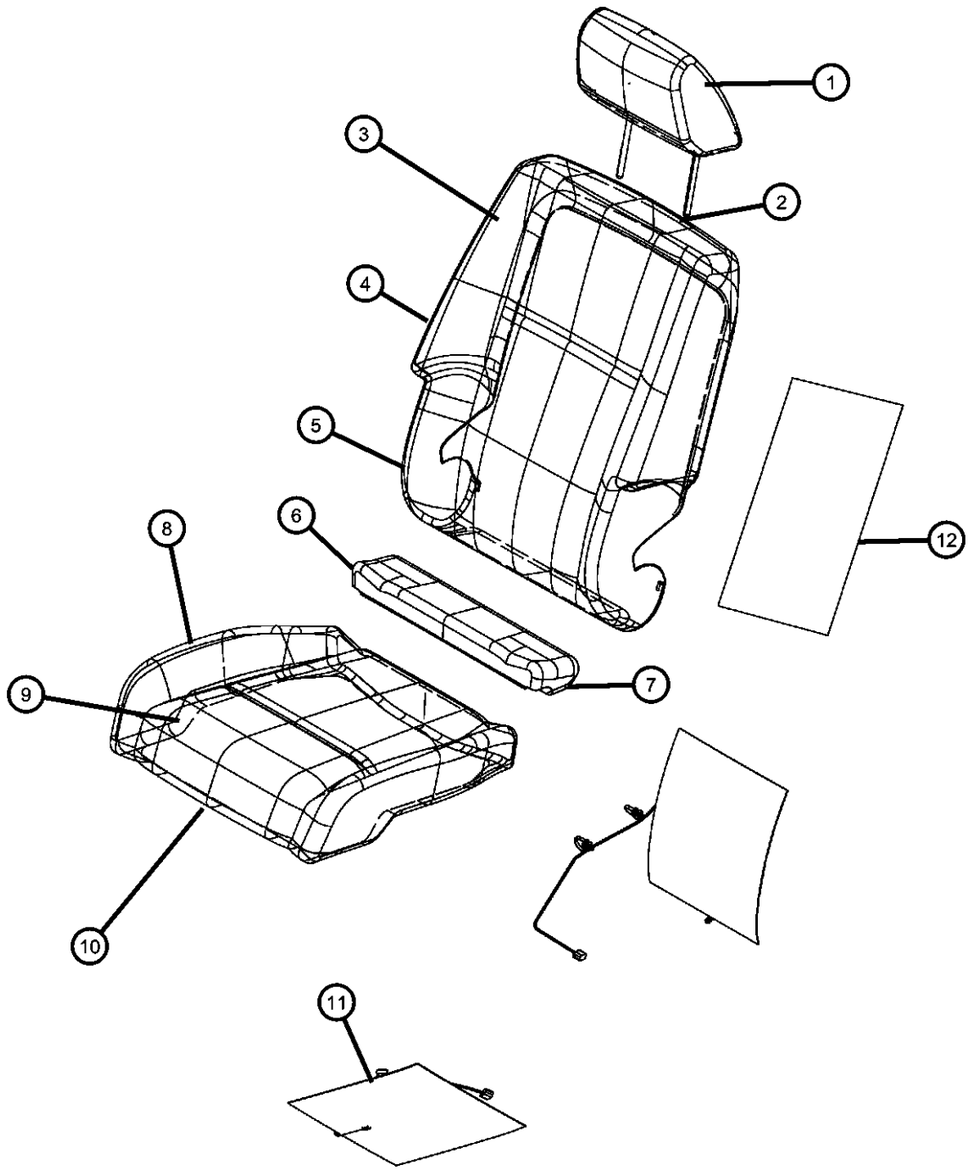


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		2	D, E		49			*D5	
8									PAN, SEAT CUSHION
	04610165AA	2	D, E		49			*D5	
		2	B		49			*D5	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [D7]
Figure 50-515

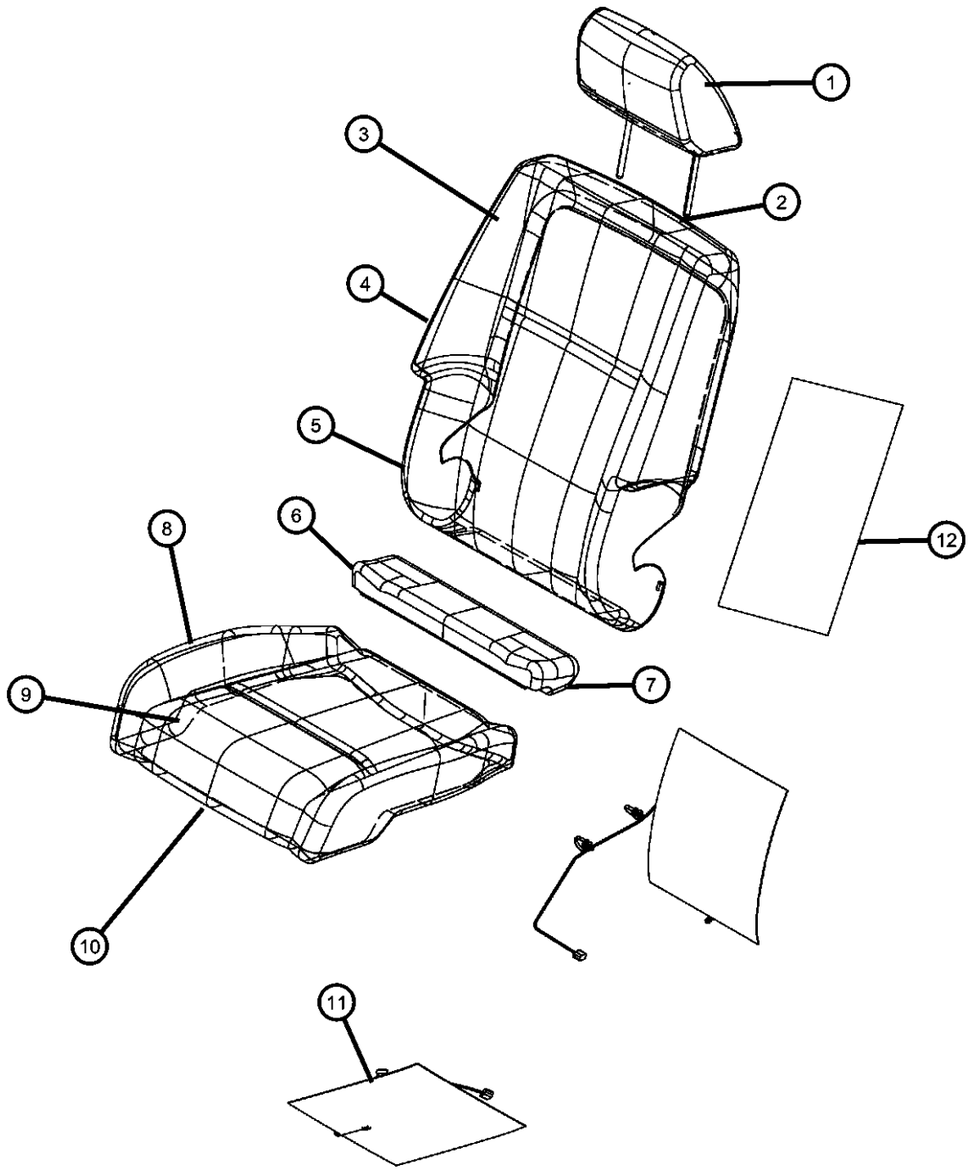


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Front
	1LQ751K7AA	2	B		49			*D7	[KA]
	1LQ751DVAA	2	B		49			*D7	[D1]
		2	D, E		49			*D7	[KA]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
2									SLEEVE, Headrest
	1DS941DVAA	2	D, E		49			*D7	[D1], Slave Cylinder
	1DS911KAAA	2	D, E		49			*D7	[KA], Locking
	1DS911DVAA	2	D, E		49			*D7	[D1], Locking
	1DS911K7AA	1	B		49			*D7	[KA], Locking
		3	B, D, E		49			*D7	[D1], Locking
		2	B		49			*D7	[D1], Slave Cylinder
	1DS941KAAA	2	D, E		49			*D7	[KA], Slave Cylinder
	1DS941K7AA	1	B		49			*D7	[KA], Slave Cylinder
3									COVER, Front Seat Back
	1LQ961DVAA	1	D, E		49			*D7	[D1], Right
		1	D, E		49			*D7	[DV], Right
	1LQ961K7AA	1	D, E		49			*D7	[KA] Export, Right
	1LR451K7AA	1	B		49			*D7	[KA], Left
	1LQ911DVAA	1	D, E		49			*D7	[DV], Left
	1LQ911K7AA	1	D, E		49			*D7	[KA] Export, Left
		1	D, E		49			*D7	[D1], Left
	1LR381DVAA	1	B		49			*D7	[D1], Right
	1LR381K7AA	1	B		49			*D7	[KA], Right
	1LR451DVAA	1	B		49			*D7	[D1], Left
	1QP04DKAAA	1	D, E		49			*D7	[KA], Right
	1QP031K7AA	1	D, E		49			*D7	[KA], Left
4									FOAM, Front Seat Back
	68041775AA	1	D, E		49			*D7	Left
	68043357AA	1	B		49			*D7	Left
	68043315AA	1	B		49			*D7	Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [D7]
Figure 50-515

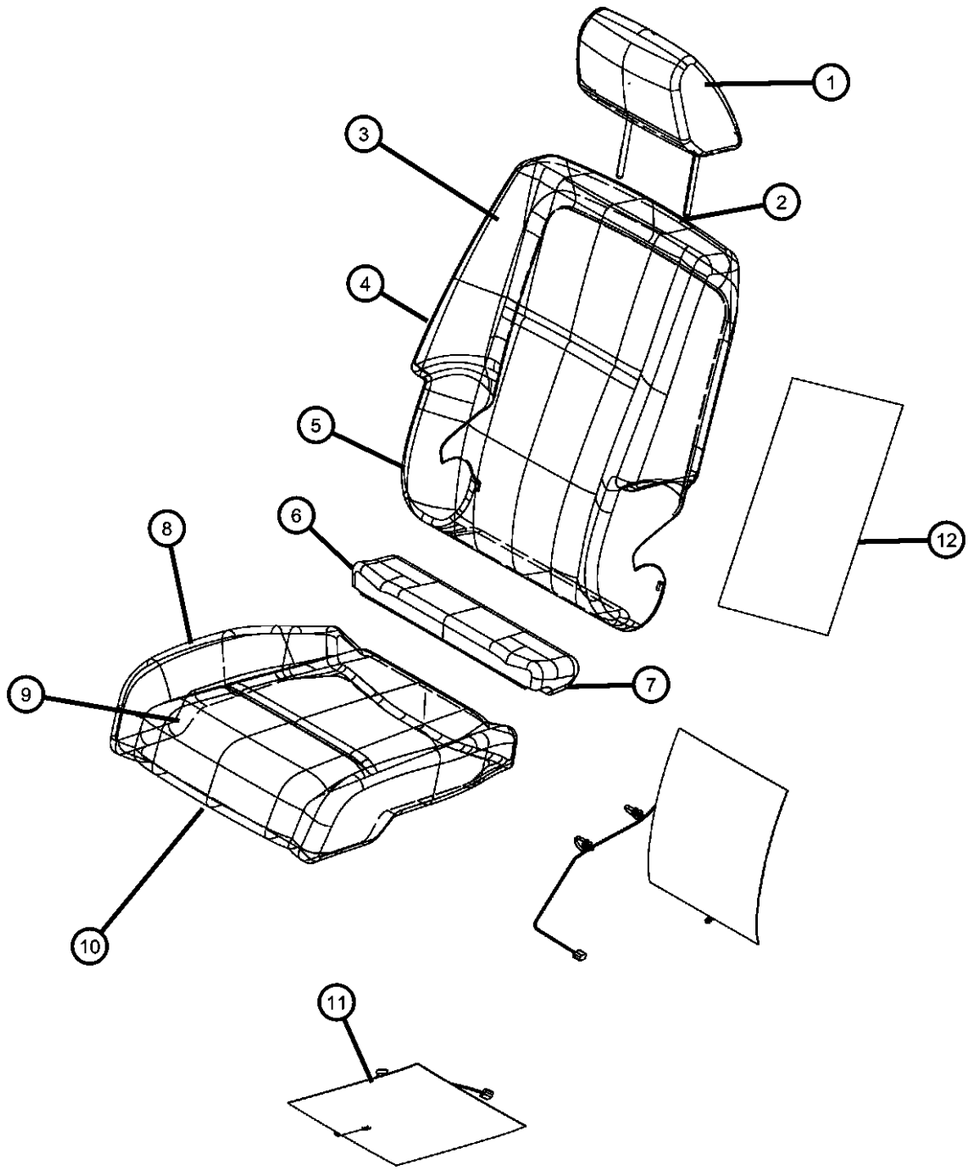


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68037170AA	1	D, E		49			*D7	With [JPS+CDW+JPM+CVG]
	68041774AA	1	D, E		49			*D7	Right
		1	D, E		49			*D7	With [JPS+CDW+CVG]
5									FRAME, Front Seat Back
	04610146AA	1	D, E		49			*D7	Right
	04610149AA	1	D, E		49			*D7	Left
	04610147AA	1	B		49			*D7	Left
	04610148AA	1	B		49			*D7	Right
6									COVER, Front Seat Cushion
	1LB511DVAA	1	D, E		49			*D7	[DV]
	1LQ891K7AA	1	D, E		49			*D7	[KA] , Export
		1	D, E		49			*D7	[D1]
		1	B		49			*D7	[KA] , Export
7									PAD, Front Seat Cushion
	68041166AA	1	B		49			*D7	
	68041763AA	1	D, E		49			*D5	
8									COVER, Front Seat Cushion
	1LB501DVAA	1	D, E		49			*D7	[D1], Right
	1LB361DVAA	1	D, E		49			*D7	[DV], Left
		1	D, E		49			*D7	[D1], Left
		1	D, E		49			*D7	[DV], Right
	1LQ871K7AA	1	D, E		49			*D7	[KA], Left
	1LQ871DVAA	1	D, E		49			*D7	[D1] , Export, Left
		1	D, E		49			*D7	[DV] , Export, Left
	1LQ881K7AA	1	D, E		49			*D7	[KA], Right
	1LQ881DVAA	1	D, E		49			*D7	[D1] , Export, Right
		1	D, E		49			*D7	[DV] , Export, Right
9									FOAM, Seat Cushion
	68037291AA	1	D, E		49			*D7	
		1	D, E		49			*D7	Export
10									FRAME, Seat cushion

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [D7]
Figure 50-515

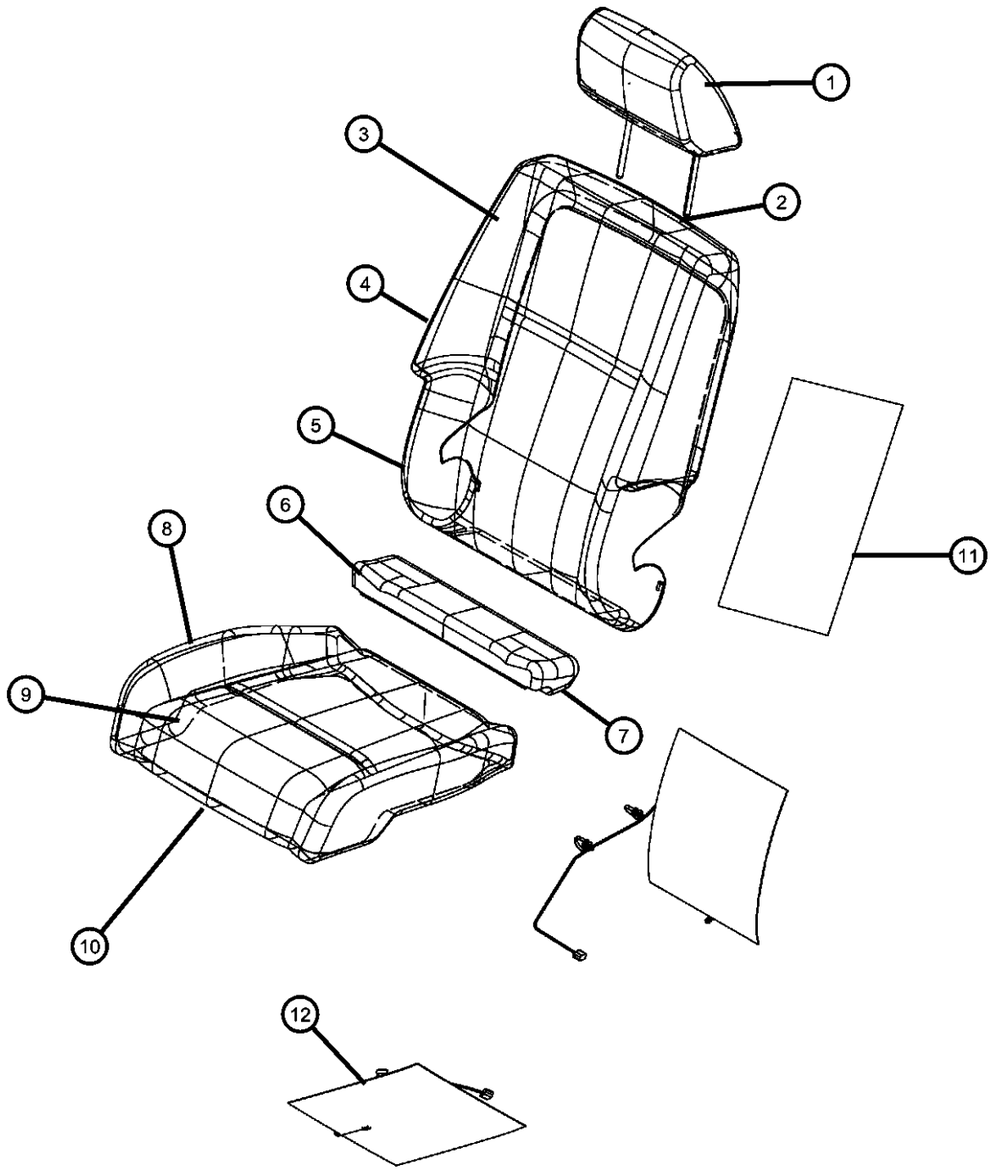


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04610165AA	1	D, E		49			*D7	
		1	D, E		49			*D7	Export
11									HEATED PAD, Seat Cushion
	68042231AA	1	B		49			*D7	Passenger
	68042228AA	1	B		49			*D7	Driver
		1	D, E		49			*D7	Passenger
		1	D, E		49			*D7	Driver
12									HEATED PAD, Seat Back
	68042229AA	1	D, E		49			*D7	
		1	D, E		49			*D7	Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [GL]
Figure 50-520

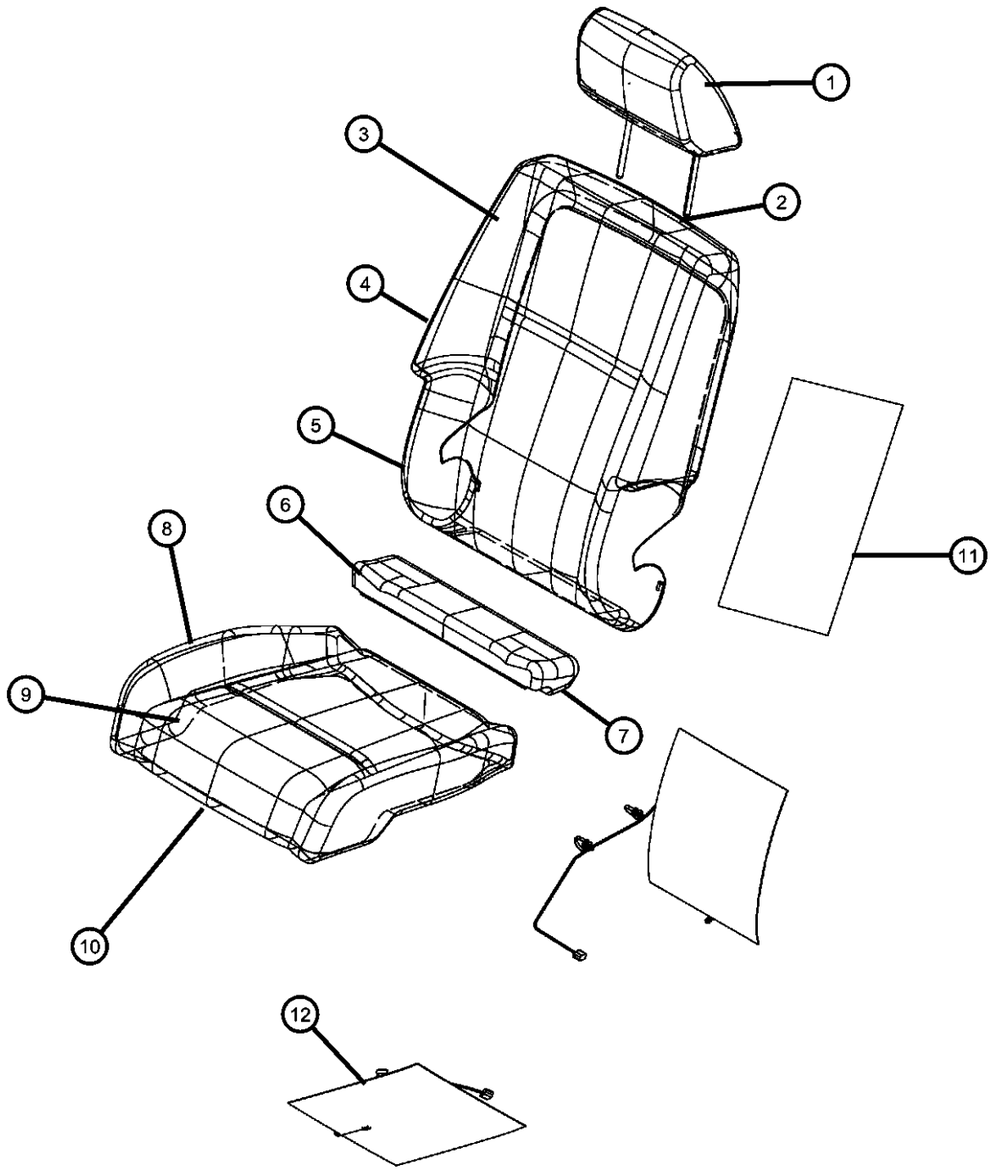


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Front
	1LR231K7AA	2	D, E		49			*GL	[KA]
		2	B		49			*GL	[KA] , Export
	1LR231DVAA	2	D, E		49			*GL	[D1]
		2	B		49			*GL	[D1] , Export
2									SLEEVE, Headrest
	1DS941DVAA	1	B		49			*GL	[D1] , Export, Slave Cylinder
		1	D, E		49			*GL	[D1], Slave Cylinder
	1DS911DVAA	1	D, E		49			*GL	[D1], Locking
		1	B		49			*GL	[D1] , Export, Locking
	1DS911KAAA	2	D, E		49			*GL	[KA], Locking
		2	B		49			*GL	[KA] , Export, Locking
	1DS941KAAA	2	B		49			*GL	[KA] , Export, Slave Cylinder
		2	D, E		49			*GL	[KA], Slave Cylinder
3									COVER, Front Seat Back
	1LR491DVAA	1	D, E		49			*GL	[D1] , Export, Left
	1LR371K7AA	1	B		49			*GL	[KA], Left
		1	D, E		49			*GL	[D1], Left
	1LR501DVAA	1	D, E		49			*GL	[D1], Right
	1LR491K7AA	1	D, E		49			*GL	[KA], Left
		1	D, E		49			*GL	[KA] , Export, Left
	1LR501K7AA	1	D, E		49			*GL	[KA] , Export, Right
		1	D, E		49			*GL	[D1] , Export, Right
		1	D, E		49			*GL	[KA], Right
	1LR341DVAA	1	B		49			*GL	[D1], Right
	1LR341K7AA	1	B		49			*GL	[KA], Right
	1LR371DVAA	1	B		49			*GL	[D1], Left
4									FOAM, Seat Back
	68043315AA	1	B		49			*GL	
	68046630AA	4	D, E		49			*GL	
5									FRAME, Front Seat Back
	04610146AA	1	B		49			*GL	Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [GL]
Figure 50-520

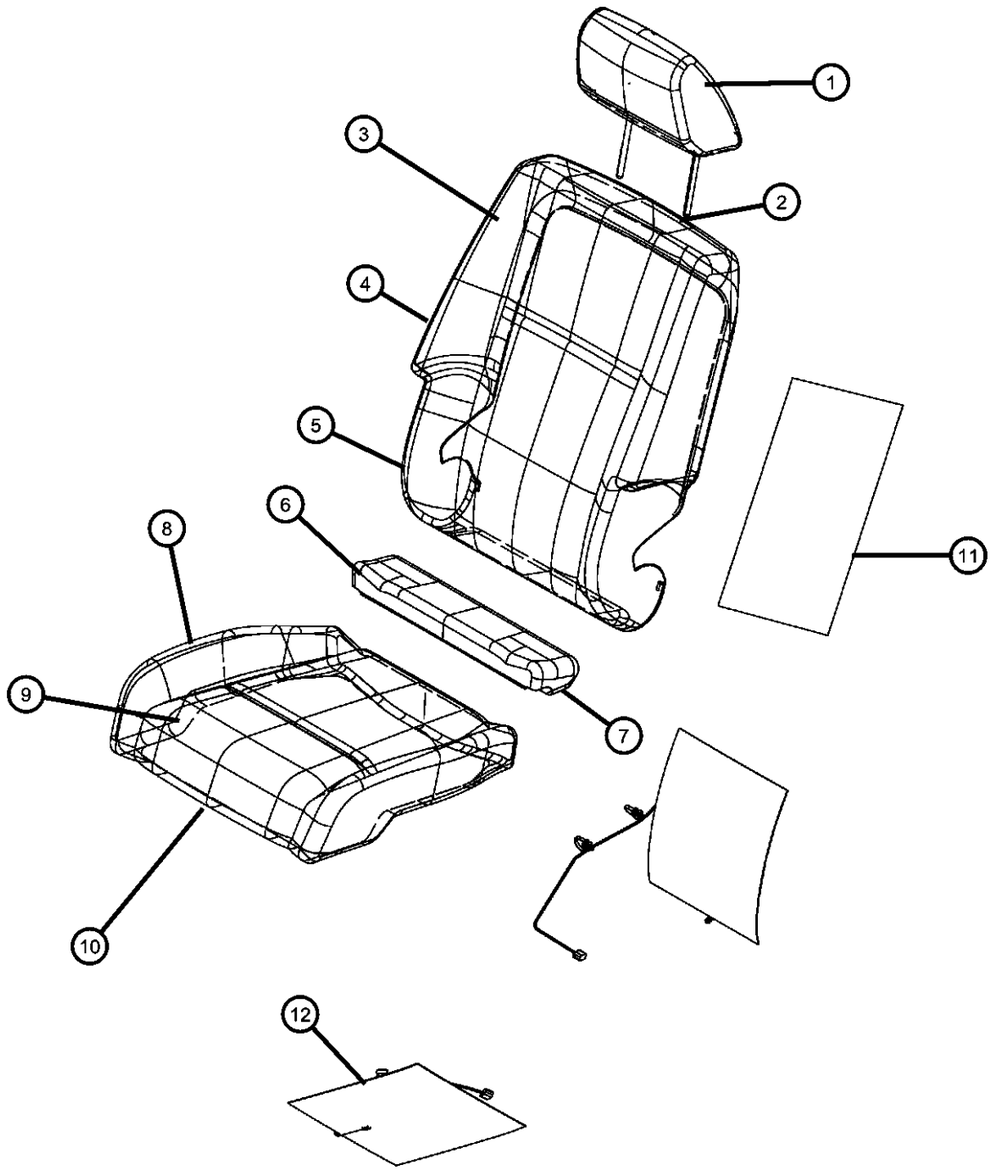


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	Right
	04610147AA	1	B		49			*GL	Left
	04610149AA	1	D, E		49			*GL	Left
6									COVER, Front Seat Cushion
	1LR221K7AA	1	D, E		49			*GL	[KA]
		1	B		49			*GL	[KA]
	1LR221DVAA	1	D, E		49			*GL	[D1]
		1	B		49			*GL	[D1]
7									PAD, Front Seat Cushion
	68041763AA	1	D, E		49			*GL	
		1	B		49			*GL	
8									COVER, Front Seat Cushion
	1LR201DVAA	1	D, E		49			*GL	[D1], Left
	1LR201K7AA	1	B		49			*GL	[KA], Left
		1	B		49			*GL	[D1], Left
		1	D, E		49			*GL	[KA], Left
	1LR211K7AA	1	D, E		49			*GL	[KA], Right
	1LR211DVAA	1	D, E		49			*GL	[D1], Right
		1	B		49			*GL	[D1], Right
		1	B		49			*GL	[KA], Right
9									FOAM, Seat Cushion
	68041166AA	1	D, E		49			*GL	Right
	68037291AA	1	B		49			*GL	
		1	D, E		49			*GL	Left
10									FRAME, Front Seat Cushion
	04610165AA	1	B		49			*GL	
		1	D, E		49			*GL	
11									HEATED PAD, Seat Back
	68042229AA	1	D, E		49			*GL	
		1	B		49			*GL	
12									HEATED PAD, Seat Cushion

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Seat - Bucket - Trim Code [GL]
Figure 50-520

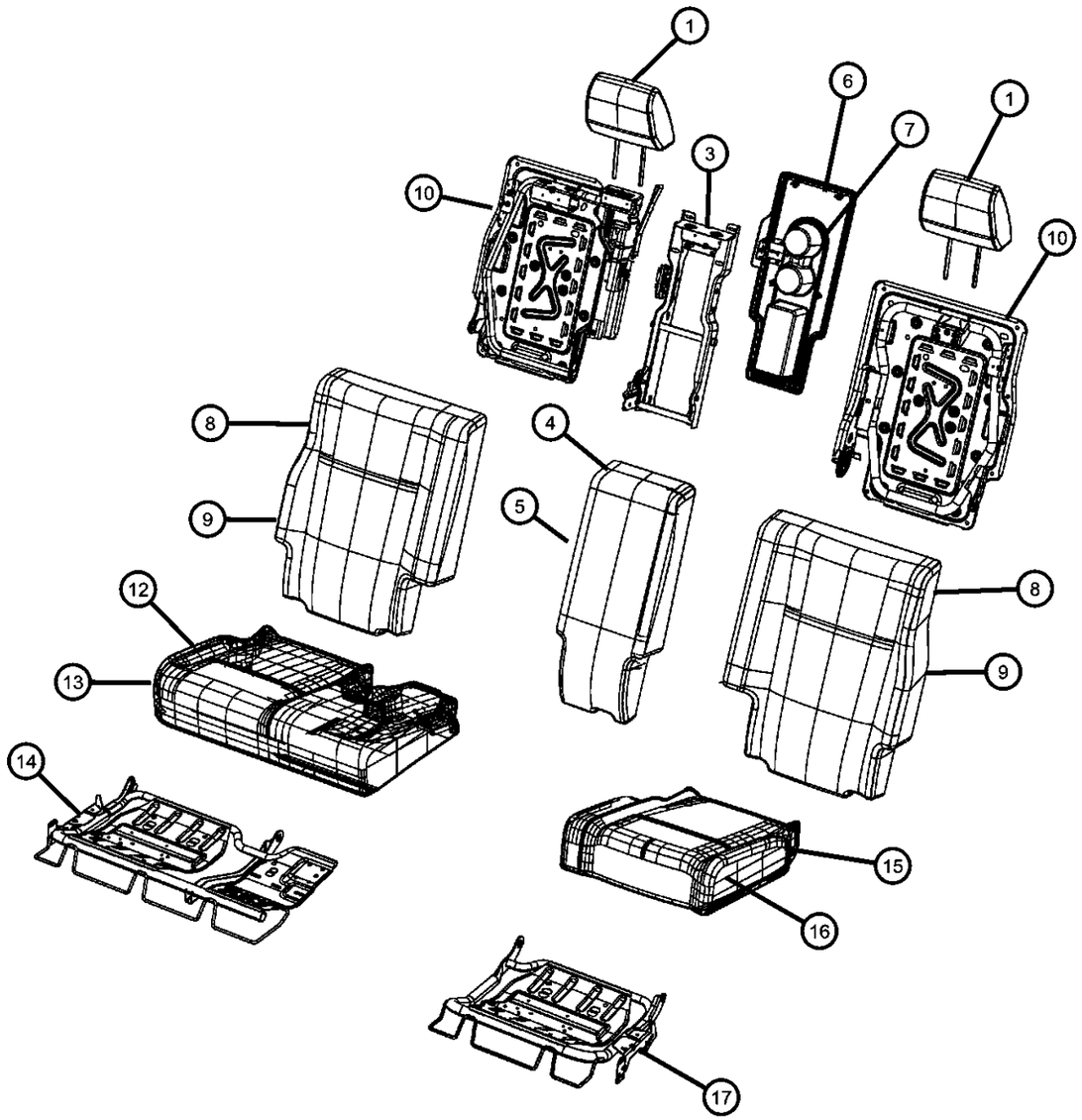


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68042231AA	1	D, E		49			*GL	
		1	B		49			*GL	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [A7]
Figure 50-640

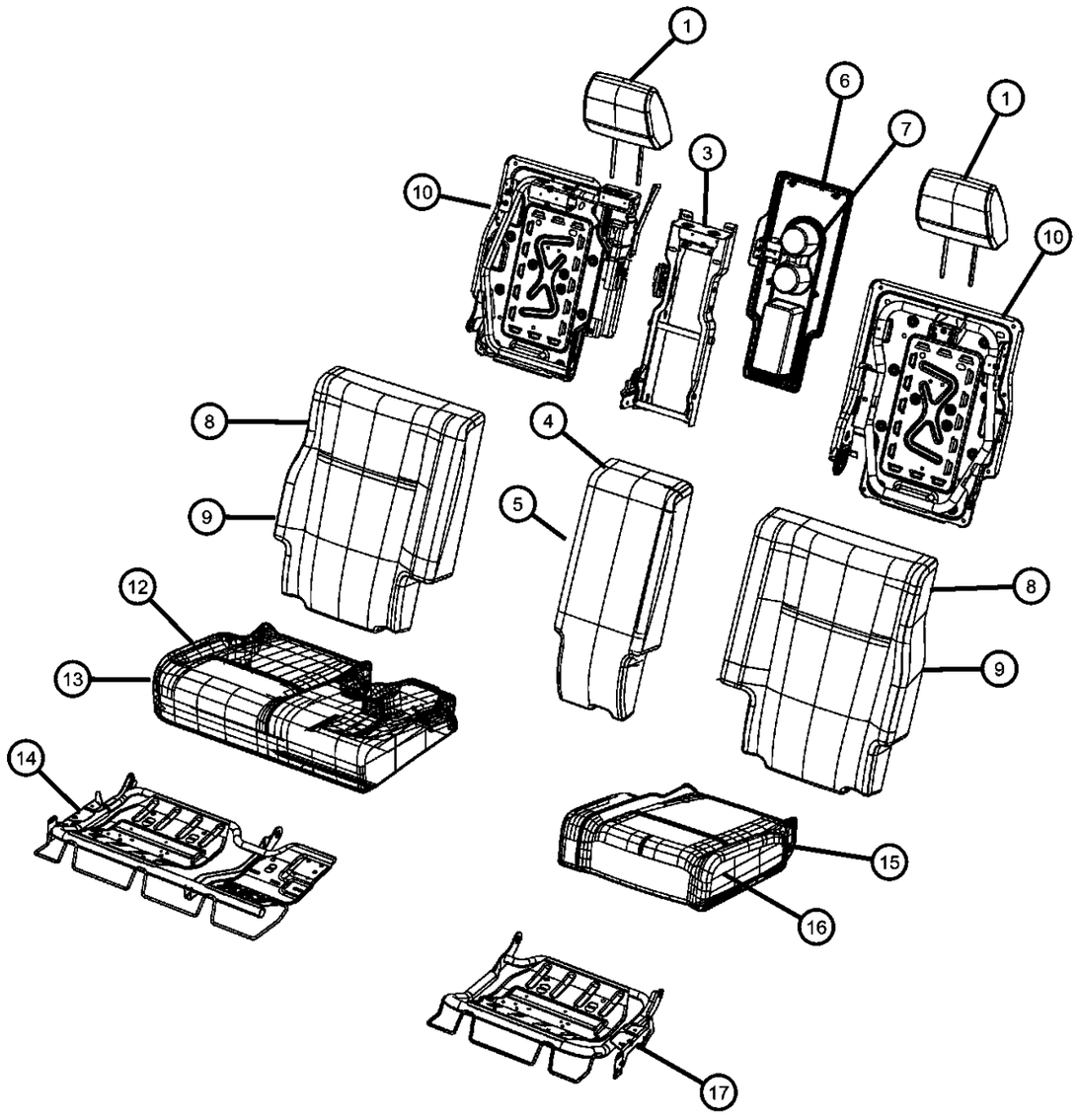


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1LL50XDVAA	2	D, E		49			*A7	
		2	B, D, E		49			*A7	
-2									SLEEVE, Headrest
	1DS911D1AA	2	D, E		49			*A7	Locking
		2	B, D, E		49			*A7	Locking
	1DS941DVAA	2	B, D, E		49			*A7	Slave Cylinder
		2	D, E		49			*A7	Slave Cylinder
3									FRAME, Rear Seat Back, 20%
	68042369AA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
4									PAD, Rear Seat Back, 20%
	68042312AA	1	D, E		49			*A7	
		1	B, D, E		49			*A7	
5	1LL141DVAA	1	D, E		49			*A7	COVER, Rear Seat Back, 20%
6									PANEL, Seat Back, 20%
	1MG911DVAA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
7									CUPHOLDER
	1NS421DVAA	1	D, E		49			*A7	With [CG4] Sales Code
		1	B, D, E		49			*A7	With [CAV] Sales Code, Export
		1	B, D, E		49			*A7	With [CG4] Sales Code, Export
8									COVER, Seat Back, 40%
	1LG541DVAA	1	D, E		49			*A7	
	1LN261DVAA	1	B, D, E		49			*A7	With [CAV], Right
	1LN291DVAA	1	B, D, E		49			*A7	With [CAV], Left
	1LN651DVAA	1	B, D, E		49			*A7	With [CG4], Left
	1LN661DVAA	1	B, D, E		49			*A7	With [CG4], Right
	1LM951DVAA	1	D, E		49			*A7	With [CAV], Left
	1LN251DVAA	1	B, D, E		49			*A7	With [CG4] , Export, Left
	1LM921DVAA	1	D, E		49			*A7	With [CAV], Right
9									FOAM, Seat Back, 40%

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [A7]
Figure 50-640

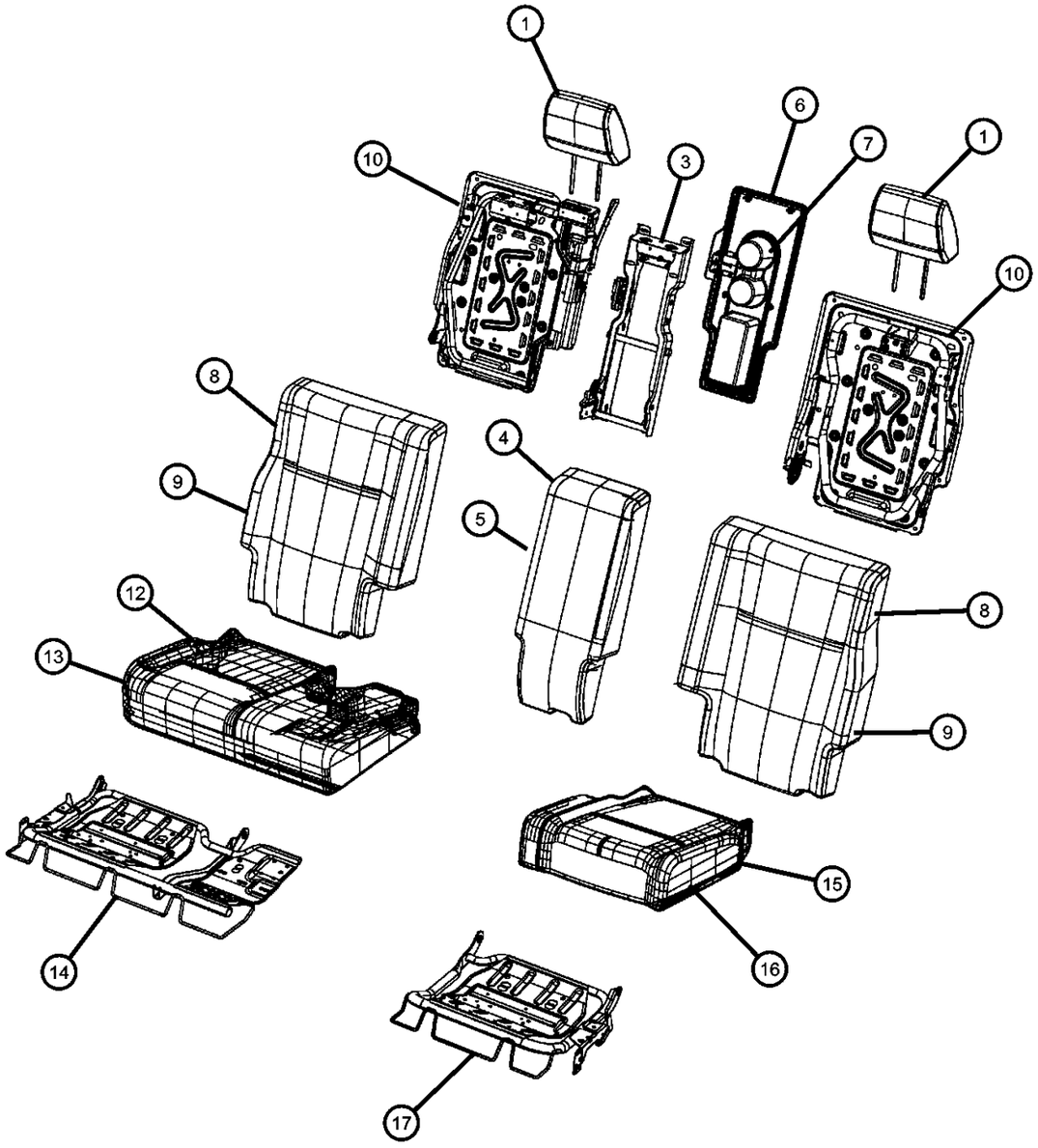


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68045077AA	1	B, D, E		49			*A7	Left
	68045078AA	1	D, E		49			*A7	Right
		1	D, E		49			*A7	Left
		1	B, D, E		49			*A7	Right
10									FRAME, Rear Seat Back, 40%
	68042300AA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
-11									LATCH, SEAT BACK, 40%
	68042332AA	1	D, E		49			*A7	
		1	B, D, E		49			*A7	
12									COVER, Seat Cushion, 60%
	1LM961DVAA	1	D, E		49			*A7	
		1	B, D, E		49			*A7	
13									FOAM, Seat Cushion, 60%
	68042327AA	1	D, E		49			*A7	
		1	B, D, E		49			*A7	
14									FRAME, Seat cushion, 60%
	68044746AA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
15									COVER, Seat Cushion, 40%
	1LM971DVAA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
16									FOAM, Seat Cushion, 40%
	68042357AA	1	D, E		49			*A7	
		1	B, D, E		49			*A7	
17									FRAME, Seat cushion, 40%
	68044745AA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
-18	68042328AA	1	D, E		49			*A7	STRAP, Seat release, 60%

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D5]
Figure 50-645

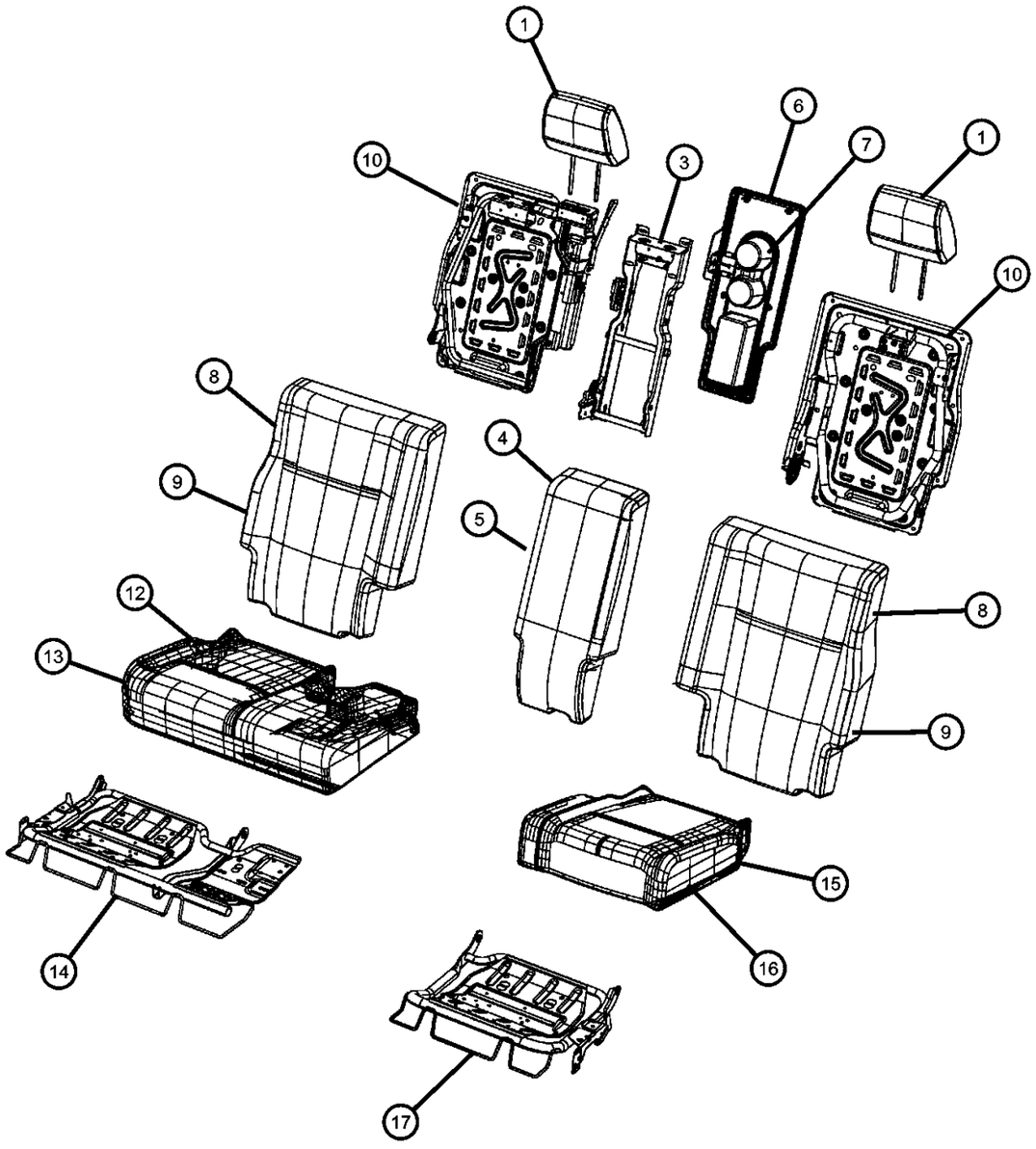


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1LH261DVAA	2	D, E		49			*D5	
		2	B, D, E		49			*D5	
-2									SLEEVE, Headrest
	1DS941DVAA	3	B, D, E		49			*D5	Slave Cylinder
	1DS911DVAA	3	B, D, E		49			*D5	Locking
		2	D, E		49			*D5	Locking
		2	D, E		49			*D5	Slave Cylinder
3									FRAME, Rear Seat Back, 20%
	68042311AA	1	B, D, E		49			*D5	
		1	D, E		49			*D5	
4									PAD, Rear Seat Back, 20%
	68042312AA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
5									COVER, Rear Seat Back, 20%
	1LH321DVAA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
	1LN301DVAA	1	B, D, E		49			*D5	Export
6									PANEL, Seat Back, 20%
	1MG911DVAA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
7									CUPHOLDER
	1NS421DVAA	1	D, E		49			*D5	With [CG4] Sales Code
		1	D, E		49			*D5	With [CG4], [CFL] Sales Codes
		1	D, E		49			*D5	With [CAV] Sales Code
		1	B, D, E		49			*D5	With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D5	With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D5	With [CAV], [CFL] Sales Codes, Export
8									COVER, Rear Seat Back
	1LG991DVAA	1	D, E		49			*D5	With [CAV] , without [CFL], Left
	1LN581DVAA	1	B, D, E		49			*D5	Export, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D5]
Figure 50-645

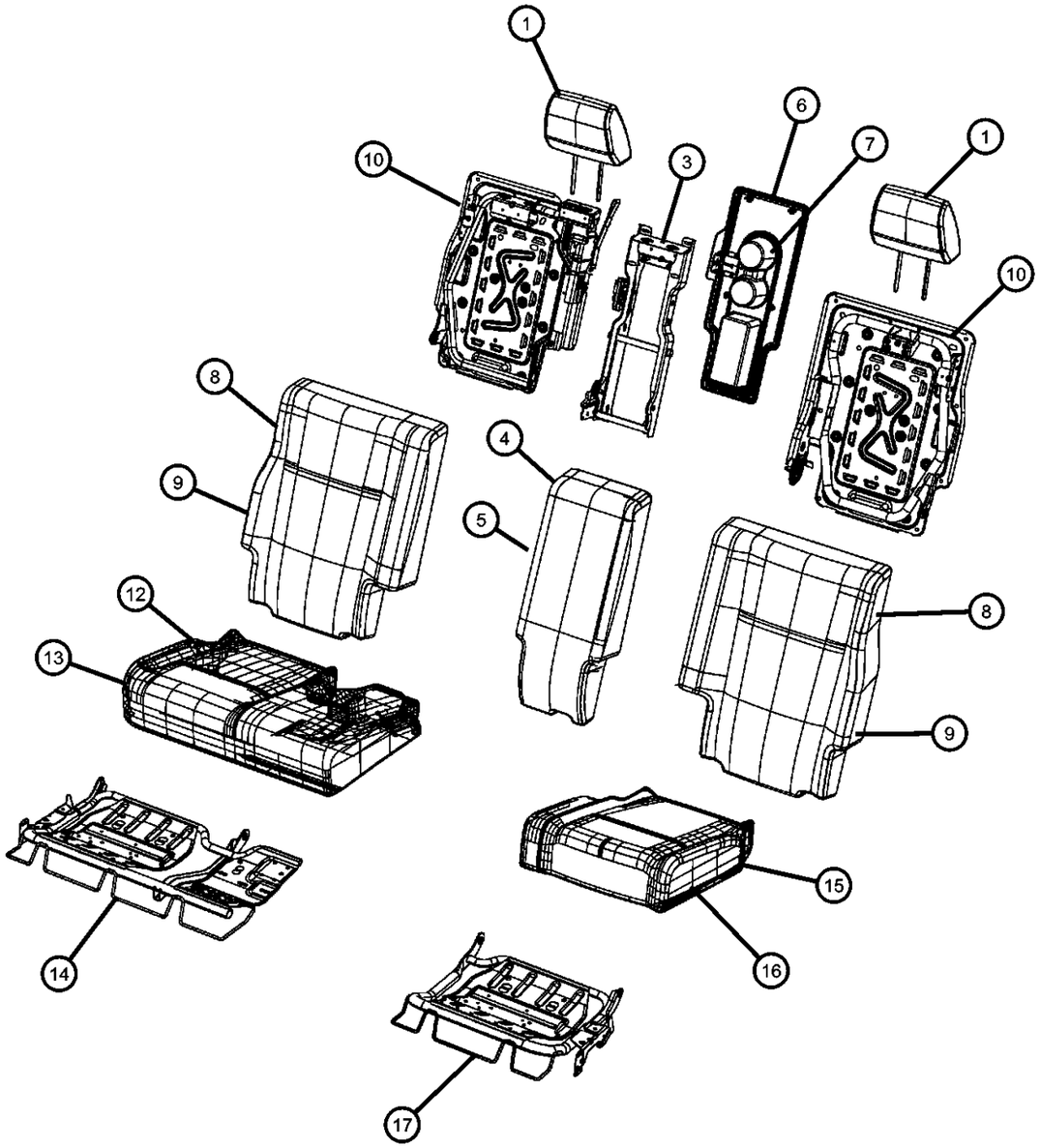


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LN611DVAA	1	B, D, E		49			*D5	Export, Left
	1MS061DVAA	1	D, E		49			*D5	Right
	1LH341DVAA	1	D, E		49			*D5	With [CAV] [CFL], Right
	1LH371DVAA	1	D, E		49			*D5	With [CAV] [CFL], Left
	1MS091DVAA	1	D, E		49			*D5	Left
9									FOAM, Seat Back, 40%
	68045078AA	1	D, E		49			*D5	Right
		1	B, D, E		49			*D5	Right
	68045077AA	1	D, E		49			*D5	Left
		1	B, D, E		49			*D5	Left
10									FRAME, Rear Seat Back, 40%
	68042300AA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
-11									LATCH, SEAT BACK, 40%
	68042332AA	1	B, D, E		49			*D5	
		1	D, E		49			*D5	
12									COVER, Seat Cushion, 60%
	1LN571DVAA	1	D, E		49			*D5	With [CAV] , without [CFL]
	1LN081DVAA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	Export
13									FOAM, Seat Cushion, 60%
	68042327AA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
	68042369AA	1	D, E		49			*D5	With [CAV] , without [CFL
14									FRAME, Seat cushion, 60%
	68044746AA	1	D, E		49			*D5	With [CAV] , without [CFL
	68045076AA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
15									COVER, Seat Cushion, 40%
	1LN101DVAA	1	D, E		49			*D5	With [CG4], [CFL] Sales Codes
	1LN621DVAA	1	D, E		49			*D5	With [CAV] Sales Code

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D5]
Figure 50-645

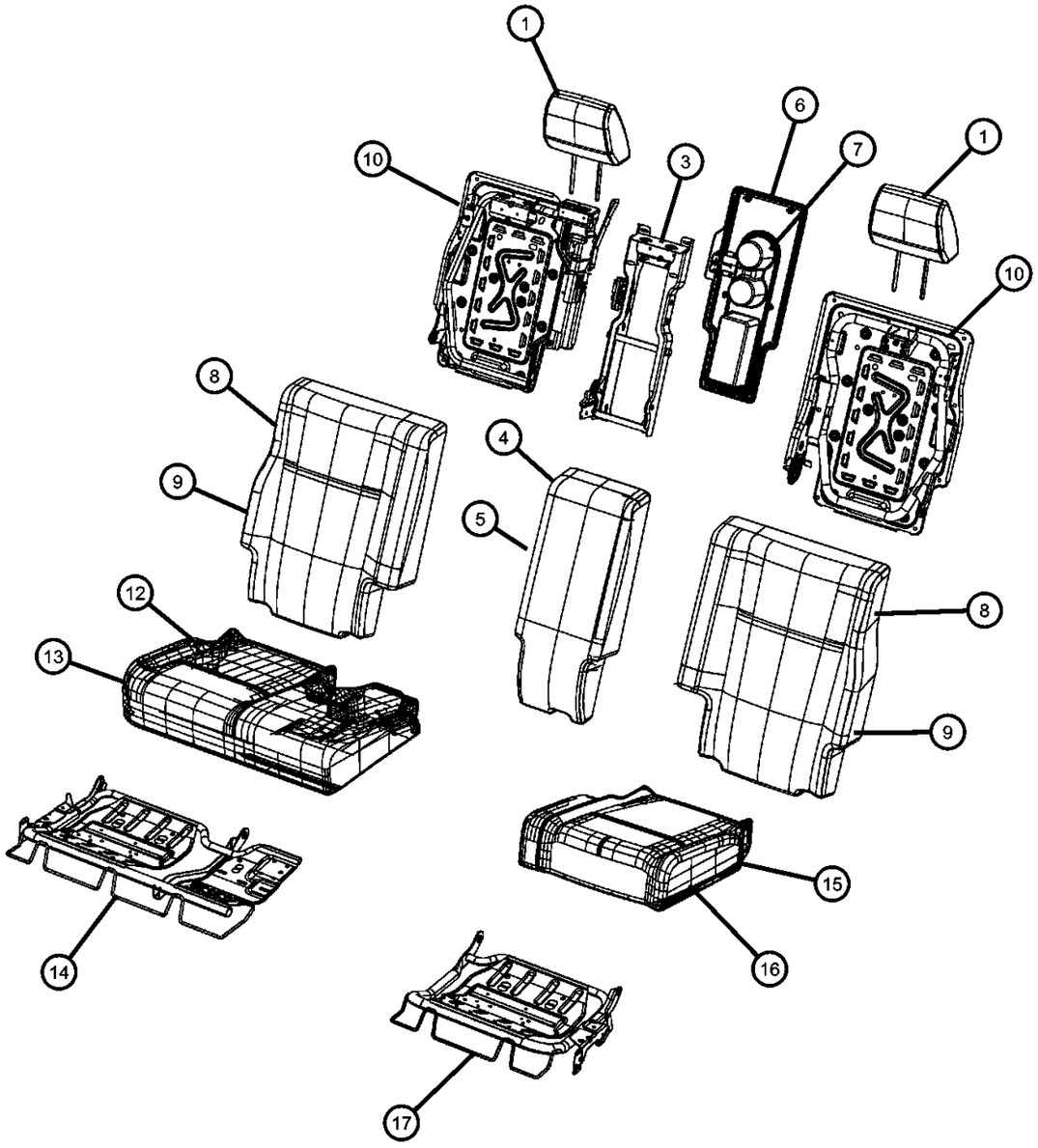


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*D5	With [CG4], [CFL] Sales Codes, Export
16									FOAM, Seat Cushion, 40%
	68042256AA	1	B, D, E		49			*D5	
		1	D, E		49			*D5	
	68042357AA	1	D, E		49			*D5	With [CAV] , without [CFL
17									FRAME, Seat cushion, 40%
	68044741AA	1	D, E		49			*D5	
		1	B, D, E		49			*D5	
	68044745AA	1	D, E		49			*D5	With [CAV] , without [CFL
-18									STRAP, Assist
	1NS431DVAA	1	B, D, E		49			*D5	With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D5	With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D5	With [CAV], [CFL] Sales Codes, Export
		1	D, E		49			*D5	With [CG4], [CFL] Sales Codes
-19	68042299AA	2	D, E		49			*D5	PAD, Rear Seat Cushion, Child Booster
-20									COVER, Rear Seat Cushion, Child Booster
	1LH311DVAA	2	B, D, E		49			*D5	40%
	1LL021DVAA	1	D, E		49			*D5	60%
		1	D, E		49			*D5	40%

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

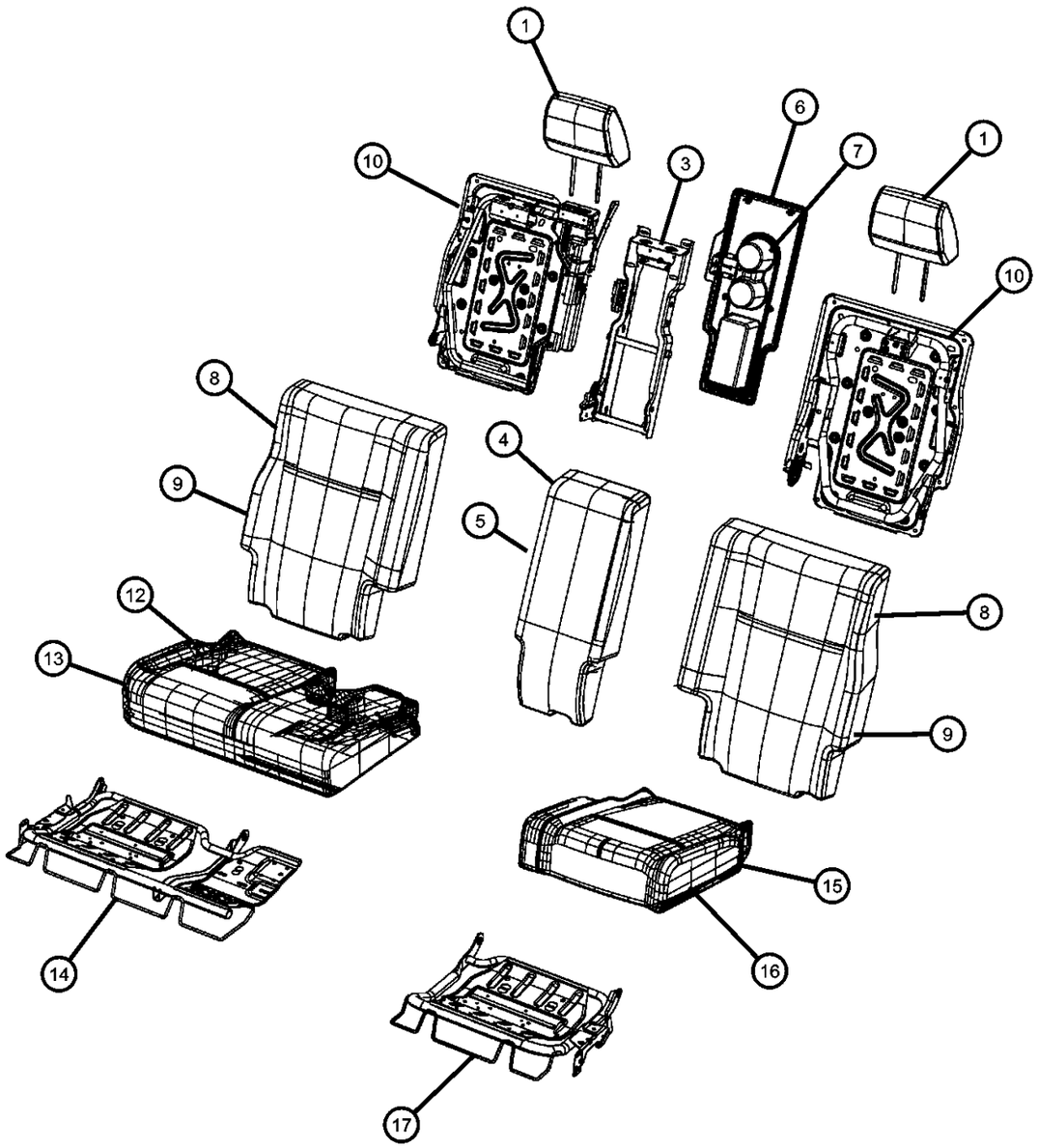


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1LH261DVAA	2	D, E		49			*D7	[DV]
		2	B, D, E		49			*D7	[DV] , Export
		2	B, D, E		49			*D7	[D1] , Export
		2	D, E		49			*D7	[D1]
	1LH261K7AA	2	B, D, E		49			*D7	[KA] , Export
		2	D, E		49			*D7	[KA]
-2									SLEEVE, Headrest
	1DS911DVAA	3	B, D, E		49			*D7	[DV] , Export, Locking
		2	D, E		49			*D7	[DV], Locking
		3	B, D, E		49			*D7	[D1] , Export, Locking
	1DS911KAAA	3	B, D, E		49			*D7	[KA] , Export, Locking
	1DS941KAAA	2	D, E		49			*D7	[KA], Slave Cylinder
		2	D, E		49			*D7	[D1], Locking
		2	D, E		49			*D7	[KA], Locking
	1DS941DVAA	3	B, D, E		49			*D7	[DV] , Export, Slave Cylinder
		3	B, D, E		49			*D7	[D1] , Export, Slave Cylinder
		2	D, E		49			*D7	[DV], Slave Cylinder
		2	D, E		49			*D7	[D1], Slave Cylinder
		3	B, D, E		49			*D7	[KA] , Export, Slave Cylinder
3	68042311AA	1	D, E		49			*D7	FRAME, Rear Seat Back, 20%
4									PAD, Rear Seat Back, 20%
	68042312AA	1	D, E		49			*D7	
		1	B, D, E		49			*D7	
5									COVER, Rear Seat Back, 20%
	1LH321K7AA	1	B, D, E		49			*D7	[KA]
	1LH321DVAA	1	B, D, E		49			*D7	[DV]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[D1]
		1	D, E		49			*D7	[D1]
	1LN301K7AA	1	B, D, E		49			*D7	[KA] , Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

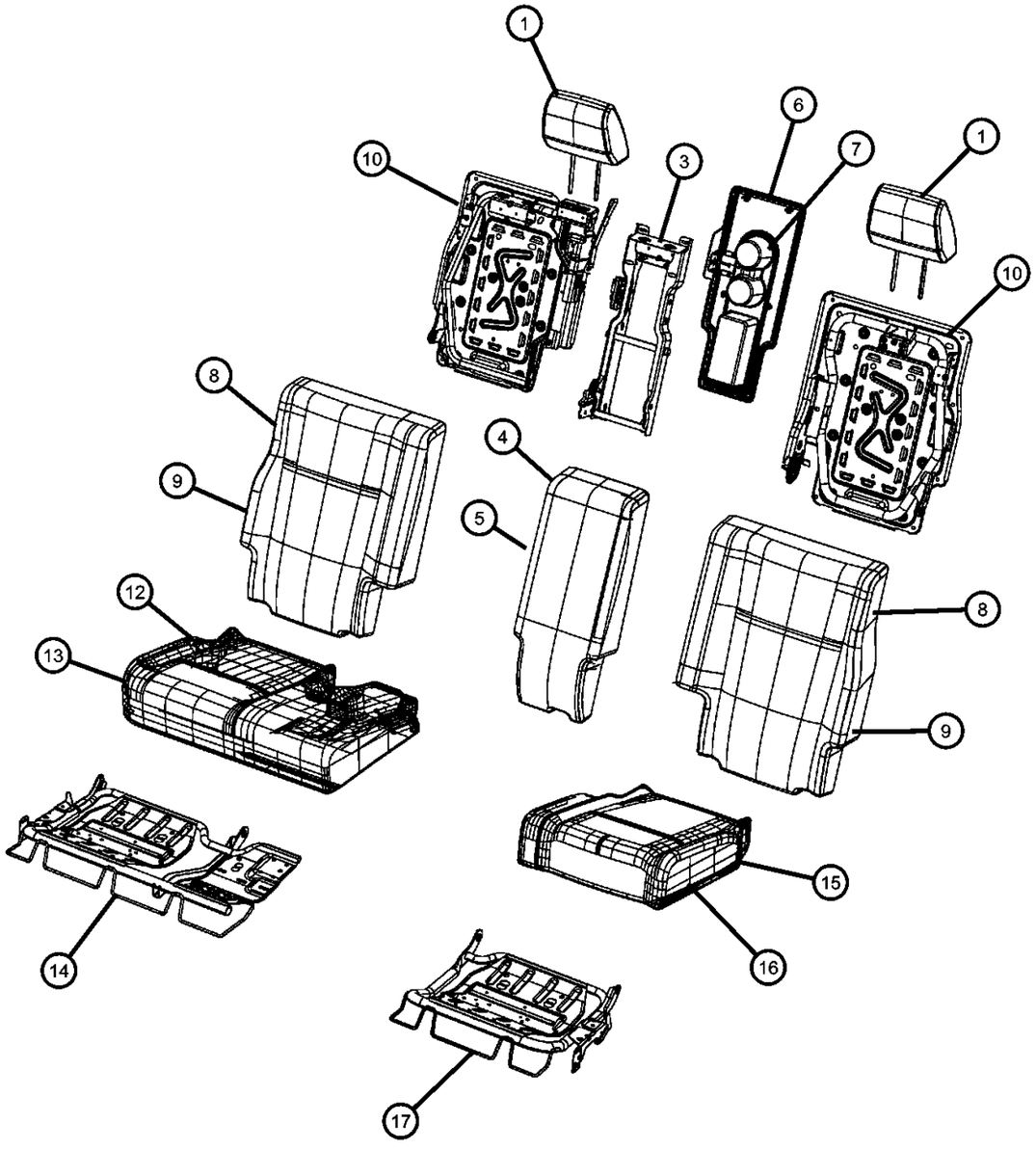


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6									PANEL, Seat Back, 20%
	1MG911DVAA	1	D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[DV]
		1	D, E		49			*D7	[DV]
	1MG911K7AA	1	B, D, E		49			*D7	[KA]
		1	D, E		49			*D7	[KA]
7									CUPHOLDER
	1NS421DVAA	1	D, E		49			*D7	[D1], With [CG4] Sales Code
		1	D, E		49			*D7	[DV], With [CG4] Sales Code
		1	D, E		49			*D7	[DV], With [CAV] Sales Code
		1	B, D, E		49			*D7	[DV], With [CG4] Sales Code, Export
		1	B, D, E		49			*D7	[KA], With [CG4] Sales Code, Export
		1	B, D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[KA], With [CAV] Sales Code
		1	B, D, E		49			*D7	[D1], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[KA], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[D1], With [CG4] Sales Code, Export
		1	D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes
		1	D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes
		1	D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes, Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

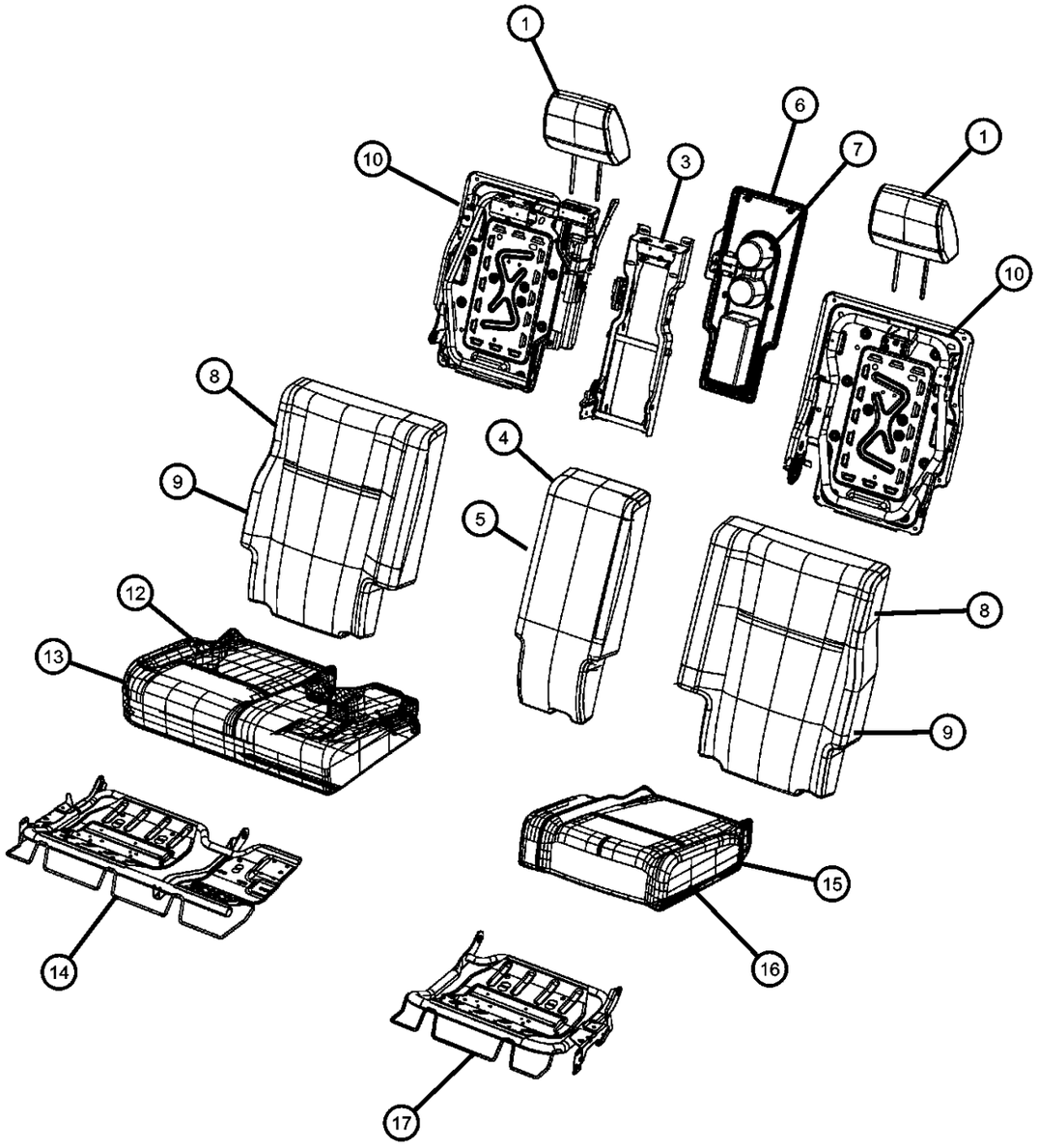


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[KA], With [CG4] Sales Code
		1	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[D1], With [CAV] Sales Code
8									COVER, Rear Seat Back
	1MS091K7AA	1	D, E		49			*D7	[KA], Left
	1LN151DVAA	1	B, D, E		49			*D7	[D1] , Export, Left
	1LN151K7AA	1	B, D, E		49			*D7	[KA] , Export, Left
	1LH341K7AA	1	D, E		49			*D7	[KA] , With [CAV] [CFL], Right
	1LH371K7AA	1	D, E		49			*D7	[KA] , With [CAV] [CFL], Left
	1MS061K7AA	1	D, E		49			*D7	[KA], Right
	1MS091DVAA	1	D, E		49			*D7	[D1], Left
	1LN581K7AA	1	B, D, E		49			*D7	[KA] , With [CAV] [CFL] , Export, Right
		1	D, E		49			*D7	[DV], Left
	1LN611K7AA	1	B, D, E		49			*D7	[KA] , With [CAV] [CFL] , Export, Left
	1MS061DVAA	1	D, E		49			*D7	[D1], Right
		1	D, E		49			*D7	[DV], Right
9									FOAM, Seat Back, 40%
	68045077AA	1	D, E		49			*D7	Left
	68045078AA	1	B, D, E		49			*A7	Right
		1	D, E		49			*D7	Right
		1	B, D, E		49			*D7	Left
10									FRAME, Rear Seat Back, 40%
	68042300AA	1	B, D, E		49			*D7	
		1	D, E		49			*D7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

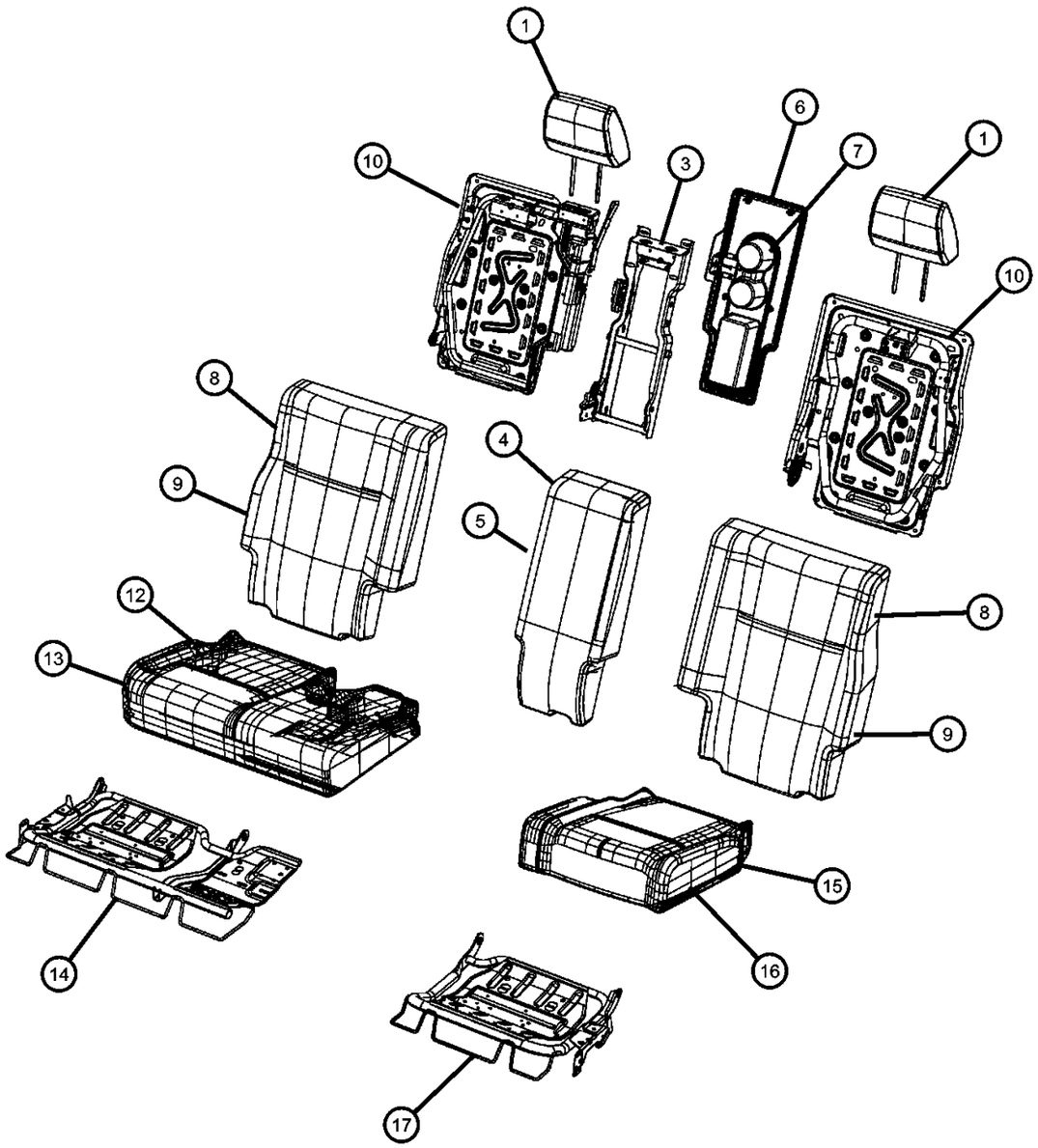


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-11									LATCH, SEAT BACK, 40%
	68042332AA	1	B, D, E		49			*D7	
		1	D, E		49			*D7	
12									COVER, Seat Cushion, 60%
	1LN081K7AA	1	B, D, E		49			*D7	[KA] , With [CG4] [CFL]
	1LN061DVAA	1	B, D, E		49			*D7	[DV] , With [CAV] [CFL]
	1LN061K7AA	1	B, D, E		49			*D7	[KA] , With [CAV] [CFL]
	1LN081DVAA	1	B, D, E		49			*D7	[D1] , With [CG4] [CFL]
		1	B, D, E		49			*D7	[DV] , With [CG4] [CFL]
		1	D, E		49			*D7	[D1] , With [CG4] [CFL]
		1	D, E		49			*D7	[DV] , With [CG4] [CFL]
	1LN571K7AA	1	B, D, E		49			*D7	[KA] , With [CAV] , without [CFL]
	1LN571DVAA	1	D, E		49			*D7	[D1] , With [CAV] , without [CFL]
		1	D, E		49			*D7	[DV] , With [CAV] , without [CFL]
	1MG401K7AA	1	B, D, E		49			*D7	[KA] , With [CG4] , without [CFL]
	1MG401DVAA	1	B, D, E		49			*D7	[DV] , With [CG4] , without [CFL]
		1	B, D, E		49			*D7	[D1] , With [CG4] , without [CFL]
		1	D, E		49			*D7	[KA] , With [CG4] , without [CFL]
		1	D, E		49			*D7	[KA] , With [CG4] [CFL]
		1	B, D, E		49			*D7	[D1] , With [CAV] , without [CFL]
		1	B, D, E		49			*D7	[DV] , With [CAV] , without [CFL]
		1	D, E		49			*D7	[DV] , With [CG4] , without [CFL]
		1	D, E		49			*D7	[KA] , With [CAV] , without [CFL]
		1	D, E		49			*D7	[D1] , With [CG4] , without [CFL]
		1	B, D, E		49			*D7	[D1] , With [CAV] [CFL]
13									FOAM, Seat Cushion, 60%
	68042327AA	1	D, E		49			*D7	
		1	B, D, E		49			*D7	
14									FRAME, Seat cushion, 60%
	68044746AA	1	D, E		49			*D7	
		1	B, D, E		49			*D7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

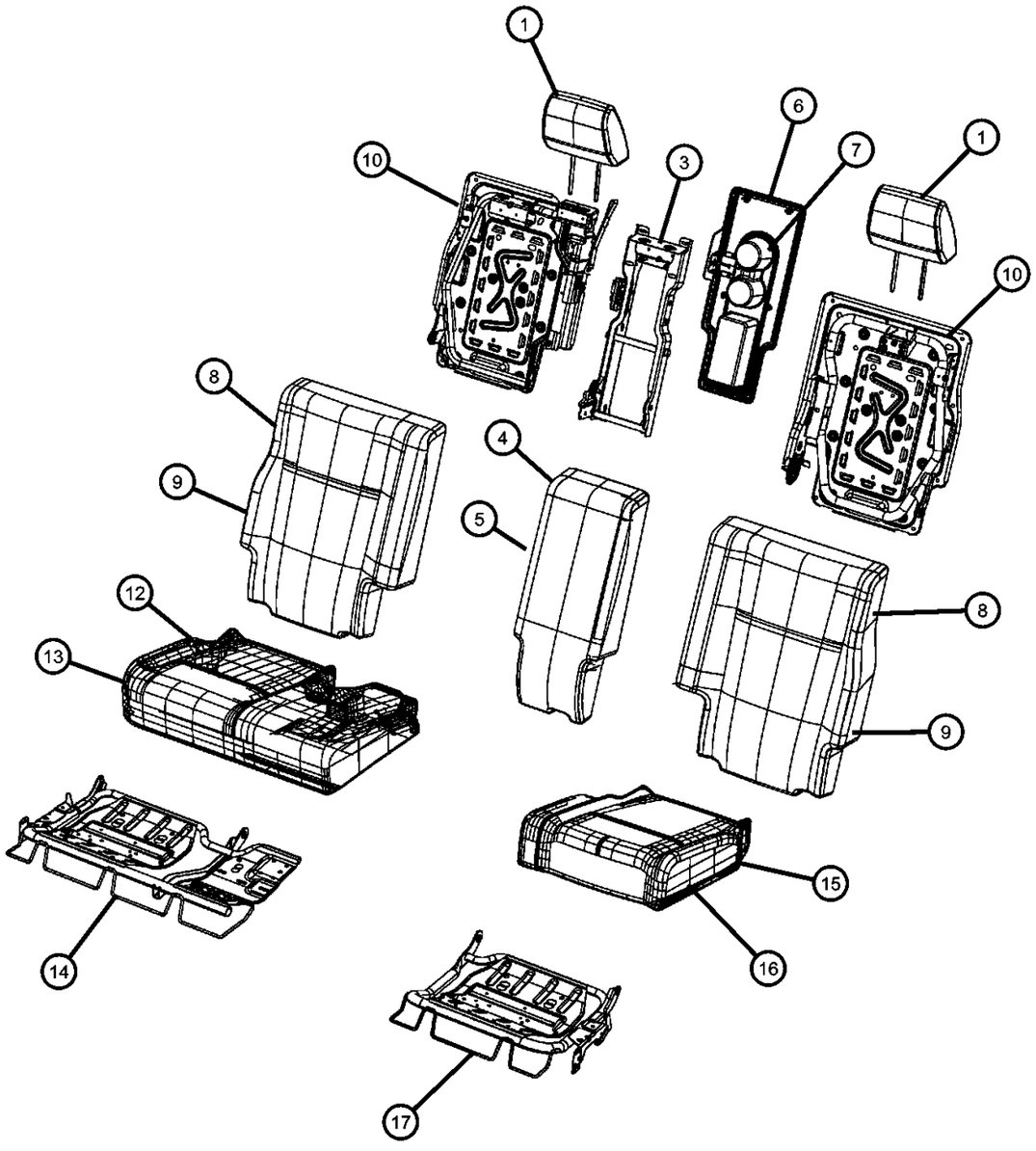


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
15									COVER, Seat Cushion, 40%
	1LN101DVAA	1	D, E		49			*D7	[D1] , With [CG4] [CFL]
	1LN101K7AA	1	B, D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes
	1LN621DVAA	1	D, E		49			*D7	[DV], With [CAV] Sales Code
		1	D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[D1], With [CAV] Sales Code
		1	B, D, E		49			*D7	[DV], With [CAV] Sales Code, Export
	1MG411DVAA	1	D, E		49			*D7	[D1] , With [CG4] , without [CFL]
	1LN621K7AA	1	B, D, E		49			*D7	[KA], With [CAV] Sales Code, Export
		1	D, E		49			*D7	[DV] , With [CG4] , without [CFL]
	1MG411K7AA	1	D, E		49			*D7	[KA] , With [CG4] , without [CFL]
		1	D, E		49			*D7	[KA], With [CAV] Sales Code
		1	B, D, E		49			*D7	[D1], With [CAV] Sales Code, Export
	1QN12BD1AA	1	D, E		49			*D7	[DV] , With [CAV] [CFL]
		1	B, D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[D1] , With [CAV] [CFL]
	1QN121K7AA	1	D, E		49			*D7	[KA] , With [CAV] [CFL]
16									FOAM, Seat Cushion
	68042357AA	1	B, D, E		49			*D7	
		1	D, E		49			*D7	
17									FRAME, Seat cushion, 40%
	68044745AA	1	B, D, E		49			*D7	
		1	D, E		49			*D7	
-18									STRAP, Assist

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [D7]
Figure 50-650

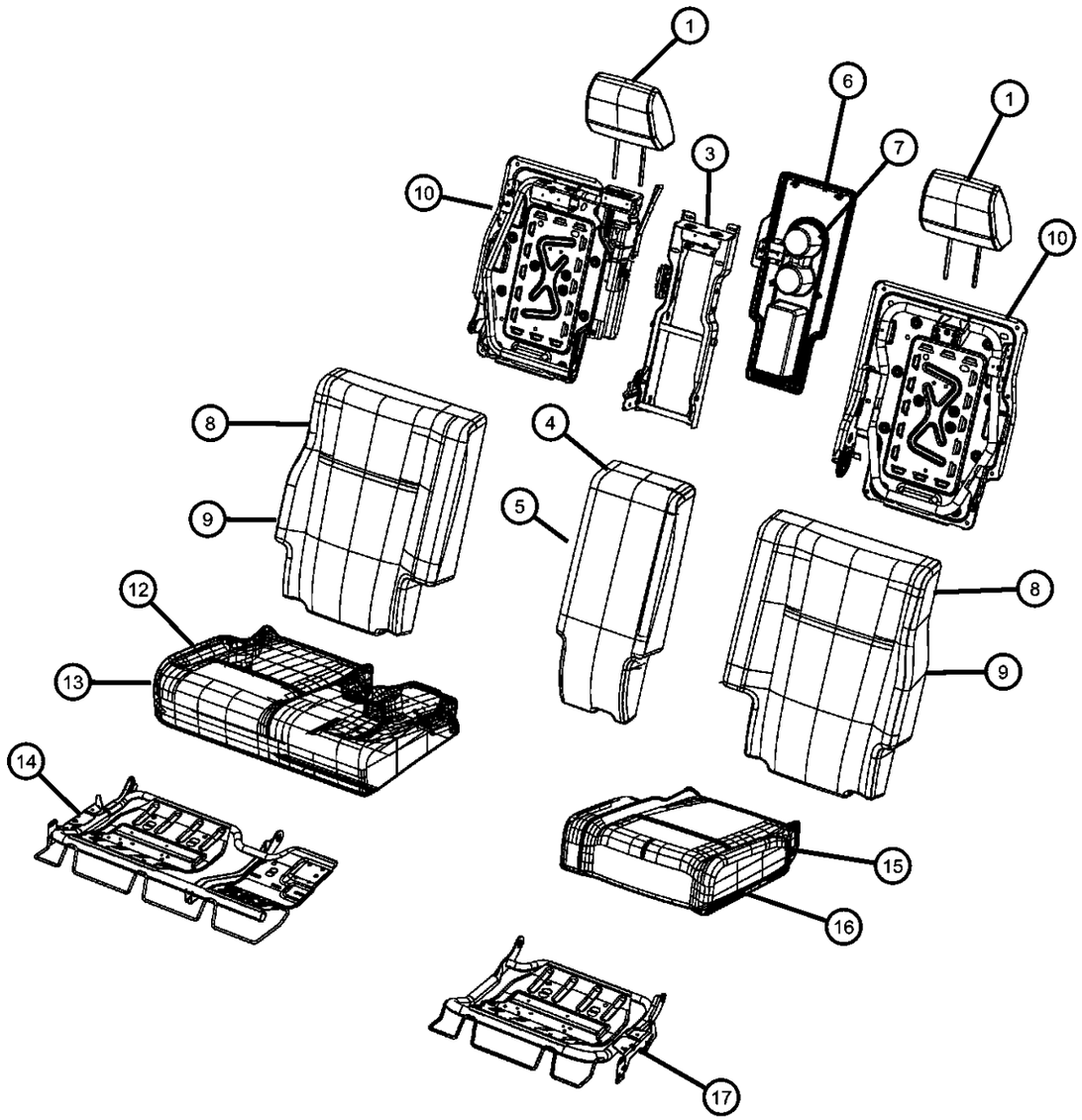


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1NS431K7AA	2	B, D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes, Export
	1NS431DVAA	2	D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes
		2	B, D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes, Export
		2	D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes
		2	B, D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes, Export
		2	D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes
		2	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		2	B, D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes, Export
		2	D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes
		2	D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes
		2	B, D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes, Export
		2	B, D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes, Export
-19									COVER, Rear Seat Cushion, Booster Seat
	1LL001DVAA	1	B, D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes, Export
-20	68042316AA	1	D, E		49			*D7	PAD, Rear Seat Cushion, Booster Seat, Child Booster
-21	68042307AA	2	D, E		49			*D7	STRAP, Seat

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [GL]
Figure 50-655

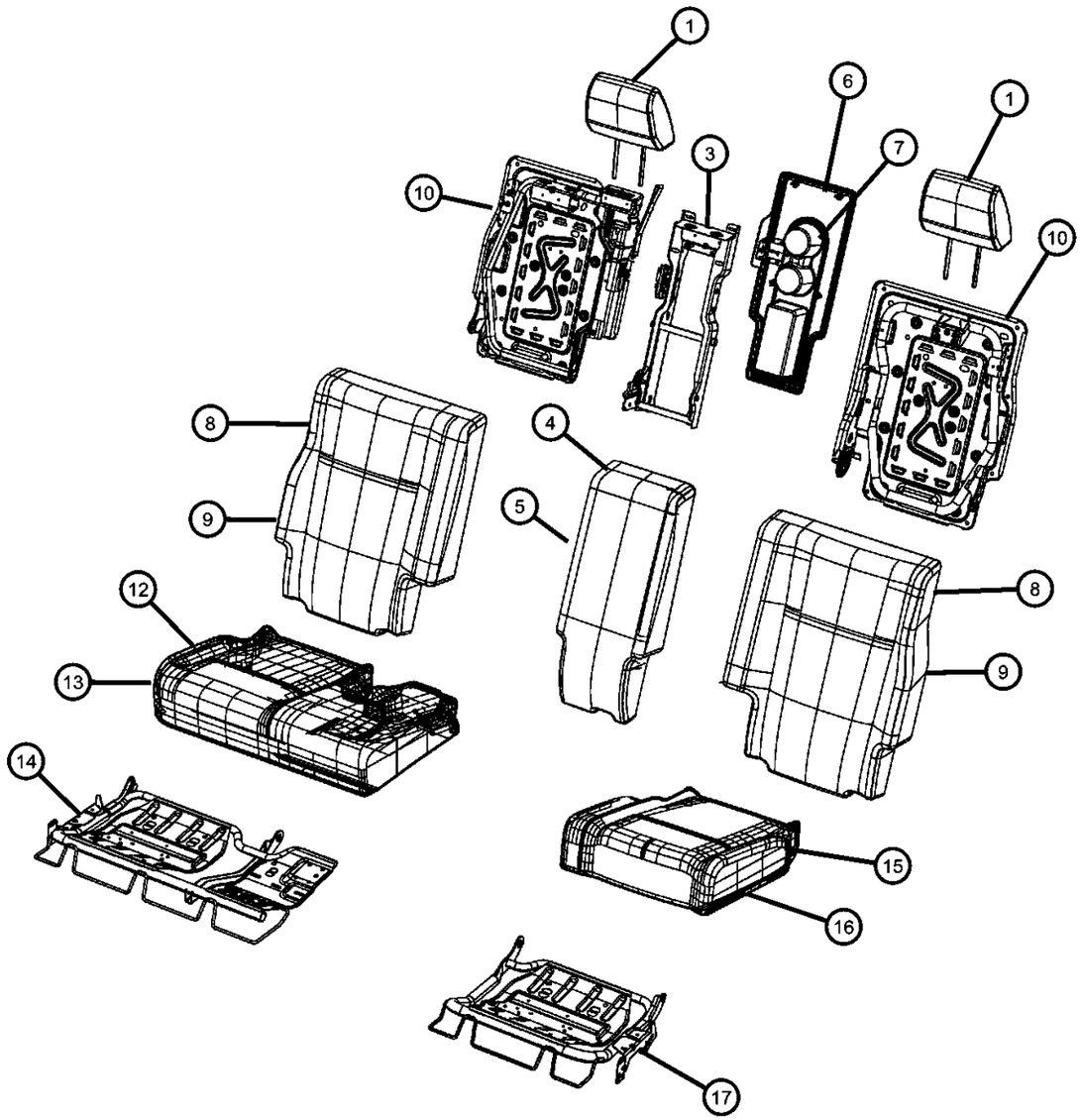


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1LM001DVAA	2	B, D, E		49			*GL	[D1]
	1LM001K7AA	2	B, D, E		49			*GL	[KA], [CG4], [CFL]
		2	D, E		49			*GL	[D1]
		2	D, E		49			*GL	[KA]
		2	B, D, E		49			*GL	[D1], [CG4], [CFL]
		2	B, D, E		49			*GL	[KA]
-2									SLEEVE, Headrest
	1DS941D1AA	2	D, E		49			*GL	[D1], Slave Cylinder
	1DS911D1AA	2	D, E		49			*GL	[D1], Locking
	1DS911K7AA	1	B		49			*GL	[KA], Locking
		1	D, E		49			*GL	[KA], Locking
	1DS941DVAA	2	B		49			*GL	[D1], Slave Cylinder
	1DS941K7AA	1	D, E		49			*GL	[KA], Slave Cylinder
	1DS911DVAA	2	B		49			*GL	[D1], Locking
		1	B		49			*GL	[KA], Slave Cylinder
	1DN981K7AA	3	B, D, E		49			*GL	[KA], [CG4], [CFL], Non-Locking
	1DN971K7AA	3	B, D, E		49			*GL	[KA], [CG4], [CFL], Locking
	1DN971DVAA	3	B, D, E		49			*GL	[D1], [CG4], [CFL], Locking
	1DN981DVAA	3	B, D, E		49			*GL	[D1], [CG4], [CFL], Non-Locking
3	68042311AA	1	B, D, E		49			*GL	FRAME, Rear Seat Back, 20%, [CG4], [CFL]
4	68042312AA	1	B, D, E		49			*GL	FOAM, Seat Back, 20%, [CG4], [CFL]
5									COVER, Rear Seat Back, 20%
	1LL951DVAA	1	D, E		49			*GL	[D1] , 20% Side
	1LN631DVAA	1	B, D, E		49			*GL	[D1], [CG4], [CFL]
	1LN631K7AA	1	B, D, E		49			*GL	[KA] , Export
		1	B, D, E		49			*GL	[KA], [CG4], [CFL]
	1LL951K7AA	1	D, E		49			*GL	[KA] , 20% Side
6									PANEL, Seat Back, 20%
	1MG911DVAA	1	B, D, E		49			*GL	[D1], [CG4], [CFL]
	1MG911K7AA	1	B, D, E		49			*GL	[KA], [CG4], [CFL]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [GL]
Figure 50-655

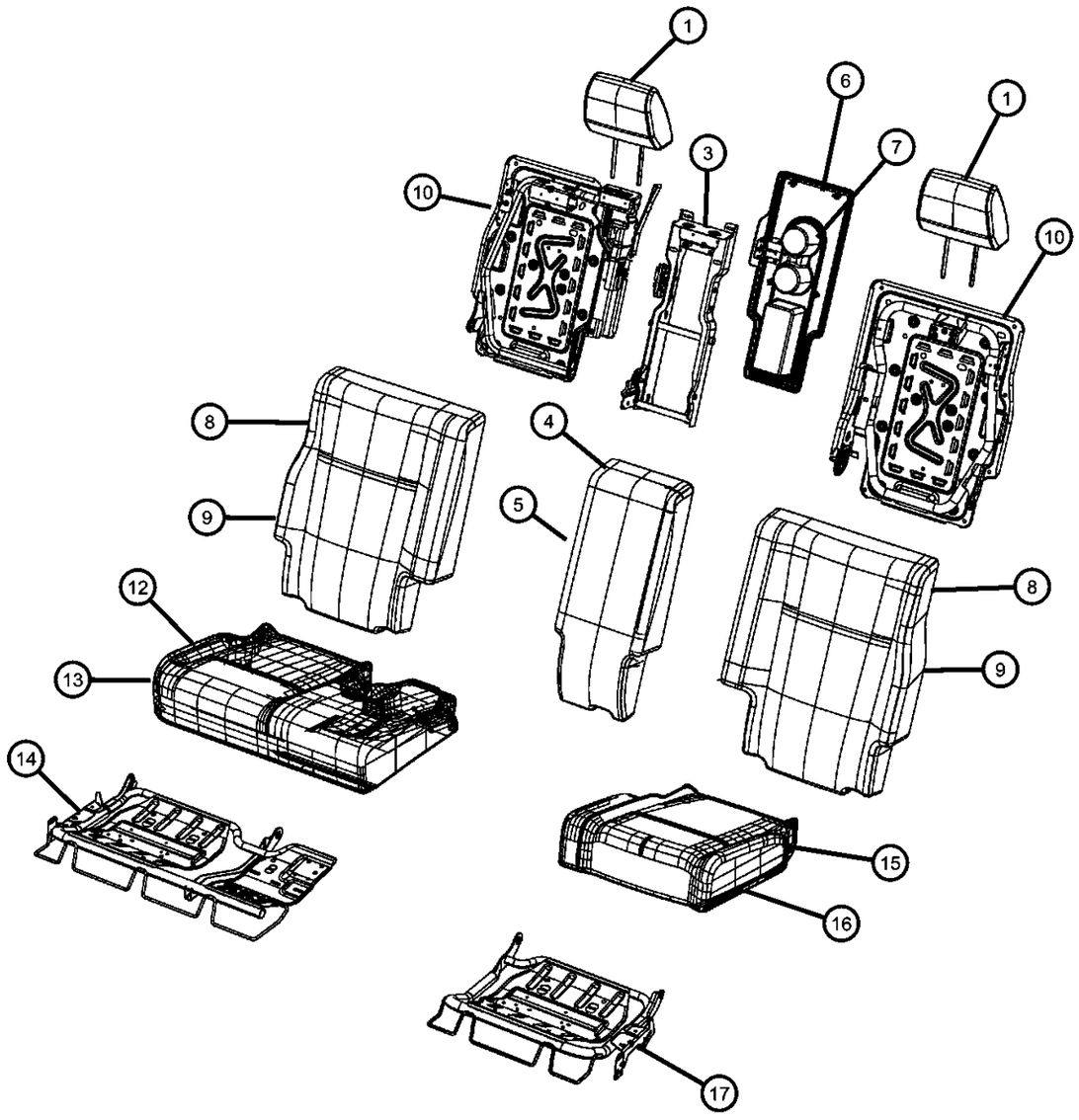


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	[D1] , 20% Side , With Cupholder
		1	D, E		49			*GL	[KA] , 20% Side , With Cupholder
7									CUPHOLDER
	1NS421DVAA	1	D, E		49			*GL	[D1], With [CAV] Sales Code
		1	D, E		49			*GL	[KA], With [CAV] Sales Code
		1	D, E		49			*GL	[D1], With [CG4] Sales Code
		1	D, E		49			*GL	[KA], With [CG4] Sales Code
		1	D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes
		1	D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*GL	[D1], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[KA], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[D1], With [CAV] Sales Code, Export
		1	B, D, E		49			*GL	[KA], With [CAV] Sales Code, Export
		1	D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes
		1	D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes, Export
8									COVER, Seat Back, 40%
	1LN711DVAA	1	B, D, E		49			*GL	[D1], [CG4], [CFL], Left
	1LN711K7AA	1	B, D, E		49			*GL	[KA], [CG4], [CFL], Left
	1LL981DVAA	1	D, E		49			*GL	[D1] , With [CG4] , without [CFL], Right
	1LL981K7AA	1	D, E		49			*GL	[KA] , With [CG4] , without [CFL], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [GL]
Figure 50-655

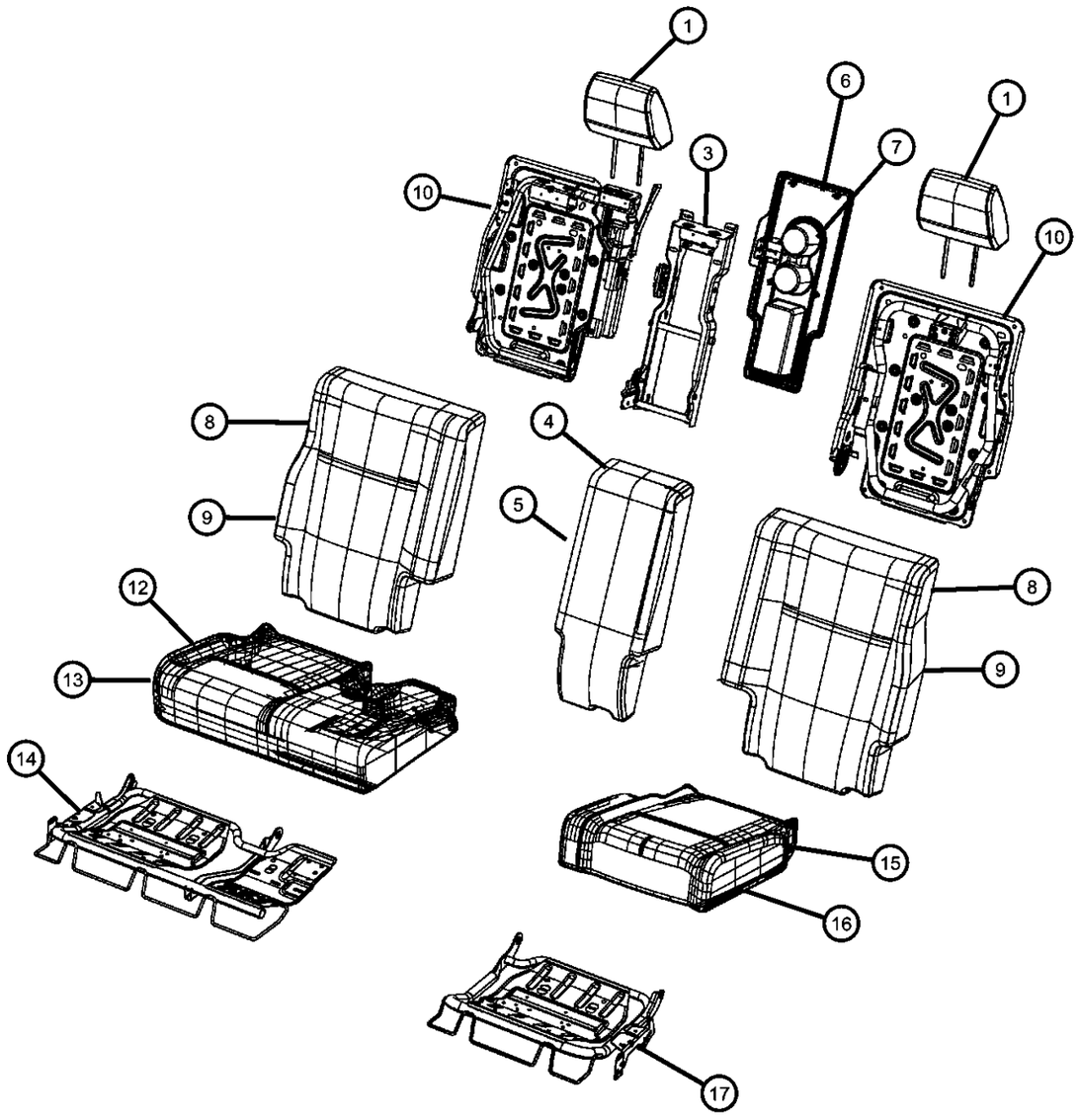


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LL971K7AA	1	D, E		49			*GL	[KA] , With [CG4] , without [CFL], Left
	1LN681DVAA	1	B, D, E		49			*GL	[D1] , Export , With [CG4] [CFL], Right
		1	B, D, E		49			*GL	[D1], [CG4], [CFL], Right
	1LN211DVAA	1	D, E		49			*GL	[D1] , 40% Side, Left
	1LN211K7AA	1	D, E		49			*GL	[KA] , 40% Side, Left
	1LL971DVAA	1	D, E		49			*GL	[D1] , With [CG4] , without [CFL], Left
	1LN161DVAA	1	D, E		49			*GL	[D1] , 40% Side, Right
	1LN161K7AA	1	D, E		49			*GL	[KA] , 40% Side, Right
	1LN681K7AA	1	B, D, E		49			*GL	[KA] , With [CG4] , without [CFL], Right
		1	B, D, E		49			*GL	[KA], [CG4], [CFL], Right
		1	B, D, E		49			*GL	[D1] , With [CG4] , without [CFL], Left
9									FOAM, Seat Back, 40%
	68045077AA	1	B, D, E		49			*GL	40% Side, Left
		1	D, E		49			*GL	40% Side, Left
	68045078AA	1	D, E		49			*GL	40% Side, Right
		1	B, D, E		49			*GL	40% Side, Right
10									FRAME, Rear Seat Back, 40%
	68042300AA	1	D, E		49			*GL	
	68045074AA	1	B, D, E		49			*GL	[CG4], [CFL], Right
		1	B, D, E		49			*GL	[CG4], [CFL], Left
-11									LATCH, SEAT BACK, 40%
	68042332AA	1	B, D, E		49			*GL	
		1	D, E		49			*GL	
		1	B, D, E		49			*GL	[CG4], [CFL]
12									COVER, Rear Seat Cushion, 60%
	1QM481K7AA	1	B, D, E		49			*GL	[KK], [CG4], [CFL]
	1QM481DVAA	1	B, D, E		49			*GL	[D1], [CG4], [CFL]
13									FOAM, Seat Cushion, 60%
	68042327AA	1	D, E		49			*GL	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - Trim Code [GL]
Figure 50-655

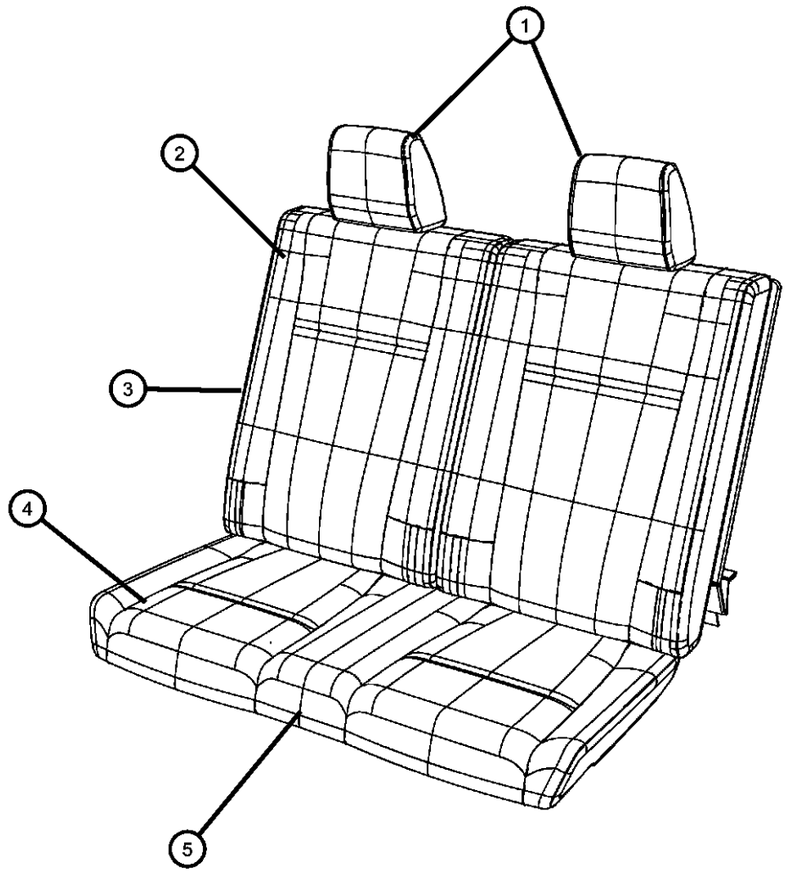


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*GL	
	68042316AA	1	B, D, E		49			*GL	[CG4], [CFL]
14									FRAME, Seat cushion, 60%
	68044742AA	1	B, D, E		49			*GL	With [CG4] [CFL]
		1	D, E		49			*GL	With [CG4] [CFL]
	68044746AA	1	D, E		49			*GL	
15									COVER, Rear Seat Cushion, 40%
	1QM491DVAA	1	B, D, E		49			*GL	
	1QM491K7AA	1	B, D, E		49			*GL	[CG4], [CFL]
16									FOAM, Seat Cushion, 40%
	68042256AA	1	D, E		49			*GL	With [CG4] [CFL]
		1	B, D, E		49			*GL	[CG4], [CFL]
	68042357AA	1	B, D, E		49			*GL	
		1	D, E		49			*GL	
17									FRAME, Seat cushion, 40%
	68044741AA	1	D, E		49			*GL	With [CG4] [CFL]
		1	B, D, E		49			*GL	With [CG4] [CFL]
	68044745AA	1	D, E		49			*GL	
-18									STRAP, Assist
	1NS431DVAA	1	D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes, Export
	1NS431K7AA	1	D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes, Export
		1	D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes, Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - 50/50 Trim Code [A7]
Figure 50-725

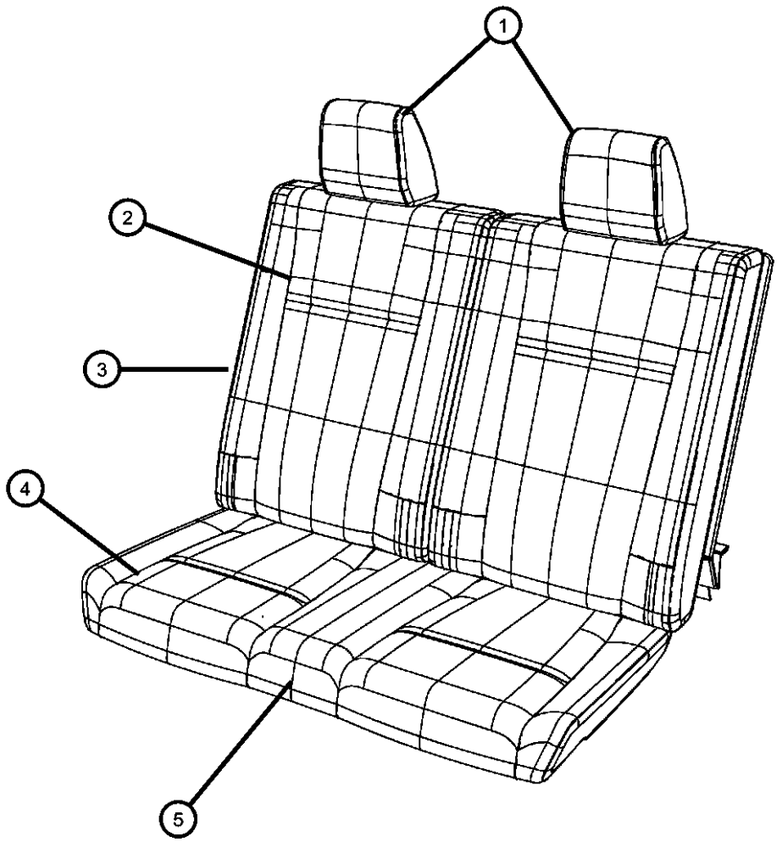


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	1KQ901DVAA	2	B, D, E		49			*A7	HEADREST, Rear
2									FOAM, Seat Back
	68039198AA	1	B, D, E		49			*A7	Right
	68039203AA	1	B, D, E		49			*A7	Left
3									COVER, Seat Back
	1KQ861DVAA	1	B, D, E		49			*A7	Right
	1KQ891DVAA	1	B, D, E		49			*A7	Left
4	68039195AA	1	B, D, E		49			*A7	FOAM, Seat Cushion
5	1KQ831DVAA	1	B, D, E		49			*A7	COVER, Seat Cushion

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - 50/50 - Trim Code [D5]
Figure 50-730

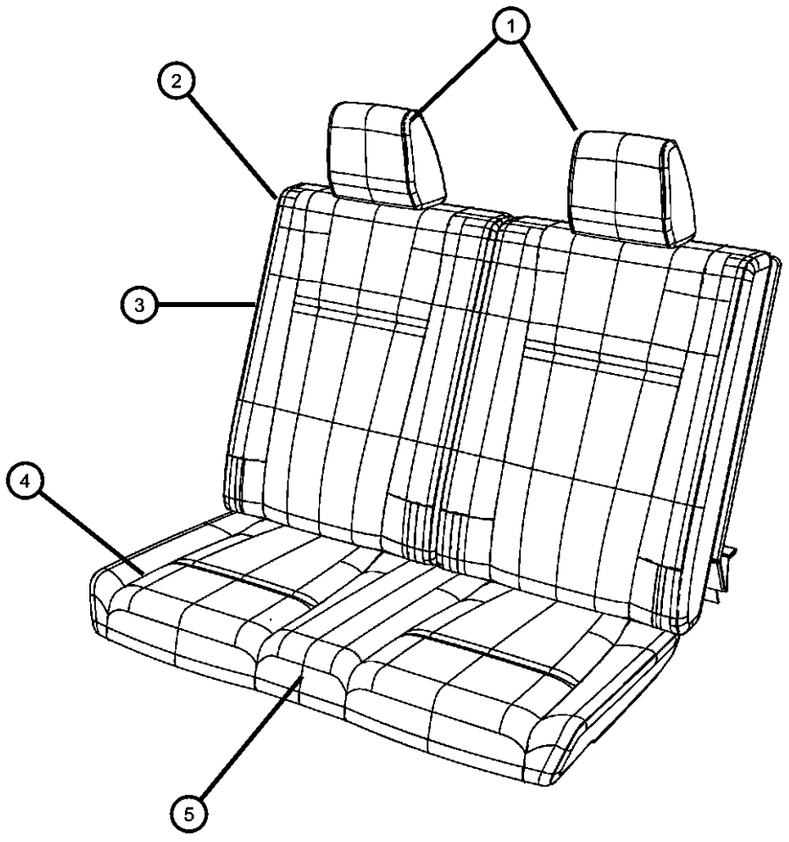


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	1KQ961DVAA	2	B, D, E		49			*D5	HEADREST, Rear
2									FOAM, Seat Back
	68039198AA	1	B, D, E		49			*D5	Right
	68039203AA	1	B, D, E		49			*D5	Left
3									COVER, Seat Back
	1KQ921DVAA	1	B, D, E		49			*D5	Right
	1KQ951DVAA	1	B, D, E		49			*D5	Left
4	68039195AA	1	B, D, E		49			*D5	FOAM, Seat Cushion
5	1KQ911DVAA	1	B, D, E		49			*D5	COVER, Seat Cushion

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - 50/50 Trim Code [D7]
Figure 50-735

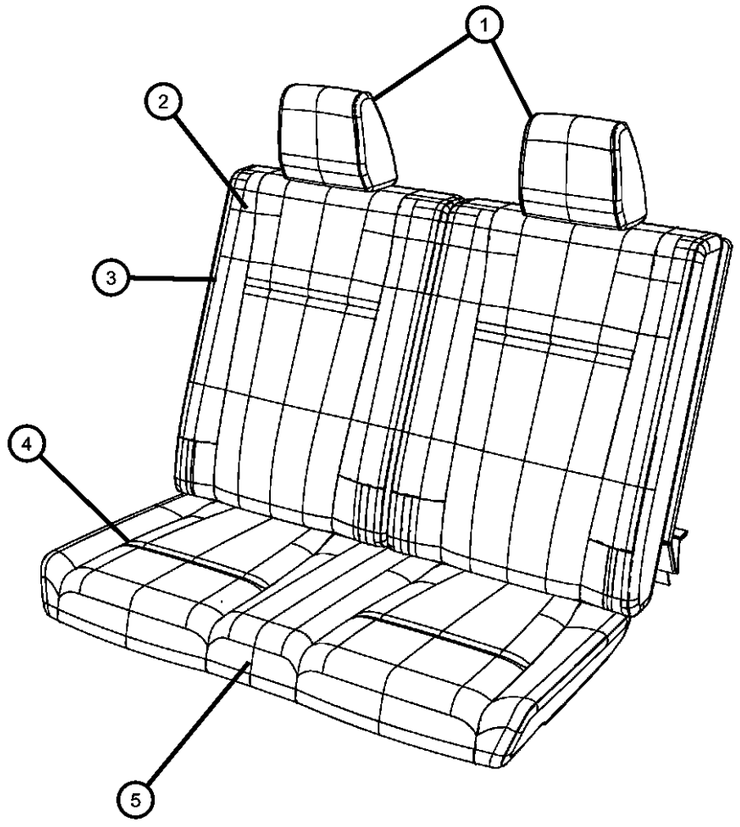


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1KQ961DVAA	2	B, D, E		49			*D7	[D1]
		2	B, D, E		49			*D7	[DV]
	1KQ961K7AA	2	B, D, E		49			*D7	[KA]
2									FOAM, Seat Back
	68039198AA	1	B, D, E		49			*D7	Right
	68039203AA	1	B, D, E		49			*D7	Left
3									COVER, Seat Back
	1KQ921DVAA	1	B, D, E		49			*D7	[D1], Right
		1	B, D, E		49			*D7	[DV], Right
	1KQ921K7AA	1	B, D, E		49			*D7	[KA], Right
	1KQ951DVAA	1	B, D, E		49			*D7	[D1], Left
		1	B, D, E		49			*D7	[DV], Left
		1	B, D, E		49			*D7	[KA], Left
4	68039195AA	1	B, D, E		49			*D7	FOAM, Seat Cushion
5									COVER, Seat Cushion
	1KQ911DVAA	1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[DV]
	1KQ911K7AA	1	B, D, E		49			*D7	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Seat - 50/50 - Trim Code [GL]
Figure 50-740

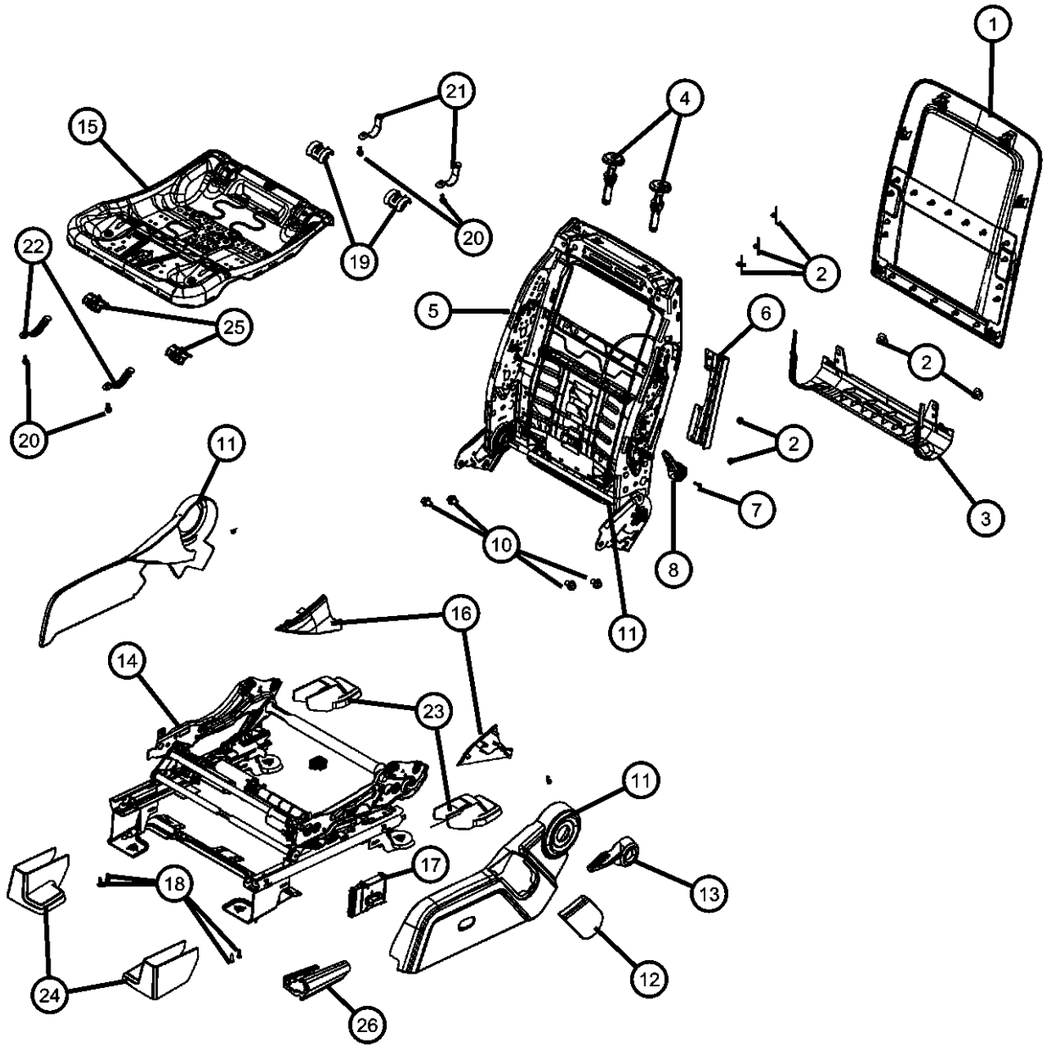


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HEADREST, Rear
	1KR041DVAA	2	B, D, E		49			*GL	[D1]
	1KR041K7AA	2	B, D, E		49			*GL	[KA]
2									FOAM, Seat Back
	68039203AA	1	B, D, E		49			*GL	Left
	68039198AA	1	B, D, E		49			*GL	Right
3									COVER, Seat Back
	1KQ981DVAA	1	B, D, E		49			*GL	[D1], Right
	1KQ981K7AA	1	B, D, E		49			*GL	[KA], Right
	1KR031K7AA	1	B, D, E		49			*GL	[KA], Left
	1KR031DVAA	1	B, D, E		49			*GL	[D1], Left
4	68039195AA	1	B, D, E		49			*GL	FOAM, Seat Cushion
5									COVER, Seat Cushion
	1KQ971DVAA	1	B, D, E		49			*GL	[D1]
	1KQ971K7AA	1	B, D, E		49			*GL	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

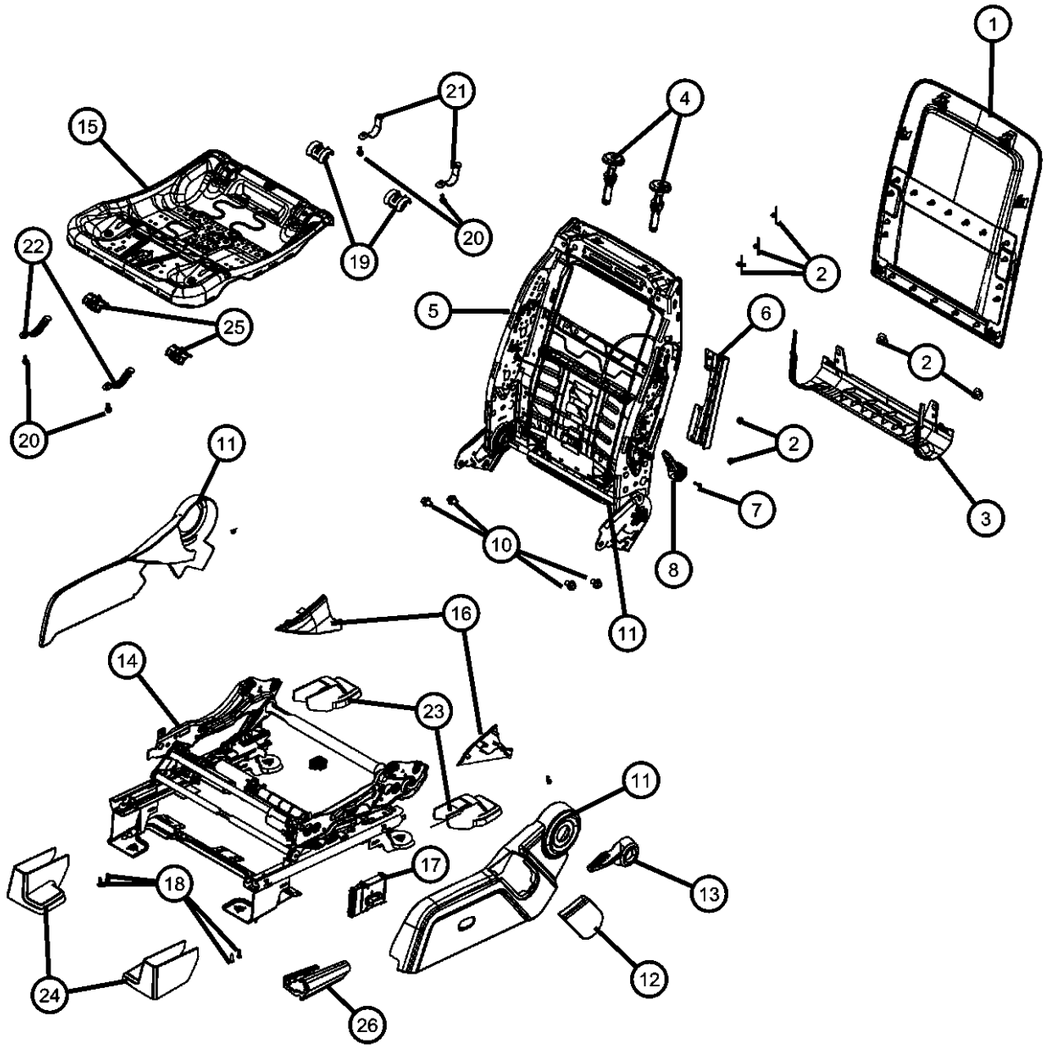


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Seat Back
	1LB331DVAA	1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
	1LB331K7AA	1	D, E		49			*D7	[KA]
	1LQ981K7AA	1	D, E		49			*GL	[KA]
		1	B		49			*D7	[KA]
		1	B		49			*GL	[KA]
	1LQ981DVAA	1	B		49			*D7	[D1]
		1	B		49			*GL	[D1]
		1	D, E		49			*GL	[D1]
2									FASTENER
	68021464AA	2	B		49			*D7	
		2	D, E		49			*GL	
		2	B		49			*GL	
		4	D, E		49			*D7	
3									PANEL, Seat Back
	68021481AA	1	D, E		49			*GL	Fold-Flat Seat
	68041156AA	1	D, E		49			*D7	
		1	D, E		49			*D5	Fold-Flat Seat
4									SLEEVE, Headrest
	1DS911D1AA	2	D, E		49			*GL	[D1], Locking
		2	B, D, E		49			*GL	[D1], Locking
	1DS941DVAA	2	D, E		49			*D7	[DV], Slave Cylinder
		3	B, D, E		49			*D7	[D1], Slave Cylinder
		2	B, D, E		49			*GL	[D1], Slave Cylinder
		2	D, E		49			*D7	[D1], Slave Cylinder
	1DS911DVAA	3	B, D, E		49			*D7	[D1], Locking
		3	B, D, E		49			*D7	[DV], Locking
	1DS911KAAA	2	B, D, E		49			*GL	[KA], Locking
		3	B, D, E		49			*D7	[DV], Slave Cylinder
	1DS911K7AA	1	D, E		49			*GL	[KA], Locking
		2	D, E		49			*D7	[D1], Locking

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

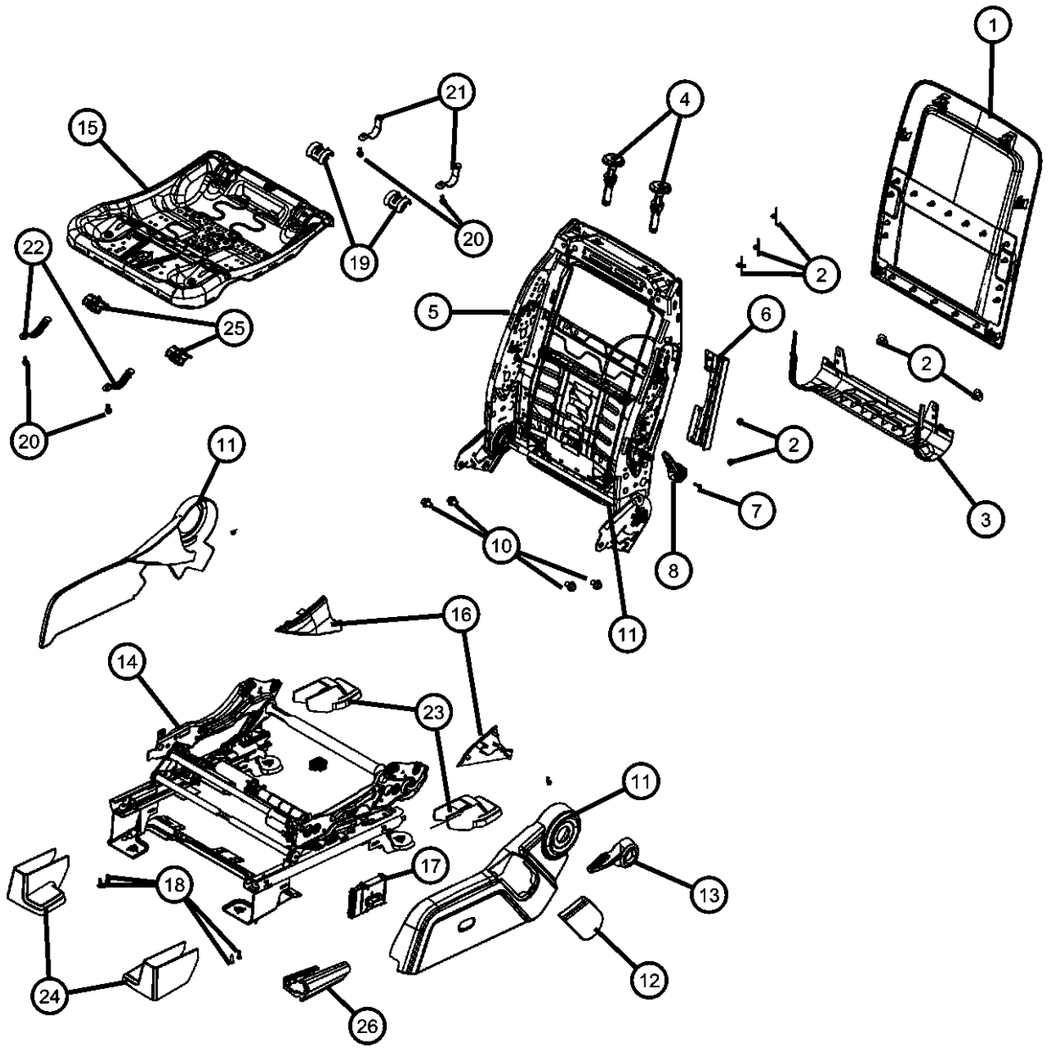


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	[D1], Slave Cylinder
	1DS941KAAA	2	D, E		49			*GL	[KA], Slave Cylinder
		2	B, D, E		49			*GL	[KA], Slave Cylinder
5									FRAME, Front Seat Back, Includes Recliners
	04610149AA	1	D, E		49			*GL	
	04610145AA	2	D, E		49			*A7	Left
	04610144AA	1	D, E		49			*A7	Right
		1	D, E		49			*D7	
6									BRACKET, Seat
	68037172AA	2	D, E		49			*D7	
		1	D, E		49			*GL	
7									SCREW
	05080813AA	1	D, E		49			*D7	
		1	B		49			*D7	
		1	B		49			*GL	
		1	D, E		49			*GL	
8									HANDLE, Lumbar
	1LB341DVAA	1	D, E		49			*D7	[DV]
		1	D, E		49			*D7	[D1]
	1DQ641K7AA	1	D, E		49			*GL	[KA]
	1DQ641DAAA	1	D, E		49			*D7	[DV] , Export
		1	D, E		49			*D7	[D1] , Export
	1DQ641KAAA	1	B		49			*D7	[KA]
-9									CAP
	1DQ661DAAA	1	D, E		49			*GL	[D1]
	1DQ66XD-VAA	1	D, E		49			*GL	[DV]
	1DQ661K7AA	1	D, E		49			*GL	[DA]
	1DQ661KAAA	1	D, E		49			*GL	[KA]
10	05013329AA	3	B, D, E		49				BOLT
11									SHIELD, Seat

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

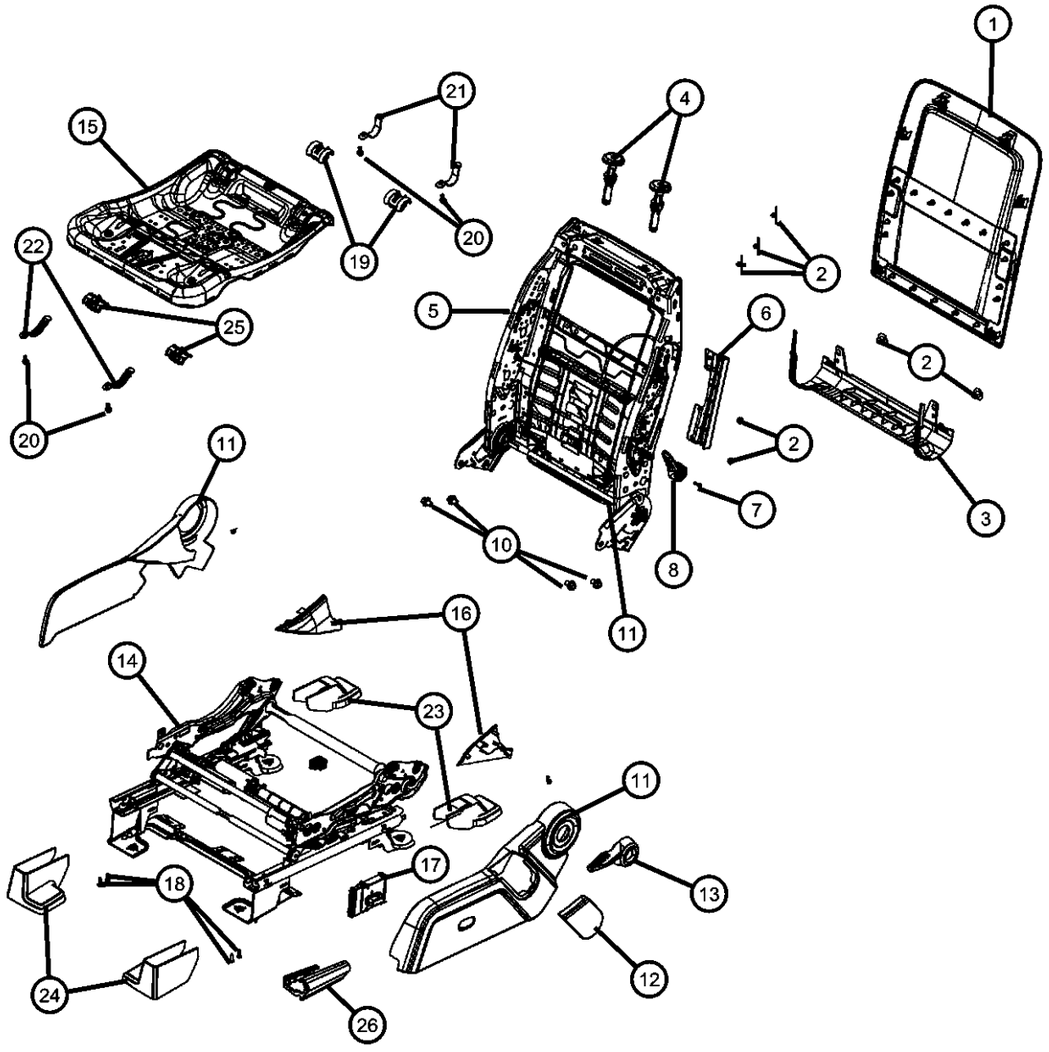


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LQ821K7AA	1	D, E		49			*GL	[KA], Inboard
	1MW641DVAA	1	D, E		49			*D7	[DV] , With [JPS], Outboard
	1LQ821DVAA	1	D, E		49			*D7	[D1], Inboard
		1	D, E		49			*D7	[DV], Inboard
	1LR001K7AA	1	D, E		49			*GL	[KA], Outboard
		1	D, E		49			*GL	[D1], Inboard
		1	D, E		49			*D7	[D1] , With [JPS], Outboard
	1LR001DVAA	1	D, E		49			*GL	[D1], Outboard
		1	D, E		49			*D7	[KA], Outboard
		1	D, E		49			*D7	[DV], Outboard
12									COVER, Anchor
	1DQ36XD-VAA	1	D, E		49			*O0	[DV]
	1DQ37DK7AA	1	B		49			*O0	[KA]
	1CZ09XDVAA	1	B		49			*O0	[DV], Export, With [JPS] Sales Code
		1	D, E		49			*O0	[D1]
	1CZ06XDVAA	1	D, E		49			*O0	[DV] , With [JPS]
	1CZ09DK7AA	1	B		49			*O0	[KA], Export, With [JPS] Sales Code
	1CZ06DK7AA	1	D, E		49			*O0	[KA] , With [JPS]
	1LB231DVAA	1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
13									HANDLE, Recliner
	1LG531DVAA	1	B		49			*GL	[KA]
	1DQ591DAAA	1	D, E		49			*GL	[D1]
		1	D, E		49			*GL	[D1] , Export
	1LB151DVAA	1	D, E		49			*D7	[DV]
		1	D, E		49			*D5	[DV]
		1	D, E		49			*D7	[D1] , Export
		1	D, E		49			*D7	[DV] , Export
	1DQ591KAAA	1	D, E		49			*GL	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

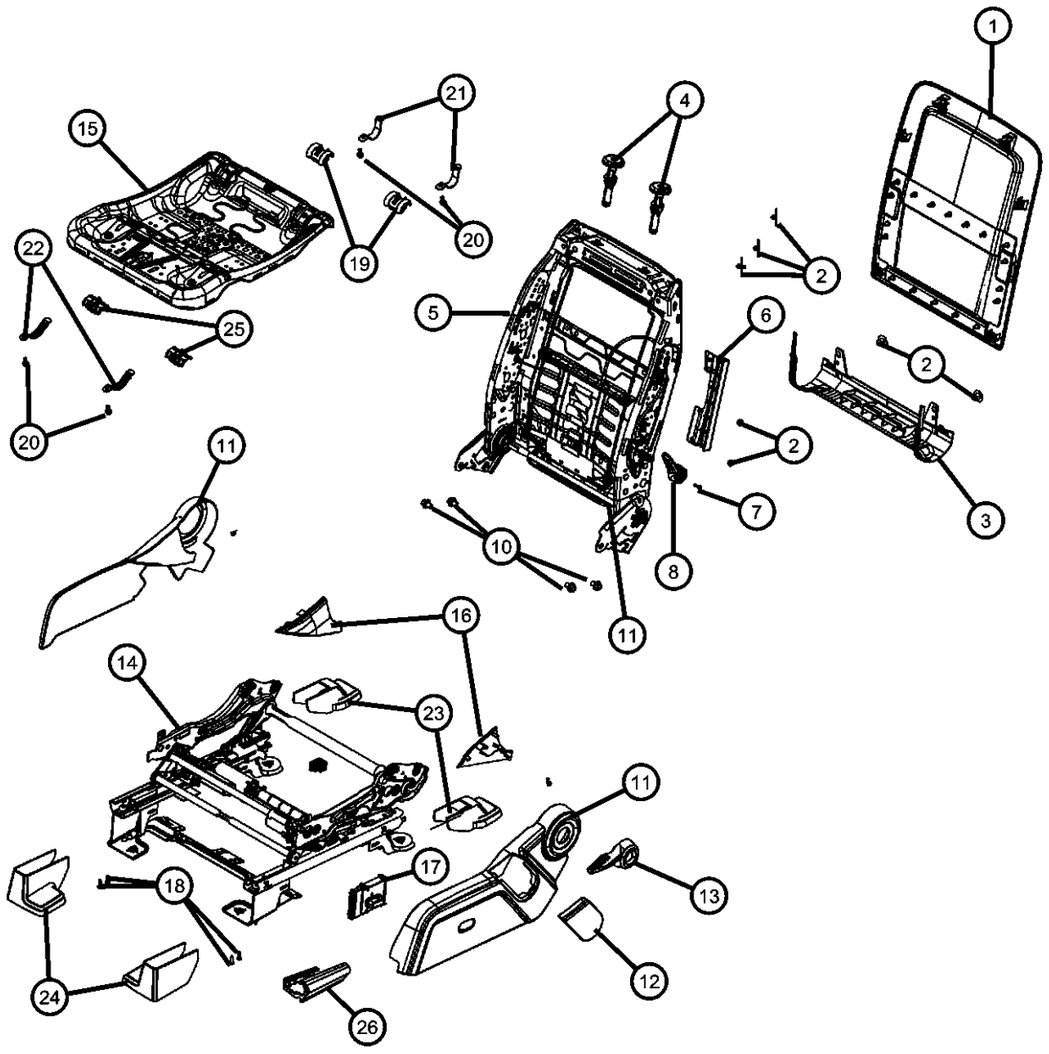


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	[KA] , Export
	1DQ591DVAA	1	D, E		49			*A7	[DV] , With CDH]
		1	D, E		49			*D7	[D1]
	1LB151K7AA	1	D, E		49			*D7	[KA]
		1	D, E		49			*A7	[DV] , Export
		1	D, E		49			*A7	[KA] , Export
		1	B		49			*GL	[D1]
14									ADJUSTER, Power Seat
	68041157AA	1	D, E		49			*D7	
		1	D, E		49			*GL	Export
		1	D, E		49			*GL	
		1	D, E		49			*D7	Export
15									PAN, SEAT CUSHION
	04610165AA	1	D, E		49			*D7	
		1	D, E		49			*GL	
		1	B		49			*GL	
		1	B		49			*D7	
16									FLANGE, Return
	1DQ821K7AA	1	B		49			*GL	[KA], Right
		1	B		49			*D7	[KA], Right
		1	D, E		49			*GL	[KA], Right
		1	D, E		49			*D7	[KA], Right
	1DQ82XD-VAA	1	B		49			*GL	[D1], Right
		1	B		49			*D7	[D1], Right
		1	D, E		49			*GL	[D1], Right
		1	D, E		49			*D7	[D1], Right
	1DQ83XD-VAA	1	D, E		49			*D7	[D1], Left
	1DQ831K7AA	1	B		49			*D7	[KA], Left
		1	D, E		49			*D7	[KA], Left
		1	B		49			*D7	[D1], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

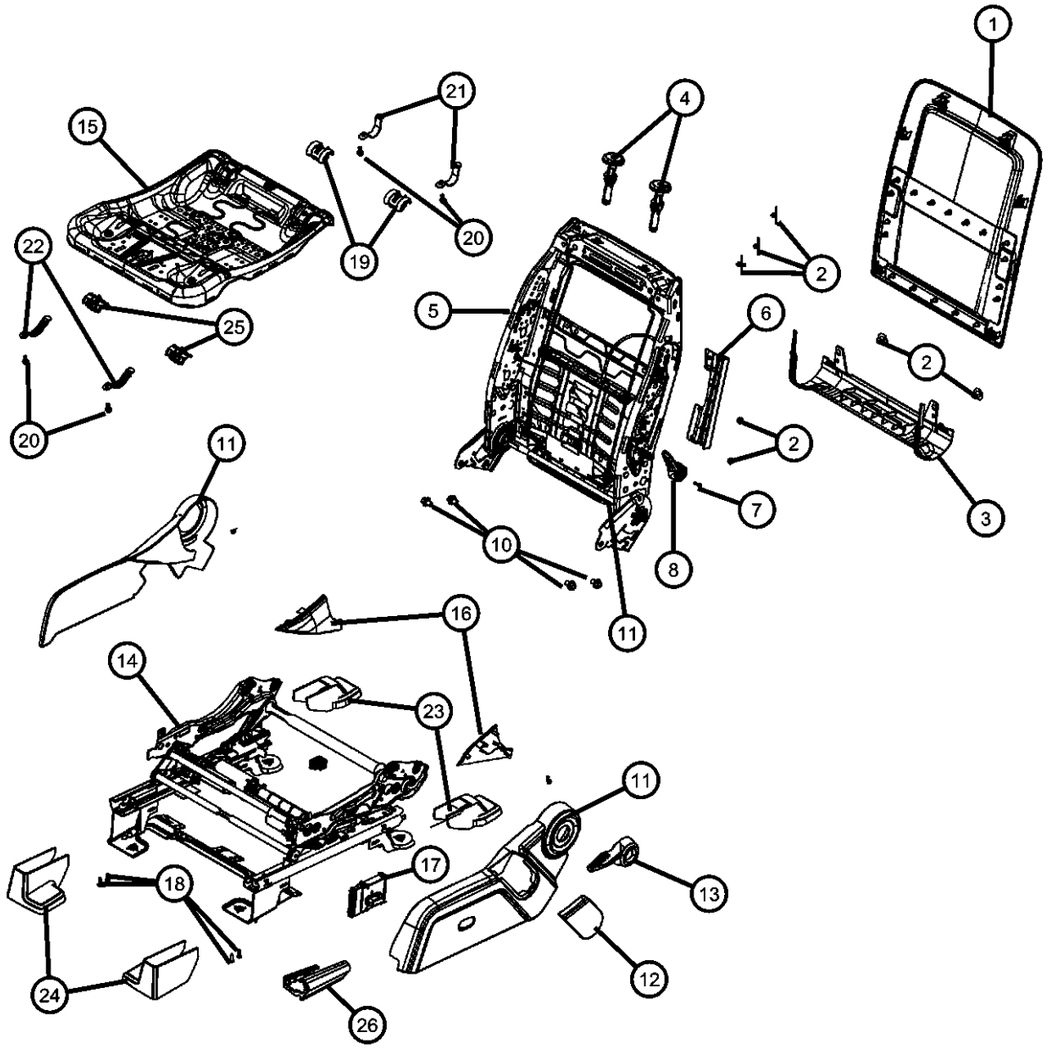


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
17									SWITCH, Power Seat
	68040992AA	1	B		49			*D7	
		1	D, E		49			*GL	
	68043354AA	1	B		49			*GL	
		1	D, E		49			*D7	
18									SCREW
	05191909AA	1	D, E		49			*D7	
		1	D, E		49			*GL	
19									BRACKET, Hinged Spacer
	04610170AA	2	D, E		49			*D7	
		2	D, E		49			*GL	
		2	B		49			*GL	
		2	B		49			*D7	
20									BOLT
	05191914AA	4	D, E		49			*GL	
		4	B		49			*GL	
		4	D, E		49			*D7	
		4	B		49			*D7	
21									CLAMP
	04610175AA	2	D, E		49			*GL	
		2	B		49			*GL	
		2	D, E		49			*D7	
		2	B		49			*D7	
22									CLAMP
	04610174AA	2	D, E		49			*GL	
		2	B		49			*GL	
		2	D, E		49			*D7	
		2	B		49			*D7	
23									COVER, Seat Adjuster
	68047026AA	1	D, E		49			*GL	
		1	D, E		49			*D7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Power
Figure 50-905

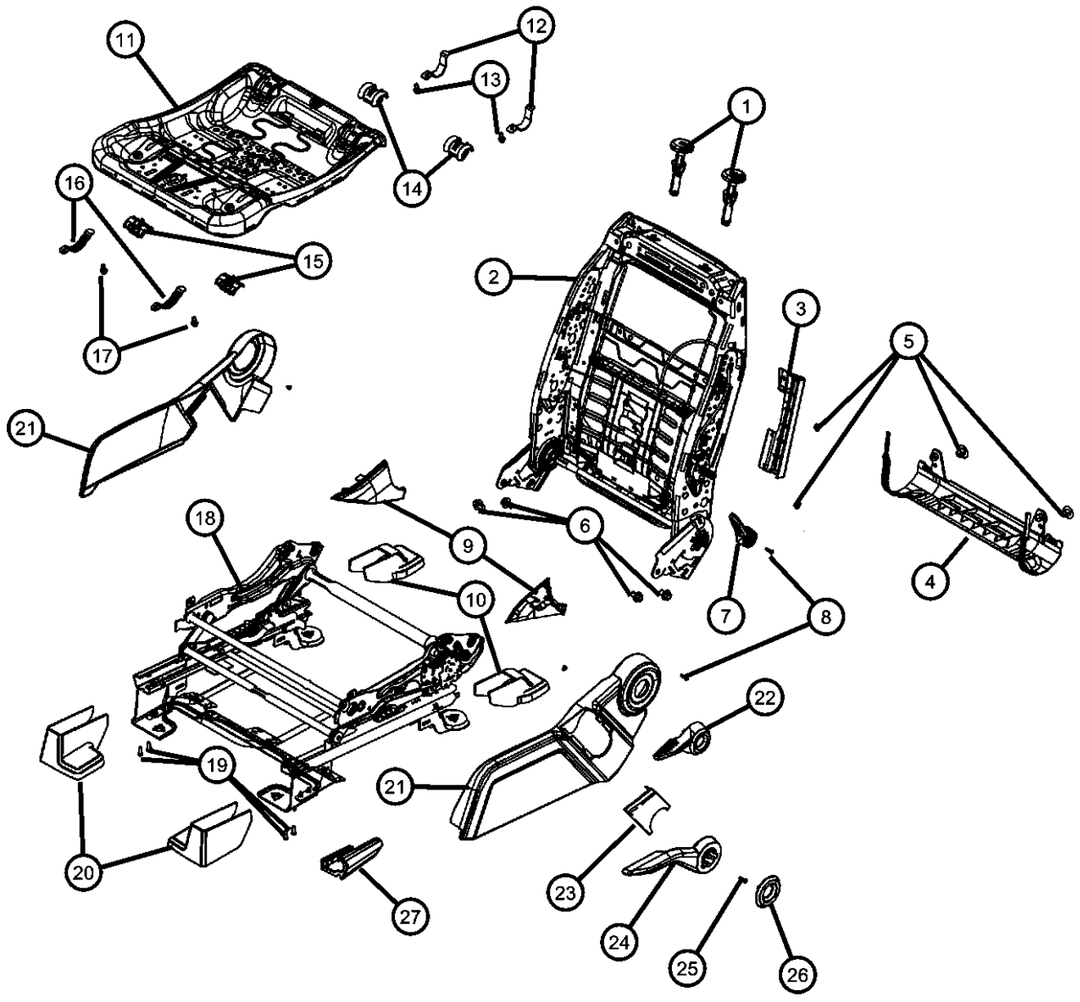


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
24									COVER, Seat Adjuster
	68047028AA	1	D, E		49			*GL	Right
	68047029AA	1	D, E		49			*D7	Left
		1	D, E		49			*D7	Right
		1	D, E		49			*GL	Left
25									BRACKET, Hinged Spacer
	04610172AA	2	D, E		49			*D7	
		2	D, E		49			*GL	
26									COVER, Seat Track
	1MW621DVAA	1	D, E		49			*D5	[D5] Outboard, Right
		1	D, E		49			*D7	[D7] Outboard, Right
		1	D, E		49			*GL	[GL] Outboard, Right
		1	D, E		49			*A7	[A7] Outboard, Right
	1MW611DVAA	1	D, E		49			*GL	[GL] Outboard, Left
		1	D, E		49			*D7	[D7] Outboard, Left
		1	D, E		49			*D5	[D5] Outboard, Left
		1	D, E		49			*A7	[A7] Outboard, Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Manual
Figure 50-910

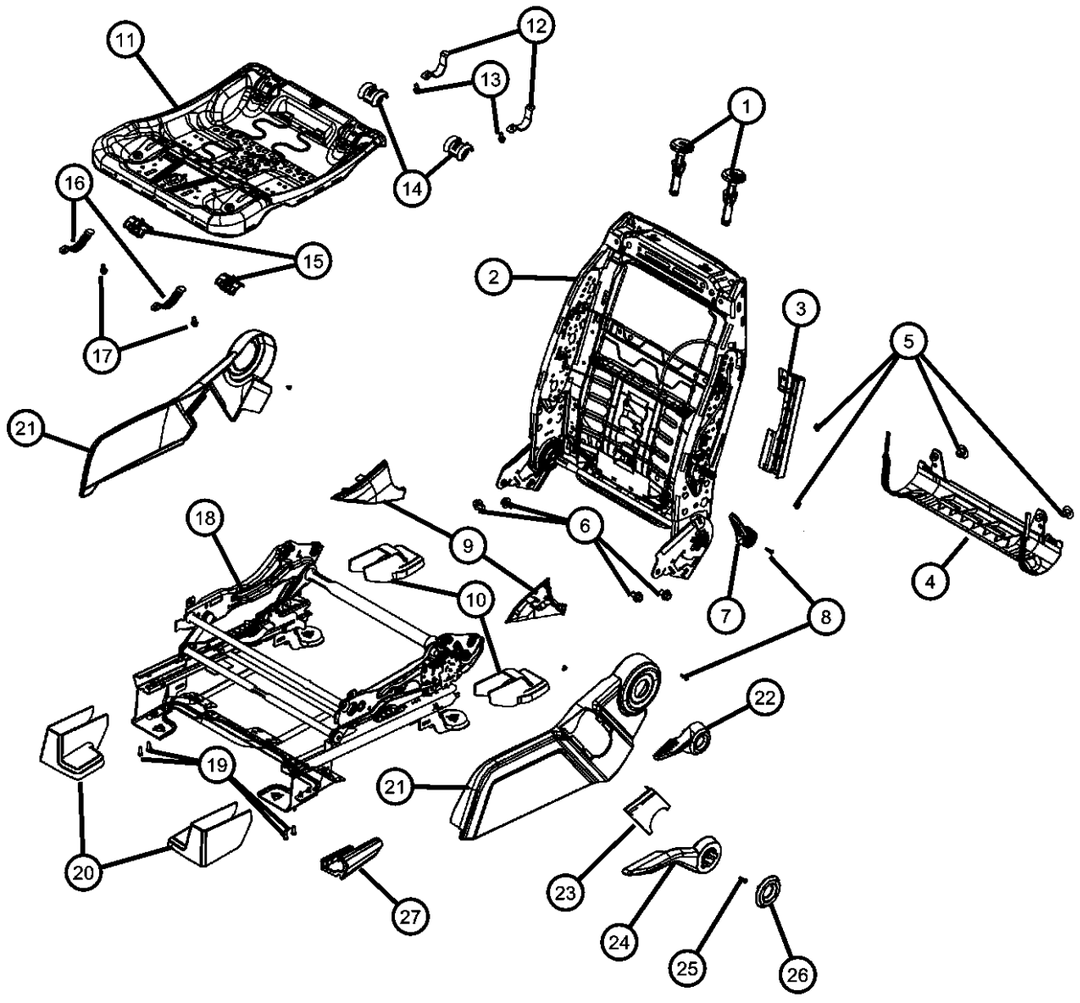


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SLEEVE, Headrest
	1DS941DVAA	2	B, D, E		49			*A7	Slave Cylinder
		2	D, E		49			*D5	Slave Cylinder
		3	B, D, E		49			*D5	Slave Cylinder
	1DS911D1AA	2	D, E		49			*A7	Locking
	1DS911DVAA	3	B, D, E		49			*D5	Locking
		2	B, D, E		49			*A7	Locking
		2	D, E		49			*D5	Locking
		2	D, E		49			*A7	Slave Cylinder
2									FRAME, Front Seat Back, Includes Recliners
	04610149AA	2	D, E		49			*D5	
		1	D, E		49			*A7	
3									BRACKET, Seat
	68037172AA	1	D, E		49			*A7	
		2	D, E		49			*D5	
4	68041156AA	2	D, E		49			*D5	PANEL, Seat Back
5	68021464AA	4	D, E		49			*D5	FASTENER
6									BOLT
	05183366AA	1	D, E		49			*A7	
		1	B		49			*D5	
		1	B		49			*A7	
		1	D, E		49			*D7	
7									HANDLE, Lumbar
	1DQ64XD-VAA	1	D, E		49			*D5	
	1DQ641DAAA	1	B		49			*D5	
8									SCREW
	05080813AA	1	D, E		49			*D5	
		1	B		49			*D5	
9									FLANGE, Return
	1DQ82XD-VAA	1	B		49			*D5	Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Manual
Figure 50-910

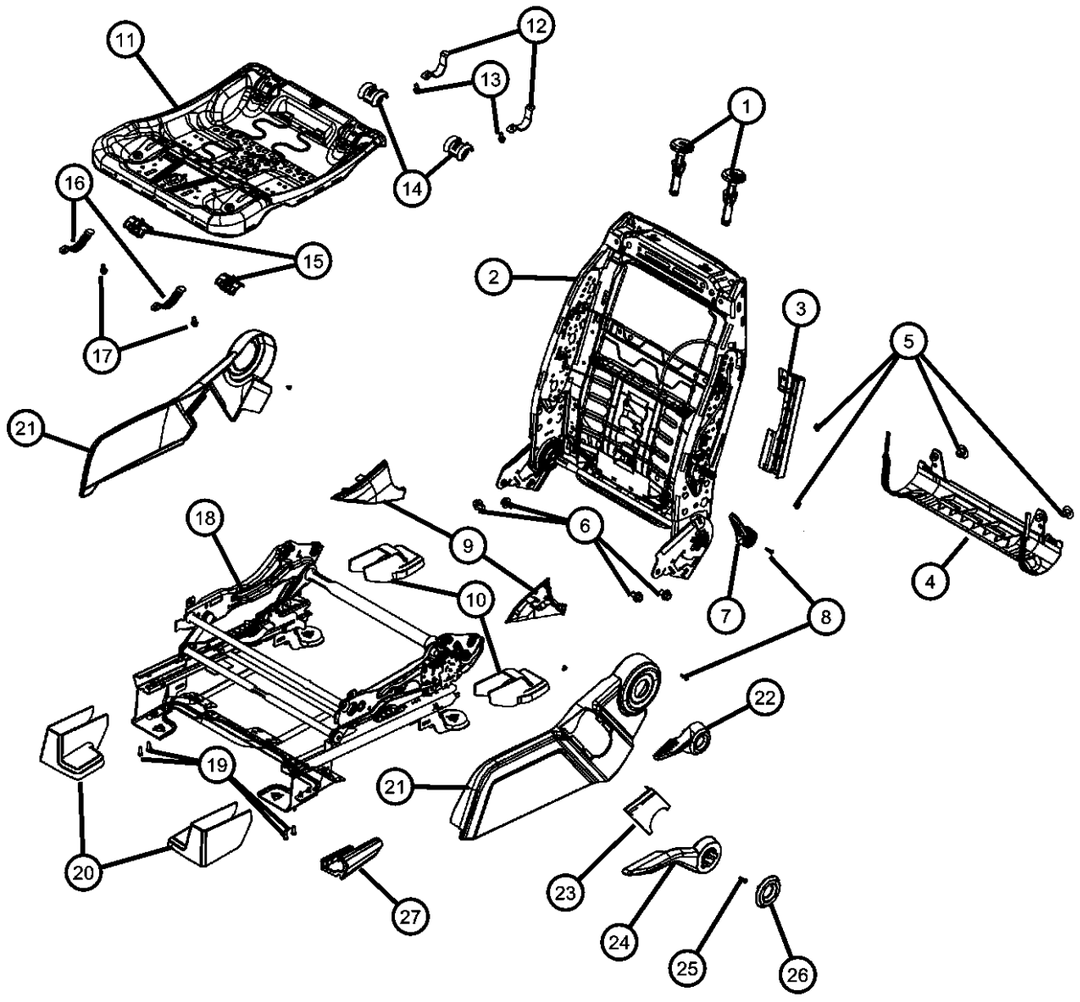


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49			*A7	Right
	1DQ83XD-VAA	1	D, E		49			*D5	Left
		1	D, E		49			*A7	Left
		1	B		49			*D5	Left
		1	B		49			*A7	Left
		1	D, E		49			*D5	Right
		1	D, E		49			*A7	Right
10	68047026AA	1	D, E		49			*D5	COVER, Seat Adjuster
11									PAN, SEAT CUSHION
	04610165AA	2	D, E		49			*D5	
		2	B		49			*D5	
		2	B		49			*A7	
		2	D, E		49			*A7	
12									CLAMP
	04610175AA	4	B		49			*A7	
		4	B		49			*D5	
		2	D, E		49			*D5	
		2	D, E		49			*A7	
13									BOLT
	05191914AA	4	D, E		49			*A7	
		1	D, E		49			*D5	
		8	B		49			*D5	
		8	B		49			*A7	
14									BRACKET, Hinged Spacer
	04610170AA	2	D, E		49			*A7	
		2	D, E		49			*D5	
		4	B		49			*A7	
		4	B		49			*D5	
15									BRACKET, Hinged Spacer
	68047024AA	2	B		49			*A7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Manual
Figure 50-910

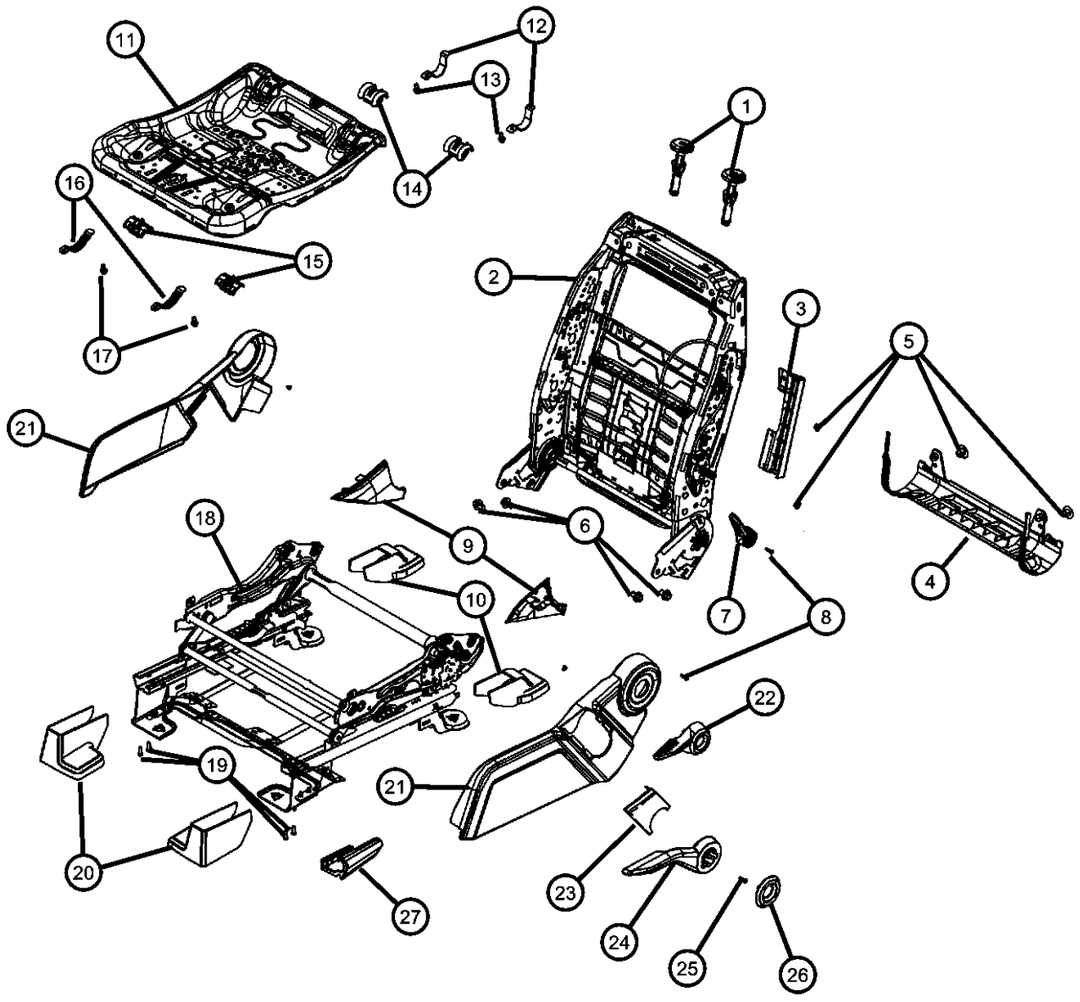


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		2	D, E		49			*D5	
		2	B		49			*D5	
		2	D, E		49			*A7	
16									CLAMP
	04610174AA	4	B		49			*A7	
		4	B		49			*D5	
		2	D, E		49			*D5	
		2	D, E		49			*A7	
17									BOLT
	05191914AA	4	D, E		49			*A7	
		1	D, E		49			*D5	
		8	B		49			*A7	
		8	B		49			*D5	
18									ADJUSTER, Seat
	68037292AA	1	D, E		49			*D5	
		1	D, E		49			*A7	
19									SCREW
	05191909AA	1	B		49			*A7	
		1	D, E		49			*D5	
		1	D, E		49			*A7	
		1	B		49			*D5	
		1	D, E		49			*A7	
		1	B		49			*D5	
20									COVER, Seat Adjuster
	68047029AA	1	D, E		49			*D5	Left
	68047028AA	1	D, E		49			*D5	Right
21									SHIELD, Seat
	1LQ821DVAA	1	D, E		49			*D5	Inboard
	1LQ811DVAA	1	D, E		49			*A7	Outboard
		1	D, E		49			*D5	Outboard
		1	D, E		49			*A7	Inboard
22									HANDLE, Recliner
	1DQ591DAAA	1	B		49			*D5	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Driver Seat - Manual
Figure 50-910

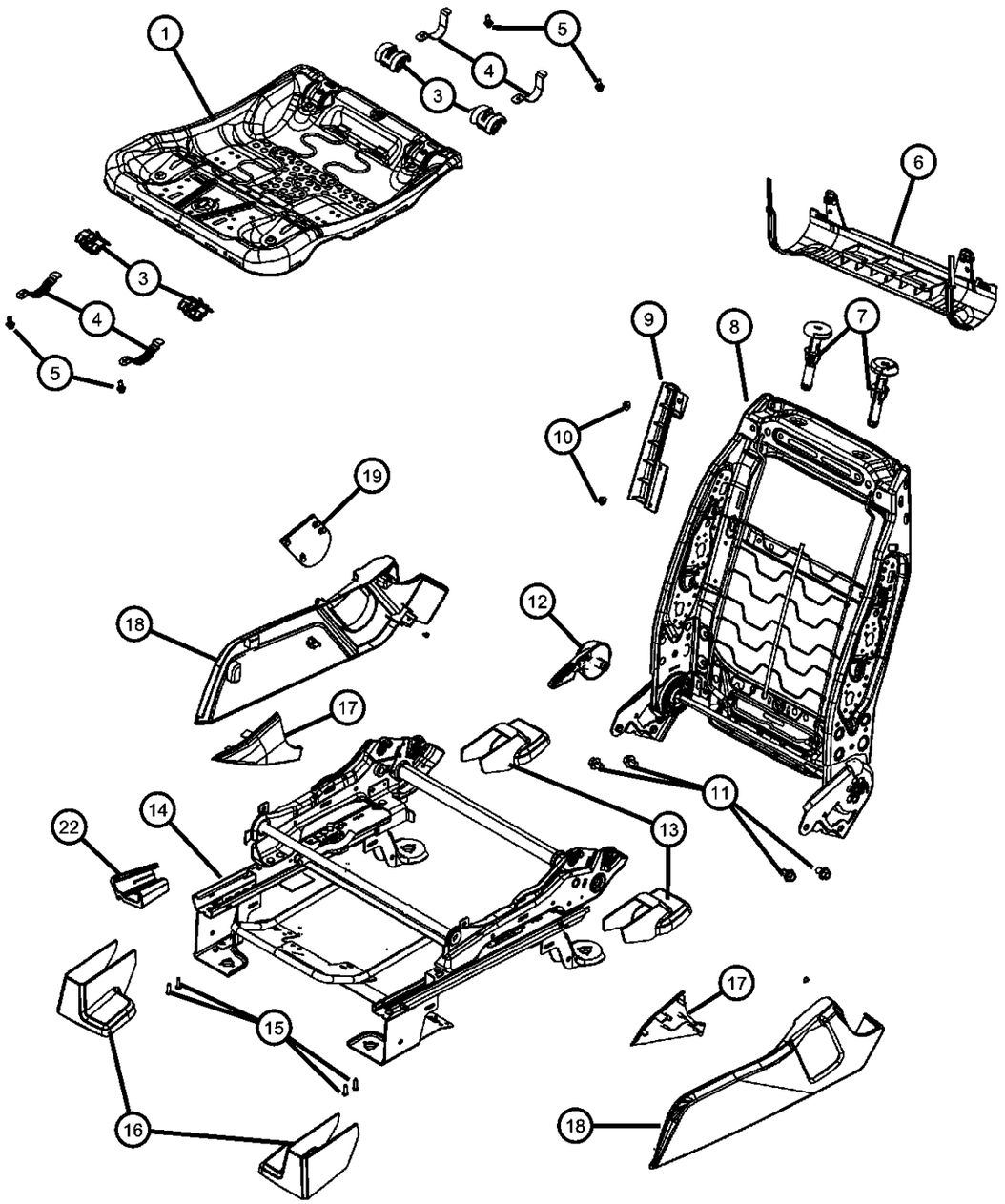


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*A7	
		1	B		49			*A7	
		1	D, E		49			*D5	
	1MZ231DVAA	1	B, D, E		49			*A7	[DV]
		1	B, D, E		49			*D5	[DV]
23	1DQ431DAAA	1	D, E		49			*A7	COVER, Anchor
24									HANDLE, Seat Lift
	1LG491DVAA	1	D, E		49			*A7	[DV] , Export
	1LG491K7AA	1	D, E		49			*A7	[KA]
	1DQ631DAAA	1	D, E		49			*D5	
	1DQ631DVAA	1	D, E		49			*A7	[DV]
	1DQ621DAAA	1	B		49			*A7	[DV]
		1	B		49			*D5	[DV], Export
25									SCREW
	05183367AA	2	D, E		49			*A7	
		2	B		49			*A7	
		2	B		49			*D5	
		2	D, E		49			*D5	
26									CAP
	1DQ651DAAA	1	D, E		49			*D5	
		1	B		49			*A7	
		1	B		49			*D5	
	1DQ651DVAA	1	D, E		49			*A7	
27									COVER, Seat Track
	1MW611DVAA	1	D, E		49			*A7	
		1	D, E		49			*D5	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat Manual
Figure 50-919

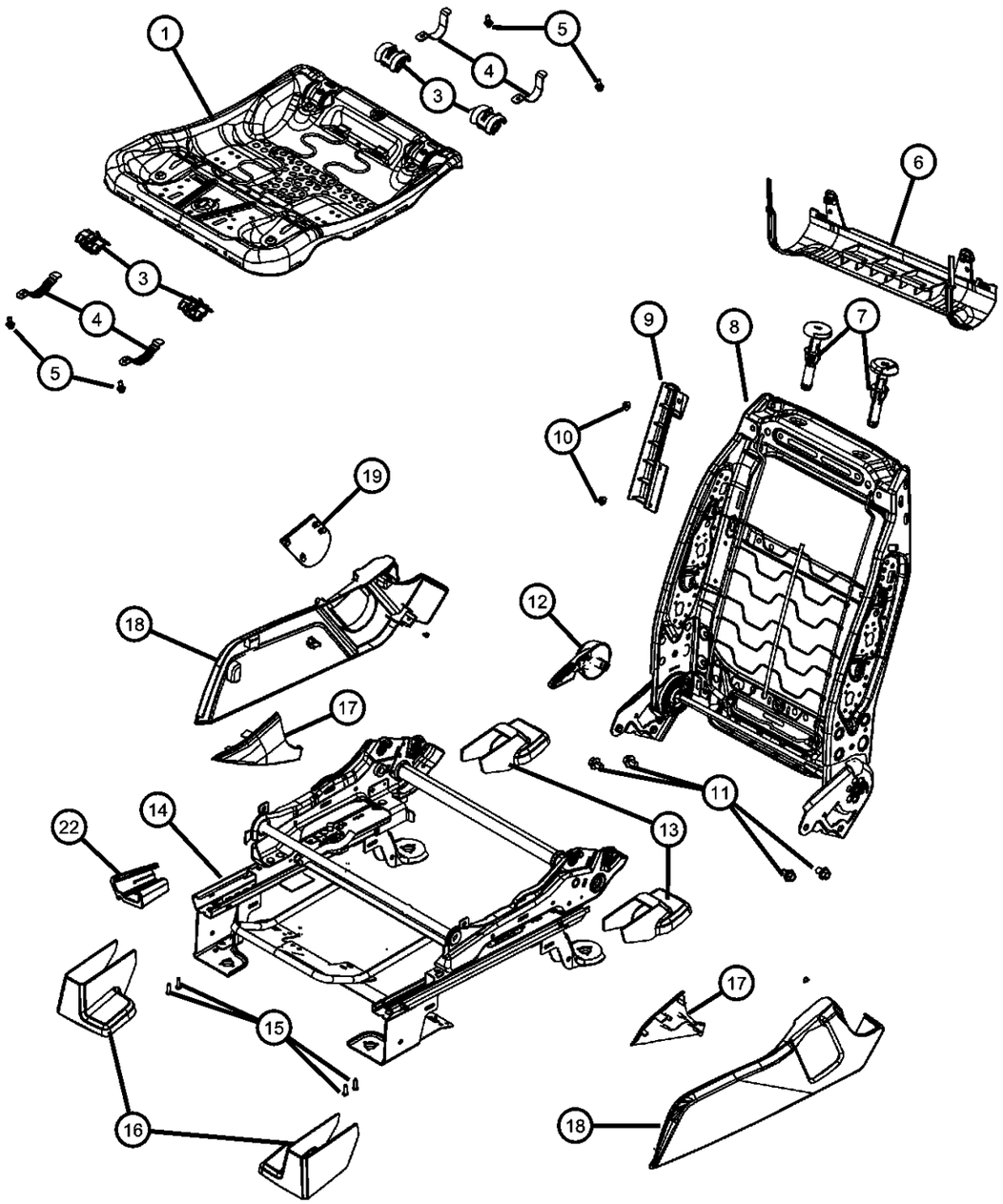


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PAN, SEAT CUSHION
	04610165AA	2	B		49			*D5	
		2	B		49			*A7	
		2	D, E		49			*A7	
		2	D, E		49			*D5	
-2									BUMPER, Rubber
	68041765AA	4	D, E		49			*D5	Cushion
		4	D, E		49			*GL	Cushion
		4	D, E		49			*D7	Cushion
3									BRACKET, Hinged Spacer
	68047024AA	2	D, E		49			*A7	Front
	04610170AA	4	B		49			*D5	Rear
		2	D, E		49			*A7	Rear
		2	D, E		49			*D5	Rear
		4	B		49			*A7	Rear
		2	B		49			*D5	Front
		2	B		49			*A7	Front
		2	D, E		49			*D5	Front
4									CLAMP
	04610174AA	2	D, E		49			*D5	Front
		2	D, E		49			*A7	Front
		4	B		49			*A7	Front
		4	B		49			*D5	Front
	04610175AA	2	D, E		49			*A7	Rear
		4	B		49			*D5	Rear
		4	B		49			*A7	Rear
		2	D, E		49			*D5	Rear
5									BOLT
	05191914AA	4	D, E		49			*A7	
		1	D, E		49			*D5	
		8	B		49			*A7	
		8	B		49			*D5	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat Manual
Figure 50-919



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
6	68037171AA	1	D, E		49			*A7	PANEL, Seat Back
7									SLEEVE, Headrest
	1DS941DVAA	2	D, E		49			*A7	Slave Cylinder
		2	B, D, E		49			*A7	Slave Cylinder
	1DS911DVAA	3	B, D, E		49			*D5	Locking
	1DS911D1AA	2	B, D, E		49			*A7	Locking
		2	D, E		49			*D5	Slave Cylinder
		2	D, E		49			*A7	Locking
		2	D, E		49			*D5	Locking
		3	B, D, E		49			*D5	Slave Cylinder
8									FRAME, Front Seat Back, Includes Recliner
	04610145AA	2	B		49			*A7	
		1	B		49			*D5	
		1	D, E		49			*D5	
		2	D, E		49			*A7	
9									BRACKET, Mounting
	68037301AA	1	B		49			*D5	
		1	D, E		49			*D5	
		1	D, E		49			*A7	
		1	B		49			*A7	
		1	D, E		49			*A7	
		1	B		49			*A7	
10									NUT
	05175663AA	4	D, E		49			*A7	
		4	D, E		49			*D5	
11									BOLT
	05183366AA	1	D, E		49			*A7	
		1	D, E		49			*D5	
		1	B		49			*D5	
		1	B		49			*A7	
12									HANDLE, Recliner
	1DQ581KAAA	1	B		49			*D7	[KA]

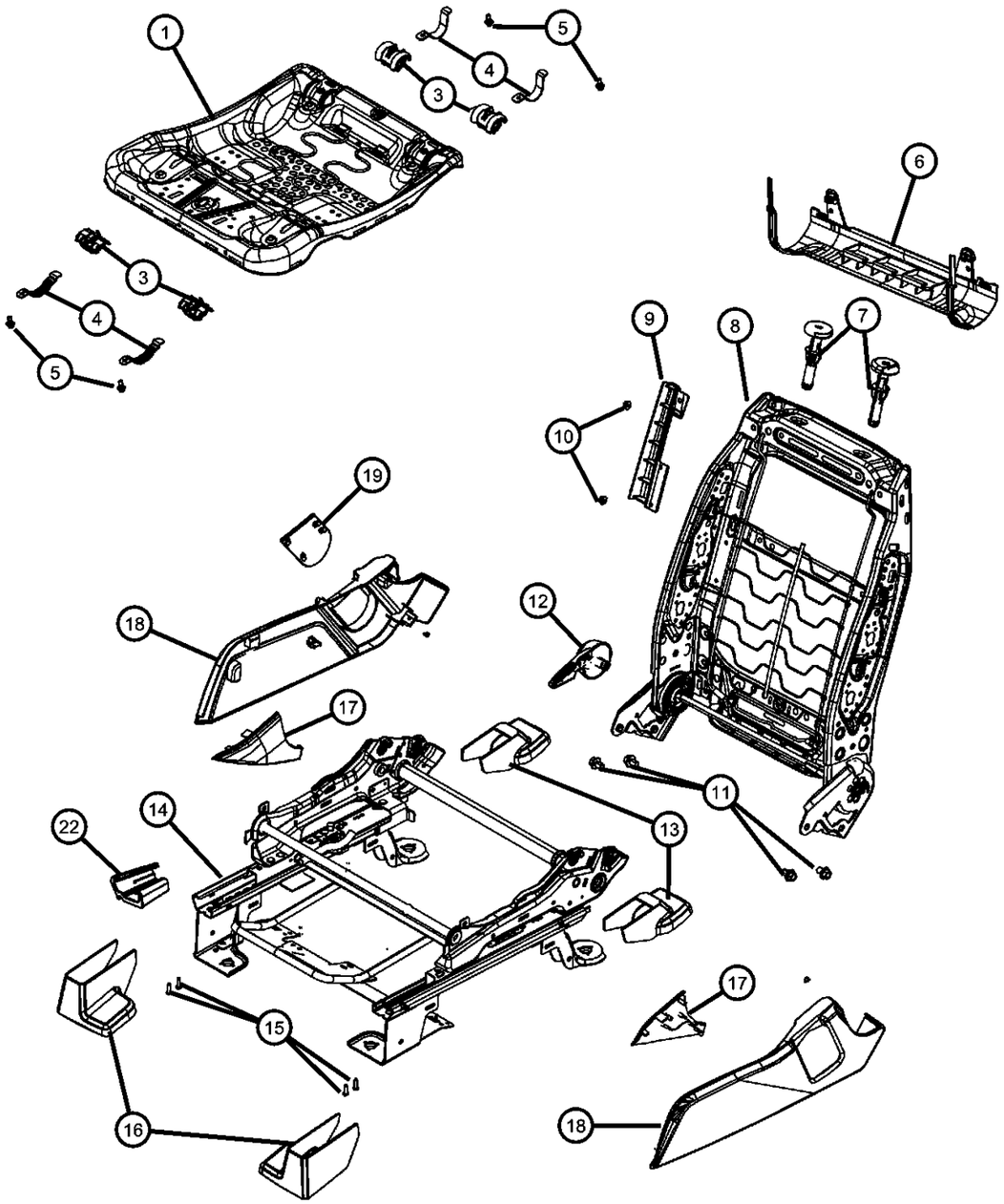
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Adjusters , Recliners and Shields - Passenger Seat Manual
Figure 50-919

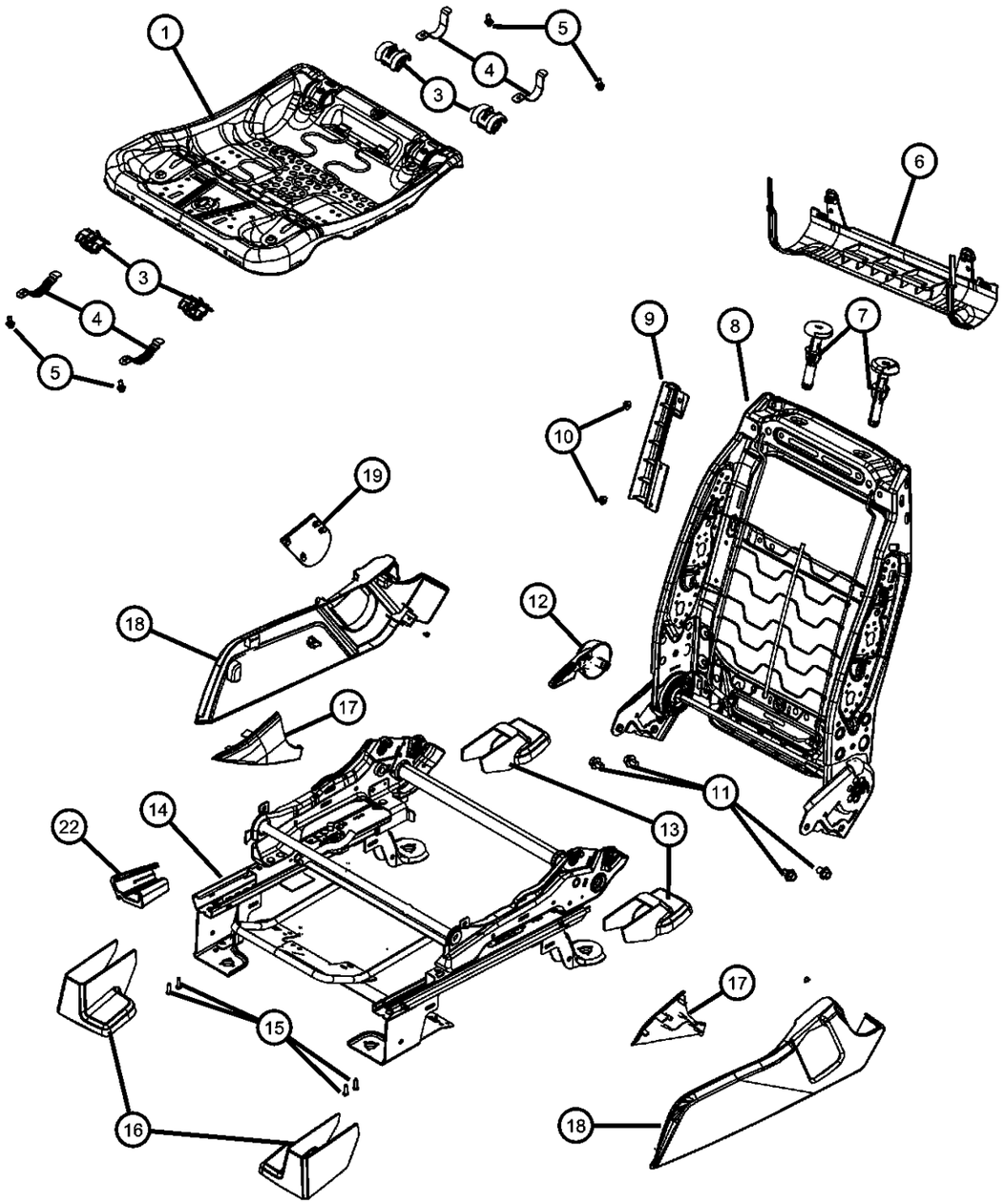


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1DQ581DAAA	1	D, E		49			*A7	
		1	B		49			*A7	[DV]
	1NB60XDVAA	1	B, D, E		49			*A7	[DV] , With [CAU]
	1DQ591DAAA	1	D, E		49			*D5	
	1NB60DK7AA	1	B, D, E		49			*A7	[KA] , With [CAU]
13	68047026AA	1	D, E		49			*D5	COVER, Seat Adjuster
14									ADJUSTER, Manual Seat
	04610177AA	1	D, E		49			*A7	
		1	B		49			*A7	
		1	B		49			*D5	
		1	D, E		49			*D5	
15									SCREW
	05191909AA	1	D, E		49			*D5	
		1	D, E		49			*A7	
		1	B		49			*D5	
		1	B		49			*A7	
16									COVER, Seat Adjuster
	68047028AA	1	D, E		49			*D5	Right
	68047029AA	1	D, E		49			*D5	Left
17									FLANGE, Return
	1DQ82XD-VAA	1	B		49			*D5	Right
		1	B		49			*A7	Right
		1	D, E		49			*D5	Right
		1	D, E		49			*A7	Right
	1DQ83XD-VAA	1	D, E		49			*A7	Left
		1	B		49			*A7	Left
		1	B		49			*D5	Left
		1	D, E		49			*D5	Left
18									SHIELD, Seat Adjuster
	1LQ761DVAA	1	D, E		49			*D5	Passenger Outboard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat Manual
Figure 50-919

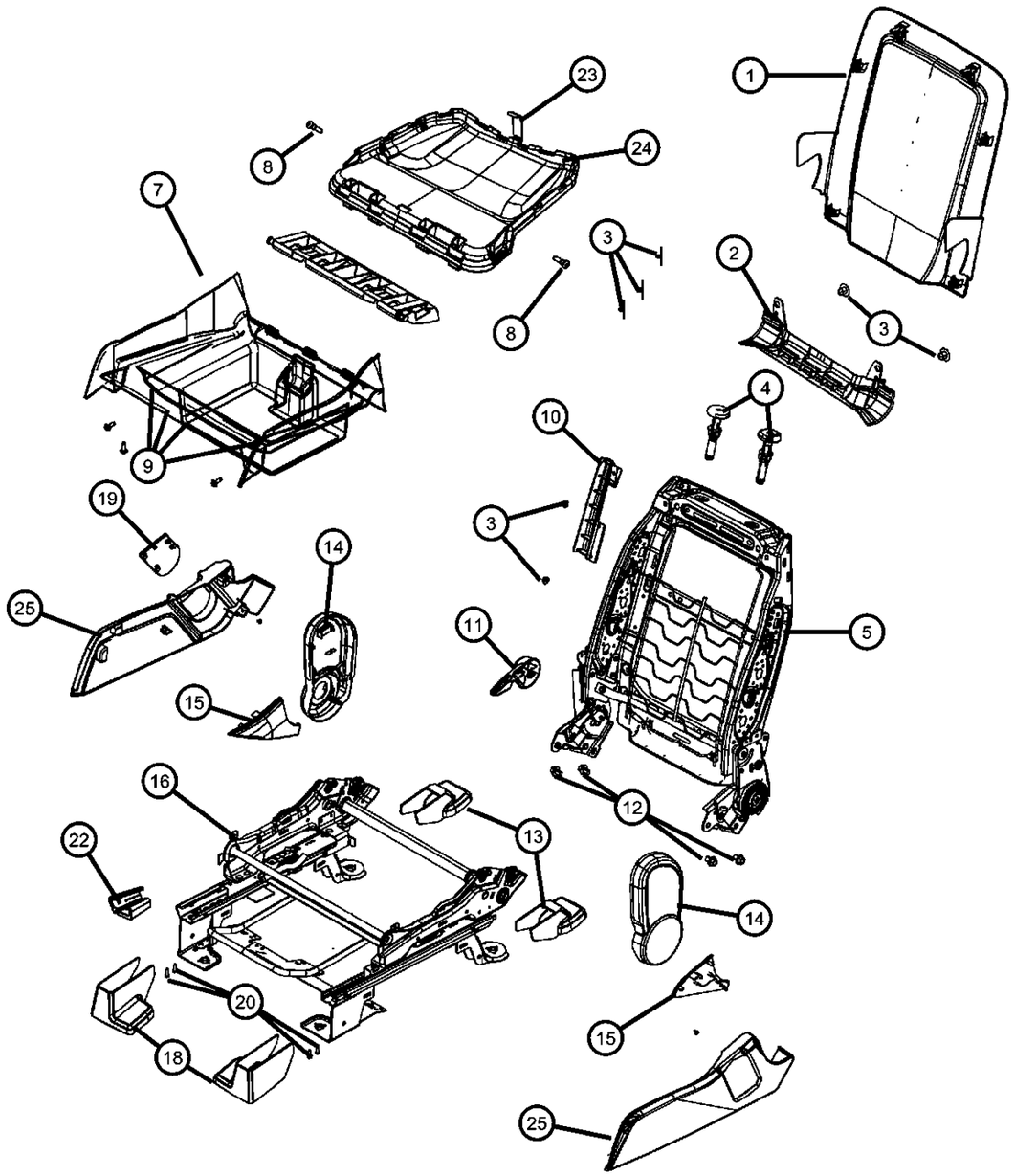


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*A7	Passenger Outboard
	1LQ781DVAA	1	D, E		49			*A7	Passenger Inboard
	1MW611DVAA	1	B		49			*A7	Driver Outer
	1MW621DVAA	1	B		49			*A7	Passenger Outboard
		1	D, E		49			*D5	Passenger Inboard
19									COVER, Anchor
	1DQ361DAAA	1	D, E		49			*A7	[DV]
	1DQ36DK7AA	1	D, E		49			*O0	[KA]
	1DQ371KAAA	1	B		49			*GL	[KA]
	1DQ37DK7AA	1	B		49			*O0	[KA]
	1DQ371DAAA	1	B		49			*A7	[DV]
-20	68041163AA	1	D, E		49			*D5	CABLE, Adjuster
-21									CABLE, Recliner
	68044525AA	1	B, D, E		49			*D5	
		1	B, D, E		49			*A7	
22									COVER, Seat Track
	1MW621DVAA	1	D, E		49			*A7	[DV]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*GL	[KA]
		1	D, E		49			*GL	[D1]
		1	D, E		49			*D5	[DV]
	1MW62DX9AA	1	D, E		49			*A7	[X9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

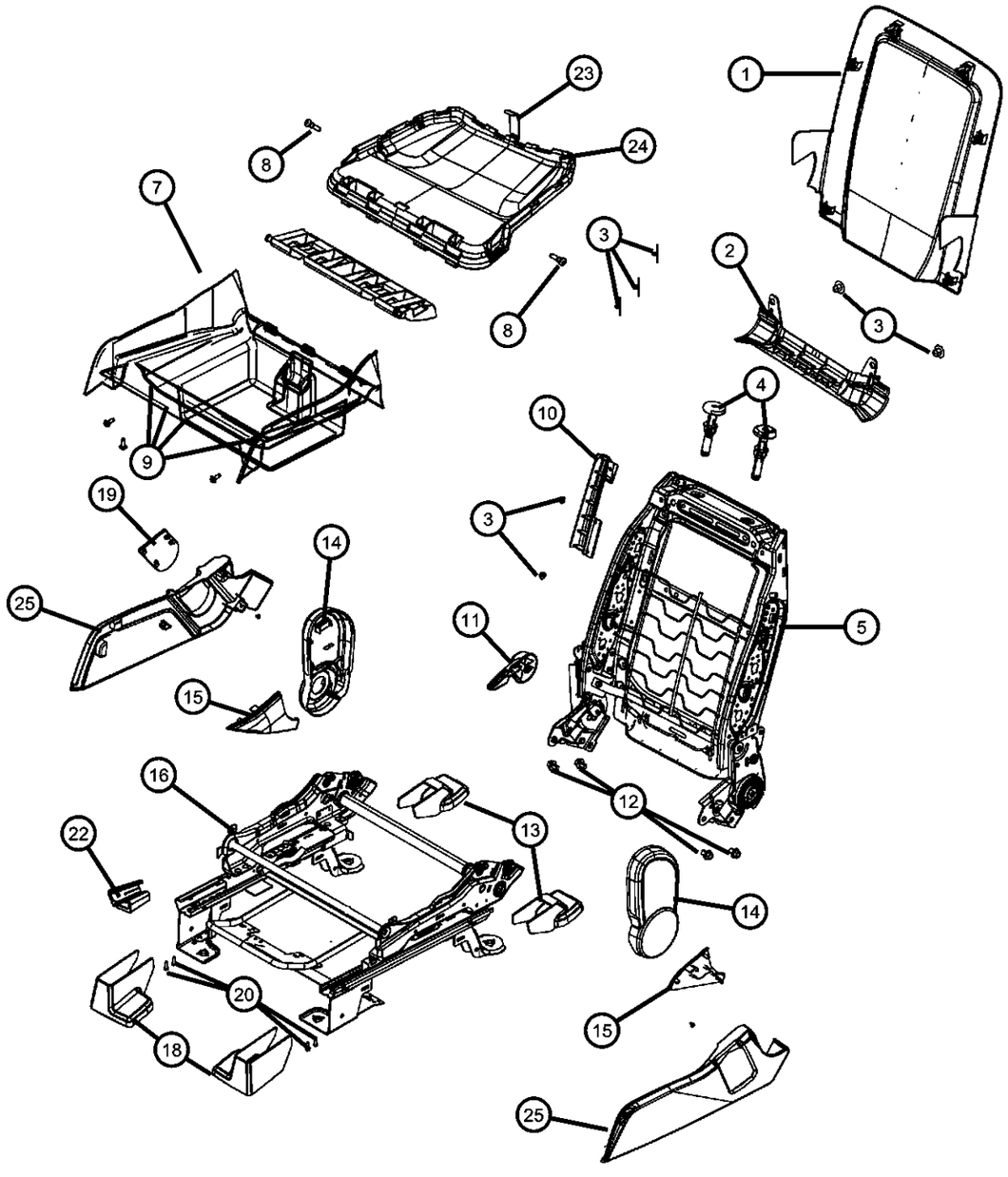


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Seat Back
	1LQ991K7AA	1	D, E		49			*GL	[KA], Export
		1	D, E		49			*D7	[KA], Export
		1	D, E		49			*GL	[KA]
		1	D, E		49			*D7	[KA]
	1LQ991DVAA	1	D, E		49			*D7	[DV], Export
		1	D, E		49			*GL	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*GL	[D1], Export
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[D1], Export
2									PANEL, Seat Back
	68021481AA	1	D, E		49			*D7	
		1	B		49			*GL	
		1	B		49			*D7	
		1	D, E		49			*GL	
3									FASTENER
	68021464AA	2	D, E		49			*GL	
		4	D, E		49			*D5	
4									SLEEVE, Headrest
	1DS911DVAA	2	D, E		49			*D7	[DV], Locking
	1DS911D1AA	2	B		49			*GL	[D1], Locking
	1DS941DVAA	2	B		49			*GL	[D1], Slave Cylinder
		2	D, E		49			*D7	[D1], Slave Cylinder
		2	D, E		49			*GL	[D1], Slave Cylinder
	1DS941KAAA	2	B		49			*GL	[KA], Slave Cylinder
	1DS941K7AA	1	D, E		49			*GL	[KA], Slave Cylinder
		2	D, E		49			*D7	[DV], Slave Cylinder
		2	D, E		49			*D7	[KA], Slave Cylinder
		2	D, E		49			*D7	[D1], Locking
		2	D, E		49			*GL	[D1], Locking
	1DS911K7AA	1	D, E		49			*GL	[KA], Locking

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

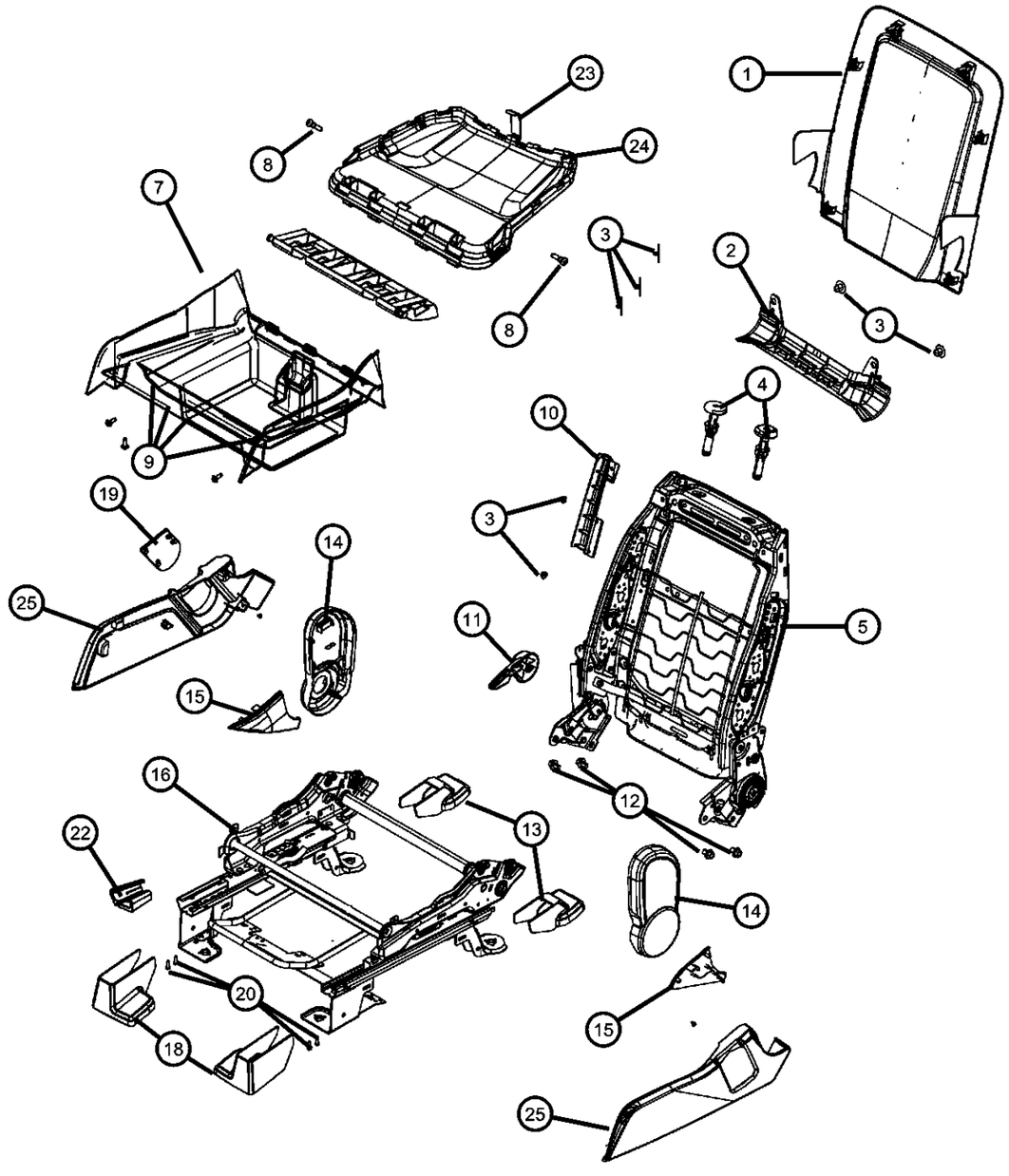


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49			*GL	[KA], Locking
	1DS911KAAA	2	D, E		49			*D7	[KA], Locking
5									FRAME, Front Seat Back, Includes Recliners
	04610149AA	1	D, E		49			*D7	
		1	D, E		49			*GL	
-6									LATCH, Seat Cushion
	68041764AA	1	D, E		49			*D5	
		1	D, E		49			*D7	
		1	D, E		49			*GL	
7									BIN, Storage
	1MY551DVAA	1	D, E		49			*GL	[D1]
	1MY551K7AA	1	D, E		49			*GL	[KA]
	1LB491DVAA	1	D, E		49			*D7	[D1]
	1LB491K7AA	1	D, E		49			*D7	[KA] [CVG]
		1	D, E		49			*D7	[DV]
8									SCREW
	68041771AA	2	D, E		49			*GL	
		2	D, E		49			*D7	
9									SCREW
	68041772AA	4	B		49			*GL	
		4	D, E		49			*GL	
10									BRACKET, Mounting
	68037301AA	1	B		49			*D7	
		1	B		49			*GL	
11									HANDLE, Recliner
	1DQ601DAAA	1	D, E		49			*GL	[D1]
		2	D, E		49			*D7	[D1]
		2	D, E		49			*D7	[DV]
	1LB441K7AA	1	D, E		49			*GL	[KA]
	1DQ611DAAA	1	B		49			*D7	[D1]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

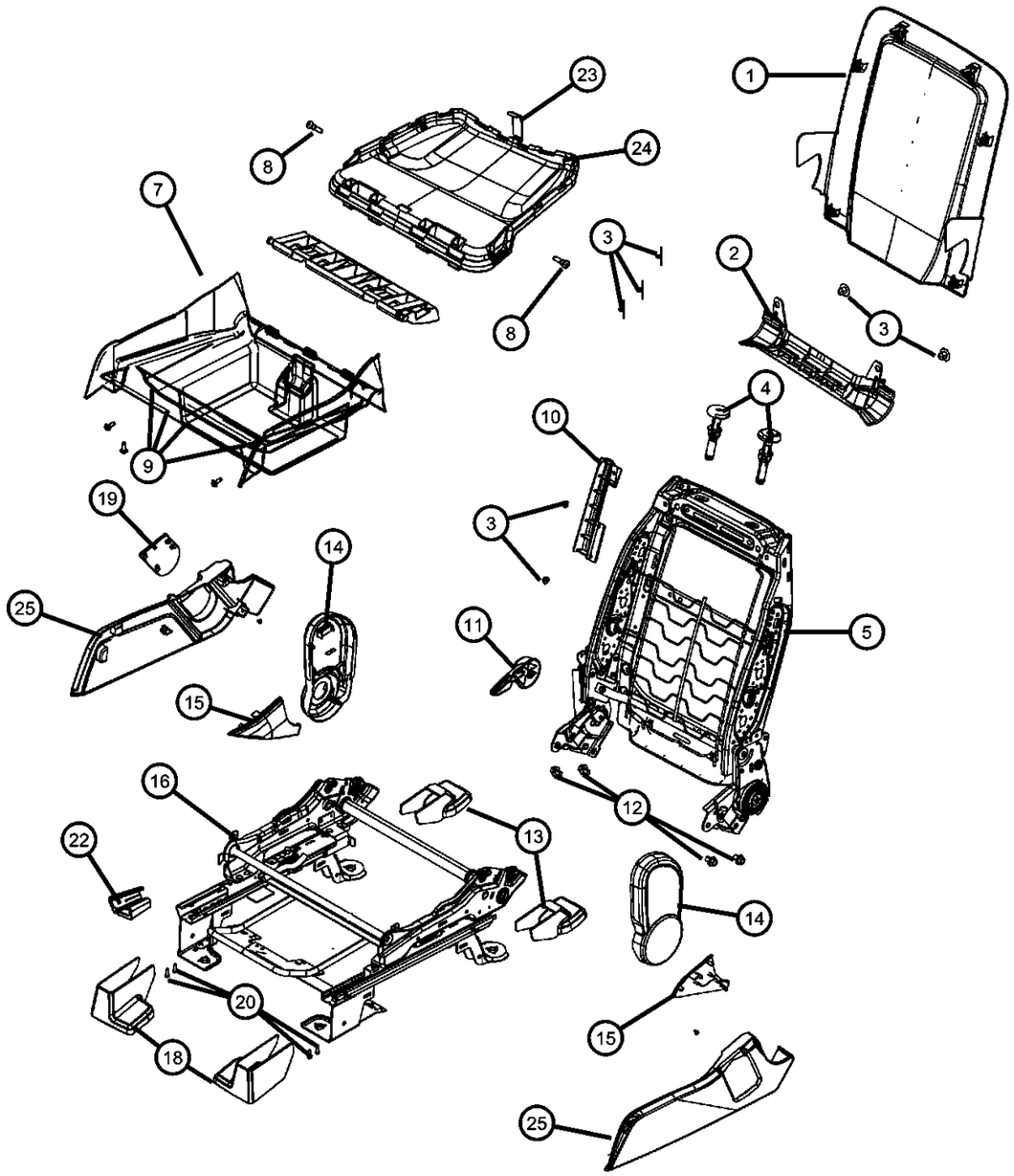


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49			*GL	[D1]
	1DQ611KAAA	1	B		49			*GL	[KA]
	1LB441DVAA	1	D, E		49			*D7	[DV]
		1	B		49			*D7	[KA]
12									BOLT
	05183366AA	1	C, E		49			*GL	
		1	D, E		49			*D7	
13									COVER, Seat Adjuster
	68047026AA	1	D, E		49			*GL	
		1	D, E		49			*D7	
14									SHIELD, Recliner
	1DQ521K7AA	1	B		49			*D7	[KA], Right
	1DQ531DVAA	1	D, E		49			*D7	[DV], Left
	1DQ531K7AA	1	D, E		49			*D7	[KA], Left
	1DQ521DVAA	1	D, E		49			*D7	[D1], Right
		1	D, E		49			*D7	[DV], Right
	1DQ531DAAA	1	D, E		49			*D7	[DV] , Export, Left
	1DQ521DAAA	1	B		49			*D7	[D1], Right
	1DQ52XD-VAA	1	D, E		49			*GL	[D1], Right
	1DQ521KAAA	1	D, E		49			*GL	[KA], Right
		1	D, E		49			*D7	[D1] , Export, Left
	1DQ531KAAA	1	D, E		49			*GL	[KA], Left
		1	D, E		49			*D7	[D1], Left
	1DQ53XD-VAA	1	D, E		49			*GL	[D1], Left
15									FLANGE, Return
	1DQ821K7AA	1	D, E		49			*D7	[KA].Export, Right
	1DQ83XD-VAA	1	D, E		49			*D7	[DV], Left
		1	D, E		49			*D7	[KA], Right
	1DQ82XD-VAA	1	D, E		49			*GL	[D1], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

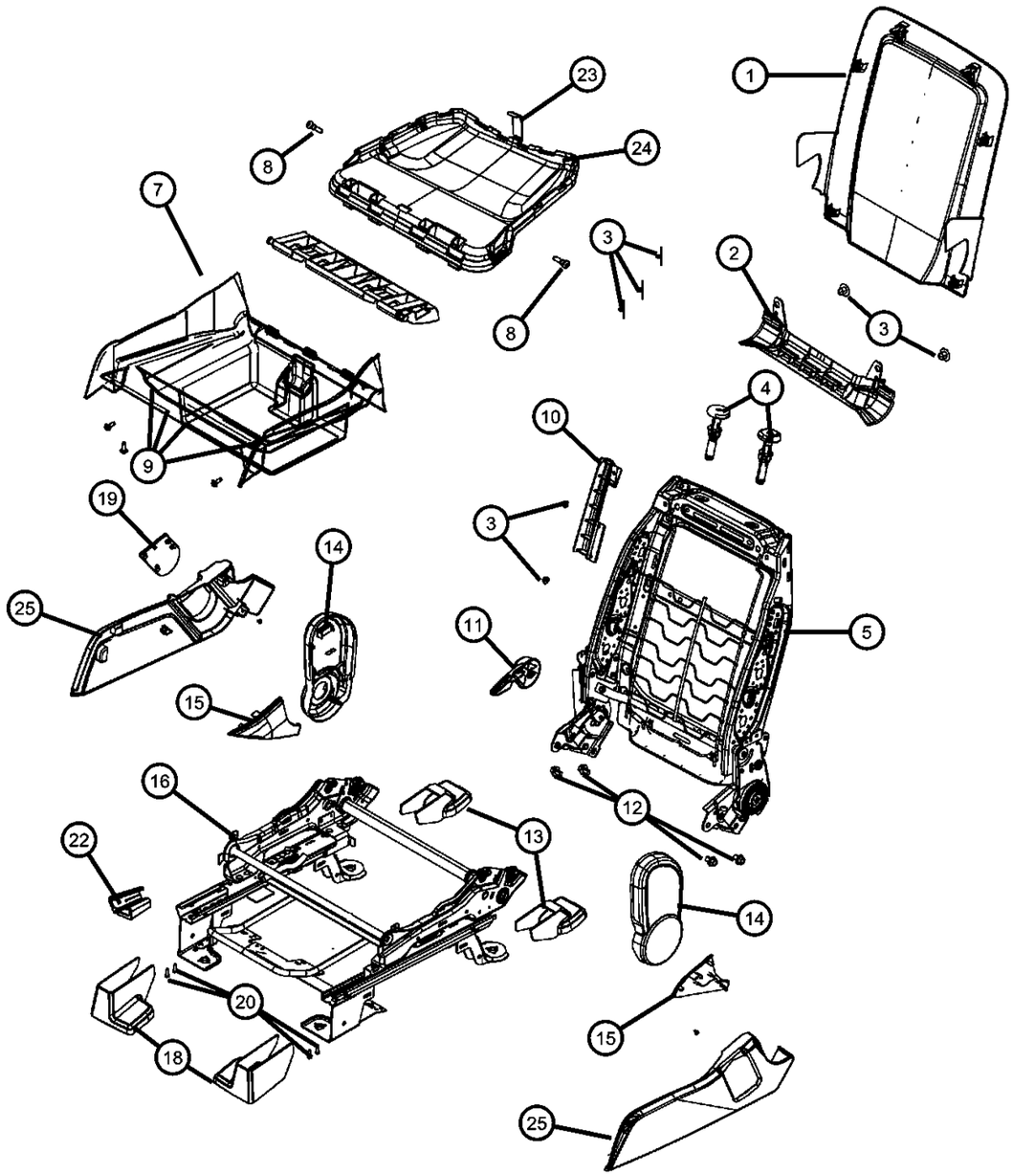


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1DQ831K7AA	1	D, E		49			*D7	[KA].Export, Left
		1	D, E		49			*D7	[KA], Left
		1	D, E		49			*GL	[KA], Right
		1	D, E		49			*D7	[D1], Right
		1	D, E		49			*D7	[DV], Right
		1	D, E		49			*D7	[DV] , Export, Left
		1	D, E		49			*D7	[D1], Left
		1	B		49			*D7	[D1], Left
		1	D, E		49			*GL	[D1], Left
		1	D, E		49			*GL	[KA], Left
16									ADJUSTER, Seat
	68037303AA	1	D, E		49			*GL	
		1	D, E		49			*D7	
		1	B		49			*D7	
		1	B		49			*GL	
-17									CABLE, Adjuster
	68041163AA	1	D, E		49			*GL	[JPS+CDW+CJ1+JPM+CVG]
		1	D, E		49			*D7	[JPS+CDW+CVG]
		1	D, E		49			*D7	[JPS+CDW+CJ1+CVG]
		1	D, E		49			*D7	[JPS+CDW+CJ1+JPM+CVG]
18									COVER, Seat Adjuster
	68047028AA	1	D, E		49			*D7	Right
		1	D, E		49			*GL	Right
	68047029AA	1	D, E		49			*D7	Left
		1	D, E		49			*GL	Left
19									COVER, Anchor
	1LB231DVAA	1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
20									SCREW
	05191909AA	1	D, E		49			*GL	
		1	D, E		49			*D7	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

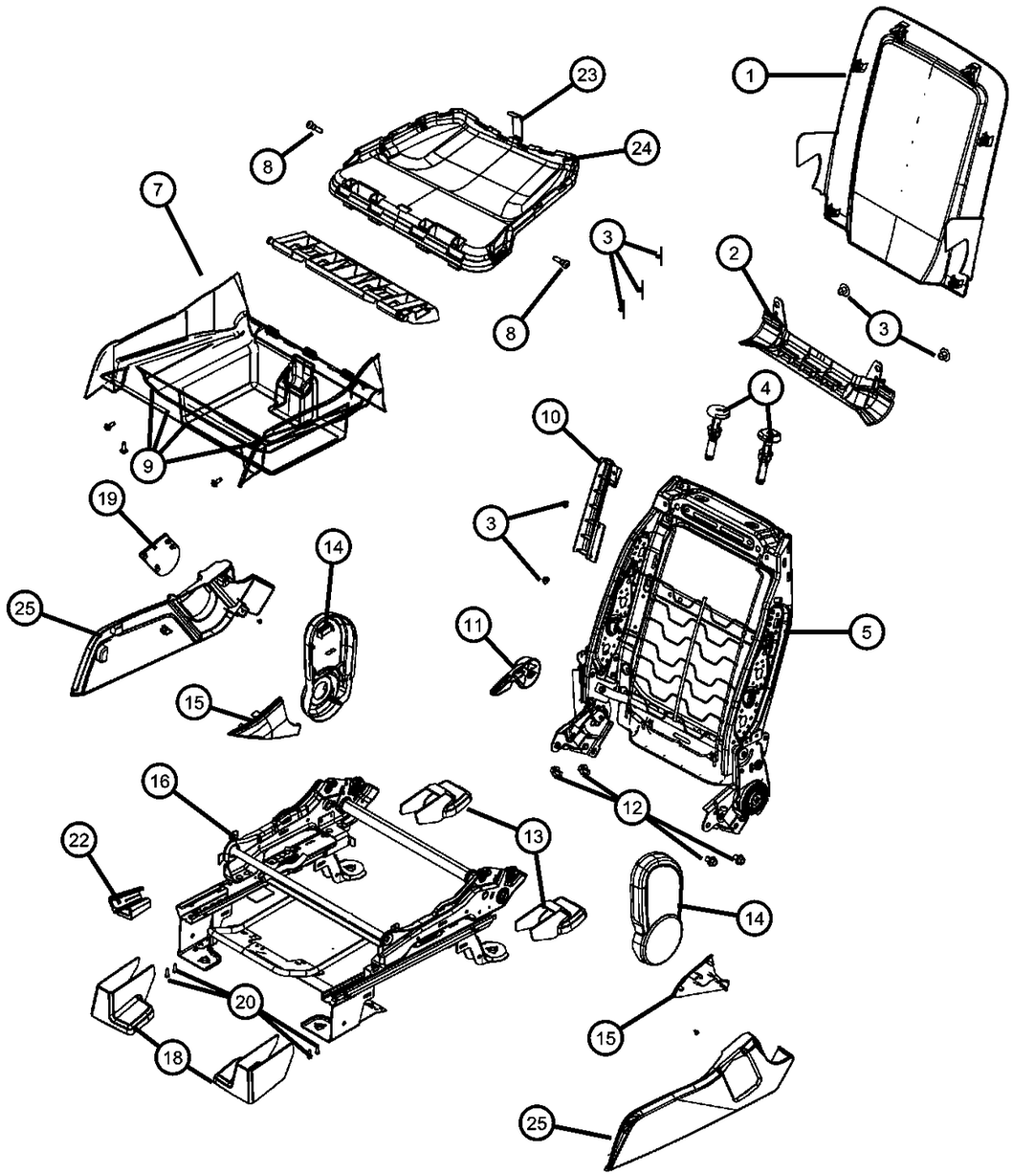


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-21									BRACKET, Seat
	68047995AA	1	B		49			*D7	
		1	D, E		49			*GL	
22									COVER, Seat Track
	1MW621DVAA	1	D, E		49			*GL	[KA]
		1	D, E		49			*GL	[D1]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*D7	[KA]
23									STRAP, Seat Pull
	1RA85DK7AA	1	B		49			*D7	[KA]
	1RA85XDVAA	1	D, E		49			*D7	[D1]
		1	B		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*D7	[D1] , Export
		1	B		49			*GL	[D1]
	1RA851K7AA	1	B		49			*GL	[KA]
		1	D, E		49			*D7	[KA] , Export
24									FRAME, Front Seat Cushion
	04610165AA	1	D, E		49			*GL	
	1RA84DK7AA	1	D, E		49			*D7	[KA] , With [CVG]
	1RA84XDVAA	1	D, E		49			*D7	[D1] , With [CVG]
		1	B		49			*D7	
		1	D, E		49			*D7	
		1	D, E		49			*GL	Export
		1	D, E		49			*D7	Export
		1	B		49			*GL	
25									SHIELD, Seat
	1LR011DVAA	1	D, E		49			*D7	[DV] [JPS+CDW+CJ1+JPM+CVG], Outboard
		1	D, E		49			*D7	[D1], Outboard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Adjusters , Recliners and Shields - Passenger Seat - Manual - Fold Flat
Figure 50-920

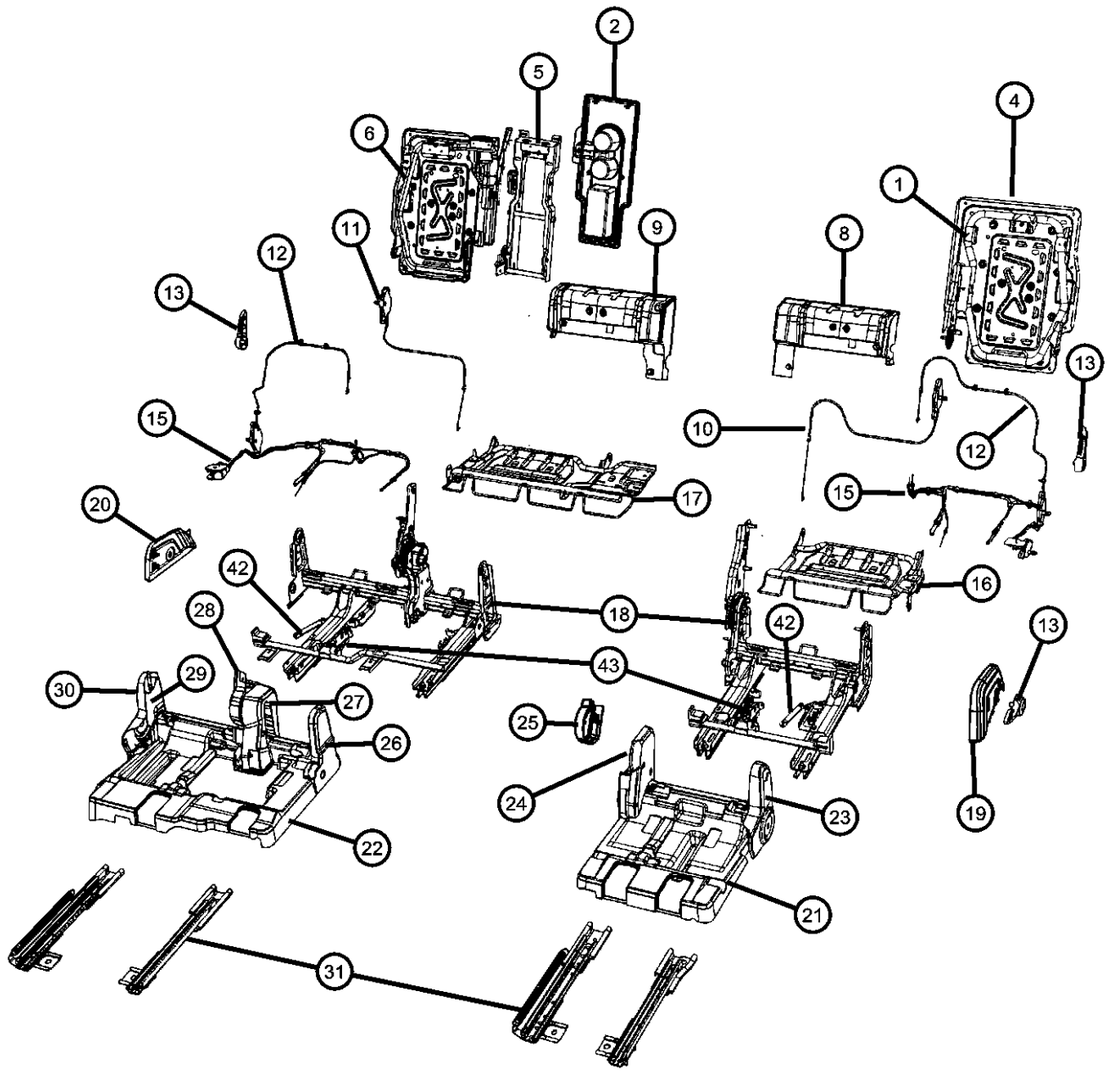


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LR011K7AA	1	D, E		49			*D7	[KA], Outboard
		1	D, E		49			*D7	[D1] [JPS+CDW+CJ1+CVG-JPM], Outboard
		1	D, E		49			*D7	[DV] [JPS+CDW+CJ1+CVG-JPM], Outboard
		1	D, E		49			*D7	[D1] [JPS+CDW+CJ1+JPM+CVG], Outboard
		1	D, E		49			*GL	[KA] [JPS+CDW+CJ1+JPM+CVG], Outboard
	1LR021DVAA	1	D, E		49			*GL	[D1], Inboard
		1	D, E		49			*D7	[D1], Inboard
	1LR021K7AA	1	D, E		49			*GL	[KA], Inboard
		1	D, E		49			*D7	[KA], Inboard
-26									SHIELD, Seat, Inner Front Right
	1LE341K7AA	1	D, E		49			*GL	[KA]
	1LE341DVAA	1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*GL	[D1]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

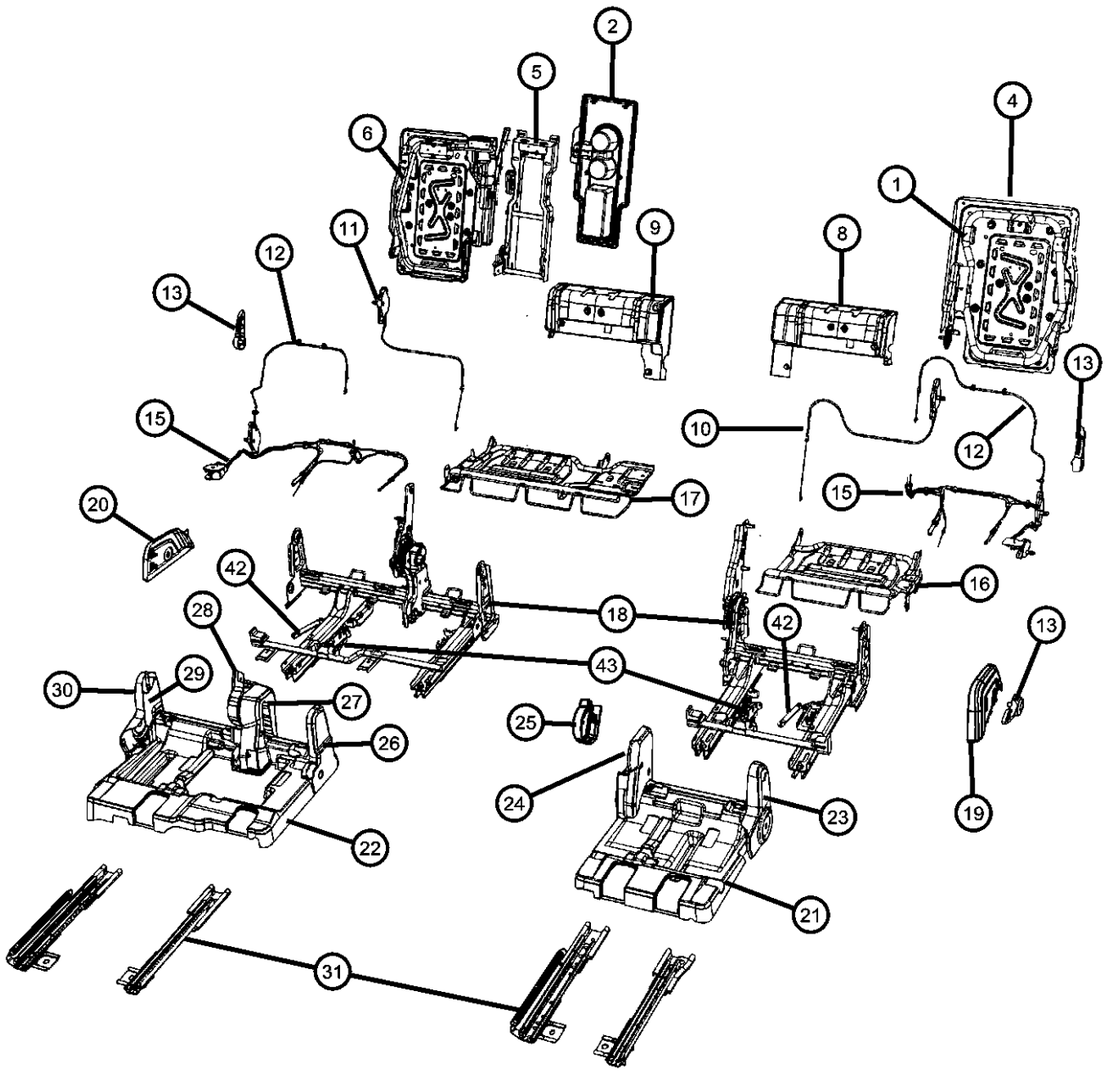


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									FRAME, Rear Seat Back
	68042300AA	1	D, E		49			*D5	
		1	D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	D, E		49			*GL	
		1	B, D, E		49			*GL	
		1	B, D, E		49			*A7	
		1	D, E		49			*D7	
2									PANEL, Seat Back
	1MG911DVAA	1	D, E		49			*GL	[D1]
	1MG911K7AA	1	B, D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[D1]
		1	B, D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	B, D, E		49			*D5	[DV]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*D5	[DV]
		1	D, E		49			*A7	[DV]
		1	B, D, E		49			*D7	[DV]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*D7	[KA]
-3									CLIP, Retaining
	05183550AA	4	D, E		49			*A7	
		4	D, E		49			*D5	
		4	D, E		49			*GL	
		12	D, E		49			*D7	
4									PANEL, Rear Seat Back
	1LL261DVAA	1	D, E		49			*GL	[D1], Right
	1LL251DVAA	1	D, E		49			*D7	[D1], Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

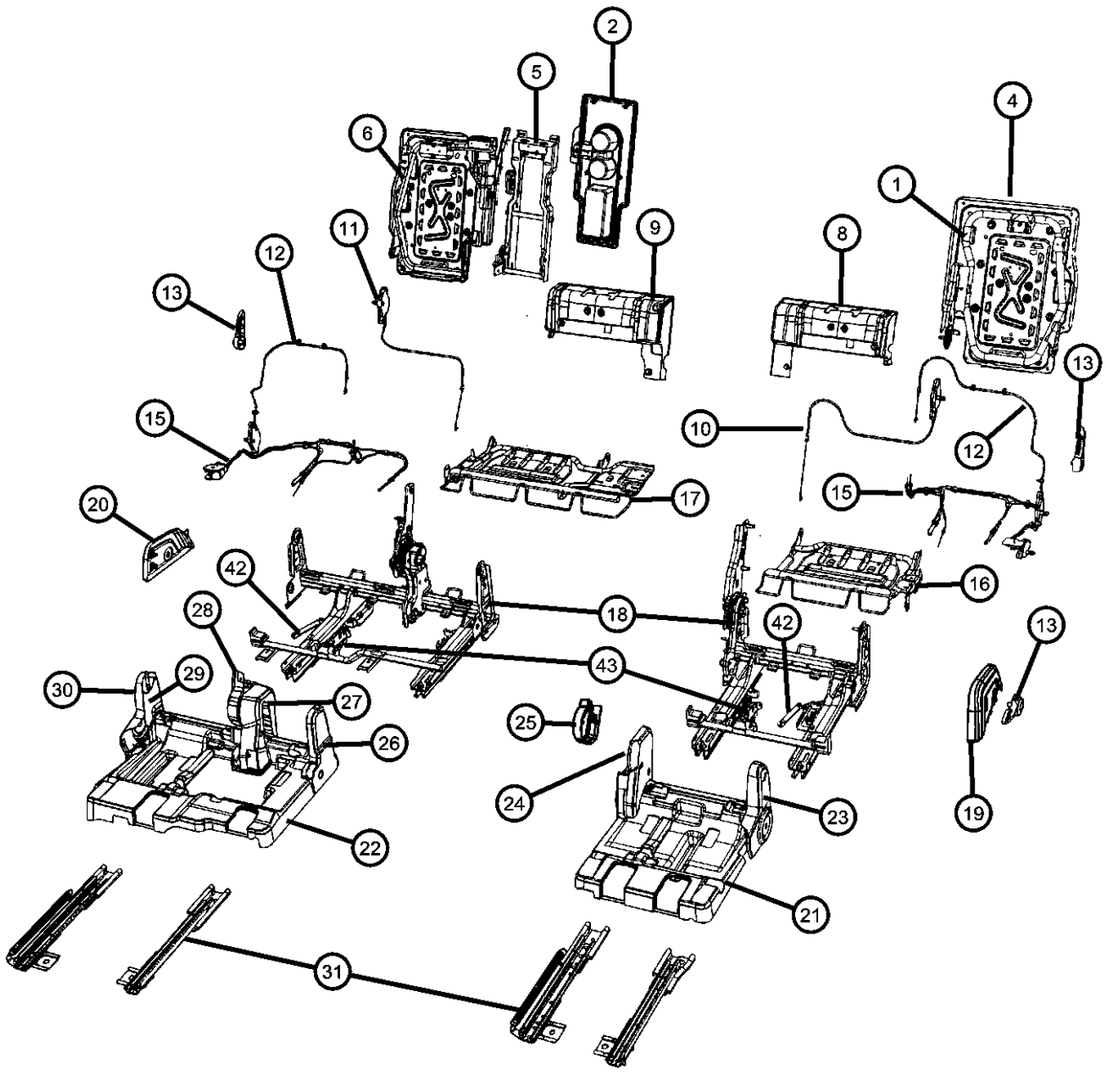


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*A7	[DV], Left
	1LL261K7AA	1	D, E		49			*D7	[KA], Right
	1LL251K7AA	1	D, E		49			*D7	[KA], Left
		1	D, E		49			*GL	[D1], Left
		1	D, E		49			*GL	[KA], Left
		1	D, E		49			*D5	[DV], Left
		1	D, E		49			*A7	[DV], Right
		1	D, E		49			*D7	[DV], Right
		1	D, E		49			*GL	[KA], Right
		1	D, E		49			*D5	[DV], Right
5									FRAME, Rear Seat Back
	68042311AA	1	D, E		49			*D7	
		1	D, E		49			*D5	
		1	B, D, E		49			*D5	
		1	D, E		49			*GL	
		1	B, D, E		49			*GL	
		1	D, E		49			*A7	
		1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
6									FRAME, Rear Seat Back, Includes Arm Rest Stricker
	68045074AA	1	B, D, E		49			*A7	
		1	D, E		49			*D5	
		1	D, E		49			*GL	
		1	D, E		49			*A7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*GL	
		1	D, E		49			*D7	
-7									CLIP, Seat
	68058896AA	1	B, D, E		49			*D7	Upper

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

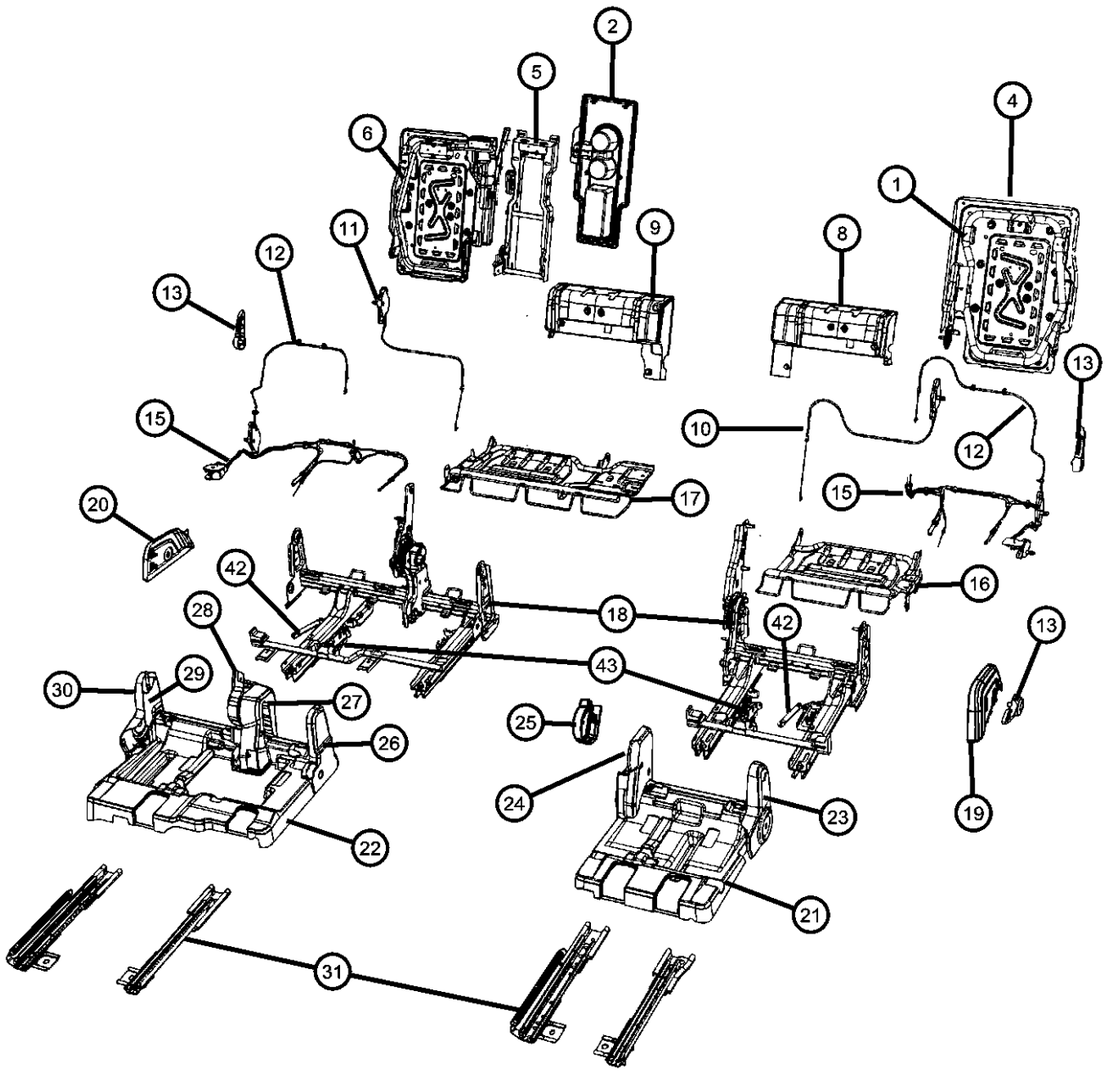


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*D5	Upper
	68058897AA	1	D, E		49			*A7	Christmas Tree Shape, Lower
		1	B, D, E		49			*D7	Christmas Tree Shape, Lower
		1	B, D, E		49			*A7	Christmas Tree Shape, Lower
		1	B, D, E		49			*GL	Upper
		1	D, E		49			*D5	Christmas Tree Shape, Lower
		1	D, E		49			*D7	Christmas Tree Shape, Lower
		1	D, E		49			*GL	Christmas Tree Shape, Lower
		1	B, D, E		49			*D5	Upper
		1	B, D, E		49			*A7	Upper
		1	D, E		49			*D7	Upper
		1	D, E		49			*A7	Upper
		1	B, D, E		49			*D5	Christmas Tree Shape, Lower
		1	D, E		49			*GL	Upper
8									BEZEL
	68042272AA	1	B, D, E		49			*D5	
		1	D, E		49			*A7	
		1	D, E		49			*GL	
		1	B, D, E		49			*A7	
		1	D, E		49			*D7	
		1	B, D, E		49			*D7	
		1	D, E		49			*D5	
9									BEZEL
	68042329AA	1	D, E		49			*D5	
		1	D, E		49			*A7	
		1	B, D, E		49			*A7	
		1	D, E		49			*D7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	D, E		49			*GL	
		1	B, D, E		49			*GL	

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

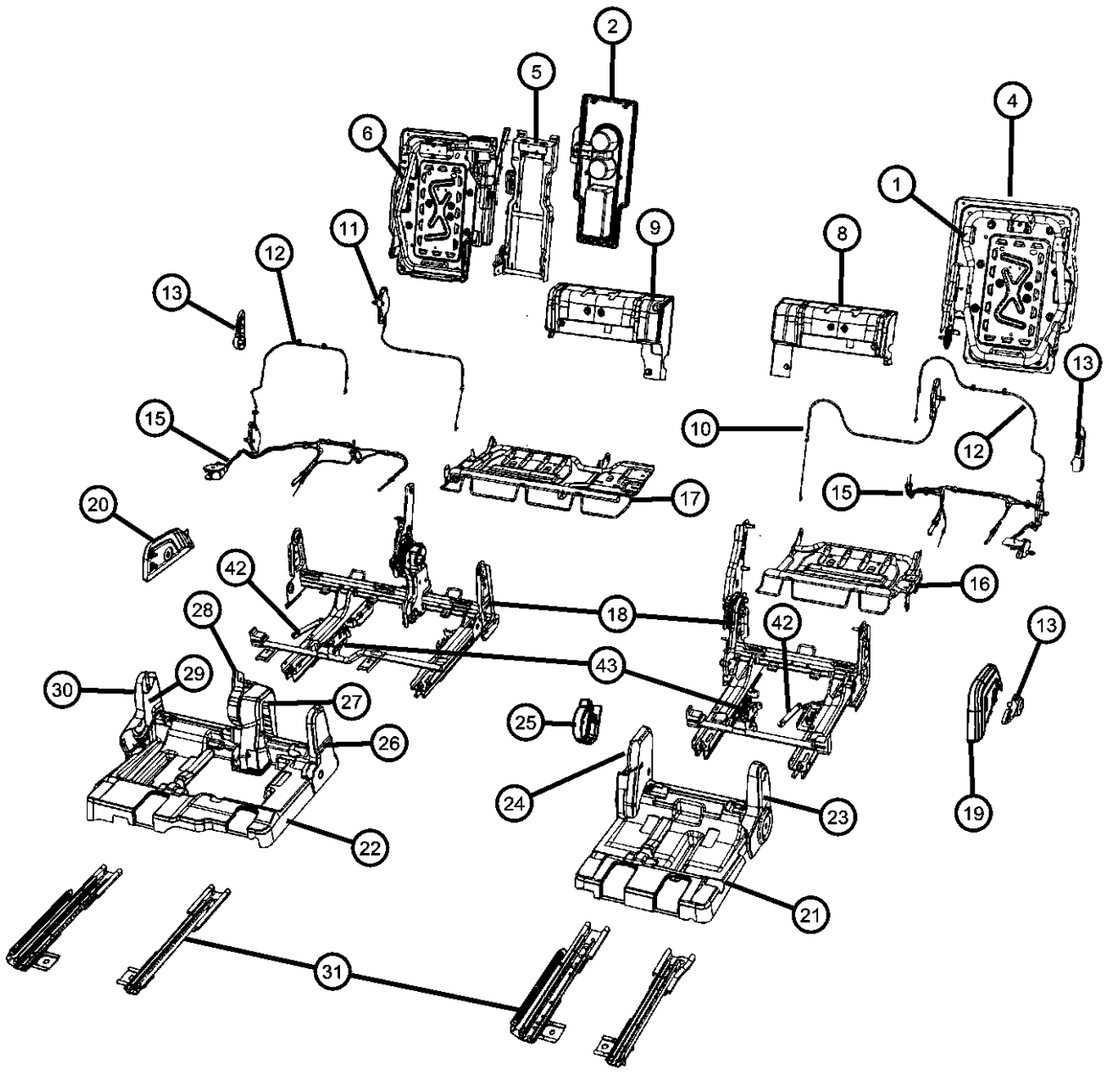


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
10									CABLE, REAR SEAT RELEASE
	68042238AA	1	D, E		49			*A7	
		1	D, E		49			*GL	
		1	D, E		49			*D7	
		1	D, E		49			*D5	
11									CABLE, Latch Release
	68042373AA	1	B, D, E		49			*A7	
		1	D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*GL	
		1	D, E		49			*D7	
		1	D, E		49			*GL	
		1	D, E		49			*D5	
		1	B, D, E		49			*D5	
12									CABLE, Latch Release
	68042355AA	1	B, D, E		49			*D7	40% Side
		1	B, D, E		49			*GL	40% Side
		1	D, E		49			*D5	40% Side
	68042368AA	1	D, E		49			*GL	60% Side
		1	B, D, E		49			*D5	60% Side
		1	B, D, E		49			*GL	60% Side
		1	B, D, E		49			*D7	60% Side
		1	D, E		49			*A7	60% Side
		1	D, E		49			*D5	60% Side
		1	D, E		49			*GL	40% Side
		1	B, D, E		49			*A7	40% Side
		1	D, E		49			*D7	40% Side
		1	D, E		49			*A7	40% Side
		1	B, D, E		49			*D5	40% Side
		1	D, E		49			*D7	60% Side
		1	B, D, E		49			*A7	60% Side

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

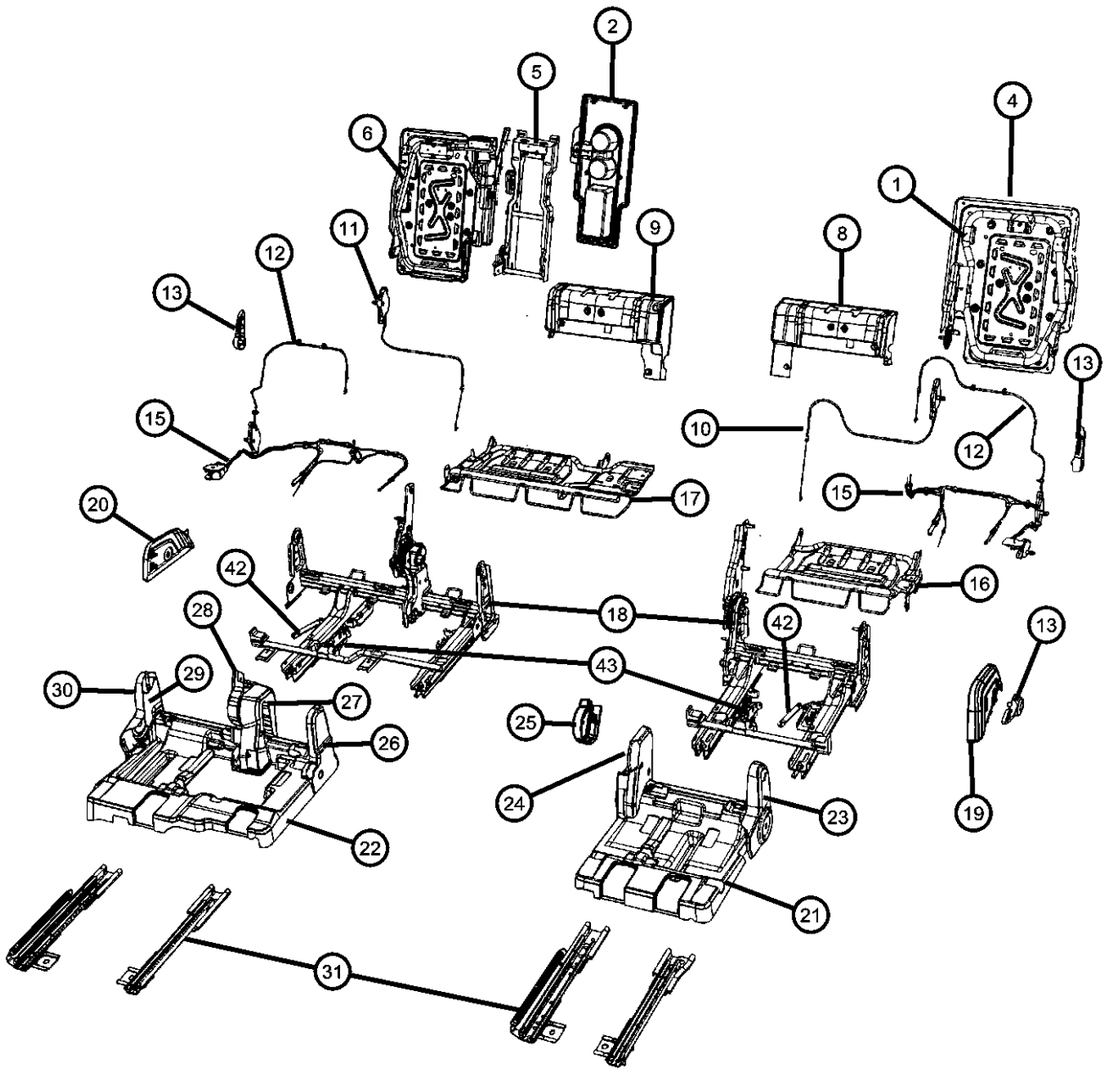


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
13									HANDLE, Release
	1LL191K7AA	4	D, E		49			*D7	[KA]
		2	B, D, E		49			*D7	[KA]
	1LL191DVAA	2	D, E		49			*D7	[D1]
		2	B, D, E		49			*D7	[D1]
		2	B, D, E		49			*D7	[DV]
		2	D, E		49			*D5	[DV]
		2	B, D, E		49			*D5	[DV]
		4	B, D, E		49			*GL	[D1]
		4	D, E		49			*D7	[DV]
		4	D, E		49			*GL	
		4	B, D, E		49			*GL	[KA]
		2	D, E		49			*A7	[DV]
		4	D, E		49			*GL	[D1]
		4	B, D, E		49			*A7	[DV]
-14									CAP, Seat Release Handle
	1LL431DVAA	6	D, E		49			*D7	[D1]
		6	D, E		49			*D5	[DV]
	1LL431K7AA	4	D, E		49			*D7	[KA]
		6	D, E		49			*A7	[DV]
		6	D, E		49			*GL	[KA]
		6	D, E		49			*GL	[D1]
15									CABLE, REAR SEAT RELEASE, Includes Pivot Block
	68042315AA	1	B, D, E		49			*D7	60% Side
	68042238AA	1	D, E		49			*D5	40% Side
		1	D, E		49			*D7	60% Side
		1	B, D, E		49			*D5	40% Side
		1	D, E		49			*GL	40% Side
		1	B, D, E		49			*GL	40% Side
		1	B, D, E		49			*D5	60% Side

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

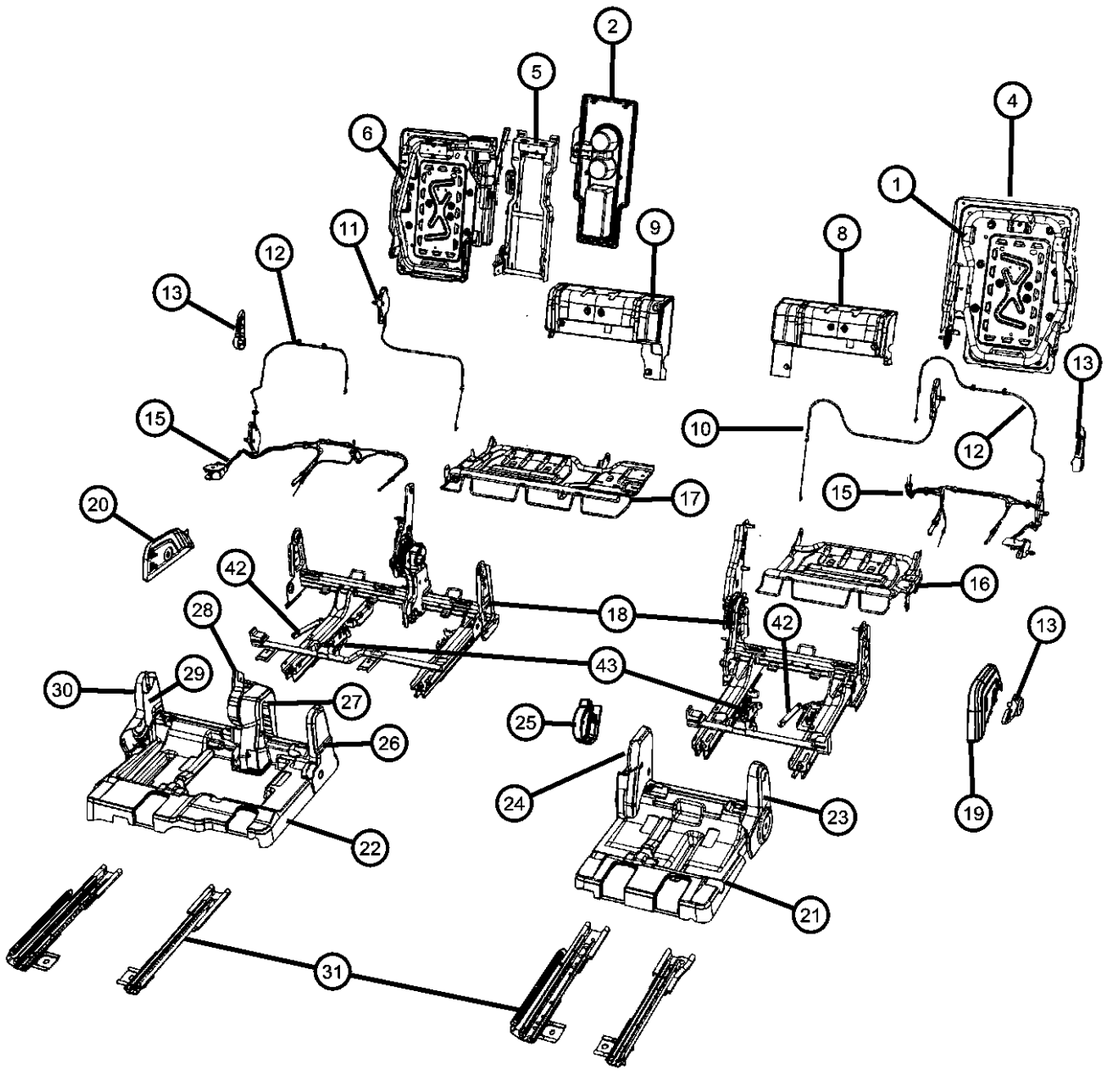


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*A7	60% Side
		1	D, E		49			*D7	40% Side
		1	B, D, E		49			*D7	40% Side
		1	D, E		49			*GL	60% Side
		1	B, D, E		49			*A7	60% Side
		1	B, D, E		49			*GL	60% Side
		1	D, E		49			*A7	40% Side
		1	B, D, E		49			*A7	40% Side
		1	D, E		49			*D5	60% Side
16									FRAME, Seat cushion
	68044745AA	1	D, E		49			*GL	
		1	D, E		49			*A7	
		1	B, D, E		49			*A7	
		1	B, D, E		49			*GL	
		1	D, E		49			*D7	
		1	B, D, E		49			*D7	
17									FRAME, Seat cushion
	68044746AA	1	D, E		49			*GL	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*GL	
		1	D, E		49			*A7	
		1	B, D, E		49			*A7	
		1	D, E		49			*D7	
18									BASE AND RECLINER, Seat
	68044744AA	1	B, D, E		49			*A7	60% Side , With [CAV]
		1	D, E		49			*GL	60% Side , With [CAV]
		1	B, D, E		49			*GL	60% Side , With [CAV]
	68044739AA	1	D, E		49			*D5	40% Side
		1	D, E		49			*D7	40% Side
		1	D, E		49			*GL	40% Side
	68044740AA	1	D, E		49			*D7	60% Side

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

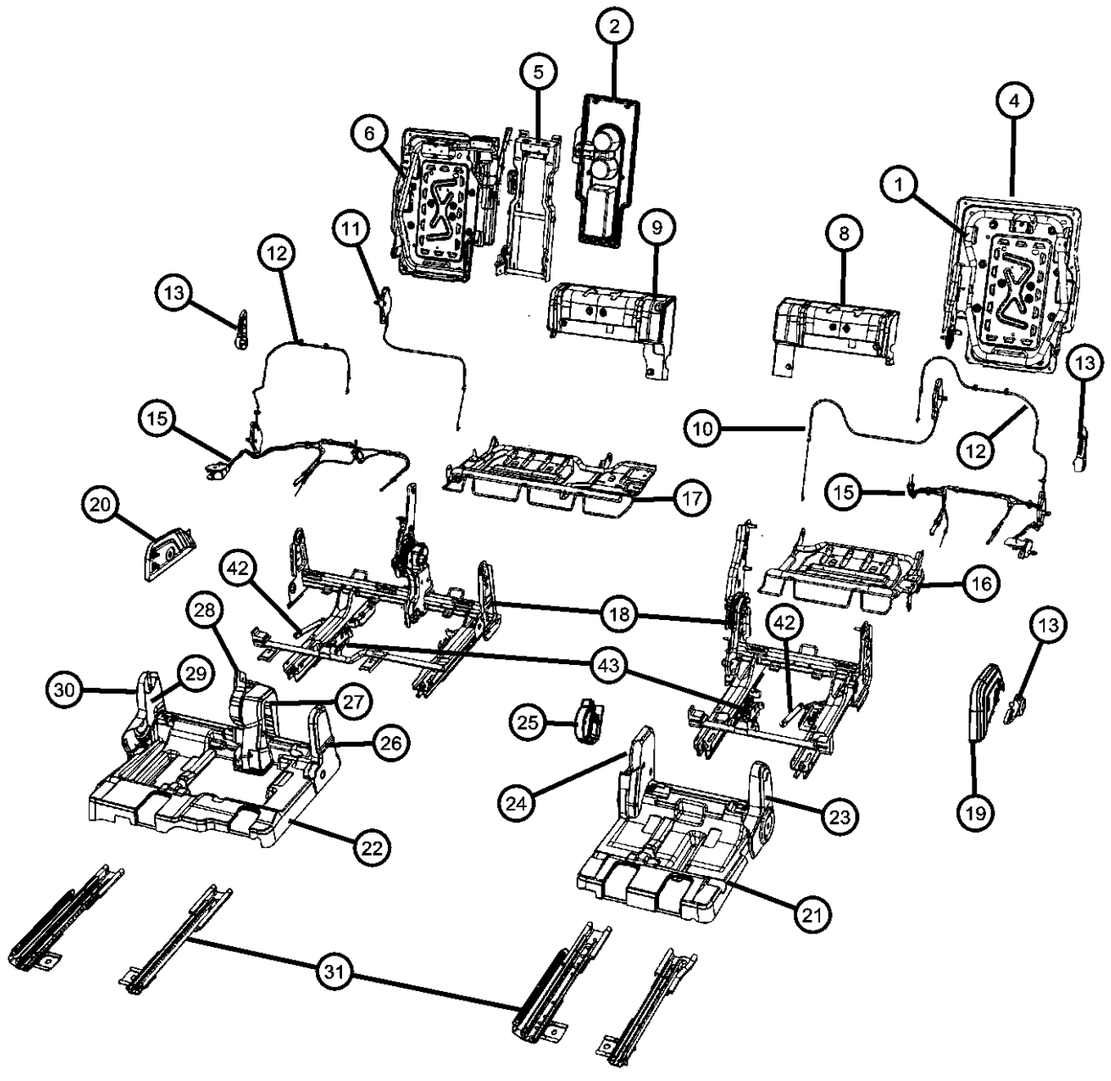


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	60% Side
		1	D, E		49			*D5	60% Side
	68044743AA	1	D, E		49			*A7	40% Side , With [CAV]
		1	B, D, E		49			*A7	40% Side , With [CAV]
		1	D, E		49			*D7	40% Side , With [CAV]
		1	B, D, E		49			*D7	40% Side , With [CAV]
		1	D, E		49			*D5	60% Side , With [CAV]
		1	D, E		49			*D7	60% Side , With [CAV]
		1	B, D, E		49			*D7	60% Side , With [CAV]
		1	B, D, E		49			*D5	60% Side , With [CAV]
		1	D, E		49			*A7	40% Side
		1	D, E		49			*A7	60% Side
		1	B, D, E		49			*D5	40% Side , With [CAV]
		1	D, E		49			*GL	40% Side , With [CAV]
		1	D, E		49			*D5	40% Side , With [CAV]
		1	B, D, E		49			*GL	40% Side , With [CAV]
		1	D, E		49			*A7	60% Side , With [CAV]
19									SHIELD, Seat Adjuster
	1LL351DVAA	1	B, D, E		49			*A7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*GL	[D1], With [CG4] Sales Code, Export
		1	D, E		49			*D7	[D1], With [CG4] Sales Code
		1	D, E		49			*D7	[DV], With [CG4] Sales Code
		1	B, D, E		49			*D7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[D1], With [CG4] Sales Code, Export
		1	B, D, E		49			*D5	[DV], With [CG4] Sales Code, Export
		1	D, E		49			*D5	[DV], With [CAV] Sales Code
		1	D, E		49			*GL	[D1], With [CG4] Sales Code
		1	B, D, E		49			*D7	[DV], With [CG4] Sales Code, Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

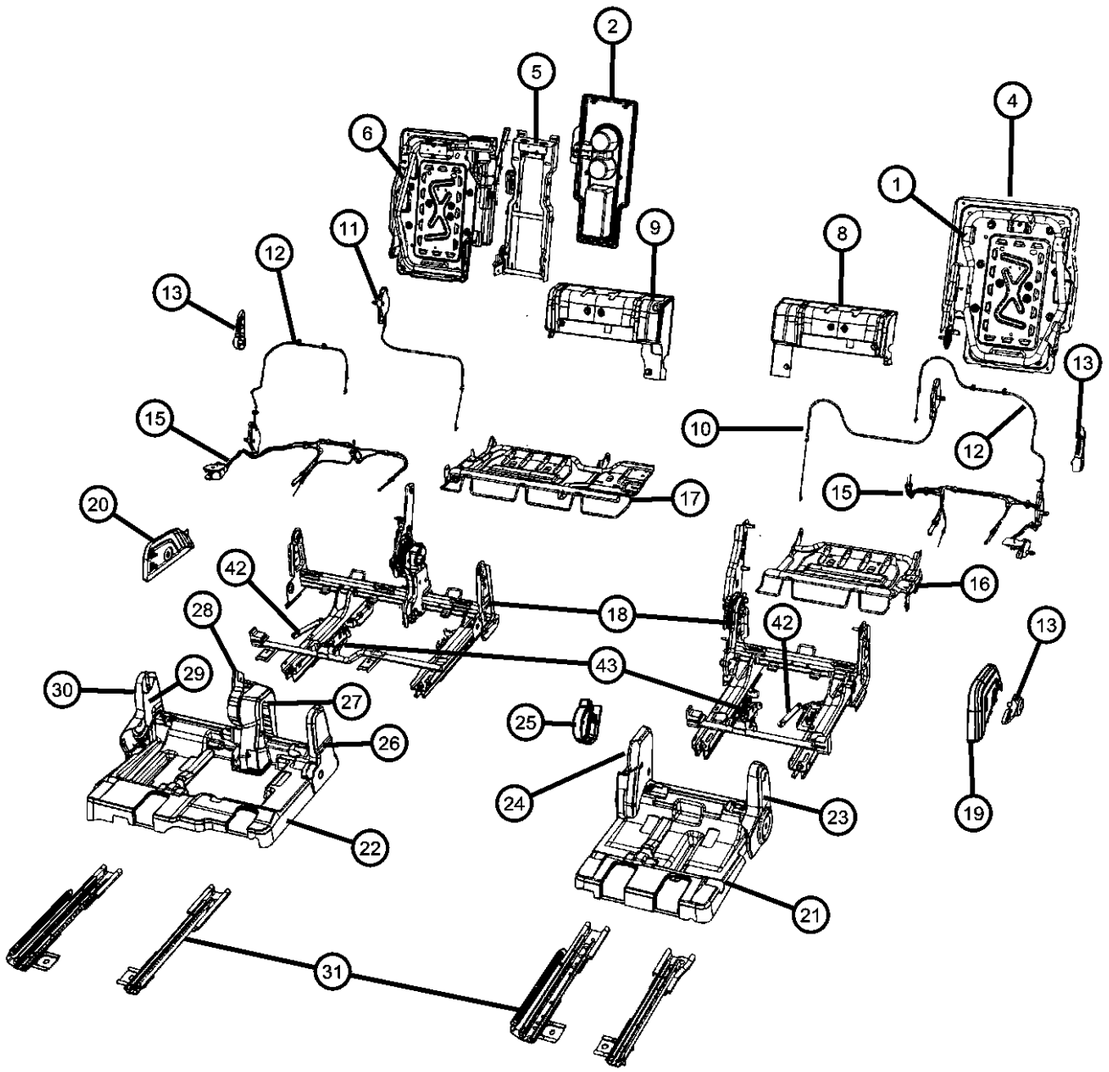


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LL351K7AA	1	D, E		49			*D7	[KA], With [CG4] Sales Code
		1	D, E		49			*A7	[DV], With [CAV] Sales Code
		1	B, D, E		49			*D7	[D1], With [CAV] Sales Code, Export
		1	D, E		49			*A7	[DV], With [CG4] Sales Code
		1	B, D, E		49			*GL	[KA], With [CG4] Sales Code, Export
		1	D, E		49			*GL	[KA], With [CG4] Sales Code
		1	B, D, E		49			*D7	[KA], With [CG4] Sales Code, Export
20									SHIELD, Seat Adjuster
	1LL361DVAA	1	D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[DV]
		1	D, E		49			*A7	[DV]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D5	[DV]
		1	D, E		49			*GL	[D1]
	1LL351K7AA	1	B, D, E		49			*D7	[KA]
		1	D, E		49			*D7	[KA]
		1	B, D, E		49			*GL	[D1]
	1LL361K7AA	1	D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[KA]
21									SHIELD, Seat Cushion
	1LL411DVAA	1	D, E		49			*D7	[DV]
		1	D, E		49			*D7	[D1]
	1LL411K7AA	1	D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*A7	[DV]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

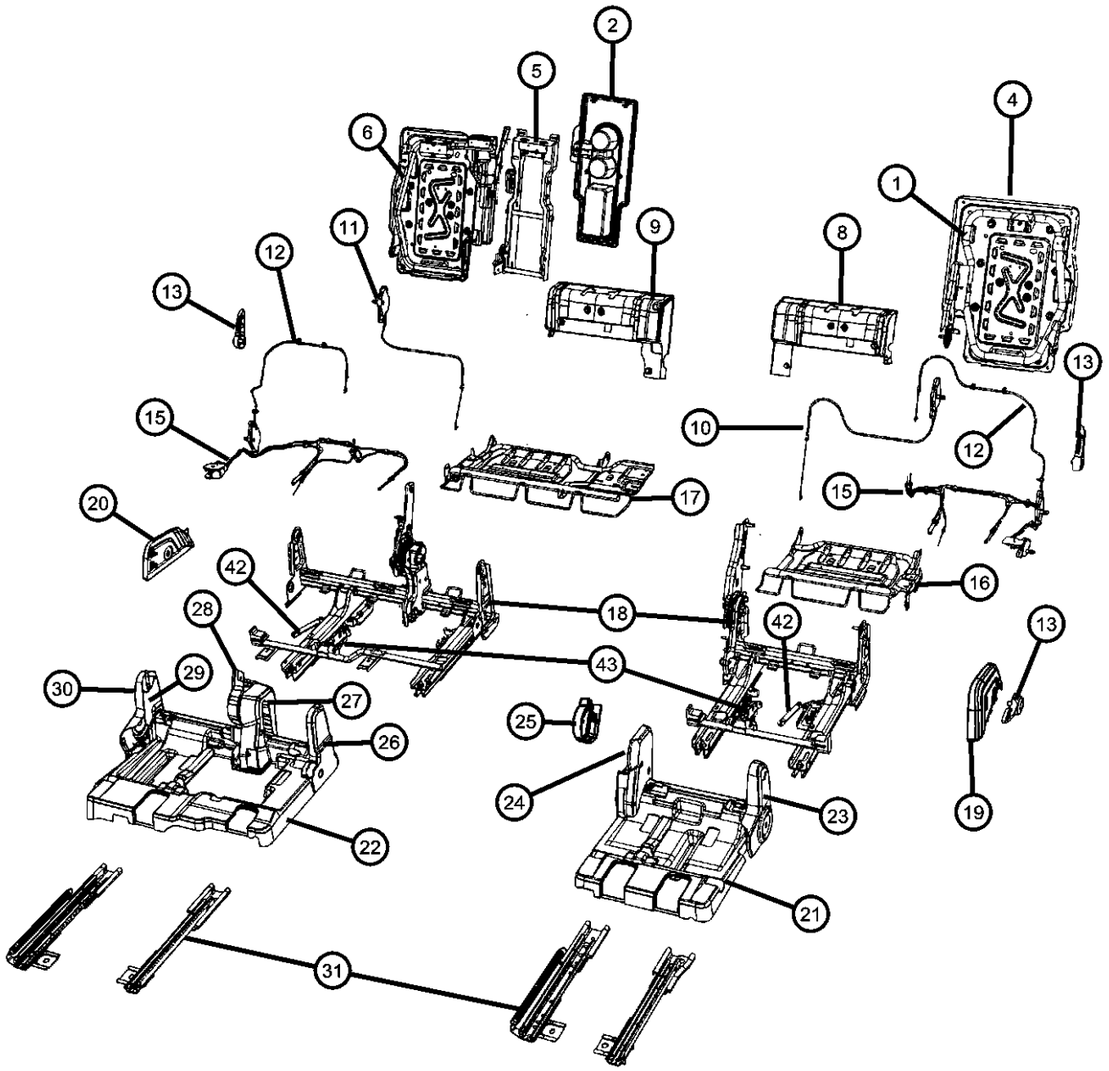


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	[D1]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D5	[DV]
		1	B, D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[KA]
		1	B, D, E		49			*A7	[DV]
		1	B, D, E		49			*GL	[D1]
22									SHIELD, Seat Cushion
	1LL421DVAA	1	D, E		49			*D7	[DV], With [CAV] Sales Code
		1	B, D, E		49			*A7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*GL	[D1], With [CG4] Sales Code, Export
		1	D, E		49			*A7	[DV], With [CG4] Sales Code
		1	D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes
	1LL421K7AA	1	D, E		49			*D7	[KA] With [CAV] Sales Code
		1	B, D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[KA], With [CG4] Sales Code, Export
		1	B, D, E		49			*D7	[KA], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*D5	[DV], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[D1], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[KA], With [CG4] Sales Code, Export
		1	D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D5	[DV], With [CG4], [CFL] Sales Codes

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

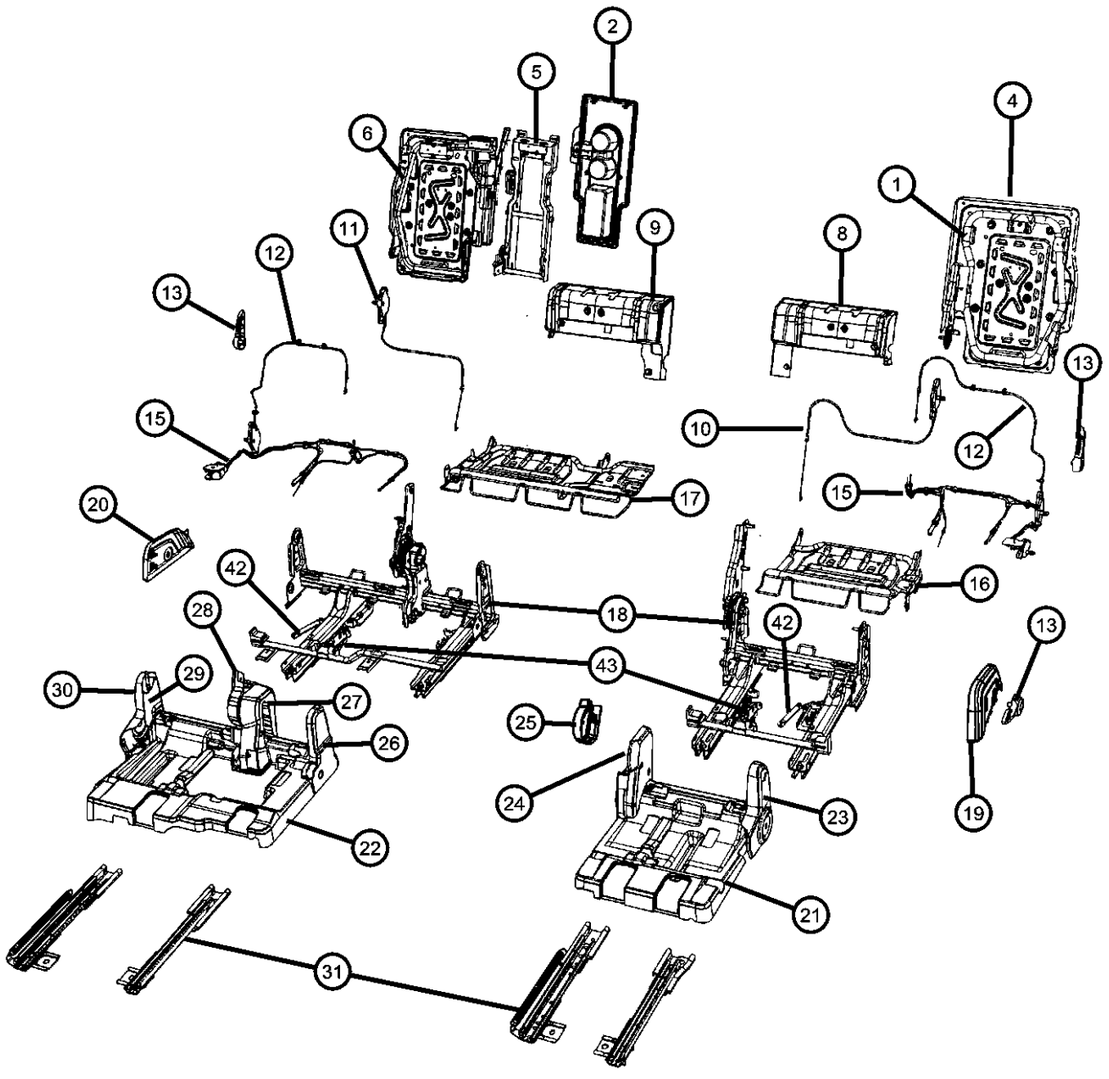


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes
23									SHIELD, Recliner
	1LL311DVAA	1	B, D, E		49			*GL	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[DV]
		1	B, D, E		49			*D5	[DV]
		1	D, E		49			*D5	[DV]
		1	D, E		49			*A7	[DV]
	1LL311K7AA	1	D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[KA]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*A7	[DV]
24									SHIELD, Recliner
	1LL161K7AA	1	B, D, E		49			*D7	[KA]
	1LL161DVAA	1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D7	[DV]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*GL	[D1]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*D7	[DV]
		1	B, D, E		49			*GL	[D1]
		1	D, E		49			*A7	[DV]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[KA]
		1	B, D, E		49			*D5	[DV]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

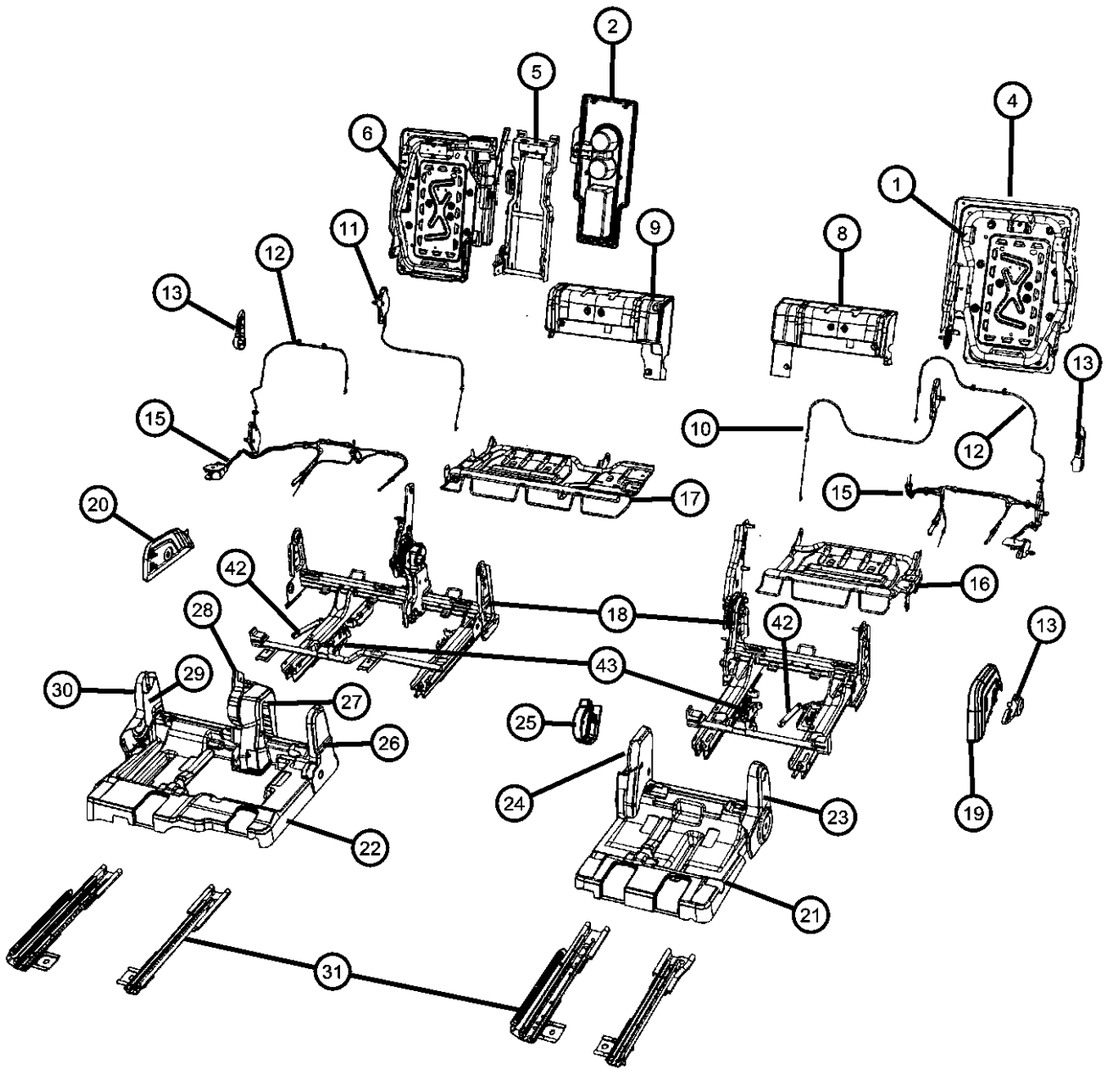


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
25									SHIELD, Recliner
	1LL171DVAA	1	D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[D1]
		1	B, D, E		49			*D5	[DV]
	1LL171K7AA	1	D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[KA]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*GL	[KA]
		1	D, E		49			*A7	[DV]
		1	D, E		49			*GL	[D1]
26									SHIELD, Seat Pivot
	1LL211DVAA	1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	B, D, E		49			*D5	[DV]
		1	D, E		49			*D5	[DV]
	1LL211K7AA	1	B, D, E		49			*D7	[KA]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*D7	[KA]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*A7	[DV]
		1	B, D, E		49			*GL	[D1]
		1	D, E		49			*A7	[DV]
		1	D, E		49			*GL	[D1]
27									SHIELD, Seat Pivot
	1LL221DVAA	1	D, E		49			*A7	[DV]
		1	D, E		49			*D7	[DV]
		1	B, D, E		49			*GL	[D1]
		1	B, D, E		49			*D7	[DV]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

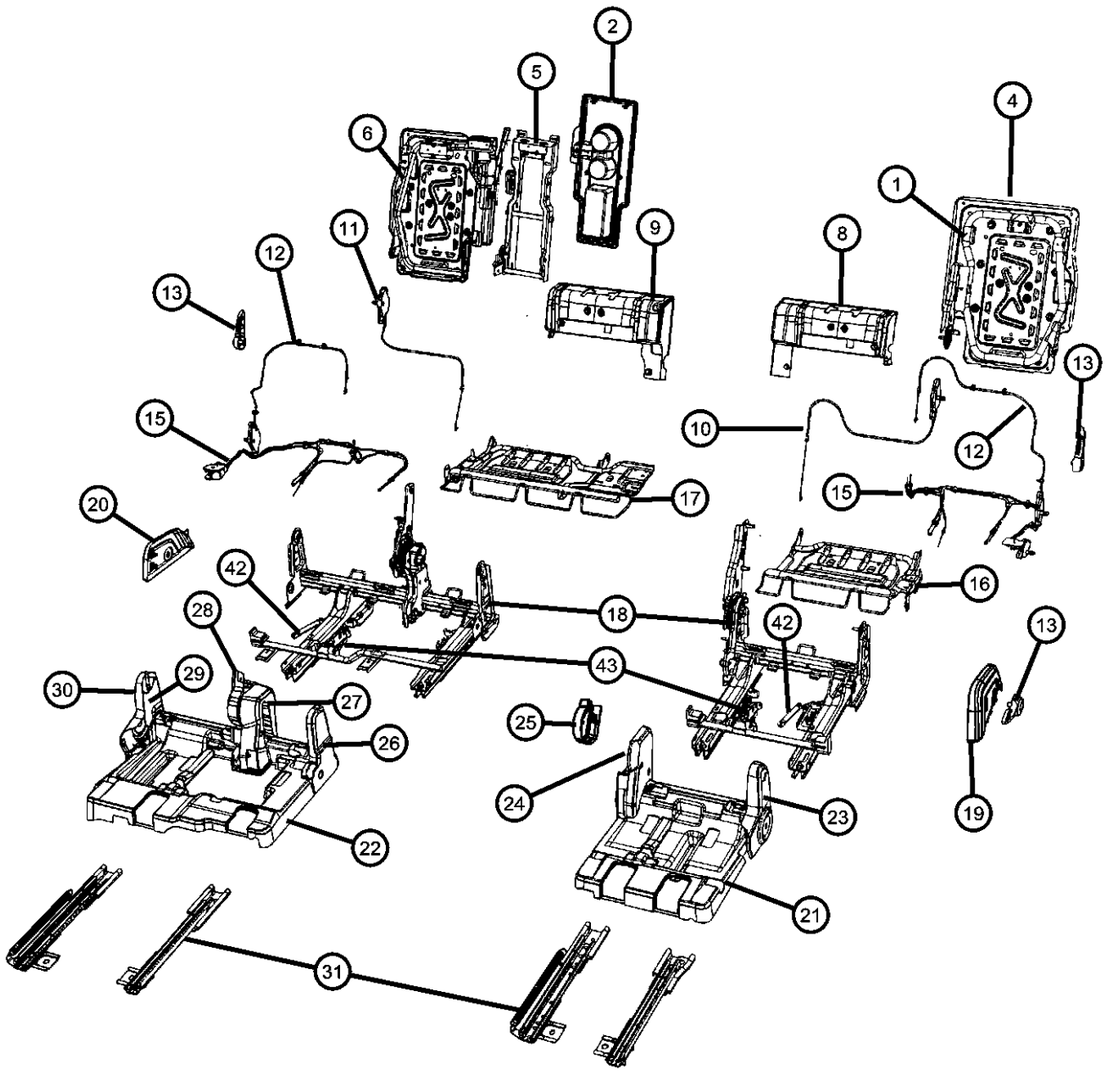


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LL221K7AA	1	D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[KA]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D7	[D1]
		1	D, E		49			*D7	[D1]
		1	B, D, E		49			*D5	[DV]
		1	D, E		49			*GL	[D1]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*GL	[KA]
28									SHIELD, Recliner
	1LL051K7AA	1	D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[KA]
	1LL051DVAA	1	B, D, E		49			*D5	[DV]
		1	B, D, E		49			*A7	[DV]
		1	B, D, E		49			*GL	[D1]
		1	B, D, E		49			*D7	[DV]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D7	[D1]
		1	D, E		49			*A7	[DV]
		1	D, E		49			*GL	[D1]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[KA]
29									SHIELD, Recliner
	1LM021DVAA	1	B, D, E		49			*D7	[DV]
		1	B, D, E		49			*D5	[DV]
		1	B, D, E		49			*D7	[D1]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

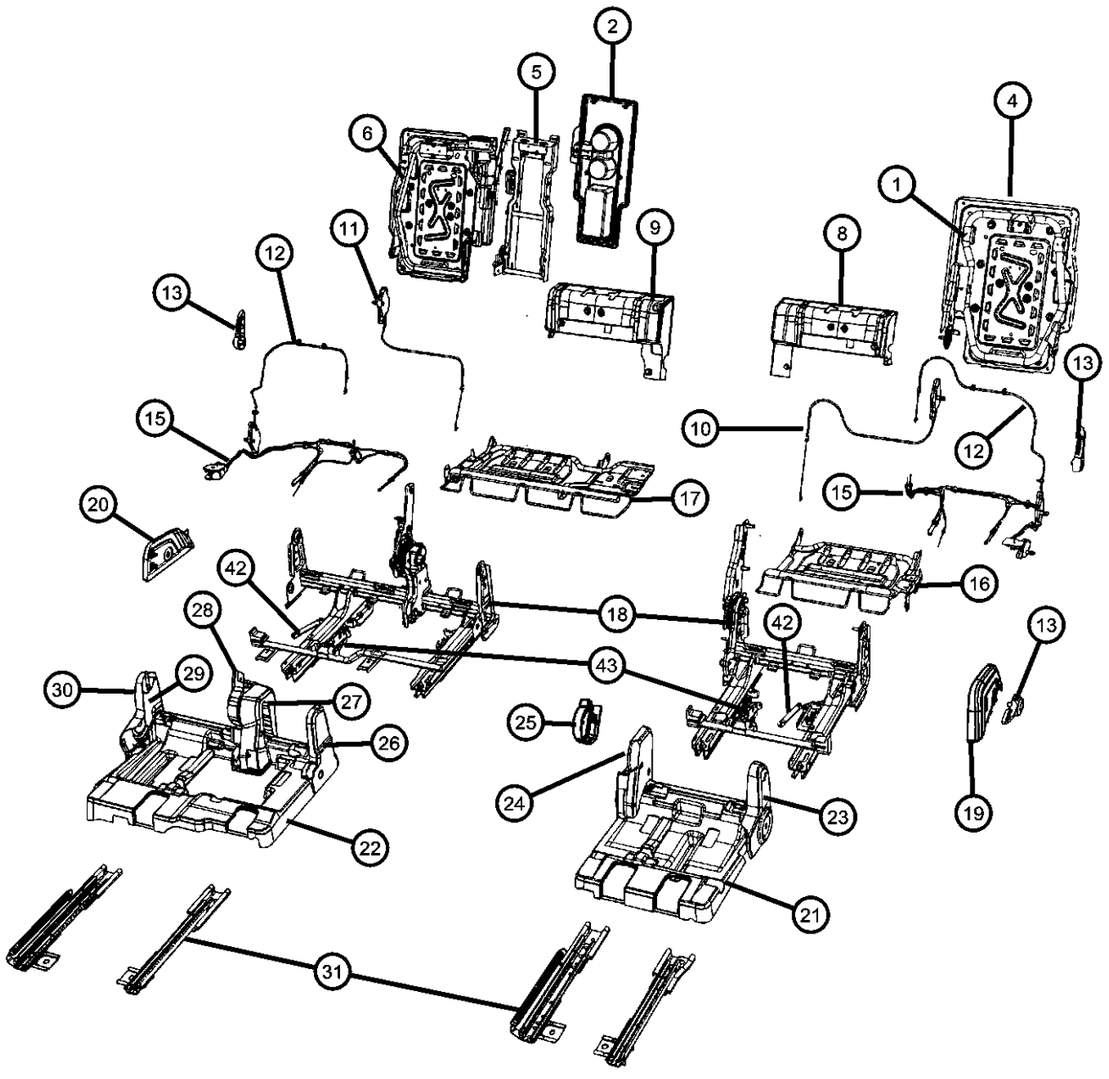


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*D5	[DV]
	1LM021K7AA	1	D, E		49			*GL	[KA]
		1	D, E		49			*A7	[DV]
		1	B, D, E		49			*A7	[DV]
		1	D, E		49			*GL	[D1]
		1	B, D, E		49			*GL	[D1]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[KA]
30									SHIELD, Recliner
	1LL321DVAA	1	D, E		49			*GL	[D1]
		1	D, E		49			*D7	[D1]
		1	D, E		49			*D7	[DV]
		1	D, E		49			*D5	[DV]
		1	B, D, E		49			*D5	[DV]
		1	D, E		49			*A7	[DV]
		1	B, D, E		49			*A7	[DV]
	1LL321K7AA	1	D, E		49			*D7	[KA]
		1	B, D, E		49			*GL	[KA]
		1	D, E		49			*GL	[KA]
		1	B, D, E		49			*GL	[D1]
		1	B, D, E		49			*D7	[DV]
		1	B, D, E		49			*D7	[KA]
		1	B, D, E		49			*D7	[D1]
31									TRACK, Seat Adjuster
	68042360AA	1	D, E		49			*GL	40% Side, Right
	68042359AA	1	D, E		49			*A7	40% Side, Left
		1	D, E		49			*D5	40% Side, Right
	68042371AA	1	D, E		49			*D7	60% Side, Right
		1	D, E		49			*D5	60% Side, Right
		1	D, E		49			*D5	40% Side, Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

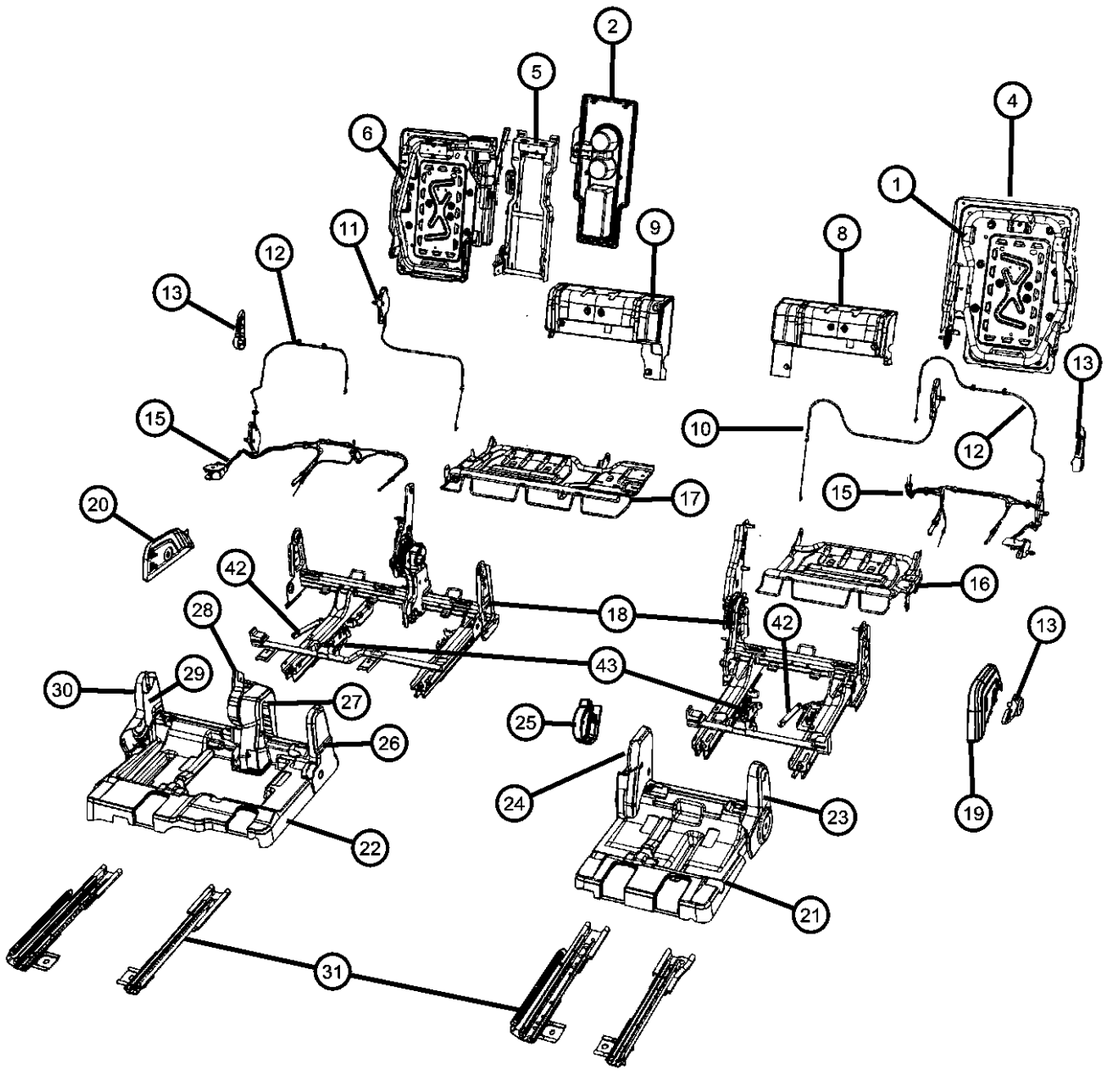


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*GL	40% Side, Left
		1	D, E		49			*D7	40% Side, Left
		1	D, E		49			*A7	60% Side, Right
		1	D, E		49			*GL	60% Side, Right
	68042372AA	1	D, E		49			*GL	60% Side, Left
		1	D, E		49			*A7	60% Side, Left
		1	D, E		49			*D5	60% Side, Left
		1	D, E		49			*A7	40% Side, Right
		1	D, E		49			*D7	40% Side, Right
		1	D, E		49			*D7	60% Side, Left
-32									FOOT PLATE, Booster seat
	1LG971DVAA	2	D, E		49			*D7	[D7,D1,CG4]
		2	D, E		49			*D7	[D7,DV,CG4]
		2	D, E		49			*GL	[GL,D1,CAV]
		2	D, E		49			*D5	[D5,DV,CG4]
		2	D, E		49			*GL	GL,D1,CG4]
		2	D, E		49			*D5	[D5,DV,CAV]
	1LG971K7AA	2	D, E		49			*D7	[D7,KA,CG4]
		2	D, E		49			*GL	[GL,KA,CG4]
		2	D, E		49			*D7	[D7,D1,CAV]
		2	D, E		49			*D7	[D7,DV,CAV]
		2	D, E		49			*D7	[D7,KA,CAV]
		2	D, E		49			*GL	[GL,KA,CAV]
-33									SHIELD SIDE, Seat, 20% Striker Shield
	68051458AA	1	D, E		49			*A7	With [CG4] Sales Code
		1	D, E		49			*GL	With [CAV] Sales Code
		1	D, E		49			*D5	With [CG4] Sales Code
		1	B, D, E		49			*A7	With [CAV] Sales Code, Export
		1	B, D, E		49			*A7	With [CG4] Sales Code, Export
		1	D, E		49			*D5	With [CAV] Sales Code

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

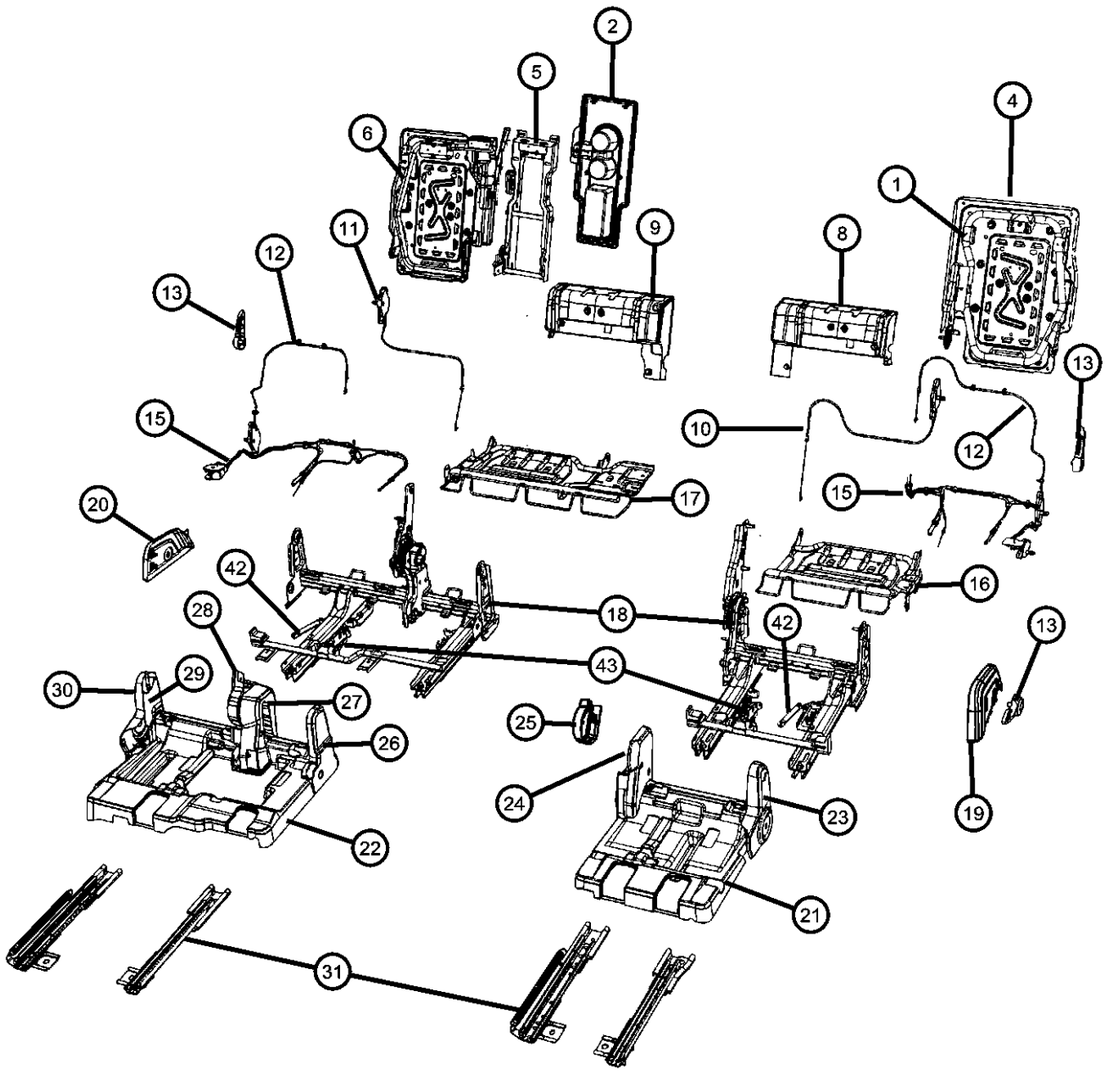


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*D7	With [CAV] Sales Code
		1	B, D, E		49			*D7	With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	With [CG4] Sales Code, Export
		1	B, D, E		49			*D7	With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	With [CG4] Sales Code
		1	D, E		49			*D7	With [CG4], [CFL] Sales Codes
		1	D, E		49			*D5	With [CG4], [CFL] Sales Codes
		1	D, E		49			*GL	With [CG4] Sales Code
		1	D, E		49			*GL	With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*D5	With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	With [CAV] Sales Code, Export
		1	D, E		49			*GL	With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*GL	With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*D5	With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	With [CAV], [CFL] Sales Codes
		1	D, E		49			*D5	With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D7	With [CAV], [CFL] Sales Codes, Export
-34									RELEASE, Seat Latch
	1NS351DVAA	1	D, E		49			*A7	With [CG4] Sales Code
		1	D, E		49			*D7	[DV], With [CG4] Sales Code
		1	D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes
		1	D, E		49			*GL	[D1], With [CAV] Sales Code
		1	D, E		49			*D5	[DV], With [CG4] Sales Code
		1	D, E		49			*D7	[D1], With [CG4] Sales Code
		1	D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

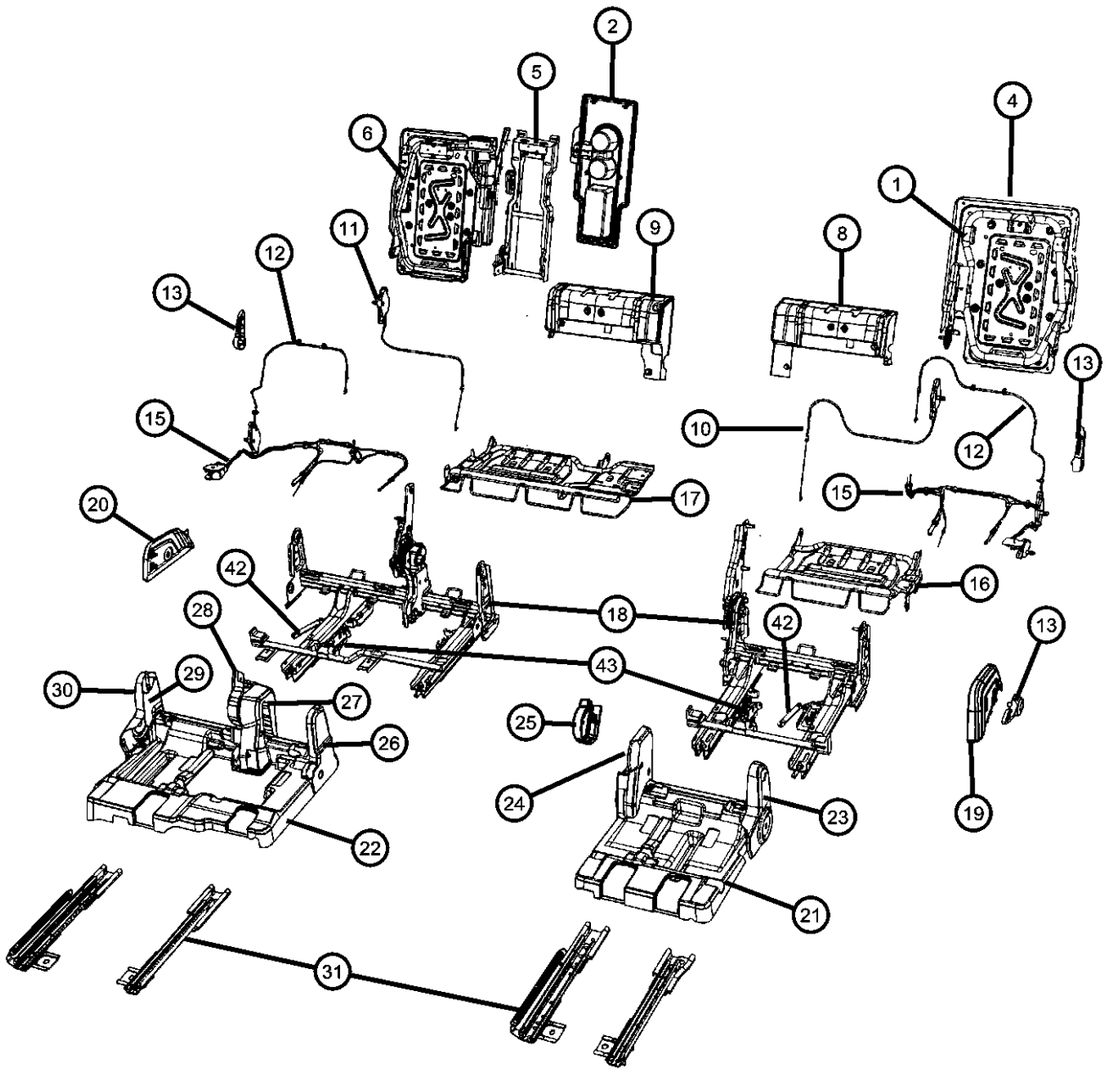


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*D5	[DV], With [CG4], [CFL] Sales Codes
		1	D, E		49			*GL	[D1], With [CG4] Sales Code
		1	D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*A7	With [CAV] Sales Code
		1	B, D, E		49			*A7	With [CG4] Sales Code, Export
		1	D, E		49			*D7	[DV], With [CAV] Sales Code
		1	B, D, E		49			*D7	[D1], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[DV], With [CAV] Sales Code, Export
		1	B, D, E		49			*D7	[D1], With [CG4] Sales Code, Export
		1	D, E		49			*D5	[DV], With [CAV] Sales Code
		1	D, E		49			*D7	[D1], With [CAV] Sales Code
		1	B, D, E		49			*D7	[D1], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[DV], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D5	[DV], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[D1], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[D1], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes
		1	D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes
	1NS351K7AA	1	D, E		49			*GL	[KA], With [CAV] Sales Code
		1	D, E		49			*D7	[KA], With [CG4] Sales Code
		1	D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes
		1	B, D, E		49			*D7	[DV], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes, Export
		1	D, E		49			*D5	[DV], With [CAV], [CFL] Sales Codes

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

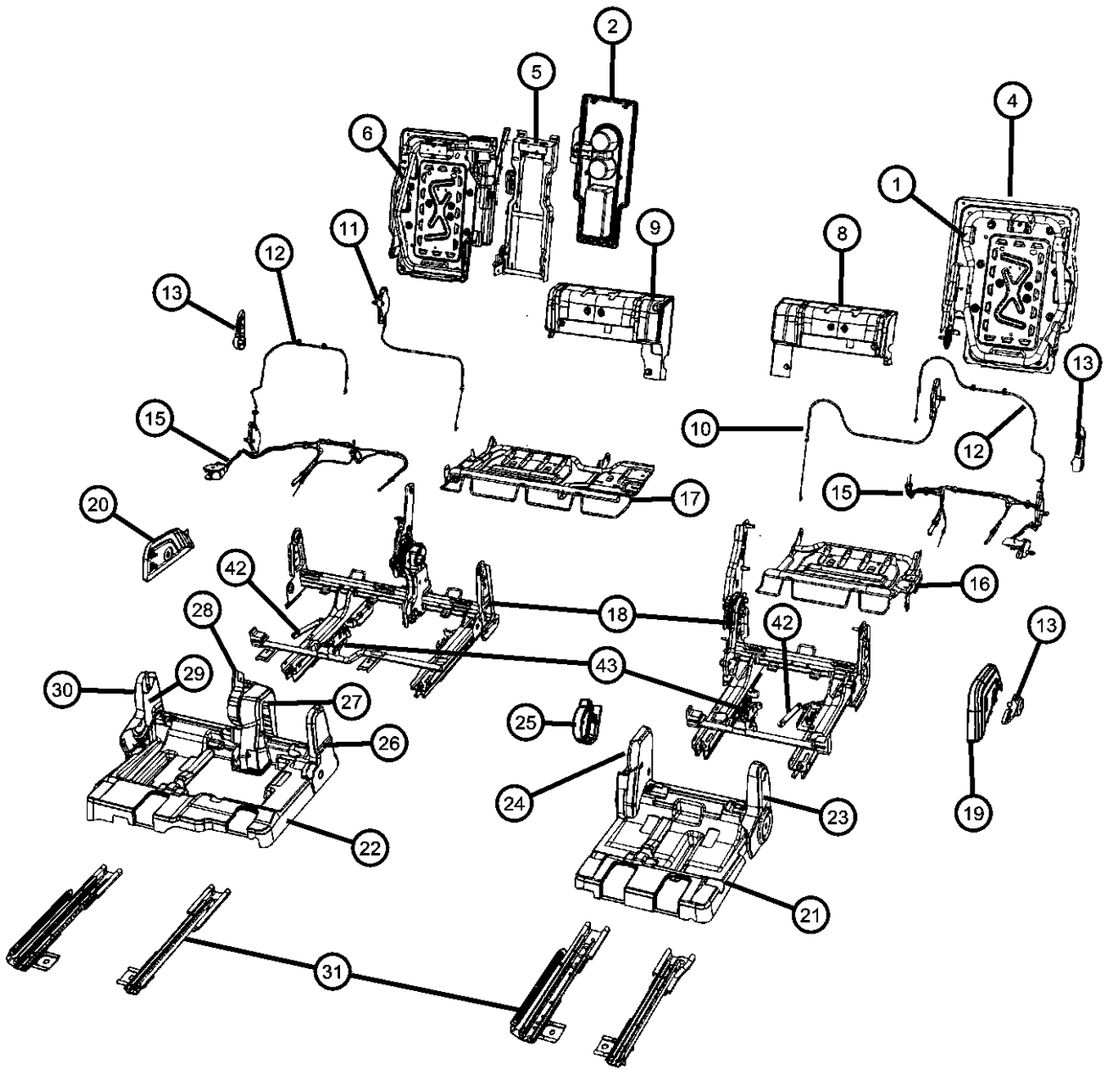


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*D7	[D1], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[DV], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*D5	[DV], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[D1], With [CAV] Sales Code, Export
		1	D, E		49			*GL	[D1], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D7	[KA], With [CG4] Sales Code, Export
		1	B, D, E		49			*D7	[KA], With [CG4], [CFL] Sales Codes, Export
		1	B, D, E		49			*D7	[KA], With [CAV] Sales Code, Export
		1	B, D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes, Export
		1	D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes
		1	D, E		49			*GL	[KA], With [CG4], [CFL] Sales Codes
		1	D, E		49			*D7	[KA], With [CAV] Sales Code
		1	D, E		49			*GL	[KA], With [CG4] Sales Code
		1	B, D, E		49			*GL	[KA], With [CG4] Sales Code, Export
		1	B, D, E		49			*GL	[KA], With [CAV] Sales Code, Export
		1	D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes
		1	B, D, E		49			*D7	[KA], With [CAV], [CFL] Sales Codes, Export
		1	B, D, E		49			*GL	[KA], With [CAV], [CFL] Sales Codes, Export
-35									COVER, Seat Track
	1CZ19XDVAA	1	B, D, E		49			*O0	[DV], Outboard
	1CZ18XDVAA	3	B, D, E		49			*O0	[DV], Inboard
	1CZ18DK7AA	3	B, D, E		49			*O0	[KA], Inboard
		1	B, D, E		49			*O0	[D1], Outboard
		3	B, D, E		49			*O0	[D1], Inboard

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

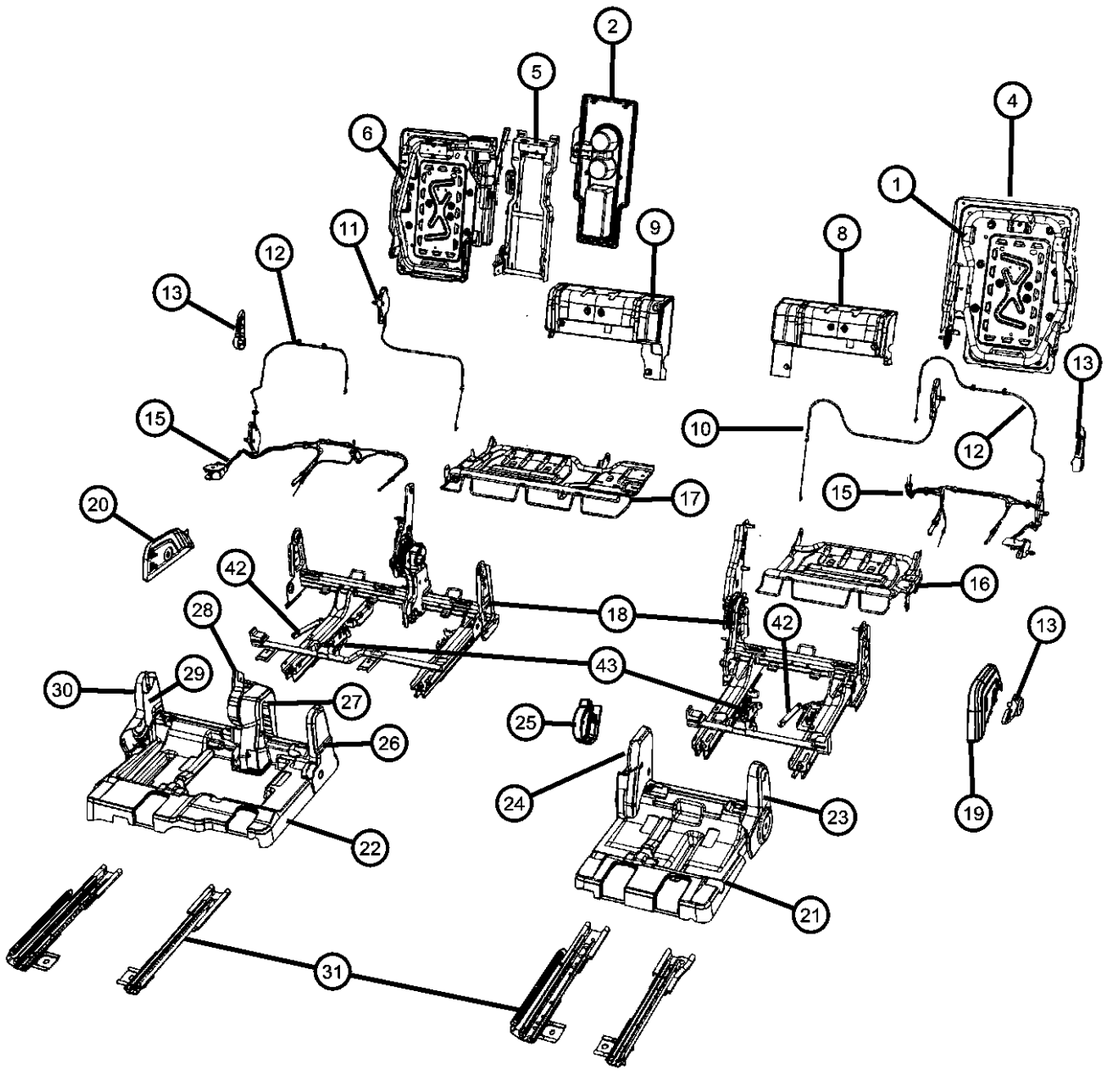


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1CZ19DK7AA	1	B, D, E		49			*O0	[KA], Outboard
-36									SPACER
	68042257AA	2	D, E		49			*A7	
		2	D, E		49			*GL	
		2	D, E		49			*D7	
		2	D, E		49			*D5	
-37									SPRING
	68042363AA	2	D, E		49			*GL	
		2	D, E		49			*D7	
		2	D, E		49			*D5	
		2	D, E		49			*A7	
-38									SUPPORT, Rear Seat
	68042774AA	1	D, E		49			*D5	
		1	D, E		49			*GL	
		1	D, E		49			*D7	
-39									LATCH, SEAT BACK
	68042332AA	1	D, E		49			*D7	
		1	D, E		49			*GL	
		1	D, E		49			*A7	
		1	D, E		49			*D5	
-40									CABLE, Seat Track Release, Stamped 1393695
	68042365AA	1	D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*A7	
		1	B, D, E		49			*GL	
		1	D, E		49			*D7	
		1	D, E		49			*D5	
		1	D, E		49			*GL	
-41									CABLE, Latch Release

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

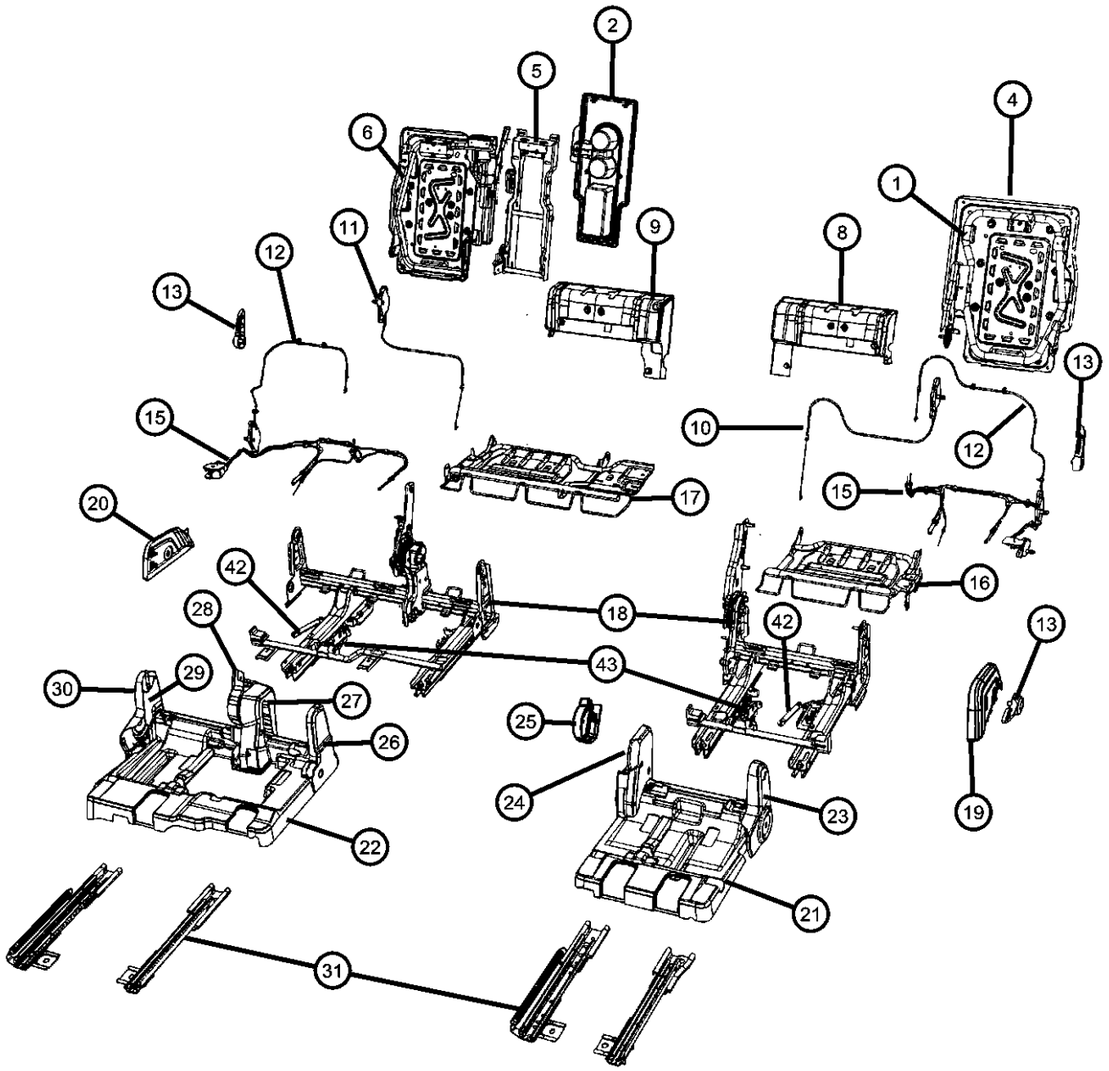


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	68042358AA	1	B, D, E		49			*GL	Stamp # 1349572
		1	D, E		49			*D5	Stamp # 1349572
		1	D, E		49			*A7	Stamp # 1349572
	68042303AA	1	B, D, E		49			*D5	Stamp # 1511019
		1	D, E		49			*D5	Stamp # 1511019
		1	D, E		49			*GL	Stamp # 1511019
		1	B, D, E		49			*GL	Stamp # 1511019
	68042370AA	1	B, D, E		49			*GL	Stamp # 1349576
		1	D, E		49			*A7	Stamp # 1511019
		1	B, D, E		49			*A7	Stamp # 1511019
		1	B, D, E		49			*D5	Stamp # 1349576
		1	D, E		49			*D5	Stamp # 1349576
		1	D, E		49			*GL	Stamp # 1349572
		1	B, D, E		49			*D5	Stamp # 1349572
		1	D, E		49			*GL	Stamp # 1349576
		1	B, D, E		49			*A7	Stamp # 1349576
		1	D, E		49			*A7	Stamp # 1349576
		1	B, D, E		49			*A7	Stamp # 1349572
42									PROP ROD, Seat
	68042375AA	1	B, D, E		49			*D7	60% Side
		1	D, E		49			*D7	60% Side
		1	B, D, E		49			*A7	60% Side
		1	B, D, E		49			*GL	60% Side
		1	D, E		49			*GL	60% Side
		1	D, E		49			*D5	60% Side
	68042364AA	1	D, E		49			*A7	40% Side
		1	B, D, E		49			*A7	40% Side
		1	B, D, E		49			*D5	60% Side
		1	B, D, E		49			*GL	40% Side
		1	D, E		49			*GL	40% Side
		1	B, D, E		49			*D7	40% Side

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Second Row - 60/40
Figure 50-1030

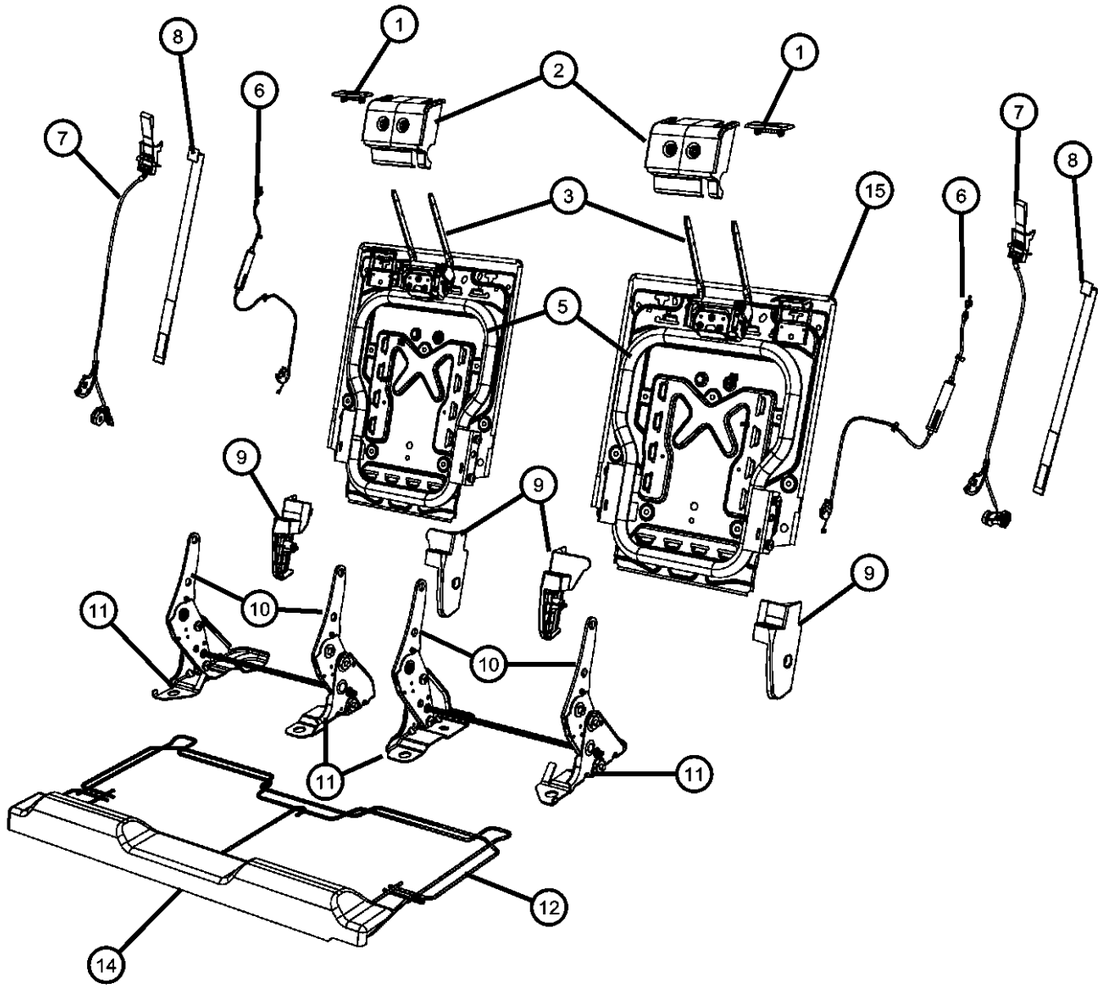


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	D, E		49			*D7	40% Side
		1	D, E		49			*D5	40% Side
		1	D, E		49			*A7	60% Side
43									LATCH, Seat Cushion
	68042273AA	2	B, D, E		49			*D5	Export
		2	B, D, E		49			*D7	Export
		2	B, D, E		49			*GL	Export
		1	D, E		49			*D5	
		2	D, E		49			*GL	
		2	D, E		49			*D7	
		2	D, E		49			*A7	
		2	B, D, E		49			*A7	Export

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Third Row - 50/50
Figure 50-1120

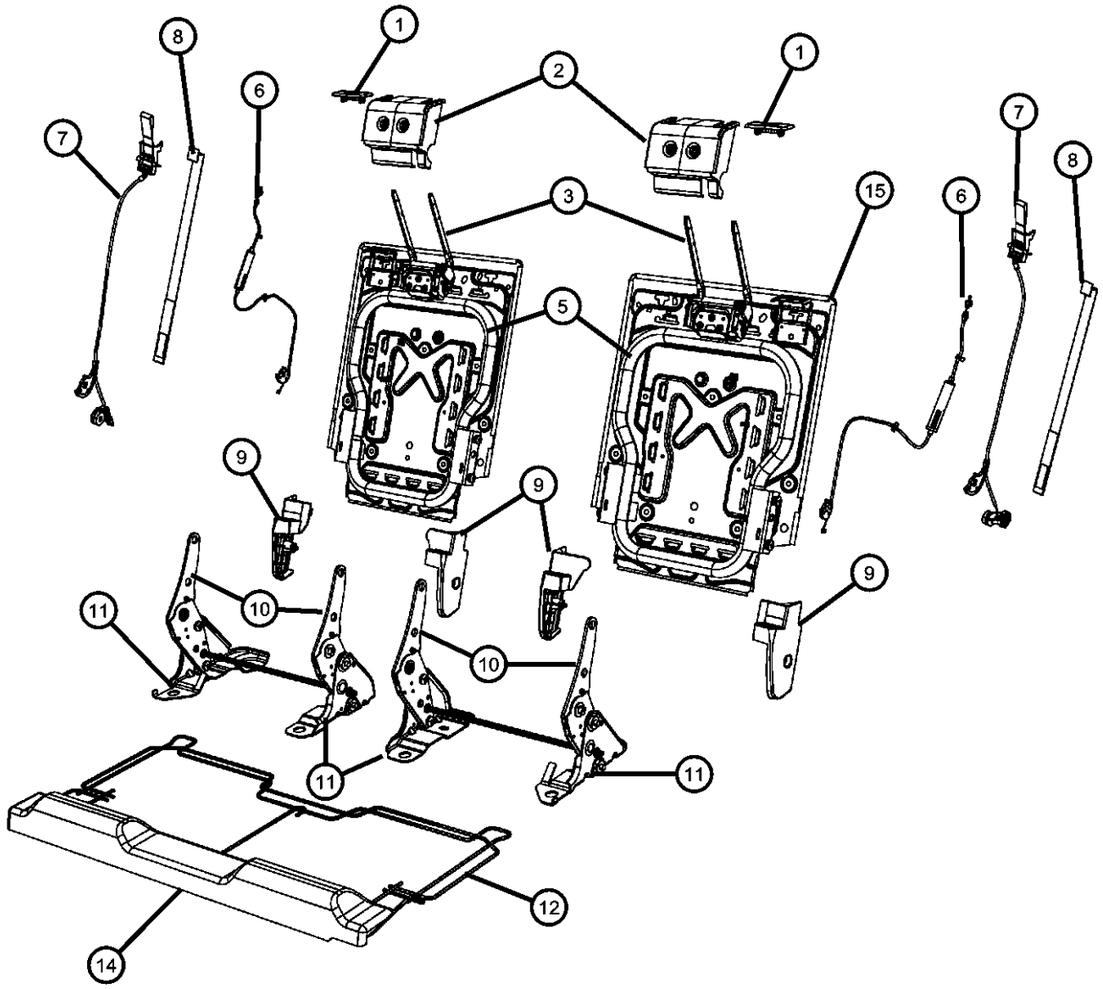


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BEZEL
	1KQ761DVAA	2	B, D, E		49			*D7	[DV]
		2	B, D, E		49			*D5	[DV]
	1KQ761K7AA	2	B, D, E		49			*D7	[KA]
		2	B, D, E		49			*GL	[KA]
		2	B, D, E		49			*D7	[D1]
		2	B, D, E		49			*GL	[D1]
		2	B, D, E		49			*A7	[DV]
2									COVER, HEADREST MECHANISM
	68039116AA	1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
3									HEADREST, Third Row, Mechanism
	68039114AA	1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
-4									SCREW, Seat
	05183697AA	5	B, D, E		49			*GL	
		1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
5									FRAME, Third Row Seat Back
	68039189AA	1	B, D, E		49			*GL	Left
	68039186AA	1	B, D, E		49			*D7	Right
		1	B, D, E		49			*D5	Right
		1	B, D, E		49			*GL	Right
		1	B, D, E		49			*A7	Right
		1	B, D, E		49			*A7	Left
		1	B, D, E		49			*D7	Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Third Row - 50/50
Figure 50-1120

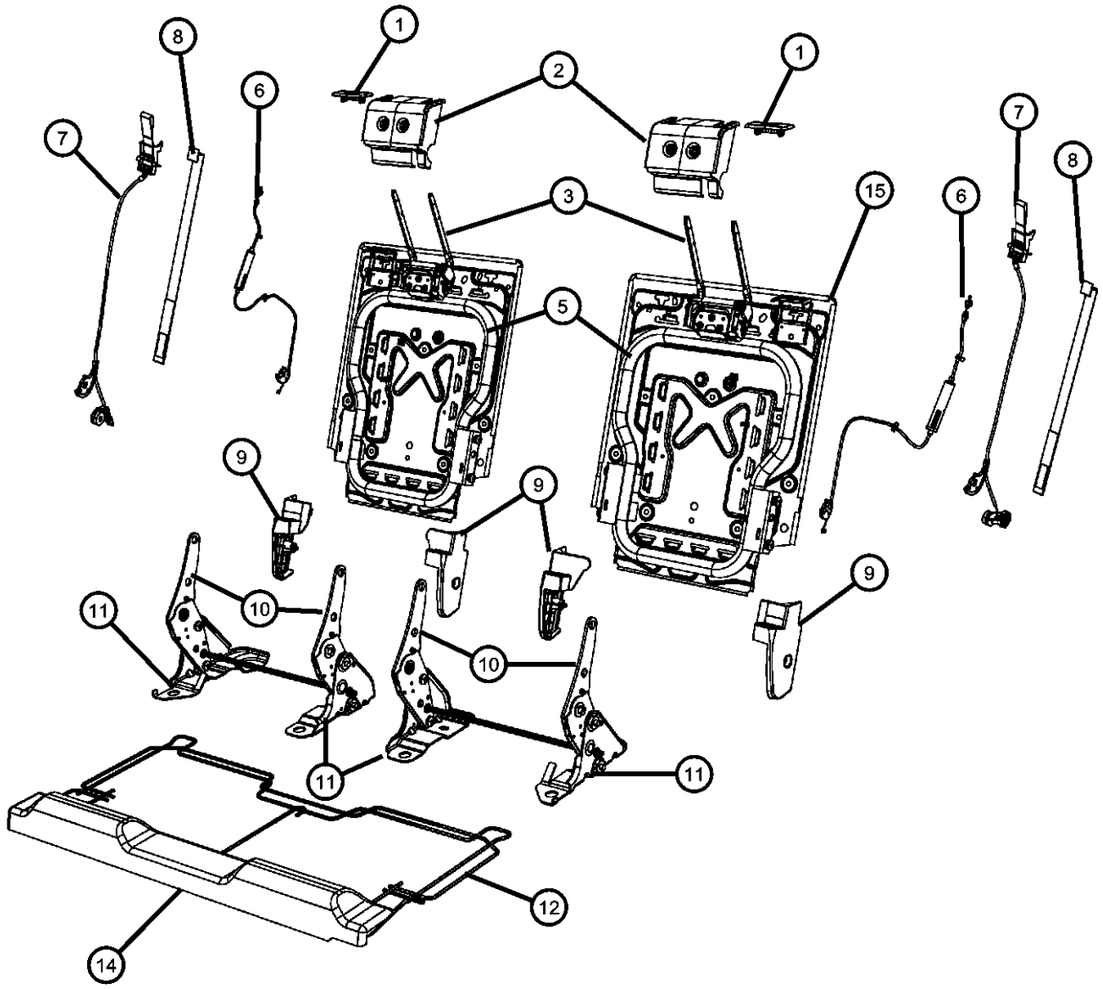


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*D5	Left
6									CABLE, HEADREST RELEASE
	68039115AA	1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
7									CABLE, Recliner
	68039180AA	1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
		1	B, D, E		49			*A7	
8									STRAP, Seat
	1KQ771DVAA	2	B, D, E		49			*GL	[D1]
		2	B, D, E		49			*A7	
	1KQ771K7AA	2	B, D, E		49			*GL	[KA]
9									SHIELD, Recliner
	1KQ801K7AA	1	B, D, E		49			*GL	[KA], Outboard, Left
	1KQ811DVAA	1	B, D, E		49			*A7	[DV], Inboard, Left
	1KQ781DVAA	1	B, D, E		49			*A7	[DV], Outboard, Right
		1	B, D, E		49			*D7	[D1], Outboard, Right
		1	B, D, E		49			*D7	[DV], Outboard, Right
		1	B, D, E		49			*D5	[DV], Outboard, Right
		1	B, D, E		49			*D5	[DV], Outboard, Right
		1	B, D, E		49			*GL	[D1], Outboard, Right
	1KQ791DVAA	1	B, D, E		49			*D7	[DV], Inboard, Right
		1	B, D, E		49			*D5	[DV], Inboard, Right
		1	B, D, E		49			*D7	[D1], Inboard, Right
	1KQ801DVAA	1	B, D, E		49			*D7	[D1], Outboard, Left
		1	B, D, E		49			*D7	[DV], Outboard, Left
		1	B, D, E		49			*GL	[D1], Inboard, Right
	1KQ781K7AA	1	B, D, E		49			*GL	[KA], Outboard, Right
		1	B, D, E		49			*A7	[DV], Inboard, Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Third Row - 50/50
Figure 50-1120

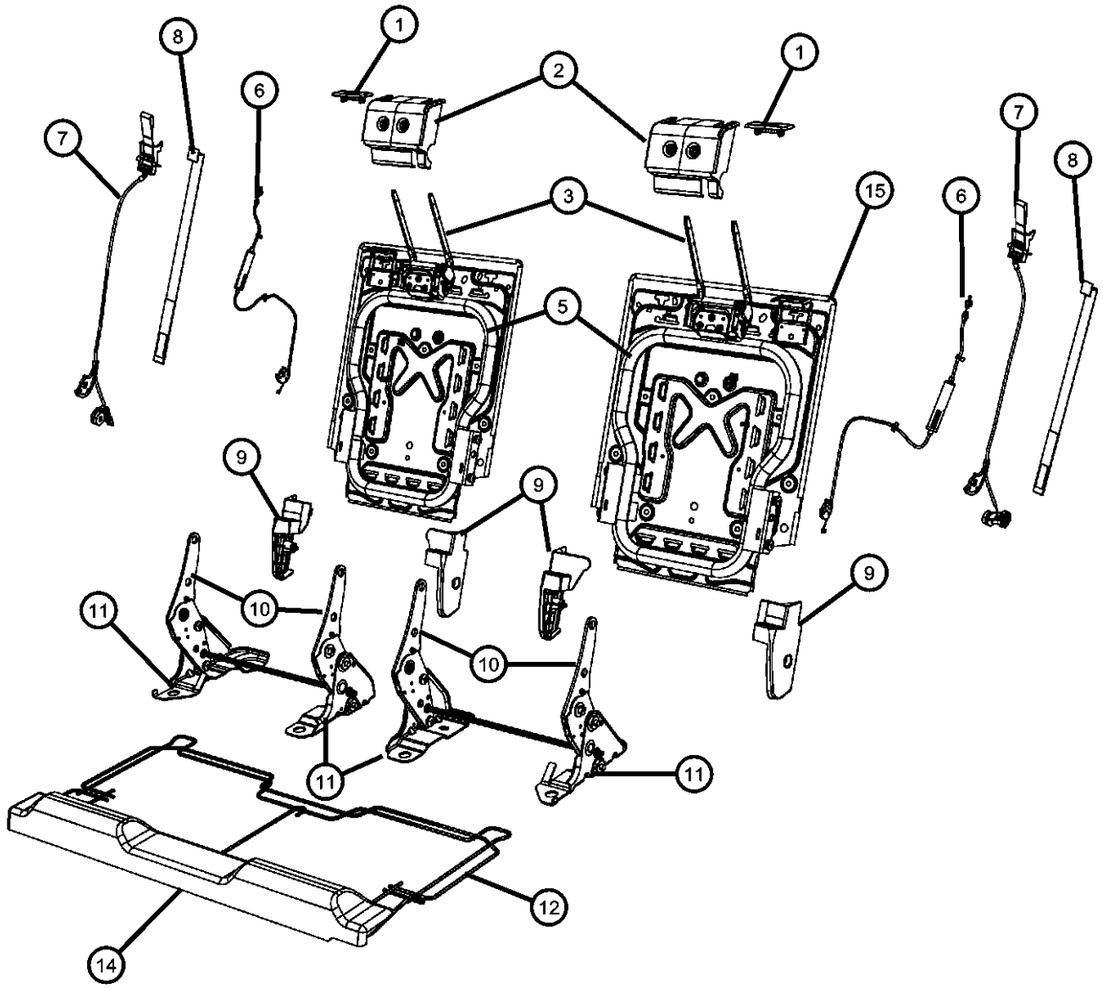


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1KQ791K7AA	1	B, D, E		49			*GL	[KA], Inboard, Right
		1	B, D, E		49			*D5	[DV], Outboard, Left
		1	B, D, E		49			*GL	[D1], Outboard, Left
		1	B, D, E		49			*D5	[DV], Inboard, Left
		1	B, D, E		49			*GL	[D1], Inboard, Left
		1	B, D, E		49			*D7	[DV], Inboard, Left
		1	B, D, E		49			*D7	[D1], Inboard, Left
	1KQ811K7AA	1	B, D, E		49			*GL	[KA], Inboard, Left
		1	B, D, E		49			*A7	[DV], Outboard, Left
10									RECLINER, Seat Back
	68039184AA	2	B, D, E		49			*A7	Right
		2	B, D, E		49			*D7	Right
		2	B, D, E		49			*D5	Right
		2	B, D, E		49			*GL	Right
	68039183AA	2	B, D, E		49			*A7	Left
		2	B, D, E		49			*D7	Left
		2	B, D, E		49			*D5	Left
		2	B, D, E		49			*GL	Left
11									BRACKET, Seat
	68039190AA	1	B, D, E		49			*A7	Outboard, Right
		1	B, D, E		49			*D7	Outboard, Right
		1	B, D, E		49			*GL	Outboard, Right
	68039191AA	1	B, D, E		49			*A7	Outboard, Left
		1	B, D, E		49			*D7	Outboard, Left
		1	B, D, E		49			*D5	Outboard, Left
		1	B, D, E		49			*GL	Outboard, Left
	68039192AA	1	B, D, E		49			*A7	Inboard, Right
		1	B, D, E		49			*D7	Inboard, Right
		1	B, D, E		49			*D5	Inboard, Right
		1	B, D, E		49			*GL	Inboard, Right
	68039193AA	1	B, D, E		49			*A7	Inboard, Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Third Row - 50/50
Figure 50-1120

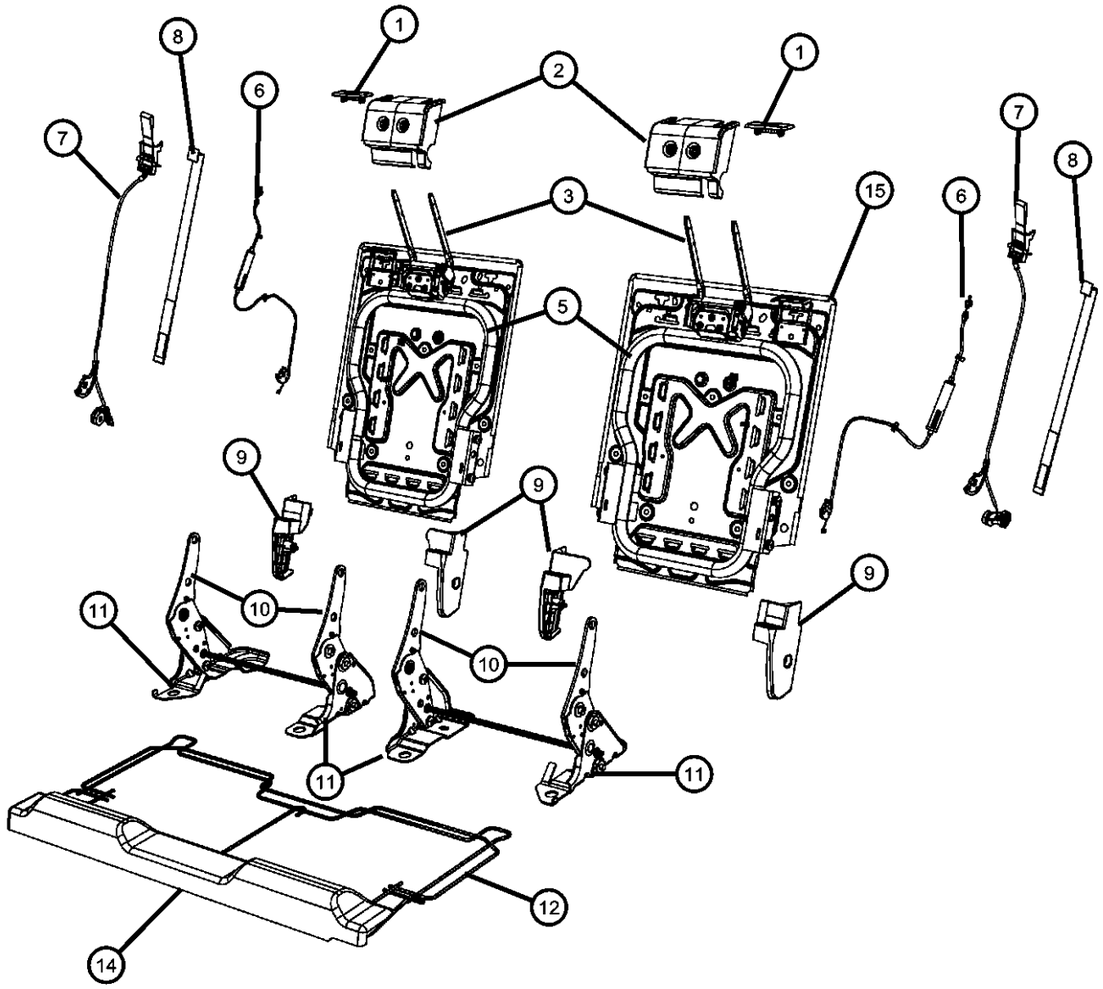


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D, E		49			*D7	Inboard, Left
		1	B, D, E		49			*D5	Outboard, Right
		1	B, D, E		49			*D5	Inboard, Left
		1	B, D, E		49			*GL	Inboard, Left
12									FRAME, Third Row Seat Cushion
	68039194AA	1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
-13	04645939AB	2	B, D, E		49				RETAINER, Seat Cushion
14									SUPPORT, Rear Seat
	68039196AA	1	B, D, E		49			*A7	
		1	B, D, E		49			*D7	
		1	B, D, E		49			*D5	
		1	B, D, E		49			*GL	
15									PANEL, Seat Back
	1KQ611K7AA	1	B, D, E		49			*D7	[KA], Left
	1KQ621DVAA	1	B, D, E		49			*D5	[DV], Right
	1KQ621K7AA	1	B, D, E		49			*GL	[KA], Right
	1KQ611DVAA	1	B, D, E		49			*D7	[D1], Left
	1LH031DVAA	1	B, D, E		49			*GL	[D1] , Export
	1LQ991DVAA	1	B		49			*D7	[D1]
		1	B, D, E		49			*GL	[KA], Left
		1	B, D, E		49			*A7	[DV], Right
		1	B, D, E		49			*GL	[D1], Right
		1	B, D, E		49			*D7	[D1], Right
		1	B, D, E		49			*D7	[KA], Right
		1	B, D, E		49			*A7	[DV], Left
		1	B, D, E		49			*D5	[DV], Left
		1	B, D, E		49			*GL	[D1], Left
	1LQ991K7AA	1	B		49			*D7	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Third Row - 50/50
Figure 50-1120

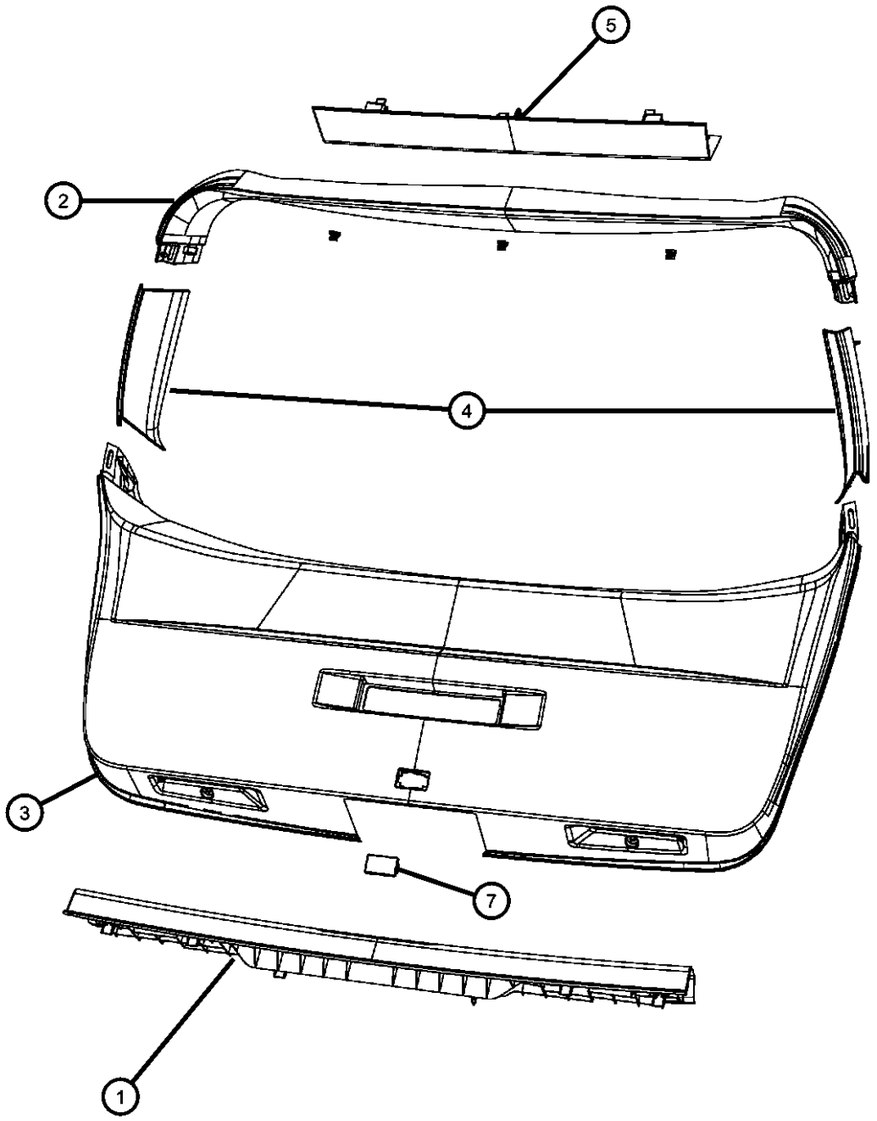


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-16									ROD, Seat Release
	68039113AA	2	B, D, E		49			*A7	
		2	B, D, E		49			*D7	
		2	B, D, E		49			*D5	
		2	B, D, E		49			*GL	
-17									SPRING, Release Cable
	68039205AA	1	B, D, E		49			*A7	Left
		1	B, D, E		49			*D7	Left
		1	B, D, E		49			*D5	Left
		1	B, D, E		49			*GL	Left
	68039206AA	1	B, D, E		49			*D5	Right
		1	B, D, E		49			*GL	Right
		1	B, D, E		49			*A7	Right
		1	B, D, E		49			*D7	Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Liftgate Panels and Scuff Plate
Figure 50-1405

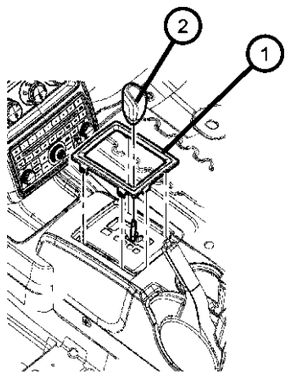


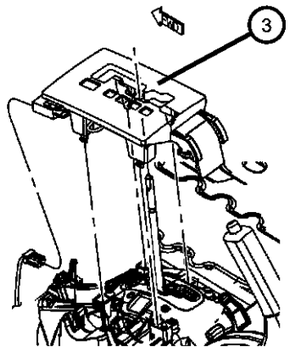
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PLATE, Scuff
	1BE73DK7AB	1	B, D, E		49			*O0	[KA]
	1BE73XDVAB	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
2	1BZ30DW1AB	1	B, D, E		49			*O0	PANEL, Liftgate Trim Upper
3									PANEL, Liftgate trim lower
	1BE54DK7AC	1	B, D, E		49			*O0	[KA]
	1BE54XDVAC	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
4									PANEL, Liftgate
	1GC70DW1AA	1	B, D, E		49			*O0	Right
	1GC71DW1AA	1	B, D, E		49			*O0	Left
5	1DE55DW1AB	1	B, D, E		49			*O0	PANEL, Rear Header
-6	68050990AA	2	B, D, E		49			*O0	CLIP, Rear Header Panel Retainer
7									PLUG, Liftgate Trim Panel
	1MK96DK7AA	1	B, D, E		49			*O0	[KA]
	1MK96XD-VAA	1	B, D, E		49			*O0	[DV]

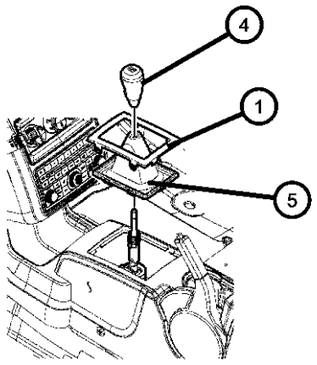
JOURNEY (JC)

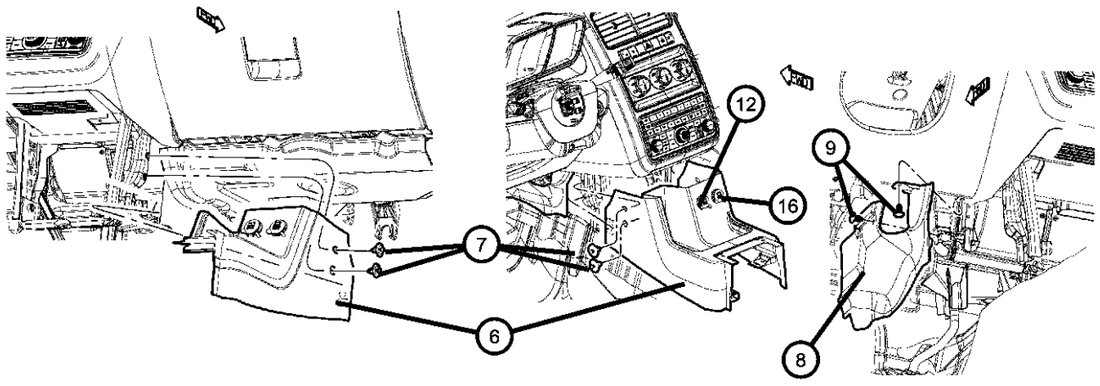
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

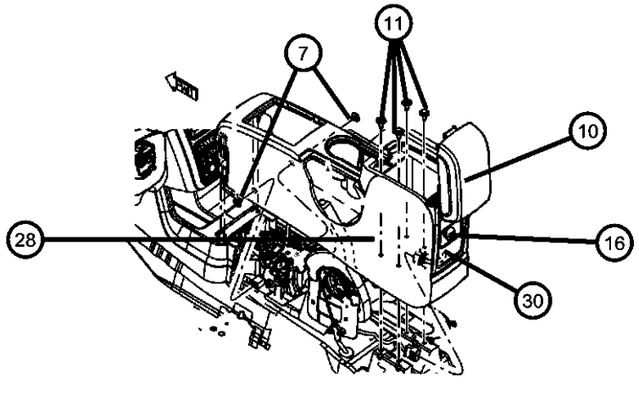
Floor Console Front
Figure 50-1605









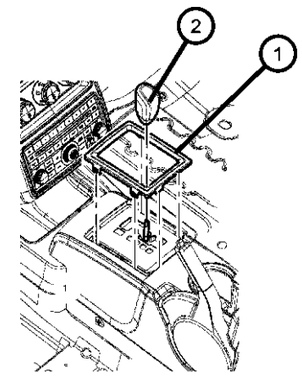


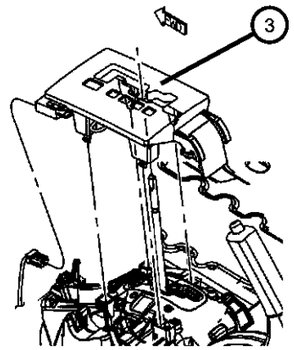
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									BEZEL, Console Shifter
	1BJ20SZ0AA	1	D, E		49			*O0	Automatic
	1ED64SZ0AA	1	D, E		49			*O0	Manual
		1	B		49			*O0	
2									KNOB, Gearshift
	1CP321X9AB	1	B, D, E		49			*O0	With [CVW]
	1ER36DX9AB	1	B, D, E		49			*O0	Without [CVW]
3									BEZEL, Console Shifter
	1ED55DX9AA	1	B		49			*O0	With [DHD]
	1ER63DX9AA	1	B, D, E		49			*O0	With [ECE] Diesel
	1CD59DX9AA	1	D, E		49			*O0	With [DHD]
	1CD60DX9AA	1	D, E		49			*O0	Without [DHD]
4	05273241AB	1	B, D, E		49				LEATHER MTX KNOB, Gearshift
5									BOOT, Gearshift
	04766338AB	1	B, D, E		49				With [DD7]
	04766339AA	1	B, D, E		49				With [DEF]
	05191564AA	1	B, D, E		49				Diesel
6									CONSOLE, Floor, Front
	1LM37DK7AA	1	B		49			*O0	[KA]
	1LM37XDVAA	1	D, E		49			*O0	[DV]
	1LM421DVAA	1	D, E		49			*O0	[D1] With [EDG]
		1	D, E		49			*O0	[KA]
		1	D, E		49			*O0	[DV] With [EDG]
	1LM421K7AA	1	D, E		49			*O0	[KA] With [EDG]
		1	B		49			*O0	[D1]
7									RIVET
	0WX68DK7AA	4	B, D, E		49			*O0	[KA]
	0WX68XD-VAA	4	B, D, E		49			*O0	[D1]
		4	B, D, E		49			*O0	[DV]
8									PANEL, Close out
	05023898AA	1	B		49				

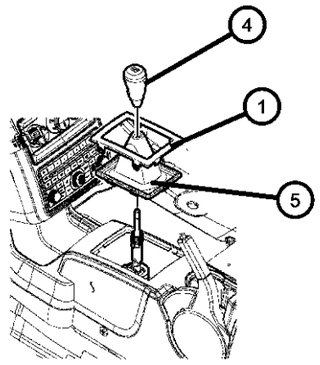
JOURNEY (JC)

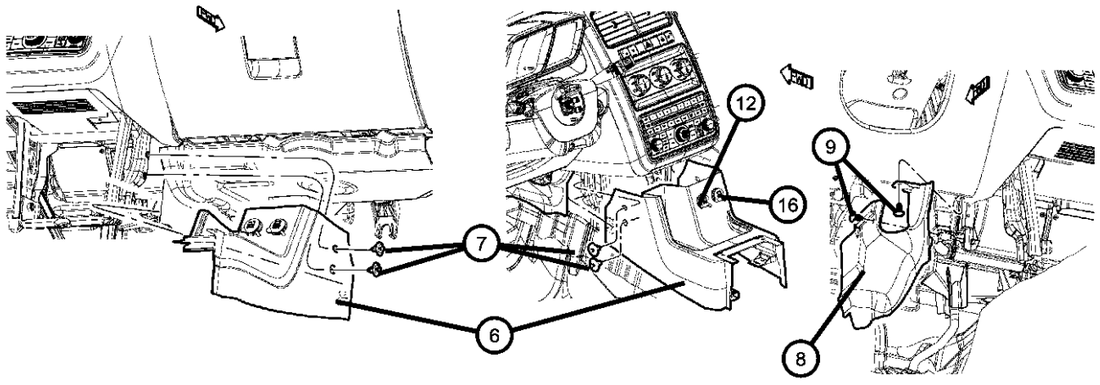
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

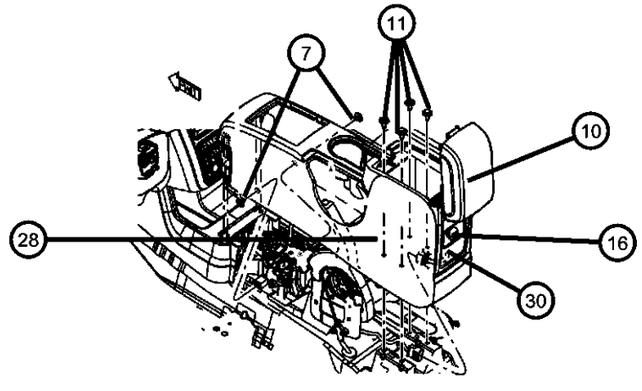
Floor Console Front
Figure 50-1605









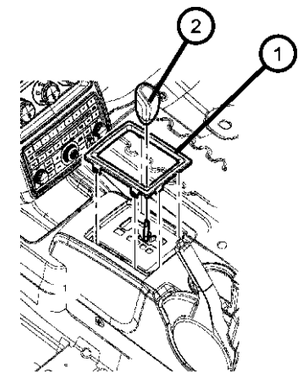


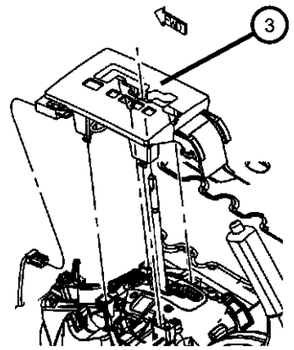
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05023899AA	1	D, E		49				
9	06030441	1	B, D, E		49				PIN, Retainer
10									ARMREST, Console
	1LN381KAAA	1	B, D, E		49			*O0	[KA] With [CWP] Without [CVM]
	1LN381DVAA	1	B, D, E		49			*O0	[DV] With [CWP] Without [CVM]
	1LK311D1AA	1	D, E		49			*O0	[D1] Without [CWP] Without [CVM]
	1LK311K7AA	1	D, E		49			*O0	[KA] Without [CWP] Without [CVM]
	1LN381D1AA	1	B, D, E		49			*O0	[D1] With [CWP] Without [CVM]
	1LN391D1AA	1	B, D, E		49			*O0	[D1] With [CWP] With [CVM]
	1LK311DVAA	1	D, E		49			*O0	[DV]
	1LN021D1AA	1	D, E		49			*O0	[D1] With [JKV] With [CVM]
	1LK311KAAA	1	D, E		49			*O0	[KA] , Without [CVM]
	1LN021K7AA	1	D, E		49			*O0	[KA]
	1LN021KAAA	1	D, E		49			*O0	[KA]] With [JKV] With [CVM]
		1	D, E		49			*O0	[DV] Without [CWP] Without [CVM]
	1LN391K7AA	1	B		49			*O0	[KA]
	1LN391DVAA	1	B		49			*O0	[D1]
	1LN391KAAA	1	B, D, E		49			*O0	[KA] With [CWP] With [CVM]
11	06105097AA	4	B, D, E		49				SCREW, M6x1x20
12									CAP, Cigar Lighter
	05026625AA	1	B, D, E		49			*O0	
	05026360AA	1	B		49			*O0	
-13									KNOB AND ELEMENT, Cigar Lighter
	05026363AA	1	B, D, E		49				
	04685536	1	D, E		49				
-14									BASE, Cigar Lighter
	05026362AA	1	D, E		49			*O0	
		1	B		49			*O0	
-15									RING, Cigar Lighter Mounting

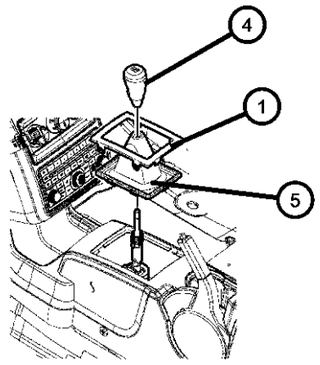
JOURNEY (JC)

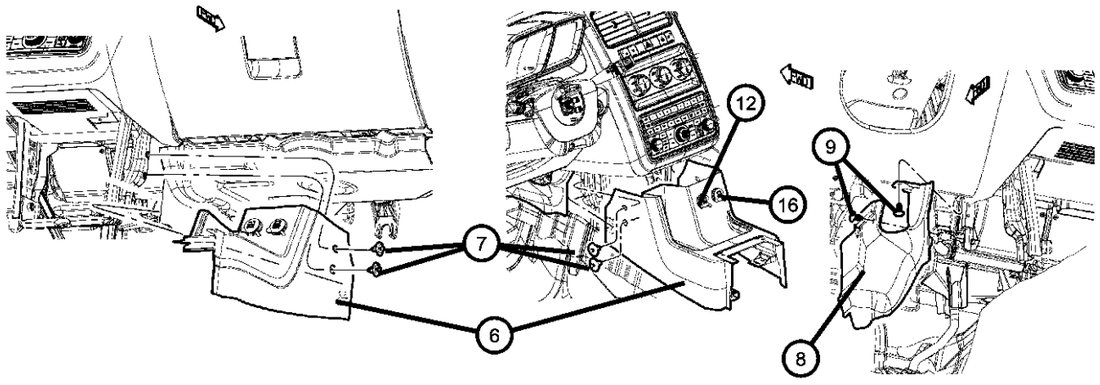
SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

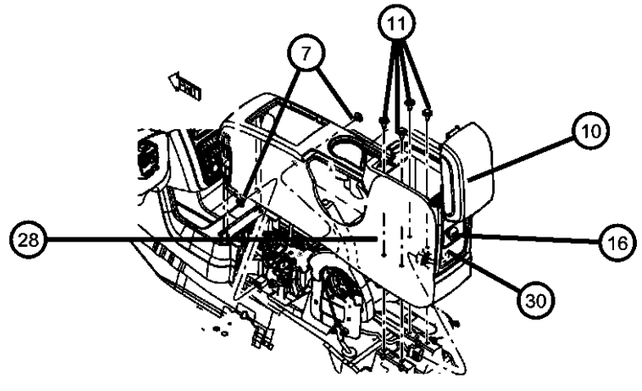
Floor Console Front
Figure 50-1605









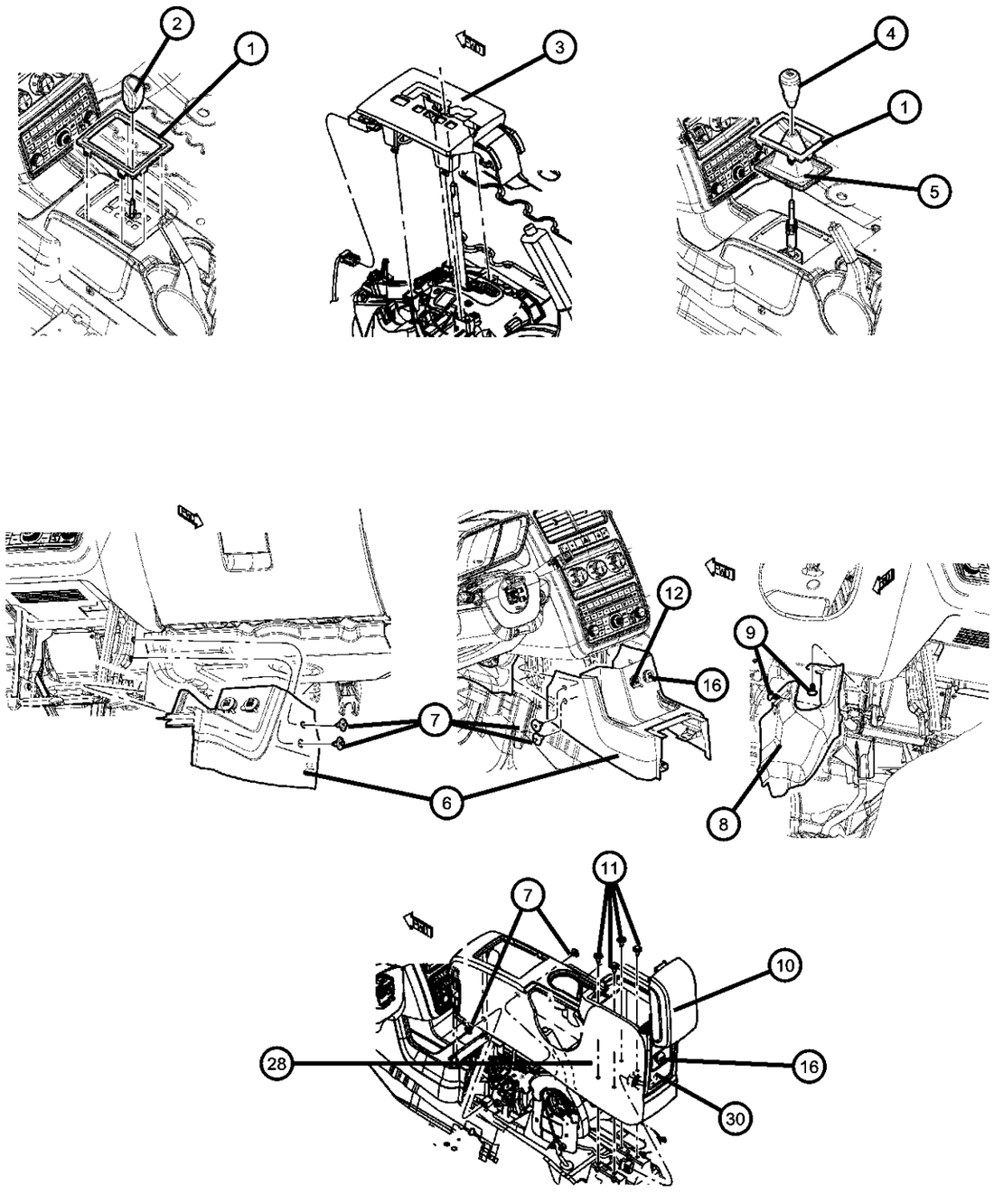


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	04793555	1	D, E		49			*O0	
		1	B		49			*O0	
16									CAP, Power Outlet
	04685666AB	1	B		49			*O0	Rear
	05026361AA	1	D, E		49			*O0	
		1	B		49			*O0	
-17	04793554AC	1	B, D, E		49				POWER OUTLET
-18									CUPHOLDER, Console
	68042605AA	1	B, D, E		49			*O0	
	68042628AA	1	B		49			*O0	
-19									BEZEL, Cup Holder
	68042942AA	1	B		49			*O0	[CWP] Contains light ring
	68042630AA	1	B		49			*O0	Contains light ring
		1	D, E		49			*O0	Contains light ring
		1	D, E		49			*O0	[CWP] Contains light ring
-20									LINER, Cup Holder
	68042629AA	1	B		49			*O0	
		1	D, E		49			*O0	
-21									MAT, Floor Console
	68042604AA	1	B, D, E		49			*O0	
	68042907AA	1	D, E		49			*O0	With [DBB]
	68042627AA	1	B		49			*O0	
	68042578AA	1	D, E		49			*O0	
-22	68042603AA	1	B, D, E		49			*O0	LINER, Cup Holder
-23									BEZEL, Center Console
	68042944AA	1	B, D, E		49			*O0	With [CWP] With [RDJ]
	68042913AA	1	D, E		49			*O0	With [JKW] [JKV] [CVM] , without [RDJ]
	68042931AA	1	D, E		49			*O0	With [JKV] With [RDJ]
	68042606AA	1	B, D, E		49			*O0	Without [JKV] Without [RDJ]
-24	68043083AA	1	B, D, E		49			*O0	HINGE, Console Lid

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Floor Console Front
Figure 50-1605

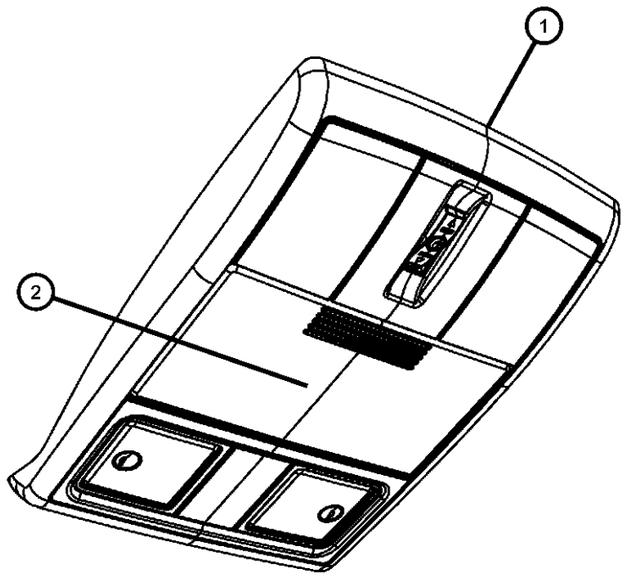


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
-25	68042520AA	1	D, E		49			*O0	BIN, Storage, Center Console
-26	05084775AD	1	D, E		49			*O0	HARNESS, Wiring
-27	55116979AB	1	D, E		49				ASH RECEIVER, Floor Console
28									BASE, Floor Console
	1LN361KAAA	1	B		49			*O0	[KA] , With [JKV]
	1LN361D1AA	1	B		49			*O0	[D1]
	1LN361K7AA	1	B		49			*O0	[KA]
	1LK291D1AA	1	D, E		49			*O0	[D1]
	1LK291KAAA	1	D, E		49			*O0	[KA] , With [JKV]
	1LK291DVAA	1	D, E		49			*O0	[DV]
	1LK291K7AA	1	D, E		49			*O0	[KA]
	1LN361DVAA	1	B		49			*O0	[DV]
-29									CAP, Shift Ride Over Lock
	1LM301D1AA	1	D, E		49			*O0	[D1]
	1LM30XDVAA	1	D, E		49			*O0	[DV]
	1LM301KAAA	1	D, E		49			*O0	[KA]
30									END CAP, Console
	1LN371KAAA	1	B, D, E		49			*O0	[KA]
	1LN371K7AA	1	B		49			*O0	[KA]
	1LN371DVAA	1	B, D, E		49			*O0	[DV]
	1LN371D1AA	1	D, E		49			*O0	[D1]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Overhead Console
Figure 50-1620

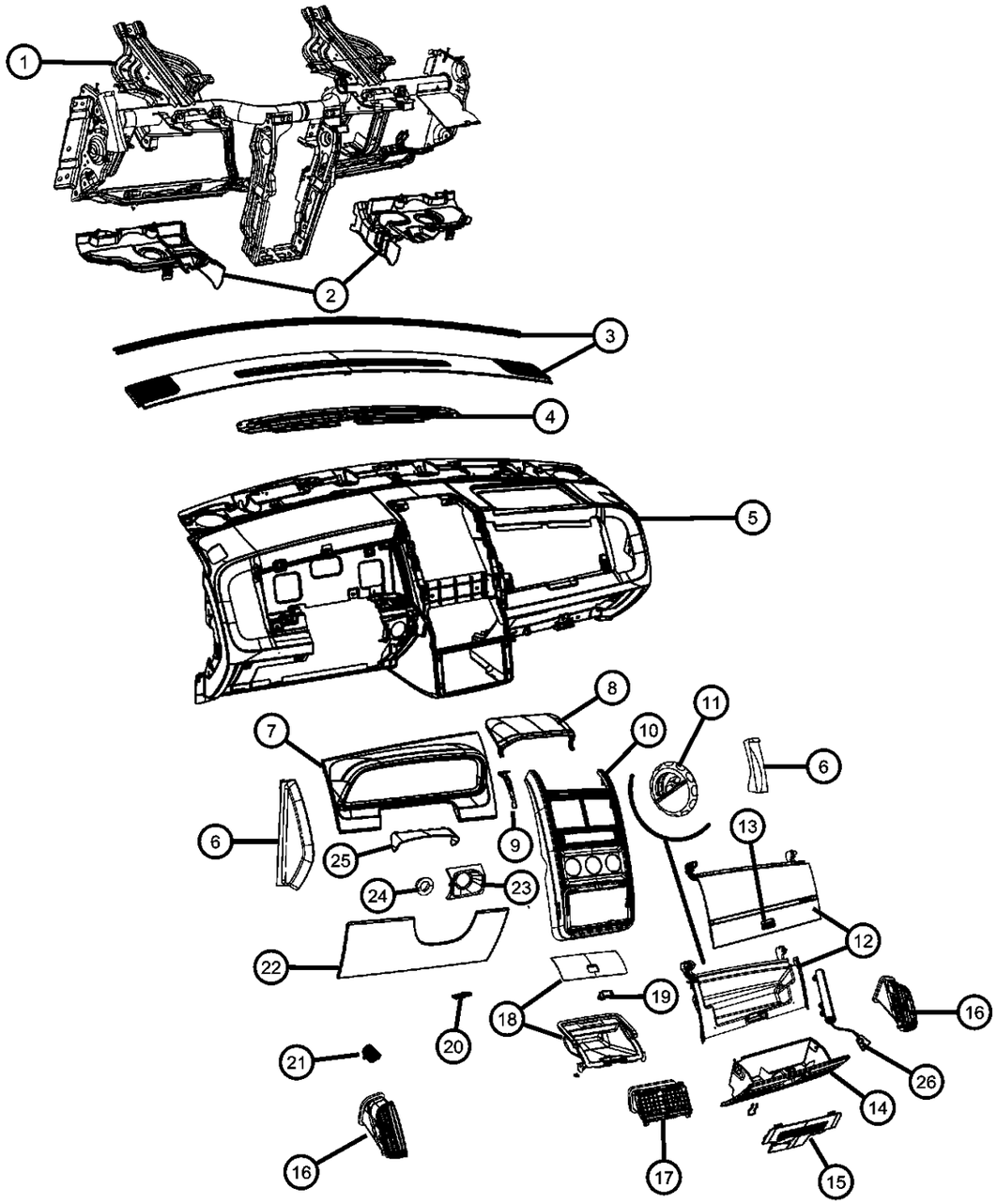


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									CONSOLE, Overhead, Includes Sunglasses Bin
	1MS52DW1AA	1	B, D, E		49			*O0	With [HAH] [XGD] [CAU] , without [RDJ] or [GWG] or [LS9]
	1MT59DW1AA	1	B, D, E		49			*O0	With [XGD] [CAU] , without [RDJ] or [GWG] or [LS9] or [HBB] or [HAF]
	1MU021W1AA	1	B, D, E		49			*O0	With [GWG] [XGD] [CAU] , without [RDJ] or [HAF] or [LS9] or [HBB]
	1MU03DW1AA	1	B, D, E		49			*O0	With [LCE] [RDJ] , without [HBB] or [XGD] or [GWG] or [CAU] or [LS9] or [HAF]
	1MT681W1AA	1	B, D, E		49			*O0	With [HAH] [RDJ] [CAU] [GWG], without [XGD] or [LS9]
	1MU061W1AA	1	B, D, E		49			*O0	With [LCE] [GWG] , without [HBB] or [XGD] or [RDJ] or [CAU] or [LS9] or [HAF]
2									BIN, Sunglasses, Includes Conversation Mirror
	1NU531W1AA	1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+CAU- RDJ or XGD or LS9]
	1NU53DW1AA	1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+CAU- RDJ or XGD or GWG or LS9]
		1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+RDJ+ XGD or GWG or LS9]
		1	B, D, E		49			*O0	[CSR+GNC+CUN+LBR+HAH+RDJ+ XGD and/or LS9]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Instrument Panel
Figure 50-1702

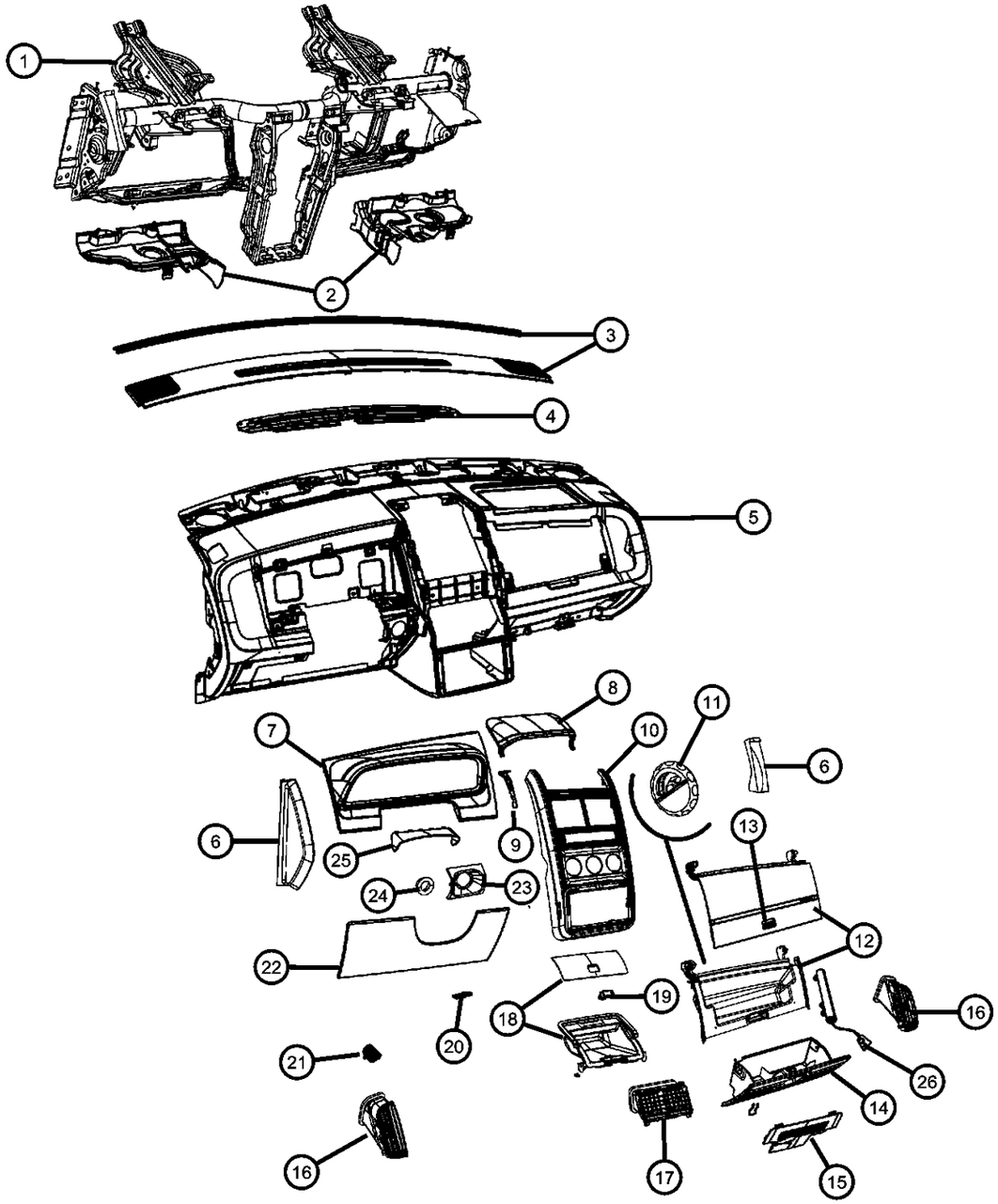


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									REINFORCEMENT, Instrument Panel
	05023938AB	1	D, E		49				
	05023940AB	1	B		49				
	05028878AD	1	D, E		49				Export
2									PANEL, Instrument Panel Closeout
	05028862AA	1	B		49				
	05028863AB	1	D, E		49				
3									COVER, Instrument Panel
	1EK84XDVAC	1	B, D, E		49			*O0	[D1] , With [LMG]
	1CB64DK7AC	1	B, D, E		49			*O0	[KA] , Without [LMG]
	1CB64XDVAC	1	B, D, E		49			*O0	[D1] , Without [LMG]
		1	B, D, E		49			*O0	[DV] , Without [LMG]
	1EK84DK7AC	1	B, D, E		49			*O0	[KA] , With [LMG]
		1	B, D, E		49			*O0	[DV] , With [LMG]
4	05058468AB	1	B, D, E		49				DUCT, Defroster
5									PANEL, Instrument Panel, Air Bag Cover / Chute Servied with this Only
	1MQ64DK7AA	1	D, E		49			*O0	[KA]
	1MQ64XD-VAA	1	D, E		49			*O0	[D1]
		1	D, E		49			*O0	[DV]
	1MQ66DK7AA	1	B		49			*O0	[KA]
	1MQ66XD-VAA	1	B		49			*O0	[D1]
		1	B		49			*O0	[DV]
6									PANEL, Instrument Panel Closeout
	1AZ22DK7AB	1	B, D, E		49			*O0	[KA], Right
	1AZ23XDVAB	1	B, D, E		49			*O0	[D1], Left
		1	B, D, E		49			*O0	[DV], Left
	1AZ22XDVAB	1	B, D, E		49			*O0	[D1], Right
		1	D, E		49			*O0	[DV], Right
		1	B		49			*O0	[DV], Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Instrument Panel
Figure 50-1702

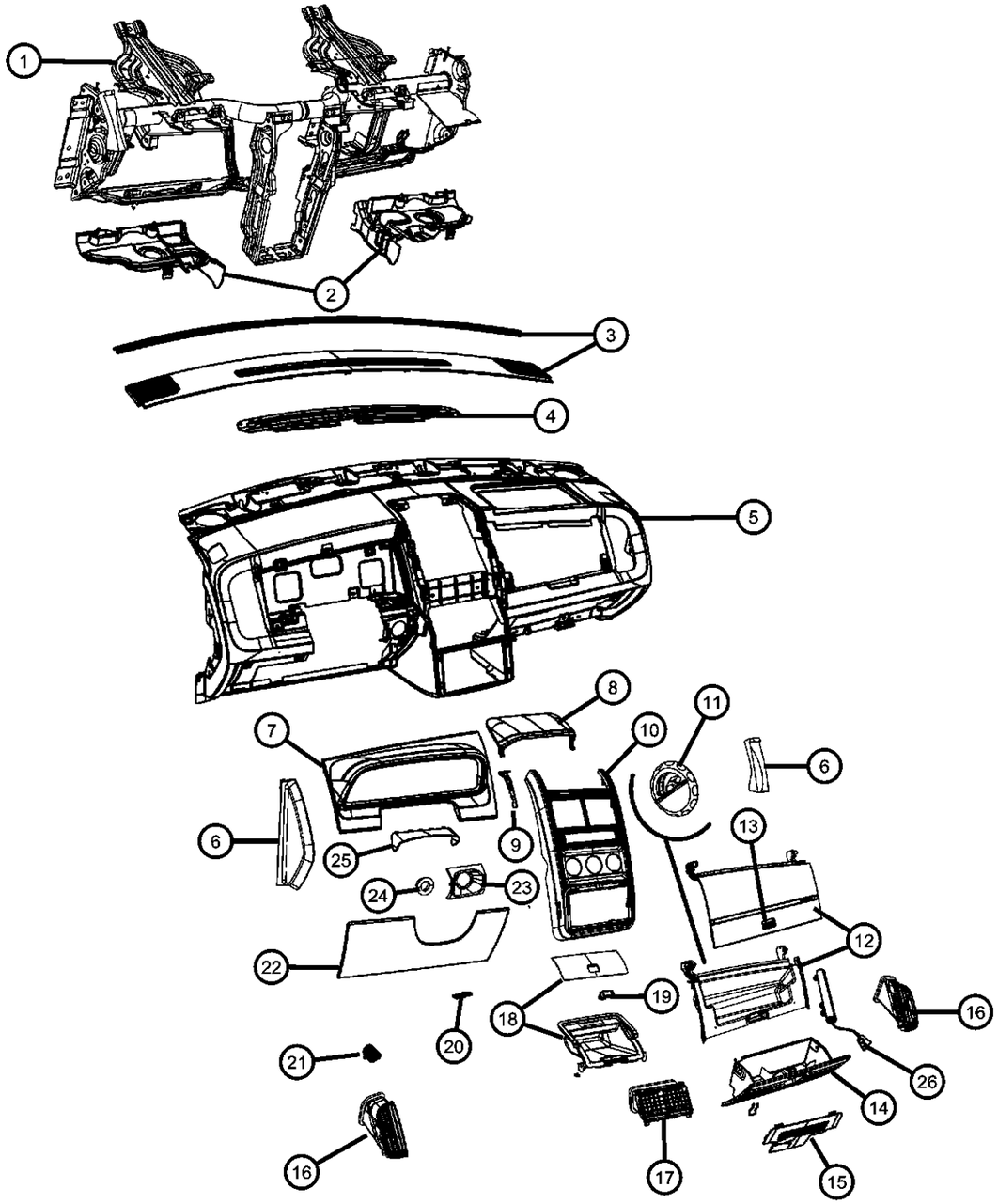


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
7									BEZEL, Instrument Cluster
	1GE11XDVAC	1	D, E		49			*O0	[DV]
	1HP14XDVAD	1	B		49			*O0	[D1]
	1LS03XDVAA	1	B	P, S	49			*O0	[D1]
	1LS00XDVAA	1	D, E	H	49			*O0	[DV]
	1HQ151KAAB	1	B	P, S	49			*O0	[KA] , SXT , RT
	1HQ151D1AC	1	B	P, S	49			*O0	[D1] , SXT , RT
		1	B		49			*O0	[DV]
	1LS011D1AA	1	D, E	P, S	49			*O0	[D1]
	1LS011KAAA	1	D, E	P, S	49			*O0	[KA]
		1	D, E		49			*O0	[D1]
	1LS031KAAA	1	B	P, S	49			*O0	[KA]
	1LS02XDVAA	1	B	H	49			*O0	[DV]
8									BEZEL, Instrument Panel, Upper
	1GD10XDVAB	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
	1GD10DK7AB	1	B, D, E		49			*O0	[KA]
9									SUPPORT, Air duct
	68046544AA	1	D, E		49			*O0	Right
		1	B		49			*O0	Right
	68046545AA	1	D, E		49			*O0	Left
		1	B		49			*O0	Left
10									BEZEL, Instrument Panel, Center
	1NK211DVAA	1	B, D, E	H, P	49			*O0	[D1], [HAA], [RA8]
	1MU05DK7AA	1	B, D, E	H, P	49			*O0	[KA], [HAA]
	1MU10DK7AA	1	B, D, E	S	49			*O0	[KA], [HAF or HAG or HAH]
		1	B, D	P	49			*O0	[KA], [HAF or HAG or HAH], Export
	1MU10XD-VAA	1	B, D, E	S	49			*O0	[D1], [HAF or HAG or HAH]
	1MU961DVAA	1	B, D, E	H, P	49			*O0	[DV] [HAF or HAG or HAH]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Instrument Panel
Figure 50-1702

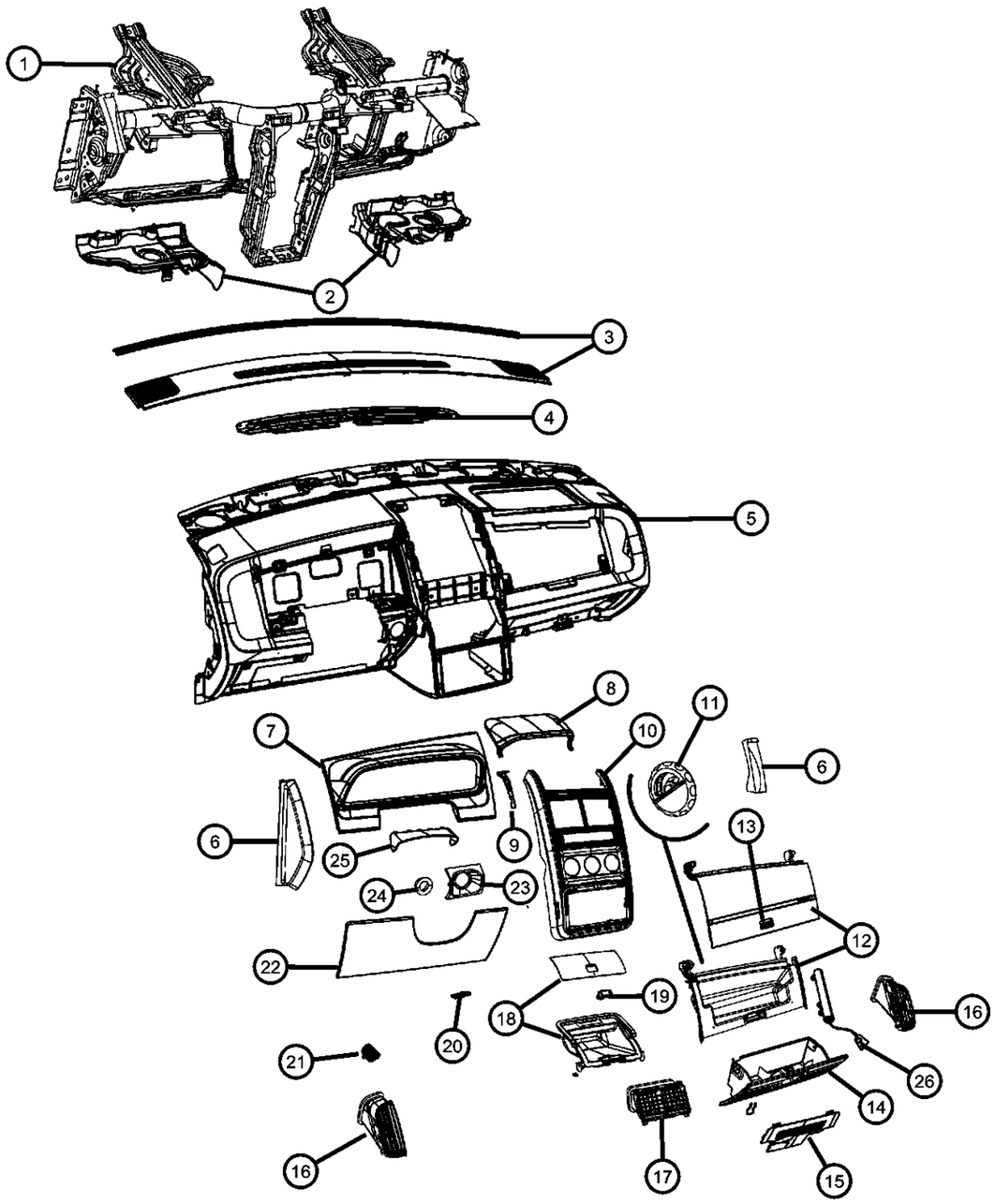


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B, D	H	49			*O0	[DV], [HAF or HAG or HAH], Export
	1NK231K7AA	1	B, D, E	S	49			*O0	[KA], [HAF or HAG or HAH], [RA8]
		1	B, D	P	49			*O0	[KA], [HAF or HAG or HAH], [RA8], Export
	1MU05XD-VAA	1	B, D, E	H, P	49			*O0	[D1], [HAA]
		1	B, D, E	H, P	49			*O0	[DV], [HAA]
		1	D, E		49			*O0	[KA]
		1	B		49			*O0	[KA], Export
		1	B		49			*O0	[D1], Export
		1	B		49			*O0	[DV], Export
		1	B, D, E	H, P	49			*O0	[D1] [HAF or HAG or HAH]
	1NK231DVAA	1	B, D	P	49			*O0	[D1], [HAF or HAG or HAH], [RA8], Export
		1	B, D, E	S	49			*O0	[D1], [HAF or HAG or HAH], [RA8]
		1	B, D, E	H, P	49			*O0	[DV], [HAA], [RA8]
	1NK211K7AA	1	B, D, E	H, P	49			*O0	[KA], [HAA], [RA8]
		1	D, E		49			*O0	[DV]
		1	B, D	P	49			*O0	[D1], [HAF or HAG or HAH], Export
11									VENT, Cooler Vent
	1PK491K7AA	1	B	H, P	49			*O0	[KA]
	1PK49DX9AA	1	D, E	S	49			*O0	[D1]
		1	D, E	S	49			*O0	[KA]
	1PK491DVAA	1	D, E	H, P	49			*O0	[D1]
		1	D, E	H, P	49			*O0	[DV]
		1	B	H, P	49			*O0	[D1]
		1	B	H, P	49			*O0	[DV]
		1	D, E	H, P	49			*O0	[KA]
		1	B	S	49			*O0	[D1]
		1	B	S	49			*O0	[KA]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Instrument Panel
Figure 50-1702

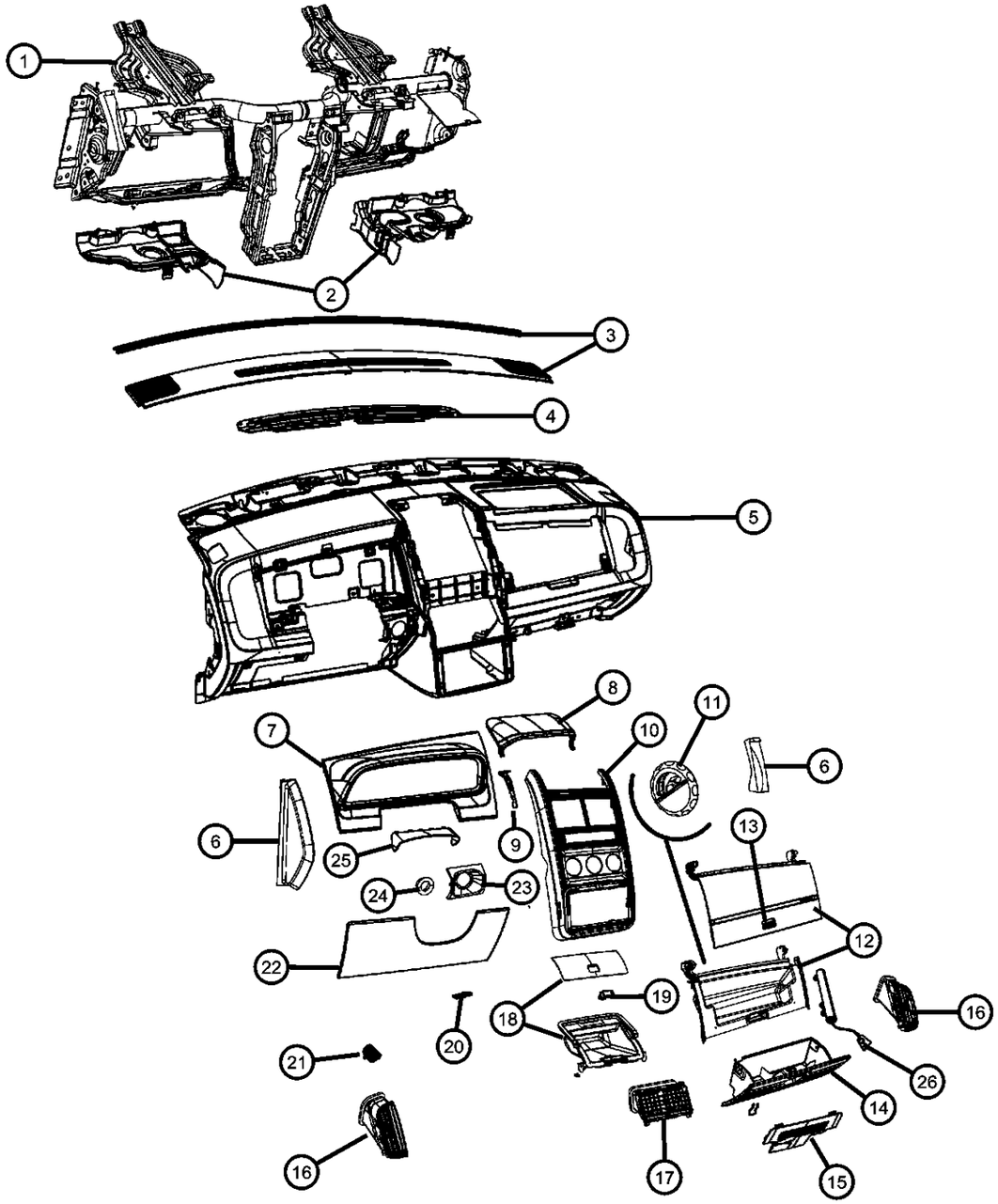


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
12									GLOVE BOX, Instrument Panel, Chill Zone
	1GZ111K7AC	1	D, E	H, P	49			*O0	[KA]
	1HP18DK7AC	1	D, E		49			*O0	[KA]
	1GZ111DVAC	1	D, E	H, P	49			*O0	[D1]
		1	D, E	H, P	49			*O0	[DV]
	1HP18XDVAC	1	D, E		49			*O0	[D1]
		1	D, E		49			*O0	[DV]
13									LATCH, Glovebox Door
	1LS981DVAA	1	D, E	S	49			*O0	[D1]
	1LS981K7AA	1	D, E	H, P	49			*O0	[KA]
	1LS98XDVAA	1	D, E		49			*O0	[DV]
		1	D, E		49			*O0	[D1]
		1	D, E	H, P	49			*O0	[D1]
		1	D, E	H, P	49			*O0	[DV]
		1	D, E	S	49			*O0	[KA]
14									GLOVE BOX, Instrument Panel
	1GX111DVAA	1	D, E		49			*O0	[D1]
		1	D, E		49			*O0	[DV]
	1GX111K7AA	1	D, E		49			*O0	[KA]
15									PANEL, CLOSEOUT
	1GD12XD-VAA	1	D, E		49			*O0	Auto Trans , [D1]]
		1	B		49			*O0	Auto Trans , [D1]]
		1	B		49			*O0	Auto Trans , [DV]]
	1GD13DK7AA	1	B, D, E		49			*O0	Manual Trans , [KA]
	1GD13XD-VAA	1	B, D, E		49			*O0	Manual Trans , [DV]
	1GD13DK7AB	1	B		49			*O0	Manual Trans , [KA]
	1GD12DK7AA	1	D, E		49			*O0	Auto Trans , [KA]
		1	B		49			*O0	Auto Trans , [KA]
		1	D, E		49			*O0	Auto Trans , [DV]]

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Instrument Panel
Figure 50-1702



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
		1	B		49			*O0	Manual Trans , [D1]
		1	B		49			*O0	Manual Trans , [DV]
		1	B, D, E		49			*O0	Manual Trans , [D1]
16									HOUSING, Air Conditioning Outlet
	1GQ11BD1AD	1	B, D, E		49			*O0	[D1], Left
	1HQ16BD1AB	1	B, D, E		49			*O0	[D1], Right
	1HQ16XDVAB	1	B, D, E		49			*O0	[DV], Right
	1HQ16DK7AD	1	B, D, E		49			*O0	[KA], Right
	1GQ11DK7AE	1	B, D, E		49			*O0	[KA], Left
	1GQ11XDVAE	1	B, D, E		49			*O0	[DV], Left
17									OUTLET, Air Conditioning & Heater
	68043527AA	1	D, E		49			*O0	
		1	B		49			*O0	
18									BIN, Storage
	1GD051DFAB	1	B, D, E	H	49			*O0	[DV]
	1HN941DVAD	1	B, D, E	H, P	49			*O0	[D1]
	1HN951D0AD	1	B, D, E	S	49			*O0	[D1]
	1HN941K7AD	1	B, D, E	H, P	49			*O0	[KA]
		1	B, D, E	H, P	49			*O0	[DV]
	1HN951K0AC	1	B, D, E	S	49			*O0	[KA]
19	68043528AA	1	D, E		49			*O0	LATCH, Bin
20									BRACKET, Air Bag
	68046546AA	2	B		49			*O0	
		2	D, E		49			*O0	
21									GRILLE, Defroster
	1LR99XDVAA	1	D, E		49			*O0	[D1], Left
		1	B		49			*O0	[D1], Left
	1LR991K7AA	1	B		49			*O0	[KA], Left
		1	D, E		49			*O0	[KA], Left
	1LR981DVAA	1	B		49			*O0	[D1], Right
	1LR991DVAA	1	B		49			*O0	[DV], Left

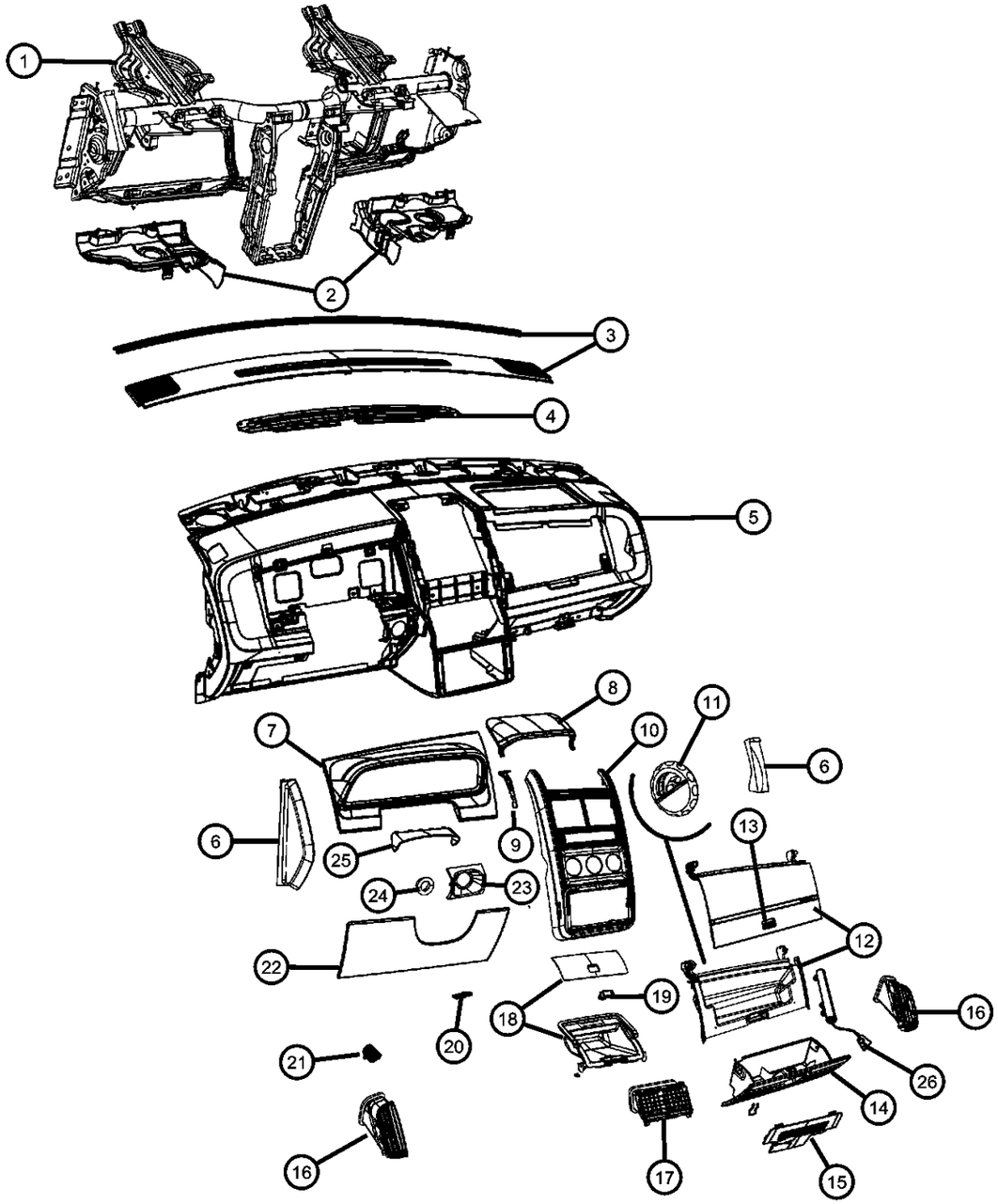
JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

AR = use ase required - = Non illustrrated part

<< RETURN TO GROUP INDEX

Instrument Panel
Figure 50-1702



ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	1LR98XDVAA	1	D, E		49			*O0	[D1], Right
		1	B		49			*O0	[DV], Right
	1LR981K7AA	1	B		49			*O0	[KA], Right
		1	D, E		49			*O0	[KA], Right
22									COVER, Steering Column
	1HS28DK7AA	1	D, E		49			*O0	[KA]
	1HS28XDVAA	1	D, E		49			*O0	[D1]
		1	D, E		49			*O0	[DV]
	1HS29DK7AA	1	B		49			*O0	[KA]
	1HS29XDVAA	1	B		49			*O0	[DV]
		1	B		49			*O0	[D1]
23									BEZEL, Ignition Switch
	1KV12DK7AA	1	D, E		49			*O0	[KA]
	1KV12XDVAA	1	D, E		49			*O0	[D1]
		1	D, E		49			*O0	[DV]
	1KV13DK7AA	1	B		49			*O0	[KA]
	1KV13XDVAA	1	B		49			*O0	[DV]
		1	B		49			*O0	[D1]
24									RING, Trim
	1KV11DX9AA	1	B, D, E		49			*O0	[D1]
		1	B, D, E		49			*O0	[DV]
		1	B, D, E		49			*O0	[KA]
25									COVER, Steering Column Gap
	1LS041D1AA	1	D, E	P, S	49			*O0	[D1]
	1LS04XDVAA	1	D, E		49			*O0	[DV]
	1LS04DK7AA	1	B	P, S	49			*O0	[KA]
		1	D, E		49			*O0	[KA]
		1	B	P, S	49			*O0	[D1]
		1	B	H	49			*O0	[DV]
		1	D, E		49			*O0	[D1]
26	05291871AB	1	D, E		49				DAMPENER, Glove Box Door

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Group - 60

Body Sheet Metal Except Doors

060-100 Floor Pans	**060-1000** Sunroof	**060-1300** Sport Bar or Luggage Rack	**060-200** Plugs
060-300 Fenders	**060-400** Hood and Hood Release	**060-500** Cowl and Dash Panel	**060-600** Aperture Panel and Pillar Supports
060-800 Body Structure Welds, Weatherstrips, Seals, Sealers and Adhesives	**060-900** Roof		

Group - 60 Body Sheet Metal Except Doors

Illustration Title — Group-Fig. No.

Floor Pans
Front Floor Pan ..... Fig. 60 - 105
Center and Rear Floor Pan ..... Fig. 60 - 130

Plugs
Body Plugs and Exhauster ..... Fig. 60 - 205
Floor Pan Plugs ..... Fig. 60 - 230

Fenders
Front Fender ..... Fig. 60 - 305
Front Fender Shields ..... Fig. 60 - 350

Hood and Hood Release
Hood and Related Parts ..... Fig. 60 - 405

Cowl and Dash Panel
Cowl, Dash Panel, and Related Parts ..... Fig. 60 - 505

Aperture Panel and Pillar Supports
Front Aperture Panel ..... Fig. 60 - 605
Rear Aperture [Quarter] Panel ..... Fig. 60 - 650
Rear Wheelhouse Shields ..... Fig. 60 - 655

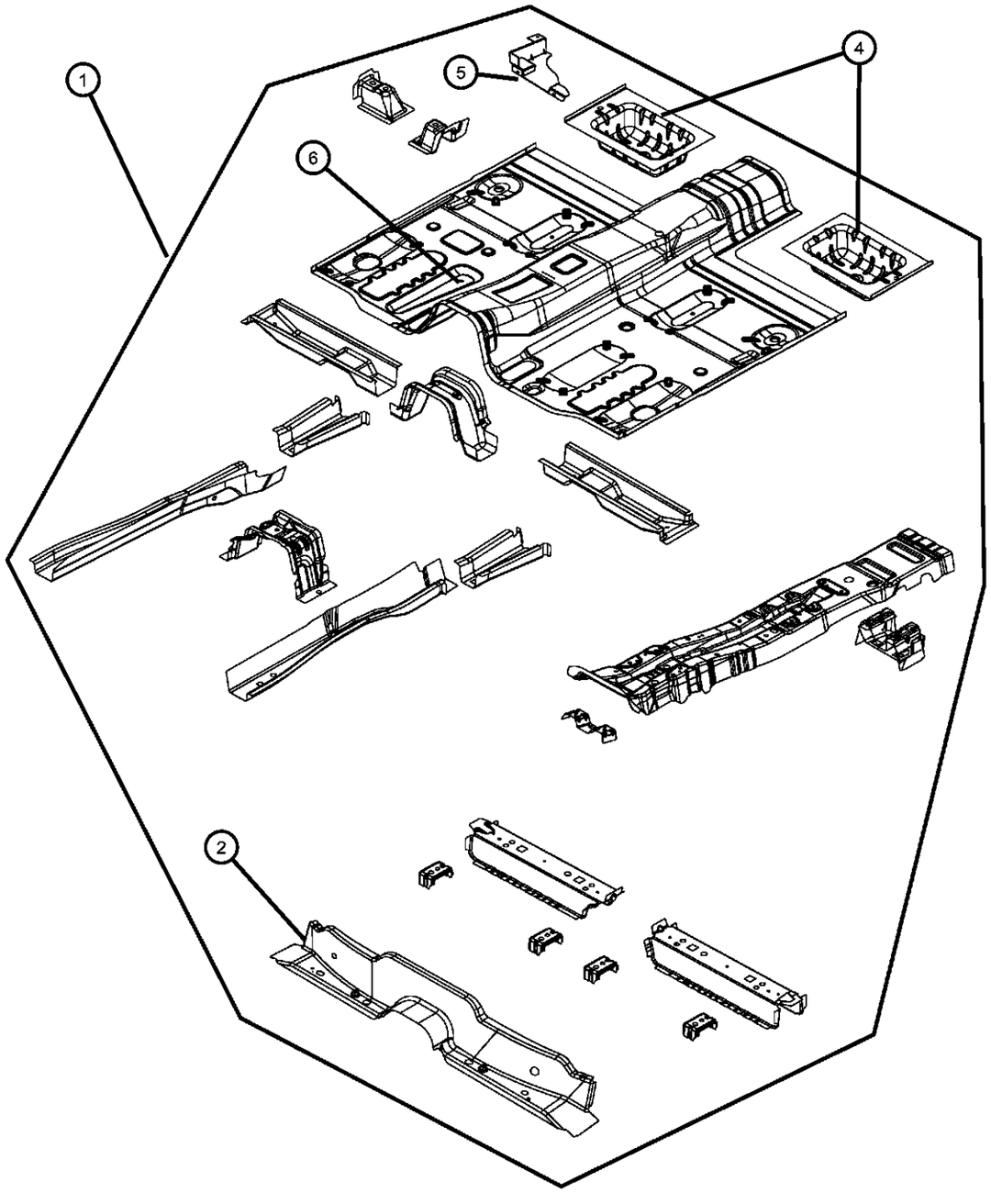
Body Structure Welds, Weatherstrips, Seals, Sealers and Adhesives
Body Weatherstrips and Seals ..... Fig. 60 - 805

Roof
Roof Panel ..... Fig. 60 - 905

Sunroof
Sunroof Glass and Component Parts - [GWG] ..... Fig. 60 - 1005
Sunroof Drain Hoses - [GWG] ..... Fig. 60 - 1050

Sport Bar or Luggage Rack
Roof Rack ..... Fig. 60 - 1305

Front Floor Pan
Figure 60-105

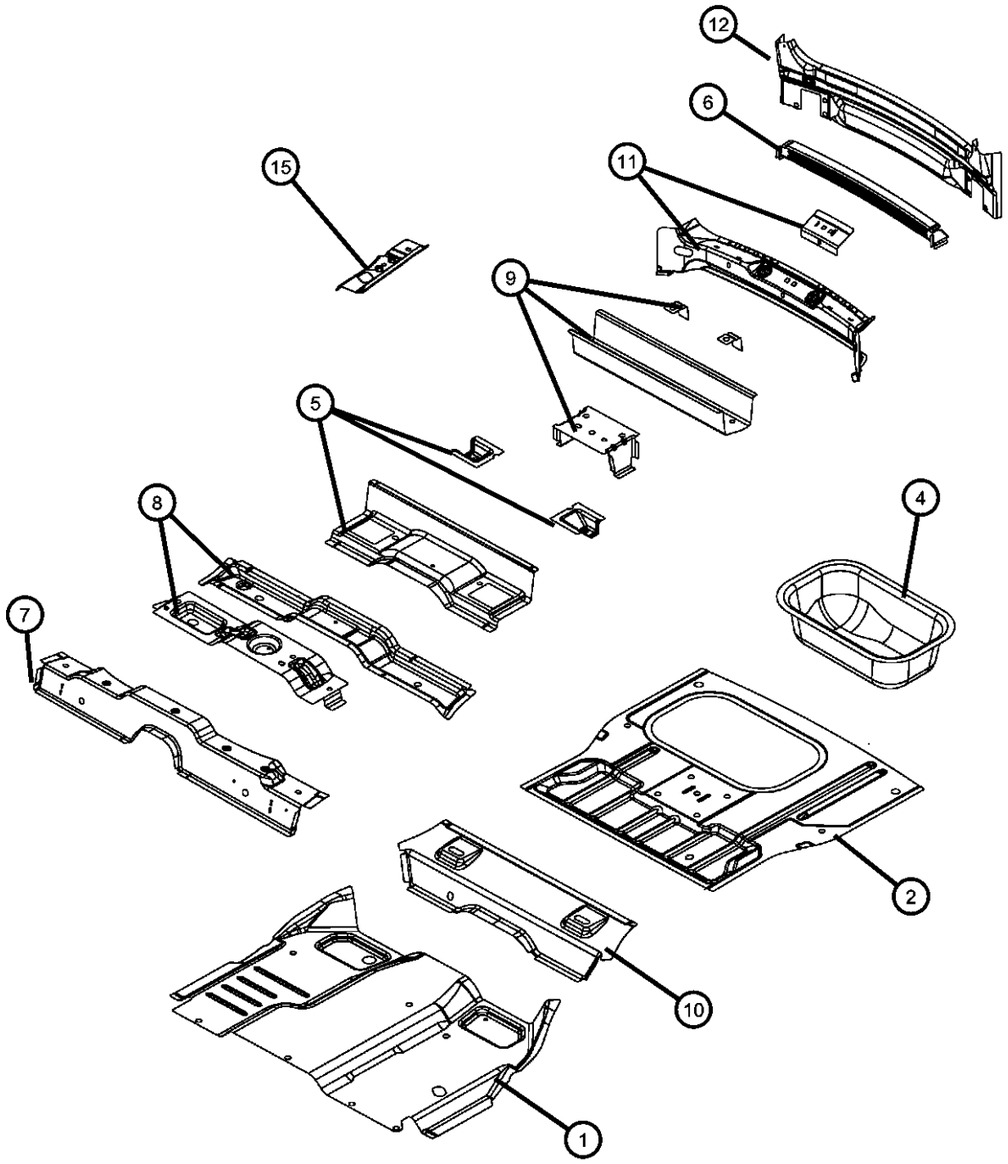


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05067837AC	1	B, D, E		49				PAN, Front Floor
2	05155224AA	1	B, D, E		49				CROSSMEMBER, Front Floor
-3									BELLY PAN, Front, Diesel
	05113630AA	1	B		49				
	05116134AC	1	D, E		49				
4	05067962AA	2	B, D, E		49				PANEL, Rear Floor Pan
5									PANEL, CLOSEOUT
	05116282AB	1	B, D, E		49				Right
	05116283AB	1	B, D, E		49				Left
6	55360468AB	3	B, D, E		49				PATCH, Mastic

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Center and Rear Floor Pan
Figure 60-130

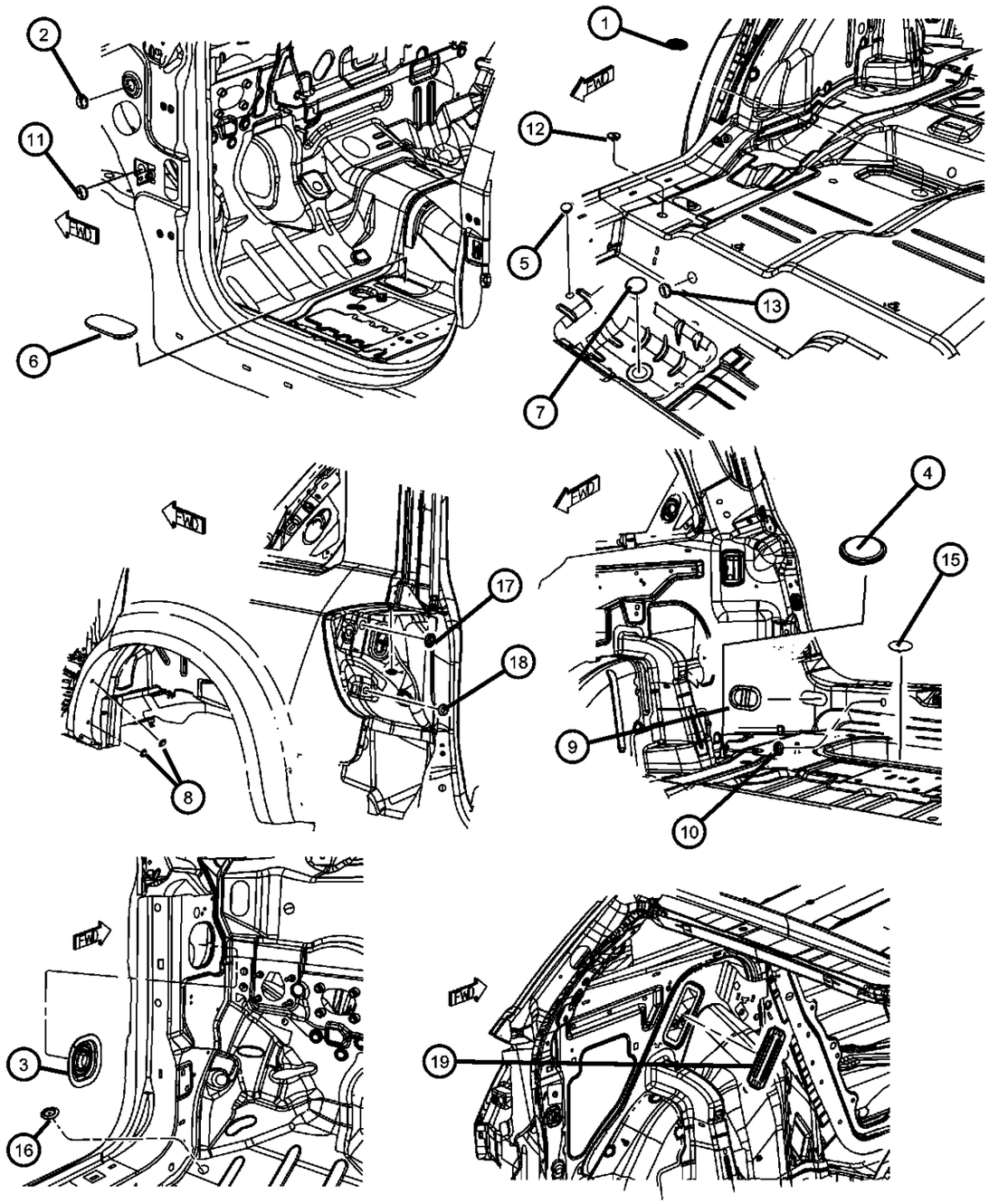


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05178062AA	1	B, D, E		49				PAN, Center Floor
2	05155123AA	1	B, D, E		49				PAN, Rear Floor
-3									COVER, Rail Rear, Illustrated In Rear Frames
	05178204AA	1	B, D, E		49				Right
	05178205AA	1	B, D, E		49				Left
4	05178093AA	1	B, D, E		49				PANEL, Rear Floor Pan
5	05067952AA	1	B, D, E		49				CROSSMEMBER, Rear Floor
6	05067995AA	1	B, D, E		49				PANEL, Liftgate Lower
7	05155218AA	1	B, D, E		49				CROSSMEMBER, Rear Seat
8	05155191AA	1	B, D, E		49				REINFORCEMENT, Seat
9	05155145AA	1	B, D, E		49				CROSSMEMBER, Rear Floor
10	05067953AA	1	B, D, E		49				CROSSMEMBER, Rear Seat
11	05067996AA	1	B, D, E		49				CROSSMEMBER, Rear Floor
12	05067994AA	1	B, D, E		49				PANEL, Liftgate Opening
-13	05178522AA	1	B, D, E		49				REINFORCEMENT, Rear Floor Storage Bin Reinforcement
-14	05067958AA	1	B, D, E		49				CROSSMEMBER, Underbody, Liftgate opening lower crossmember
15	05178557AB	1	B, D, E		49				BRACKET, Tie Down

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Body Plugs and Exhauster
Figure 60-205

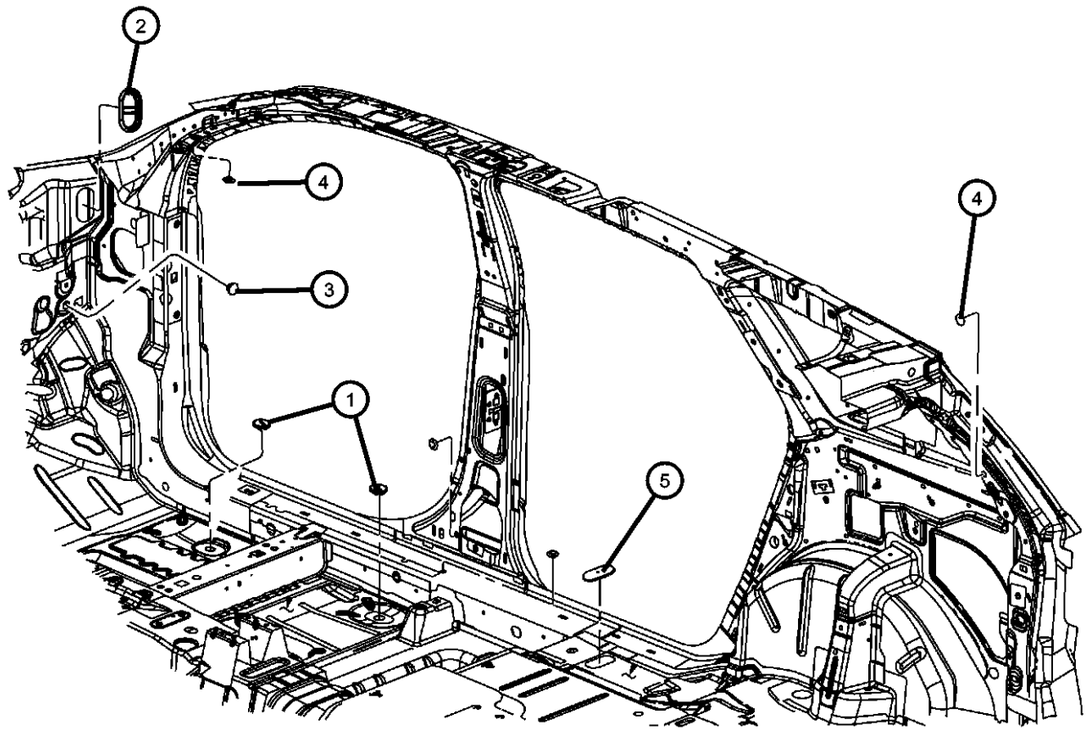


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	04860866AB	1	B, D, E		49				PLUG
2	05116448AA	2	B, D, E		49				PLUG, Access Hole
3	05155723AB	1	B, D, E		49				PLUG, Cowl Side
4	04708057	1	B, D, E		49				PLUG, Trunk Seal
5	04860417AA	1	B, D, E		49				PLUG
6	04586054	2	B, D, E		49				PLUG, Floor Pan
7	04860866AB	2	B, D, E		49				PLUG
8	06029939	4	B, D, E		49				PLUG, Body, .50 Diameter
9	05074664AA	2	B, D, E		49				PLUG
10	05056099AA	1	B, D, E		49				PLUG
11	05116448AA	2	B, D, E		49				PLUG, Access Hole
12	05116448AA	2	B, D, E		49				PLUG, Access Hole
13	05116448AA	1	B, D, E		49				PLUG, Access Hole
-14									PLUG, Cowl Side, Wire harness close-out blocker
	68042254AA	1	B, D, E		49				Right
	68042255AA	1	B, D, E		49				Left
15	04780520AA	1	B, D, E		49				PLUG, Top Seal
16	05067670AA	1	B		49				PLUG
17	05056099AA	2	B, D, E		49				PLUG
18	06029939	2	B, D, E		49				PLUG, Body, .50 Diameter
19	04780498AD	1	B, D, E		49				PLUG, Weld Access Extension Quarter Panel
-20	55276486AA	2	B, D, E		49				PLUG, Drain
-21	04586054	2	B, D, E		49				PLUG, Floor Pan
-22	04708057	1	B, D, E		49				PLUG, Trunk Seal
-23	04780520AA	1	B, D, E		49				PLUG, Top Seal, Rear Floor Pan
-24	05155723AB	1	B, D, E		49				PLUG, Cowl Side
-25	05020893AA	4	B, D, E		49				TAPE
-26	05058643AA	2	B, D, E		49				EXHAUSTER, Quarter PanelRight And Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Floor Pan Plugs
Figure 60-230

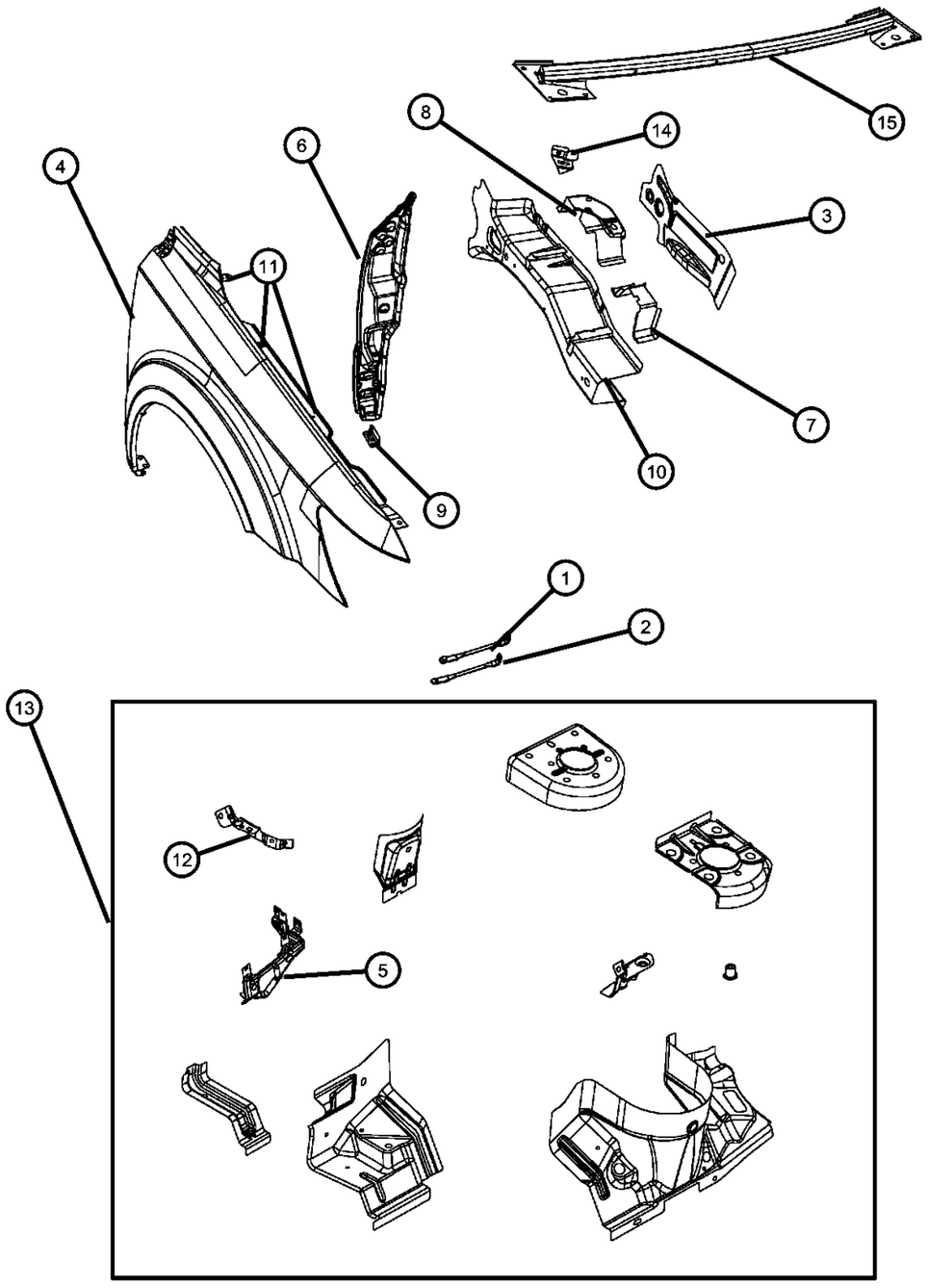


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05116448AA	2	B, D, E		49				PLUG, Access Hole
2	05074664AA	2	B, D, E		49				PLUG
3	04860417AA	2	B, D, E		49				PLUG
4	06029939	4	B, D, E		49				PLUG, Body, .50 Diameter
5	05160307AA	2	B, D, E		49				PLUG, Body, Rubber
-6	55276486AA	2	B, D, E		49				PLUG, Drain, Rear Floor Drain Plug
-7	04860417AA	2	B, D, E		49				PLUG, Floor Pan

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Fender
Figure 60-305

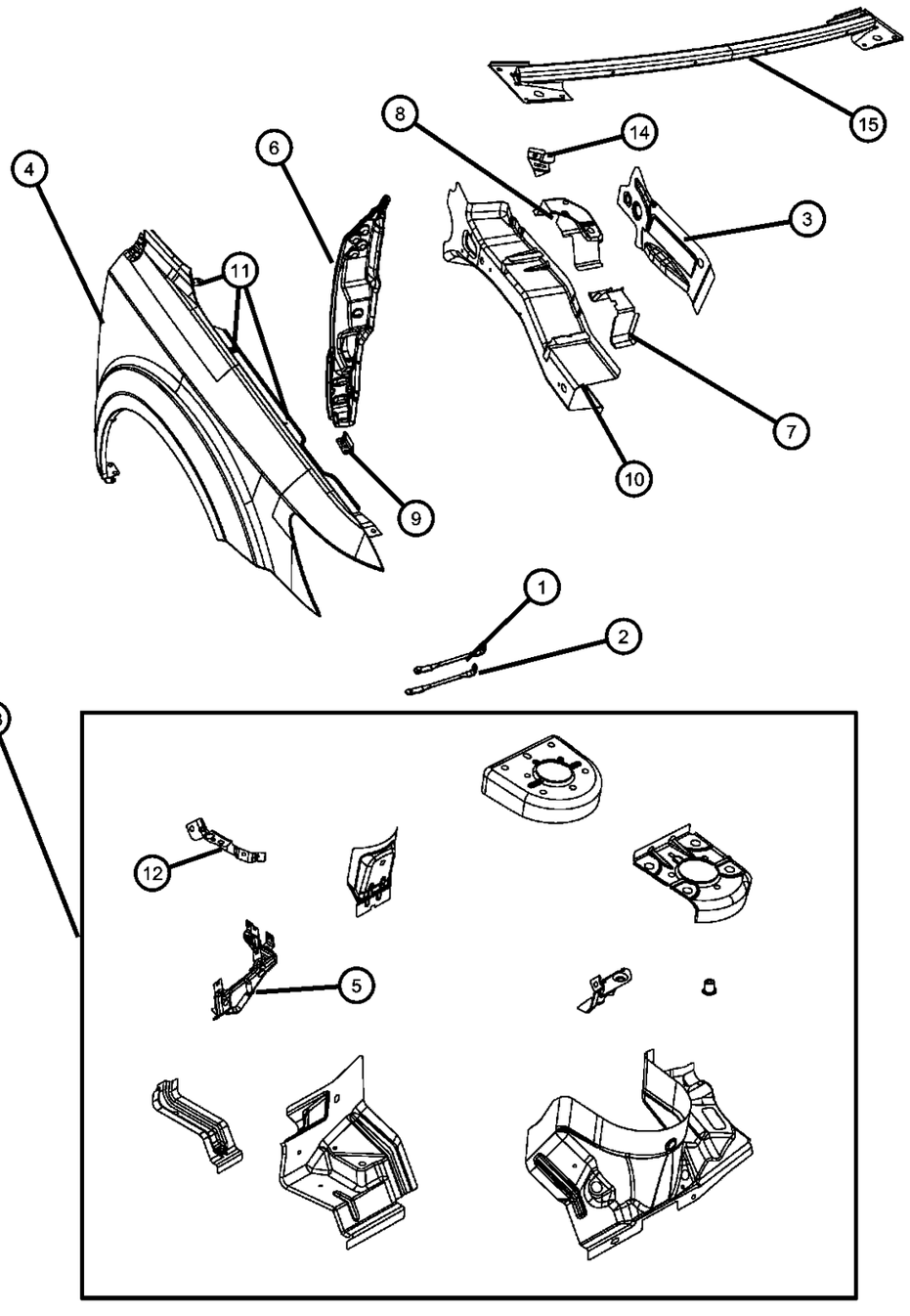


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05155817AA	2	B, D, E		49				BRACKET, Fender Mounting Front
2	05076734AA	2	B, D, E		49				BRACKET, Fender Nose
3									BEAM, Inner Load Path
	05155248AA	1	B, D, E		49				Right
	05155249AA	1	B, D, E		49				Left
4									PANEL, Fender
	05076726AA	1	B, D, E		49				With [LMF] Side Repeater Lamp, Right
	05076727AA	1	B, D, E		49				With [LMF] Side Repeater Lamp, Left
	05076730AA	1	B, D, E		49				Without [LMF] Side Repeater Lamp, Right
	05076731AA	1	B, D, E		49				Without [LMF] Side Repeater Lamp, Left
5	05178239AA	1	B, D, E		49				BRACKET, Power Module
6									SILENCER, Fender to Hinge Pillar
	05178088AA	1	B, D, E		49				Right
	05178089AA	1	B, D, E		49				Left
7									BRACKET, Fender Mounting Midpoint
	05076736AA	1	B, D, E		49				Right
	05076737AA	1	B, D, E		49				Left
8									BRACKET, Fender Mounting Rear
	05178158AA	1	B, D, E		49				Right
	05178159AA	1	B, D, E		49				Left
9	05178218AA	2	B, D, E		49				BRACKET, Fender Dog LegRight & Left
10									BEAM, Outer Load Path
	05067775AB	1	B, D, E		49				Left
	05067774AB	1	B, D, E		49				Right
11	06105096AA	6	B, D, E		49				SCREW, Hex Head, M6x1.0x16.00, Fender Attaching Screw
12	05067901AA	1	B, D, E		49				BRACKET, Coolant Recovery Bottle
13									TOWER, Front Suspension
	05067914AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Front Fender
Figure 60-305

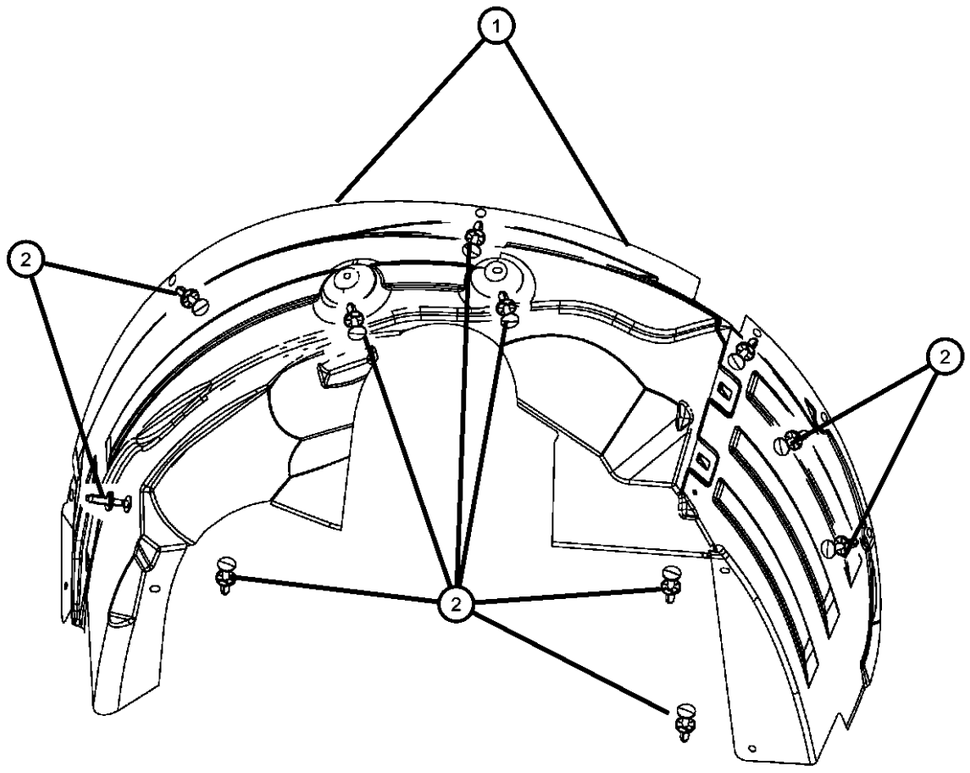


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05067915AA	1	B, D, E		49				Left
14									BRACKET, Fender Mounting Rear
	05155818AA	1	B, D, E		49				Right
	05155819AA	1	B, D, E		49				Left
15	05178217AC	1	B, D, E		49				BRACE, Shock Tower
-16									SILENCER, Fender to Hinge Pillar
	04680670AA	1	B, D, E		49				Right
	04680671AA	1	B, D, E		49				Left
-17	06508125AA	2	B, D, E		49				NUT, Spring, FENDER TO BODY SIDE APPERATURE

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Fender Shields
Figure 60-350

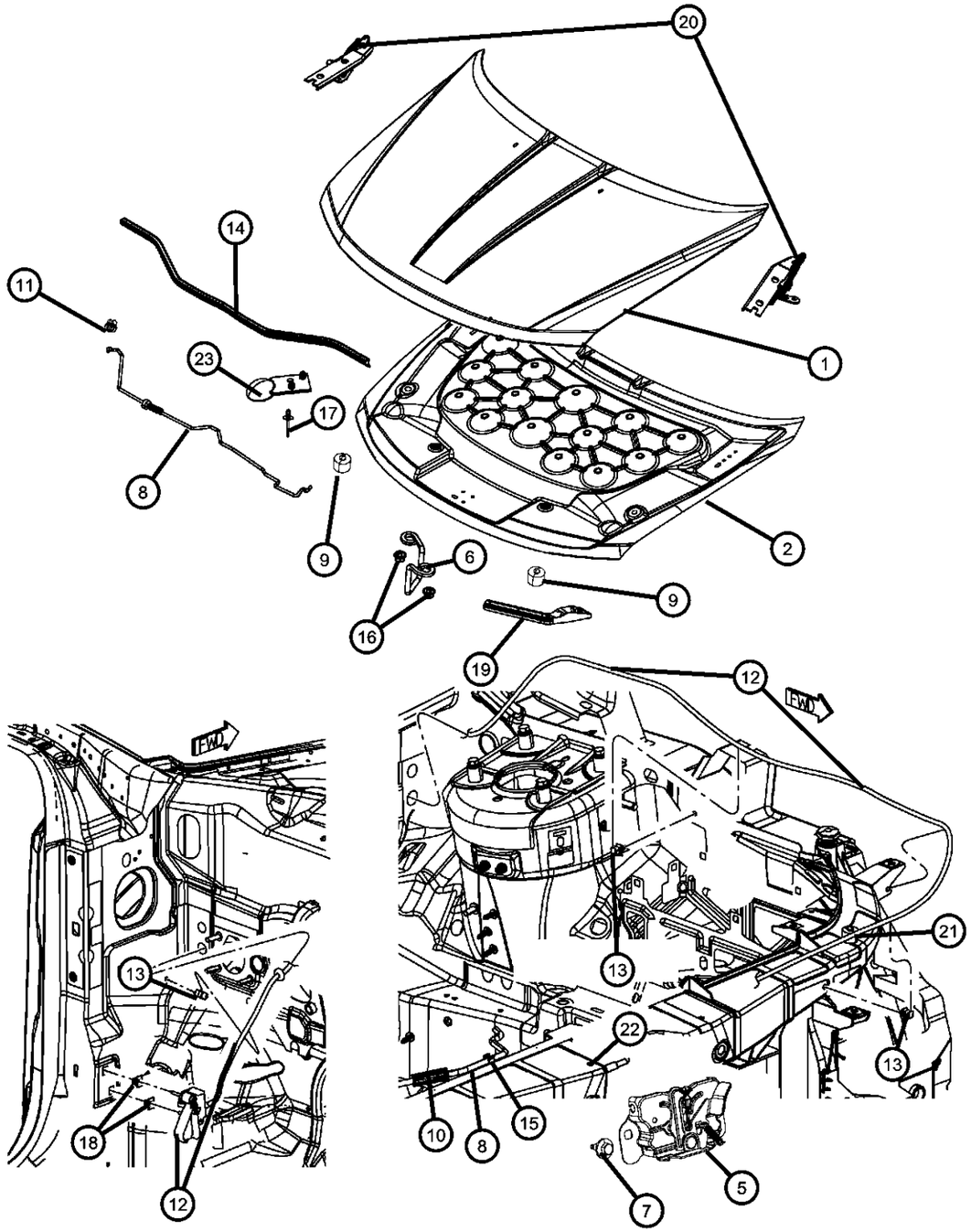


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SHIELD, Fender, Splash Shield
	05116278AA	1	B, D, E		49				Right
	05116279AA	1	B, D, E		49				Left
2	06504521	3	B, D, E		49				PIN, Push
-3	05116293AB	1	B, D, E		49				SHIELD, Accessory Drive

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Hood and Related Parts
Figure 60-405

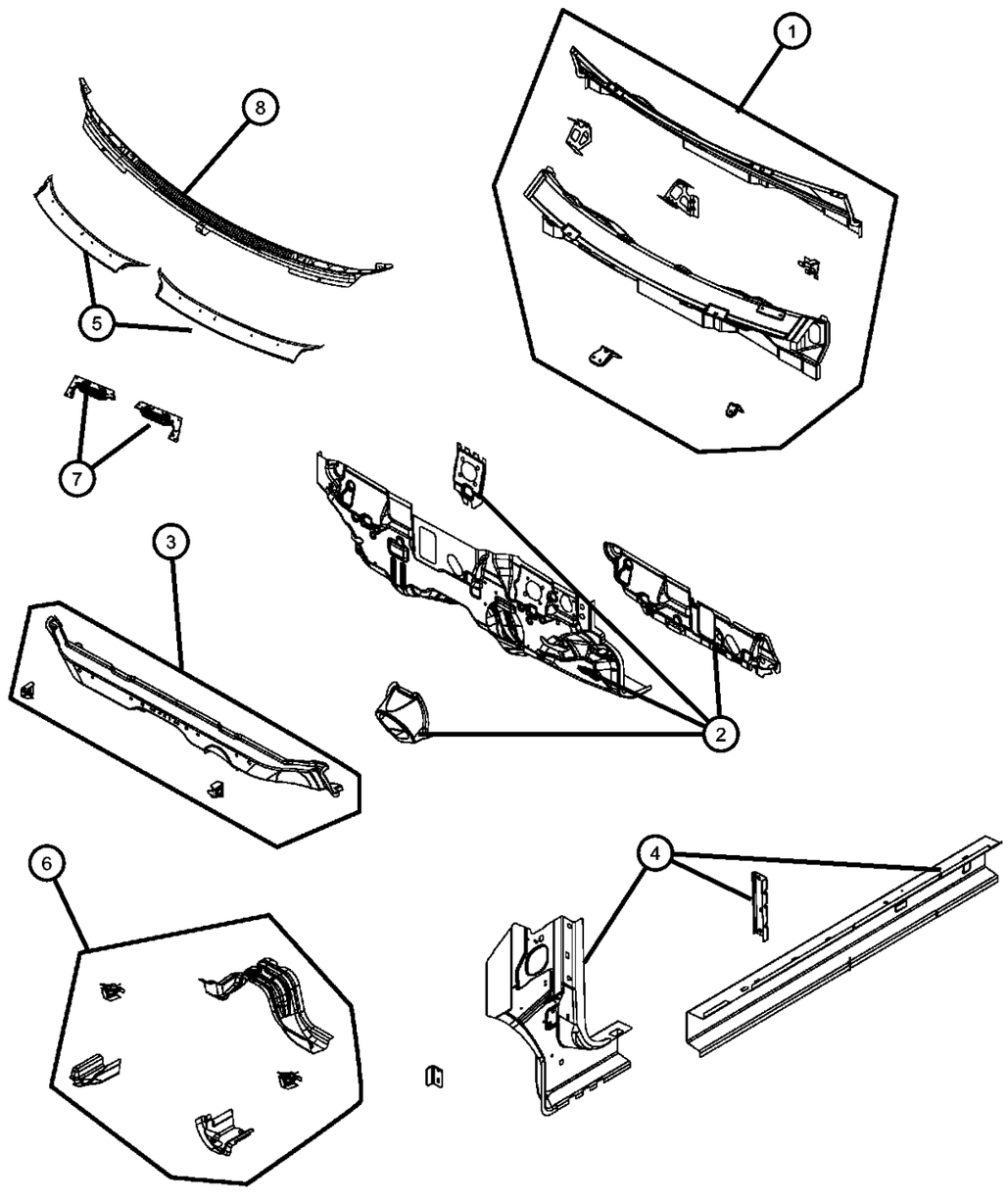


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05076777AC	1	B, D, E		49				HOOD
2	05076896AA	1	B, D, E		49				SILENCER, Hood
-3	04878883AA	6	B, D, E		49				PIN, Push
-4									HINGE, Hood
	05178240AB	1	B, D, E		49				Right
	05178241AB	1	B, D, E		49				Left
5	04389642AB	1	B, D, E		49				LATCH, Hood
6	05155607AA	1	B, D, E		49				STRIKER, Hood Latch
7	06104366AA	2	B, D, E		49				SCREW AND WASHER, Hex Head, M6x1x20
8	05076853AB	1	B, D, E		49				ROD, Hood Prop
9	05054227AA	2	B, D, E		49				BUMPER, Hood
10	05008284AB	1	B, D, E		49				ISOLATOR, Hood Prop Rod
11	04880116AA	1	B, D, E		49				BUSHING, Hood Prop Rod Pivot
12	05155803AB	1	B, D, E		49				RELEASE, Hood Latch
13	04814094	3	B, D, E		49				CLIP, Hood Latch Release
14	05076809AB	1	B, D, E		49				SEAL, Hood To Fender, Hood to Radiator
15	06506223AA	1	B, D, E		49				CLIP, Wrap Around, Hood Prop Rod
16	06104716AA	4	B, D, E		49				NUT, Hex Flange Lock, M8X1.25
17		4							RIVET, Blind Bulb, Open, M4.8X10, (NOT SERVICED)
18	06508506AA	2	B, D, E		49				NUT/SPRING, Snap In, M4.8x1.59
19	04891938AA	1	B, D, E		49				SEAL, Hood To Fender
20									HINGE, Hood
	05178240AB	1	B, D, E		49				Right
	05178241AB	1	B, D, E		49				Left
21	04103165	2	B, D, E		49				BUMPER, Hood And Decklid
22	55276482AB	2	B, D, E		49				BUMPER, Hood
23	05026571AA	1	B, D, E		49				PLATE, Striker

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Cowl, Dash Panel, and Related Parts
Figure 60-505

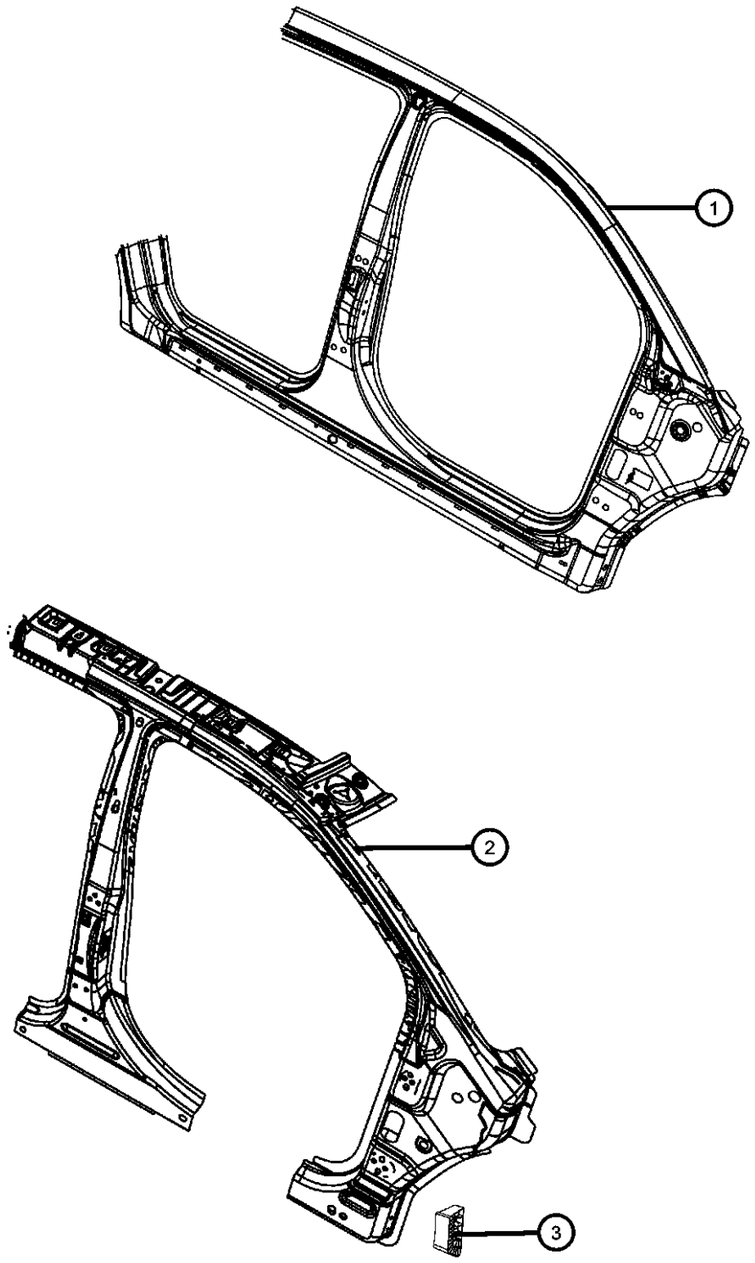


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Cowl And Plenum
	05067916AA	1	B		49				
	05067917AA	1	D, E		49				
2									PANEL, Dash
	05067840AD	1	B		49				
	05067841AD	1	D, E		49				
3									CROSSMEMBER, Dash
	05067932AB	1	D, E		49				
	05178191AA	1	B		49				
4									PANEL, Cowl Side
	05155250AC	1	B, D, E		49				Right
	05155251AC	1	B, D, E		49				Left
5									SCREEN, Cowl
	05116267AF	1	B		49				
	05116266AD	1	D, E		49				Includes the Rubber Seal
6	05178054AA	1	B, D, E		49				CROSSMEMBER, Dash
7									BAFFLE, Air
	05155718AB	1	B, D, E		49				Right
	05155719AB	1	B, D, E		49				Left
8	05178502AB	1	B, D, E		49				SCREEN, Cowl

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Front Aperture Panel
Figure 60-605

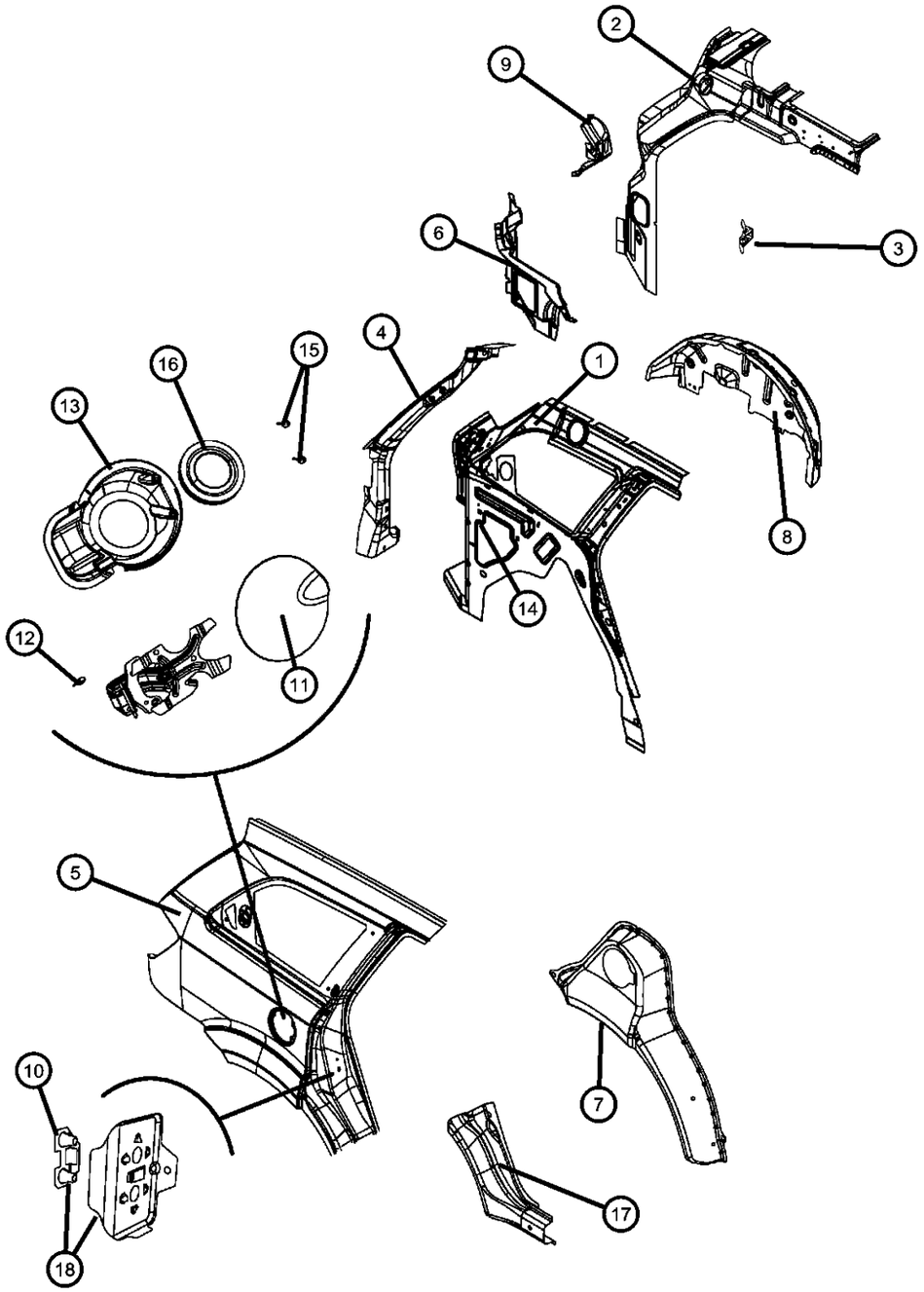


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL PACKAGE, Body Side Aperture Front, Outer
	68035429AA	1	B, D, E		49				Left
	68035428AA	1	B, D, E		49				Right
2									PANEL, Body Side Aperture, Front Inner, Inner
	68035434AA	1	B, D, E		49				Right
	68035435AA	1	B, D, E		49				Left
3									EXTENSION, Body Side Aperture
	05178520AB	1	B, D, E		49				Right
	05178521AB	1	B, D, E		49				Left

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Aperture [Quarter] Panel
Figure 60-650

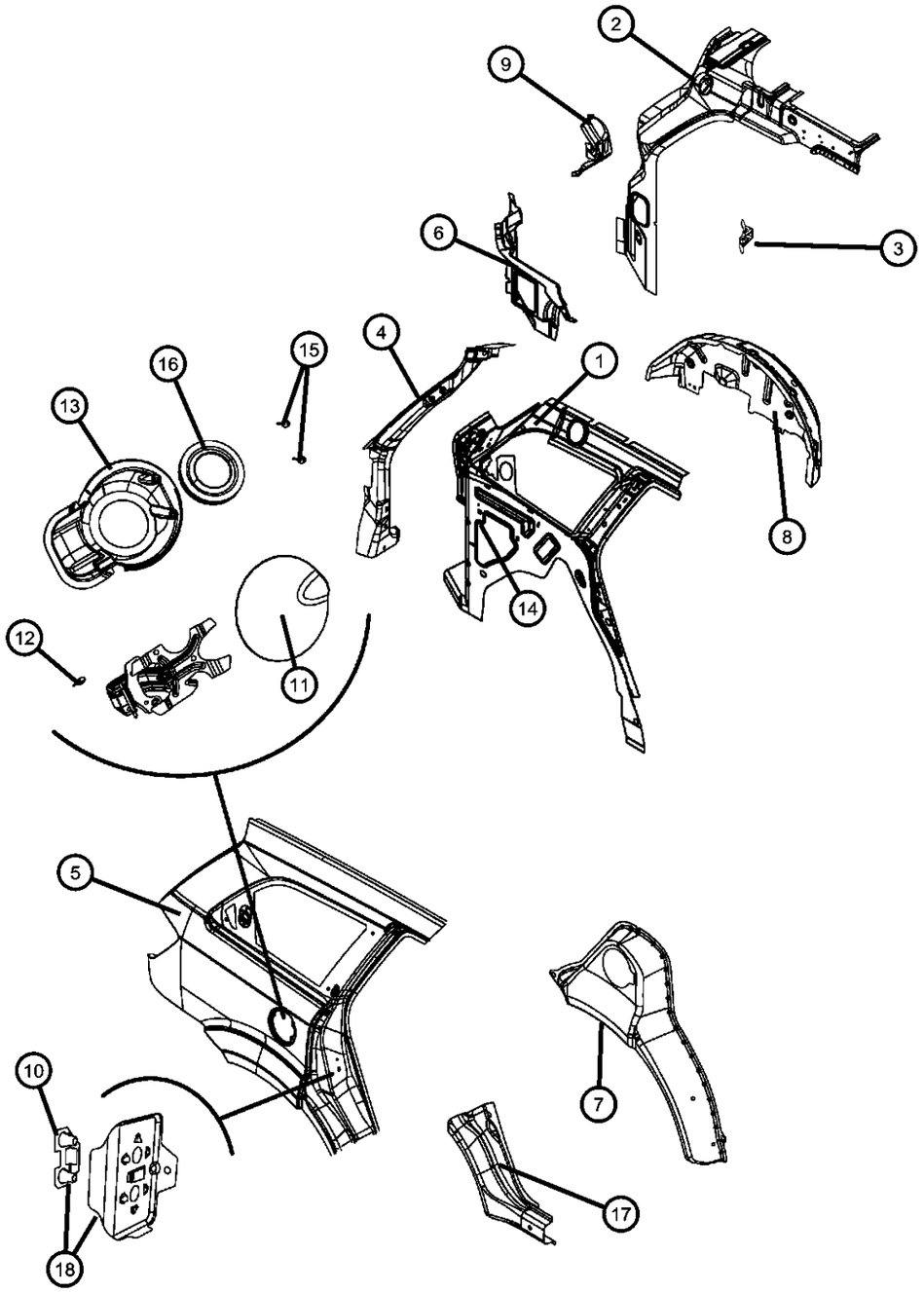


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									PANEL, Quarter Inner
	68035436AA	1	B, D, E		49				Right
	68035437AA	1	B, D, E		49				Left
2									REINFORCEMENT, Quarter Inner
	05178058AB	1	B, D, E		49				Right
	05178059AB	1	B, D, E		49				Left
3	05115859AA	1	B, D, E		49				BRACKET, Wheelhouse
4									TROUGH, Liftgate Opening
	05076962AA	1	B, D, E		49				Right
	05076963AA	1	B, D, E		49				Left
5									PANEL PACKAGE, Body Side Aperture Rear, Outer
	68035430AA	1	B, D, E		49				Right
	68035431AA	1	B, D, E		49				Left
6									EXTENSION, Quarter To Floor Pan
	05076934AB	1	B, D, E		49				Right
	05076935AB	1	B, D, E		49				Left
7									PANEL, Wheelhouse outer
	05067951AA	1	B, D, E		49				Left
	05067950AA	1	B, D, E		49				Right
8									PANEL, Wheelhouse Inner
	05067906AA	1	B, D, E		49				Right
	05067907AA	1	B, D, E		49				Left
9									PANEL, Tail lamp Mounting
	05076944AA	1	B, D, E		49				Right
	05076945AA	1	B, D, E		49				Left
10	04674669	2	B, D, E		49				PLATE, Striker
11	05076926AB	1	B, D, E		49				DOOR, Fuel Fill
12	05178295AA	1	B, D, E		49				BUMPER, Fuel Door
13	05178277AA	1	B, D, E		49				HOUSING, Fuel Filler
14									FOAM KIT, Body Stuffer
	05178380AB	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Aperture [Quarter] Panel
Figure 60-650

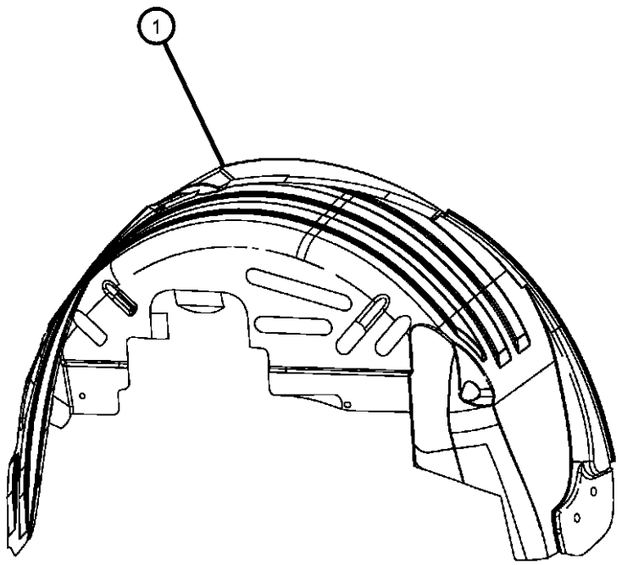


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
	05178381AA	1	B, D, E		49				Left
15	05178432AA	2	B, D, E		49				BUMPER, Fuel Door
16	52090496AA	1	B, D, E		49				GROMMET, Fuel Filler Lid, Housing Grommet
17									REINFORCEMENT, C-Pillar
	05067928AA	1	B, D, E		49				Right
	05067929AA	1	B, D, E		49				Left
18	05178422AA	2	B, D, E		49				RETAINER, Door Striker, Includes striker Plate
-19	05178344AE	2	B, D, E		49				BAFFLE, Body Seal, C-Pillar Roof Rail
-20	04886364AA	2	B, D, E		49				REINFORCEMENT PACKAGE, Body Side Aperture

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Rear Wheelhouse Shields
Figure 60-655

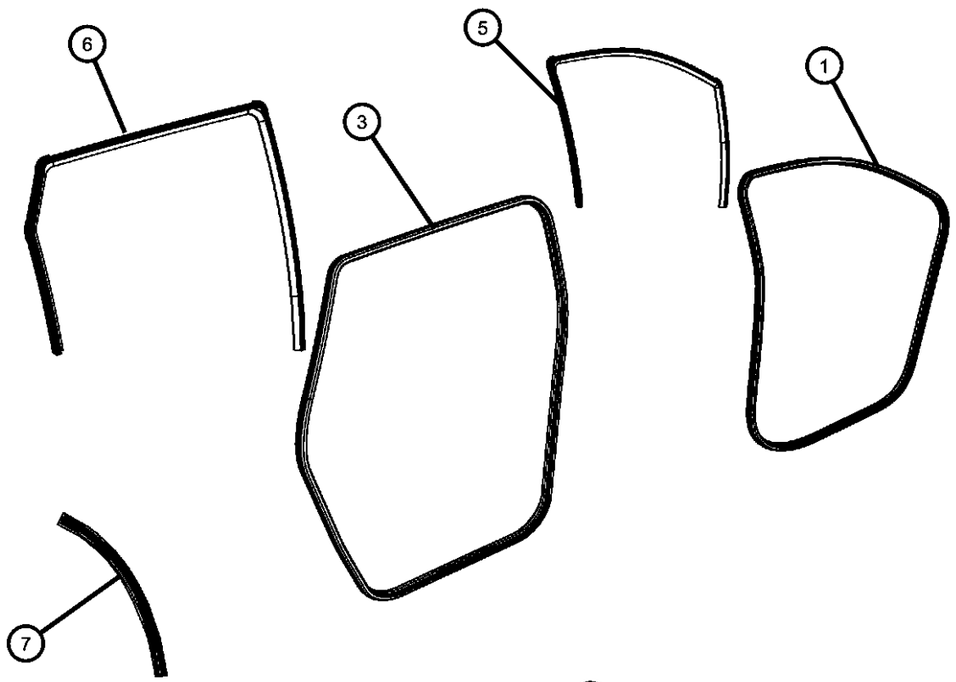


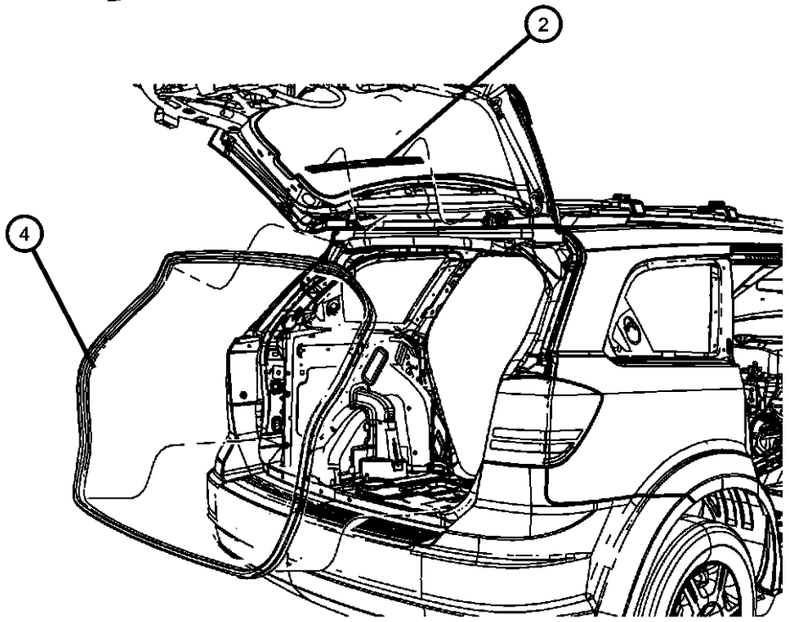
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									SHIELD, Wheelhouse
	05116276AA	1	B, D, E		49				Right
	05116277AA	1	B, D, E		49				Left
-2	06503598	4	B, D, E		49				PIN, Push, M8x21
-3									SHIELD, Wheelhouse
	05178448AC	1	B, D, E		49				[Lower Deflector], Right
	05178449AC	1	B, D, E		49				[Lower Deflector], Left
-4	06504521	3	B, D, E		49				PIN, Push

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Body Weatherstrips and Seals
Figure 60-805



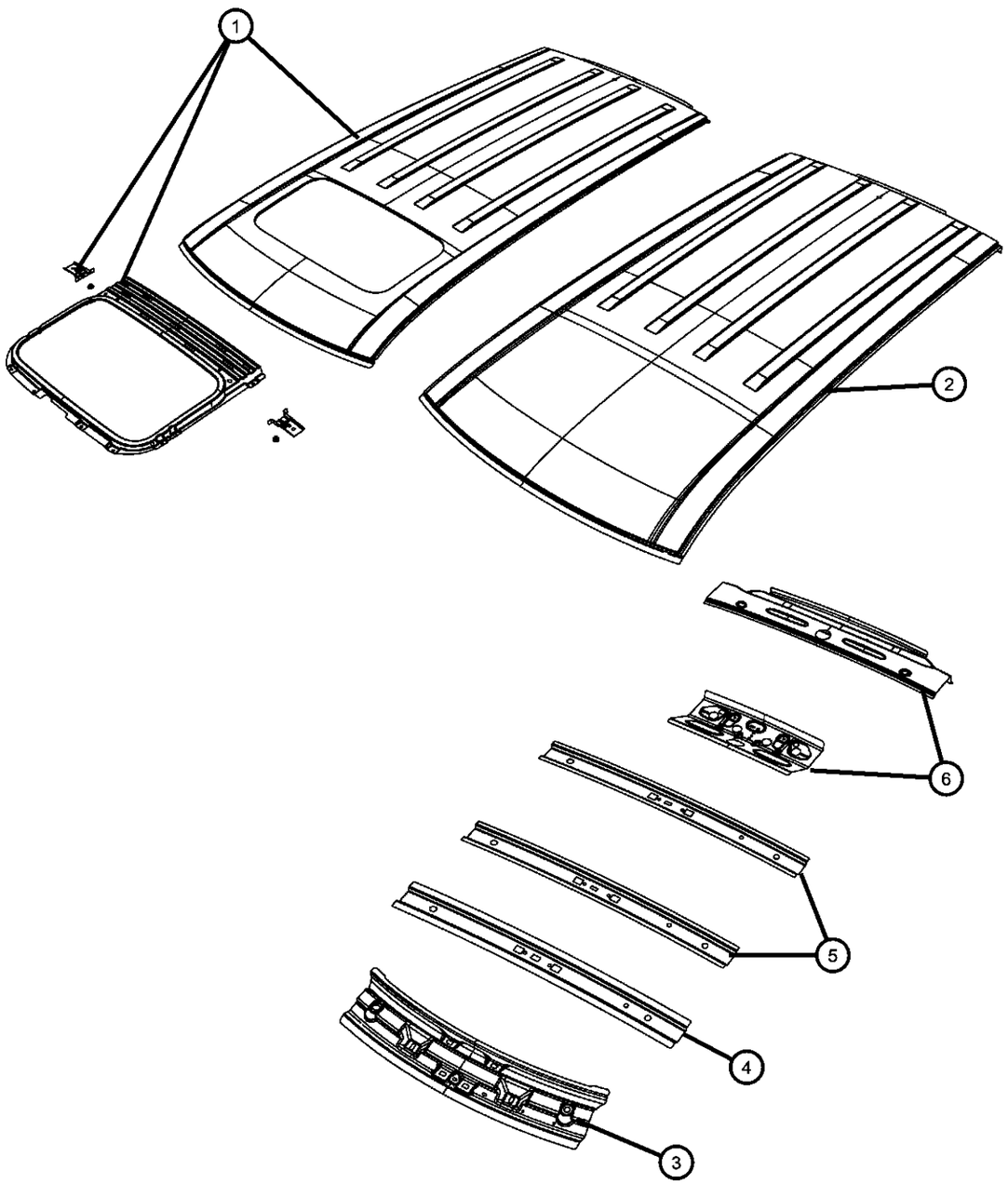


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									WEATHERSTRIP, Front Door Opening
	05076862AD	1	B, D, E		49				Right
	05076863AD	1	B, D, E		49				Left
2	05076880AA	1	B, D, E		49				SEAL
3									WEATHERSTRIP, Rear Door Body Mounted
	05076860AD	1	B, D, E		49				Right
	05076861AD	1	B, D, E		49				Left
4	05076822AC	1	B, D, E		49				WEATHERSTRIP, Liftgate
5									WEATHERSTRIP, Front Door Glass
	05076870AB	1	B, D, E		49				Right
	05076871AB	1	B, D, E		49				Left
6									WEATHERSTRIP, Rear Door Flush Glass
	05076872AA	1	B, D, E		49				Right
	05076873AA	1	B, D, E		49				Left
7									SEAL, Wheelhouse, Rear
	05076879AA	1	B, D, E		49				Left
	05076878AA	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Roof Panel
Figure 60-905

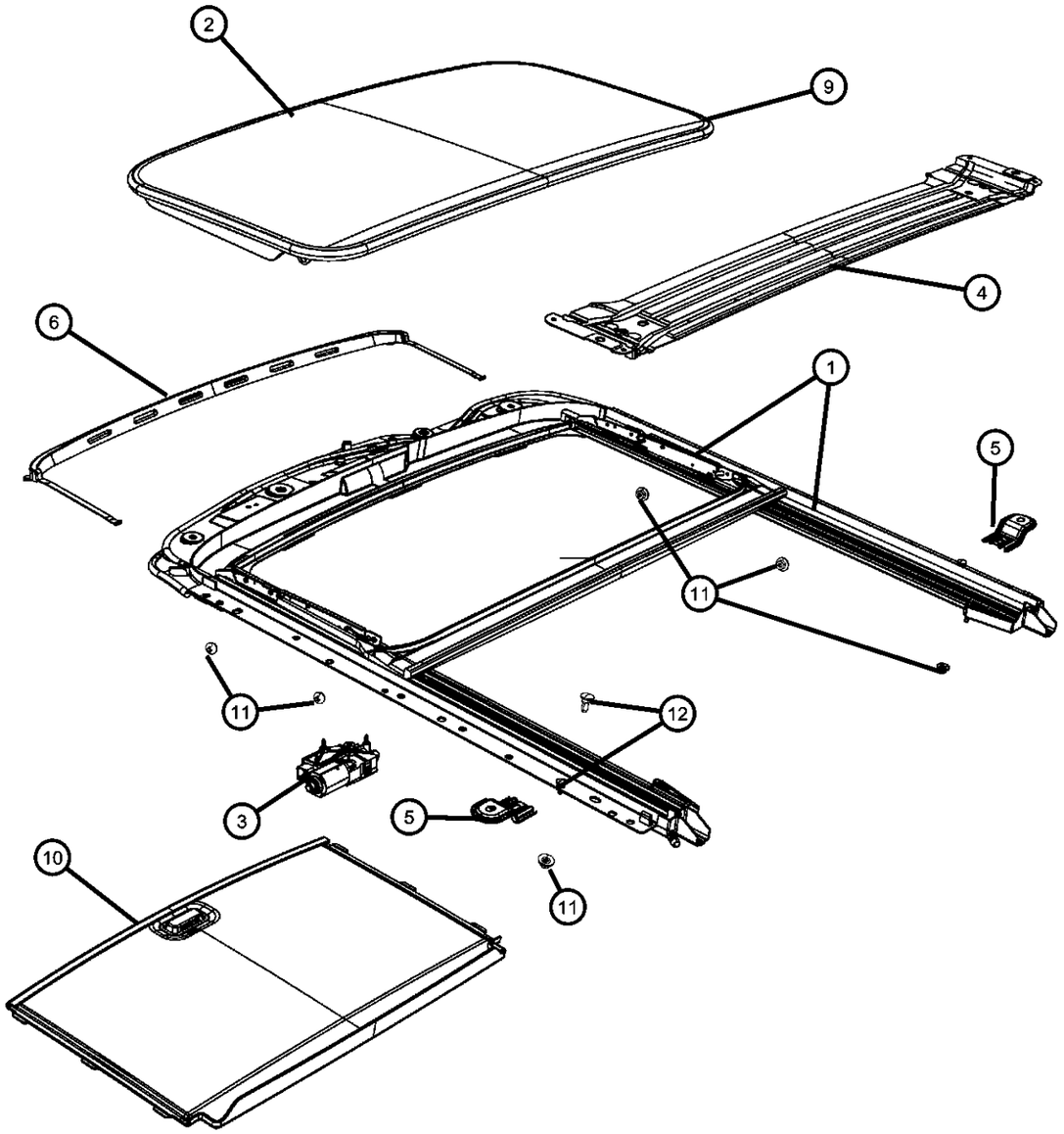


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	68035443AA	1	B, D, E		49				PANEL, Roof, With Sunroof Opening
2	05076933AA	1	B, D, E		49				PANEL, Roof, Without Sunroof Opening
3	05076970AA	1	B, D, E		49				HEADER, Roof Front
4	05067959AA	1	B, D, E		49				BOW, Roof, Number 1
5	05076975AA	2	B, D, E		49				BOW, Roof, Number 2 and 3
6	05076971AA	1	B, D, E		49				HEADER, Roof Rear

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Sunroof Glass and Component Parts - [GWG]
Figure 60-1005

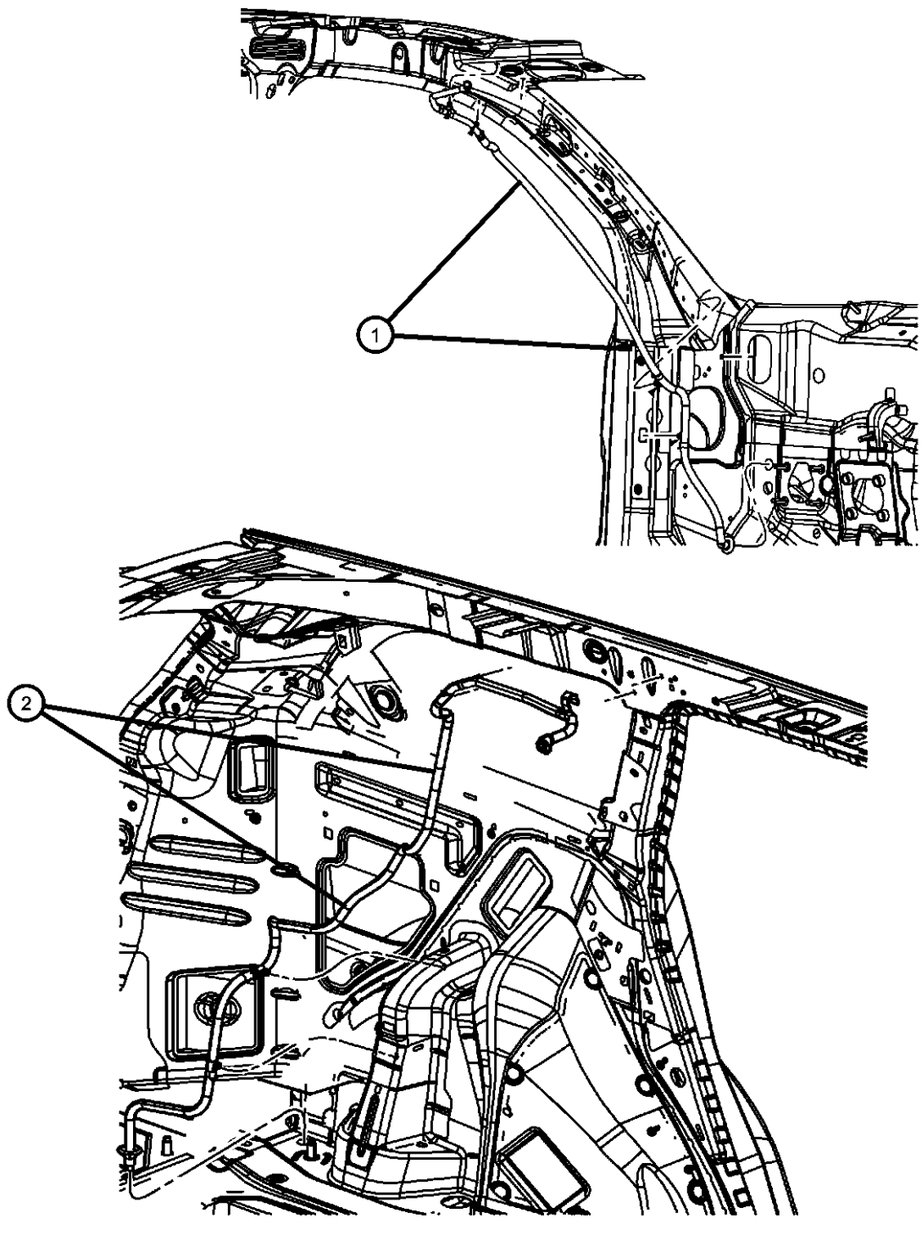


ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1	05183170AC	1	B, D, E		49				FRAME, Sunroof
2	05183171AA	1	B, D, E		49				GLASS, Sunroof
3	05183174AA	1	B, D, E		49				MOTOR, Sunroof
4	05183176AA	1	B, D, E		49				CHANNEL, Sunroof Drain
5	68034512AA	2	B, D, E		49				BRACKET, Sunroof Frame
6	68019335AA	1	B, D, E		49				DEFLECTOR, Sunroof Wind
-7	05183208AA	6	B, D, E		49				VELCRO STRIP
-8	05183173AA	5	B, D, E		49				SCREW PACKAGE, Sunroof Glass Attach
9	05183172AB	1	B, D, E		49				SEAL, Sunroof Glass
10	1DP18DW1AA	1	B, D, E		49				SUNSHADE, Sunroof
11	06506035AA	6	B, D, E		49				NUT, U, M6x1.00
12	06104366AA	6	B, D, E		49				SCREW AND WASHER, Hex Head, M6x1x20

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE P = PREMIUM S = SPORT	B = DODGE D = DODGE E = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine EER = 2.7L V6 DOHC 24 Valve MPI Engine EGF = 3.5L High Output V6 24V MPI Engine	DG2 = 6-Speed Automatic 62TE Transmission DG5 = 6-Spd Auto Getrag MPS6 Transmission DEF = 6-Speed Manual Aisin BG6 Trans DD7 = 5-Speed Manual T355 Transmission DFF = 4-Speed Automatic VLP 41TE Trans

Sunroof Drain Hoses - [GWG]
Figure 60-1050

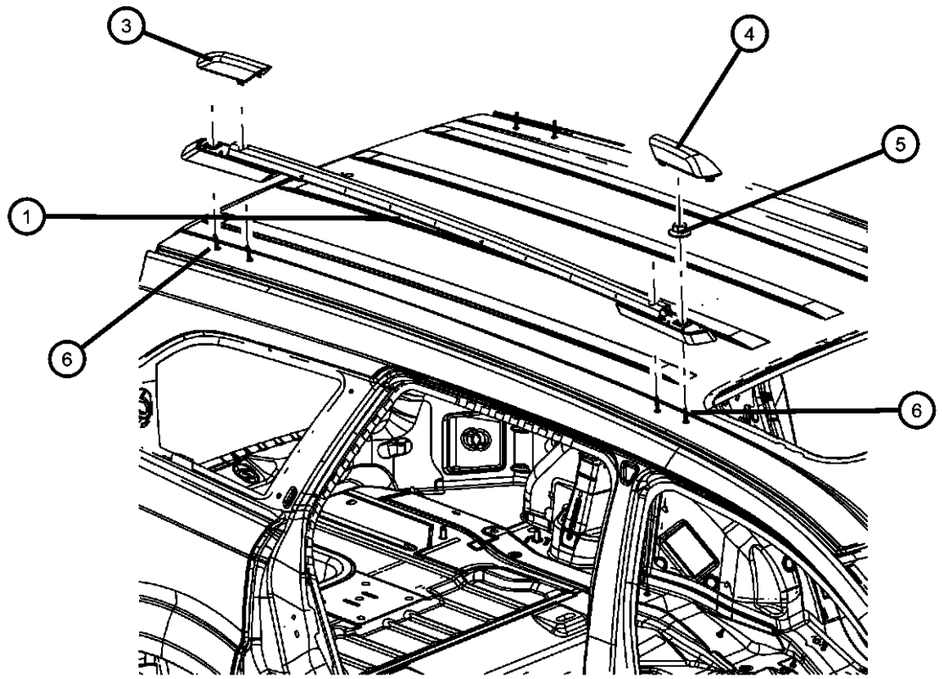


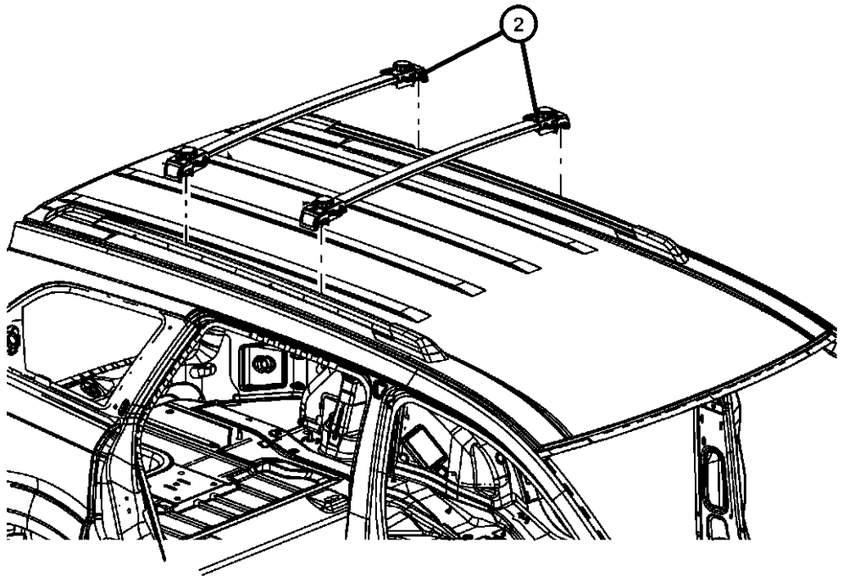
ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									HOSE, Sunroof Drain, Front
	05178176AB	1	B, D, E		49				Right
	05178177AB	1	B, D, E		49				Left
2									HOSE, Sunroof Drain, Rear
	05178341AB	1	B, D, E		49				Left
	05178342AB	1	B, D, E		49				Right

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans

Roof Rack
Figure 60-1305





ITEM	PART NUMBER	QTY	LINE	SERIES	BODY	ENGINE	TRANS	TRIM	DESCRIPTION
1									RAIL, Roof
	05067891AA	1	B, D, E		49				With [MWE], Left
	05116318AA	1	B, D, E		49				With [MWG], Right
	05116319AA	1	B, D, E		49				With [MWG], Left
	05067890AA	1	B, D, E		49				With [MWE], Right
2									RAIL, LUGG RACK CROSS
	05178270AA	1	B, D, E		49				Front
	05178271AA	1	B, D, E		49				Rear
3									COVER, Luggage Rack, Rear
	05178370AA	1	B, D, E		49				Right
	05178371AA	1	B, D, E		49				Left
4									COVER, Luggage Rack, Front
	05178369AA	1	B, D, E		49				Left
	05178368AA	1	B, D, E		49				Right
5	06102238AA	4	B, D, E		49				NUT, M6x1
6	06508957AA	8	B, D, E		49				STUD, M6x1.00x40.00

JOURNEY (JC)

SERIES	LINE	BODY	ENGINE	TRANSMISSION
H = HIGHLINE	B = DODGE	49 = HATCHBACK TYPE #2	ECE = 2.0L 4 Cyl DOHC DPF Diesel Engine	DG2 = 6-Speed Automatic 62TE Transmission
P = PREMIUM	D = DODGE		ED3 = 2.4L 4 Cyl DOHC 16V Dual VVT Engine	DG5 = 6-Spd Auto Getrag MPS6 Transmission
S = SPORT	E = DODGE		EER = 2.7L V6 DOHC 24 Valve MPI Engine	DEF = 6-Speed Manual Aisin BG6 Trans
			EGF = 3.5L High Output V6 24V MPI Engine	DD7 = 5-Speed Manual T355 Transmission
				DFF = 4-Speed Automatic VLP 41TE Trans