2023 DODGE DURANGO POLICE/SPECIAL SERVICE SUPPLEMENT



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INTRODUCTION

Dear Customer,

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

Following the instructions and recommendations provided herein, will help ensure safe and reliable operation of your vehicle.

When it comes to service, remember that authorized dealers know your Dodge best, have factory-trained technicians and genuine Mopar® parts, and care about your satisfaction.

SYMBOLS KEY

WARNING!	These statements apply to operating procedures that could result in a collision, bodily injury and/or death.
CAUTION!	These statements apply to procedures that could result in damage to your vehicle.
NOTE:	A suggestion which will improve installation, operation, and reliability. If not followed, may result in damage.
TIP:	General ideas/solutions/suggestions on easier use of the product or functionality.

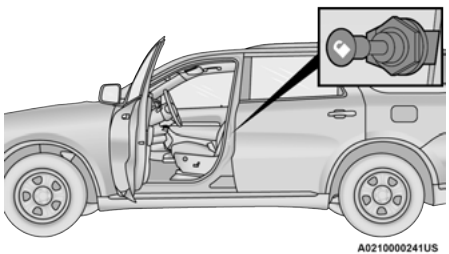
PAGE REFERENCE ARROW 	Follow this reference for additional information on a particular feature.
FOOTNOTE 	Supplementary and relevant information pertaining to the topic.

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

DOOR LOCKS

MODIFIED REAR DOOR — IF EQUIPPED

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



Door Lock Knob

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

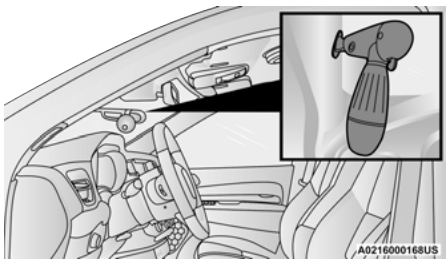
- The emergency rear door lock knob on the front portion of each rear door panel
- The front door lock switches
- The key fob

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

EXTERIOR LIGHTS

SPOTLIGHTS — IF EQUIPPED

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



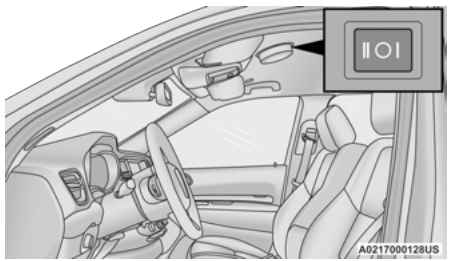
Spotlight Control

INTERIOR LIGHTS

DOME LIGHTS

The Pursuit model dome light has three positions. Position one (I) is used for white light and position two (II) is used for red light. Always remember to return the dome light switch to the O (off) position when finished using to prevent depletion of the vehicle battery.

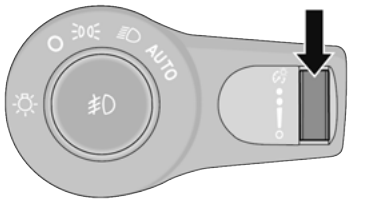
The dome light will function with the ignition in the ACC or ON/RUN position, or in the OFF position until the battery saver timer expires.



Dome Light Switch

Stealth Mode — If Equipped

Pursuit model vehicles are designed for periods of surveillance. When the instrument panel dimmer control, located on the left side of the instrument panel, is rotated downward to the O (off) position, Stealth Mode is enabled. All interior illumination, except for the instrument cluster display, backlighting for the door switches, and the vehicle's critical warning indicators, will be deactivated. The instrument cluster display and the warning indicator lights will dim to the lowest legal limit.



Instrument Panel Dimmer Switch

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

NOTE:
When the vehicle is shifted into REVERSE, Stealth Mode will be exited, in order to display the Rear View Camera image. When the vehicle is shifted out of REVERSE, the vehicle will re-enter Stealth Mode, as long as the dimmer control has not been adjusted.

LOAD LEVELING SYSTEM — IF EQUIPPED

The automatic Load Leveling system will adjust the vehicle under most passenger and cargo loading conditions, providing a level riding experience.

A hydraulic pump contained within the shock absorbers raises the rear of the vehicle to the correct height. It takes approximately 1 mile (1.6 km) of driving for the leveling to complete, depending on road surface conditions.

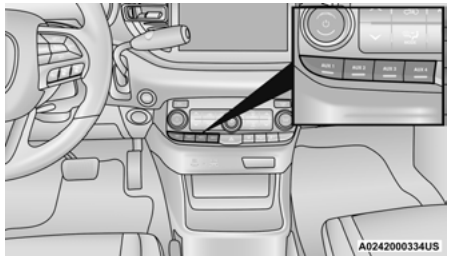
If the leveled vehicle is not moved for approximately 15 hours, the Load Leveling system will bleed itself down. The vehicle must be driven to reset the system.

INTERIOR EQUIPMENT AND STORAGE

Auxiliary Switches — If Equipped

Three or four auxiliary switches, based on vehicle configuration, may be located in the lower switch bank of the instrument panel and can be used to power various electrical devices.

The functionality of the auxiliary switches can be changed within the fleet settings menu of the instrument cluster display. All switches can be configured for setting the switch type operation to latching or momentary, and ability to hold last state across key cycles.



Auxiliary Switch Location

For the connection and installation of your electrical devices, refer to an authorized dealer.

Equipment Mounting Bracket — If Equipped

The equipment mounting bracket is located between the driver and front passenger seats. Refer to the Pursuit Upfitter's Guide located at www.fcausfleet.com for further information.

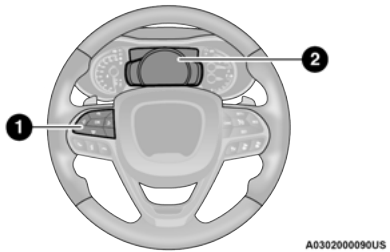
GETTING TO KNOW YOUR INSTRUMENT PANEL

INSTRUMENT CLUSTER DISPLAY

Your vehicle is equipped with an instrument cluster display, which offers useful information to the driver. Opening/closing of a door will activate the display for viewing, and display the total miles, or kilometers, in the odometer. Your instrument cluster display is designed to display important information about your vehicle's systems and features. Using a driver interactive display located on the instrument panel, your instrument cluster display can show how systems are working and give you warnings when they are not. The steering wheel mounted controls allow you to scroll through the main menus and submenus. You can access the specific information you want and make selections and adjustments.

LOCATION AND CONTROLS

The instrument cluster display is located in the center of the instrument cluster.



Instrument Cluster Display/Controls Location

1 — Instrument Cluster Display Controls
2 — Instrument Cluster Display Screen

The Main Menu items consists of the following:

- Vehicle Info
- Fleet Settings

INSTRUMENT CLUSTER DISPLAY MENU ITEMS

The instrument cluster display can be used to view the main menu items for several features. Use the **up** △ and **down** ▽ arrow buttons to scroll through the driver interactive display menu options until the desired menu is reached.

NOTE:
Depending on the vehicle's options, feature settings may vary.

Vehicle Info

Push and release the **up** △ or **down** ▽ arrow button until the Vehicle Info icon/title is highlighted in the instrument cluster display. Push the **left** ◁ or **right** ▷ arrow button to scroll through the information submenus.

Engine Hours

- Displays the actual idle, and total, engine hours.

Fleet Settings

NOTE:

- Fleet Settings are only available while the vehicle is NOT in motion.
- Exact Fleet Settings vary based on vehicle options.

Push and release the **up** △ or **down** ▽ arrow button until the Fleet Settings Menu icon/title is highlighted in the instrument cluster display. Push the **left** ◁ or **right** ▷ arrow button to scroll through the information submenus.

AUX Switches

- Type
  - Latching (remains active after button is pressed).
  - Momentary (active only when button is held down).
- Off at Ignition Off
  - Yes - if the "Last State" feature will be used.
- Last State
  - On - The AUX output will resume it's previous state on new ignition cycles.
  - Off - The AUX output will reset to deactivated on each new ignition cycle.

Lockout Prevention

- Enabled / Disabled (Refer to FOBIK-safe feature in Owner's Manual).

FOB Chime

- Enabled / Disabled ("FOB has left the vehicle" chime is enabled or disabled).

Theft Alarm — If Equipped

- Enabled / Disabled.

Panic Alarm

- Enabled / Disabled ("PANIC" button on key FOB is enabled or disabled).

Secure Park

- Activation
  - Manual - The buttons on the back of the steering wheel will activate Secure Park.
  - Auto - Secure Park is activated every time the vehicle is in Park, the driver's door is open, and the brake pedal is not pressed.
  - Disabled - Secure Park is disabled on the vehicle.
- Deactivation
  - Manual - The buttons on the back of the steering wheel will deactivate Secure Park. If Auto Secure Park Activation is selected, the driver's door must be closed and/or brake pedal applied to manually deactivate Secure Park.
  - Auto - The vehicle will attempt to deactivate Secure Park every time the system is active, in Park, and the brake pedal is pressed.

Liftgate Release

- Interior Release — If Equipped (with power liftgate)
  - Ignition Only - The interior release button will only function if the ignition is in the RUN position.
  - Unlocked Vehicle - The interior release button will operate unless the vehicle theft alarm (if equipped) is armed.
- Unlock with Doors
  - Enabled - The liftgate can be opened from the passive entry handle on the liftgate of the vehicle anytime the vehicle passenger doors are unlocked.
  - Disabled - The liftgate can only be opened from the passive entry handle on the liftgate if there is a FOB outside the rear of the vehicle within approximately three feet of the liftgate, or by using the liftgate button on the FOB to unlock (manual liftgate) or open (power liftgate).

Vehicle Systems Interface Module (VSIM) Timeout

- 10 Minutes
- 20 Minutes
- None

PIN Setup

- The factory default PIN is 0000. It is important to set a unique 4 digit PIN to deter anyone from making unwanted changes to the vehicle's fleet and security settings. If the PIN is lost, it can be reset by a dealer.

STARTING THE ENGINE — PURSUIT/ENFORCER MODELS

AUTOPARK

AutoPark is a supplemental feature to assist with placing the vehicle in PARK should the situations on the following pages occur. It is a back-up system and should not be relied upon as the primary method by which the driver shifts the vehicle into PARK.

The Pursuit/Enforcer AutoPark feature operates differently from a retail vehicle to serve the unique needs of law enforcement.

The conditions under which AutoPark will engage are outlined on the following pages.

WARNING!

- Driver inattention could lead to failure to place the vehicle in PARK. ALWAYS DO A VISUAL CHECK that your vehicle is in PARK by verifying that a solid (not blinking) "P" is indicated in the instrument cluster display and on the gear selector. If the "P" indicator is blinking, your vehicle is not in PARK. As an added precaution, always apply the parking brake when exiting the vehicle.

(Continued)

WARNING!

- AutoPark is a supplemental feature. It is not designed to replace the need to shift your vehicle into PARK. It is a back-up system and should not be relied upon as the primary method by which the driver shifts the vehicle into PARK.

If the vehicle is not in PARK and the driver turns off the engine, the vehicle may AutoPark.

AutoPark will engage when all of these conditions are met:

- Vehicle is equipped with an 8-speed transmission
- Vehicle is not in PARK
- Vehicle speed is 1.2 mph (1.9 km/h) or less
- Ignition is switched from ON/RUN to ACC

NOTE:
For Keyless Enter 'n Go™ equipped vehicles, the engine will turn off and the ignition switch will change to ACC position.

If the vehicle is not in PARK and the driver exits the vehicle with the engine running, the vehicle may AutoPark.

AutoPark on the Pursuit/Enforcer will engage when all of these conditions are met:

- Vehicle is equipped with an 8-speed transmission
- Vehicle speed is 1.2 mph (1.9 km/h) or less
- Driver's seat belt is unbuckled
- Driver's door is ajar
- Brake pedal is not pressed
- Vehicle is not in PARK and was shifted out of PARK before the driver's seat belt was unbuckled or the driver's door was ajar

WARNING!

AutoPark on the Pursuit/Enforcer will not engage if the vehicle is shifted out of PARK with the driver's seat belt unbuckled and the driver's door ajar.

The message "**AutoPark Engaged Shift To P Then Shift To Gear**" will display in the instrument cluster.

NOTE:
In some cases the ParkSense graphic will be displayed in the instrument cluster. In these cases, the gear selector must be returned to "P" to select desired gear.

If the driver shifts into PARK while moving, the vehicle may AutoPark.

AutoPark will engage **ONLY** when vehicle speed is 1.2 mph (1.9 km/h) or less.

The message "**Vehicle Speed Is Too High To Shift To P**" will be displayed in the instrument cluster if vehicle speed is above 1.2 mph (1.9 km/h).

WARNING!

If vehicle speed is above 1.2 mph (1.9 km/h), the transmission will default to NEUTRAL until the vehicle speed drops below 1.2 mph (1.9 km/h). A vehicle left in the NEUTRAL position can roll. As an added precaution, always apply the parking brake when exiting the vehicle.

ALWAYS DO A VISUAL CHECK that your vehicle is in PARK by looking for the "P" in the instrument cluster display and on the gear selector. As an added precaution, always apply the parking brake when exiting the vehicle.

AUTOMATIC TRANSMISSION — PURSUIT/ENFORCER MODELS

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

WARNING!

- It is dangerous to shift out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly pressing the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and your foot is firmly pressing the brake pedal.
- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running. Before exiting a vehicle, always come to a complete stop, then apply the parking brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF position, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When exiting the vehicle, always make sure the ignition is in the OFF position, remove the key fob from the vehicle, and lock the vehicle.

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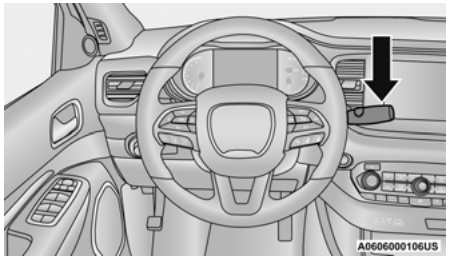
WARNING!

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

CAUTION!

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

8-Speed Automatic Transmission



Automatic Transmission Gear Selector

The transmission gear range is displayed both on the gear selector and in the instrument cluster. To select a gear range, pull the selector back and move upward or downward. To shift the transmission out of PARK, the engine must be running and the brake pedal must be pressed. You must also press the brake pedal to shift from NEUTRAL into DRIVE or REVERSE when the vehicle is stopped or moving at low speeds. Select the DRIVE range for normal driving.

NOTE:

- The transmission electronics are self-calibrating; therefore, the first few shifts on a new vehicle may be somewhat abrupt. This is a normal condition, and precision shifts will develop within a few hundred miles (kilometers).
- In the event of a mismatch between the gear selector position and the actual transmission gear (for example, driver selects PARK while driving), the position indicator will blink continuously until the selector is returned to the proper position, or the requested shift can be completed.

The electronically controlled transmission adapts its shift schedule based on driver inputs, along with environmental and road conditions.

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

The transmission gear selector provides PARK, REVERSE, NEUTRAL, DRIVE, and MANUAL (AutoStick) shift positions.

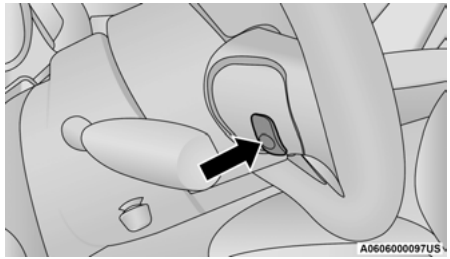
Secure Park Anti-Theft System

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

Enabling and Disabling The System

To manually enable or disable, push the Secure Park button located on the back side of the steering wheel when the engine is running. The vehicle can be in any gear to enable. Either center button located on the right rear or left rear of the steering wheel may be used.

Automatic enable and disable options can also be selected in Fleet Settings ➪ page 8.



Secure Park Button
(Back View Of Steering Wheel)

The instrument cluster will display a message indicating when the system is Active or Off.

NOTE:
The normal radio functionality for the left-rear and right-rear center buttons (Preset advance and Audio Mode advance) is deactivated.

System Activated

The system is activated as soon as the transmission is shifted into PARK (when Secure Park has been previously enabled). If the brake is pressed after activation and automatic deactivation has not been enabled, a message will be displayed that states the Secure Park is activated. Push the Secure Park button to disable.

To Deactivate

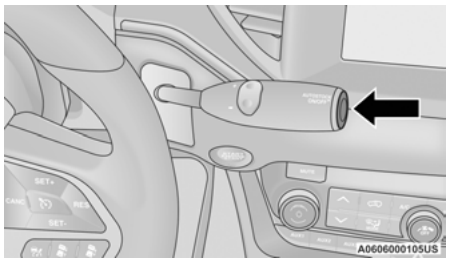
When you press the Secure Park button, the vehicle will search for a valid key fob. If a valid key fob is present, the system will be deactivated. The vehicle can then be shifted out of PARK.

If automatic deactivation has been enabled in the Fleet Settings menu, the search for a valid key fob will initiate as soon as the brake pedal is pressed.

NOTE:
If a valid key fob is not found, a message will indicate that the key fob was not found.

AUTOSTICK

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



AUTOSTICK ON/OFF Switch

AUTOSTICK OPERATION

When the gear selector is in the DRIVE position, the transmission will operate automatically, shifting between the eight available gears. To activate AutoStick mode, push and release the AUTOSTICK ON/OFF switch (on the end of the gear selector) at any time while in the DRIVE position. When AutoStick is active, the current transmission gear is displayed in the instrument cluster.

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

- The transmission will automatically downshift as the vehicle slows (to prevent engine lugging) and will display the current gear.
- The transmission will automatically downshift to FIRST gear when coming to a stop. After a stop, the driver should manually upshift (+) the transmission as the vehicle is accelerated.
- You can start out, from a stop, in FIRST or SECOND gear. Tapping (+) (at a stop) will allow starting in SECOND gear. Starting out in SECOND gear can be helpful in snowy or icy conditions.
- When in AutoStick mode, the transmission will not upshift at max engine speed unless the shift is requested by the shifting toggle switch.
- The system will ignore attempts to upshift at too low of a vehicle speed.
- Transmission shifting will be more noticeable when AutoStick is enabled.

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

Shifting the transmission out of DRIVE will also disable AutoStick (and it will remain disabled on subsequent DRIVE engagements).

NOTE:
This maneuver should ONLY be performed at a complete stop, since DRIVE engagement may be delayed if the vehicle is moving.

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

AUXILIARY DRIVING SYSTEMS

FORWARD COLLISION WARNING (FCW) WITH MITIGATION — IF EQUIPPED

The FCW system can be dynamically disabled through a connection from aftermarket equipment such as a light and siren controller to the onboard Vehicle System Interface Module (VSIM). See the Durango Pursuit Upfitter Guide at www.fcausfleet.com for information on that connection. Refer to "Forward Collision Warning" in "Safety" in the Owner's Manual for further information on FCW operation.

OCCUPANT RESTRAINTS

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

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

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

WARNING!

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

(Continued)

WARNING!

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

AIR BAG DEPLOYMENT ZONES

There are four zones to be aware of:

1. Driver Air Bag Deployment Zone (Figure 1), and Driver Air Bag/Steering Column Specifications (Figure 2)
2. Passenger Air Bag Deployment Zone (Figure 3 and Figure 4)
3. Supplemental Side Air Bag Inflatable Curtain (SABIC) Deployment Zone (Figures 5, 6, 7, and 8)
4. Supplemental Seat-Mounted Side Air Bag (SAB) Deployment Zone (Figure 9)

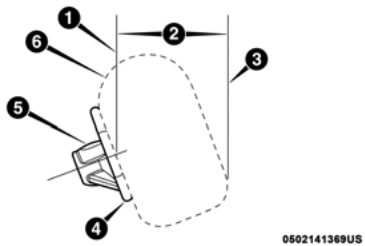


Figure 1 - Driver Air Bag Deployment Zone, depicts the following:

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

DRIVER AIR BAG/STEERING COLUMN SPECIFICATIONS

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

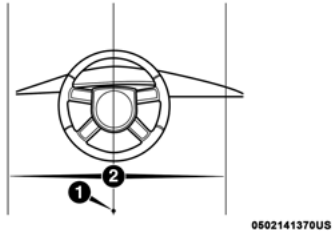


Figure 2 - Driver Air Bag Lateral Deployment Zone, depicts the following:

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

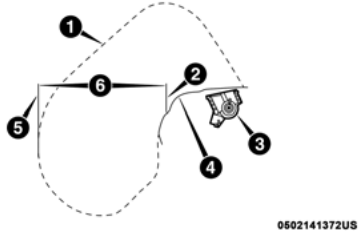


Figure 3 - Passenger Air Bag Deployment Zone, depicts the following:

1 — Passenger Air Bag Cushion
2 — Vertical Plane From Point Of Instrument Panel
3 — Passenger Air Bag Module
4 — Instrument Panel
5 — Vertical Plane Passing Through The Maximum Rearward Point That The Passenger Air Bag Cushion Reaches
6 — 17.7 inches (450 mm)

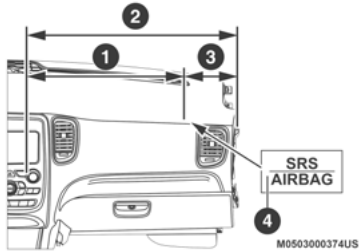


Figure 4 - Passenger Air Bag Lateral Deployment Zone, depicts the following:

1 — 19.3 Inches (490 mm)
2 — Passenger Air Bag Cushion Deployment Zone
3 — 5.9 inches (151 mm)
4 — Reference Point

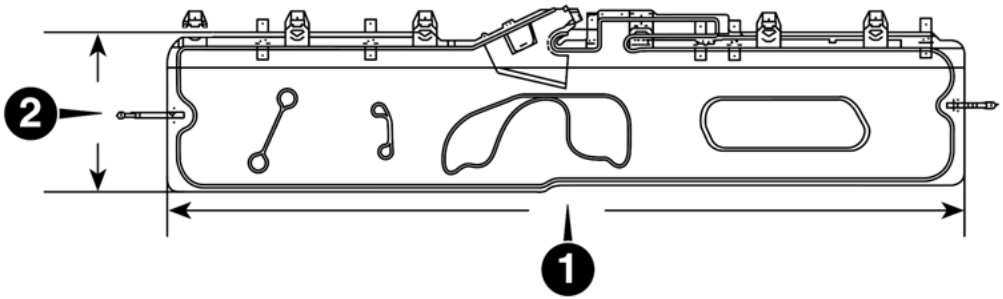


Figure 5 - Curtain Deflated View

1 – 111.8 inches (283.9 cm)
2 – 23.6 inches (59.9 cm)

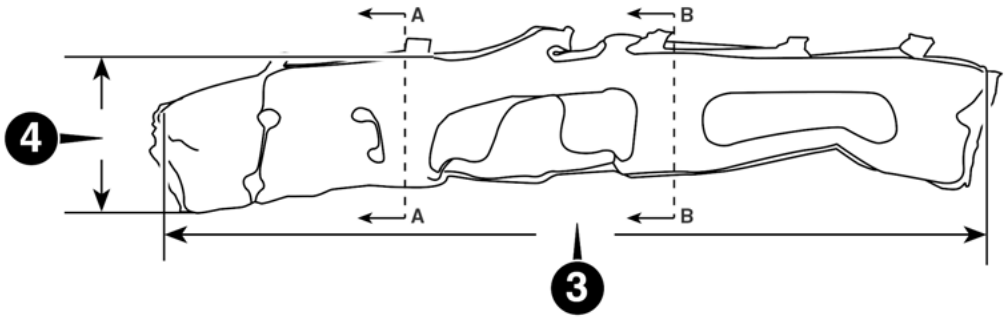


Figure 6 - Curtain Inflated Length View

3 — 100.2 inches (254.6 cm)
4 — 18.9 inches (48.1 cm)

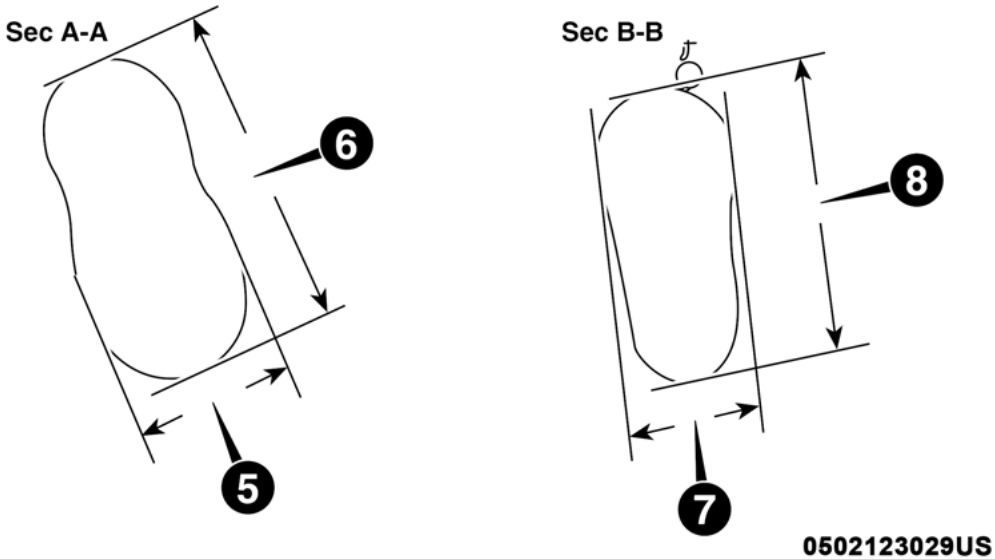


Figure 7 - Curtain Inflated Cross Section View

5 — 7.7 inches (19.6 cm)
6 — 15.4 inches (39 cm)
7 — 7 inches (17.8 cm)
8 — 14.5 inches (36.8 cm)

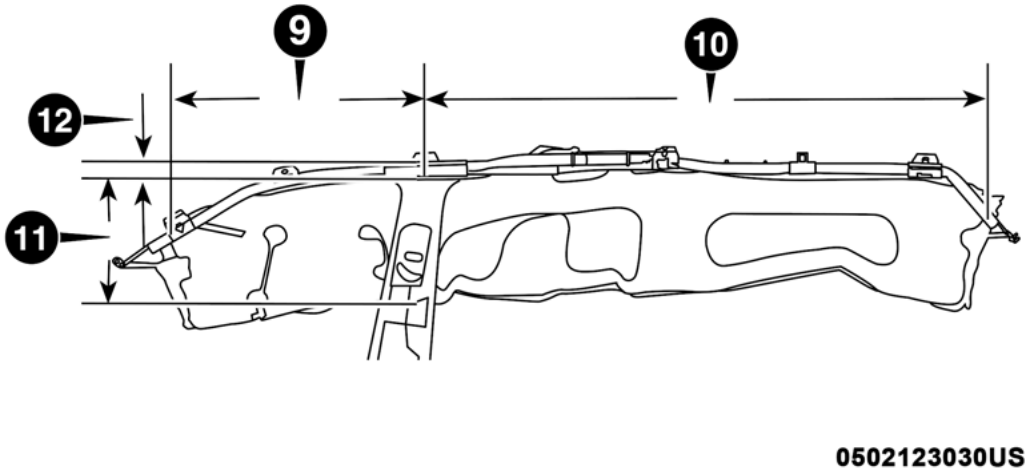


Figure 8 - B-Pillar View

9 – 31.4 inches (79.8 cm)
10 – 68.8 inches (174.8 cm)
11 – 15.1 inches (38.3 cm)
12 – 1.2 inches (3 cm)

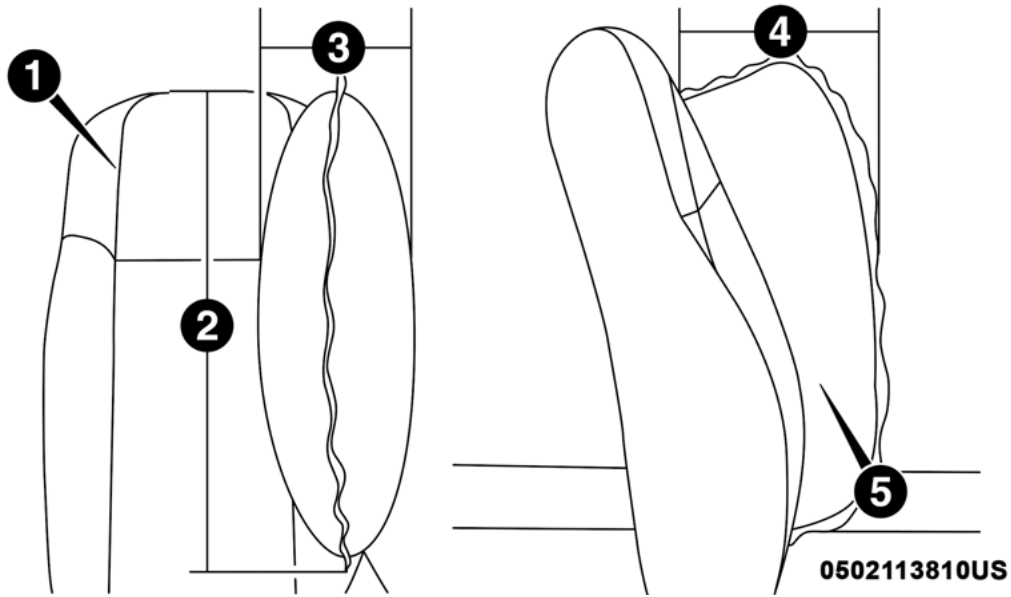


Figure 9 - Supplemental Seat Mounted Side Air Bag Deployment Zone, depicts the following:

1 — Front Driver's Seat
2 — 23.62 inches (60.0 cm)
3 — 5.51 inches (14.0 cm)
4 — 12 inches (30.5 cm)
5 — Seat-Mounted Side Air Bag

MANUAL PARK RELEASE

For vehicle's equipped with a mini console or Mopar® police console, the Manual Park Release can be found behind the access cover directly below the climate controls in the center console.

For vehicle's equipped with a full length retail style floor console, refer to the Owner's Manual for Manual Park Release operation.

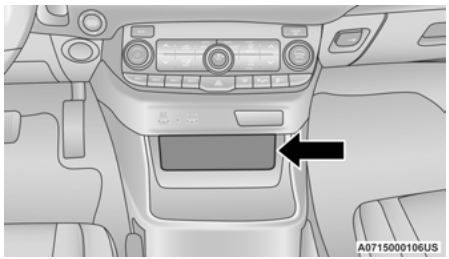
WARNING!

Always secure your vehicle by fully applying the parking brake before activating the Manual Park Release. In addition, you should be seated in the driver's seat with your foot firmly on the brake pedal when activating the Manual Park Release. Activating the Manual Park Release will allow your vehicle to roll away if it is not secured by the parking brake, or by proper connection to a tow vehicle. Activating the Manual Park Release on an unsecured vehicle could lead to serious injury or death for those in or around the vehicle.

In order to move the vehicle in cases where the transmission will not shift out of PARK (P) (such as a depleted battery), a Manual Park Release is available.

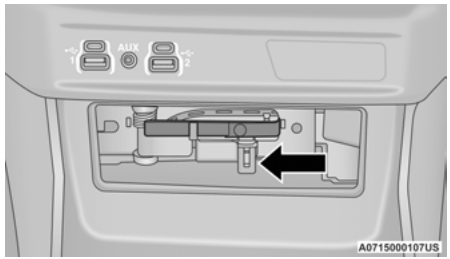
Follow these steps to activate the Manual Park Release:

1. Apply firm pressure to the brake pedal while seated in the driver's seat.
2. Apply the parking brake if possible.
3. Using a small screwdriver or similar tool, open the Manual Park Release cover, which is located in the center console below the climate controls.



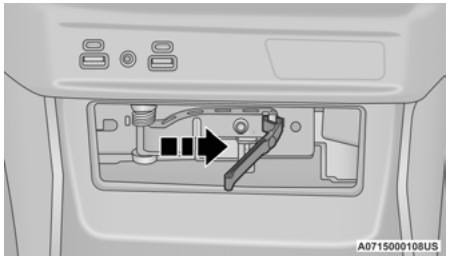
Manual Park Release Access Cover

4. Once the Manual Park Release access cover is removed, a yellow tether strap and pin will be exposed. While pushing the pin in, pull the tether strap until a click is heard which will indicate full release.



Manual Park Release Pin Location

5. The tether will remain outside of the trim panel and the transmission should now be in NEUTRAL, allowing the vehicle to be moved.



Manual Park Release Tether

To Reset The Manual Park Release:

1. Apply firm pressure to the brake pedal while seated in the driver's seat.
2. Pull the tether strap out again while applying pressure to pin, then release it.
3. Allow the tether to retract with the lever back to its original position.
4. Verify the transmission is in PARK.
5. Confirm that the tether has retracted fully and reinstall the access cover. If the access cover cannot be reinstalled, repeat steps 1 through 4.

NOTE:
When the lever is locked in the released position the access cover cannot be reinstalled.

SERVICING AND MAINTENANCE

VEHICLE MAINTENANCE

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

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

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

BRAKE SYSTEM MAINTENANCE

WARNING!

- Perform this procedure in a controlled environment, as high speeds and moderate rates of deceleration are necessary in order to complete this procedure. Failure to follow this warning can result in an collision with serious or fatal injuries.
- In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.

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

Brake Burnish Procedure

- High Heat Stops

1. Accelerate to 60 mph Wide Open Throttle (WOT).
2. Perform a max deceleration/panic stop, in Anti-Lock Brake System (ABS) if possible, down to 1-2 mph and then release brake pedal.
3. Repeat for a total of 20 stops, as quickly as possible.

NOTE:
Smoke may emit from the front corners, this is an expected result and is not an issue.

Immediately after the 20th stop, start Cool Down Stops

- Cool Down Stops

1. Accelerate to 30 mph and drive for 1 mile.
2. Stop vehicle at a moderate decel from 30 mph to 0 mph. The stop should mimic a parking lot stop, or a residential stop sign stop, not an aggressive stop.
3. Drive vehicle for 1 mile at moderate speed (30 mph).
4. Repeat steps 2-3 for a total of 10 stops.

Brake System Bleed After Pad/Rotor Replacement

- Bleed Brakes

1. Due to the severe usage of brake systems in police vehicles, bleeding the brakes is recommended every time brake pads and rotors are replaced.
2. Bleeding the brakes will remove any air in the system, potentially created from the severe duty cycle usage of the brake system, while refreshing the system with new fluid. As brake fluid is hygroscopic (water absorbing), it can absorb moisture from the atmosphere. This practice will maintain the highest boiling point of the brake fluid.

FUSES

General Information

WARNING!

- When replacing a blown fuse, always use an appropriate replacement fuse with the same amp rating as the original fuse. Never replace a fuse with another fuse of higher amp rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected. Never replace a blown fuse with metal wires or any other material. Do not place a fuse inside a circuit breaker cavity or vice versa. Failure to use proper fuses may result in serious personal injury, fire and/or property damage.
- Before replacing a fuse, make sure that the ignition is off and that all the other services are switched off and/or disengaged.

(Continued)

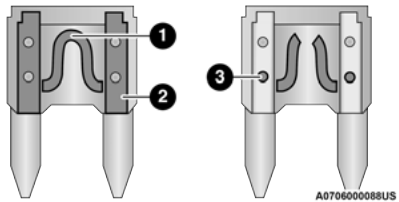
WARNING!

- If the replaced fuse blows again, contact an authorized dealer.
- If a general protection fuse for safety systems (air bag system, braking system), power unit systems (engine system, transmission system) or steering system blows, contact an authorized dealer.

The fuses protect electrical systems against excessive current.

When a device does not work, you must check the fuse element inside the blade fuse for a break/melt.

Also, please be aware that using power outlets for extended periods of time with the engine off may result in vehicle battery discharge.



Blade Fuses

1 — Fuse Element

2 — Blade Fuse with a good/functional fuse element

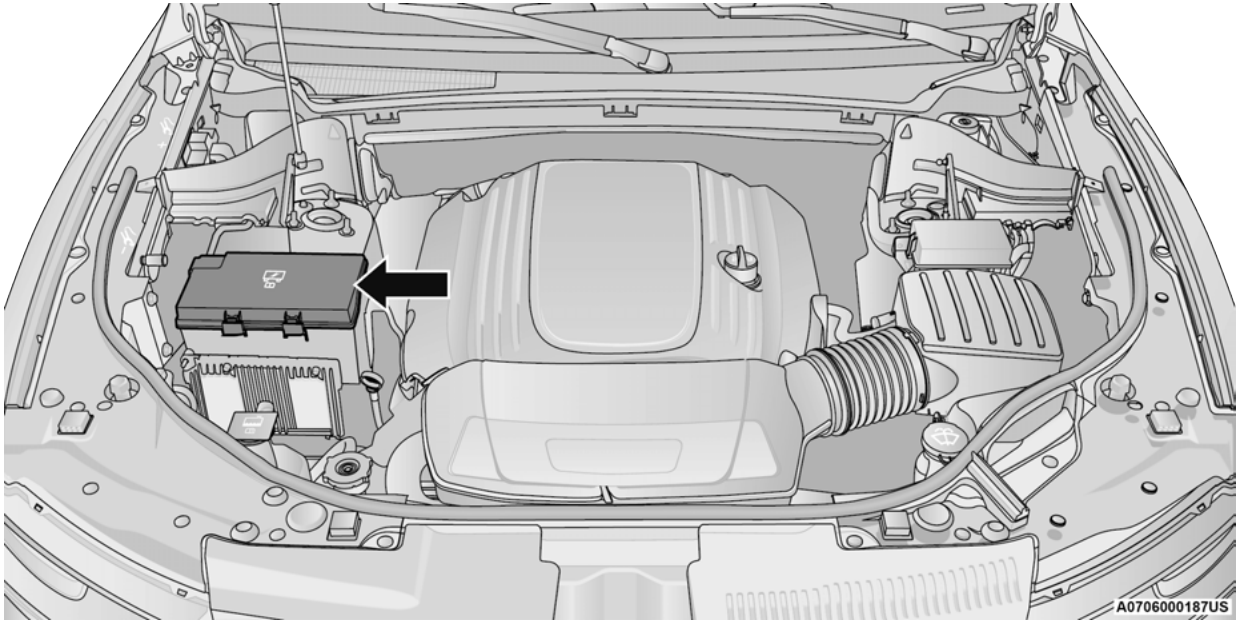
3 — Blade fuse with a bad/not functional fuse element (blown fuse)

Underhood Fuses

The Power Distribution Center is located in the engine compartment near the battery jump start posts. This center contains cartridge fuses, micro fuses, relays, and circuit breakers. A description of each fuse and component may be stamped on the inside cover, otherwise the cavity number of each fuse is stamped on the inside cover that corresponds to the following chart.

CAUTION!

When installing the Power Distribution Center cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the power distribution center and possibly result in an electrical system failure.



Power Distribution Center Location

Cavity	Cartridge Fuse	Micro Fuse	Description
* If Equipped			
F01	–	–	Not Populated
F02	–	–	Not Populated
F03	–	–	Not Populated
F04	60 Amp Yellow	–	ESP Pump Motor
F05	20 Amp Blue	–	Police Run Feed #1
F06	–	–	Not Populated
F07	30 Amp Pink	–	Starter Solenoid
F09	30 Amp Pink	–	Vacuum Pump
F10	40 Amp Green	–	CBC #2 (Ext. Lights)
F11	30 Amp Pink	–	Trailer Tow Electric Brake *
F12	40 Amp Green	–	CBC #3 (Power Locks)
F13	40 Amp Green	–	Blower Motor Front
F14	40 Amp Green	–	CBC #4 (Ext. Lights)
F15	–	–	Not Populated
F16	–	–	Not Populated
F17	20 Amp Blue	–	Police Ignition Run Feed #3
F18	20 Amp Blue	–	Police Application Feed #1
F19	20 Amp Blue	–	Police Ignition Run Feed #2
F20	30 Amp Pink	–	Passenger Door Module
F21	–	–	Not Populated
F22	20 Amp Blue	–	Engine Control Module
F23	30 Amp Pink	–	CBC #1 (Interior Lights)

Cavity	Cartridge Fuse	Micro Fuse	Description
		* If Equipped	
F24	30 Amp Pink	–	Driver Door Module
F25	30 Amp Pink	–	Front Wipers
F26	30 Amp Pink	–	ESP / ECU & Valves
F27	–	–	Not Populated
F28	20 Amp Blue	–	Trailer Tow Backup Lights *
F29	20 Amp Blue	–	Trailer Tow Parking Lights *
F30	30 Amp Pink	–	Trailer Tow (Receptacle) / Trailer Tow (Separate E-Brake) / Trailer Tow *
F31	20 Amp Blue	–	Police Application Feed #2
F32	30 Amp Pink	–	Drive Train Control Module (DTCM)
F33	20 Amp Blue	–	Police Application Feed #3
F34	–	–	Not Populated
F35	30 Amp Pink	–	VSIM Feed
F36	30 Amp Pink	–	Rear Defroster (EBL)
F37	25 Amp Clear	–	Rear Blower Motor *
F38	30 Amp Pink	–	Power Inverter 115 Volt AC *
F39	30 Amp Pink	–	Power Liftgate (PLG) *
F40	–	10 Amp Red	Headlamp Leveling
F41	–	–	Not Populated
F42	–	20 Amp Yellow	Horn
F43	–	–	Not Populated
F44	–	10 Amp Red	Diagnostic Port

Cavity	Cartridge Fuse	Micro Fuse	Description
		* If Equipped	
F45	–	5 Amp Tan	Cyber Security Gateway
F46	–	–	Not Populated
F47	–	–	Not Populated
F48	–	–	Not Populated
F49	–	10 Amp Red	Integrated Central Stack/Climate Control
F50	–	–	Not Populated
F51	–	15 Amp Blue	KIN / RF HUB
F52	–	–	Not Populated
F53	–	20 Amp Yellow	Trailer Tow – Left Turn / Stop Lights *
F54	–	–	Not Populated
F55	–	–	Not Populated
F56	–	–	Not Populated
F57	–	–	Not Populated
F58	–	–	Not Populated
F59	–	15 Amp Blue	Police Spot Left
F60	–	15 Amp Blue	Transmission Control Module
F61	–	–	Not Populated
F62	–	10 Amp Red	Air Conditioning Clutch
F63	–	20 Amp Yellow	Ignition Coils / Ignition Coil Capacitors
F64	–	25 Amp Clear	Fuel Injectors / ECM
F65	–	–	Not Populated
F66	–	10 Amp Red	Light And Rain Sensor / Inside Rear View Mirror / USB Port / Sunroof *

Cavity	Cartridge Fuse	Micro Fuse	Description
		* If Equipped	
F67	–	15 Amp Blue	CD / DVD / UCI Port / USB Charging Port
F68	–	20 Amp Yellow	Rear Wiper Motor
F69	–	15 Amp Blue	Police Spot Lamp-Rt
F70	–	20 Amp Yellow	Fuel Pump Motor
F71	–	30 Amp Green	Amplifier / ANCM *
F72	–	10 Amp Red	ECM
F73	–	–	Not Populated
F74	–	–	Not Populated
F75	–	10 Amp Red	Dual Battery Control *
F76	–	10 Amp Red	ESP
F77	–	10 Amp Red	Drive train Control Module
F78	–	10 Amp Red	Engine Control Module (ECM) / Electric Power Steering
F79	–	–	Not Populated
F80	–	10 Amp Red	Universal Garage Door Opener / Power Outlet / USB
F81	–	20 Amp Yellow	Trailer Tow Right Turn / Stop Lights *
F82	–	10 Amp Red	Steering Column Control Module / Cruise Control *
F83	–	10 Amp Red	Fuel Door
F84	–	15 Amp Blue	Instrument Cluster
F85	–	10 Amp Red	Airbags

Cavity	Cartridge Fuse	Micro Fuse	Description
		* If Equipped	
F86	–	10 Amp Red	Airbags
F87	–	–	Not Populated
F88	–	15 Amp Blue	Instrument Panel Cluster / CSG / ITBM *
F89	–	–	Not Populated
F90/F91	–	20 Amp Yellow	Power Outlet (Cargo Area) Selectable
F92	–	10 Amp Red	Rear Console Lamp / Rear Power Outlet
F93	–	20 Amp Yellow	Cigar Lighter
F94	–	10 Amp Red	Shift By Wire / Transfer Case Switch
F95	–	10 Amp Red	Rear Camera / Blind Spot Sensor *
F96	–	10 Amp Red	Relay Coil Police Ignition Run #1, #2 & #3
F97	–	–	Not Populated
F98	–	–	Not Populated
F99	–	10 Amp Red	HVAC / DASM / HLFM / Parktronics
F100	–	–	Not Populated
F101	–	15 Amp Blue	In Car Temp Sensor / Humidity Sensor / OCM
F102	–	15 Amp Blue	Spare
F103	–	10 Amp Red	Rear HVAC
F104	–	20 Amp Yellow	Power Outlets (Instrument Panel / Center Console / Rear Cargo *)

WHEEL AND TIRE TORQUE SPECIFICATIONS

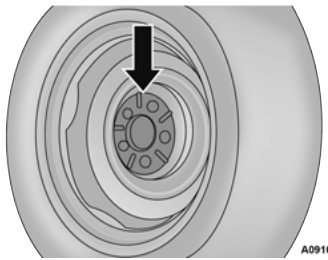
Proper lug nut/bolt torque is very important to ensure that the wheel is properly mounted to the vehicle. Any time a wheel has been removed and reinstalled on the vehicle, the lug nuts/bolts should be torqued using a properly calibrated torque wrench using a six-sided (hex) deep wall socket.

TORQUE SPECIFICATIONS

Lug Nut/Bolt Torque	**Lug Nut/Bolt Size	Lug Nut/Bolt Socket Size
136 ft-lb (185 N·m)	M14 x 1.50	22 mm

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

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

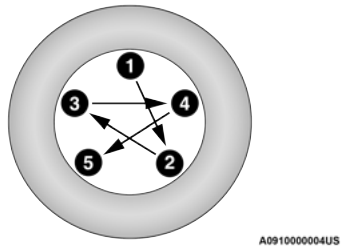


Wheel Mounting Surface

Tighten the lug nuts/bolts in a star pattern until each nut/bolt has been tightened twice. Ensure that the socket is fully engaged on the lug nut/bolt (do not insert it half way).

NOTE:
If in doubt about the correct tightness, have them checked with a torque wrench by an authorized dealer or service station.

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



Torque Patterns

WARNING!

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

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