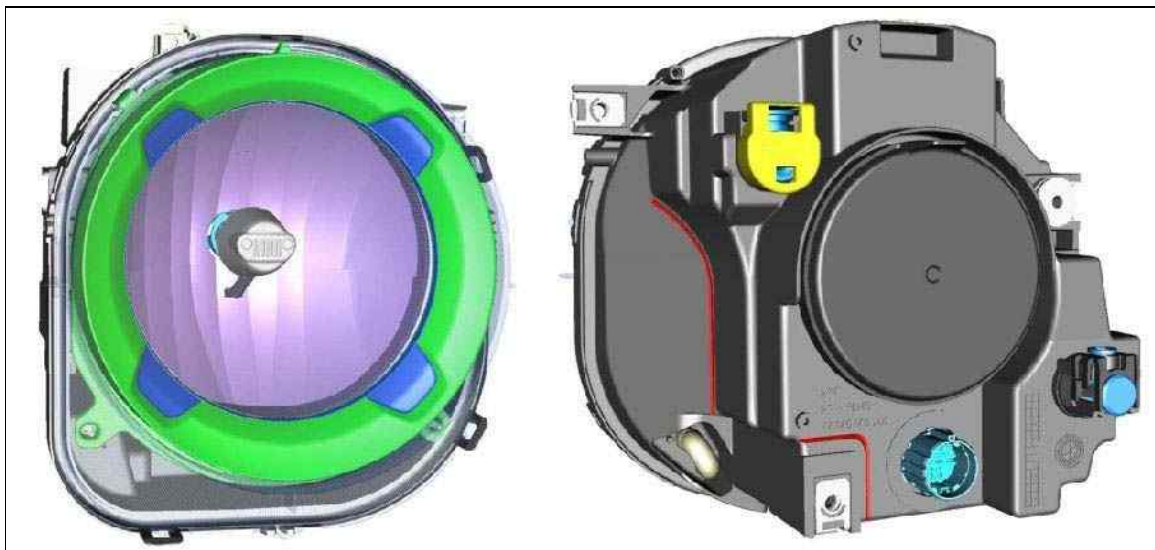


DESCRIPTION AND OPERATION > DESCRIPTION AND OPERATION > DESCRIPTION

The exterior lighting system for this vehicle includes the following exterior lamp units:

- **Center High Mounted Stop Lamp** - A standard equipment Center High Mounted Stop Lamp (CHMSL) is located in the upper left rear cargo door.
- **Front Fog Lamps** - Optional front fog lamp units are mounted near each outboard end of the front fascia, below the front lamp units.
- **Rear Lamps** - Optional front fog lamp units are mounted near each outboard end of the rear fascia, below the tail lamp units.
- **Headlamps**
 - The vehicle is equipped with 70 mm double headlights to increase the light intensity and consequently improve visibility in all conditions. When, on the other hand, it is equipped with Bi-Xenon lighting technology (high/low lighting via single high-intensity discharge (HID) bulb), there is twice as much light compared to the use of conventional bulbs, and the 70 mm headlight increases the light intensity by approximately 15% and the lighting depth by approximately 20%. Infrared halogen bulbs are used on the basic versions of the vehicle. The bulbs incorporate a special coating that brings the inside of the capsule to higher temperatures than conventional halogen bulbs, thus providing more light.
 - **EMEA version headlights** - Infrared halogen bulbs are used on the basic versions of the vehicle. The bulbs incorporate a special coating that brings the inside of the capsule to higher temperatures than conventional halogen bulbs, thus providing more light. Equipped with H4 60/55 W-type halogen bulb.

Fig 1: EMEA Version Headlights

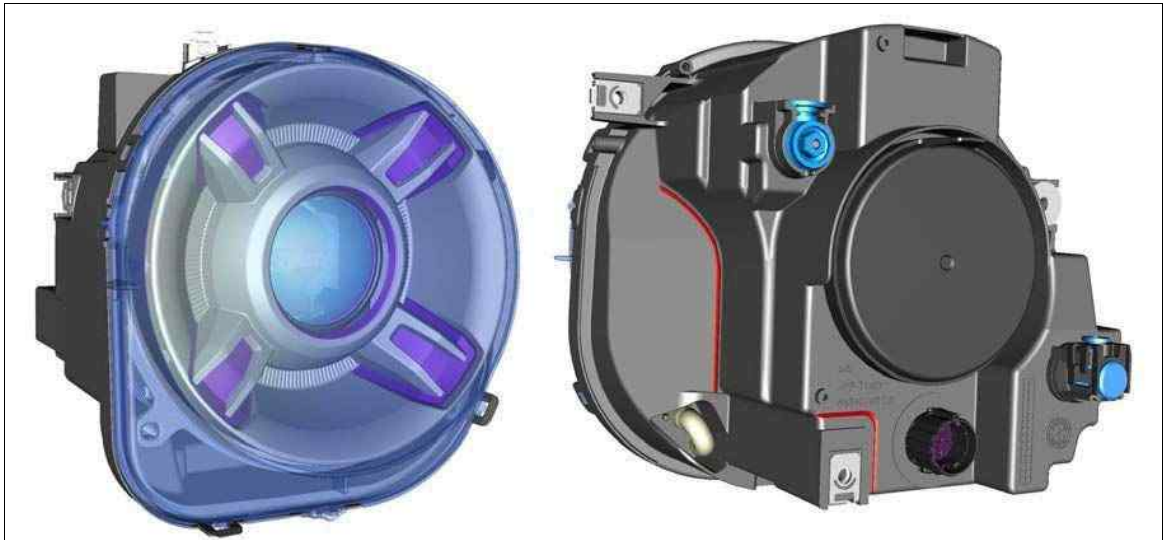


Courtesy of CHRYSLER GROUP, LLC

- **NAFTA version headlights** - Equipped with H13 60/55 W bulb. Infrared halogen bulbs are used on the basic versions of the vehicle. The bulbs incorporate a special coating that brings

the inside of the capsule to higher temperatures than conventional halogen bulbs, thus providing more light.

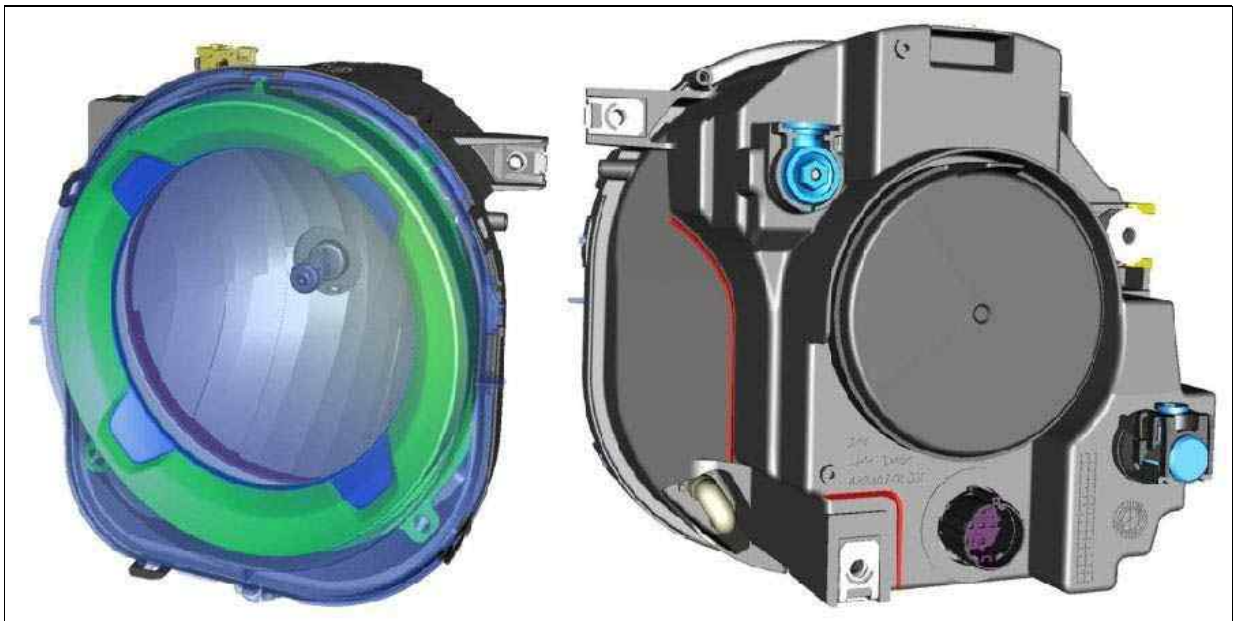
Fig 2: NAFTA Version Headlights



Courtesy of CHRYSLER GROUP, LLC

- **NAFTA/EMEA BI-XENON version headlights** - The vehicle can be equipped with headlights that use Bi-Xenon technology. The headlights are fitted with next-generation D5S 25W bulbs. The use of these bulbs, despite a lower brightness compared to a 35 W Bi-Xenon bulb, results in a considerable improvement in terms of lighting system complexity, because there are no self-levelling headlight or headlight washer systems, and ballast is not used.

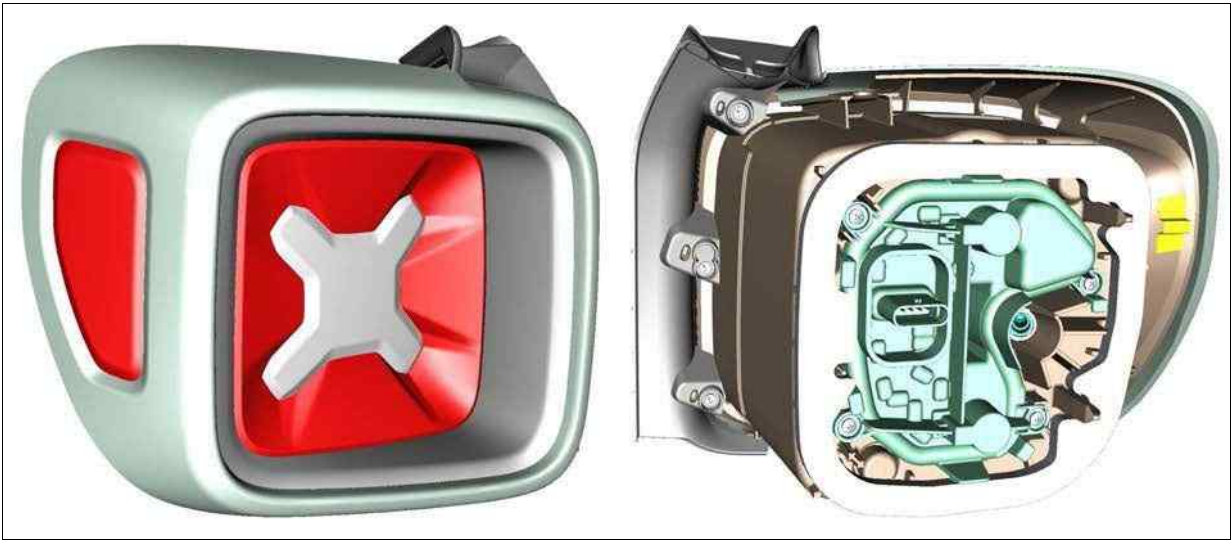
Fig 3: NAFTA/EMEA Bi-Xenon Version Headlights



Courtesy of CHRYSLER GROUP, LLC

- **License Plate Lamps** - Two standard equipment rear license plate lamp units are integral to the light bar and handle assembly, just above the license plate tub.

Fig 4: Rear Light Clusters



Courtesy of CHRYSLER GROUP, LLC

- **Rear Light Clusters**

- The vehicle's rear light clusters are equipped with halogen bulbs that carry out the following functions:

- Side lights;
 - Brake lights
 - Direction indicators
 - LED Side marker (NAFTA)
 - **Repeater Lamps** - A repeater lamp is mounted to each front fender just behind the front wheel opening.
 - **Side Marker Lamps** - A side marker lamp is integral to the front fascia forward of each front wheel opening and to the rear fascia behind each rear wheel opening.

These exterior lighting lamp units and their controls are combined to provide the following exterior lighting features:

- **Automatic Headlamps** - The system automatically switches (if activated by the customer) from main beam to dipped beam headlights if light sources outside of the vehicle are detected, such as the light from the headlights of vehicles coming in the opposite direction, from the rear lights of vehicles in front or from road lighting. If these conditions are not maintained, the system will automatically switch back to main beam to increase night-time driving safety on poorly lit roads. If these conditions are not maintained, the system will automatically switch back to main beam to increase night-time driving safety on poorly lit roads.

The system uses a camera fitted near the interior rear view mirror and in contact with the windscreen to process the images and detect the approaching lights or lights in front. When it detects the headlights of an approaching vehicle, the lights of a vehicle in front or ambient light (daylight, street lights and other sources), the HALF camera communicates with the BCM via CAN and the BCM deactivates the main beam headlights before they inconvenience other drivers. The

function deactivates automatically (dipped beam headlights active) when the speed is below 20 km/h approx.

- **Backup Lamps** - The backup (or reverse) lamps include a clear bulb, reflector and clear lens that are integral to each rear lamp unit.
- **Brake Lamps** - The brake (or stop) lamps include a clear bulb, reflector and red lens that are integral to each rear lamp unit, and the red lens and multiple clear bulbs of the CHMSL.
- **Daytime Running Lamps** - Daytime Running Lamps (DRL) are standard equipment. When DRL is enabled, the lamps illuminate the clearance (front position or park) lamp bulb in the front combination lamp unit to serve as the DRL. The DRL function can be turned on or off using the Electronic Vehicle Information Center (EVIC) display menus.
- **Front Fog Lamps** - The optional equipment front fog lamps include the clear bulb, reflector and clear lens of each adjustable front fog lamp unit.
- **Rear Fog Lamps** - The optional equipment rear fog lamps include the clear bulb, reflector and clear lens of each adjustable rear 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. The hazard lights are activated via a button located on the switch pod.
- **Headlamps** - Most Renegade international models are equipped with dual 70-millimeter projector beam headlamps for outstanding forward- and spread-light performance.

When equipped with a bi-functional (high/low beam capability in a single lamp) high-intensity discharge (HID) xenon lighting system (optional) - a technology that produces more than two-times the light output of tungsten-based systems - the 70-millimeter projector beams increases spread light by 15-percent and delivers a 20-percent improvement in forward lighting (range).

The larger projector beam reduces the amount of perceived "pinpoint" glare associated with the HID lamps; due to a wider spread light pattern, shoulder visibility is enhanced while a less concentrated beam of light reduces perceived glare to oncoming vehicles. The new 25W module based headlamp doesn't require a washer and leveling system. The new bulb is a stand-alone system that delivers a significant improvement on lifetime (4000h) and CO2 emission reduction.

Halogen infrared bulbs are used on base offerings (similar to what's applied on all North American models). The bulbs incorporate a special coating that makes them burn hotter within the bulb chamber, and in turn, provides wider spread light and higher output than traditional halogen bulbs.

- **Park Lamps** - The front park (also known as clearance or position) lamps include the clear bulbs, reflectors and clear lenses integral to the front combination lamp unit. The rear park (tail) lamps include the clear bulbs, reflectors and red lenses integral to each rear lamp unit.
- **Turn Signal Lamps** - The front turn signal lamps include the amber bulbs, reflectors and clear lenses that are integral to the combination lamp unit. The amber bulbs and clear lenses of the repeater lamps on each front fender are also included in the front turn signal circuits. The rear turn signal lamps include an amber bulb, a reflector and a clear lens that is integral to each rear lamp unit.

Other components of the exterior lighting system for this vehicle include:

- **Backup Lamp Switch** - On vehicles with a manual transmission, a plunger-type backup lamp switch 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) is located beneath the instrument panel to the left of the steering column in the passenger compartment.
- **Brake Lamp Switch** - A plunger-type brake lamp switch is located on the brake pedal support bracket under the instrument panel and is actuated by the brake pedal arm when the brake pedal is depressed.
- **Clockspring** - The clockspring includes an integral turn signal cancel cam and both the left (lighting) and right (wiper) multi-function switches. The clockspring is located near the top of the steering column, directly beneath the steering wheel.

Fig 5: Exterior Light Switch



Courtesy of CHRYSLER GROUP, LLC

- **Exterior Light Switch**

- The exterior light activation switch is located on the left side of the driver side dashboard. The exterior light switch has A knob to manage the following functions:

- Parking lights
- DRL
- Auto-light
- Dipped beam headlights

Two switches built into the knob and used to activate the following functions:

- Front fog lights
- Rear fog lights

Two wheels used to control the following:

- Instrument panel backlighting adjustment (EMEA/NAFTA)
- Interior lighting adjustment (NAFTA)
- Headlight level. (EMEA)
- **Fog Lamp Switch** - Vehicles equipped with optional front or both front and rear fog lamps have a momentary fog lamp switch integral to the lower instrument panel switch pod located in the lower center of the instrument panel heater and air conditioner control head.
- **Hazard Switch** - A momentary push button-actuated hazard switch is integral to the upper instrument panel switch pod located in the center of the instrument panel just below the radio and above the heater and air conditioner controls.
- **Instrument Panel Cluster** - The Instrument Panel Cluster (IPC) is located in the instrument panel above the steering column opening, directly in front of the driver.
- **Instrument Panel Switch Pod** - A momentary push button-actuated hazard switch is integral to the upper instrument panel switch pod located in the center of the instrument panel just below the radio. Vehicles equipped with optional fog lamps have a momentary fog lamp switch integral to the lower instrument panel switch pod located in the lower center of the instrument panel heater and air conditioner control head.
- **Left Multi-Function Switch** - The left (lighting) multi-function switch is integral to the clockspring 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). A control knob on the control stalk is used to turn the exterior lighting ON or OFF.
- **Park Brake Switch** - A park brake switch is located on the park brake lever mechanism on the floor panel transmission tunnel between the two front seats.
- **Trailer Tow Wiring** - This device includes an electronic control unit (Trailer Tow Module/TTM) that controls the operation of the external lights located on the trailer, as well as a connection located in the luggage compartment left side. This connection outlet is located next to the towbar. The rear park assist sensors are automatically disabled when the trailer tow electrical socket is in use.

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 SYSTEM WIRING DIAGRAMS article. 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.

DESCRIPTION AND OPERATION > DESCRIPTION AND OPERATION > 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 SYSTEM WIRING DIAGRAMS article. 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 & Testing article.

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 by a ground screw to the body sheet metal. On vehicles with a manual transmission, when REVERSE is selected, the backup lamp switch provides a hard wired input to the Powertrain Control Module (PCM) through a reverse switch signal circuit. The PCM then sends an electronic reverse transmission gear selector status message to the Body Control Module (BCM) over the Controller Area Network (CAN) data bus. The BCM energizes a high side driver which provides battery voltage to the backup lamps on the backup lamp feed 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 Transmission Control Module (TCM) monitors a multiplex input from the Transmission Range Sensor (TRS). When REVERSE is selected, the TCM sends an electronic reverse transmission gear selector status message 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, the BCM energizes a high side driver, which provides battery voltage to the backup lamps on the backup lamp feed 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 screw to the body sheet metal. The BCM receives a battery voltage input whenever the brake lamp switch is closed by the brake pedal arm. The BCM then energizes a high side driver, which provides battery voltage to the brake lamps and the CHMSL through a tail/stop lamp rear feed circuits.

DAYTIME RUNNING LAMPS - Vehicles with the Daytime Running Lamps (DRL) feature enabled illuminate the clearance (position) lamp bulbs in the upper cavity of the two lower front combination lamp units when the engine is running, the parking brake is released, the headlamps are turned OFF, and the optional automatic transmission gear selector lever is in any position except PARK. The park lamps may be ON or OFF for DRL to operate. For vehicles with a manual transmission, the DRL will operate in any transmission gear selector lever position. The BCM must be programmed appropriately for this feature to be enabled.

Once enabled, anytime the BCM receives an electronic message input over the CAN data bus from the PCM indicating the engine is running, hard wired inputs indicating the left (lighting) multi-function switch is in any position except headlamps ON and the parking brake lever is released, and from the TCM indicating the automatic transmission gear selector lever is in any position except PARK, the BCM energizes a high side driver, which provides battery voltage to the clearance lamp bulbs through the right and left clearance lamp feed circuits.

FOG LAMPS - The front fog lamps have a path to ground at all times through their connection to the headlamp and dash wire harness. The engine compartment wire harness has takeouts with eyelet terminals that are secured by screws to the front end sheet metal within the engine compartment. The

BCM monitors a hard wired input from the fog lamp switch in the lower instrument panel switch pod to determine whether the front fog lamps are selected. If the front fog lamps are selected and the left (lighting) multi-function switch inputs indicate the headlamp low beams are ON, the BCM energizes a high side driver, which provides battery voltage to the front fog lamps through the right and left front fog lamp feed circuits.

The BCM also sends the appropriate electronic messages to the Instrument Panel Cluster (IPC) over the CAN data bus to illuminate or extinguish the front fog lamp indicator. The BCM will automatically de-energize the front fog lamps any time the headlamps are turned OFF or the headlamp high beams are selected.

Each front fog lamp includes an integral adjustment screw to be used for static aiming of the fog lamp beams.

HAZARD WARNING LAMPS - The BCM monitors a hard wired input from the hazard switch in the lower instrument panel switch pod located in the center of the air conditioner and heater control head to determine whether the hazard warning system has been selected. When the hazard warning system is selected, the BCM controls hazard warning system operation and flash rate by energizing and de-energizing high side drivers, which controls battery voltage outputs on the right and left turn signal feed circuits. The BCM also sends electronic **hazard switch status** messages to the IPC over the CAN data bus to control the illumination and flash rate of the left and right turn signal indicators, as well as to control the click rate of an electromechanical relay soldered onto the IPC electronic circuit board that emulates the sound emitted by a conventional hazard warning flasher.

HEADLAMPS - The headlamp system includes the BCM, the IPC and the left (lighting) 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 by screws to the front end sheet metal within the engine compartment. The BCM monitors hard wired inputs to determine the status of the left multi-function switch and whether the headlamp high or low beams are selected. The BCM then controls headlamp illumination through relays soldered onto the BCM internal circuit board.

When the BCM detects a change in headlamp beam selection, the BCM energizes or de-energizes a high side driver, which controls an output to the solenoid that operates the shutter in each headlamp. The BCM also sends the appropriate electronic messages to the IPC to control the illumination of the high beam indicator. The BCM 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.

Each headlamp includes an integral reflector adjustment screw to be used for static aiming of the headlamps.

HEADLAMP DELAY - The headlamp delay feature (also known as the Follow Me Home feature) includes the left (lighting) multi-function switch, the IPC and the BCM. The BCM controls this feature by monitoring inputs from the ignition switch and the left (lighting) multi-function switch. If within two minutes after the ignition switch is turned to the OFF position, the left multi-function switch control stalk is pulled toward the steering wheel and released the BCM energizes the relay that controls the headlamp low beams and the high side driver that controls the clearance (position) lamps for 30 seconds. Each additional activation of the control stalk extends the delay by 30 seconds, up to a maximum of 210 seconds. The BCM automatically de-energizes the lamps after the selected time interval expires or, immediately, if the control stalk is pulled toward the steering wheel and held for more than two seconds. The BCM also sends the appropriate electronic messages to the IPC over the CAN data bus to control the Follow Me Home indications in the IPC display.

PARK LAMPS - The park lamps system includes the left (lighting) multi-function switch, the IPC and the BCM. The clearance (position) lamp bulbs in the upper cavity of each lower front combination lamp unit

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 by screws to the front end sheet metal within the engine compartment. The park (tail) lamp bulbs in each rear lamp unit and the license plate lamps have a path to ground at all times through a takeout and eyelet terminal of the body wire harness that is secured by a screw to the body sheet metal within the passenger compartment.

The BCM monitors a hard wired input from the left (lighting) multi-function switch, then responds to this input by energizing or de-energizing high side drivers, which control battery voltage outputs to the appropriate lamps and bulbs through the proper park/tail/license/running lamp right and left circuits. The BCM also provides the appropriate electronic messages to the IPC to control the illumination and lighting level of the panel lamps.

TURN SIGNAL LAMPS - The turn signal lamps system includes the left (lighting) multi-function switch, the IPC and the BCM. The front turn signal lamp bulbs in the lower cavity of each lower front combination lamp unit. 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 screw to the body sheet metal within the passenger compartment.

The BCM monitors a hard wired input from the left (lighting) multi-function switch to determine the status of the turn signal switch, then controls turn signal operation and flash rate by energizing and de-energizing high side drivers, which control battery voltage outputs on the right or left turn signal feed circuits. The BCM also sends electronic turn signal switch status messages to the IPC over the CAN data bus to control the illumination and flash rate of the left or right turn signal indicators, as well as to control the click rate of an electromechanical relay soldered onto the IPC electronic circuit board that emulates the sound emitted by a conventional turn signal flasher.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING

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:

When diagnosing the exterior lighting circuits, remember that high generator output can burn out bulbs rapidly and repeatedly; and, that dim or flickering bulbs can be caused by low generator output or poor battery condition. If one of these symptoms is a problem on the vehicle, be certain to diagnose the battery and charging system, then repair as necessary.

**NOTE:**

A good ground is necessary for proper lighting operation. If a lighting problem is being diagnosed that involves multiple symptoms, systems, or components, the problem can often be traced to a loose, corroded, or open ground.

**WARNING:**

On vehicles equipped with the high voltage system, disconnecting the 12-volt battery negative cable alone will not power down the 12-volt system. You must perform the 12-volt Power Down procedure before proceeding. Failure to follow these instructions may result in possible serious or fatal injury.

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 SYSTEM WIRING DIAGRAMS article. 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 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 & Testing article.

ACRONYMS USED IN THE FOLLOWING SERVICE INFORMATION

Body Control Module	BCM
Center High-Mounted Stop Lamp	CHMSL
Daytime Running Lamps	DRL
Instrument Panel Cluster	IPC
Transmission Range Sensor	TRS

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > BACKUP LAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
BACKUP LAMP DOES NOT ILLUMINATE	1. Ineffective or missing bulb.	1. Test and replace backup lamp bulb if required.
	2. Ineffective ground circuit.	2. Test and repair open backup lamp ground circuit if required.

	3. Ineffective feed circuit.	3. Test and repair open backup lamp feed circuit if required.
	4. Ineffective switch.	4. Test and replace backup lamp switch (manual transmission) or TRS (automatic transmission) if required.
	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
BACKUP LAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair shorted backup lamp feed circuit if required.
	2. Ineffective switch.	2. Test and replace backup lamp switch (manual transmission) or TRS (automatic transmission) if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > BRAKE LAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
BRAKE LAMP DOES NOT ILLUMINATE	1. Ineffective ground circuit.	1. Test and repair open brake lamp ground circuit if required.
	2. Ineffective fuse.	2. Test and replace the fuse in the BCM if required.
	3. Ineffective feed circuit.	3. Test and repair open brake lamp switch output circuit or stop lamp output circuit if required.
	4. Ineffective switch.	4. Test and replace brake lamp switch if required.
	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
BRAKE LAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair shorted brake lamp switch output circuit or stop lamp output circuit if required.
	2. Improperly adjusted switch.	2. Adjust the brake lamp switch if required.
	3. Ineffective switch.	3. Test and replace brake lamp switch if required.

	4. Ineffective BCM inputs or outputs.	4. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
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DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > DAYTIME RUNNING LAMPS



NOTE:

Before performing the following tests, determine whether the clearance (also known as position or park) lamps operate. If the clearance lamps are also ineffective, diagnose and repair that problem before attempting to repair the Daytime Running Lamps.

CONDITION	POSSIBLE CAUSES	CORRECTION
DAYTIME RUNNING LAMPS WILL NOT ILLUMINATE	1. Incorrect BCM programming.	1. Use the IPC to check and configure BCM if required.
	2. Automatic transmission in PARK position.	2. Place the transmission gear selector lever in any position except PARK.
	3. Parking brake applied.	3. Release the parking brake.
	4. Engine not running.	4. Start the engine.
	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > FOG LAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
FOG LAMP DOES NOT ILLUMINATE	1. Ineffective or missing bulb.	1. Test and replace front fog lamp bulb if required.
	2. Ineffective ground circuit.	2. Test and repair open front fog lamp ground circuit if required.
	3. Ineffective feed circuit.	3. Test and repair open front fog lamp feed circuit if required.
	4. Ineffective front fog lamp switch.	4. Test and replace front fog lamp switch (lower instrument panel switch pod) if required.

	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
FOG LAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair shorted front fog lamp feed circuit if required.
	2. Ineffective front fog lamp switch.	2. Test and replace front fog lamp switch (lower instrument panel switch pod) if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > HAZARD WARNING LAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
HAZARD WARNING LAMPS DO NOT FLASH	1. Ineffective hazard warning switch.	1. Test and replace hazard warning switch if required.
	2. Ineffective BCM inputs or outputs.	2. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
HAZARD WARNING LAMPS DO NOT STOP FLASHING	1. Ineffective hazard warning switch.	1. Test and replace hazard warning switch if required.
	2. Ineffective BCM inputs or outputs.	2. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
HAZARD WARNING LAMPS DO ACTIVATE ON PANIC BRAKING	1. Ineffective ABS inputs or outputs.	1. Use a diagnostic scan tool to test the ABS inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
	2. Ineffective BCM inputs or outputs.	2. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > HEADLAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
HEADLAMP DOES NOT ILLUMINATE	1. Ineffective or missing bulb.	1. Test and replace headlamp bulb if required.

	2. Ineffective ground circuit.	2. Test and repair open headlamp ground circuit if required.
	3. Ineffective feed circuit.	3. Test and repair open headlamp low beam or high beam feed circuit if required.
	4. Ineffective headlamp switch.	4. Test and replace the headlamp switch if required.
	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
HEADLAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair shorted headlamp low beam or high beam feed circuit if required.
	2. Ineffective headlamp switch.	2. Test and replace the headlamp switch if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING > MARKER LAMP

CONDITION	POSSIBLE CAUSES	CORRECTION
MARKER LAMP DOES NOT ILLUMINATE	1. Ineffective or missing bulb.	1. Test and replace bulb if required.
	2. Ineffective ground circuit.	2. Test and repair open ground circuit if required.
	3. Ineffective feed circuit.	3. Test and repair open feed circuit if required.
	5. Ineffective BCM inputs or outputs.	5. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
HEADLAMP DOES NOT EXTINGUISH	1. Ineffective feed circuit.	1. Test and repair shorted feed circuit if required.
	2. Ineffective headlamp switch.	2. Test and replace the headlamp switch if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.

DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - EXTERIOR LIGHTING >

TURN SIGNAL LAMPS

CONDITION	POSSIBLE CAUSES	CORRECTION
ONE TURN SIGNAL LAMP DOES NOT ILLUMINATE	1. Ineffective or missing bulb.	1. Test and replace turn signal bulb if required.
	2. Ineffective ground circuit.	2. Test and repair open ground circuit if required.
	3. Ineffective feed circuit.	3. Test and repair open right or left turn signal feed circuit if required.
	4. Ineffective BCM inputs or outputs.	4. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
ALL RIGHT SIDE OR ALL LEFT SIDE TURN SIGNAL LAMPS (OR BOTH SIDES) DO NOT FLASH	1. Ineffective feed circuit.	1. Test and repair open right or left turn signal feed circuit if required.
	2. Ineffective left (lighting) multi-function switch.	2. Test and replace left (lighting) multi-function switch (clockspring) if required.
	3. Ineffective BCM inputs or outputs.	3. Use a diagnostic scan tool to test the BCM inputs and outputs. Refer to the appropriate Diagnostic & Testing article.
ALL RIGHT SIDE OR ALL LEFT SIDE TURN SIGNALS FLASH TOO RAPIDLY (MORE THAN 100 FLASHES PER MINUTE)	1. Ineffective or missing bulb.	1. Test and replace turn signal bulb if required.
	2. Ineffective ground circuit.	2. Test and repair open bulb ground circuit if required.
	3. Ineffective feed circuit.	3. Test and repair open right or left turn signal feed circuit if required.
TURN SIGNALS DO NOT AUTOMATICALLY CANCEL	1. Ineffective cancel cam.	1. Inspect and replace the turn signal cancel cam (clockspring) if required.
	2. Ineffective cancel actuator.	2. Inspect and replace the turn signal cancel actuator (clockspring) if required.

UNIT, FRONT LAMP > STANDARD PROCEDURE > LAMP LENS DEFOGGING

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.

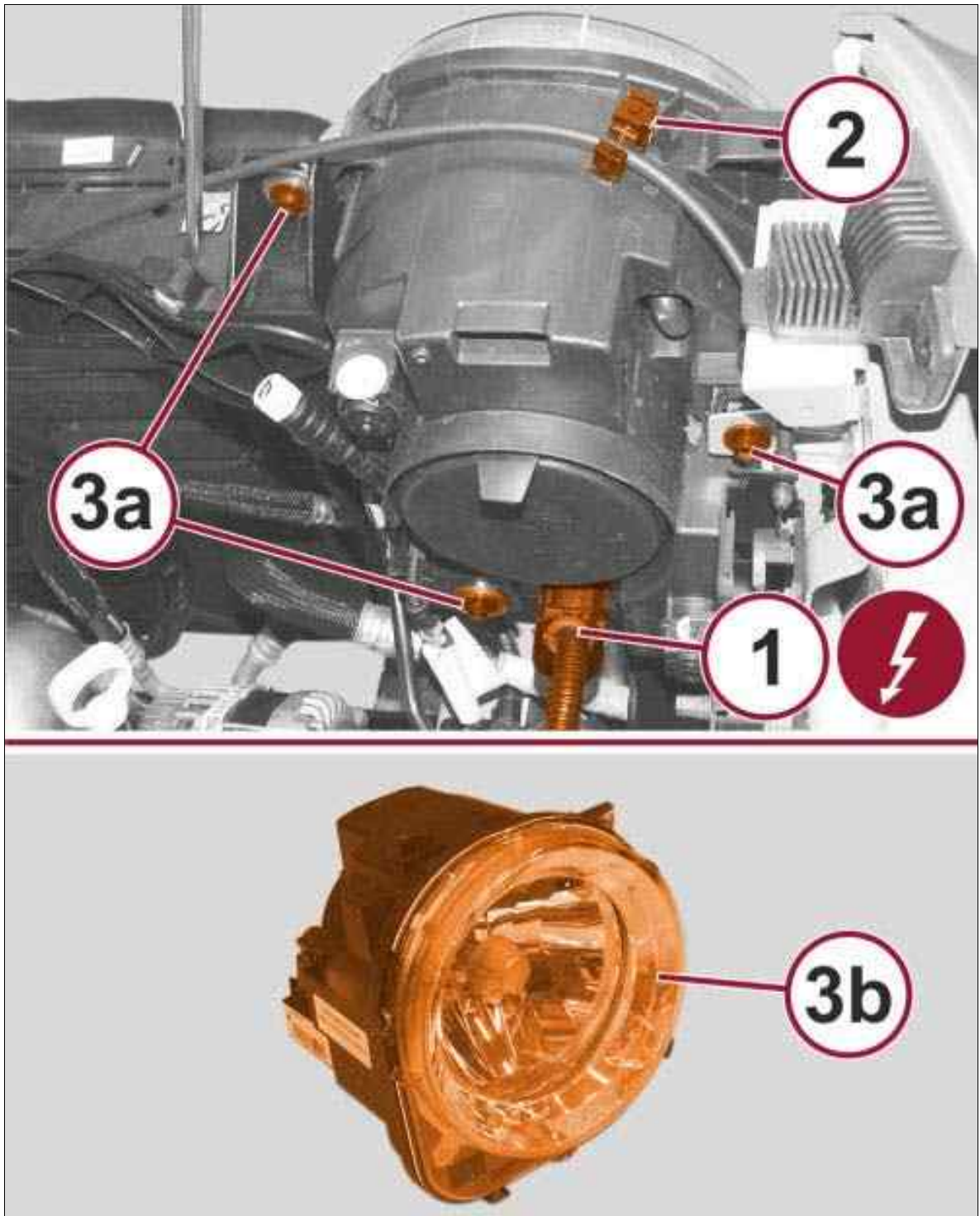
A lamp that exhibits condensation/fogging should be evaluated in a service bay environment by first drying all water from the outside surface of the lens and operating the lamp for 20 minutes. If the condensation/fogging has begun to clear from the lamp lens after 20 minutes with the lamps operating, 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.

UNIT, FRONT LAMP > REMOVAL AND INSTALLATION > FRONT LAMP UNIT > REMOVAL

1. Disconnect the negative battery cable.
2. Remove the front fascia. Refer to FASCIA, FRONT, REMOVAL AND INSTALLATION .

Fig 1: Front Lamp Unit



Courtesy of CHRYSLER GROUP, LLC

3. Disconnect the electrical connector (1).
4. Detach the cable from the clip (2).
5. Remove the screws (3a).
6. Remove the front lamp unit (3b).

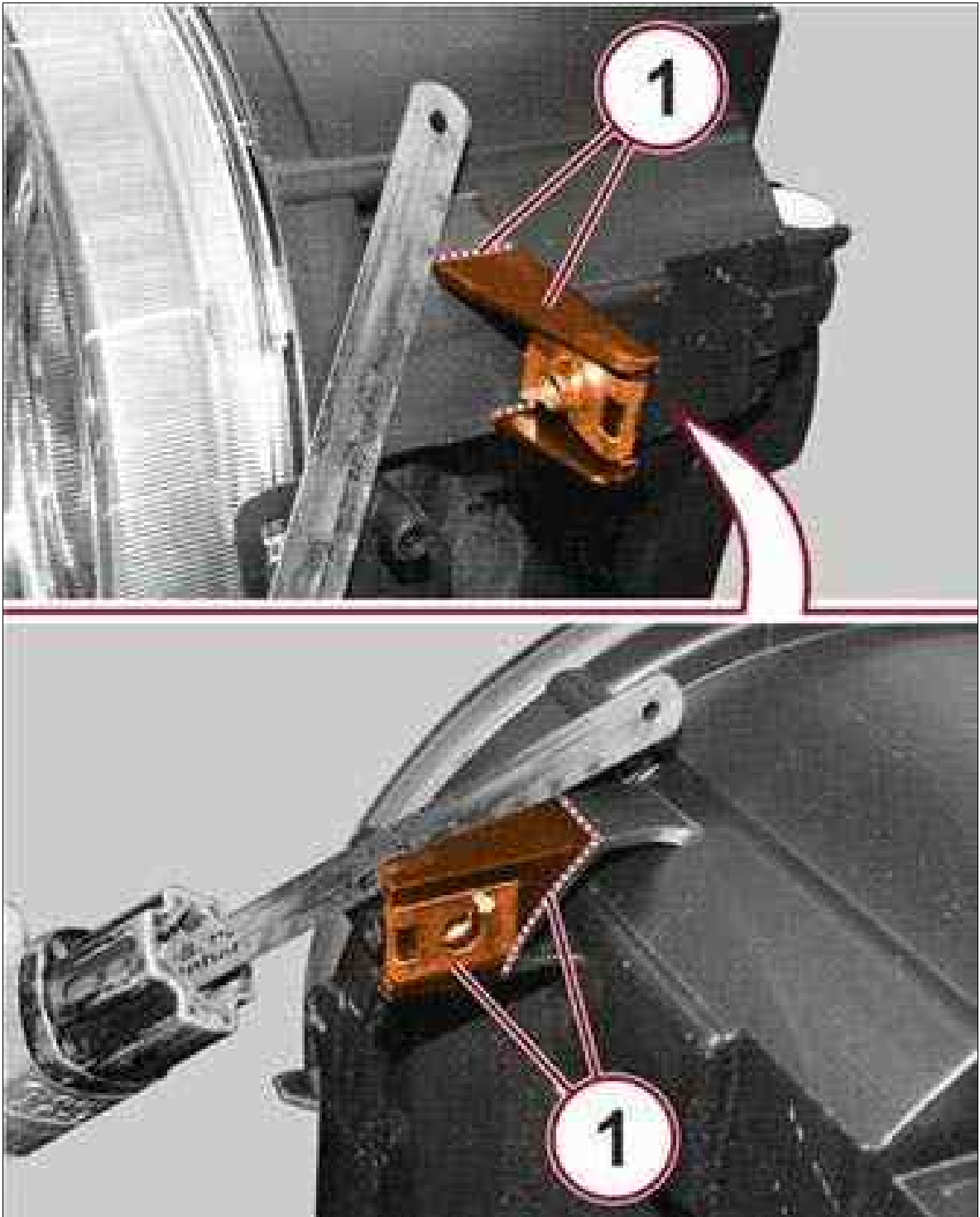
UNIT, FRONT LAMP > REMOVAL AND INSTALLATION > FRONT LAMP UNIT > INSTALLATION

1. Place the front lamp unit to the vehicle for installation.
2. Secure the front lamp unit to the vehicle using the provided screws from the removal.
3. Connect the cable back into the clip.
4. Connect the wiring harness connector to the back of the front lamp unit.
5. Install the front fascia. Refer to FASCIA, FRONT, REMOVAL AND INSTALLATION .
6. Connect the negative battery cable.

UNIT, FRONT LAMP > REMOVAL AND INSTALLATION > FRONT LAMP UNIT BRACKET > REMOVAL

1. Remove the appropriate side front lamp unit. Refer to UNIT, FRONT LAMP, REMOVAL AND INSTALLATION .

Fig 1: Front Lamp Unit Brackets



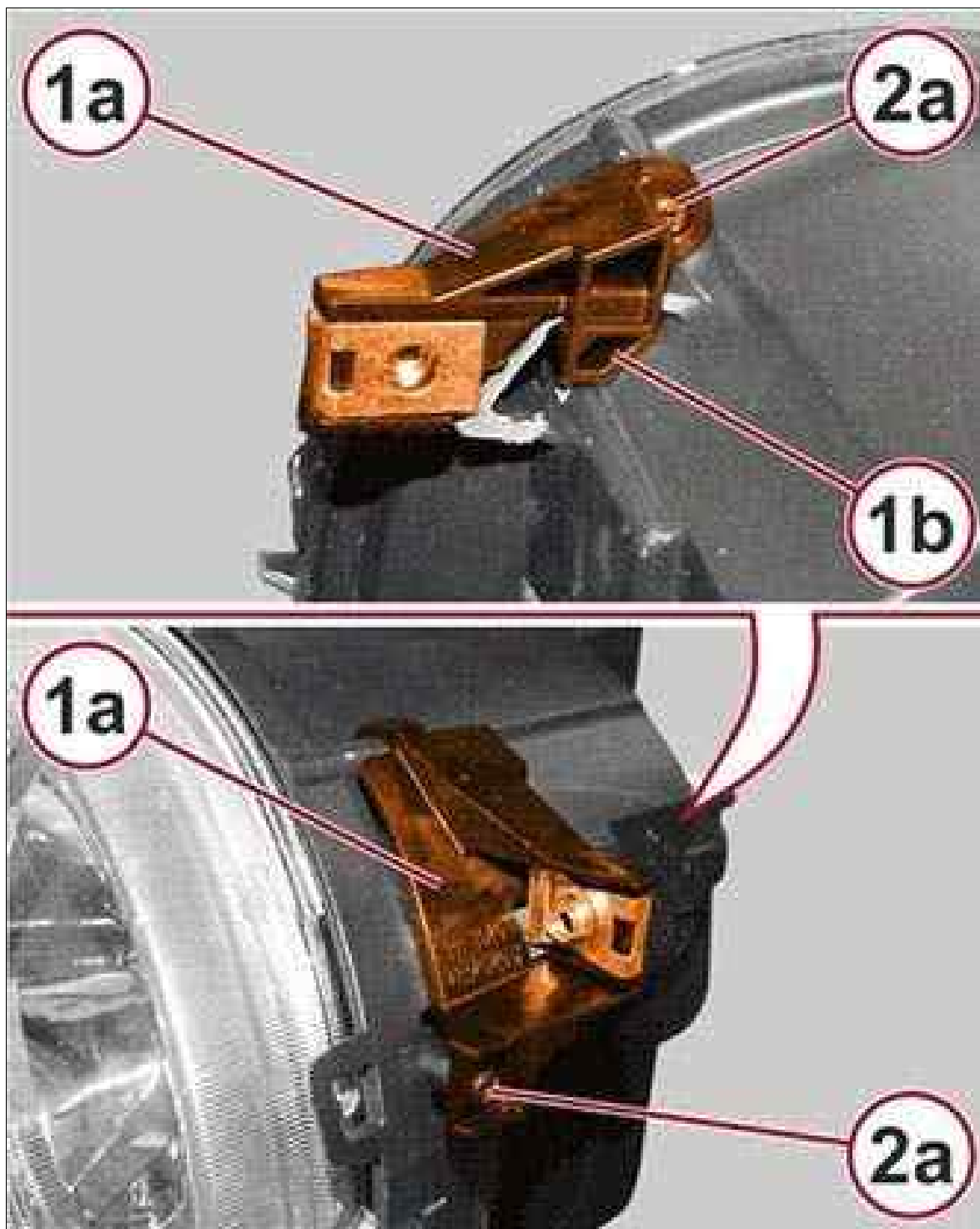
Courtesy of CHRYSLER GROUP, LLC

2. Use a saw to remove the damaged bracket along the lines (1) shown in the figure.

**UNIT, FRONT LAMP > REMOVAL AND INSTALLATION > FRONT LAMP UNIT
BRACKET > INSTALLATION**

1. Grind the remaining parts of the bracket to allow the new bracket to fit to the front lamp unit perfectly.

Fig 1: New Bracket, Reference Pin & Screws

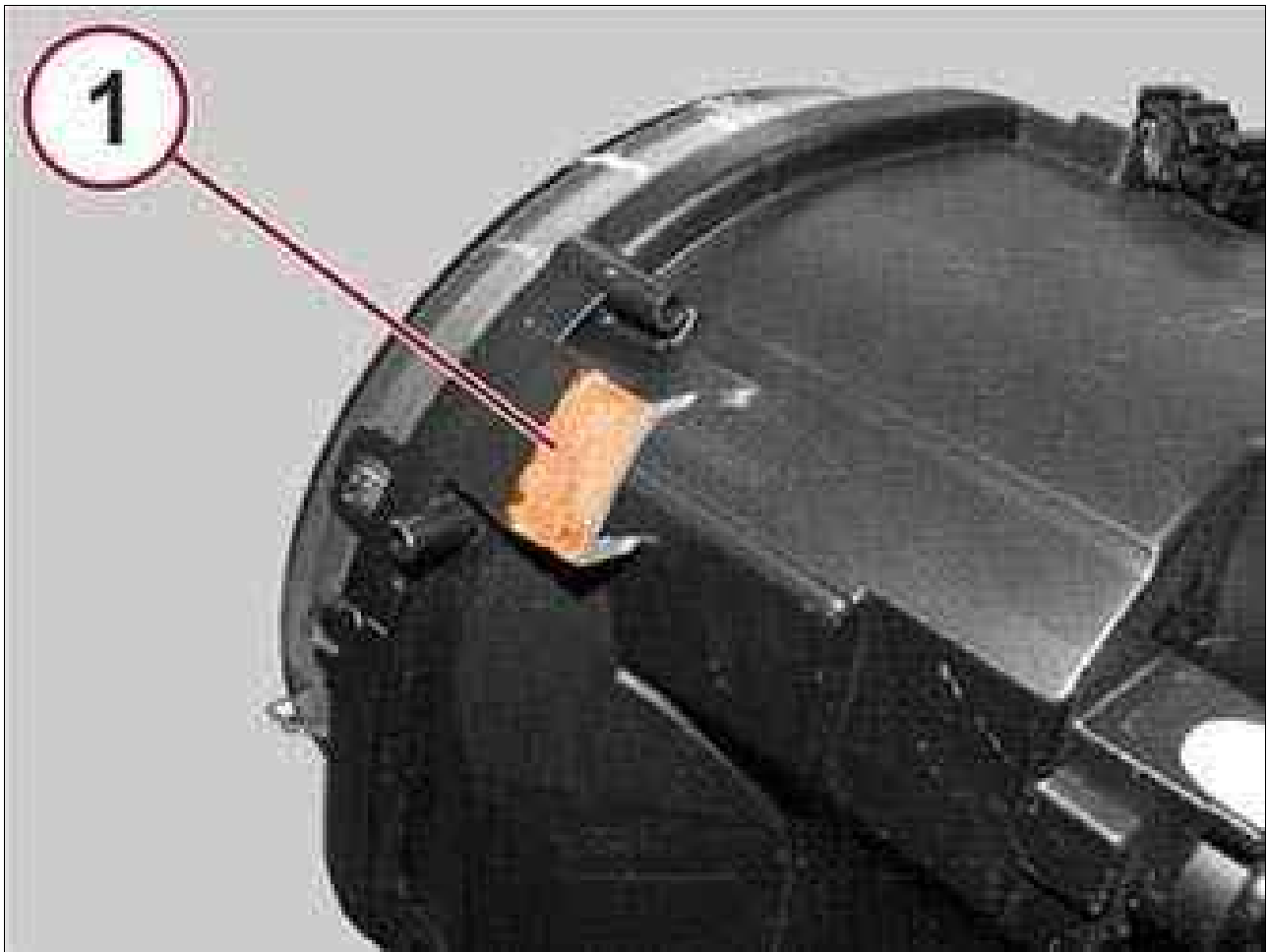


Courtesy of CHRYSLER GROUP, LLC

2. Position the new bracket (1a), fitting the reference pin (1b) in the relevant housing of the front lamp unit.
3. Install the screws (2a) and tighten them joining the bracket (1a) to the front lamp unit

4. Install the front lamp unit. Refer to UNIT, FRONT LAMP, REMOVAL AND INSTALLATION .

Fig 2: New Bracket Mounting Area

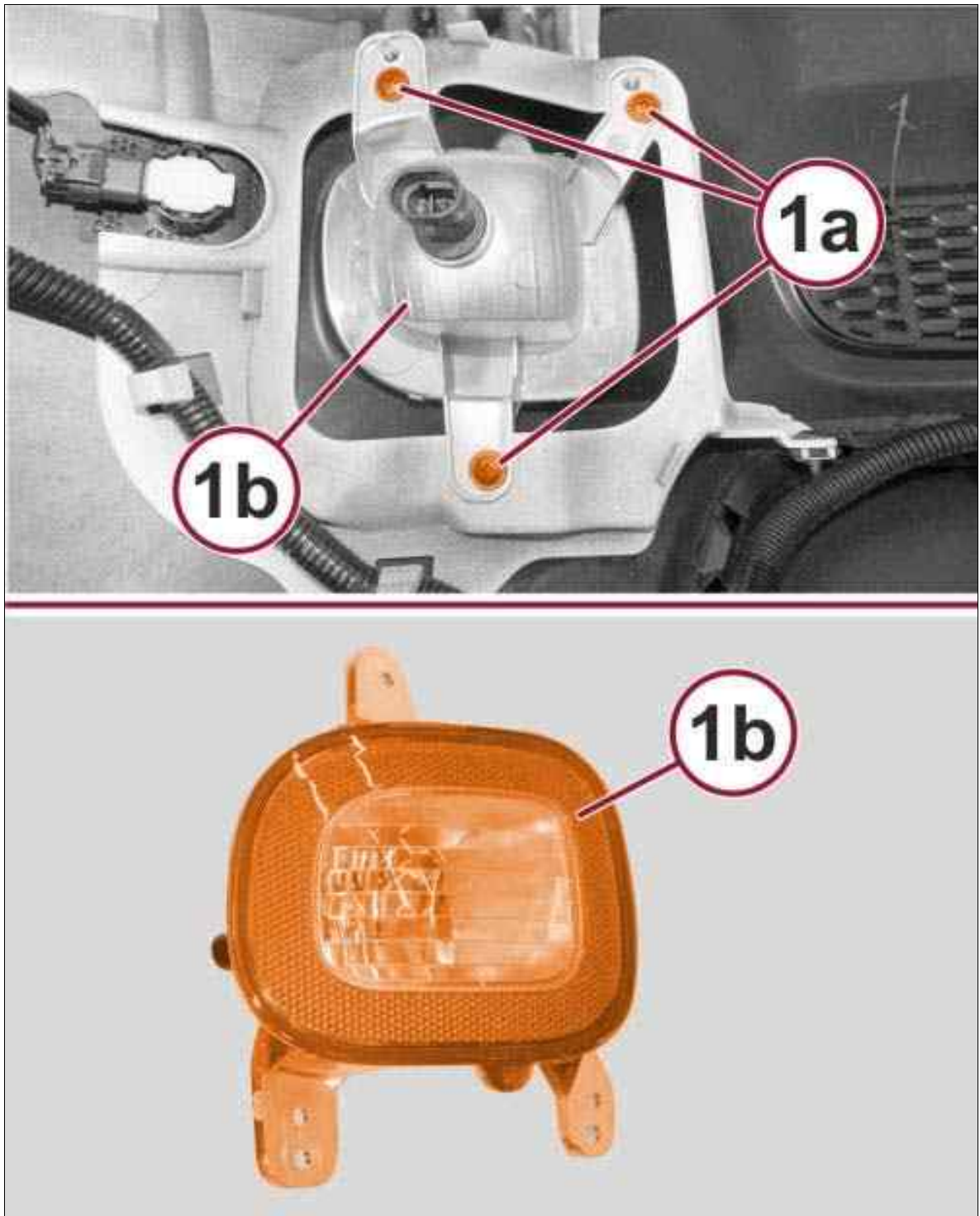


Courtesy of CHRYSLER GROUP, LLC

LAMP, BACKUP > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > BACKUP LAMP REMOVAL

1. Disconnect and isolate the negative battery cable.
2. Remove the rear fascia. Refer to FASCIA, REAR, REMOVAL AND INSTALLATION .

Fig 1: Back Up Lamp & Screws



Courtesy of CHRYSLER GROUP, LLC

3. Remove the screws (1a) and remove the backup lamp (1b).

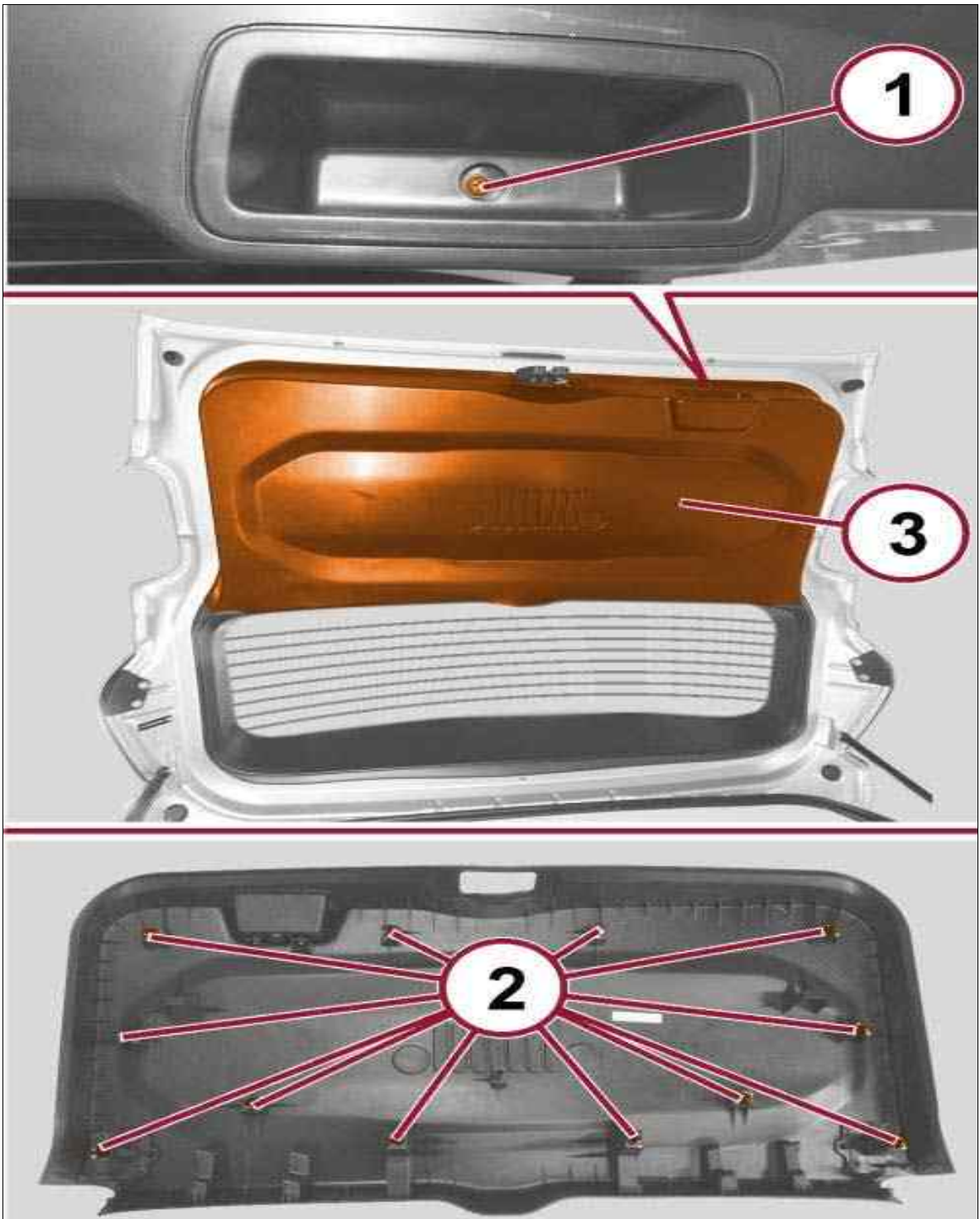
**LAMP, BACKUP > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION >
BACKUP LAMP INSTALLATION**

1. Check that the lamp is not damaged.
2. Put the lamp in place and tighten the screws.
3. Install the rear fascia. Refer to FASCIA, REAR, REMOVAL AND INSTALLATION .
4. Connect the negative battery cable.

LAMP, CENTER HIGH MOUNTED STOP > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Disconnect and isolate the negative battery cable.

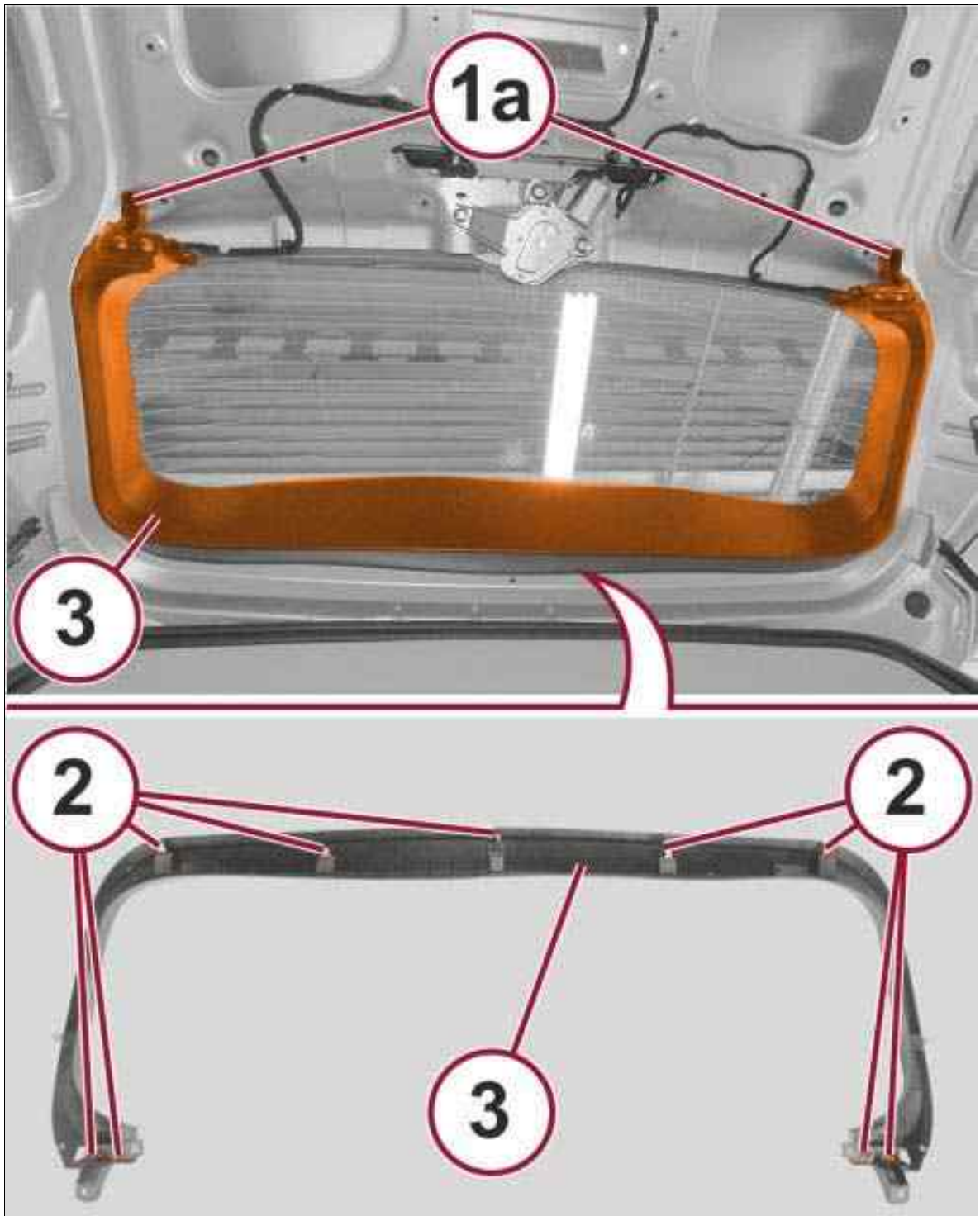
Fig 1: Tailgate Trim Panel & Fasteners



Courtesy of CHRYSLER GROUP, LLC

2. Remove the screw (1).
3. Using special tool, remove the retainers (2) securing the tailgate trim panel.
4. Remove the tailgate trim panel (3).

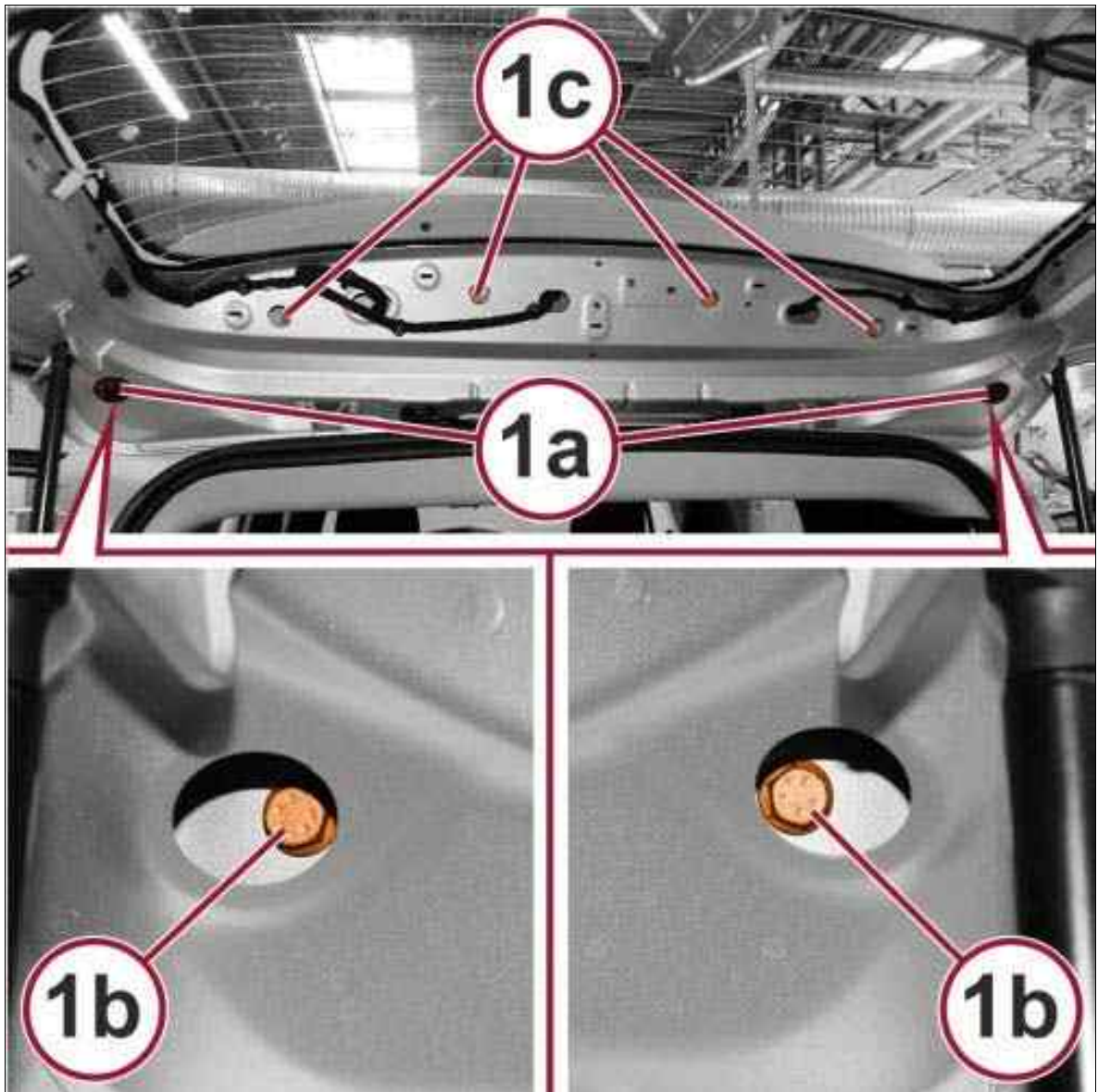
Fig 2: Upper Tailgate Trim Panel & Fasteners



Courtesy of CHRYSLER GROUP, LLC

5. Remove the screws (1a).
6. Using special tool, remove the retainers (2) securing the upper tailgate trim panel.
7. Remove the upper tailgate trim panel (3).

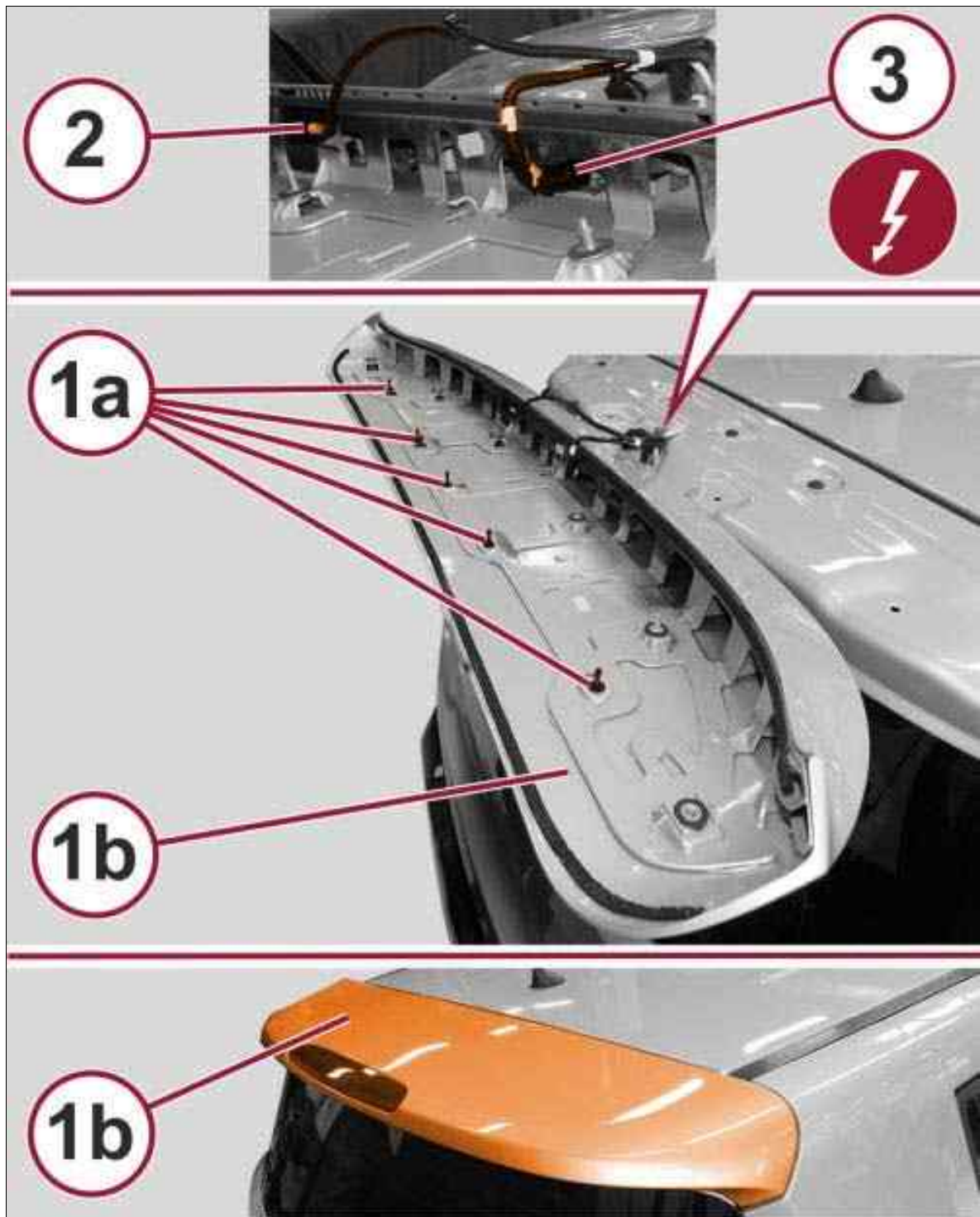
Fig 3: Caps & Fasteners



Courtesy of CHRYSLER GROUP, LLC

8. Remove the caps (1a).
9. Remove the screws (1b) and the nuts (1c).

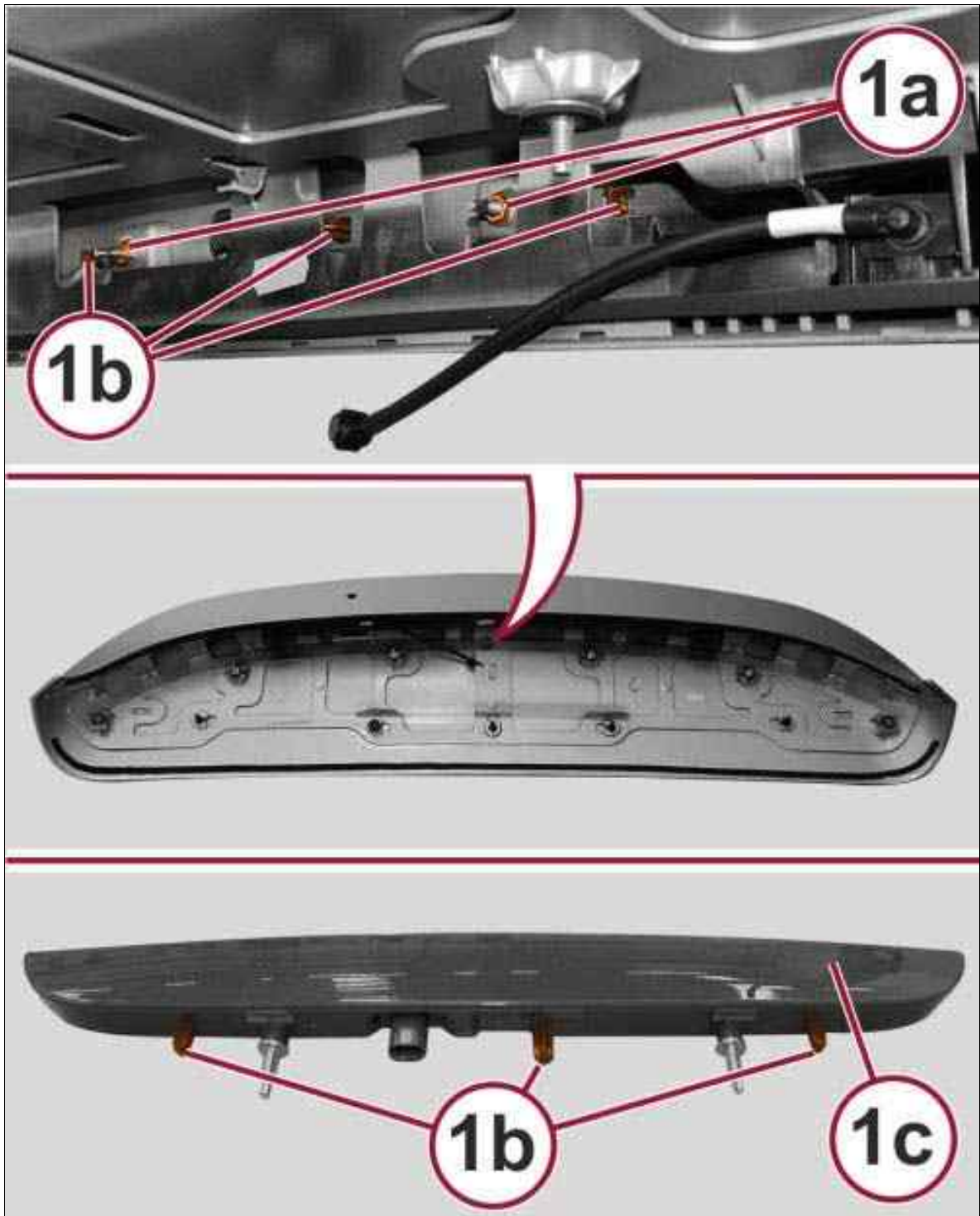
Fig 4: Rear Spoiler, Electrical Connector, Washer Hose, Washer Jet & Retainers



Courtesy of CHRYSLER GROUP, LLC

10. Using special tool, remove the retainers (1a) and flip the rear spoiler.
11. Disconnect the washer hose from the rear windshield washer jet (2).
12. Disconnect the electrical connection (3).
13. Remove the rear spoiler (1b).

Fig 5: Rear Spoiler, Third Brake Light & Fasteners



Courtesy of CHRYSLER GROUP, LLC

14. Working on the rear spoiler, remove the mounting nuts (1a), retainers (1b) and the third brake light (1c) (CHMSL).

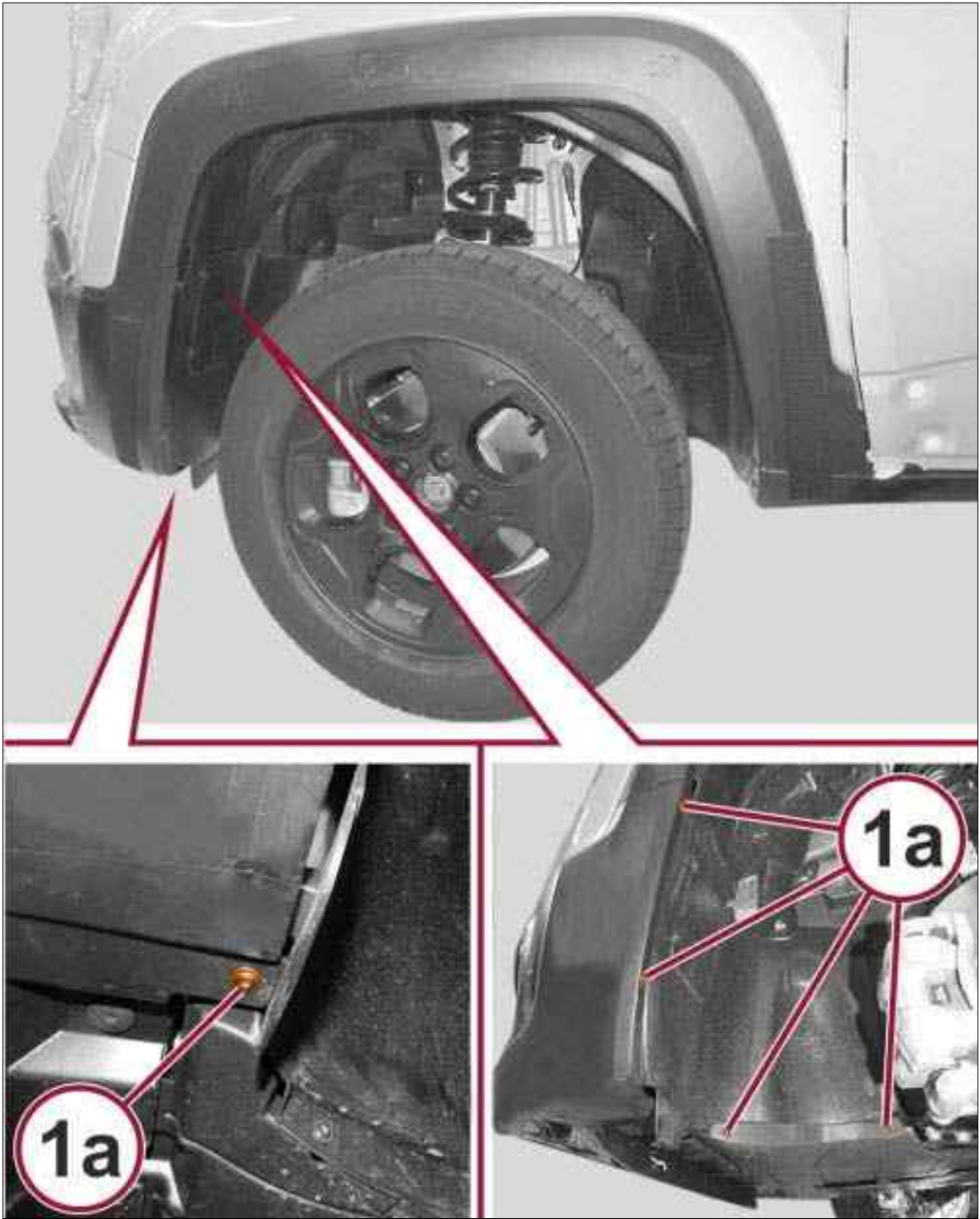
**LAMP, CENTER HIGH MOUNTED STOP > REMOVAL AND INSTALLATION >
REMOVAL AND INSTALLATION > INSTALLATION - CHMSL**

1. Ensure that the CHMSL is not damaged.
2. Place the CHMSL to the spoiler, engage the retainers and tighten the mounting nuts.
3. Connect the washer fluid hose to the rear spoiler.
4. Connect the electrical connections to the spoiler.
5. Position the rear spoiler for installation.
6. Install the upper tailgate trim panel.
7. install the lower tailgate trim panel.
8. Connect the negative battery cable.

LAMP, FOG > REMOVAL AND INSTALLATION > FRONT FOG LAMP > FRONT FOG LAMP REMOVAL

1. Disconnect and isolate the negative battery cable.
2. Turn the steering wheel to the left.

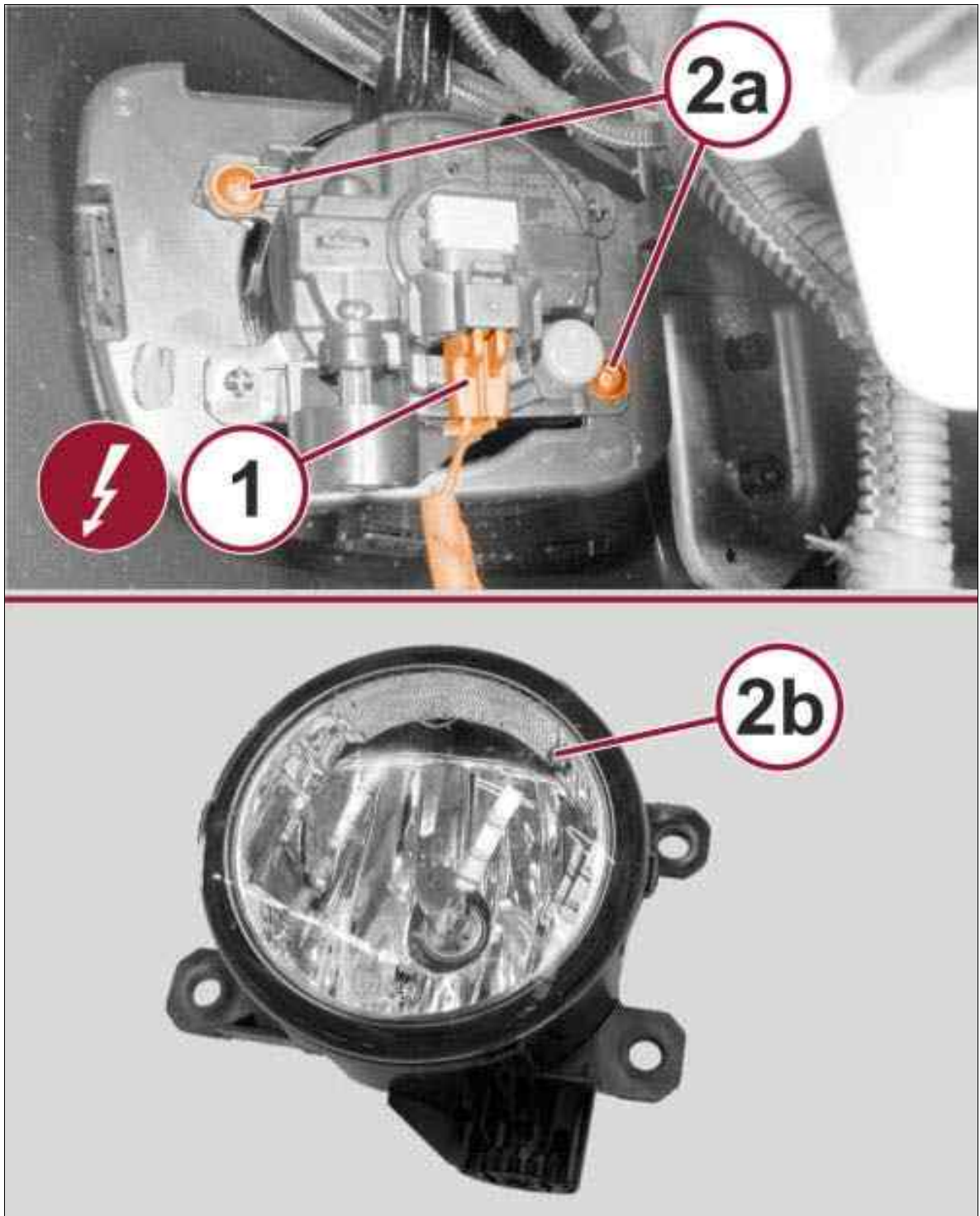
Fig 1: Splash Shield & Screws



Courtesy of CHRYSLER GROUP, LLC

3. Remove the screws (1a) and pull back the splash shield to gain access to the front fog lamp assembly.

Fig 2: Fog Lamp, Electrical Connector & Screws



Courtesy of CHRYSLER GROUP, LLC

4. Disconnect the electrical connector (1).
5. Remove the screws (2a) securing the fog lamp.
6. Remove the fog lamp (2b).

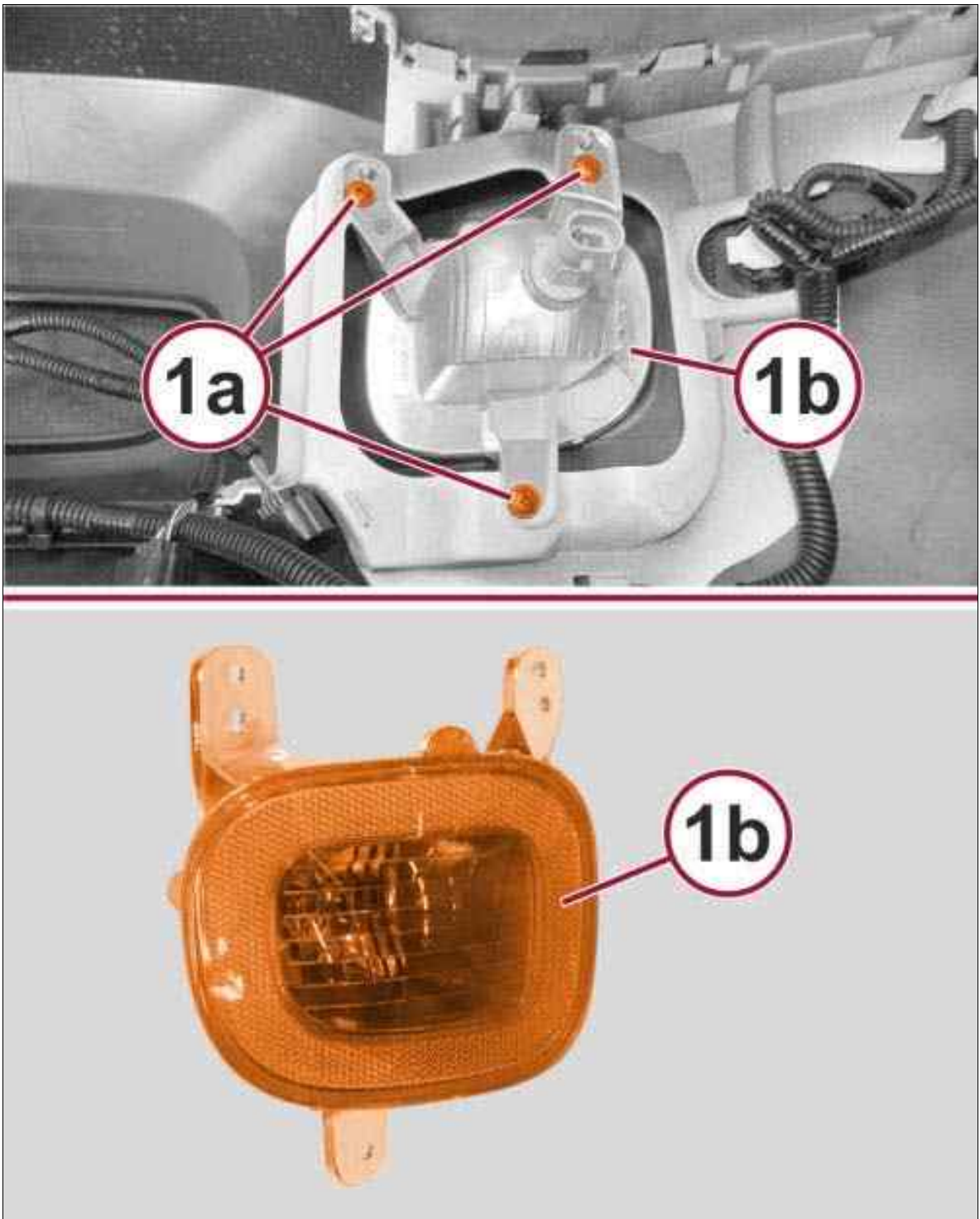
LAMP, FOG > REMOVAL AND INSTALLATION > FRONT FOG LAMP > FRONT FOG LAMP INSTALLATION

1. Properly position the fog lamp for installation.
2. Secure the fog lamp using the screws provided from the removal process.
3. Connect the wiring harness connector to the back of the fog lamp assembly.
4. Position the wheel splash shield and secure using the screws provided from the removal process.
5. Connect the negative battery cable.

LAMP, FOG > REMOVAL AND INSTALLATION > REAR FOG LAMP > REAR FOG LAMP REMOVAL

1. Disconnect and isolate the negative battery cable.
2. Remove the rear fascia. Refer to FASCIA, REAR, REMOVAL AND INSTALLATION .

Fig 1: Fog Lamp & Screws



Courtesy of CHRYSLER GROUP, LLC

3. Disconnect the wiring harness connector from the back of the fog lamp (1b).
4. Remove the screws (1a) securing the fog lamp.
5. Remove the fog lamp.

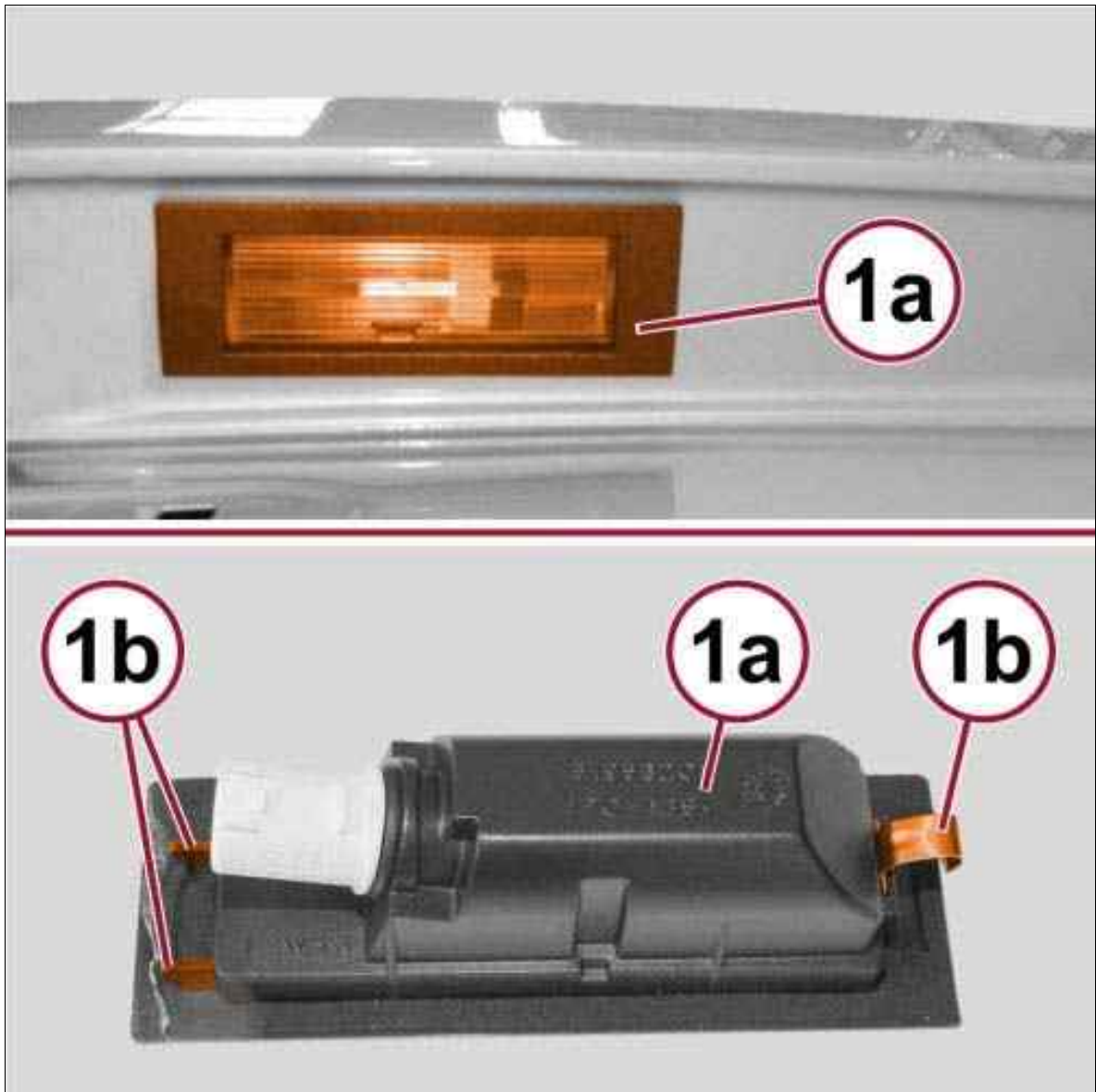
LAMP, FOG > REMOVAL AND INSTALLATION > REAR FOG LAMP > REAR FOG LAMP INSTALLATION

1. Properly position the fog lamp for installation.
2. Secure the fog lamp using the screws provided from the removal process.
3. Connect the wiring harness connector to the back of the fog lamp assembly.
4. Install the rear fascia. Refer to FASCIA, REAR, REMOVAL AND INSTALLATION .
5. Connect the negative battery cable.

LAMP, LICENSE PLATE > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Disconnect and isolate the negative battery cable.

Fig 1: License Plate Lamp & Retainers



Courtesy of CHRYSLER GROUP, LLC

2. Using a special tool, remove the license plate lamp (1a) by disengaging the retainers (1b).
3. Disconnect the wiring harness connector to the license plate lamp.

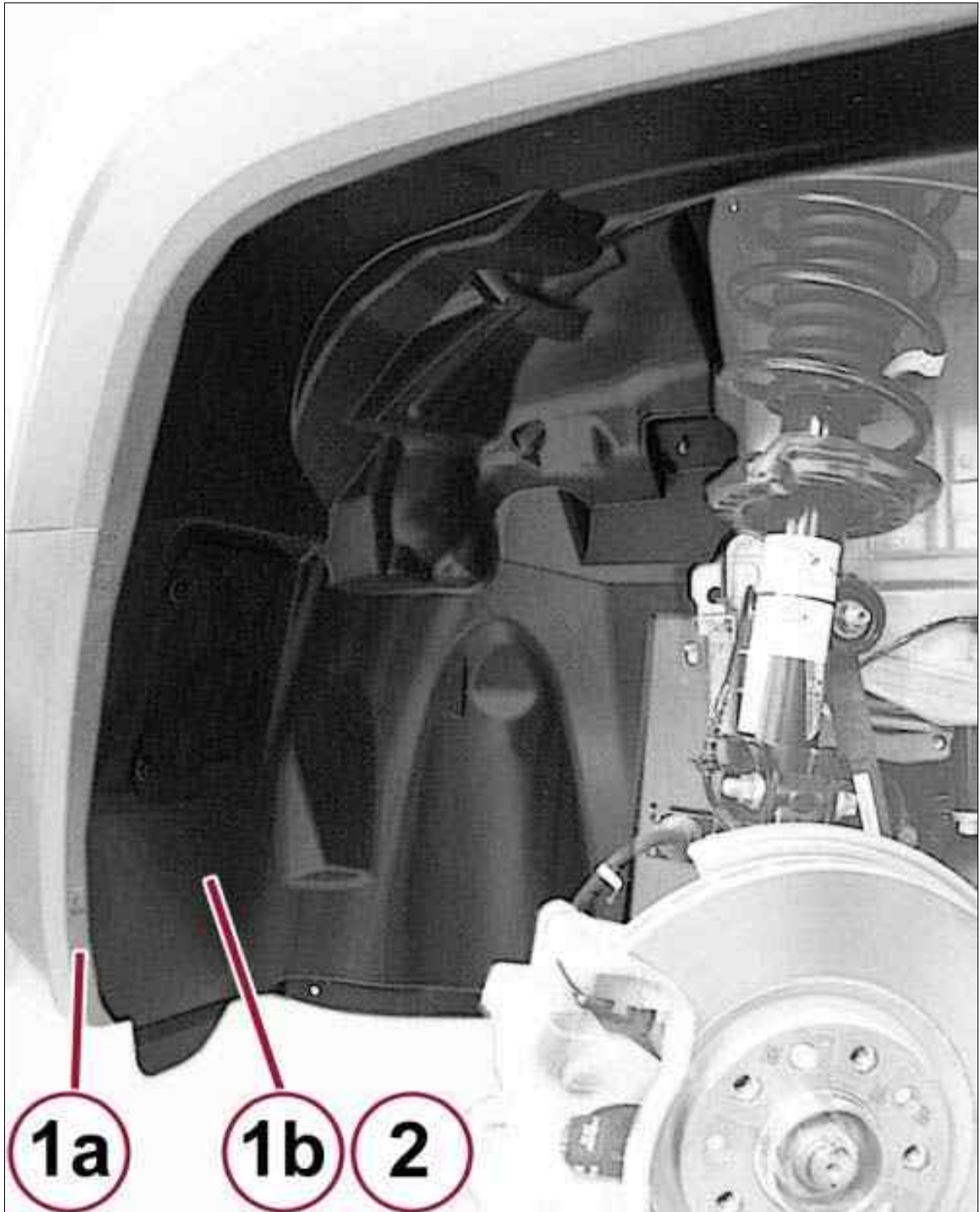
LAMP, LICENSE PLATE > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > LICENSE PLATE LAMP - INSTALLATION

1. Connect the wiring harness connector the license plate lamp.
2. Snap the licence plate lamp into the proper installed position.
3. Connect the negative battery cable.

LAMP, PARK AND TURN SIGNAL > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Disconnect and isolate the negative battery cable.
2. Remove the appropriate front wheel.

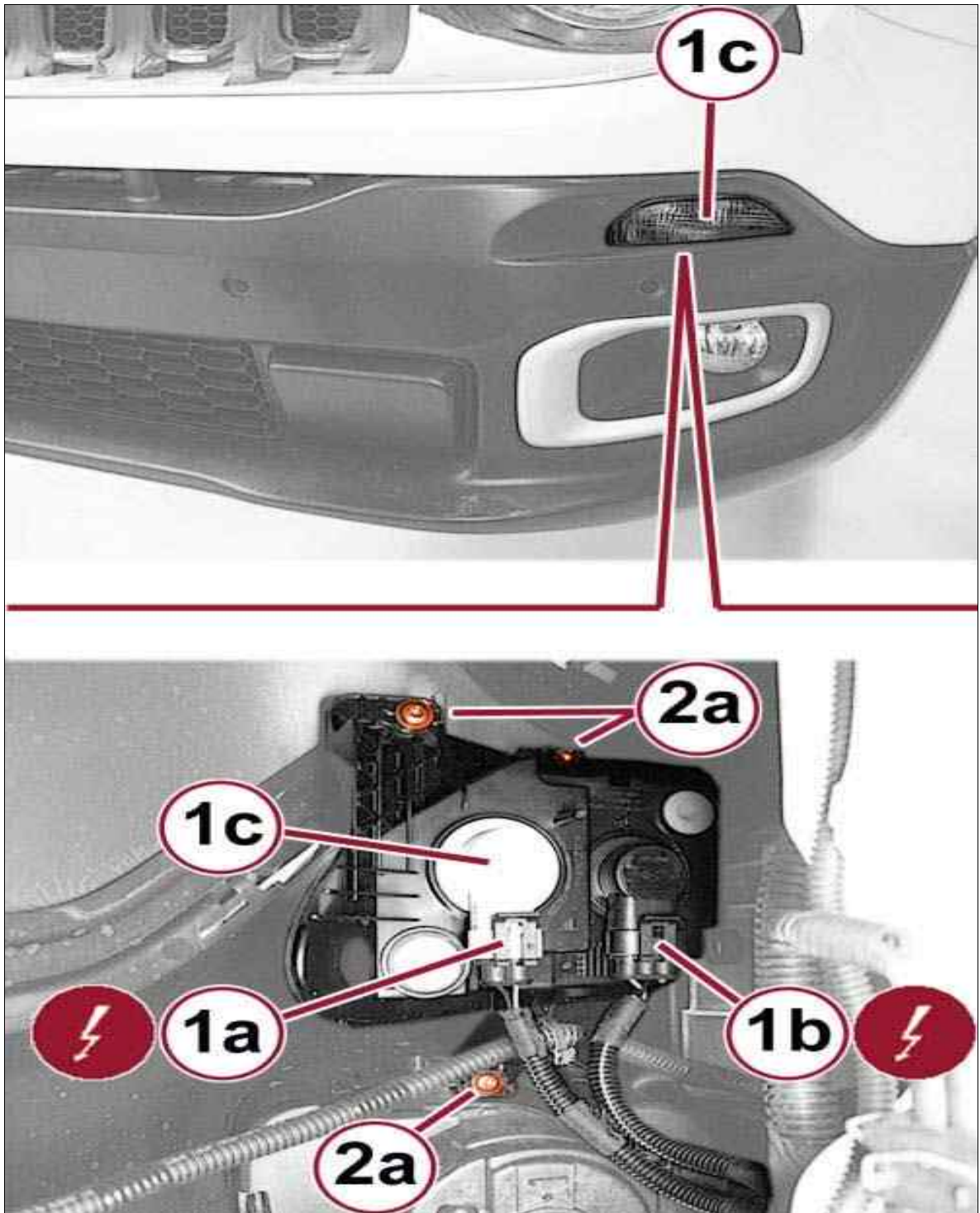
Fig 1: Splash Shield & Screws



Courtesy of CHRYSLER GROUP, LLC

3. Remove the various screws (1a) securing the front part (1b) of the splash shield to the vehicle.
4. Pull back on the shield to gain access to the turn signal lamp assembly.

Fig 2: Turn Signal Lamp, Electrical Connectors & Screws



Courtesy of CHRYSLER GROUP, LLC

5. Working from within the front fascia, disconnect the electrical connectors (1a, 1b) from the turn signal lamp (1c).
6. Remove the screws (2a) and remove the turn signal lamp (1c).

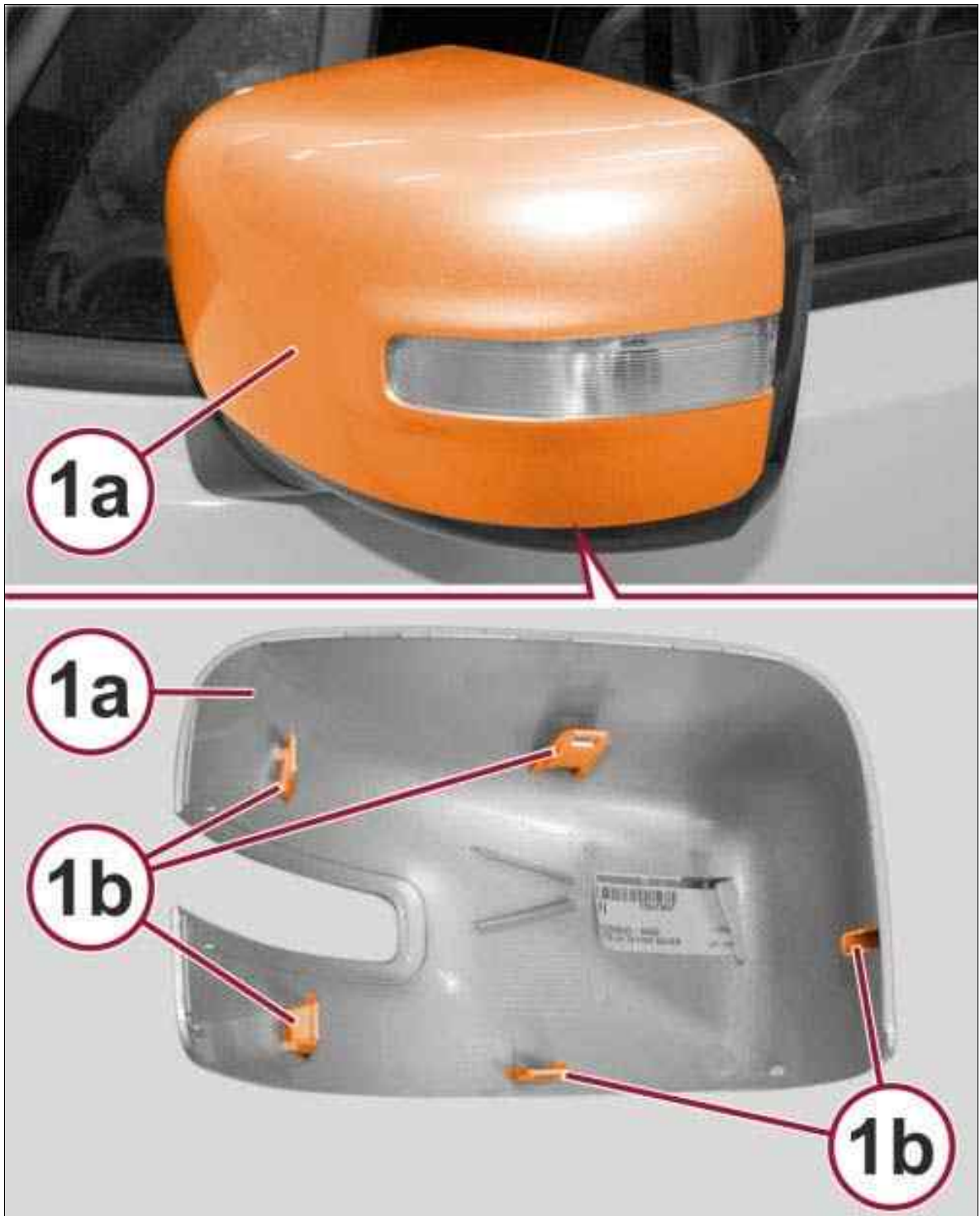
LAMP, PARK AND TURN SIGNAL > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > TURN SIGNAL LAMP INSTALLATION

1. Check that the turn signal lamp is not damaged.
2. Position and install the turn signal lamp to the vehicle.
3. Connect the electrical connections to the back of the turn signal lamp assembly.
4. Install and tighten the appropriate front wheel splash shield.
5. Install the appropriate front wheel to the vehicle.
6. Connect the negative battery cable to the battery.

LAMP, MIRROR > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > MIRROR SIGNAL LAMP REMOVAL

1. Disconnect and isolate the negative battery cable.

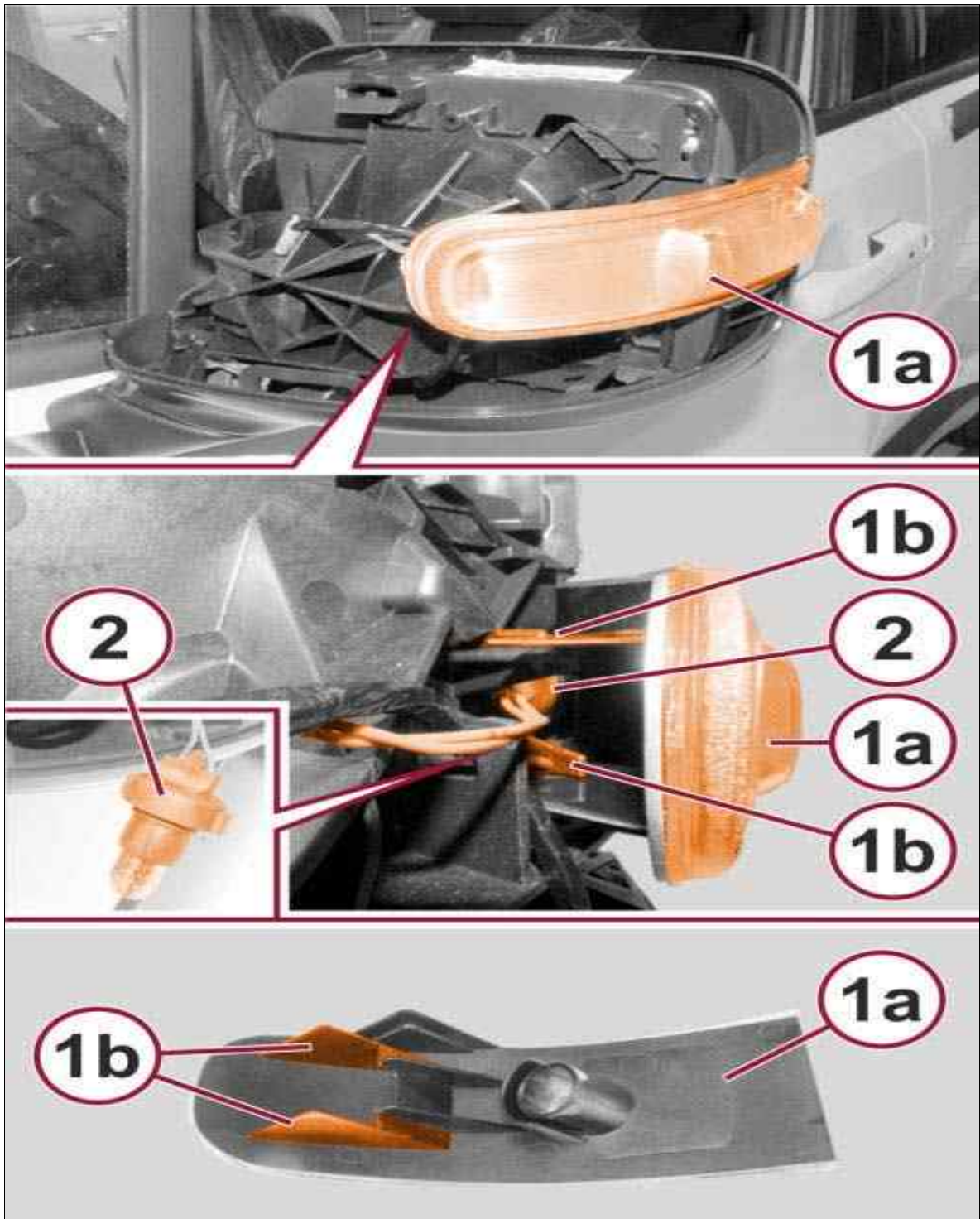
Fig 1: Exterior Mirror, Tabs & Retainers



Courtesy of CHRYSLER GROUP, LLC

2. Remove the exterior mirror (1a) with a special tool, disengaging the tabs (1b) by retainers (1c).

Fig 2: Side Repeater & Retaining Clips



Courtesy of CHRYSLER GROUP, LLC

3. Remove the side repeater (1a) releasing the retaining clips (1b).
4. Pry off the lamp holder.
5. Remove the side repeater bulb to be replaced as needed.

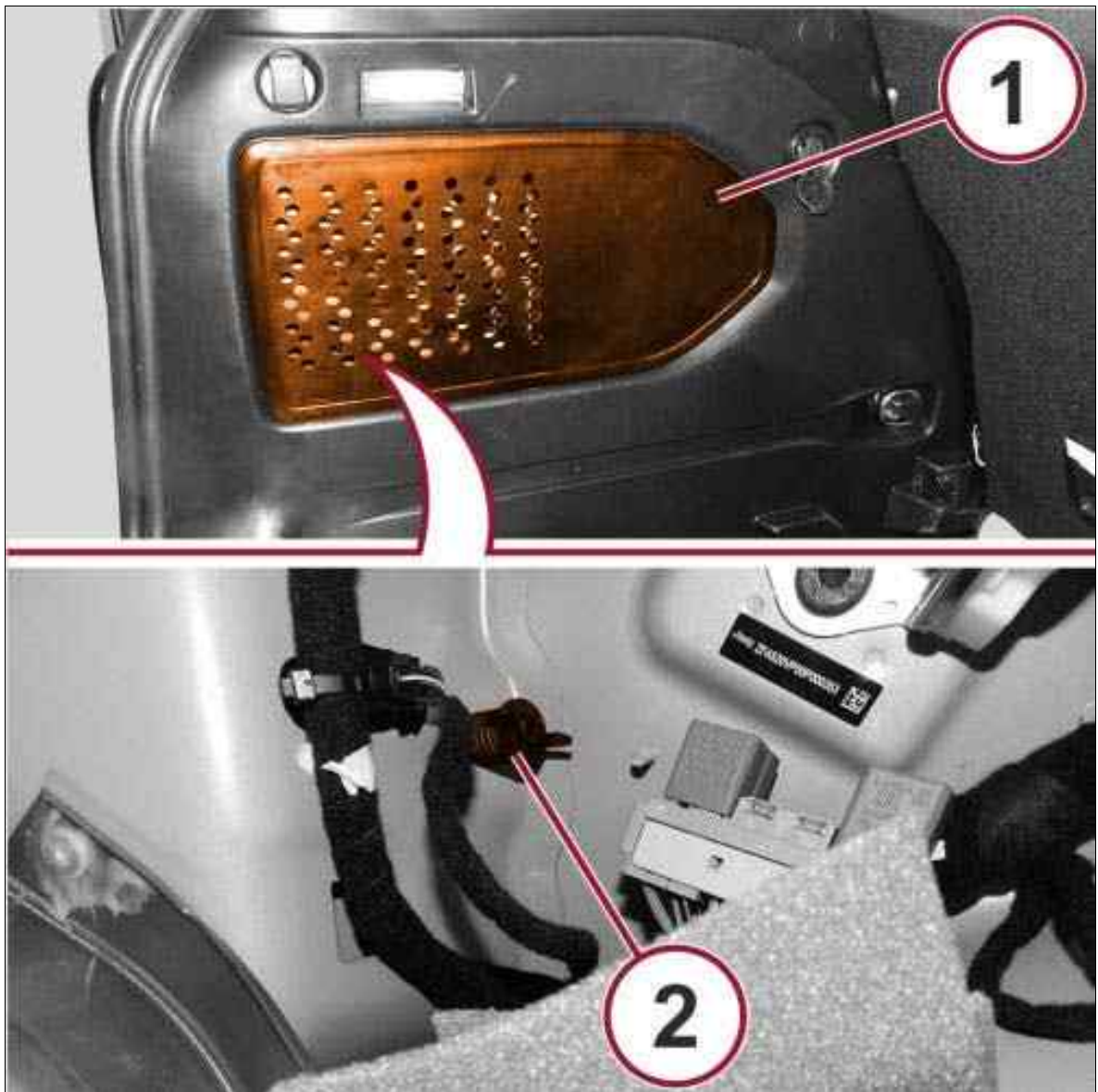
LAMP, MIRROR > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > INSTALLATION

1. Check that the side repeater is not damaged.
2. Install the bulb socket to the lamp.
3. Install the lamp aligned to the retaining clips.
4. Install the exterior mirror cover.

LAMP, TAIL > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

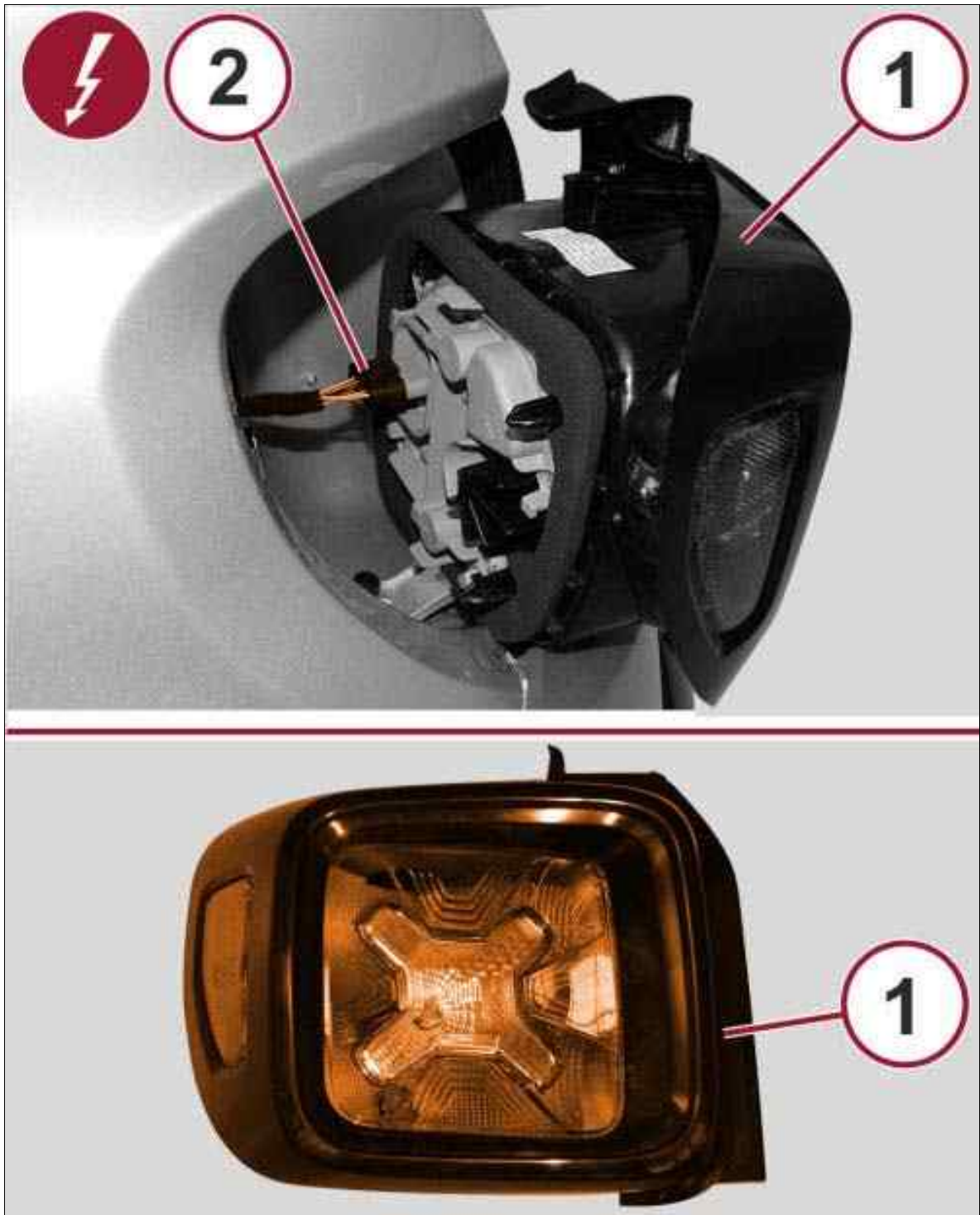
1. Disconnect the negative battery cable.

Fig 1: Inner Cover & Tail Lamp Screw



2. Remove the inner cover (1).
3. Remove the inner tail lamp screw (2).

Fig 2: Tail Lamp & Wiring Connector



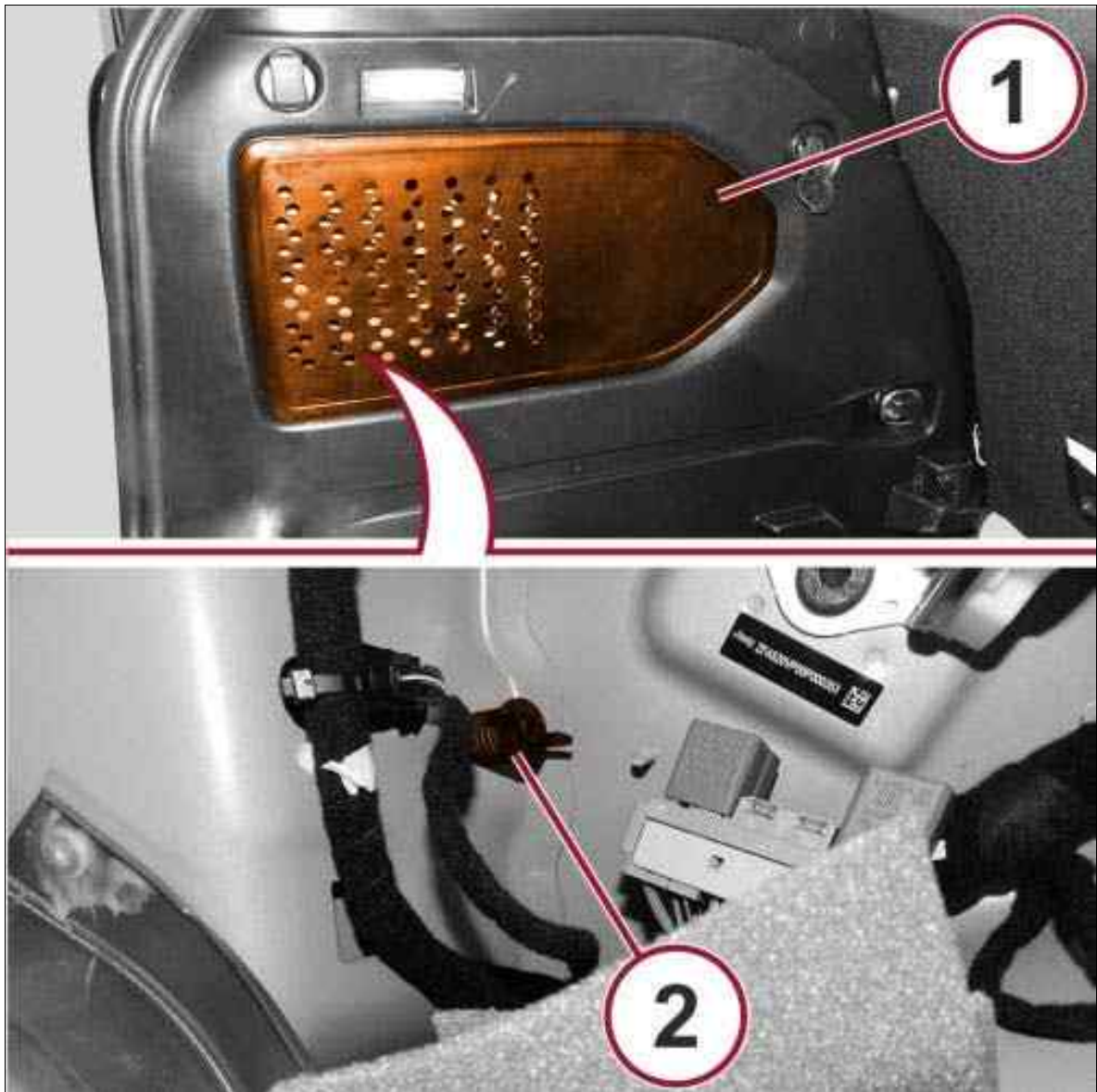
Courtesy of CHRYSLER GROUP, LLC

4. Pull the tail lamp (1) from the outboard side so access and disconnect the wiring harness connector (2).
5. Remove the tail lamp from the vehicle.

LAMP, TAIL > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > INSTALLATION

1. Position the tail lamp (1) to the body for installation.
2. Connect the electrical connector (2) to the back of the tail lamp and then seat the lamp to the body.

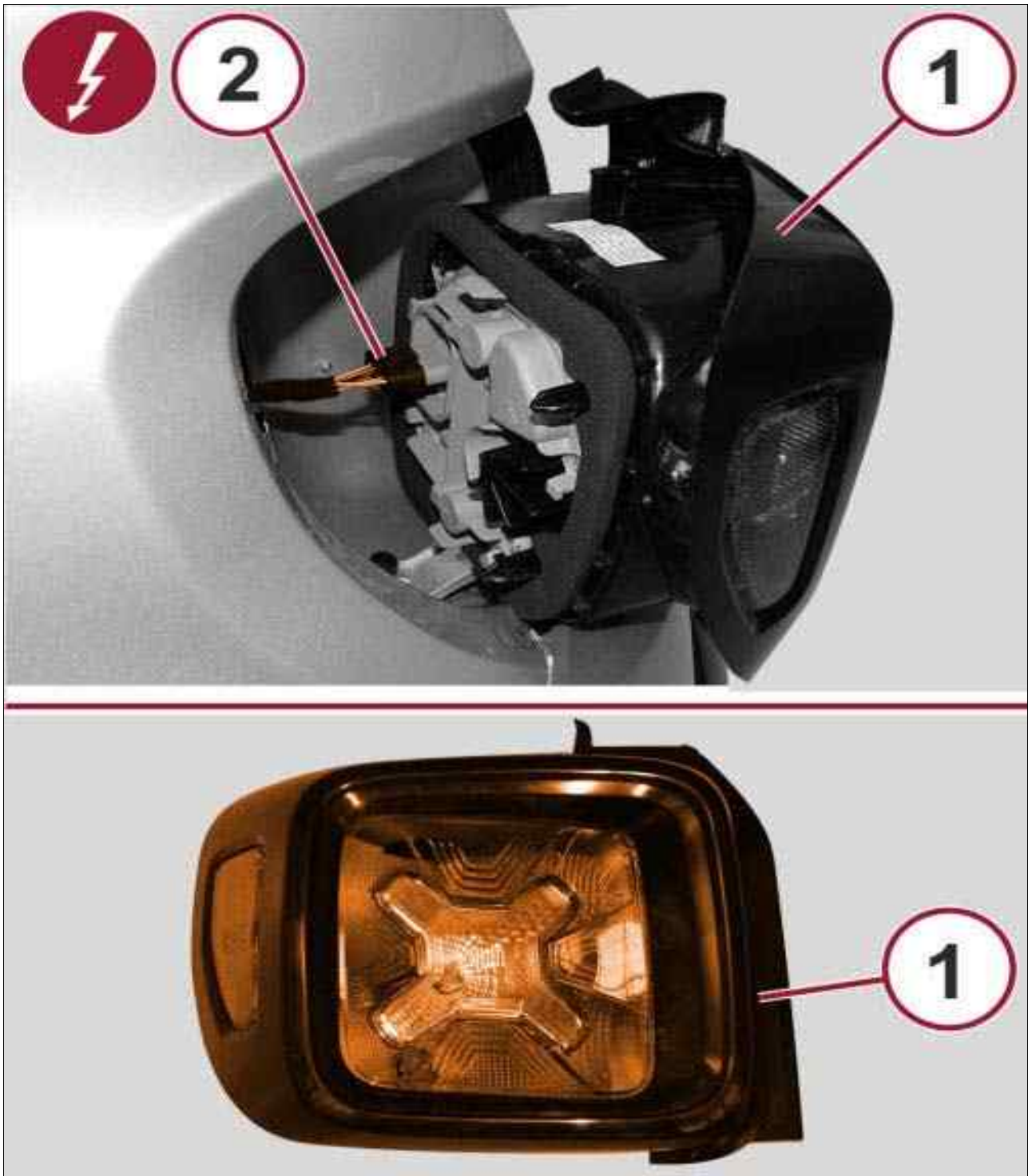
Fig 1: Inner Cover & Tail Lamp Screw



Courtesy of CHRYSLER GROUP, LLC

3. Install and tighten the tail lamp assembly retaining screw (2).
4. Install the access panel cover (1).
5. Connect the negative battery cable.

Fig 2: Tail Lamp & Wiring Connector

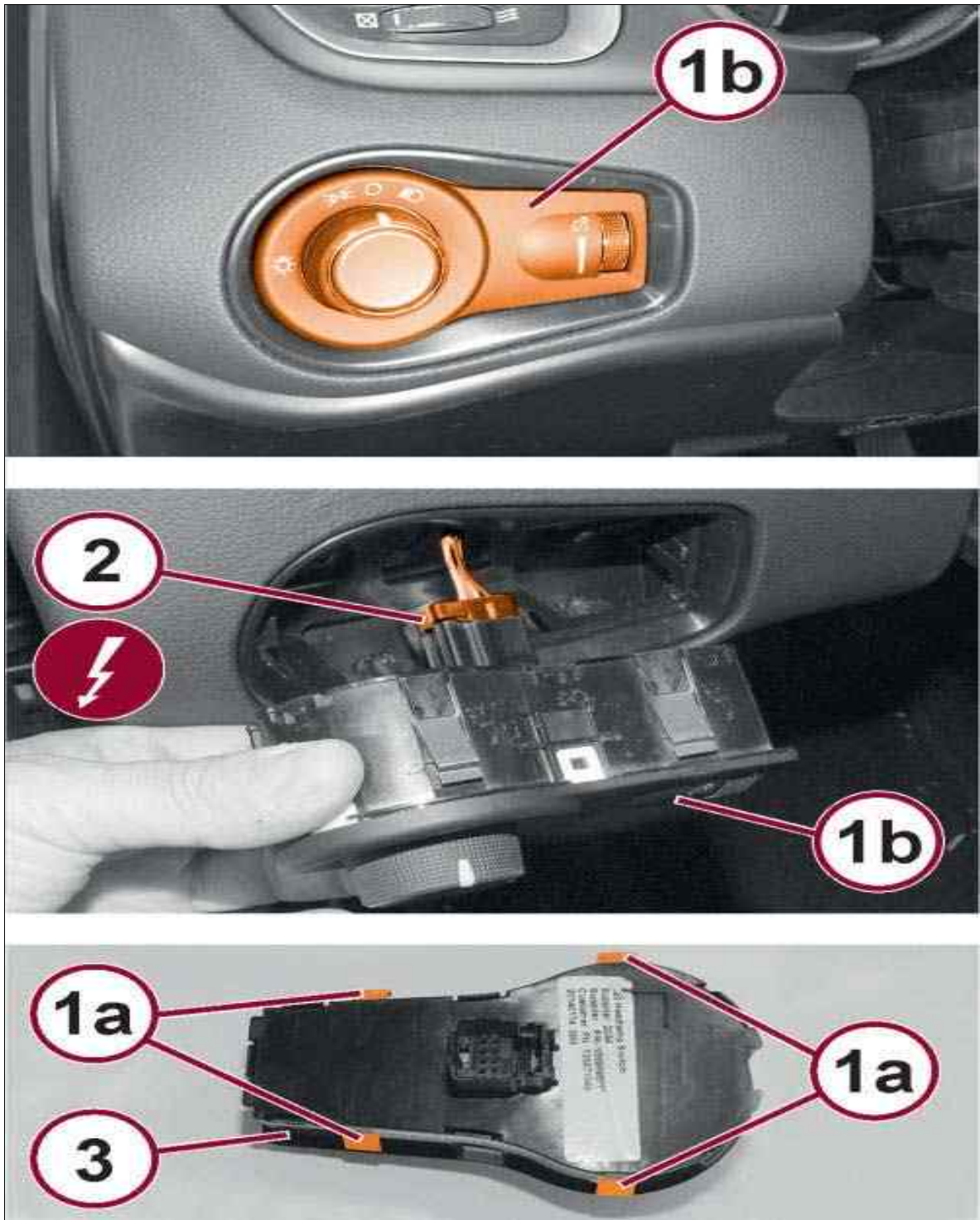


Courtesy of CHRYSLER GROUP, LLC

**SWITCH, HEADLAMP > REMOVAL AND INSTALLATION > REMOVAL AND
INSTALLATION > HEADLAMP SWITCH REMOVAL**

1. Disconnect the negative battery cable.

Fig 1: Remove/Install Headlamp Switch Removal



Courtesy of CHRYSLER GROUP, LLC

2. Using the appropriate tool, remove the switch (1b) by depressing the retaining clips (1a).
3. Disconnect the wiring connector from the switch assembly.

SWITCH, HEADLAMP > REMOVAL AND INSTALLATION > REMOVAL AND

INSTALLATION > HEADLAMP SWITCH INSTALLATION

1. Check that the switch is not damaged.
2. Connect the wiring harness connector to the back of the headlamp switch.
3. Position the switch the dashboard opening and push inward until the retaining clips are snapped in place.
4. Connect the negative battery cable.

SWITCH, MULTIFUNCTION > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION



NOTE:

The clockspring and stalk unit for this vehicle includes the right (wiper) multifunction switch, the left (lighting) multifunction switch and the clockspring. The two multifunction switches and the clockspring are inseparable from the clockspring and stalk unit and are serviced only as a unit. If any function or feature of either multifunction switch or the clockspring is ineffective or damaged, or if the Driver AirBag (DAB) has been deployed, the entire clockspring and stalk unit must be replaced with a new unit.

SWITCH, STOP LAMP > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL



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.



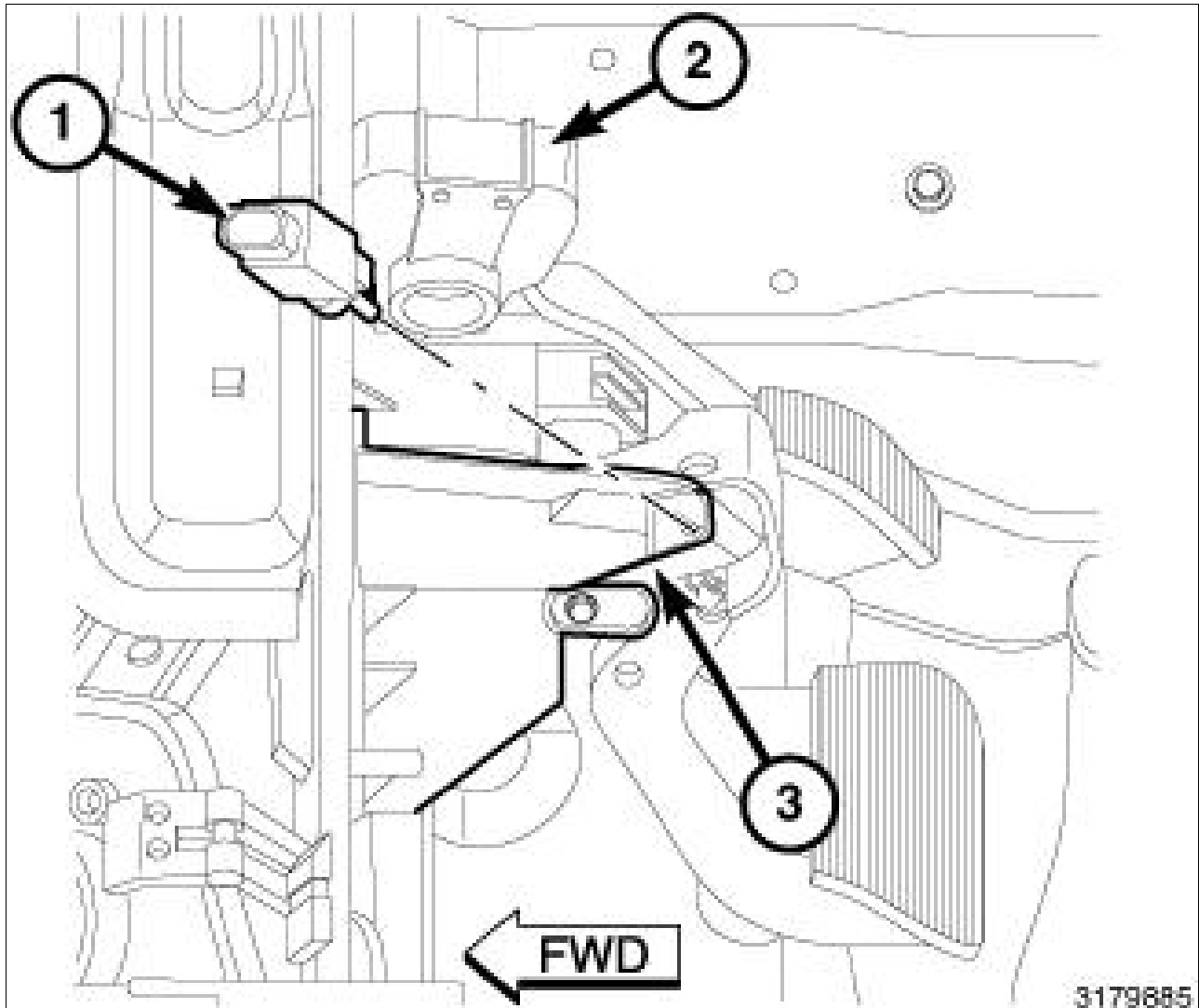
CAUTION:

Never remove or install the brake lamp switch while the brake pedal arm is disassembled from the brake booster push rod.

⚠ CAUTION:

Do not depress, lift or move the brake pedal during brake lamp switch removal to avoid switch damage. Do not depress, lift or move the brake pedal during brake lamp switch installation to avoid improper switch adjustment.

Fig 1: Support Bracket & Brake Lamp Switch



Courtesy of CHRYSLER GROUP, LLC

1. Disconnect and isolate the battery negative cable.
2. Locate the brake lamp switch (1) on the brake pedal support bracket (3) on the dash panel under the instrument panel.
3. Disconnect the body wire harness connector from the brake lamp switch.
4. Press the brake lamp switch against the bracket while rotating the switch housing clockwise about 45 degrees to align the tabs on the switch locking collar with the keyed hole in the brake pedal support bracket.

5. Pull the switch straight away from the keyed hole to remove it from the bracket.

6. Remove the switch from the vehicle.

Fig 2: Identifying Brake Switch Condition



Courtesy of CHRYSLER GROUP, LLC



NOTE:

If damage to the switch is present for any reason the switch is to be replaced. If a switch is removed and the plunger length differs from a new switch, the switch should always be replaced and not reinstalled. The nominal height for a new switch (tip of the plunger to the body of the switch) is 16.90mm.

1. Defective brake switch due to the switch tab being sheared off.
2. Defective brake switch due to the switch tab being offset,
3. **Normal operational brake lamp switch to be used for installation.**

SWITCH, STOP LAMP > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > INSTALLATION



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:

Never remove or install the brake lamp switch while the brake pedal arm is disassembled from the brake booster push rod.



CAUTION:

Do not depress, lift or move the brake pedal during brake lamp switch removal to avoid switch damage. Do not depress, lift or move the brake pedal during brake lamp switch installation to avoid improper switch adjustment.



NOTE:

Be certain that the brake pedal bracket is not bent or damaged before installing or reinstalling a brake lamp switch. Inspect the brake switch tab location making sure its in the proper location indicating that the switch is not defective.

Fig 1: Identifying Brake Switch Condition



Courtesy of CHRYSLER GROUP, LLC

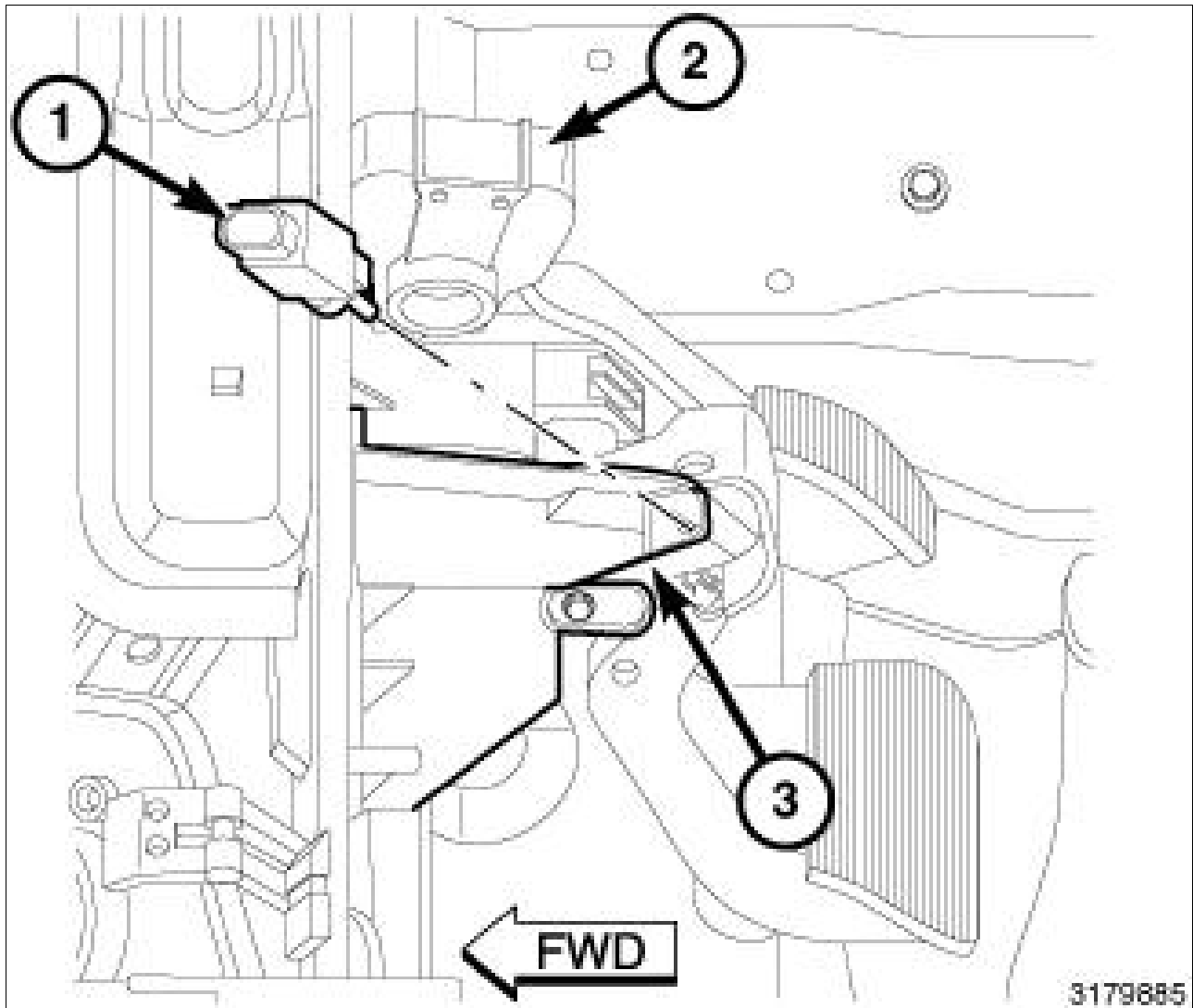


NOTE:

If damage to the switch is present for any reason the switch is to be replaced. If a switch is removed and the plunger length differs from a new switch, the switch should always be replaced and not reinstalled. The nominal height for a new switch (tip of the plunger to the body of the switch) is 16.90mm.

- 1 - Defective brake switch due to the switch tab being sheared off.
- 2 - Defective brake switch due to the switch tab being offset.
- 3 - **Normal operational brake lamp switch to be used for installation.**

Fig 2: Support Bracket & Brake Lamp Switch



Courtesy of CHRYSLER GROUP, LLC

1. Position the brake lamp switch (1) near the brake pedal support bracket (3) on the dash panel under the instrument panel.
2. Align the tabs on the brake lamp switch locking collar with the keyed hole in the brake pedal support bracket.
3. Holding the brake lamp switch perpendicular to the support bracket, insert the tabs on the brake lamp switch locking collar through the keyed hole in the support bracket until the switch housing is firmly seated against the bracket.
4. Rotate the switch housing counterclockwise about 45 degrees to engage the tabs on the locking collar with the support bracket.
5. Connect the body wire harness connector to the connector receptacle on the switch.
6. Connect the battery negative cable.