

TABLE OF CONTENTS		
SECTION		PAGE
1	INTRODUCTION	3
2	THINGS TO KNOW BEFORE STARTING YOUR VEHICLE	5
3	UNDERSTANDING THE FEATURES OF YOUR VEHICLE	7
4	STARTING AND OPERATING	33
5	MAINTAINING YOUR VEHICLE	39
6	INDEX	43

1

2

3

4

5

6

INTRODUCTION

1

CONTENTS

■ Introduction	4
--------------------------	---

4 INTRODUCTION

INTRODUCTION

This booklet is a supplement to both the Charger and Magnum Owner's Manuals 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.

This supplement applies to rear wheel drive passenger cars only. You are urged to read this publication and the Owner's Manual carefully.

Refer to the Police Upfitter's Guide provided with your vehicle prior to the addition of any aftermarket equipment.

Following the instructions and recommendations provided herein will help assure safe and reliable operation of your vehicle. After you have read the booklet it should be stored in the vehicle for convenient reference and remain with the vehicle when sold.

THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

CONTENTS

2

■ Brake System Maintenance	6
--------------------------------------	---

BRAKE SYSTEM MAINTENANCE**WARNING!**

Perform this procedure in a controlled environment, as high speeds and high rates of deceleration are necessary in order to complete this procedure. Failure to follow this warning can result in an accident with serious or fatal injuries.

WARNING!

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 procedure should you want to accelerate the burnishing (break-in) period on the heavy-duty brake system on your vehicle:

In a controlled environment, perform a series of high-speed threshold braking stops by accelerating the vehicle to a speed of 60 to 70 mph followed each time by a high deceleration stop. Repeat this 15 to 20 times, in sequence, with a 15 to 20 second period of rest in between each stop. After completing this procedure, allow the brakes to cool completely before driving the vehicle again.

UNDERSTANDING THE FEATURES OF YOUR VEHICLE

CONTENTS

3

■ Sentry Key Immobilizer — If Equipped	9	□ Additional Power Leads	22
■ Tilt Steering Column	9	□ Electrical Outlet Use With Engine Off	22
■ Stealth Mode	10	■ Power Distribution Centers	23
■ Equipment Mounting Bracket	11	□ Fuses (Front Power Distribution Center)	23
■ Police Dome Light — If Equipped	11	□ Fuses (Auxiliary Power Distribution Center)	24
■ Spotlights — If Equipped	12	□ Fuses (Rear Power Distribution Center)	24
■ Modified Rear Door – Locks, Levers, & Window Switches — If Equipped	12	■ Electronic Brake Control System	26
■ Airbags	13	□ ABS (Anti-Lock Brake System)	26
■ Airbag Deployment Zones	14	□ TCS (Traction Control System)	26
■ Electrical Power Sources	21	□ BAS (Brake Assist System)	27
□ Front Power Outlet	21	□ ESP (Electronic Stability Program)	27

8 UNDERSTANDING THE FEATURES OF YOUR VEHICLE

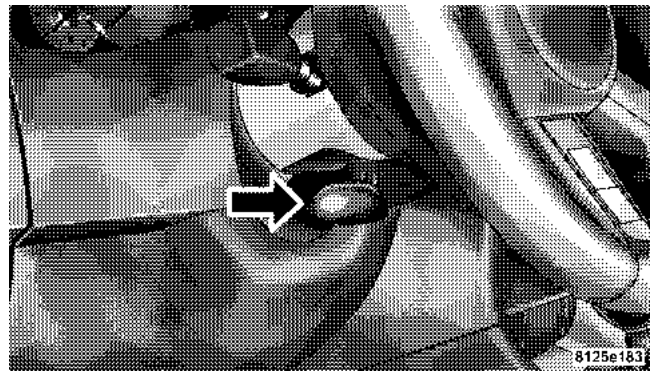
□ ESP/BAS Warning Light And ESP/TCS Indicator Light	30	■ Battery Access — Vehicles Equipped With Full Size Spare Tire	32
■ Full Size Spare Tire — If Equipped	31	■ Hour Meter	32

Sentry Key Immobilizer — If Equipped

Do not hold transponders against the ignition key being used when starting vehicles equipped with the Sentry Key Immobilizer system (gray key). This may cause interference with Sentry Key, which can disable the engine.

TILT STEERING COLUMN

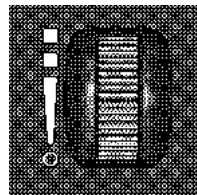
The steering column equipped on this vehicle only tilts. Unlock the steering column by pulling out the handle located directly below the column. To tilt the column move the steering wheel up or down as desired. Lock the steering column in position by pushing the handle in until it fully engages.



Tilt Steering Column Control

WARNING!

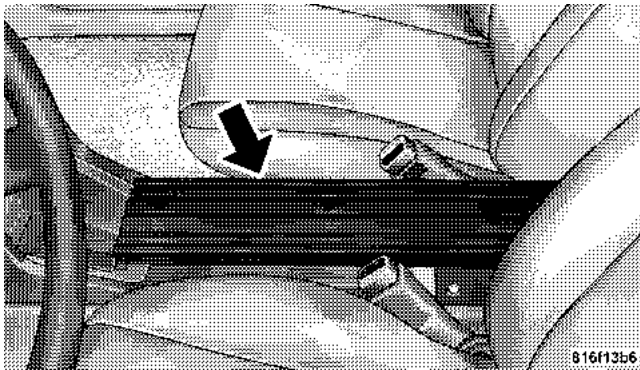
Do not adjust the steering wheel while driving. The tilt adjustment must be locked while driving. Adjusting the steering wheel while driving, or driving without the tilt adjustment locked could cause the driver to lose control of the vehicle.

STEALTH MODE**Dimmer Control**

This vehicle is designed for periods of surveillance. The dimmer control is part of the headlight switch, and is located on the left side of the instrument panel. By rotating the dimmer control to the extreme bottom "OFF" position to "stealth mode," all interior illumination except for PRNDL, odometer, and vehicle critical warning indicators will be cancelled. The PRNDL and odometer will go to the lowest legal limit.

Equipment Mounting Bracket

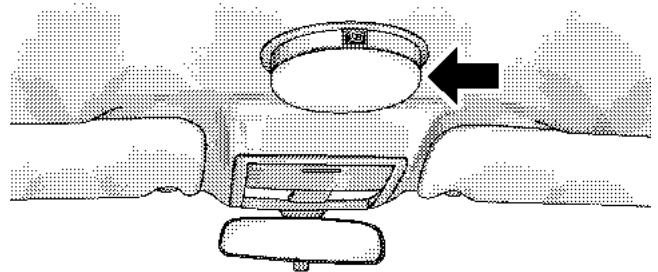
The equipment mounting bracket is located between the driver's and front passenger's seat. Refer to the Police Upfitter's Guide for details.



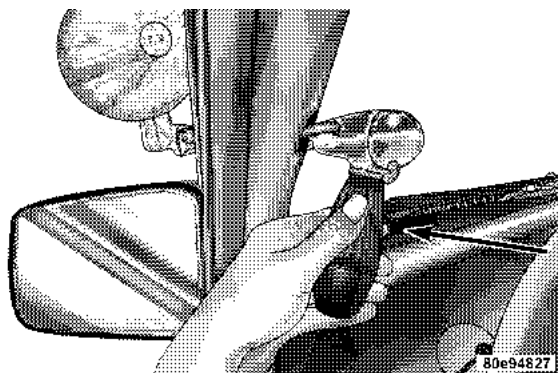
Equipment Mounting Bracket

Police Dome Light — If Equipped

The police dome light switch has three positions. Position I is used for white light, and position II is used for red LED light. Always remember to return the dome light switch to the OFF (center) position when finished using to prevent discharging the vehicle battery.



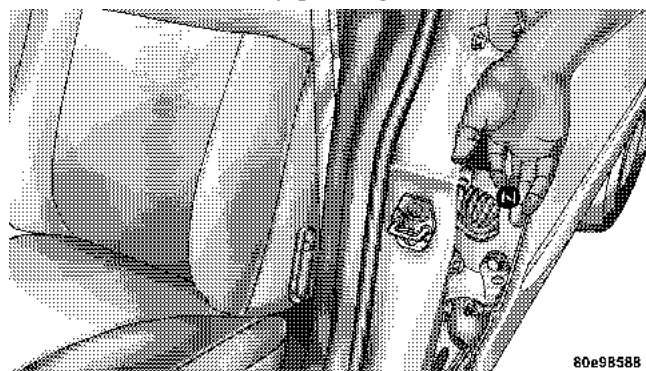
Dome Light

SPOTLIGHTS — IF EQUIPPED**Spotlight Control**

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 and off. Rotate and twist the handle to adjust the position of the spotlight.

MODIFIED REAR DOOR — LOCKS, LEVERS, & WINDOW SWITCHES — IF EQUIPPED

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

**Emergency Door Lock Knob**

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

- The driver door master door lock switch.
- The remote keyless entry transmitter.
- The emergency door lock knobs from outside of the vehicle.

The rear windows are inoperable from the rear door switches. Rear windows are only operable by the Driver Door Master Switch.

AIRBAGS

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

Any surfaces that could come into contact with an airbag, once it has deployed, must not damage the airbag or alter its deployment path.

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

WARNING!

- Vehicle equipped with left and right side curtain airbags must use police cages, which have been approved by the equipment manufacturer for use in the vehicle.
- The area where the side curtain airbag is located should remain free from any obstructions.
- If your vehicle is equipped with left and right side curtain airbags, care must be taken when installing any type of roof equipment. Drilling and installation of fasteners or other equipment that may interfere with the side curtain airbags and airbag wiring harness is not permitted. Furthermore, make sure that no equipment or fasteners are located in the airbag deployment zone.
- Do not place objects or mount equipment in front of the airbag module cover or in front of the seat areas that may come in contact with a deploying airbag.
- 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.

AIRBAG DEPLOYMENT ZONES

There are three zones to be aware of:

1. Driver Airbag Deployment Zone (Fig. 1), (Fig. 2) and Driver Airbag/Steering Wheel Specifications
2. Passenger Airbag Deployment Zone (Fig. 3) and (Fig. 4)
3. Side Airbag Deployment Zone (Fig. 5)

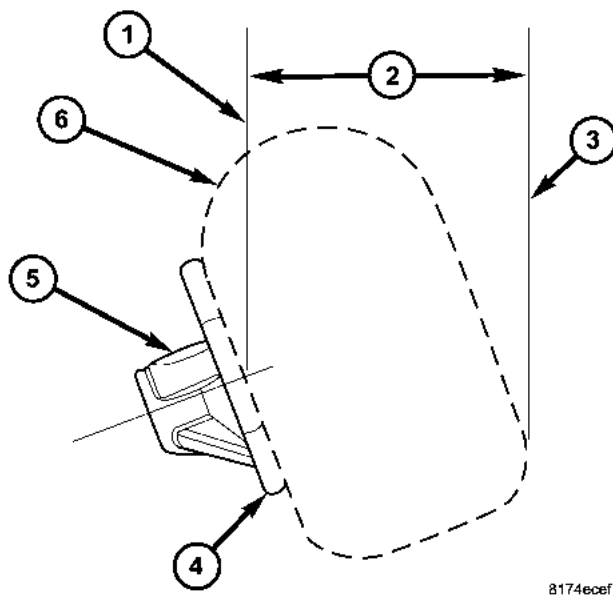


Figure 1

Figure 1– Driver Airbag Deployment Zone depicts the following:

1. Vertical Plane Passing Through Center of Steering Wheel
2. 18.7 inches
3. Vertical Plane Passing Through Maximum Rearward Point That The Driver Airbag Cushion Reaches
4. Steering Wheel
5. Driver Airbag Retainer/Housing
6. Driver Airbag Cushion

DRIVER AIRBAG/STEERING COLUMN SPECIFICATIONS

DRIVER AIRBAG CUSHION POSITION	
DAB DIAMETER WHEN FULL	26.5 INCHES
DAB DEPTH WHEN FULL	15 INCHES
MAXIMUM REARWARD DISPLACEMENT DURING FILL	18.7 INCHES
STEERING COLUMN TILT POSITION RANGE	
+/- 2.7 DEGREES FROM STEERING COLUMN TILT PIVOT POINT	
21.0 DEGREES FROM VERTICAL IS THE NOMINAL POSITION	

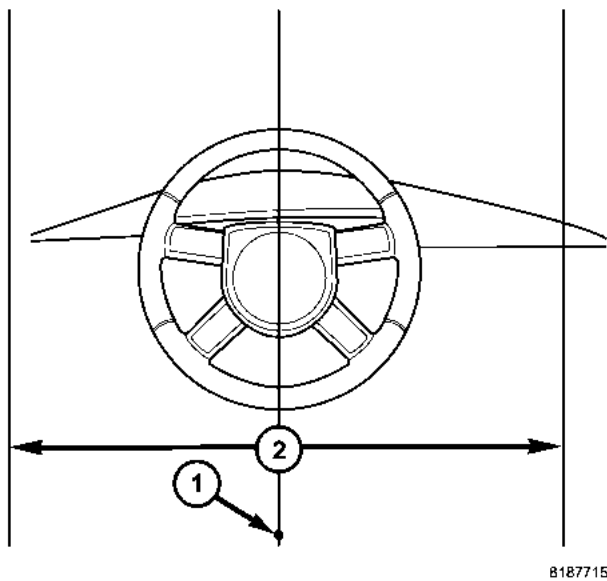


Figure 2

Figure 2 – Driver Airbag Lateral Deployment Zone depicts the following:

1. Driver Seating Reference
2. Driver Airbag Cushion Lateral Deployment Zone, 28.0 inches.

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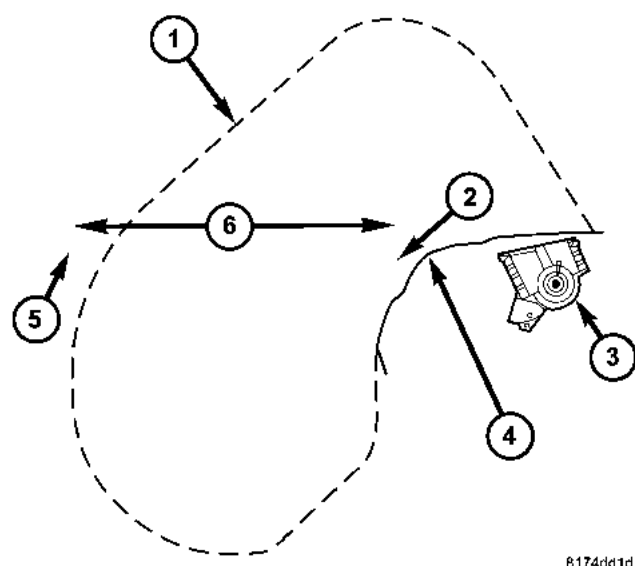


Figure 3

Figure 3 — Passenger Airbag Deployment Zone depicts the following:

1. Passenger Airbag Cushion
2. Vertical Plane From Point of Instrument Panel
3. Passenger Airbag Module
4. Instrument Panel
5. Vertical Plane Passing Through the Maximum Rearward Point that the Passenger Airbag Cushion Reaches
6. 18.5 inches

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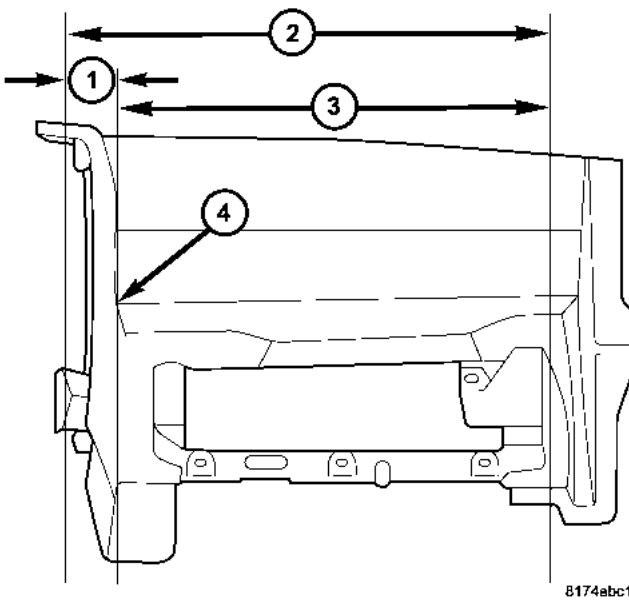
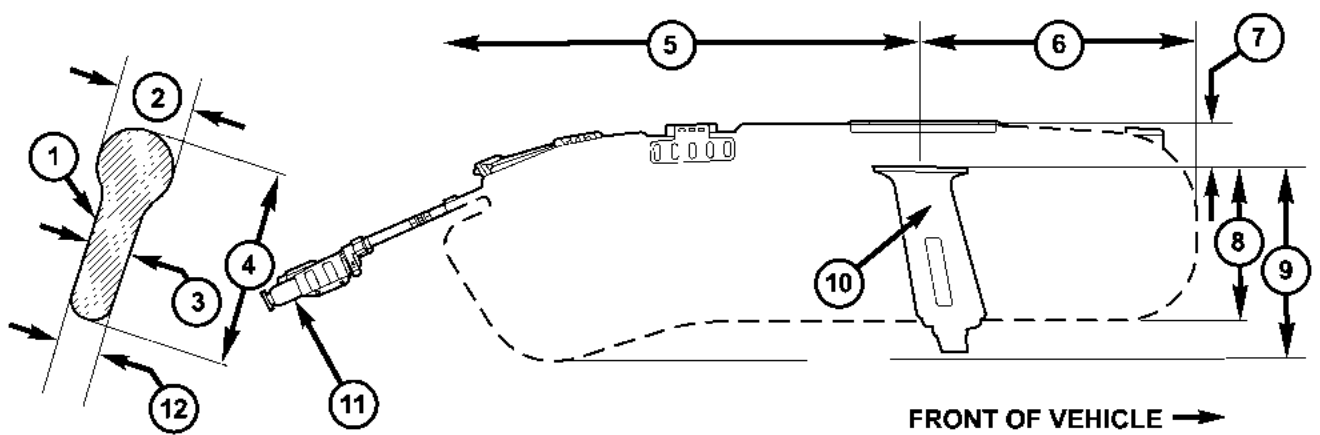


Figure 4

Figure 4 — Passenger Airbag Lateral Deployment Zone depicts the following:

1. 2.8 inches
2. Passenger Airbag Cushion Deployment Zone
3. 20.4 inches
4. Reference Point



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Figure 5

Figure 5 — Side Airbag Deployment Zone depicts the following:

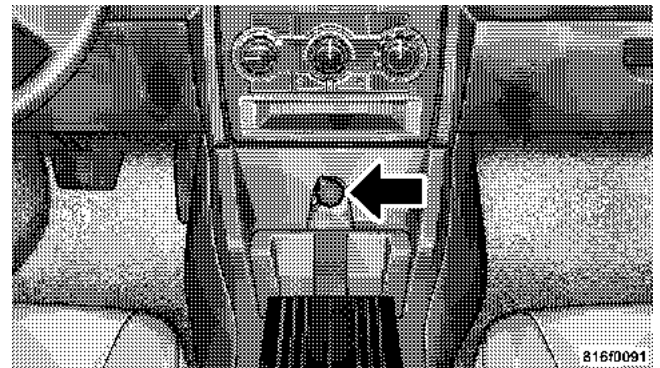
1. Cross Sectional Area Side View
2. 6.1 inches
3. 3.1 inches
4. 15.8 inches
5. 38.2 inches
6. 22.0 inches
7. 3.6 inches
8. 12.2 inches
9. 15.3 inches
10. B-Pillar Trim
11. Side Airbag Inflator Module
12. 3.5 inches

ELECTRICAL POWER SOURCES

Front Power Outlet

The front 12-volt electrical power outlet is located on the center console, and is protected by a fuse. This outlet is powered directly from the battery (power available at all times). Items plugged into this outlet may discharge the battery and/or prevent engine starting.

This outlet will also operate a conventional cigar lighter unit.



Front Power Outlet

NOTE: Fuse 18 in the Rear Power Distribution Center not only protects the Front Power Outlet but it also determines whether the battery or the ignition will power this outlet. One side of the three-terminal connector that holds Fuse 18 receives battery power and the other side receives ignition power. To change the power source, install the fuse in either the upper or lower position of the three-terminal Fuse 18 connector.

Additional Power Leads

There are additional 12-volt electrical power leads underneath an access cover located directly under the center console front power outlet. These power leads are protected by fuses located on the passenger side below the glove box. Refer to the Police Upfitter's Guide provided with your vehicle for more details. Carefully pry off the access cover to access the power leads.

Electrical Outlet Use With Engine Off

CAUTION!

- Many accessories that can be plugged in draw power from the vehicle's battery, even when not in use (i.e. cellular phones, etc.). Eventually, if plugged in long enough, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent engine starting.
- Accessories that draw higher power (i.e. coolers, vacuum cleaners, lights, etc.), will degrade the battery even more quickly. Only use these intermittently and with greater caution.
- After the use of high power draw accessories, or long periods of the vehicle not being started (with accessories still plugged in), the vehicle must be driven a sufficient length of time to allow the alternator to recharge the vehicle's battery.
- Power outlets are designed for accessory plugs only. Do not hang any type of accessory or accessory bracket from the plug. Improper use of the power outlet can cause damage.

Power Distribution Centers

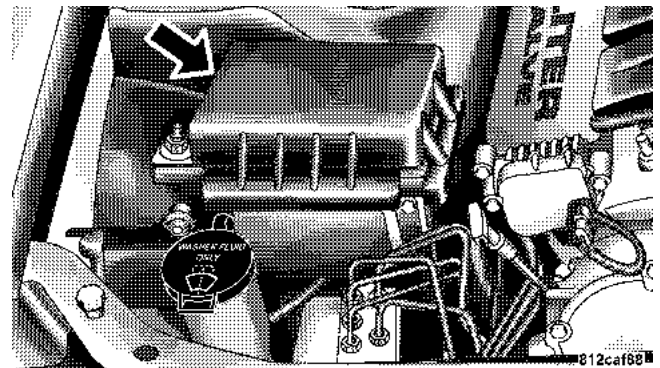
The following contains unique fuse information for police vehicles. Refer to "Power Distribution Centers" in section 7 of the vehicle Owner's Manual for more information.

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.
- When replacing a blown fuse, it is important to use only a fuse having the correct amperage 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.

Fuses (Front Power Distribution Center)

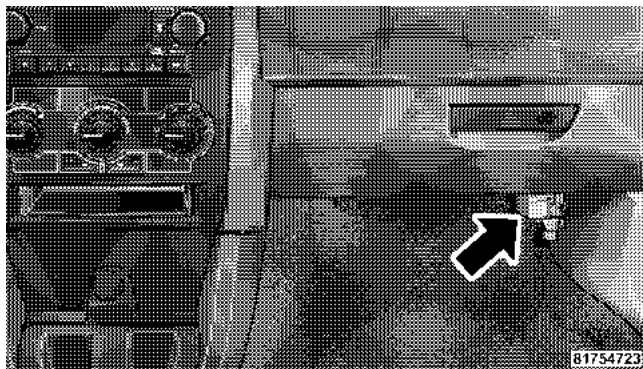
The Front Power Distribution Center is located in the engine compartment. This center contains fuses and relays.



Front Fuse Access

Fuses (Auxiliary Power distribution Center)

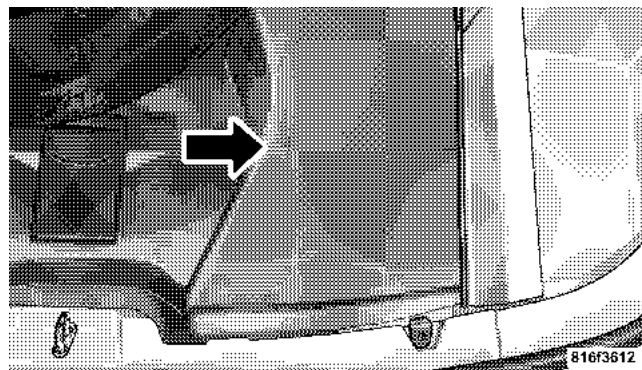
The Auxiliary Power Distribution Center is located below the glove box. This center contains fuses and relays.



Under Dash Fuse Access

Fuses (Rear Power Distribution Center)

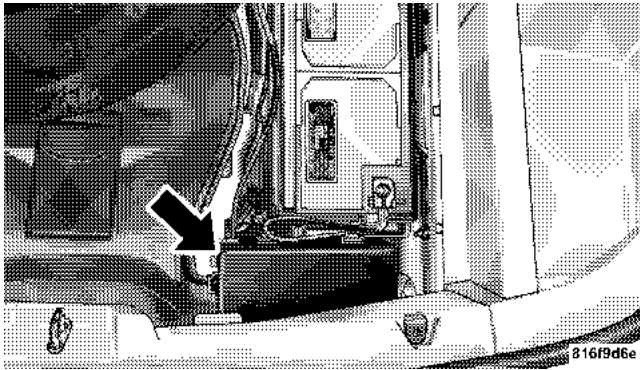
The Rear Power Distribution Center is located in the rear compartment under an access panel. This center contains fuses and relays.

Rear Power Distribution Center Access — Vehicles Equipped with Full Size Spare Tire

Rear Fuse Access

Do not place heavy items on the top of the battery cover.

Rear Power Distribution Center Access — Vehicles Equipped with Compact Spare Tire



Rear Fuse Access

Cavity	Fuse	Circuits
3	20 Amp Yellow	Police Dome Light - if equipped
7	15 Amp Dk. Blue	Right Spot Light
10	15 Amp Dk. Blue	Left Spot Light
30	10 Amp Red	Interface Module
40	10 Amp Red	Switch Bank
41	10 Amp Red	AC Heater Control

ELECTRONIC BRAKE CONTROL SYSTEM

Your vehicle is equipped with an advanced electronic brake control system commonly referred to as ESP. This system includes the ABS (Anti-Lock Brake System), the TCS (Traction Control System), the BAS (Brake Assist System), and the ESP (Electronic Stability Program). These systems work together to enhance both vehicle stability and control in various driving conditions.

ABS (Anti-Lock Brake System)

This system aids the driver in maintaining vehicle control under adverse braking conditions by controlling hydraulic brake pressure. This prevents wheel lock-up to help avoid skidding on slippery surfaces during braking. For more information about ABS, refer to "Anti-Lock Brake System" in Section 5 of the vehicle Owner's Manual.

WARNING!

The ABS (Anti-Lock Brake System) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. The ABS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. The capabilities of an ABS-equipped vehicle must never be exploited in a reckless or dangerous manner, which could jeopardize the user's safety or the safety of others.

TCS (Traction Control System)

This system monitors the amount of wheel spin of each driven wheel. If wheel spin is detected, brake pressure is applied to the slipping wheel(s) and engine power is reduced to provide enhanced acceleration and stability.

BAS (Brake Assist System)

This system complements the Anti-Lock Brake System (ABS) by optimizing the vehicle braking capability during emergency braking maneuvers. This system detects an emergency braking situation by sensing the rate and amount of brake application and then applies optimum pressure to the brakes. This can help reduce braking distances.

Applying the brakes very quickly results in the best BAS assistance. To receive the benefits of this system, you must apply continuous brake pedal pressure during the stopping sequence. Do not reduce brake pedal pressure unless braking is no longer desired. Once the brake pedal is released, the BAS is deactivated.

WARNING!

The BAS (Brake Assist System) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. The BAS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. The capabilities of a BAS-equipped vehicle must never be exploited in a reckless or dangerous manner, which could jeopardize the user's safety or the safety of others.

ESP (Electronic Stability Program)

This system enhances directional control and stability of the vehicle under various driving conditions. The ESP corrects for oversteering and understeering the vehicle by applying the brake of the appropriate wheel. Engine power may also be reduced to assist in counteracting the condition of oversteer or understeer and help the vehicle maintain the desired path.

The ESP uses sensors in the vehicle to determine the path that the driver intends to steer the vehicle and compares it to the actual path of the vehicle. When the actual path does not match the intended path, the ESP applies the brake of the appropriate wheel to assist in counteracting the condition of oversteer or understeer.

- Oversteer - when the vehicle is turning more than appropriate for the steering wheel position.
- Understeer - when the vehicle is turning less than appropriate for the steering wheel position.

The "ESP/TCS Indicator Light," located in the instrument cluster, starts to flash as soon as the tires lose traction and the ESP system becomes active. The "ESP/TCS Indicator Light" also flashes when TCS is active. If the "ESP/TCS Indicator Light" begins to flash during acceleration, ease up on the accelerator and apply as little throttle as possible. Be sure to adapt your speed and driving to the prevailing road conditions.

WARNING!

The ESP (Electronic Stability Program) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. The ESP cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. The capabilities of an ESP-equipped vehicle must never be exploited in a reckless or dangerous manner, which could jeopardize the user's safety or the safety of others.

The ESP system has 3 available operating modes:

ESP On

This is the normal operating mode for the ESP. Whenever the vehicle is started, the ESP system will be in this mode. This mode should be used for most all driving situations. The ESP should only be turned off for specific reasons as noted in the following paragraphs.

Partial Off

The "Partial Off" mode is intended for times when a more spirited driving experience is desired. It is also intended for driving in deep snow, sand, or gravel. This mode disables the TCS portion of the ESP and raises the threshold for ESP activation, which allows for more wheel spin than what ESP normally allows.

ESP OFF

The "ESP OFF" button is located in the switch panel between the air outlets in the center of the instrument panel. To enter the "Partial Off" mode, momentarily depress the "ESP OFF" button and the "ESP/TCS Indicator Light" will illuminate. To turn the ESP on again, momentarily depress the "ESP OFF" button and the "ESP/TCS Indicator Light" will turn off.

NOTE: To improve the vehicle's traction when driving with snow chains, or when starting-off in deep snow, sand, or gravel, it may be desirable to switch to the "Partial Off" mode by momentarily depressing the "ESP OFF" button. Once the situation requiring "Partial Off"

mode is overcome, turn the ESP on again by momentarily depressing the "ESP OFF" button. This may be done while the vehicle is in motion.

Full Off

This mode is intended for off-highway or off-road use only and should not be used on any public roadways. In this mode, all TCS and ESP stability features are turned off. To enter the "Full Off" mode, depress and hold the "ESP OFF" button for 5 seconds while the vehicle is stopped with the engine running. After 5 seconds, a chime will sound, the "ESP/TCS Indicator Light" will illuminate, and the "ESP OFF" message will display in the vehicle odometer. Press and release the trip odometer button located on the instrument cluster to clear this message. To turn the ESP on again, momentarily depress the "ESP OFF" button.

NOTE: The "ESP OFF" message will display and the audible chime will sound when the gear selector is moved into the PARK position from any position other than PARK and then moved out of the PARK position. This will occur when the message was previously cleared.

WARNING!

In the ESP Off mode, the engine torque reduction and stability features are cancelled. Therefore, the enhanced vehicle stability offered by ESP is unavailable.

NOTE: When the ESP is switched off a feature of the system remains active. This feature controls wheel spin across an axle quite similarly to a limited slip differential. If one wheel on an axle is spinning faster than the other, the system will apply the brake of the spinning wheel and allow more engine torque to be applied to the wheel that is not spinning. To improve the vehicle's traction when driving with tire chains, or when starting-off in deep snow, sand, or gravel, it may be desirable to switch to the "Partial Off" mode by momentarily depressing the "ESP OFF" button.

WARNING!

With the ESP switched off, the enhanced vehicle stability offered by ESP is unavailable. In an emergency evasive maneuver, the ESP system will not engage to assist in maintaining stability. The "Full Off" ESP mode is intended for off-highway or off-road only.

ESP/BAS Warning Light and ESP/TCS Indicator Light



The malfunction indicator light for the ESP is combined with the BAS indicator. The yellow "ESP/BAS Warning Light" and the yellow "ESP/TCS Indicator Light" in the instrument cluster both come on when the ignition switch is turned to the "ON" position. They should go out with the engine running.



The system will turn the "ESP/BAS Warning Light" on continuously while the engine running if it detects a malfunction in either the ESP or the BAS or both. If the light remains on after

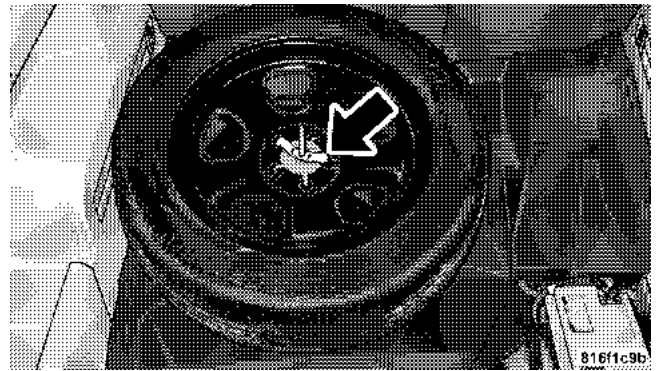
several ignition cycles, and you have driven the vehicle several miles at speeds greater than 30 mph (48 km/h), see your authorized dealer as soon as possible to have the problem diagnosed and corrected.

NOTE:

- "The "ESP/TCS Indicator Light" and the "ESP/BAS Warning Light" will turn on momentarily each time the ignition switch is turned ON.
- Each time the ignition is turned ON, the ESP System will be ON even if it was turned off previously.
- The ESP Control System will make buzzing or clicking sounds when it is active. This is normal; the sounds will stop when ESP becomes inactive following the maneuver that caused the ESP activation.

Full Size Spare Tire — If Equipped

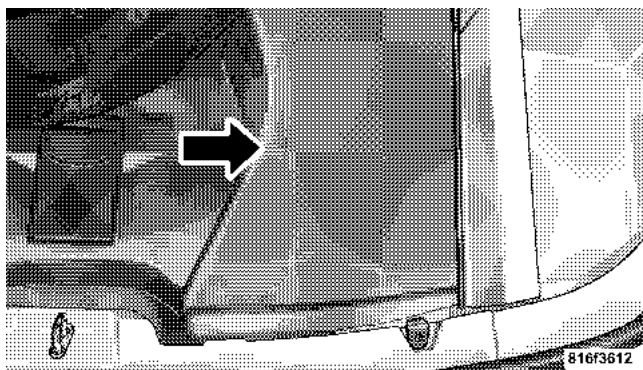
The optional full size spare tire is located above the rear compartment tub. Refer to your vehicle Owner's Manual for Jacking and Tire Changing instructions. However, torque the wheel lug nuts to 140 ft/lb (190 N•m).



Spare Tire Removal

Battery Access — Vehicles Equipped with Full Size Spare Tire

The battery in this vehicle is stored under an access cover in the rear compartment.



Battery Access

Hour Meter

The trip odometer button is located on the left side of the instrument cluster next to the fuel gauge. Press and hold this button for 3 seconds with the ignition key turned to the ON position, and the engine OFF to display the current engine hours.

Press and release the trip odometer button again to return to the odometer display.

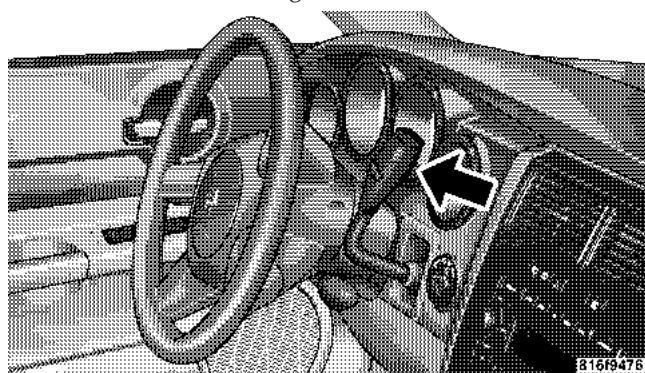
STARTING AND OPERATING

CONTENTS

■ Gear Selector	.34	□ AutoStick Operation	.35
■ AutoStick	.34	■ Vehicle Loading	.35

Gear Selector

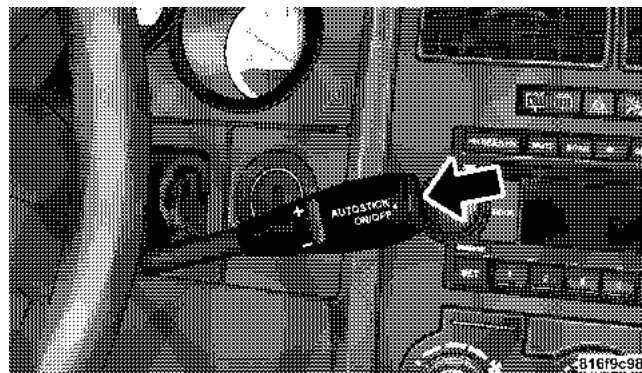
The gear selector on this vehicle is located on the steering column. Refer to your vehicle Owner's Manual for specific details about shifting.



Gear Selector

AUTOSTICK

Autostick is a driver-interactive transmission that offers manual gear shifting to provide you with more control. Autostick allows you to maximize engine braking, eliminate undesirable upshifts and downshifts, and improve overall vehicle performance. This system can also provide you with more control during passing, city driving, cold slippery conditions, mountain driving, trailer towing, and many other situations.



Autostick Switch

Autostick Operation

To activate the autostick system, place the gear selector in the DRIVE position, then press and release the autostick switch on the end of the gear selector. The number 5 will illuminate in the transmission gear display located in the instrument cluster when the system is ON. Next, press the autostick switch up (+) or down (-). This allows the driver to select a higher or lower range of gears. Pressing the bottom of the switch (-) triggers a downshift and pressing the top of the switch (+) triggers an upshift. The transmission will remain in the current gear until an upshift or downshift is chosen. The gear position will be shown in the transmission gear display.

To exit the autostick mode perform either of the following:

- Press and release the autostick switch. The transmission will now operate automatically; shifting between the five available gears.
- Bring the vehicle to a complete stop, and place the gear selector in the PARK position.

VEHICLE LOADING

The load carrying capacity of your vehicle is shown in the charts that follow. This information should be used for passenger and luggage loading as indicated. Refer to your vehicle Owner's Manual for more information.

Vehicle Loading — Charger Police Vehicles

	Front Axle	Rear Axle
Empty Weight		
3.5L Engines	2126 lbs (964 kg)	1873 lbs (850 kg)
5.7L Engines	2241 lbs (1017 kg)	1967 lbs (892 kg)
Load (Including driver, passengers and cargo)		
3.5L Engines	419 lbs (190 kg)	851 lbs (386 kg)
5.7L Engines	419 lbs (190 kg)	851 lbs (386 kg)
Total		
3.5L Engines	2545 lbs (1154 kg)	2724 lbs (1236 kg)
5.7L Engines	2660 lbs (1207 kg)	2818 lbs (1278 kg)
GAWR		
3.5L Engines	2850 lbs (1293 kg)	2850 lbs (1293 kg)
5.7L Engines	2850 lbs (1293 kg)	2850 lbs (1293 kg)

Vehicle Loading — Magnum Police Vehicles

	Front Axle	Rear Axle
Empty Weight		
3.5L Engines	2137 lbs (969 kg)	1958 lbs (888 kg)
5.7L Engines	2204 lbs (1000 kg)	2070 lbs (939 kg)
Load (Including driver, passengers and cargo)		
3.5L Engines	419 lbs (190 kg)	851 lbs (386 kg)
5.7L Engines	374 lbs (170 kg)	776 lbs (352 kg)
Total		
3.5L Engines	2556 lbs (1159 kg)	2809 lbs (1274 kg)
5.7L Engines	2578 lbs (1169 kg)	2846 lbs (1291 kg)
GAWR		
3.5L Engines	2850 lbs (1293 kg)	2850 lbs (1293 kg)
5.7L Engines	2850 lbs (1293 kg)	2850 lbs (1293 kg)

MAINTAINING YOUR VEHICLE

CONTENTS

■ Maintenance Procedures	40	■ Fluids And Capacities	41
□ Brake System Maintenance	40		

MAINTENANCE PROCEDURES

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 that are no longer available or were 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(s) properly may reduce vehicle performance and operational capabilities, adversely affect the safety of the driver and passengers as well as restrict your warranty coverage. Please consult your maintenance schedule intervals in the back of your

Owner's Manual for proper vehicle maintenance.

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

Inspect the front and rear brake linings and rotors at every oil change.

At every routine servicing of the brakes, inspect the front and rear caliper piston dust boots for charring, cracking or hardening of the boot material. Replace the dust boot if these conditions are observed.

FLUIDS AND CAPACITIES

	U.S.	Metric
Cooling System *		
3.5 Liter Engine (Mopar® Antifreeze/Coolant 5 Year/100,000 Mile Formula) or equivalent.	11.4 qts	10.8 liters
5.7 Liter Engine (Mopar® Antifreeze/Coolant 5 Year/100,000 Mile Formula) or equivalent.	15.2 qts	14.4 liters
* Includes heater and coolant recovery bottle filled to MAX level.		

INDEX

44 INDEX

About Your Brakes	6	Door Locks	12
Airbag	13,14	Electrical Power Outlets	21
Airbag Deployment	13,14	Electronic Brake Control System	26
Airbag, Window (Side Curtain)	13,14	Electronic Stability Program (ESP)	27
Anti-Lock Brake System (ABS)	26	Equipment Mounting Bracket	11
Automatic Transmission			
Autostick	34	Fluid Capacities	41
Autostick	34	Fuses	23
Battery	32	Immobilizer (Sentry Key)	9
Location	32	Integrated Child Seat	10
Brake Assist System	27	Interior Fuses	23
Brake Control System, Electronic	26	Introduction	4
Brake System	6,40		
Anti-Lock (ABS)	26	Key, Sentry (Immobilizer)	9
Hoses	40		
Brakes	6	Lights	12
Brightness, Interior Lights	10	Brake Assist Warning	30
		Dome	11
Capacities, Fluid	41	Electronic Stability Program (ESP) Indicator	30
		Intensity Control	10
Dimmer Control	10	Traction Control	30
Domelight	11		

Loading Vehicle	35	Side Curtain (Window Airbag)	13,14
Capacities	35	Spare Tire	31
Locks	12	Steering	
Door	12	Tilt Column	9
Maintenance Procedures	6,40	Wheel, Tilt	9
Occupant Restraints	13,14	Supplemental Restraint System - Airbag	13,14
Power		Tilt Steering Column	9
Distribution Center (Fuses)	23	Tires	
Outlet (Auxiliary Electrical Outlet)	21	Spare Tire	31
Restraints, Occupant	13,14	Traction Control	26
Sentry Key (Immobilizer)	9	Transmission	
Shifting	34	Shifting	34
Automatic Transmission	34	Vehicle Loading	35
		Window Airbag (Side Curtain)	13,14