



DODGE



Jeep SRT



AUTHENTIC PERFORMANCE

RECONDITIONED WHEEL USAGE

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC does not recommend that customers use “reconditioned” wheels (wheels that have been damaged and repaired) because they can result in a sudden catastrophic wheel failure which could cause loss of control and result in injury or death.

For clarification:

- Cosmetic refinishing for the purpose of repairing a superficial flaw is an acceptable procedure providing it is limited to paint or clear coat only, the wheel is not modified in any way, and there is no exposure to paint curing heat over 200 degrees Fahrenheit.
- Damaged wheels are those which have been bent, broken, cracked or sustained some other physical damage which may have compromised the wheel structure.
- Repaired indicates that the wheel has been modified through bending, welding, heating, straightening, or material removal to rectify damage.
- Re-plating of chrome plated wheels, or chrome plating of original equipment painted or polished wheels, is not an acceptable procedure as this may alter mechanical properties and affect fatigue life. Additionally, Chrysler Group LLC Global Warranty Administration does not allow refinishing of wheels under warranty.

This statement supersedes any previously released information by Chrysler Group LLC.

Release Date: August 11, 2010

For more information, log on to www.MoparRepairConnection.com.



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Jeep SRT



AUTHENTIC PERFORMANCE

USE OF HEAT DURING REPAIR

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC Service Engineering's position on the use of heat during collision repair is as follows:

- Any damaged body panel or frame component, which is to be repaired, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.
- During rough straightening prior to replacement, damaged panels or frame components may be heated to assist in body/frame realignment. This application of heat, if absolutely necessary, must be constrained to the parts which will be replaced and not allowed to affect any other components.

This "no heat" recommendation is due to the extensive use of high-strength and advanced high-strength steels in Chrysler Group LLC vehicles. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer. Additionally, application of heat will alter or destroy material coatings utilized for corrosion protection and which may not be restorable.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

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AUTHENTIC PERFORMANCE

SALVAGED AIR BAGS OR OTHER SALVAGED RESTRAINT SYSTEM COMPONENT USAGE

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC does not support the use of any supplemental restraint system (SRS) component, seatbelt component, or any other occupant protection component which has been removed from a vehicle previously damaged, flooded, burned, scrapped, or removed from use for any other reason--commonly referred to as "salvage parts."

Restraint system components are engineered, tested, and manufactured to protect vehicle occupants based upon both government mandated and internal corporate requirements relative to vehicle safety and occupant protection. New Mopar replacement parts are required to be equivalent to the originally installed parts and are tested to ensure these requirements are met. While some salvage parts may visually appear equivalent, there can be dramatic differences in the design and functional characteristics which could have a negative effect on the vehicle occupants in a future collision event. These specific design and functional characteristics can only be determined through destructive testing.

Salvage components may have been affected by:

- Crash impact loads
- Incorrect, improper, or inadequate disassembly and removal procedures
- Weathering or environmental exposure outside of that expected during normal use
- Flooding
- Smoke or heat damage
- Abuse

Additionally, salvage components are not traceable should a component recall be required in the future.

It is in the best interest of the current or future vehicle owner and/or occupants that repairs to the SRS, seatbelt and occupant protection system are made using new original equipment parts. Anything less than this may expose operators and occupants to unnecessary risk.

This statement supersedes any previously released information by Chrysler Group LLC.

Release Date: August 11, 2010

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AUTHENTIC PERFORMANCE

STRUCTURAL REPAIR PARTS USAGE CHRYSLER GROUP LLC POSITION

Chrysler Group LLC vehicles, systems and components are engineered, tested and manufactured to protect vehicle occupants based upon both government mandated and internal corporate requirements relative to durability, NVH (noise/vibration/harshness), occupant protection, and vehicle safety.

The overall structural integrity of the vehicle is dependent on its inherent design specifications. Sheet metal and glass are critical elements in the design of specific crush zones that allow the energy of a collision to be absorbed in a predictable way and maximize the effectiveness of the restraint system to protect the occupants. The use of parts not specifically designed and tested by Chrysler Group LLC may compromise the integral balance between these safety systems.

Only Authentic Mopar Repair Parts and glass are designed, engineered, manufactured and tested to the Chrysler Group LLC internal and government mandated standards and are the only ones equivalent to the originally installed parts.

Chrysler Group LLC does not approve of or recognize structural repair procedures where Authentic Mopar Parts are not used for Chrysler, Jeep, Dodge and Ram vehicles. Any repairs performed not using Mopar parts, and not following published repair guidelines and procedures, may expose current or future vehicle owners and occupants to unnecessary risk.

When restoring a collision damaged vehicle to pre-loss condition, consideration must be given to the following:

- All structural distortion has been identified and corrected using appropriate structural straightening equipment ("frame rack") and a three-dimensional measuring system
- All damaged panels have been repaired or replaced
- All replaced panels provide the as-built structural equivalence and corrosion protection of the original panels
- Unless partial replacement procedures are documented in a Chrysler Group LLC publication, structural panels must be installed in their entirety - partial replacement or "sectioning" of panels may compromise vehicle structure
- Chrysler Group LLC does not support the use or re-use of any structural component which has been removed from a vehicle previously damaged, flooded, burned, scrapped or removed from use for any other reason--commonly referred to as "salvage parts."
- While some salvage parts may "appear" equivalent, there can be dramatic differences in the design and functional characteristics which cannot be determined by a visual inspection and which could have a negative effect on the vehicle occupants in a future collision event.
- Salvage components may have been affected by crash impact loads, incorrect, improper or inadequate disassembly and removal procedures, weathering or environmental exposure outside of that expected during normal use.
- Salvage components are not traceable should a component recall be required in the future.

This statement supersedes any previously released information by Chrysler Group LLC.

Release Date: August 11, 2010

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AUTHENTIC PERFORMANCE

REPLACEMENT SEAT COVERS AND SEAT COVER REPAIRS

CHRYSLER GROUP LLC POSITION

Chrysler Group LLC vehicles, systems and components are engineered, tested and manufactured to help protect vehicle occupants based upon government mandated and internal corporate requirements relative to durability, noise vibration & harshness, occupant protection, and vehicle safety.

Supplemental Seat-Mounted Side Air Bags provide enhanced protection to help protect an occupant during a side impact. When the seat-mounted side air bag deploys, it opens the seam between the front and side of the seat's trim cover. Modifications to the seat system, including the seat cover, may change the way the air bag deploys, which could adversely affect the performance of the Supplemental Seat-Mounted Side Air Bag causing serious injury. "Modifications" include:

- Any change to the seat back cover such as material, thread, stitch design, and alterations or misplacement of the features which guide the deploying air bag into position.
- Any non-approved seat-cover replacements.

Only Authentic Mopar® Repair Parts, and approved Mopar® accessories such as Katzkin® Leather seat covers, are designed, engineered, manufactured and tested to the Chrysler Group LLC internal and government mandated standards. The use of parts not specifically designed and tested by Chrysler Group LLC may compromise the integral balance between these safety systems.

Chrysler Group LLC only approves of repairs or modifications to the supplemental seat-mounted side air bag system, including the seat system or seat cover, where Authentic Mopar Repair Parts or Mopar Accessories are used for Chrysler, Jeep®, Dodge and Ram vehicles. Any unapproved repairs or modifications performed not using Mopar parts, or not following Chrysler Group LLC approved published repair guidelines and procedures, may increase the risk of injury to current or future vehicle owners and occupants.

This statement supersedes any previously released information by Chrysler Group LLC.

Release Date: June 21, 2011

For more information, log on to www.MoparRepairConnection.com.