2014 ELECTRICAL

Power Distribution - Cherokee

CENTER, POWER DISTRIBUTION (PDC)

DESCRIPTION

DESCRIPTION - POWER DISTRIBUTION CENTER

Fig. 1: Power Distribution Center (PDC)
Courtesy of CHRYSLER GROUP, LLC

This group covers the various standard and optional power distribution components used on this model. The power distribution system for this vehicle consists of the following components:

- Body Control Module (BCM)
- Power Distribution Center (PDC)
- Auxiliary PDC for vehicles equipped with a diesel engine
- Z Fuse Array attached to the PDC.
- 12 Volt Power Outlets
- Power Inverter Module
- NAFTA model 115 Volt Power Outlet.
- BUX model 220 Volt Power Outlet

The PDC also incorporates various types of circuit control and protection features, including:

- Automatic resetting circuit breakers

- Blade-type fuses
- Cartridge fuses
- Fusible links
- Standard and Micro-Relays

Following are general descriptions of the major components in the power distribution system. See the owner's manual in the vehicle glove box for more information on the features and use of all of the power distribution system components. Refer to **SYSTEM WIRING DIAGRAMS** for complete circuit diagrams.

For specific fuse location and types. Refer to **FUSE - RELAY LOCATIONS AND TYPES, SPECIFICATIONS** .

The PDC is serviced as part of the engine compartment body harness.

EXTERNALLY MOUNTED Z-CASE FUSE ARRAY

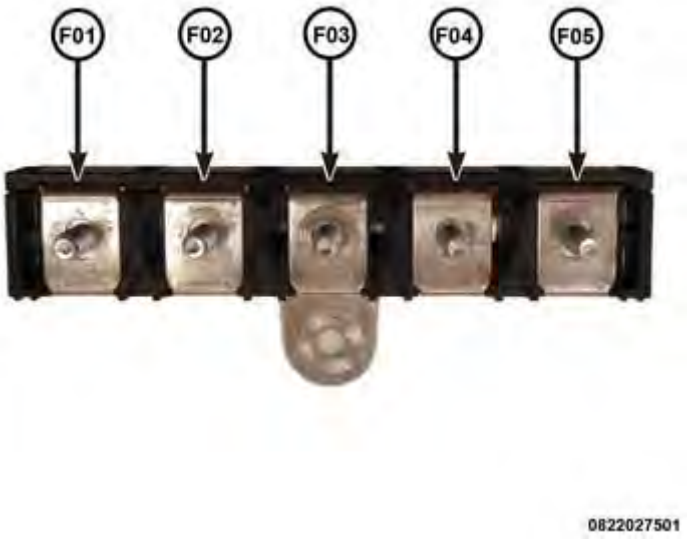

Fig. 2: High Current Z-Case Fuse Assembly
Courtesy of CHRYSLER GROUP, LLC

A high-current Z-case fuse assembly (1) bolted to the outside of the Power Distribution Center (PDC) is used to direct battery power to high current devices. The assembly contains four fuses numbered F01, F03, F04, and F05. The connection at F02 is to attach the battery cable to the fuse array. The electric power steering (EPS) unit, generator, and PWM radiator fan controller receive battery power through the high-current fuses. The high-current fuses protect the wiring and devices from damage caused by unplanned over-current conditions. This component is serviced separate from the PDC.

Z Case Fuse Array	
F01	Electric Power Steering (EPS)

F02	Battery Cable to Fuse Array
F03	Auxiliary PDC - Diesel Only
F04	Generator (180 or 160 amperes)
F05	Pulse-Width Modulated (PWM) Radiator Fan Controller.

OPERATION

OPERATION

The power distribution system for this vehicle is designed to provide safe, reliable, and centralized distribution points for the electrical current required to operate all of the standard and optional factory-installed electrical and electronic powertrain, chassis, safety, security, comfort and convenience systems. At the same time, the power distribution system was designed to provide ready access to these electrical distribution points for the vehicle technician to use when conducting diagnosis and repair of faulty circuits. The power distribution system can also prove useful for the sourcing of additional electrical circuits that may be required to provide the electrical current needed to operate accessories that the vehicle owner may choose to have installed in the aftermarket.

REMOVAL

REMOVAL - PDC ASSEMBLY

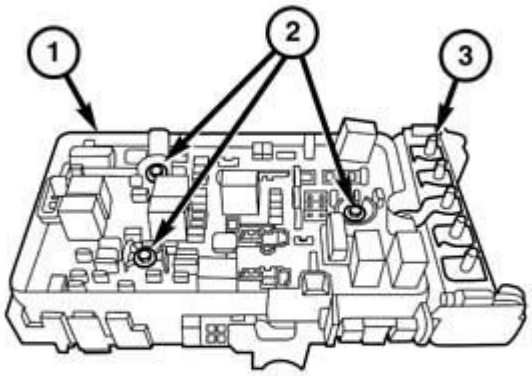

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Fig. 3: Identifying Power Distribution Center, Power Feed Connections & Bolts
Courtesy of CHRYSLER GROUP, LLC

For complete circuit diagrams, refer to **SYSTEM WIRING DIAGRAMS** . 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.

1. **Disconnect and isolate the battery negative cable.**
2. Remove the PDC cover.
3. Disconnect the power feed connections from the PDC (3).
4. Loosen the three bolts (2) that secure top section of the PDC in place. These bolts are captured and cannot be completely removed.

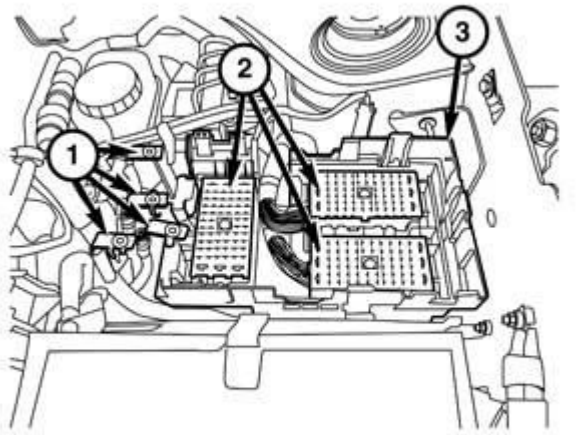

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Fig. 4: Power Distribution Center, Power Feed Connections & Bolts
Courtesy of CHRYSLER GROUP, LLC

5. Release the plastic clips that secure the PDC to the tray.
6. The PDC top will now lift upward. Carefully lift and disconnect the three bulkhead connectors (2) from the PDC.
7. Remove the PDC from the vehicle.

REMOVAL - POWER DISTRIBUTION Z-CASE FUSE ARRAY

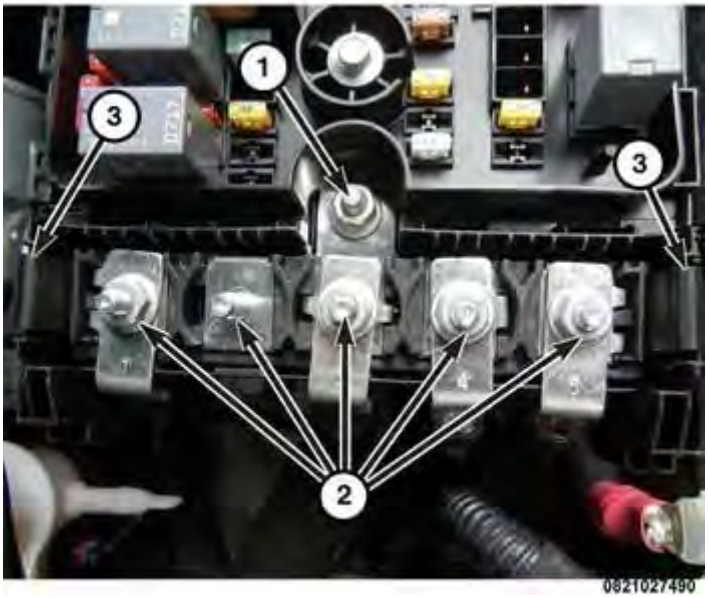

Fig. 5: Identifying Power Distribution Z-Case Fuse Array, Tabs & Nuts
Courtesy of CHRYSLER GROUP, LLC

For complete circuit diagrams, refer to **SYSTEM WIRING DIAGRAMS** . 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.

1. **Disconnect and isolate the battery negative cable.**
2. Remove the cover from the Power Distribution Center (PDC).
3. Remove the nuts (2) from Z case fuse array and move the eyelet connectors off and away from the Z case fuse array.
4. Remove the nut (1) attaching the fuse array to the PDC.
5. Press on the tabs (3) on the side of the fuse array to separate the array from the PDC.
6. Lift the fuse array away from the PDC.

INSTALLATION

INSTALLATION - PDC ASSEMBLY

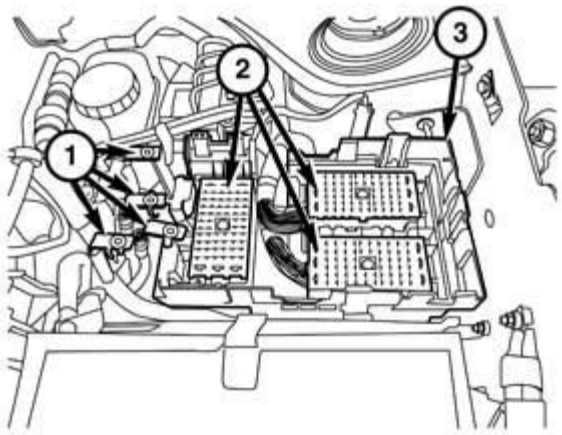

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Fig. 6: Power Distribution Center, Power Feed Connections & Bolts
Courtesy of CHRYSLER GROUP, LLC

1. Position the upper PDC component to the PDC base (3) in the engine compartment.
2. Connect the three bulkhead connectors (2) located in the base of the PDC to the upper PDC component.

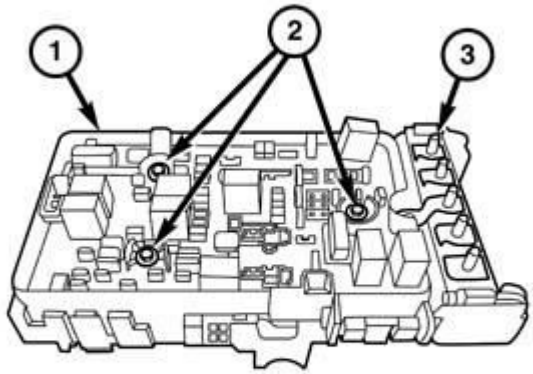

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Fig. 7: Identifying Power Distribution Center, Power Feed Connections & Bolts

Courtesy of CHRYSLER GROUP, LLC

3. Tighten three bolts (2) through the upper PDC component top until secure. Be sure to not over tighten and crack the base or upper tray.
4. Connect all power feeds to their PDC posts.
5. Install the PDC enclosure cover onto the assembled PDC assembly.
6. Connect the negative battery cable to the negative battery post.

INSTALLATION

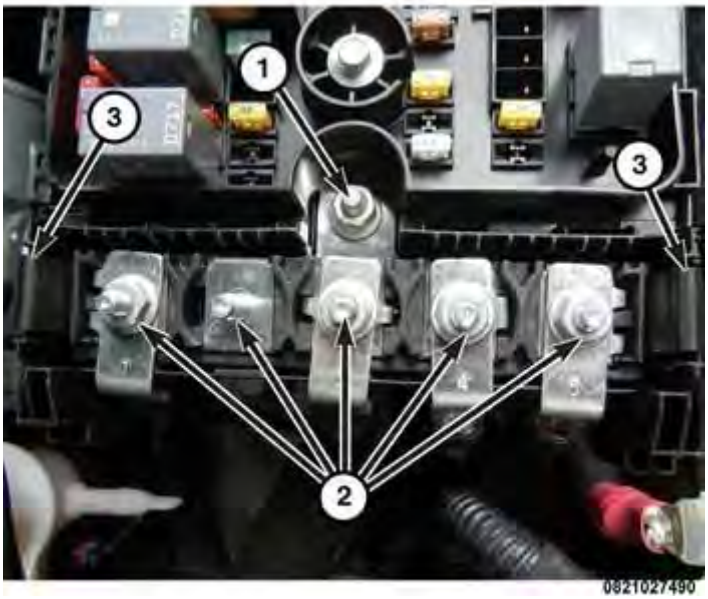

Fig. 8: Identifying Power Distribution Z-Case Fuse Array, Tabs & Nuts
Courtesy of CHRYSLER GROUP, LLC

1. Position the Z-case fuse array to the Power Distribution Center (PDC).
2. Press the Z-case down into position until the tabs (3) snap around the outer edges of the array indicating the array is firmly seated.
3. Install and tighten the nut (1) that secures the fuse array to the PDC case.
4. Connect all power feeds to their proper locations.
5. Secure the connectors to their posts using a nut (2).
6. Install the PDC cover into proper position on the assembled PDC assembly.
7. Connect the negative battery cable to the negative battery post.

OUTLET, POWER

DESCRIPTION

DESCRIPTION

This vehicle is equipped with 12 Volt (13 Amp) power outlets that can be used to power cellular phones, small electronics and other low powered electrical accessories. The power outlets are labeled with either a "key" or a "battery" symbol to indicate how the outlet is powered. Power outlets labeled with a "key" are powered when the ignition switch is in the ON or ACC position, while the outlets labeled with a "battery" are connected directly to the battery and powered at all times.

The outlets are located in the following locations:

- One outlet in the rear cargo area left quarter trim panel.
- One outlet in the instrument panel center stack under the heat/air conditioning controller.
- One outlet in the center console assembly.

OPERATION

12 VOLT POWER

The 12v power outlet consists of two major components: a knob and heating element unit, and a cigar lighter base or receptacle shell. The receptacle shell is connected to ground, and an insulated contact in the bottom of the shell is connected to battery current.

The cigar lighter knob and heating element are encased within a spring-loaded housing, which also features a sliding protective heat shield. When the knob and heating element are inserted in the receptacle shell, the heating element resistor coil is grounded through its housing to the receptacle shell. If the cigar lighter knob is pushed inward, the heat shield slides up toward the knob exposing the heating element, and the heating element extends from the housing toward the insulated contact in the bottom of the receptacle shell.

Two small spring-clip retainers are located on either side of the insulated contact inside the bottom of the receptacle shell. These clips engage and hold the heating element against the insulated contact long enough for the resistor coil to heat up. When the heating element is engaged with the contact, battery current can flow through the resistor coil to ground, causing the resistor coil to heat.

When the resistor coil becomes sufficiently heated, excess heat radiates from the heating element causing the spring-clips to expand. Once the spring-clips expand far enough to release the heating element, the spring-loaded housing forces the knob and heating element to pop back outward to their relaxed position. When the cigar lighter knob and element are pulled out of the receptacle shell, the protective heat shield slides downward on the housing so that the heating element is recessed and shielded around its circumference for safety.

The power outlet base or receptacle shell is connected to ground, and an insulated contact in the bottom of the shell is connected to battery current. The power outlet receives battery voltage from a fuse in the Power Distribution Center (PDC) when the ignition is in the ON or ACC positions.

REMOVAL

12 VOLT POWER

1. Disconnect and isolate the battery negative cable.

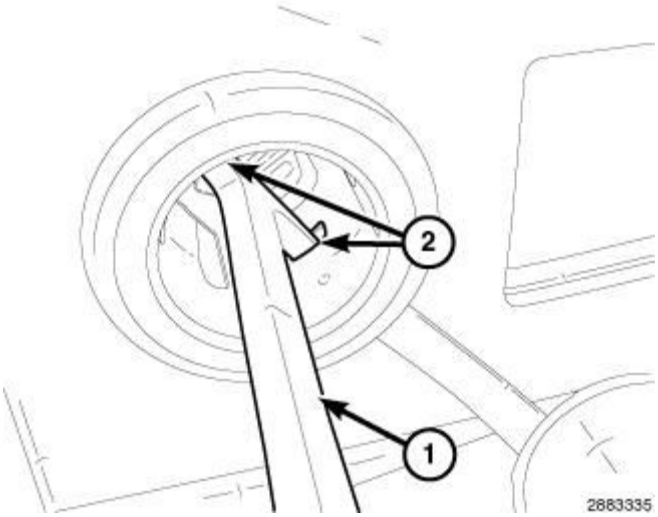

Fig. 9: Inserting Power Outlet Remover
Courtesy of CHRYSLER GROUP, LLC

2. Look inside and note position of the retaining bosses (2).
3. Insert Remover, Power Outlet (special tool #10246, Remover, Power Outlet) (1) into the retaining bosses (2) of the power outlet.
4. Pull out the base through the mounting ring by gently rocking the tool.

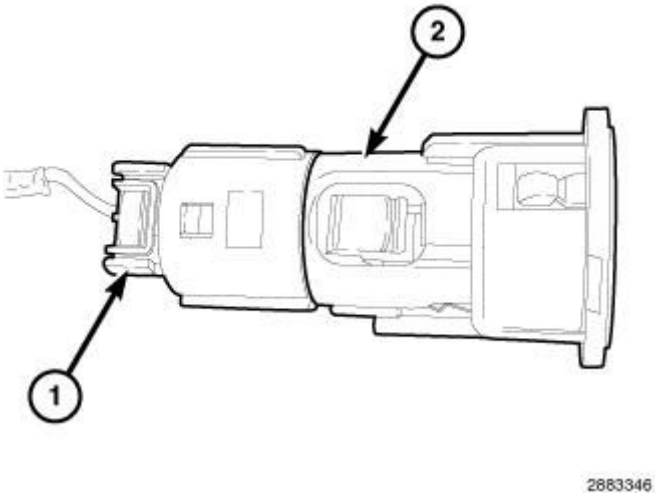

Fig. 10: Power Outlet & Connector
Courtesy of CHRYSLER GROUP, LLC

5. Disconnect the harness (1) from the power outlet (2).
6. Set the base aside and remove the base mount ring.

INSTALLATION

12 VOLT POWER

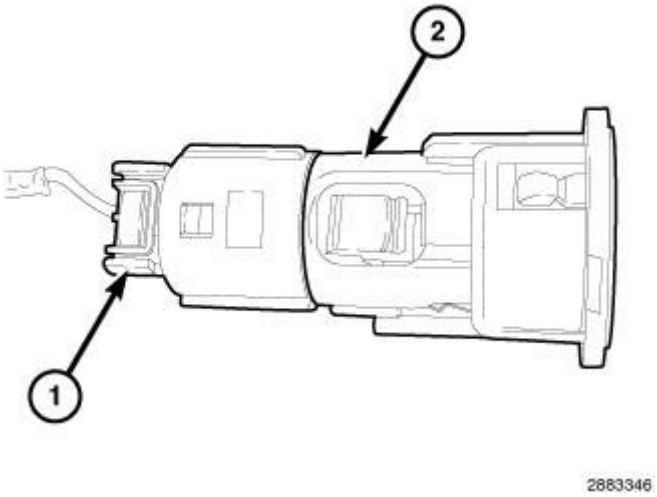

Fig. 11: Power Outlet & Connector
Courtesy of CHRYSLER GROUP, LLC

1. Connect the wire connector (1) to the power outlet receptacle (2).
2. Install the power outlet mount into the panel.
3. Align the splines on the outside of the power outlet receptacle base connector receptacle with the grooves on the inside of the mount.
4. Press firmly on the power outlet receptacle base until the retaining bosses of the mount are fully engaged in their receptacles.
5. Connect the battery negative cable.

OUTLET, POWER, 115 V

DESCRIPTION

DESCRIPTION

NOTE: The 115-volt outlet is used in NAFTA models. A 220-volt is used in BUX models.

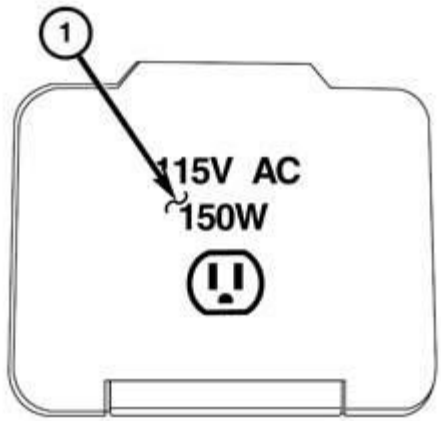

Fig. 12: 115 Volt AC Outlet
Courtesy of CHRYSLER GROUP, LLC

The DC/AC Inverter is an electrical device that converts direct current (DC) to alternating current (AC). This can only be used to supply small appliances. The output voltage of the inverter can be a full sine wave or a modified sine wave. The 115-volt AC outlet is used in NAFTA models. A 220-volt is used in BUX models. The AC outlet (3) is mounted in the rear of the center floor console (2). The vehicle is able to supply AC power through the use of a inverter module. The inverter module is located under the right rear seat cushion. The inverter converts the 12 Volt DC from the vehicle battery system to a 115 Volt AC output for NAFTA vehicles. The BUX model converts the 12 Volt DC from the battery system to a 220 Volt AC output.

OPERATION

OPERATION

The AC power outlet switch receives 12 volts from the Integrated Power Module (IPM) and passes it as an enable signal to the inverter module. The inverter module also receives 12 volts via the IPM and inverts this to a 115 volt AC output (220 for BUX models). The IPM sends a signal over the switch sense circuit advising the cluster that the outlet is active. The enable signal received from the power outlet switch enables the inverter to convert the received voltage and pass it to the power outlet to power external devices.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - INVERTER MODULE

For complete circuit diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

115 VOLT POWER OUTLET DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POWER AT THE 115 VOLT POWER OUTLET. (220 VOLT POWER OUTLET FOR BUX MODEL)	1. Fuse inoperative.	1. Check Power Distribution Center (PDC) fuse. Replace fuse, if required.
	2. Power outlet connector damaged.	2. Check for loose or corroded power outlet connector. Repair, if required.
	3. Inverter module connector damaged.	3. Check for loose or corroded inverter module connector. Repair, if required.
	4. Wiring damaged.	4. Check for shorted or open wires. Repair wiring, if required.
	5. Inverter module ground damaged.	5. Check for continuity between the inverter module and a known good ground. There should be continuity. Repair ground, if required.
	6. Power outlet inoperative.	6. Replace the power outlet.
	7. Inverter module inoperative.	7. Replace the inverter module.
	8. Power outlet switch inoperative.	6. Replace the switch.

REMOVAL

REMOVAL

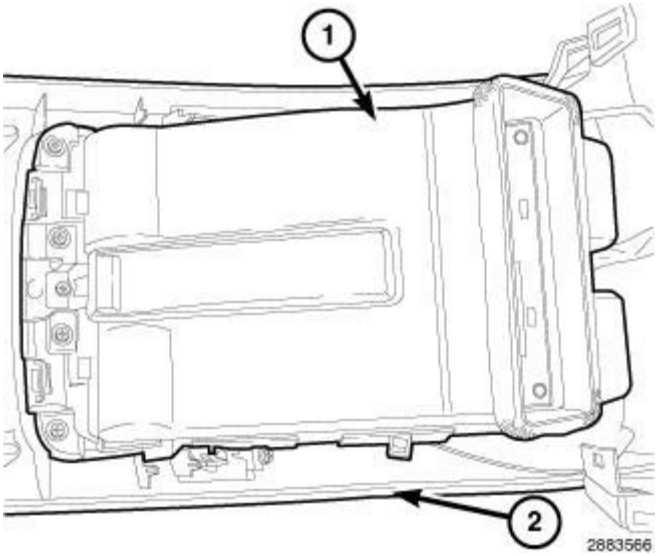

Fig. 13: Rear Center Console Bezel & Retainers
Courtesy of CHRYSLER GROUP, LLC

1. Disconnect and isolate the battery negative cable.
2. Using a trim stick remove the rear center console bezel.
3. Remove the retainers securing the duct work to the rear center console panel.

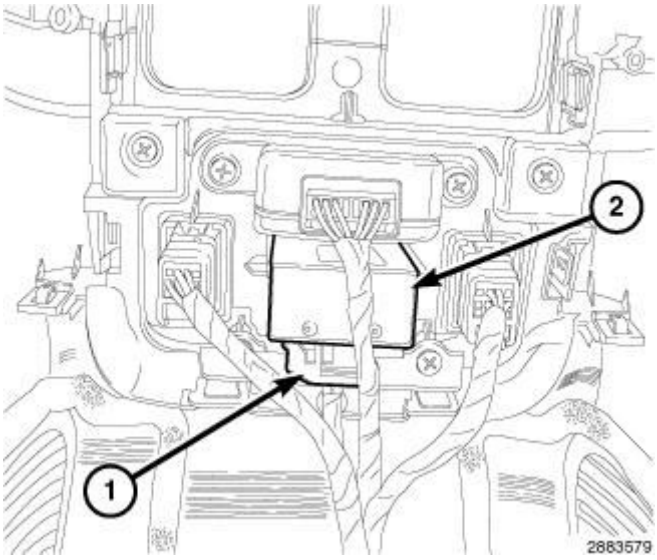

Fig. 14: Electrical Connector & 115v Power Outlet
Courtesy of CHRYSLER GROUP, LLC

4. Disconnect the electrical connector (1) for the 115v power outlet (2).
5. Release the clips holding the 115v power outlet and push through the panel.

INSTALLATION

INSTALLATION

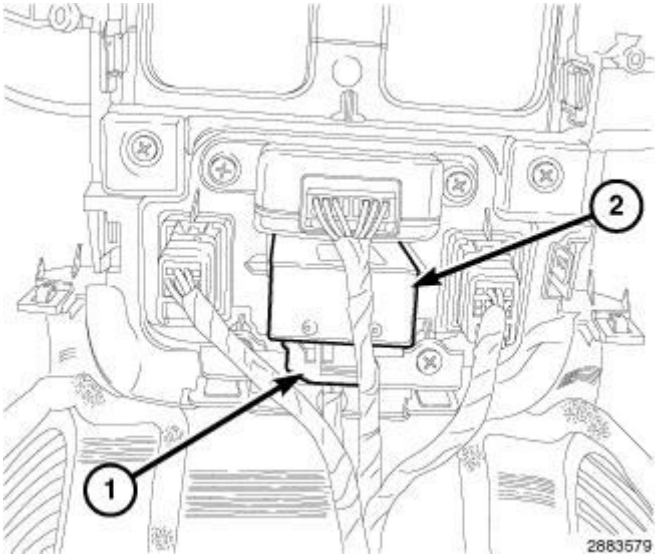

Fig. 15: Electrical Connector & 115v Power Outlet
Courtesy of CHRYSLER GROUP, LLC

1. Insert the 115v outlet into the panel.
2. Connect the electrical connector (1) to the 115v power outlet (2).

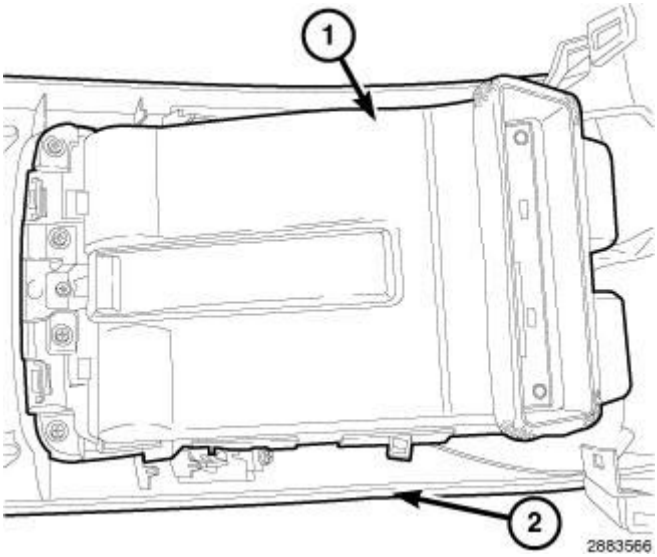

Fig. 16: Rear Center Console Bezel & Retainers
Courtesy of CHRYSLER GROUP, LLC

3. Install the duct to the trim panel.
4. Install the rear console trim panel.
5. Connect the negative battery cable.

MODULE, POWER INVERTER

DESCRIPTION

DESCRIPTION

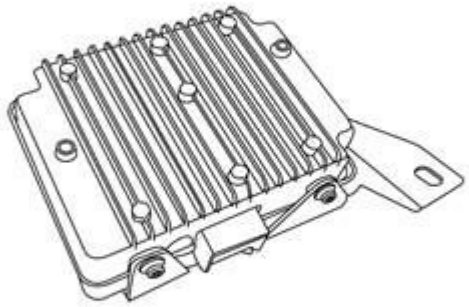

Fig. 17: Power Inverter Module
Courtesy of CHRYSLER GROUP, LLC

The DC-to-AC Inverter Module provides 115V AC/220 V AC power for customer use. Such Inverters are intended to power user loads that are not essential to vehicle control or safety (e.g. battery chargers for mobile phones or laptop computers, audio and entertainment equipment, etc.).

The power inverter module is located beneath the instrument panel inboard of the steering column where it is concealed behind the instrument panel steering column opening cover.

The inverter module is rated at 150 watts. It will momentarily supply 300 watts to account for surges as devices are plugged in. This is true of the NAFTA 110-volt inverter and the BUX 220-volt inverter.

OPERATION

OPERATION

The AC power outlet receives 12 volts from the Power distribution Center (PDC) and passes it as an enable signal to the inverter module. The inverter module also receives 12 volts via the PDC and inverts this to a 115 volt AC output (220 volt for BUX models). The enable signal received from the power outlet enables the inverter to convert the received voltage and pass it to the power outlet to power external devices.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - INVERTER MODULE

For complete circuit diagrams, refer to **SYSTEM WIRING DIAGRAMS** .

WARNING: Disable the airbag system before attempting any steering wheel, steering column, seat belt tensioner, side airbag or instrument panel component diagnosis or service. Disconnect and isolate the negative battery (ground) cable. Wait two minutes for the airbag system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the airbag system. Failure to follow these instructions may result in accidental airbag deployment and possible serious or fatal injury.

115 VOLT POWER OUTLET DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POWER AT THE 115 VOLT POWER OUTLET	1. Fuse inoperative.	1. Replace fuse, if required. Refer to **FUSE - RELAY LOCATIONS AND TYPES, SPECIFICATIONS** .
	2. Power outlet connector or pin loose or damaged.	2. Check for loose or corroded power outlet connector. Repair, if required.
	3. Inverter module connector or pin loose or damaged.	3. Check for loose or corroded inverter module connector. Repair, if required.
	4. Wiring damaged.	4. Check for shorted or open wires. Repair wiring, if required. This includes power, ground, and return sense from the IPM. Refer to wiring diagrams for complete wiring and check all relative circuits for loose pins and/or damaged wiring.
	5. Inverter module ground damaged.	5. Check for continuity between the inverter module and a known good ground. There should be continuity. Repair ground, if required.
	6. Power outlet inoperative.	6. Replace the power outlet.
	7. Inverter module inoperative.	7. Check relative wiring, pins and connections to the IPM before replacing the inverter module.

REMOVAL

REMOVAL

1. Disconnect and isolate the negative battery cable.

2. Unsnap the upper end of the floor duct from the outlet (2) on the left end of the heater and air conditioner distribution housing. Refer to **DUCT, FLOOR DISTRIBUTION, REMOVAL** .
3. Remove the electrical connector from the Power Inverter Module (PIM).
4. Remove the two fasteners holding the PIM bracket in position.
5. Remove the PIM from the vehicle.

INSTALLATION

REMOVAL

1. Position the PIM and bracket to the proper position and install using two fasteners.
2. Connect the electrical connector to the PIM once the PIM has been secured in position by fasteners.
3. Position the duct into position and snap/secure in place. Refer to **DUCT, FLOOR DISTRIBUTION, INSTALLATION** .
4. Connect the battery cable to the negative battery post.

MODULE, WIRELESS CHARGING PAD

DESCRIPTION

DESCRIPTION

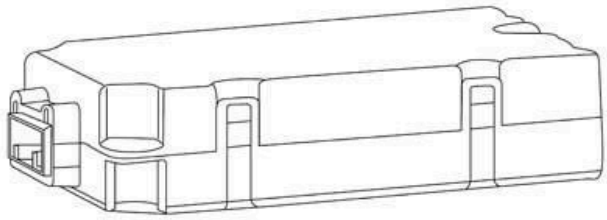

Fig. 18: Wireless Charging Pad Module
Courtesy of CHRYSLER GROUP, LLC

The wireless charging pad will charge a cell phone up to 5W through inductive charging. It follows the WPC (Wireless Power Consortium) Standard. The wireless charging pad is located within the top tray of the center

console.

This optional feature enables wireless charging of any cell phone that is Qi-wireless charging capable or has a Qi sleeve or backplate.

The wireless charging pad comes with a "phone retention feature" that holds that phone in place throughout up or down console movement and ensures efficient charge. The device must be aligned with the pad in order to charge correctly. An serviceable LED light will blink green to show the phone is charging and aligned correctly.

OPERATION

OPERATION

Wireless Charging Requirements - Wireless charging requires a transmitting coil (built into the charging pad tray) and a receiver coil which is integrated in the phone. The received coil gets aligned to the transmitting coil, and power is then transmitted.

Retention Feature - The retention feature is in place to hold the phone during vehicle and console movement. This also used to align the phone with the transmitting coil that is internal to the module. (Tolerance is +/- 10mm). This retention feature is designed to accommodate all WPC phones, larger and smallest, and all receiving coil replacement.

The Wireless Charging Module is capable of setting two Diagnostic Trouble Codes (DTC); Loss of communication and internal error faults. The module itself is not repairable and will need to be replaced if diagnostics lead to module failure.

Communication - The WCP communicates with the BCM over the LIN bus. The WCP outputs to the BCM if a device has been detected. If a valid device is detected, charging begins.

Timers - The WCP has a watch dog timer for two modes; the pad will automatically go into OFF mode after 5 minutes if no device is charging, and it will go into sleep mode 30 minutes after key off if a device has been left to charge with the ignition off. The WCP also has an idle mode where it will be continuously searching for a consumer device with the ignition ON.

Wireless Charging Pad Electrical Requirements

- Power to the Wireless Charging Pad (WCP) should be no greater than 10 watts.
- The WCP will transfer up to 5W to the receiver.
- The WCP has the capability to shut itself off if the system voltage drops below 12 volts with ignition off for a duration of 30 seconds.
- The WCP has an idle mode where it constantly searches for consumer devices with the ignition transitioned to the ON position.
- The nominal operating voltage of the WCP is 13.5v.

REMOVAL

REMOVAL

1. Remove the tray assembly from the center console.
2. Set the end stops to full out positions.

Fig. 19: Prying Anti-Slip Mat
Courtesy of CHRYSLER GROUP, LLC

3. Using a flathead mini screwdriver gently pry one side of anti-slip mat.

Fig. 20: Removing Anti Slip Mat
Courtesy of CHRYSLER GROUP, LLC

4. Proceed to remove the anti slip mat.

Fig. 21: Removing Screws Using A Phillips #2 Screwdriver
Courtesy of CHRYSLER GROUP, LLC

5. Remove four screws using a Phillips #2 screwdriver.

Fig. 22: Identifying Bottom Cover
Courtesy of CHRYSLER GROUP, LLC

6. The bottom cover should be free to come off now.

Fig. 23: Identifying Tyco Connector
Courtesy of CHRYSLER GROUP, LLC

7. Remove the Tyco connector to separate the Lower Tray from the Upper tray assembly.

Fig. 24: Identifying Lower & Upper Tray
Courtesy of CHRYSLER GROUP, LLC

8. Remove the rigid and flexible end stops by pressing down on the paddles and sliding them off each side.

Fig. 25: Removing Screws Using Robertson #S2 Screwdriver
Courtesy of CHRYSLER GROUP, LLC

9. Remove three screws using the Robertson #S2 screwdriver that secure the wireless charging module to the upper tray.

Fig. 26: Lifting Wireless Charging Module From Tray Assembly
Courtesy of CHRYSLER GROUP, LLC

10. The wireless charging module can now be lifted from the tray assembly.

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Fig. 27: Squeezing LED Lens Tabs Using Needle Nose Pliers
Courtesy of CHRYSLER GROUP, LLC

11. Using needle nose pliers, squeeze the tabs of the LED lens to pull the Lens out of its nest.

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Fig. 28: Squeezing LED Lens Legs
Courtesy of CHRYSLER GROUP, LLC

12. Squeeze the legs of the LED Lens to pull the LED out from the Lens.

Fig. 29: Peeling Harness Out Of Channel
Courtesy of CHRYSLER GROUP, LLC

13. Peel the harness out of the channel as shown in **Fig. 9** .

INSTALLATION

INSTALLATION

Fig. 30: Removing Screws Using Robertson #S2 Screwdriver
Courtesy of CHRYSLER GROUP, LLC

1. Attach wireless charging module to the upper tray with three screws using #S2 screwdriver.

Fig. 31: Attaching Wireless Charging Module
Courtesy of CHRYSLER GROUP, LLC

Fig. 32: Attaching Wireless Charging Module
Courtesy of CHRYSLER GROUP, LLC

2. Attach one end stop by pivoting it into the tray.

Fig. 33: Installing Other End Stop To Tray
Courtesy of CHRYSLER GROUP, LLC

3. Repeat step 2 to install the other end stop to the tray.

Fig. 34: Inserting LED Into LED Lens
Courtesy of CHRYSLER GROUP, LLC

4. Insert the LED into the LED lens.

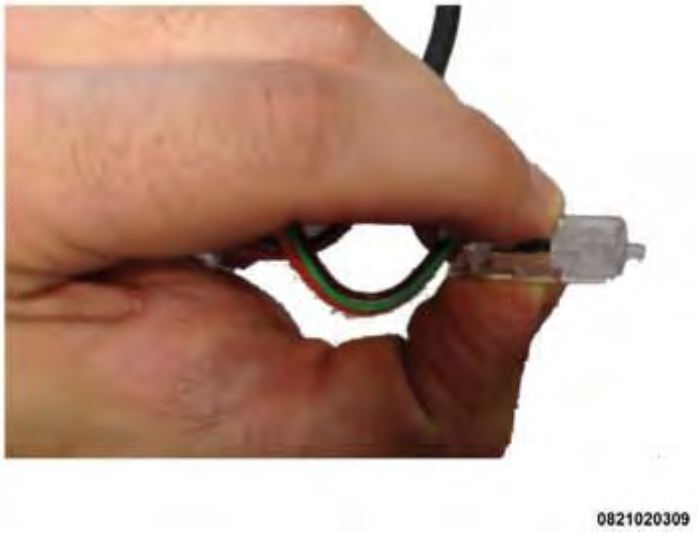

Fig. 35: Squeezing LED Lens Retaining Clips
Courtesy of CHRYSLER GROUP, LLC

5. Squeeze on the LED lens retaining clips to make sure they are engaged. Tug on the LED harness to confirm the LED is seated.

Fig. 36: Inserting LED Lens Into Lower Tray
Courtesy of CHRYSLER GROUP, LLC

6. Insert the LED Lens into the Lower Tray ensuring that the round portion of the Lens faces the opening in the Lower Tray.

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Fig. 37: Identifying Upper Tray Assembly & Tyco Connector
Courtesy of CHRYSLER GROUP, LLC

7. Place upper tray assembly into lower tray and insert the Tyco connector into module and wire harness in the channel ensuring the routing of the harness mimics the related graphic exactly.

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Fig. 38: Identifying Distance From Connector To Channel Entry Point
Courtesy of CHRYSLER GROUP, LLC

8. The distance from the connector to channel entry point has to be 88mm±3mm. The distance from the exit of the tray to connector needs to be exactly 328±5mm.

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Fig. 39: Holding Down Harness In Channel
Courtesy of CHRYSLER GROUP, LLC

9. Ensure also to hold down the harness in the channel at the back of the part while putting on bottom cover.

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Fig. 40: Removing Screws Using A Phillips #2 Screwdriver
Courtesy of CHRYSLER GROUP, LLC

10. Attach bottom cover to upper tray with four screws using Phillips #2 screwdriver.

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Fig. 41: Removing Anti Slip Mat
Courtesy of CHRYSLER GROUP, LLC

11. Ensure end stops are at the full out positions.

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Fig. 42: Ensuring End Stops Are At Full Positions
Courtesy of CHRYSLER GROUP, LLC

12. Wedge the edge of the anti-slip mat under the rigid end stop bumper.

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Fig. 43: Identifying Edge Of Anti-Slip Mat Is Under Rigid End Stop Bumper
Courtesy of CHRYSLER GROUP, LLC

13. Slide the Bumper over the mat.

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Fig. 44: Sliding Bumper Over Mat
Courtesy of CHRYSLER GROUP, LLC

14. Push down the two pins into blind bosses.

Fig. 45: Pushing Two Pins On Mat Into Blind Bosses
Courtesy of CHRYSLER GROUP, LLC

15. Push down the two pins on the other side of the mat into blind bosses to fully seat anti slip mat.
16. Reconnect the negative battery cable.