2014 Dodge Dart at 90,000 mi

1C3CDFBH4ED123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Dart · PF Dart SXT 1.4 Turbo sedan	FCA 1.4L FIRE MultiAir four-cylinder (turbo and non-turbo)	90,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **25V-674** · Transmission · shifter cable: The shifter cable can come off the transmission, so the car may not stay in Park and could roll away.
- **15V-542** · Transmission · control module (dual-dry-clutch): The transmission control module can fail and shift the car into neutral, causing a loss of drive.

A model-year list, not a VIN check. Repairs are free at a Dodge dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Dodge dealer for a campaign printout, including 15V-542, 25V-674. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Manual clutch: pedal sticks or drops to the floor: Past the range (23,000–45,000 mi, the middle half of 54 owner reports) · if it fails: $1,120–$4,200
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Dual-dry-clutch automatic (Dart) — Free if open

Recall 15V-542 is listed for this model year. Check the VIN; the repair is free at a Dodge dealer if it is open.

Next 12 months up to about 102,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 120,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

MultiAir actuator ("brick") failure — $25–$40

parts only, labor extra

Any mileage (low or wrong oil is a common trigger) · Inspect at each service; fix at the first sign

Turbo underboost and boost leaks (limp mode) — $40–$60

labor only, parts extra

Past the range (8,000–43,000 mi, the middle half of 20 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 120,000 mi

$100–$160

No other repairs on the list before 120,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 90,000 mi to 120,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs 1.4L turbo: replace spark plugs every 30,000 mi.	every 30,000 mi	**Due at 90,000 mi** [M1]
Engine coolant Flush and replace engine coolant at 10 years or 150,000 mi, whichever comes first.	every 150,000 mi or 10 years	**Due by age: 10-year limit passed (check records)** [M1]

M1. 2014 Dodge Dart Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Dodge/2014/Dart/200.pdf

M2. 2014 FIAT 500 Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Fiat/2014/500/202.pdf

M3. 2020 FIAT 500L Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Fiat/2020/500L/P116384_20_BG_OM_EN_USC_DIGITAL.pdf

M4. 2018 FIAT 500X Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Fiat/2018/500X/9612.pdf

M5. 2018 Jeep Renegade Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2018/Renegade/9634.pdf

WHERE 90K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Manual clutch: pedal sticks or drops to the floor	23,000–45,000 mi (middle half of 54 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Dual-dry-clutch automatic (Dart)	23,000–51,000 mi (middle half of 78 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	MultiAir actuator ("brick") failure	Any mileage; low or wrong oil is a common trigger SHOP/RETAILER	Any mileage
4	Turbo underboost and boost leaks (limp mode)	8,000–43,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Dodge Dart

Safety recall repairs are free at Dodge dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1C3CDFBH4ED123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Dodge dealer for a campaign printout; it also lists completed campaigns.

1.4L MULTIAIR TURBO FOUR RECALLS WE TRACK

15V-542 · Dual-dry-clutch control module may fail and shift to neutral (2013–2015 Dart)

NHTSA lists this model and year: check by VIN

The transmission control module may fail, shifting the transmission to neutral without warning. Free repair. OFFICIAL [4]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

16V-302 · Clutch spring may break (2012–2016 Fiat 500 manual)

Not listed for MY2014

The clutch pressure-plate diaphragm spring may break, so the driver cannot shift gears. Free repair. OFFICIAL [4]

25V-674 · Shifter cable may detach (2013–2016 Dart)

NHTSA lists this model and year: check by VIN

The shifter cable may come off the transmission, so the car may not hold in Park. Free repair. OFFICIAL [4]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 1.4L MultiAir Turbo four recalls we track, not listed by NHTSA for this model and year: 17V-192 (PCM may limit the engine to idle (2014 Fiat 500L)).

EVERY RECALL NHTSA LISTS FOR THE 2014 DODGE DART (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-674 1.4L MultiAir Turbo four tracked	Transmission · shifter cable	The shifter cable can come off the transmission, so the car may not stay in Park and could roll away. Details
15V-542 1.4L MultiAir Turbo four tracked	Transmission · control module (dual-dry-clutch)	The transmission control module can fail and shift the car into neutral, causing a loss of drive. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: DART. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (DART): 15V-800 (vacuum pump oil in the brake booster) covers 2.0L and 2.4L Darts only and is left out of this 1.4L sample. 19V-293 (shifter cable bushing) was replaced by 25V-674, which is kept; a VIN check would show either if it applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (PF).

1 Manual clutch: pedal sticks or drops to the floor

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 233 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is past the reported range (23,000–45,000 mi (middle half of 54 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 23,000–45,000 mi (middle half of 54 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2015 Dart manual (X62 extension, now expired); 2012–2016 Fiat 500 manual (recall 16V-302)

WHAT FAILS OFFICIAL [2][3][4][1]

On the Dart with the six-speed manual, the hydraulic clutch master cylinder and reservoir hose can reduce pedal stroke; FCA replaced them under the X62 extension (5 years / 60,000 miles). Owners describe the pedal sticking to the floor. On the Fiat 500 manual, the clutch pressure-plate diaphragm spring can break (recall 16V-302), leaving the car unable to shift.

SYMPTOMS

- Clutch pedal stays on the floor
- Hard to get into gear
- Pedal feels soft after sitting

IF IT'S LEFT TOO LONG

A clutch that will not release can strand the car or make it creep in gear.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it at the first sticking pedal; check the VIN for 16V-302 on a Fiat 500 manual.

ESTIMATED REPAIR COST

Clutch master cylinder replacement, Dodge Dart (RepairPal)	**$337–$417** SHOP/RETAILER [9] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=10)	**$1,120–$4,200** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

7.1× The failure-bill midpoint ($2,660) is about 7.1× the early-fix midpoint ($377). A cost ratio, not a probability.

Where the numbers come from: Computed from 10 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,050). Examples: ODI 11610011, 11481114, 10938881, 10917242. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR PF

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Does the clutch pedal ever stick down?
- Clutch or master cylinder ever replaced?

2 Dual-dry-clutch automatic (Dart)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 410 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is past the reported range (23,000–51,000 mi (middle half of 78 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 23,000–51,000 mi (middle half of 78 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2016 Dart with the 6-speed dual-dry-clutch automatic (recall 15V-542 covers 2013–2015)

WHAT FAILS OFFICIAL [4][1]

The Dart 1.4L was offered with a six-speed dual-dry-clutch automatic. Its transmission control module can fail and shift the car to neutral; FCA recalled 2013–2015 Darts for this (15V-542). Owners also report delayed launches of 2–4 seconds and total loss of drive.

SYMPTOMS

- Delay before moving from a stop
- Sudden shift to neutral
- No drive in any gear

IF IT'S LEFT TOO LONG

Loss of drive in traffic is a safety risk and a costly repair.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 15V-542 and road-test from a stop several times.

ESTIMATED REPAIR COST

Free under recall 15V-542	**Free if covered** OFFICIAL [4] independent shop, installed
Owner-reported transmission repair bills in NHTSA complaints (n=7)	**$4,520–$6,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 7 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $6,000). Examples: ODI 11481114, 11533118, 11512089, 11466382. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR PF

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Recall 15V-542 done?
- Any delay pulling away or neutral events?

3 MultiAir actuator ("brick") failure

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; low or wrong oil is a common trigger), so mileage doesn't say much here. Range: Any mileage; low or wrong oil is a common trigger SHOP/RETAILER [7]

WHAT FAILS FORUM/BLOG [7][8]

The MultiAir unit opens the intake valves with engine oil pressure. When it fails, the engine runs rough and sets MultiAir codes. Repair guides say to check the oil level and type and replace the small MultiAir oil filter screen before replacing the actuator.

SYMPTOMS

- Rough running or misfire
- Check-engine light with MultiAir codes (P1523 and others)
- Low power

IF IT'S LEFT TOO LONG

A failed actuator leaves the engine running poorly; a wrong used part can damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use the specified oil and keep it full; replace the screen first when codes appear.

ESTIMATED REPAIR COST

MultiAir oil filter screen, parts only (labor extra), first step	**$25–$40** SHOP/RETAILER [7] parts only, labor extra
MultiAir actuator replacement (Go-Parts guide)	**$700–$1,200** SHOP/RETAILER [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR PF

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Which oil is used, and how often changed?
- MultiAir unit ever replaced?

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4 Turbo underboost and boost leaks (limp mode)

Past the range

Severity: Medium: leaks and wear · 71 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 90,000 mi this car is past the reported range (8,000–43,000 mi (middle half of 20 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 8,000–43,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2017–2018 Renegade 1.4L (P2173 vapor tube); 124 Spider (P0299 surge)

WHAT FAILS OFFICIAL [5][6][1]

On the Renegade 1.4L, air leaking at the engine oil vapor inlet tube can set P2173 and cause jerking or limp mode; FCA installs a modified tube. On the 124 Spider, FCA notes surging and P0299 underboost after a software update. Dart owners also report underboost codes and limp mode.

SYMPTOMS

ESTIMATED REPAIR COST

Labor only, 0.4 h FCA warranty time plus the vapor inlet tube kit	**$40–$60** OUR ESTIMATE [5][10] labor only, parts extra
No published bill for turbo	**No published price** reported range for the bill after a failure

- Check-engine light with P2173 or P0299
- Jerking or loss of power
- Limp mode

IF IT'S LEFT TOO LONG

Running in limp mode is unsafe in traffic; a leak that is ignored can hide other turbo faults.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose underboost codes promptly; check for the vapor tube fix on a Renegade.

	replacement
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: FCA warranty labor time of 0.4 h (bulletin [5]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR PF

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any underboost or limp-mode history?
- Turbo ever replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.4L MultiAir Turbo four owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling / loss of power	118	Mixed causes in the complaint text: clutch and transmission faults, turbo underboost, and a 2013 Dart cold-start stall that FCA fixed with a PCM update.
Brakes / parking brake	113	Dart rear parking-brake caliper complaints; not an engine fault.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Clutch pedal return after a cold sit
- Launch from a stop (DDCT)
- MultiAir and boost codes
- Oil level and grade

Ask the seller

- Clutch or transmission work?
- Recalls 15V-542 / 16V-302 done if they apply?
- Oil used?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Manual clutch: pedal sticks or drops to the floor: symptoms or fault codes present	$337–$417
Dual-dry-clutch automatic (Dart): fault found on inspection	$4,520–$6,000
MultiAir actuator ("brick") failure: symptoms or fault codes present	$25–$40 + labor
Turbo underboost and boost leaks (limp mode): symptoms or fault codes present	$40–$60 + parts
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Stellantis documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for Dart and Renegade complaints that mention the 1.4L, turbo or manual; all Fiat 500, 500L and 124 Spider complaints; and 500X complaints that mention the 1.4L, turbo or manual: 1,165 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. About 1,170 complaints. Fiat names are pulled directly by NHTSA model name; Dart and Renegade complaints are limited to those naming the 1.4L, turbo or manual, so most 2.0L/2.4L complaints are left out. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Transmission / DDCT	410	Item 2
Clutch	233	Item 1
Stalling / loss of power	118	Also reported
Brakes / parking brake	113	Also reported
Turbo / boost	71	Item 4
MultiAir actuator	1	Item 3

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2013–2016 Dart complaints that mention the 1.4L or turbo; 2015–2018 Renegade complaints that mention the 1.4L, turbo or a manual transmission; 2012–2018 Fiat 500 (all versions), 2014–2017 500L, 2017–2020 124 Spider and 2016–2018 500X complaints that mention the 1.4L, turbo or manual, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. FCA US Warranty Bulletin D-16-01 Rev. A (X62): Extended warranty, 5 years / 60,000 miles, on the hydraulic clutch master cylinder and reservoir hose (2013–2015 Dart with the C635 manual) (2016-08-27), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10121741-9999.pdf

3. FCA US TSB 06-001-16 Rev. A: Clutch pedal operation (X62): replace the hydraulic clutch master cylinder and reservoir hose for reduced clutch pedal stroke (2016-08-27), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10121714-9999.pdf

4. NHTSA recall records: 15V-542 (Dart dual-dry-clutch transmission control module), 16V-302 (Fiat 500 manual clutch spring), 17V-192 (500L PCM calibration) and 25V-674 (Dart shifter cable), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=15V542000

5. FCA US TSB 09-010-20: Engine oil vapor inlet tube modification for P2173 air leakage in manifold (2017–2018 Renegade, 1.4L MultiAir Turbo) (2020-07-02), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2020/MC-10178681-9999.pdf

6. FCA US STAR case S2018000008: Engine surge and/or P0299 turbo underboost after a PCM software update (124 Spider) (2020-06-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10223551-9999.pdf

7. Go-Parts: OBD P1523 on the 2017 Fiat 500 (replace the MultiAir oil filter screen first, about $25–$40; MultiAir actuator $700–$1,200), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.go-parts.com/garage/obd-p1523-fiat-500-2017

8. au7o: Fiat 500 known issues (MultiAir actuator failure, typically $800–$1,400) — AI-assisted site, not independently verified, via search extract Oct 27, 2026 FORUM/BLOG
https://www.au7o.io/known-issues/fiat-500

9. RepairPal: Dodge Dart repair costs (clutch master cylinder replacement $337–$417), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/dodge/dart

10. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Dodge dealer or qualified shop. Safety recall repairs are free at Dodge dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.