2015 Jeep Cherokee at 98,000 mi

1C4PJLCB9FW123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Cherokee · Cherokee Latitude 2.4 FWD	FCA 2.4L Tigershark MultiAir four-cylinder	98,000 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 'F' = 2015, 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.

1
inspection recommended now

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

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (7 of 9)

- **23V-338** · Power liftgate · control module short: A fire while parked or driving can increase the risk of injury.
- **18V-332** · Cruise control · cannot be switched off: A wiring short can stop the cruise control from switching off, so the vehicle keeps its speed or speeds up.
- **16V-529** · Transmission · 9-speed sensor wiring: A poor crimp in the 9-speed transmission wiring can shift it into neutral unexpectedly, causing a loss of drive power.
- **15V-826** · Power liftgate · control module water leak: A short circuit in the module increases the risk of a fire.
- **15V-676** · A/C hose · touches exhaust manifold: If the line is misrouted, it may contact the exhaust manifold, increasing the risk of a vehicle fire.
- **15V-393** · Power liftgate · control module water leak: A short circuit in the liftgate control module may result in a fire.
- **15V-041** · Air bags · unintended side air bag deployment: If the air bags deploy unexpectedly during vehicle operation, it can increase the risk of personal injury and increase the risk of a crash.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Jeep dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Jeep dealer for a campaign printout. 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

Oil consumption (low oil, stalling): Long past the range (5,000–35,000 mi, the middle half of 206 owner reports) · **may be free at a Jeep dealer** (free PCM update under W20 / W84) · if it fails outside that coverage: $760–$1,950 labor only, parts extra
Nine-speed automatic transmission (948TE): Past the range (10,000–54,000 mi, the middle half of 311 owner reports) · if it fails: $830–$5,500
The ones long past their range may already be fixed: we check the records first. Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 110,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 128,000 mi

Nothing else enters its reported range in this window.

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

Ignition coil boot misfire — $50–$80

labor only, parts extra

Past the range (32,000–53,000 mi, the middle half of 17 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 128,000 mi

$100–$160

No other repairs on the list before 128,000 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 98,000 mi to 128,000 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 2.4L Tigershark: replace spark plugs every 100,000 mi.	every 100,000 mi	**Due at 100,000 mi** [M1][M2][M3][M4][M5][M6][M7][M8][M9]
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][M2][M3][M4][M5][M6][M7][M8][M9]

M1. 2014 Jeep Cherokee Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2014/Cherokee/265.pdf

M2. 2014 Dodge Dart Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Dodge/2014/Dart/200.pdf

M3. 2016 Chrysler 200 Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Chrysler/2016/200/7.pdf

M4. 2018 Jeep Cherokee Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2018/Cherokee/9785.pdf

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

M6. 2019 Jeep Cherokee Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2019/Cherokee/104950_19KL_926_AA_DIGITAL.pdf

M7. 2019 Jeep Compass Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2019/Compass/P123885_19_MP_OM_EN_USC_t_DIGITAL.pdf

M8. 2017 Ram ProMaster City Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Ram/2017/ProMaster_City/2010.pdf

M9. 2018 FIAT 500X Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Fiat/2018/500X/9612.pdf

M10. 2015 Ram ProMaster Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Ram/2015/ProMaster/185.pdf

WHERE 98K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil consumption (low oil, stalling)	5,000–35,000 mi (middle half of 206 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
2	Nine-speed automatic transmission (948TE)	10,000–54,000 mi (middle half of 311 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Ignition coil boot misfire	32,000–53,000 mi (middle half of 17 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 2015 Jeep Cherokee

Safety recall repairs are free at Jeep 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 1C4PJLCB9FW123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Jeep dealer for a campaign printout; it also lists completed campaigns.

2.4L TIGERSHARK FOUR RECALLS WE TRACK

Other 2.4L Tigershark four recalls we track, not listed by NHTSA for this model and year: 17V-670 (cracked oil pump housing can stall the engine (2018 Cherokee, Compass 2.4L)), 18V-131 (cracked oil pump housing / balance shaft module (2017 Renegade 2.4L)), 18V-282 (fuel tube may leak (2018 Cherokee 2.4L)).

EVERY RECALL NHTSA LISTS FOR THE 2015 JEEP CHEROKEE (9)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
23V-338	Power liftgate · control module short	A fire while parked or driving can increase the risk of injury. Details
18V-332	Cruise control · cannot be switched off	A wiring short can stop the cruise control from switching off, so the vehicle keeps its speed or speeds up. Details
16V-529	Transmission · 9-speed sensor wiring	A poor crimp in the 9-speed transmission wiring can shift it into neutral unexpectedly, causing a loss of drive power. Details
15V-826	Power liftgate · control module water leak	A short circuit in the module increases the risk of a fire. Details
15V-676	A/C hose · touches exhaust manifold	If the line is misrouted, it may contact the exhaust manifold, increasing the risk of a vehicle fire. Details
15V-393	Power liftgate · control module water leak	A short circuit in the liftgate control module may result in a fire. Details
15V-041	Air bags · unintended side air bag deployment	If the air bags deploy unexpectedly during vehicle operation, it can increase the risk of personal injury and increase the risk of a crash. Details
16V-590	Seats · seat fasteners	Loose fasteners may allow the seats to move, increasing the risk of injury to the seat occupants in the event of a crash. Details
15V-461	Radio · software security	A radio software weakness could let outsiders reach some vehicle controls remotely. The fix is a software update. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: CHEROKEE. 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 (CHEROKEE): Two listings are left out of this front-drive 2.4L sample: 20V-343 (the two-speed power transfer unit on some 4x4 models) and 17V-824 (fire extinguishers fitted to some vehicles and trailers). A VIN check would show them if they 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 3 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 (KL). Left out because they apply to other models, years, engine sizes or body codes: Power transfer unit input spline wear (2014–2017 Cherokee 4x4, Active Drive II).

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1 Oil consumption (low oil, stalling)

Long past the range

Severity: Critical: rare, but can badly damage the engine · 738 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 98,000 mi this car is long past the reported range (5,000–35,000 mi (middle half of 206 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 5,000–35,000 mi (middle half of 206 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013–2019 2.4L engines covered by W20 / W84 and the XB1 or XS1 extension

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

FCA found these engines can use more oil than usual, especially in stop-and-go driving, from part variances combined with the engine software. If the oil runs low the engine can stall. FCA's fix is a PCM software update (W20 or W84); if an oil-consumption test still fails, the long block is replaced under the XB1 or XS1 warranty extension.

SYMPTOMS

- Adding oil between changes
- Oil pressure light between changes
- Stalling

IF IT'S LEFT TOO LONG

Running low on oil can stall the engine and wear it out.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Make sure W20 or W84 is done and check the oil level every fill-up; ask a dealer about XB1/XS1 if it still uses oil.

ESTIMATED REPAIR COST

Free PCM update under W20 / W84	**Free if covered** OFFICIAL [2] independent shop, installed
Labor only, 7.6–12.2 h FCA warranty time plus a long block	**$760–$1,950** OUR ESTIMATE [3][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: FCA warranty labor time of 7.6–12.2 h (bulletin [3]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. Free when the VIN is inside the XB1/XS1 extension.

PARTS FOR KL

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

WHAT TO ASK YOUR SHOP

- How much oil between changes?
- W20 or W84 done?
- Engine ever replaced?

2 Nine-speed automatic transmission (948TE)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 6062 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (10,000–54,000 mi (middle half of 311 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 10,000–54,000 mi (middle half of 311 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2015 Cherokee, 2015 Renegade and 2015 Chrysler 200 (X80 extension); later years by owner reports

WHAT FAILS OFFICIAL [5]

The nine-speed automatic paired with this engine draws the most complaints on these cars. FCA extended the warranty on transmission replacement to 6 years or 100,000 miles on early Cherokee, Renegade and 200 models; that window has now closed for most.

SYMPTOMS

- Harsh or delayed shifts
- Slipping or no-move
- Transmission warning light

IF IT'S LEFT TOO LONG

A failing transmission can leave the car in limp mode.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check software updates and fluid condition; road-test carefully before buying.

ESTIMATED REPAIR COST

Software update (no published price)	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=23)	**$830–$5,500** 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 23 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $5,000). Examples: ODI 11665800, 11374852, 11300525, 11208375. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR KL

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

WHAT TO ASK YOUR SHOP

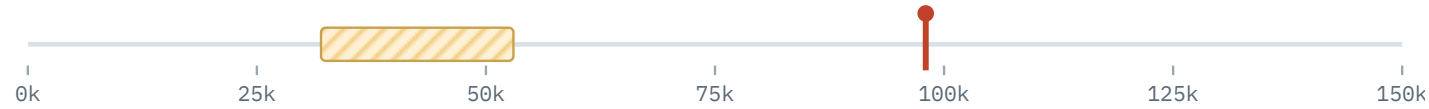
- Any transmission repairs or updates?
- Harsh shifts?

3 Ignition coil boot misfire

Past the range

Severity: Medium: leaks and wear · 87 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (32,000–53,000 mi (middle half of 17 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 32,000–53,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2015–2019 2.4L engines

WHAT FAILS OFFICIAL [6]

The ignition coil insulating boots can let the spark leak and cause misfires. FCA replaces all four boots and uses a specific grease.

SYMPTOMS

- Misfire or rough running
- Flashing check-engine light

IF IT'S LEFT TOO LONG

Misfires can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace all four boots at the first misfire code.

ESTIMATED REPAIR COST

Labor only, 0.5 h FCA warranty time plus four coil boots	**$50–$80** OUR ESTIMATE [6][8] labor only, parts extra
Labor only, 0.5 h FCA warranty time plus four coil boots	**$50–$80** OUR ESTIMATE [6][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($65) is about 1.0× the early-fix midpoint ($65). A cost ratio, not a probability.

Where the numbers come from: Estimate: FCA warranty labor time of 0.5 h (bulletin [6]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR KL

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

WHAT TO ASK YOUR SHOP

- Any misfire codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.4L Tigershark 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
Electrical / battery	5,001	Battery and stop-start electrical faults; not engine-internal.
Stalling / loss of power	3,211	Many reports; FCA links some stalls to low oil (W20) and the oil pump recalls 17V-670 / 18V-131; others are transmission or electrical.

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

- Oil level and consumption history
- Transmission road test
- Misfire counters

Ask the seller

- W20/W84 done?
- XB1/XS1 engine replacement?
- Oil pump recall done (2017–2018)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil consumption (low oil, stalling): fault found on inspection	$760–$1,950 + parts
Nine-speed automatic transmission (948TE): fault found on inspection	$830–$5,500
Ignition coil boot misfire: symptoms or fault codes present	$50–$80 + 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

7 · METHOD AND SOURCES

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 28, 2026 from NHTSA's complaints API for Cherokee, Renegade and Compass complaints that do not mention a V6, turbo or other engine; Chrysler 200 complaints that do not mention a V6; Dart complaints that mention the 2.4L; 2016–2018 Fiat 500X complaints that do not mention the 1.4L, turbo or a manual; and all 2015–2022 ProMaster City complaints: 16,878 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission	6,062	Item 2
Electrical / battery	5,001	Also reported
Stalling / loss of power	3,211	Also reported
Oil consumption / low oil	738	Item 1
Misfire / coils	87	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 Cherokee, Renegade and Compass complaints that do not mention a V6, turbo or other engine; Chrysler 200 complaints that do not mention a V6; Dart complaints that mention the 2.4L; 2016–2018 Fiat 500X complaints that do not mention the 1.4L, turbo or a manual; and all 2015–2022 ProMaster City complaints, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. FCA US Customer Satisfaction Notification W20: Reprogram powertrain control module: engine may consume more oil than usual in stop-and-go driving; low oil can lead to a stall (2.4L) (2022-01-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10222964-9999.pdf

3. FCA US TSB 09-018-24: 2.4L excessive oil consumption XB1 warranty extension: oil consumption test and possible long block replacement (2024-08-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11006983-0001.pdf

4. FCA US TSB 09-010-25: 2.4L excessive oil consumption XS1 warranty extension (2015–2018 Renegade, ProMaster City) (2025-04-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11017977-0001.pdf

5. FCA US TSB 21-025-19: Nine-speed automatic transmission X80 warranty extension: 6 years / 100,000 miles (2014–2015 Cherokee, 2015 Renegade and 200) (2019-05-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10162546-9999.pdf

6. FCA US TSB 08-027-20: 2.4L ignition coil boot replacement (misfire) (2020-03-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10175119-9999.pdf

7. NHTSA recall records: 17V-670 and 18V-131 (cracked oil pump housing), 18V-282 (fuel tube leak), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=17V670000

8. 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

9. FCA US TSB 21-014-23 REV. A: Power transfer unit (PTU) broken input spline, XJ1 warranty extension to 15 years / unlimited miles from the in-service date, 2014–2017 Cherokee with Jeep Active Drive II (2023-08-25), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10243272-9999.pdf

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 Jeep dealer or qualified shop. Safety recall repairs are free at Jeep dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FCATS-123456-20261027 and we'll correct and reissue it.

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.