SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

2014 Jeep Patriot · MK Patriot Sport 2.4 FWD · FWD

1C4NJPBB6ED123456

ODOMETER IN: 98,000 | DOOR-JAMB BUILD (MM/YY): | RO #: | TECHNICIAN / DATE:

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

13V-552 · Balance shaft bearing debris can cut oil pressure (2013 Avenger/200, 2014 Compass/Patriot 2.4L) ☐ Open ☐ Done ☐ N/A

16V-668 · Air bags · occupant restraint controller ☐ Open ☐ Done ☐ N/A

16V-907 (Crankshaft or camshaft sensor may stall the engine (2016 Journey, Compass, Patriot)): not listed by NHTSA for MY2014. Confirm on the dealer printout.

07V-473 (Coolant can short the radiator fan connector (2008 Avenger, Sebring 2.4L)): not listed by NHTSA for MY2014. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. Balance shaft bearing debris (loss of oil pressure)

Check now · Any mileage (2013 Avenger and Chrysler 200, 2014 Compass and Patriot with the 2.4L (recall 13V-552))

Check the VIN for 13V-552 ☐ OK ☐ Watch ☐ Fix

Check the oil level and listen for knocks ☐ OK ☐ Watch ☐ Fix

Recall: done / open

Scan for: P0520, P0524

Parts (MK): Ask your parts supplier for the OE part number for this VIN.

2. Electronic throttle body failure (reduced power)

Check now · Past the range (42,000–80,000 mi, the middle half of 87 owner reports)

Scan for throttle-control codes ☐ OK ☐ Watch ☐ Fix

Road test for surging or limp mode ☐ OK ☐ Watch ☐ Fix

Throttle light: none / history / active

Scan for: P2101, P2135, P2112, P2111

Parts (MK): Ask your parts supplier for the OE part number for this VIN.

3. CVT automatic (Caliber, Patriot, Compass)

Check now · Past the range (30,000–94,000 mi, the middle half of 248 owner reports)

Road test warm, including a highway run ☐ OK ☐ Watch ☐ Fix

Scan the transmission module for codes ☐ OK ☐ Watch ☐ Fix

Check CVT fluid condition ☐ OK ☐ Watch ☐ Fix

CVT: quiet / whine / slipping

Scan for: P0700, P0218

Parts (MK): Ask your parts supplier for the OE part number for this VIN.

4. Radiator fan connector shorting (coolant wicking)

Check now · Past the range (55,000–91,000 mi, the middle half of 39 owner reports)

Inspect the fan motor connector for coolant and melting ☐ OK ☐ Watch ☐ Fix

Check that both fans run with the A/C on ☐ OK ☐ Watch ☐ Fix

Fan connector: clean / wet / burnt

Scan for: P0480, P0217

Parts (MK): Ask your parts supplier for the OE part number for this VIN.

5. Crankshaft or camshaft sensor stalling

Watch · Past the range (50,000–85,000 mi, the middle half of 15 owner reports)

Scan for crank/cam sensor codes ☐ OK ☐ Watch ☐ Fix

Check the VIN for 16V-907 ☐ OK ☐ Watch ☐ Fix

Scan for: P0335, P0339, P0340, P0344

Parts (MK): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 128,000 MI (ASK FOR RECORDS)

Spark plugs · every 30,000 mi · was due at 90,000 mi, next 120,000 mi · $249	☐ Done (records) ☐ Due ☐ Quoted
Engine coolant · every 150,000 mi or 10 years · due by age: 10-year limit passed (check records) · From $179	☐ Done (records) ☐ Due ☐ Quoted
CVT fluid · every 120,000 mi · at 120,000 mi · $239	☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.0L / 2.4L WORLD ENGINE FOUR, QUICK CHECKS

- **Stalling / loss of power** (3135 complaints): Mixed causes in the complaint text: throttle body, crank/cam sensors, CVT, battery and ignition switch faults; see those items.
- **TIPM / electrical** (1259 complaints): Power-module (TIPM), battery and charging faults; not engine-internal and no FCA program covers them on these cars.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Balance shaft bearing debris (loss of oil pressure)
Abrasive debris in the balance shaft bearings can cause a loss of engine oil pressure, which can stall the engine or damage it. Owners report it at all mileages, so it is worth a look at every visit. A recall or warranty extension may pay for it: we check the VIN.
Ask: have you noticed oil pressure warning light, or engine noise?

2. Electronic throttle body failure (reduced power)
Owners report the electronic throttle body failing: the throttle or wrench warning light comes on and the engine drops into reduced power, sometimes reaching only 10–25 mph. At 98,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $550, before tax and shop supplies.
Ask: have you noticed throttle (lightning bolt) or wrench light on, or car will not go above 10–25 mph?

3. CVT automatic (Caliber, Patriot, Compass)
The CVT paired with this engine in the Caliber, Patriot and Compass draws many complaints: whining or grinding, shudder, lag, overheating and limp mode, and some failures that end in a used or new transmission. At 98,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.
Ask: have you noticed whine or grinding that rises with speed, or shudder or lag pulling away?

4. Radiator fan connector shorting (coolant wicking)
Engine coolant can be drawn into the left radiator cooling fan motor connector and short it, which can cause a fire. At 98,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.
Ask: have you noticed cooling fan not running or running all the time, or temperature rising in traffic?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.

Reference only. Follow Jeep repair procedures and your shop's judgment.