

June 17, 2006

EXTENSIVE CORRESPONDANCE
2006 JUN 29 A 9 21
TRANSPORTATION

Administrator
National Highway Traffic
Safety Administration
400 Seventh Street, SW
Washington, DC 20590

pl 6/5/06

Dear Sirs,

I am writing this letter for my son [redacted] [redacted] had problems with his 1996 Dodge Neon. The speedometer didn't work and it was leaking transmission fluid. The print out online stated there was a recall and that the wiring harnesses were wired wrong.

After replacing the sensor and other parts that didn't fix the problem, the wiring harness was found to be the problem. The Dodge Company was contacted and we were told Jared's Neon fell outside of the recall. They quoted him \$800 for the part.

Unable to afford such a price, he had a used one found and installed by J & M Transmission of Tea, SD. See enclosed receipt. Also enclosed is the recall and a letter or letters explaining why the recall was necessary.

We believe beings Jared's Dodge Neon had the exact same problem and was manufactured at the exact same time, that his car should also be included in this recall and that he should be reimbursed or informed Dodge will install a wiring harness for him at no cost.

You may contact us by mail at [redacted] Sioux Falls, SD [redacted] or by calling [redacted] or Jared's cell [redacted]

Thank you,

[redacted signature block]

Edison
6/30/06

SAFETY RECALL TO PROPERLY ROUTE YOUR VEHICLE'S ENGINE WIRING HARNESS

Dear Neon Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Chrysler Corporation has determined that a defect which relates to motor vehicle safety exists in some 1996 Dodge and Plymouth Neons.

The Problem is...

A portion of the engine wiring harness on your Neon (identified on the enclosed form), may electrically short circuit due to contact with the exhaust gas recirculation (EGR) tube. This may result in electrical malfunctions, including engine die-out, which could cause an accident without prior warning.

What Chrysler and your dealer will do...

Chrysler will repair your Neon free of charge (parts and labor). To do this, your dealer will inspect the wiring harness routing and correct it if necessary. Your dealer will also repair any damaged wiring. The work will take about one half hour to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

What you must do to ensure your safety...

- Simply contact your dealer right away to schedule a service appointment.
- Bring the enclosed Owner Notification Form with you to your dealer. It explains the required service to the dealer.

If you need help...

If you have trouble getting your vehicle repaired, please call the Chrysler Customer Center, toll free, at 1-800-853-1403. A representative will assist you in getting your vehicle repaired. If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, or call the Toll Free Auto Safety Hotline at 1-800-424-9303. (Washington, D.C. area residents may call 365-0123.)

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thanks for your attention to this important matter.

***Buckle up
for Safety*** 

Customer Services Field Operations
Chrysler Corporation

876

PF

FEB 27 1996

Dale E. Dawkins, Director
Vehicle Compliance & Safety Affairs
Chrysler Corporation - CIMS 482-00-91
800 Chrysler Drive East
Auburn Hills, MI 48326-2757

NSA-111paw
96V-026

Dear Mr. Dawkins:

This acknowledges receipt of your Defect Information Report dated February 2, 1996, submitted in accordance with 49 CFR Part 573, "Defect and Noncompliance Reports." This recall involves 15,000 Chrysler Corporation (Chrysler) 1996 Dodge and Plymouth Neon model vehicles built at the Toluca, Mexico Assembly Plant only from July through November 1995. An engine wiring harness can short circuit due to contact with the exhaust gas recirculation (EGR) tube. Shorting of the harness could cause various electrical malfunctions, including engine die-out. The assigned ID Number for this recall campaign is 96V-026 (Chrysler Campaign No. 676).

Chrysler is responsible for the remedy of these vehicles from this date forward, regardless of vehicle age, mileage, or ownership. You should know that the agency provides a listing of safety recalls to the media at the end of each month. This recall will be a part of that listing.

NOTIFICATION TO PURCHASERS

As stated in your letter, dealer and owner notification should begin in early March 1996.

QUARTERLY STATUS REPORTS

As stated in Part 573.6, submission of the first of six consecutive quarterly status reports is required within 1 month after the close of the calendar quarter in which notification to purchasers occurs. For instance, the current calendar quarter began on January 1 and ends on March 31, 1996. If notification begins in March, the first quarterly report is due by April 30, 1996. In the case where the recall appears to be completed, quarterly reporting is required until your company is notified otherwise by this office.

If you have any questions or there is a delay in the mailing, please contact Mrs. Pat Wallace or Mrs. Barbara Hayes at (202) 366-5232 or fax at (202) 366-7882.

Sincerely,

JS

Jonathan D. White, Chief
Technical Analysis Branch
Office of Defects Investigation
Safety Assurance



John B. Gwynne
 Director
 Vehicle Compliance Dept. 1000

February 2, 1996

96V-026 (01)

Mr. Michael B. Brownlee
 Associate Administrator, Safety Assurance
 National Highway Traffic Safety Administration
 400 Seventh Street, S.W.
 Washington, D.C. 20598

Dear Mr. Brownlee:

In accordance with the provisions of the National Traffic and Motor Vehicle Safety Act of 1986 and 49 CFR Part 573, Defect and Noncompliance Reports, Chrysler Corporation herewith furnishes the Defect Information Report which contains details of a recall regarding a potential safety related deficiency in some 1996 model year vehicles. An electrical short circuit may occur in an engine wiring harness.

This recall will be launched in the near future. At the time of recall launch, representative copies of communications to dealers and customers will be provided. Vehicle identification Number range and assembly plant information for the involved vehicles will also be furnished at that time.

Sincerely,

Enclosure: Defect Information Report for Chrysler Recall #678

cc: K.C. DeMeter, NHTSA

Division of Occupational Safety & Health
 California Department of Industrial Relations

Chrysler Corporation

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL #878

36V-026 (02)

Submission date: February 2, 1996

Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Inclusive Dates of Manufacture</u>	<u>Volume</u>	<u>Other</u>
Dodge Plymouth	Neon	1996	July, 1995 through mid- November, 1995	15,000 (est.)	Vehicles built at the Toluca, Mexico Assembly Plant only

Estimated percentage containing defect: Unknown

Description of defect:

An engine wiring harness may short circuit due to contact with the exhaust gas recirculation (EGR) tube. Shorting of the harness may cause various electrical malfunctions, including engine die-out.

The name, address and telephone number of the supplier who manufactured the subject component:

Not Applicable

Chronological summary of events which were the basis for determining existence of defect:

The following events occurred in the period from mid-November, 1995 through mid-January, 1996.

- Chrysler received a report of one vehicle which was experiencing an intermittent engine die-out condition. An investigation was initiated to determine the cause, scope and consequence of the condition.
- Investigation determined that the insulation on the engine wiring harness was damaged due to contact with the EGR tube.
- Further investigation determined that the Toluca, Mexico assembly plant had experienced an unrelated assembly concern, which was resolved by rerouting the engine wiring harness. The revised routing inadvertently caused the wiring harness to be located close to the EGR tube.

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL #678

February 2, 1968

Page 2

SEV-026 (03)

Chronological summary of events which were the basis for determining existence of defect (continued):

- Wire harness routing was corrected at the assembly plant.
- All available affected vehicles were contained at the assembly plant for correction prior to shipment.
- An analysis of a potential field fix was initiated.
- Investigation determined that the affected population began at the beginning of the 1968 model year when the assembly plant wiring harness routing change went into effect and ended when the wire harness routing was corrected at the assembly plant. Vehicles produced during this period were then defined for recall action from assembly plant vehicle history build sequence records.
- Chrysler is aware of 128 inputs related to this condition. No accidents or injuries have been reported.

Statement of measures to be taken to correct defect and estimated notification schedule:

All affected vehicles will have the engine wiring harness properly routed and any damaged wiring will be repaired. Chrysler's notification schedule for implementing this recall has not been finalized. We are currently preparing the information required for implementation and expect national notification to both dealers and owners in early March.

Dale E Dewhirst
Director
Vehicle Competency & Safety Affairs

February 29, 1996

**Mr. Michael B. Brownlee, Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590**

Dear Mr. Brownlee:

Reference: NHTSA Identification Number 96V-026

Enclosed are representative copies of communications relating to the 1996 model year vehicles involved in the referenced recall. The exact number of manufactured vehicles in the recall is 16,451.

The involved Vehicle Identification Number range is:

Low	High
TT200148	TT231974

(VIN last eight characters) - T = 1996 Model Year; T = Toluca Assembly Plant, Toluca, Mexico; and last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because many vehicles with a VIN within the range are not affected by the recall.

This completes Chrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,



Enclosure: Recall #676

cc: K. C. DeMeter

IMPORTANT

DEALER SERVICE INSTRUCTIONS Safety Recall #676 - Engine Wiring Harness Routing

- This service requirement applies only to 1995 Dodge and Plymouth Neon (PL) vehicles built at the Toledo assembly plant (T in the 11th VIN position) through November 23, 1995 (MDH 112810).
- The portion of the engine wiring harness which connects to the power distribution center (PDC) and the powertrain control module (PCM) may be improperly routed. To correct this condition, the wiring harness must be properly routed and any damaged wiring must be repaired.
- Effective immediately all repairs on involved vehicles are to be performed according to this Recall Notification. The Labor Operation Number for TSB 08-02-98 is being canceled.

Parts Packages:

- No parts are required for this service.

Recall Notification

No. 576
February, 1996

To: All Dodge and Chrysler-Plymouth Dealers

Subject: Safety Recall #676 – Engine Wiring Harness Routing

Models: 1996 Model Year Dodge and Plymouth Neon (PL) Vehicles Built at the Toluca Assembly Plant ('T' in the 11th VIN Position) Through November 23, 1995 (MDH 112310)

The portion of the engine wiring harness which connects to the power distribution center (PDC) and the powertrain control module (PCM) may be improperly routed. A mis-routed harness may short circuit due to contact with the exhaust gas recirculation (EGR) tube. Shorting of the harness may cause various electrical malfunctions, including engine die-out. To correct this condition, the wiring harness must be properly routed and any damaged wiring must be repaired.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory, and should perform this recall on vehicles in for service as determined by using DIAL System Function 70.

Details of this service action are explained in the following sections.

Service Procedure Videotape

No videotape of the service procedure for this recall will be provided.

Dealer Notification & Vehicle List

Involved dealers: Each dealer to whom involved vehicles were involved (or the current dealer at the same street address) will receive a copy of this dealer recall notification letter and a list of the involved vehicles by first class mail.

The Vehicle List is arranged in Vehicle Identification Number (VIN) sequence. Owners known to Chrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

All other dealers: Each Dodge and Chrysler-Plymouth dealer who does not receive a Vehicle List will receive a copy of this dealer recall notification letter by first class mail.

DIAL System Function 70

All involved vehicles will be entered to DIAL System Function 70 at the time of recall implementation for dealer inquiry by VIN as needed.

Parts

No parts are required for this service.

Owner Notification and Service Scheduling

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for the service with their dealers. A copy of the owner notification letter is attached.

Enclosed with each owner notification is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Service Procedure

A. Inspect Engine Wiring Harness for Proper Routing:

1. Locate the portion of the engine wiring harness which connects to the two (2) 10-way connectors on the bottom of the power distribution center (PDC) and to the 40-way connector on the powertrain control module (PCM) (Figure 1).

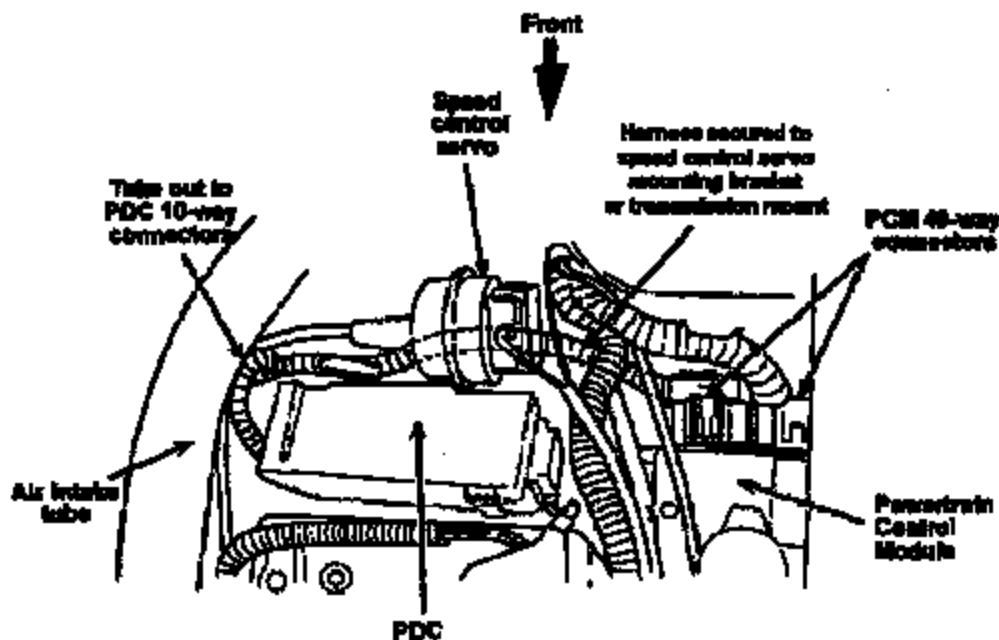
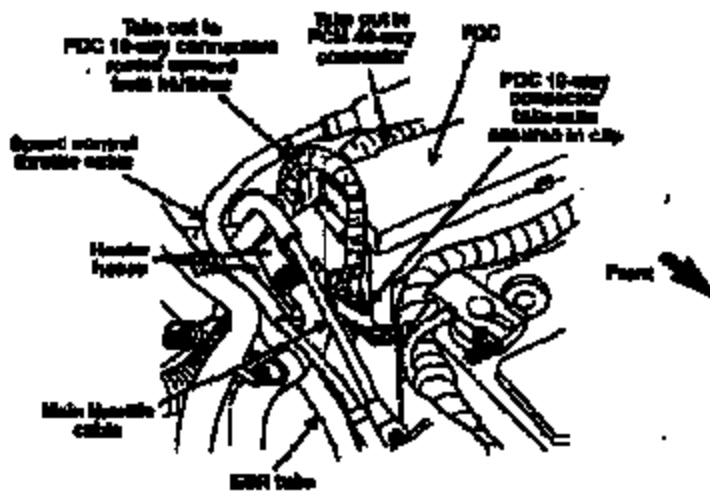


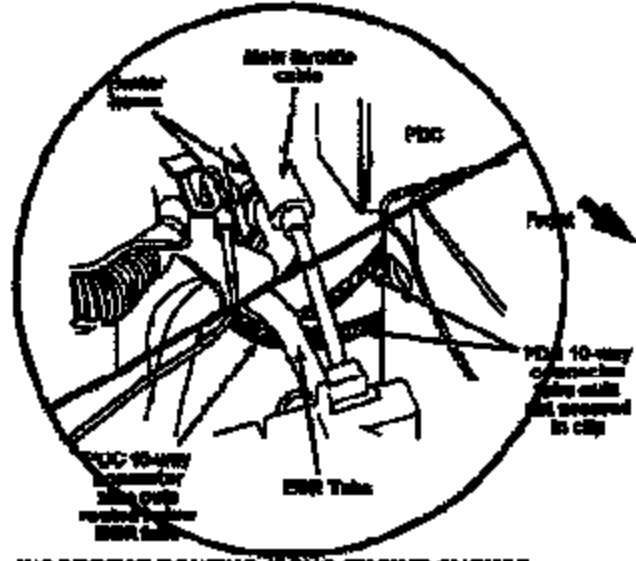
Figure 1

Service Procedure (Continued)

2. Remove the PDC from its mounting bracket.
3. Inspect the harness routing as follows:
 - a. The take-outs for the two 10-way PDC connectors must be routed above the heater hoses and EGR tube and secured in the clip located on the inboard side of the PDC (Figure 2).
 - b. The take-out for the 40-way PCM connector must be attached to the speed control servo bracket (if equipped) or the transmission mount support bracket (Figure 1).



CORRECT ROUTING (DOHC ENGINE SHOWN)



INCORRECT ROUTING (DOHC ENGINE SHOWN)

Figure 2

NOTE: On DOHC engines, the heater hoses are located below the EGR tube.

4. If the wiring harness is not routed as described above, continue with Step B. If the wiring harness is routed correctly, reinstall the PDC and no further action is necessary.

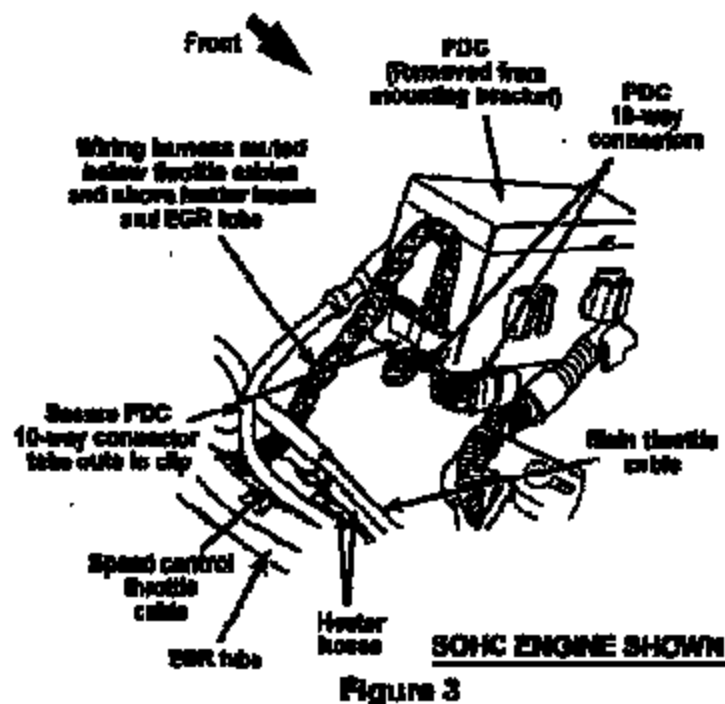
Service Procedure (Continued)

B. Reroute the Engine Wiring Harness:

1. With the ignition key in the OFF position, disconnect the battery.

Note: To enhance customer satisfaction, remember to record all radio settings before disconnecting the battery and to reset all electronic memory (clock, radio settings, etc.) when you have completed the service procedure.

2. Disconnect the two 10-way connectors from the bottom of the PDC (Figure 3).



3. Remove the disconnected end of the wiring harness from below the heater hoses and EGR tube.
4. Inspect the wiring harness for damage and repair as needed.

NOTE: Wiring repairs should be completed following normal service procedures. Any damaged wiring insulation which exposes the wiring must be completely covered with high quality electrical tape.

5. Inspect the two PDC 10-way connectors to ensure that all wire terminals are fully seated into the connector.
6. Rotate the heater hose spring clamps inboard to ensure that they do not contact the wiring harness.
7. Route the wiring harness so that the take-out for the two 10-way PDC connectors, is routed ABOVE the heater hoses and EGR tube, but below the speed control and main throttle cables (Figure 2).
8. The wiring take-out for the two 10-way PDC connectors should be routed in an upward, then forward direction from the 40-way connector harness as shown in Figure 2. Connect the two 10-way connectors to the bottom of the PDC (Figure 3).

Service Procedure (Continued)

NOTE: These connectors have a connector position assurance (CPA) feature which provides for a fully mated, positive engagement of the connector. Return the red slider to its original position after engaging the harness connector into its mating connector. If the red slider will not return to its original position, the connector is not fully engaged.

9. Route the PDC connector take-out through the clip molded on the inboard end of the PDC (Figure 3).
10. Snap the PDC into its mounting bracket.
11. Attach the locator clip on the 40-way PCM take-out to the speed control bracket (if equipped) or to the transmission mount support bracket, if necessary (Figure 1).
12. Reconnect the battery.

Completion Reporting and Reimbursement

Claims for vehicles which have been serviced must be submitted on the DIAL System. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Inspect wiring harness routing	08876181	0.2 hours
Inspect, reroute and, if necessary, tape the wiring harness	08876182	0.2 hours

Note: See Warranty Policy and Procedure Manual, Chapter 5, Subsection H for complete recall claim processing instructions.

Parts Return

Not applicable.

Vehicle Not Available

If a vehicle is not available for service for a known reason, let us know by filling out the pre-addressed Vehicle Disposition Form portion of the Owner Notification Form or describe the reason on a postcard and mail to:

Chrysler Corporation
CIMS 482-00-85
300 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Following the above procedures will expedite the processing of your claim.

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
Chrysler Corporation