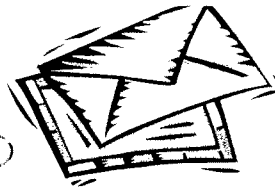


NHTSA ccmMercury Routing Slip



CL- 10289569 - 2120

Printed: 10/15/2009

NHTSA #: ES09-007159

XREF #:

Delivery: REG

Rec'd Date: 10/15/2009

Doc Type: S10

Address To:

Referred By: NOA10

Doc Date: 9/28/2009

Due Date:

S10 #: 091005-010

DOT/I #:

RMP #:

Subject: S10 APPROPRIATE HANDLING CONTROL RE DEFECTIVE NEW CHRYSLER VEHICLE FWD TO POTUS RE HOW CORPORATIONS ARE ALLOWED TO OPERATE IN THE USA

Ack Date:

Sign Office: SENIOR AA

VEHICLE SAFETY

Cleared Date:

File Loc:

Added By: NMOODY x62544

Ack By:

Signature: NRN

Cleared By:

XREF File:

Modified By: NICOLE.MOODY

Signed For:

Cleared For:

Closed Date: 10/15/2009

Most Recent Comment:

EXECUTIVE SECRETARIAT
OCT 19 11:29 AM '09

OCT 19 2009

Author:

[REDACTED]

[REDACTED]
MORRIISON, IL [REDACTED]

Tel: Fax: E-mail:

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	APPROPRIATE	10/15/2009		10/15/2009

MC
341
10/19/09
NJ

Dear Secretary LaHood,

September 28th, 2009

I am sending a copy of the letter recently sent to President Obama with a copy of all the information sent for his review. Please take the time to read it over, and I hope you will see, as I do, that things in this government need change. Specifically, how corporations are allowed to operate in this country.

ACTION is assigned to
NHISA
S10-091005-010
CONTROL NO.

Thank you.

[REDACTED]

[REDACTED]

Morrison, IL [REDACTED]

[REDACTED]

ES09-007159

Dear President Obama,

September 28, 2009

I have an issue to raise with your presidency. I voted for you, something I haven't done in many years, due to not having a candidate I could believe in. You, I believed in, and hope to continue to do so.

I recently have read up on The Ethics Policy that you and the executive appointees signed into effect as of January 20th, 2009. Since you attended Harvard Law School, I would like to pose a lawyer-type argument with you to think on. In order to prep for this argument, I need to fill you in on some brief history, so please bear with me.

In August of 1998, my newly retired mother purchased a Plymouth Neon Espresso from Anderson Chrysler Plymouth-Jeep located in Attleboro, Massachusetts. This was a brand new car at the time, with only 16 miles on it. Within a week of my mother purchasing this vehicle, I noted an abnormal noise from the engine. My mother was advised to take it back to the dealer to see what the noise was. I was informed by my mother a week later, when she questioned the dealer, she was informed there was nothing wrong that is just what the car sounded like. My mother drove the car very little; because it spent more time in the dealership service department than it did her home. Then mother was diagnosed with bone cancer. During her illness, I did a lot of things to help her before she got too ill and needed hospice, including the oil changes and regular tune-ups required to keep the car in good shape. I still noted that the vehicle made an abnormal "pinging" motor noise, again when the dealership was questioned, I too was informed it was "Just what the car sounded like, there was nothing wrong." Within a few months my mother had passed away due to her cancer, and I inherited the car. I served as a firefighter and EMT for 22 years there in Massachusetts, prior to my heart failing me. I have had 7 heart attacks and suffer from Congestive Heart Failure. In the short time that all this was occurring, I had no income waiting to go on disability, I had to watch my step-father die of cancer, my wife left me because I couldn't financial support her anymore, I had to live in my van, and then with a friend until I did get that disability, and then my mother passing quickly from her bone cancer. After all the emotional events and the fact my disability only stretched so far, I decided I needed a change and moved in with my cousin in your great state of Illinois.

By the time I moved to Illinois, the car in question had less than 35,000 miles on it. In three years time I have only put 19,000 more onto it. At 54,000 miles this car's motor is almost ready to throw a rod, at 54,000 miles! (Hint that abnormal pinging noise they dealership claimed was normal). Now I am not writing this expecting the President of the United States to fix my car. The reason I have given you this background information is so you can have an understanding of where my complete distrust, disgust, and irritation comes from.

I contacted Chrysler in regards to their motor that goes to crap at 54,000 miles, and was basically told "Oh well, Sucks to be you" to paraphrase it. I even informed them this car had an extended warranty on it, and nothing mattered to them. My cousin began to look up information on my model vehicle. What she found was a large listing of website complaints in regards to 2 main issues, the motors, and the airbags. One website alone holds over 2000 complaints in regards to the Plymouth Neon. The safety concerns with the airbags are that they either go off when they are not suppose to, or don't go off in an accident. At this date I have yet to see anything about a recall for this. The motor issue is this, to paraphrase it. The oil pressure sender, mounted on the rear of the motor leaks. This leak is normally small and only leaks when the vehicle is in motion, so of course it is not going to be noticeable. However, over time of leaking, it causes excess heat to the motor, which wears and tears on the head gaskets, pistons, and rods. This wear and tear cases the head gaskets to blow at a low mileage performance. The ranges I found in complaints were 20,000 miles – 40,000 miles. Another issue is that the senders blow completely and leaks oil quickly; again this can cause overheating, blown head gaskets, and bad rods. I would like to say this is the only issue but I can't. Most of these same complainants' have had to had the head gasket replaced a second time, again within only 20,000 – 40,000 miles. The worst information was that Chrysler themselves had to have known there was an engine problem, because they redesigned the motor for 1999 models on. Reading on, She found that not only do they not want to acknowledge there faulty motor, but they still continued to place them in the Neon models until the middle of 1999 to use them up. To top it all off she found a TSB Report (A mechanics report sent from the company that explains how to correct a mechanical problem when it is not a recall) that when dealing with the oil pressure sender tells the mechanic to wrap it in Plumber's Tape, in other words they are saying duct tape! And you know as well as I do, that the customers were probably charged at least \$100 or more to for a fix that doesn't work, and in fact could make the problem worse.

Chrysler was contacted a second time and I spoke with a Lillian, who informed me all she could do was call a local dealer and schedule for my vehicle to have a diagnostic test, and that the dealer would send the test results to them to see what the problem was. Three days

later I had the diagnostic preformed (At my cost, I might add). I contacted Chrysler again and spoke with Brian, Badge # BB878 who informed me that I should never have been sent for the diagnostic, because my car was considered too old. As any idiot can know, it is the mileage on a car, not the year that tells its true age. Besides that, the information researched by my cousin found that since these redesigned motors were not placed in Neon models until mid 1999, which means my motor has always been one of the faulty ones. Basically, I have received nothing but a pack of lies, and a big run around from this company.

Now I will get to my lawyer-type argument which it is very simple. You and your appointees signed the Ethics Policy at the beginning of this year. How can you and your appointee for The Department of Transportation, Secretary Ray LaHood, be following The Ethics Policy, if you paid 6 billion to bailout a corporation that itself is unethical? How can you pay money to an auto maker to continue to manufacture for the American Public, when the American Public can't trust that company to be ethical, and make a decent vehicle. This particular car should have gone under the Lemon Law a long time ago, but instead of fessing up to their mistake, they make the American Consumer suffer with it, at their own safety risk. Has China, Japan, or Germany ever had a bailout for the auto makers? No, because they build vehicles with standards, that can't be bought, off. You want American's to buy American made, economic cars? Well THIS was my economic American made car, and I can tell you after this all my vehicles will be foreign, until these auto makers are made to uphold some real standards.

I know you as the President have a lot on your plate these days with the economy and health care changes you are trying to make. But part of America's problem is that we as citizens don't trust our government anymore, and therefore we don't support our country as we should. Personally I think we have a good country, but that Gandhi said it best when he was asked what he thought of Western Civilization and he replied "I think it's a good IDEA". You have the right words Mr. President, but what we as citizens need to believe in our country again, are the actions that back the words. Then you might start to get a true United States back again. How can you and your "ethical" appointees help to change this?

Enclosed you will find copies of where I referenced my information from, as well as photos, purchasing information, and extended warranties.

Thank you for hearing me out,

[REDACTED]
[REDACTED]
Morrison, IL [REDACTED]
[REDACTED]

I

Chrysler Neon 2.0L Engine Repair

Copyright AA1Car

Adapted from an article written by Larry Carley for Underhood Service magazine

Head Gasket Problems

Time will tell how the latest generation of Neons hold up, but one problem that has plagued the first generation Neons is head gasket failures. Many owners of 1995-'98 Neons have experienced head gasket failures at low miles, typically around 40,000 to 60,000 miles. The first generation OEM head gasket was a conventional design that unfortunately did not prove to be robust enough for the engine. In September 1998, a redesigned multi-layer steel (MLS) head gasket was introduced for the SOHC 2.0L engine and then the DOHC 2.0L.



1995 SOHC Engine

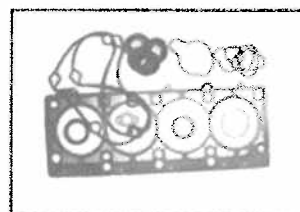


SOHC 16-Valve Engine

Chrysler issued a Technical Service Bulletin (TSB 09-05-98) that described the new MLS head gasket and installation procedures. The same gasket also was released to replace the OEM gasket on older Neons, as well as 1995-'99 Avenger/Sebring/Talon models and 1995-2000 Cirrus/Stratus/ Breeze models. A later bulletin (TSB 09-08-99) superseded the previous bulletin and described the installation procedure for the new head gasket.

Aftermarket gasket manufacturers also responded to the Neon problem by introducing redesigned gaskets of their own for these applications. MLS technology proved to be the answer for sealing the Neon. One difference between some of the aftermarket MLS head gaskets and the OEM MLS gasket is that some of the aftermarket gaskets have a thicker surface coating that can seal a rougher surface (60 to 70 microinches). The OEM head gasket version requires a much smoother surface finish (30 to 40 microinches) to seal properly.

A Neon that has a bad head gasket may be leaking oil externally, losing coolant internally (which may result in overheating), and/or losing compression in one or two adjacent cylinders. A compression check or leak-down test can be used to verify a compression leak in the cylinders. Pressure testing the cooling system should reveal any internal coolant leaks via the head gasket. Also, check the dipstick to see if there's coolant mixed with the oil.

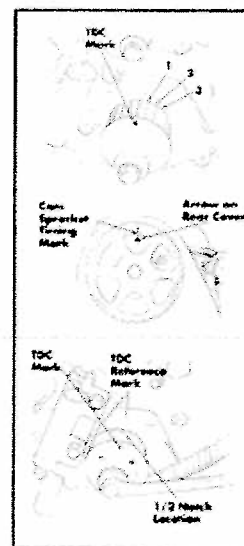


OEM Gasket

If the head gasket has failed, it must be replaced to prevent further damage from occurring. Coolant in the crankcase can ruin the bearings and rings, so don't forget to change the oil and filter when replacing the head gasket. Use the better MLS gasket as the replacement. A conventional gasket is cheaper but probably won't hold up much better than the OEM gasket. We've read numerous reports on the Internet from Neon owners who complain about having had their head gaskets replaced several times. Once should be enough if the job is done correctly and an MLS replacement gasket is used.

If you're installing an OEM MLS replacement gasket, spray both sides with the recommended sealer before installing it to improve its cold sealability. If you are installing an aftermarket MLS gasket, follow the gasket manufacturer's instructions - which may not require the use of a sealer because of the thicker coating on the gasket.

One mistake that's often made when changing the head gasket on these engines is not checking the flatness of the head and block. Check flatness with a straight edge and feeler gauges. There should be no more than 0.002" (0.05 mm) out-of-



flat in any direction on the head or block surfaces. If the head and/or block are out of flat, one of both should be resurfaced to reduce the warpage. The head can't handle much milling because taking too much metal off the surface raises the compression ratio and alters OHC cam timing. This, in turn, may increase the risk of detonation and preignition, which will increase the risk of a repeat head gasket failure. Also, pay close attention to the condition of the head itself. If the coolant passages are badly corroded or eroded, the head may have to be replaced, otherwise it may not seal properly against the head gasket. Also, check the combustion chambers and surfaces for cracks. A visual inspection alone is not good enough here. Use penetrating dye designed for aluminum castings. Many engine rebuilders who do these engines also pressure test the head to check for internal cracks and porosity leaks that might not show up with dye alone.

Before the head is reinstalled on the engine, make sure the head and block surfaces are clean and that all traces of the original gasket have been removed. Use a chemical gasket remover and flat scraper to clean the surfaces as needed. Although Chrysler says it's okay to use an abrasive disk to lightly buff off old gasket residue, most engine builders do not recommend this practice because it can also remove metal and create dips in the surface that can prevent the new head gasket from sealing.

Clean and inspect all the head bolt threads in the block. This engine uses torque-to-yield head bolts. Most experts recommend replacing the head bolts with new ones because the old ones stretch when they are tightened down, which increases the risk of breakage if they are reused. Lightly oil the threads on all the head bolts before they are installed. The four short head bolts go in the corners.

Use a torque wrench to tighten the bolts in the following order:

1. Tighten all center bolts to 34 Nm (25 ft.-lbs.).
2. Tighten the four corner bolts to 27 Nm (20 ft.-lbs.).
3. Tighten all center bolts to 68 Nm (50 ft.-lbs.).
4. Tighten the four corner bolts to 47 Nm (35 ft.-lbs.).
5. Retighten all bolts a second time to the same specifications in step 4 to double-check torque.
6. Finish by tightening all bolts an additional 1/4 turn.

More Leaks

Another problem that plagues some Neon engines is oil leaks around the cam position sensor. The sensor is located under the intake plumbing from the air cleaner box to the throttle body. TSB 09-07-98 addresses this issue, and recommends replacing the O-ring seal at the sensor. Don't confuse an oil leak here with a failing head gasket.

The oil pressure sender also tends to leak oil on some of these engines. The cure here is to remove the sender and use some thread sealer or Teflon tape to seal the threads. Be careful not to get any sealer or tape in the sender hole.

SUBJECT: Multi-Layer Steel (MLS) Head Gasket Installation Procedures

NO: 09-05-98

GROUP: Engine

DATE: Nov. 6, 1998

MODELS:

1995 - 1999 (JA) Cirrus/Stratus/Breeze

1996 - 1999 (JX) Sebring Convertible

1996 - 1999 (NS) Town & Country/Caravan/Voyager

1995 - 1999 (PL) Neon

1997 - 1999 (GS) Chrysler Voyager (international Market)

NOTE: THIS INFORMATION APPLIES TO MODELS WITH A 2.0L SOHC/DOHC OR 2.4L ENGINE.

DISCUSSION:

A new Multi-Layer Steel (MLS) head gasket has been developed and is being implemented into production vehicles. Additionally, it has been approved for service applications.

This new gasket will provide superior sealing characteristics, but will require extra care in its installation where a composite gasket was previously in place. The following steps will assist service technicians in the proper installation of this MLS gasket.

CAUTION: ALUMINUM ENGINE COMPONENTS ARE VERY SUSCEPTIBLE TO METAL TRANSFER AND SURFACE DAMAGE WHEN OLD GASKET MATERIAL IS REMOVED FROM THEM. EXERCISE EXTREME CARE WHEN CLEANING THESE COMPONENTS. THE MLS GASKET CANNOT PROPERLY SEAL IF GOUGING OF THE SURFACES, METAL TRANSFER HAS TAKEN PLACE, OR COMPOSITE GASKET MATERIAL IS LEFT ON THE HEAD OR BLOCK SURFACES.

DIAGNOSIS:

PARTS/EQUIPMENT REQUIRED:

1 5014127AA Package, Head Gasket. 1995 - 1999 2.0L SOHC (includes Head Gasket & Instruction Sheet)

1 5014131 AA Package, Head Gasket. 1995 - 1999 2.0L SOHC (includes Head Gasket & Instruction Sheet)

1 5014173AA Package, Head Gasket 2.4L (includes Head Gasket & Instruction Sheet)

1 5014132AA Package, Upper Gasket 1995 2.0L SOHC (includes following seals/gaskets- cam sensor, cam front, head, valve cover, spark plug tube, EGR - cover/tube/flange, intake manifold, throttle body & instruction sheet)

1 5014133AA Package, Upper Gasket 1996 - 1999 2.0L- SOHC (includes following seals/gaskets- cam sensor, cam front, head, valve cover, spark plug tube, EGR - cover/tube/flange, intake manifold, throttle body & instruction sheet)

1 5014134AA Package, Upper Gasket 1995 - 1998 2.0L- DOHC (includes following seals/gaskets- cam sensor, cam front, head, valve cover, spark plug tube, EGR - cover/flange, intake manifold, exhaust manifold & instruction sheet)

1 5014136AA Package, Upper Gasket 2.4L (includes following seals/gaskets- cam front, head, valve cover, spark plug tube, intake manifold, exhaust manifold & instruction sheet)

1 04318035 Sealant, Aerosol Gasket

AR NPN Solvent

1 NPN Plastic/Wooden Scraper
AR(1) 07528 2", 3M Roloc Bristle Disk White (for aluminum engine surfaces)
AR(1) 07525 2", 3M Roloc Bristle Disk Yellow (aluminum/cast iron/steel surfaces)
1 05539 2", 3M Roloc Bristle Disk Arbor
1 NPN Drill Motor

REPAIR PROCEDURE:

This bulletin explains the proper procedures for preparing head/block surfaces for MLS gasket installation.

1. Following service manual procedures, remove the head.
2. Remove as much of the loose composite gasket material with a plastic or wooden scraper.

NOTE: PRIOR TO ADDITIONAL CLEANING, INSPECT THE COOLING PASSAGES OF THE HEAD. REPLACEMENT OF THE HEAD MAY BE REQUIRED IF PITTING/EROSION HAS TAKEN PLACE THAT WILL COMPROMISE THE SEALING SURFACES AROUND THE PASSAGES.

3. Cover coolant and oil passages and apply solvent or a commercially available gasket cleaner to the head/block surfaces. Allow the solvent to soften the remaining composite gasket residue.

4. Using a plastic or wooden scraper, scrape any large amounts of gasket residue from the surfaces. If necessary, apply additional solvent/gasket remover to ease removal.

5. If additional cleaning is needed, use a drill motor and 3M roloc bristle disc p/n 07528 (white) carefully remove remaining gasket material from head/block

NOTE: IF DIFFICULT TO REMOVE RESIDUE IS LEFT, THE YELLOW ROLOC BRISTLE DISK 3M P/N 07525 CAN BE USED. USE EXTREME CARE WHEN POWER CLEANING ALUMINUM SURFACES. EXCESS CLEANING PRESSURE OR HIGH RPM CAN CAUSE ALUMINUM TRANSFER.

6. Inspect the sealing surfaces for any composite gasket residue. Carefully remove remaining material.
7. The head and block must be checked for flatness. Follow service manual procedures/specifications where applicable. Machine or replace components as necessary.
8. Spray both sides of the MLS gasket with a coat of MOPAR spray gasket sealant p/n 04318035.
9. Re-assemble the engine as outlined in the appropriate service manual. Pay particular attention to head bolt torque and torquing procedures. (Refer to figure 1)

CAUTION: THE 2.0L DOHC CYLINDER HEAD BOLT TORQUE AND TORQUING PROCEDURE HAS CHANGED FOR THE MLS GASKET. THE TORQUE SPECIFICATIONS AND PROCEDURES FOR THE 2.0L DOHC MUST BE CHANGED AS FOLLOWS: ALL HEAD BOLTS SHOULD BE OILED PRIOR TO ASSEMBLY, THE FOUR SHORT BOLTS ARE INSTALLED IN THE CORNER HOLES. TORQUE SEQUENCE IS SHOWN IN FIGURE 1.

- 1. TORQUE ALL CENTER BOLTS TO 34 NM (25 FT LBS.), TORQUE THE 4 CORNER BOLTS TO 27 NM (20 FT LBS.).**
- 2. TORQUE ALL CENTER BOLTS TO 68 NM (50 FT LBS.), TORQUE THE 4 CORNER BOLTS TO 47 NM (35 FT LBS.).**
- 3. RE-TORQUE ALL CENTER BOLTS TO 68 NM (50 FT LBS.), TORQUE THE 4 CORNER BOLTS TO 47 NM (35 FT LBS.).**
- 4. TIGHTEN ALL BOLTS IN THE SPECIFIED SEQUENCE AN ADDITIONAL 900 (1/4 TURN).**

10. Be sure to install a new cam sensor seal on all engine applications.

NOTE: A NEW CAM SENSOR SEAL MUST BE INSTALLED DURING THE HEAD GASKET REPLACEMENT PROCEDURE. OIL SEEPAGE FROM THIS SEAL CAN BE MISINTERPRETED AS A HEAD GASKET LEAK.

POLICY: Information Only

As referenced from: http://faq.neons.org/faq/FAQ_X.html#FSM

Q: Are headgaskets really a problem?

A: The Neon has a reputation for headgasket failure, and it has affected many Neon owners. Since the blocks are identical, both the SOHC and the DOHC are susceptible. Chrysler revised the original gasket twice to address this issue, and finally released an all-new part. The new MLS (multi-layered steel) gasket supersedes the old part under the same p/n. The new gasket went into production SOHCs in September of 1998 (part of the '99 m/y), with the DOHC following shortly after that, probably before November of '98. **TSB 09-05-98**, which describes the revised part, was issued on November 06, 1998. This means that the new piece was available at parts counters around that time. *(Thanks to Greg Smith for this additional information.)*

Nearly all failures occur in the driver's side rear of the engine block, where an oil passage crosses between head and block within 1/4" of the outside edge. The most common symptom is an oil leak at the block joint in the vicinity of the brake fluid reservoir. Other, less common symptoms of headgasket failure include: water in the oil (indicated by foam on the dipstick or drain pan), oil in the coolant overflow reservoir, and burning of coolant (continual steam or light grey soot in exhaust pipe). However, most Neon headgasket failures do not cause mixing of oil and coolant.



Anderson Chrysler Plymouth Jeep Eagle, Inc.

P.O. Box 1119

Annex

676 Pleasant St. Rte. 123

540 E. Washington Street - Rte. 1

Telephone 222-4500 222-4501

Telephone 699-7570 699-7579

Attleboro, Mass. 02703

No. Attleboro, Mass. 02760

SOLD TO

ADDRESS

ATTLEBORO MA

YEAR	MAKE	BODY STYLE & MODEL	NEW OR USED	VEHICLE IDENTIFICATION NO.
88	PLYMOUTH	NEON	NEW	
SALESMAN		REYNOLDS & REYNOLDS	KEY NOS.	COLOR

INSURANCE COVERAGE INCLUDES

FIRE & THEFT ☐

☐ PUBLIC LIABILITY - AMT.

COLLISION - AMT. DEDUCTIBLE ☐

☐ PROPERTY DAMAGE - AMT.

OPTIONAL EQUIPMENT AND ACCESSORIES

GROUP	DESCRIPTION	PRICE
BILL: 14		
SELLING PRICE	15535.00	
7YR/50,000 ADDED CARE	435.00	
	N/A	
	N/A	
	N/A	
	N/A	
TOTAL SELLING PRICE	15970.00	
TRADE IN ALLOWANCE	400.00	
DISCOUNT CREDIT OVER ALLOWANCE	806.00	
TOTAL TRADE ALLOWANCE	1606.00	
CASH DUE ON DELIVERY IS TO CONSIST OF \$ 2000.00		
DUE FROM THE CUSTOMER AND A \$ N/A CASH		
RESIDUE ASSIGNED TO THE DEALER.		

USED VEHICLE TRADED			
YEAR	MAKE	BODY STYLE & MODEL	VEHICLE IDENTIFICATION NO.
88	PLYMOUTH	NEON	
BODY		COLOR	
		GRAY	

DATE

VEHICLE INVOICE NO.

STOCK NO.

04/03/88

0985036

SALESMAN NUMBER

193

DESCRIPTION

SALE

NEON

SUMMIT

LASER/TALON

P

LEBARON

ACCLAIM

CONCORDE

E

VISION

NEW YORKER

O

VOYAGER/CHEROKEE

F

GR. VOYAGER/GR. CHEROKEE

V

WRANGLER

E

TOWN & COUNTRY

H

DEALER TRANSFER

I

USED RETAIL

C

USED WHOLESALE

L

RECONDITIONING

	DOCUMENTARY FEE		
TAC FEE	50.00		
TOTAL CASH PRICE	16030.00		
FINANCING			
INSURANCE			
TOTAL TIME PRICE	16030.00		
VEH. ACCTS. RECEIVABLE		N/A	
CASH ON DELIVERY	2000.00		
TRADE IN AS APPRAISED	1606.00		
LIEN PAYOFF		N/A	
PAYMENTS - MEMO			
MONTHS	DOLLARS	USED VEHICLE ALLOW	
60	12435.00		
PER MONTH			
TOTAL	16030.00		

Always Bring Your

Car Here For

Factory Authorized

Seller



1998 MODEL YEAR

Plymouth **neon** *EXPRESSO*

PRICE INFORMATION

**MANUFACTURER'S SUGGESTED RETAIL PRICE OF
THIS MODEL INCLUDING DEALER PREPARATION**

Base Price: \$11,680

Plymouth Neon Sedan

Exterior Color: Forest Green Pearl Coat

Interior Color: Agate

Interior: Seats - Cloth Low-Back Bucket

Engine: Engine - 2.0L 4 Cyl DOHC 16V SFI

Transmission: Transmission - 3-Speed Automatic

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)

FUNCTIONAL/SAFETY FEATURES

Air Bags - Next Generation**

Locks - Rear Door Child Protection

Door Beams - Side Impact Protection

Bumpers - 5 MPH

Shoulder Belts - Front Height Adjust

Brakes - Power Front Disc/Rear Drum

Steering - Power Rack and Pinion

Suspension - 4-Wheel Independent

Stabilizer Bar - Front

Fuel Tank - 12.5 Gallon

Spare Tire - Compact

Battery - 450 Amp Maintenance Free

Defroster - Rear Window

Windshield Wipers - Var Intermittent

INTERIOR FEATURES

Radio - AM/FM

Speakers - Four

Console - Full Length Floor

Map Pockets - Front Doors

Lighter - Cigar

Mirror - Day/Night Rear View

Trunklid Release - Remote

Insulation Group - Deluxe

Lamp - Trunk

EXTERIOR FEATURES

Headlamps - Halogen

Windows - Tinted Glass

Molding - Bodyside, Body Color

Wheel Covers - 14"

Tires - P185/65R14 BSW AS Touring

PRICE INFORMATION (cont'd)

OPTIONAL EQUIPMENT

Customer Preferred Package 24G \$1,800

Air Conditioning

Fog Lamps

Spoiler - Trunklid

Assist Handles - Passenger

Wheel Covers - 14", Premium

Tachometer

Hood - Power Bulge

Badge - Espresso, Bright

Deluxe Convenience Group \$350

Speed Control

Steering Column - Tilt

Value/Fun Group \$1,435

Sunroof - Power

Windows - Power Front

Locks - Power

Mirrors - Power

Mirrors - Illuminated Visor Vanity

Radio - AM/FM Cass, CD Changer Cntrl

Speakers - Six

Transmission - 3-Speed Automatic \$600

Engine - 2.0L 4 Cyl DOHC 16V SFI \$150

Emissions - California \$170

DESTINATION CHARGE \$500

TOTAL BEFORE DISCOUNT \$16,685

Value Fun Group Discount -\$500

2.0L DOHC Bonus Discount -\$150

Plymouth Discount -\$500

TOTAL PRICE: * \$15,535

**** Certified to the new federal regulations that allow
less forceful airbags**

Assembly Point/Port of Entry: BELVIDERE, ILLINOIS, U.S.A.

VIN: 1P3-ES47Y1WD-

LA-VON 8237

0706

SHIP TO: 64655 22
ANDERSON CHRYSLER PLYMOUTH JEEP
676 PLEASANT POB 69
ATTLEBORO MA 02703-2520

SOLO TO: 31 64655
ANDERSON CHRYSLER PLYMOUTH JEEP
676 PLEASANT POB 69
ATTLEBORO MA 02703-2520

THIS LABEL IS ADDED TO THIS VEHICLE TO COMPLY WITH FEDERAL LAW. THE LABEL CANNOT BE REMOVED OR ALTERED PRIOR TO DELIVERY TO THE ULTIMATE PURCHASER.

* STATE AND/OR LOCAL TAXES IF ANY, LICENSE AND TITLE FEES, AND DEALER SUPPLIED AND INSTALLED OPTIONS AND ACCESSORIES ARE NOT INCLUDED IN THIS PRICE. DISCOUNT, IF ANY, IS BASED ON PRICE OF OPTIONS IF PURCHASED SEPARATELY.

CHRYSLER SERVICE CONTRACT APPLICATION

VEHICLE AND PURCHASER INFORMATION												
VEHICLE IDENTIFICATION NO. [REDACTED]			* IN-SERVICE DATE 06 / 03 / 98		ALL OR 4-WHEEL DRIVE YES ☐ NO ☒		PRODUCT CODE 123		ODOMETER READING AND TYPE (NO TENTHS)		MILES ☐ KM ☐	
YEAR 98	MAKE / MODEL [REDACTED]			MR. MRS MS ☐ ☐ ☐ ☐		INITIALS [REDACTED]	PURCHASER'S LAST NAME OR COMPANY NAME [REDACTED]					
ADDRESS [REDACTED]						ADDRESS LINE 2						
CITY [REDACTED]				STATE [REDACTED]		ZIP CODE [REDACTED]		PLUS 4		TELEPHONE NO. [REDACTED]		

PLAN INFORMATION

PLAN INFORMATION						CSC DEALER PAYMENT PLAN	
PLAN NAME	PLAN CODE	CUSTOMER PAID AMOUNT	SALES TAX	TOTAL	PAYMENT METHOD	AMOUNT DOWN	AMOUNT FINANCED
TR/10, 000 30000 3000	A7501	435.00	3/4	435.00	3	3/4	3/4
			3/4	3/4		3/4	3/4
			3/4	3/4		3/4	3/4
			3/4	3/4		3/4	3/4
			3/4	3/4		3/4	3/4
TOTALS		435.00	3/4	435.00		3/4	3/4

**FILL IN DEDUCTIBLE
AMOUNT \$**

CHECK BOX
IF TAX
EXEMPT

PAYMENT METHOD KEY:

A-CSC DEALER PAYMENT PLAN
B-FINANCED WITH VEHICLE
C-OTHER

NUMBER OF PAYMENTS
(2-12)

CHECK BOX for ☐ ROAD HAZARD TIRE PROTECTION OPTION

PLAN SALE DATE	THE TIME AND MILEAGE LIMITS OF ALL NEW VEHICLE PLANS BEGIN THE DATE THE VEHICLE WAS FIRST PUT IN SERVICE AND AT "0" MILES.	FINANCE SOURCE (COMPLETE ONLY IF PLAN(S) FINANCED WITH VEHICLE)
----------------	--	---

IMPORTANT NOTICE TO PURCHASER

Your signature means the plan and the actual service contract indicated above has been reviewed by you and, if your application is approved by Chrysler Service Contracts, you accept its terms and conditions.

This service contract is not required to purchase or finance a motor vehicle. New and Used vehicle service contracts are transferable to subsequent purchasers prior to expiration date or mileage with contract owner's authorization.

*NOTE: WHEN THERE IS AN EXISTING WARRANTY ON A VEHICLE, THE CONTRACT TERM WILL INCLUDE THE WARRANTY PERIOD. REFER TO YOUR CONTRACT PROVISIONS FOR A DEFINITION OF "IN-SERVICE" DATE.

DATE 11 1

PURCHASER'S
SIGNATURE

DEALER INFORMATION

DEALERSHIP NAME MILWAUKEE CREDIT INC		SELLING BUSINESS MANAGERS SOCIAL SECURITY #		TELEPHONE NO. (608) 425-1500	
STREET ADDRESS 100 MILWAUKEE STREET		CITY, STATE & ZIP MILWAUKEE WI 53101			ZONE CD DEALER CODE

IMPORTANT NOTICE TO DEALER

Your signature on this form signifies that: (1) this vehicle qualifies for the service contract; (2) you have reviewed the service contract with the purchaser; (3) you have delivered a copy of this form to the purchaser for the amount you have recorded on the form; (4) YOU WILL PROVIDE SERVICE TO THE PURCHASER IN ACCORDANCE WITH THE PROVISIONS OF THE SERVICE CONTRACT CHRYSLER WILL ISSUE TO THE PURCHASER. (5) YOU HAVE REVIEWED THE CHRYSLER SERVICE CONTRACTS GUIDE AND AGREE TO ABIDE BY THE POLICIES AND PROCEDURES SPECIFIED THEREIN.

DATE 08 03 86

AUTHORIZED
DEALER SIGNATURE **X**

IMPORTANT! The following vehicles are not eligible for a Chrysler Service Contract: vehicles placed in taxi or limousine service (except vehicles placed in van pool service); vehicles used for hire, emergency service, ambulance, towing or police service; vehicles placed in postal or dump truck service or severe off-road use; vehicles converted from two to four-wheel drive; vehicles altered or converted from the original manufacturer's specifications; vehicles equipped with a diesel engine (except Chrysler); vehicles with a gross weight (G.V.W.) of over 14,000 pounds, vehicles with salvaged, assembled, junk or rebuilt titles.

NOTE: Retain this form as evidence you have applied for the plan(s) indicated above. The Dealer will transmit this data to Chrysler. Chrysler Service Contracts will notify you of acceptance by mailing your Plan Provisions. IF YOU HAVE NOT RECEIVED YOUR PLAN PROVISIONS WITHIN 60 DAYS, PHONE THE TOLL FREE NUMBER LISTED BELOW. This document is an application for the Chrysler Service Contract and does not constitute a service contract until accepted by Chrysler Service Contracts.

TOLL-FREE TELEPHONE ASSISTANCE IS AVAILABLE
8:30 A.M. THRU NOON OR 1:00 P.M. THRU 5:15 P.M. EASTERN TIME MONDAY THRU FRIDAY.

1-800-521-9922

TRANSMIT OR MAIL IMMEDIATELY TO: Chrysler Service Contract Center • P.O. Box 2700 • Troy, MI 48007-2700

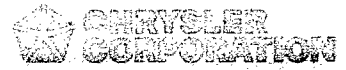
COPIES: #1 (WHITE) DIAL ENTRY DOCUMENT
#2 (GREEN) FINANCE SOURCE (IF ANY)
#3 (BROWN) TO OWNER
#4 (BLUE) DEALER'S FILE

81-770-3012 (7/96)

1 DIAL ENTRY DOCUMENT

CONTROL
NUMBER

RETAIL CUSTOMER CLAIM FORM



(FOR USE WITH ALL CONSUMER INCENTIVE PROGRAMS INCLUDING CASH ALLOWANCE AND/OR SPECIAL A.P.R. FINANCING.)

VEHICLE INFORMATION

ELIGIBLE NEW MODEL VEHICLE I.D.											CLAIM FORM NUMBER
RETAIL DELIVERY DATE	MONTH	DAY	YEAR	BODY TYPE CODE							

FINANCIAL PROGRAM INFORMATION

INDICATE THE ELIGIBLE PROGRAM(S) AS LISTED IN THE OFFICIAL PROGRAM RULES BY CHECKING THE BOX(ES) BELOW AND FILLING IN THE REQUIRED INFORMATION:

☐	PROGRAM NAME										
	PROGRAM I.D. NUMBER	CASH ALLOWANCE	CUSTOMER CERTIFICATE # (IF APPLICABLE)								
☐	PROGRAM NAME										
	PROGRAM I.D. NUMBER	CASH ALLOWANCE	CUSTOMER CERTIFICATE # (IF APPLICABLE)								
☐	PROGRAM NAME										
	PROGRAM I.D. NUMBER	CASH ALLOWANCE	CUSTOMER CERTIFICATE # (IF APPLICABLE)								
☐	SPECIAL A.P.R. FINANCING PROGRAM NAME										
	PROGRAM I.D. NUMBER	LENGTH OF CONTRACT	MONTHS	SPECIAL A.P.R. RATE	SERVICE CHARGE FACTS	AMOUNT FINANCED (Whole dollars only)					

CUSTOMER FIRST INITIAL	CUSTOMER MIDDLE INITIAL	CUSTOMER LAST NAME										
STREET ADDRESS										AREA CODE	PHONE NUMBER	
CITY										STATE	ZIP CODE	

DEALER NAME											
ZONE	DEALER CODE	AREA CODE	PHONE NUMBER								

☐	I, the customer, want the cash allowance payment made directly to me at the address shown above.	☐	I, the customer, have applied the cash allowance as a down payment, and therefore, I assign payment directly to the dealer. I release Chrysler Corporation from any further claim or obligation for payment to me for this vehicle.
--------------------------	--	--------------------------	---

☐	I, the customer, understand that I am receiving the benefit of special A.P.R. financing and that I may not be eligible for a cash allowance. I release Chrysler Corporation from any further claim or obligation for payment to me for this vehicle.
--------------------------	--

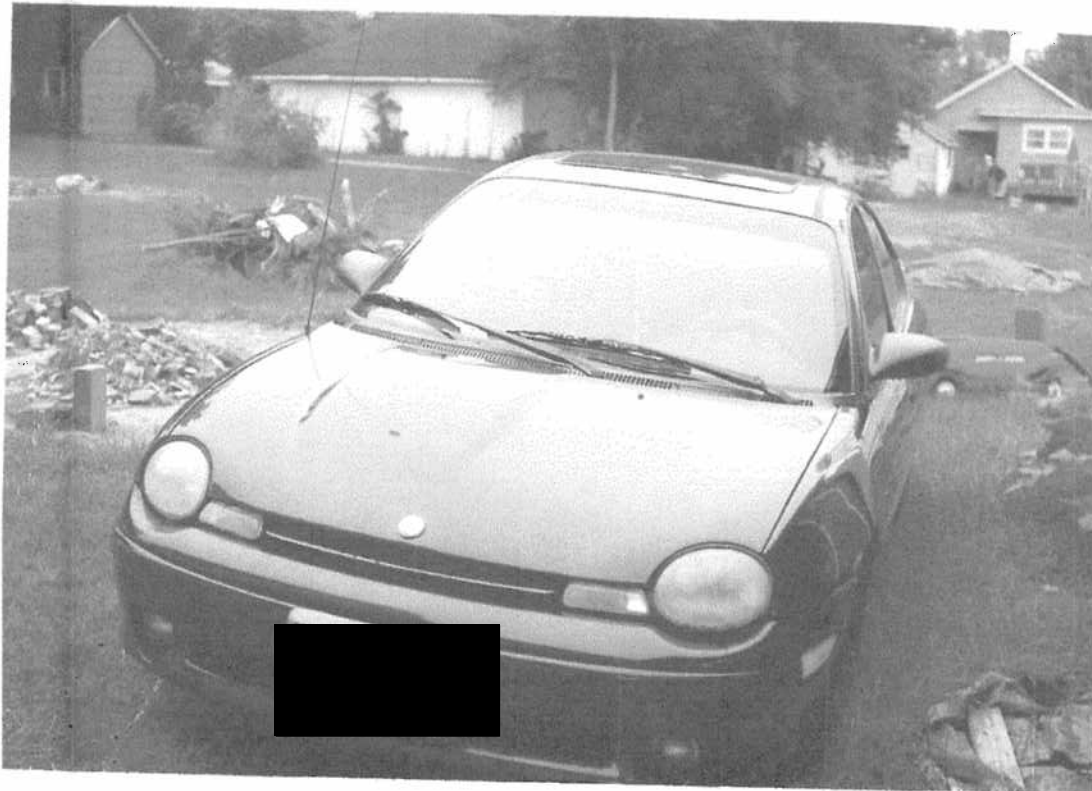
IMPORTANT: CUSTOMER: PLEASE ONLY READ THE FRONT AND BACK OF THIS FORM BEFORE SIGNING.

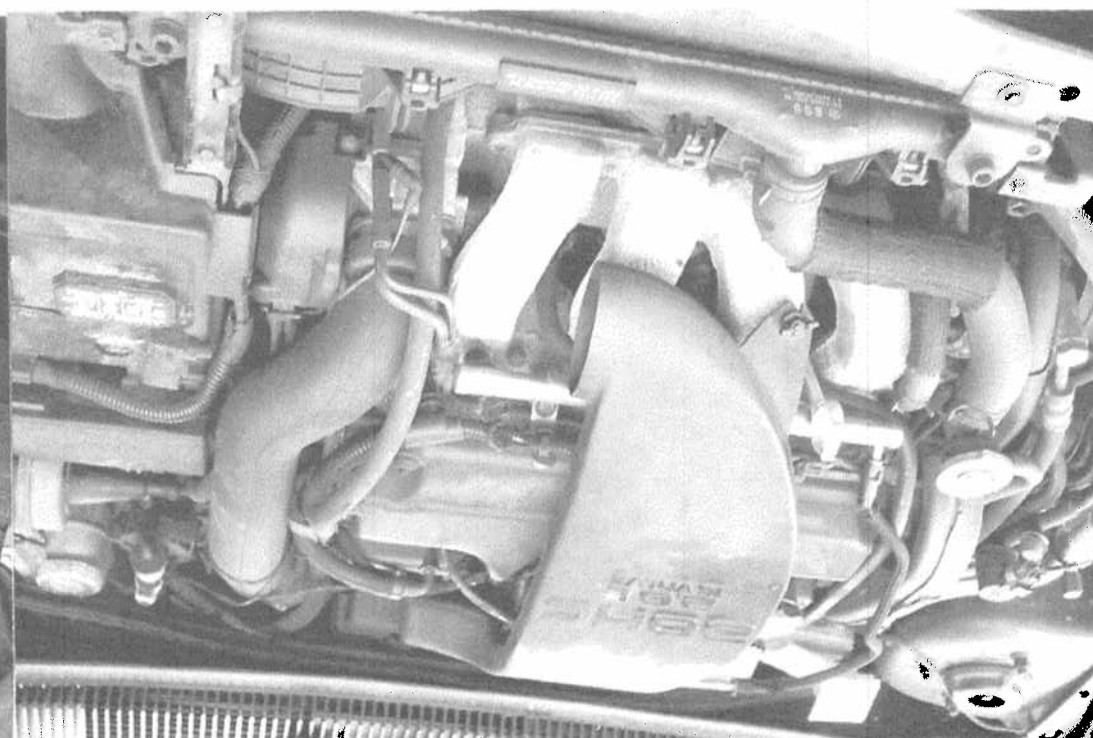
CUSTOMER SIGNATURE	DATE	AUTHORIZED DEALER SIGNATURE	DATE
--------------------	------	-----------------------------	------

COPIES OF THE FOLLOWING DOCUMENTS MUST BE ATTACHED TO THE ORIGINAL WHITE COPY AND RETAINED BY THE DEALERSHIP:

- Retail Buyer's Order • Factory Invoice • Registration or Application for Title Registration • Finance Contract (if applicable) • Cash Receipt(s) (if applicable) • Retail Lease Agreement (if applicable) • Original Certificate (if applicable) • Printout of NVDR acceptance

WHITE COPY--DEALER PINK COPY--CUSTOMER







Office of the Secretary of Transportation Executive Secretariat

Control number: S10-091005-010**Action office:** NHTSA**Document date:** 9/28/2009**Due date:****Writer:**

Morrison, IL

Subject:Copy of a Letter Sent to the POTUS Regarding How Corporations
Are Allowed to Operate in the United States**Action:** Appropriate Handling

Date	Action	Action by
10/5/2009	Folder Processed for Appropriate Handling.	AWILLIAMS
10/5/2009	DIST: I1	AWILLIAMS
10/5/2009	Updated Folder Information.	AWILLIAMS
10/5/2009	Updated Folder Information.	AWILLIAMS
10/5/2009	Work Folder Assigned to NHTSA.	KSTAFFORD1
10/5/2009	Incoming File Uploaded.	KSTAFFORD1
10/5/2009	Control Number Created.	KSTAFFORD1

Date	Note	Note by
------	------	---------

For more information please contact:
Ada Williams, ada.williams@ost.dot.gov