 DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148	
		Date Received 05-NOV-2013 AUG 07 2015	Repository <input type="checkbox"/> Reference No. 10551013
OWNER INFORMATION (Type or Print)			
Name		Daytime Telephone Number	
Address		E-mail Address	
City ESTRO ESTERO	State FL	Zip Code	
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).			
VEHICLE INFORMATION			
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1C3XV66L5PD		Make CHRYSLER	Model NEW YORKER
Date Purchased		Dealer's Name and Telephone Number PRIVATE	Model year 1993
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code
Engine: No: Cylinders 6 cyl.	Fuel Type: GAS		
Transmission Type AUTO	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain REAR WHEEL DRIVE	Multiple Failure: BRAKES
		Incident Date(s) 18-NOV-2010	
FAILED COMPONENT(S)/PART(S) INFORMATION			
Vehicle Component Code: BRAKES (PWS)		Failure Mileage 92000	Failure Speed 15
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE			
Tire Make	Tire Model (Name or Number)		Tire Size (Example P215/65R15)
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:	
Tire Component Code		Tire Failure Type:	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE			
Make:	Date Manufactured:	Model No./Name:	
Seat Type:	Installation System:		
Child Seat Component Code:	Failed Part:		
APPLICABLE INCIDENT INFORMATION <i>(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)</i>			
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0
		Reported to Police N	
Narrative Description of Incident(S), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).			
TL* THE CONTACT OWNS A 1993 CHRYSLER NEW YORKER. THE CONTACT STATED THAT WHILE DRIVING 15 MPH, THE VEHICLE FAILED TO RESPOND TO DECELERATION ATTEMPTS. THE CONTACT ALSO STATED THAT HE HAD TO PUMP THE BRAKE PEDAL UNTIL THE VEHICLE STOPPED. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION BUT THEY COULD NOT DETERMINE THE CAUSE OF FAILURE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 92,000.			
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.		ATTACH ADDITIONAL SHEETS IF NECESSARY	
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.			

THIS IS IN REGARDS TO A RECALL OF THE ABS BRAKE SYSTEM!

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

THIS IS A LIFETIME WARRANTY RECALL BY THE FACTORY! I FIRST BROUGHT THE N.Y TO GREENA CHRYSLER DEALER ON 2-17-12 AND THE CAR SAT THERE UNTIL 3-30-12 3 1/2 MONS AND NOTHING WAS STIL NOT DONE WITH THE BRAKE RECALL SO I TOOK IT OUT OF THAT DEALER & TOWED IT TO THE NAPLES CHRYSLER DEALER AND THEY FINALLY DIAGNOSED IT AND TOLD ME IT WAS A RIGHT REAR SENSOR, THEY CHARGED ME \$179.75 THAT I FEEL I SHOULD BE REIMBURSED FOR CUZ THAT WASNT THE THE PROBLEM. I HAD IT CHECKED BY A THIRD PARTY A CERTIFIED FRIEND MECHANIC WHO TESTED THE SYSTEM AND HE DIAGNOSED THE PROBLEM TO BE A RELAY SWITCH OR THE ABS PUMP BEING BAD OR THE PISTON BEING BAD, I CANNOT DRIVE THE VEHICLE THE WHY IT IS CUZ THE BRAKES ARE NOT WORKING AND YOU CANT STOP THE VEHICLE. THIS IS CONTRIBUTED TO THE ABS RECALL ON THE BRAKES BUT IVE BEEN GETTING NOTHING BUT A RUIN AROUND! THE RECALL PAPER WORK IS ENCLOSED! I CANT SEE THE CAR ATTACH ADDITIONAL SHEETS IF NECESSARY EITHER COPY OF THE BRAKE SYSTEM. PLZ INTERVINE SO I CAN GET MY PROBLEM REMEDIED. I CALLED CORP. HEADQUARTERS AN THE DEALERS NUMEROUS AMOUNT OF TIMES BEST REGARDS ON THE PROBLEM AND GOT NOTHING BUT THEM TRYING TO GET OUT OF FIXING THE PROBLEM. PLZ HELP ME!!!

" IVE BEEN HAVIN G SERIOUS MEDICAL PROBLEMS. SORRY IT TOOK A WHILE " I NEED REIMBURSEMENT OF A TOW & A REF ALSO TO THE NAPLES DEALER. INVOICE ENCLOSED "

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Washington, D.C. 20077-9382
Official Business
Penalty for Private Use \$300

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC
POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



Think your vehicle has a safety defect?



If so:
Use the enclosed form to file a report.

or visit:
www.safercar.gov

or call:
Vehicle Safety Hotline
888-327-4236



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

TONY'S TOWING SERVICE



PURCHASE ORDER

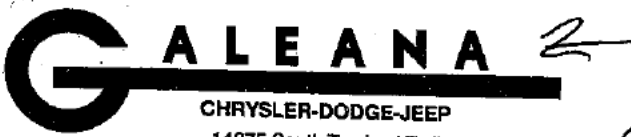
TO	[REDACTED]	DATE	6-5-12
ADDRESS	[REDACTED]	DATE REQUIRED	
CITY, STATE, ZIP	ESTERO FL	TERMS	CASH
SHIP TO	CRYSTAL BEACH	HOW SHIPPED	
ADDRESS		REQ. NO. OR DEPT.	
CITY, STATE, ZIP	NAPLES, FL	FOR	

QUANTITY	DESCRIPTION	PRICE	UNIT
1	TOW TO CHRYSLER	150.00	
2	PEPPER IN NAPLES		
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

TOW CHRYSLER
TO PEPPER TO
NAPLES

150.00

<p>IMPORTANT</p> <p>PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES - PACKAGES, ETC.</p> <p>PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO COMPLETE ORDER BY DATE SPECIFIED.</p>	<p>PLEASE SEND _____ COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING.</p> <p>PURCHASING AGENT <i>[Signature]</i></p>
--	--



CHRYSLER-DODGE-JEEP
 14375 South Tamiami Trail
 FT. MYERS, FLORIDA 33912
 Phone: 239-481-2600



Jeep.

MOTOR VEHICLE REPAIR SHOP
 REGISTRATION # MV-01645

ALL PARTS ARE NEW UNLESS OTHERWISE INDICATED

*Picked up
 car from dealer
 on June 5th @ 4:45pm
 12*

CUSTOMER NO.	ADVISOR WILLIAM	TAG NO. 7059	INVOICE DATE 05/30/12	INVOICE NO.
	LABOR RATE 109.00	LICENSE NO.	MILEAGE	COLOR WHITE
ESTERO, FL	YEAR/MAKE/MODEL 93/CHRYSLER/NEWYORK. 5TH AVE/4DR SDN	DELIVERY DATE	DELIVERY MILES	
	VEHICLE I.D. NO. 1 C 3 X V 6 6 L 5 P D	SELLING DEALER NO.	PRODUCTION DATE	
RESIDENCE PHONE	BUSINESS PHONE	COMMENTS	R.O. DATE 02/23/12	
JOB# 1 CHARGES				MO: 91881

LABOR
 # 1 05CHZ BRAKE SYS TECH(S): 115 INTERNAL
 CUST STATES THAT BRAKE LIGHT IS ON/PLEASE CHECK /STARTS THAT
 BRAKES ARE NOT WORKING

JOB# 1 TOTALS
 JOB# 1 JOURNAL PREFIX CHCS JOB# 1 TOTAL 0.00

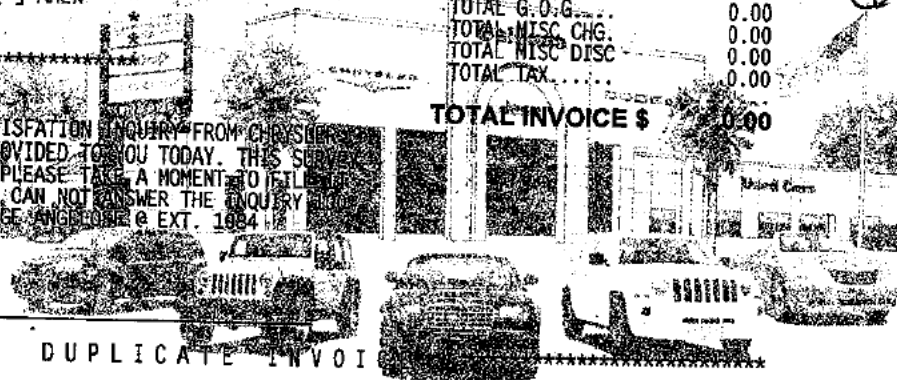
COMMENTS
 CASE
 TECHNICIAN CERTIFICATION
 115 GEORGE T ANGELOFF 7984

TOTALS

 * [] CASH [] CHECK CK NO. [] *
 * [] VI/MC [] DISCOVER [] AMEX *
 * [] CHARGE *

 TOTAL LABOR.... 0.00
 TOTAL PARTS.... 0.00
 TOTAL SUBLET... 0.00
 TOTAL G.O.G.... 0.00
 TOTAL MISC CHG. 0.00
 TOTAL MISC DISC 0.00
 TOTAL TAX..... 0.00
 TOTAL INVOICE \$ 0.00

DEAR VALUED CUSTOMER:
 YOU WILL BE RECEIVING A SATISFACTION INQUIRY FROM CHRYSLER
 REGARDING THE SERVICE WE PROVIDED TO YOU TODAY. THIS SURVEY
 IS "VERY IMPORTANT" TO US. PLEASE TAKE A MOMENT TO FILL IT
 OUT AND MAIL IT IN. IF YOU CAN NOT ANSWER THE INQUIRY
 SATISFIED, PLEASE CALL GEORGE ANGELOFF @ EXT. 1684
 HELP US, HELP YOU.



CUSTOMER SIGNATURE

DUPLICATE INVOICE

*Vehicle
 was picked
 up on
 6/5/12
 AND
 BROUGHT
 TO NAPLES
 CHRYSLER*

©2008 The Reynolds and Reynolds Company. All rights reserved. MAINTENANCE CHARGE Q (0010)



CHRYSLER-DODGE-JEEP
 14375 South Tamiami Trail
 FT. MYERS, FLORIDA 33912
 Phone: 239-481-2600



Jeep.

MOTOR VEHICLE REPAIR SHOP
 REGISTRATION # MV-01645

ALL PARTS ARE NEW UNLESS OTHERWISE INDICATED

CUSTOMER NO.	ADVISOR GEORGE T ANGELOFF	TAG NO. 115	INVOICE DATE 01/27/12	INVOICE NO.
ESTERO, FL	LABOR RATE 99.00	LICENSE NO.	COLOR WHITE/	STOCK NO.
	YEAR/MAKE/MODEL 93/CHRYSLER/NEWYORK 5TH AVE/4DR SDN	MILEAGE	DELIVERY DATE	DELIVERY MILES
	VEHICLE I.D. NO. 1 C 3 X V 6 6 L 5 P D		SELLING DEALER NO.	PRODUCTION DATE
	F.T.E. NO.	P.O. NO.	R.O. DATE 01/12/12	
BUSINESS PHONE	COMMENTS			

MO: 191837

JOB# 1 CHARGES-----

LABOR	DESCRIPTION	TECH(S)	WARRANTY
J# 1 05CHZ	BRAKE SYS CHECK ABS SYSTEM STILL LIFETIME WARRANTY PART CHECK AND ADVISE 1 INSPECT ABS AND REPLACED ACTUATOR PISTON ASSEMBLY	230	

PARTS	QTY	FP-NUMBER	DESCRIPTION	UNIT PRICE	WARRANTY
	4	4318080-AC	FLUID BRA 1081006		WARRANTY
	1	R4740084	PIST PKG 5005012		WARRANTY
	-1	R4740084	CORE RETURN		WARRANTY
				TOTAL - PARTS	0.00

JOB# 1 TOTALS-----

JOB# 1 JOURNAL PREFIX	CHCS	JOB# 1 TOTAL	0.00
-----------------------	------	--------------	------

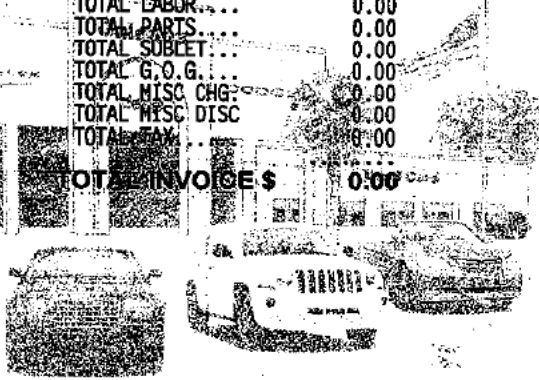
TECHNICIAN CERTIFICATION-----

-230	CHRISTOPHER J HOWARD	7190
------	----------------------	------

TOTALS-----

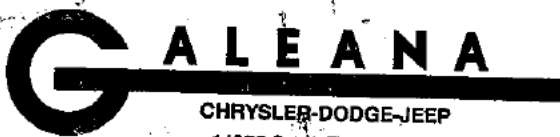
*****	TOTAL LABOR	0.00
* [] CASH [] CHECK CK NO. [] *	TOTAL PARTS	0.00
* [] VI/MC [] DISCOVER [] AMEX	TOTAL SUBLET	0.00
* [] CHARGE	TOTAL G.O.G.	0.00
*****	TOTAL MISC CHG	0.00
	TOTAL MISC DISC	0.00
	TOTAL TAX	0.00
	TOTAL INVOICE \$	0.00

DEAR VALUED CUSTOMER:
 YOU WILL BE RECEIVING A SATISFACTION INQUIRY FROM CHRYSLER
 REGARDING THE SERVICE WE PROVIDED TO YOU TODAY. THIS SERVICE
 IS "VERY IMPORTANT" TO US. PLEASE TAKE A MOMENT TO FILL IT
 OUT AND MAIL IT IN. IF YOU CAN NOT ANSWER THE INQUIRY 100%
 SATISFIED, PLEASE CALL GEORGE ANGELOFF @ EXT. 11084
 HELP US, HELP YOU.



CUSTOMER SIGNATURE

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CHRYSLER-DODGE-JEEP
 14375 South Tamiami Trail
 FT. MYERS, FLORIDA 33912
 Phone: 239-481-2600



Jeep.

MOTOR VEHICLE REPAIR SHOP
 REGISTRATION # MV-01645

ALL PARTS ARE NEW UNLESS OTHERWISE INDICATED

CUSTOMER NO.	ADVISOR WILLIAM	TAG NO. 7059	INVOICE DATE 02/17/12
RESIDENCE PHONE	LABOR RATE 99.00	LICENSE NO.	MILEAGE
BUSINESS PHONE	YEAR / MAKE / MODEL 93/CHRYSLER/NEWYORK 5TH AVE/4DR SDN	COMMENTS	DELIVERY DATE 02/02/12
	VEHICLE I.D. NO. 1C3XV66L5PD		DELIVERY MILES
	F.T.E. NO.	P.O. NO.	SELLING DEALER NO.
			PRODUCTION DATE

JOB# 1 CHARGES..... MO: 191838

LABOR.....
 JOB# 1 05CHZ BRAKE SYS TECH(S) 230 0.00
 CUST STATES THAT ABD LIGHT IS STILL ON/PLEASE CHECK AND REPORT.
 1
 NO REPAIRS MADE

JOB# 1 TOTALS.....
 JOB# 1 JOURNAL PREFIX CHCS JOB# 1 TOTAL 0.00

TECHNICIAN CERTIFICATION.....
 230 CHRISTOPHER J HOWARD 7190

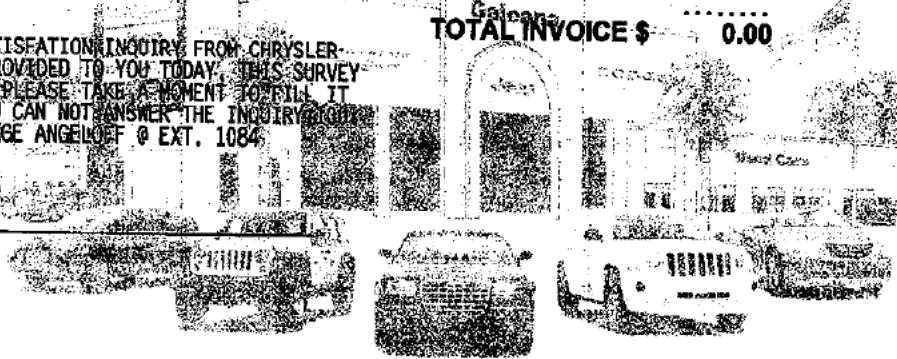
TOTALS.....

 * [] CASH [] CHECK CK NO. [] *
 * [] VI/MC [] DISCOVER [] AMEX *
 * [] CHARGE *

 TOTAL LABOR.... 0.00
 TOTAL PARTS.... 0.00
 TOTAL SUBLET... 0.00
 TOTAL G.O.G.... 0.00
 TOTAL MISC CHG. 0.00
 TOTAL MISC DISC 0.00
 TOTAL TAX..... 0.00
 TOTAL INVOICE \$ 0.00

DEAR VALUED CUSTOMER:
 YOU WILL BE RECEIVING A SATISFACTION INQUIRY FROM CHRYSLER REGARDING THE SERVICE WE PROVIDED TO YOU TODAY. THIS SURVEY IS "VERY IMPORTANT" TO US. PLEASE TAKE A MOMENT TO FILL IT OUT AND MAIL IT IN. IF YOU CAN NOT ANSWER THE INQUIRY, PLEASE CALL GEORGE ANGELOFF @ EXT. 1084. HELP US. HELP YOU.

CUSTOMER SIGNATURE



CUSTOMER COPY

[END OF INVOICE] 02:21pm

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From: Katelynn Cook <kcook@naplesdodge.com>

To: [REDACTED]

Subject: Recall Information for Recall #685

Date: Mon, Apr 16, 2012 9:38 pm

Dear [REDACTED]

Here is the recall information that you have requested. Feel free to give us a call for any further information.

Thank you,
Katelynn Cook

To: All Dodge, Chrysler-Plymouth and Jeep®/Eagle Dealers

Subject: Safety Recall #685 -- ABS Actuator Piston and Pump/Motor Assemblies

Models: Vehicles Listed Below Equipped With a Bendix-10 Antilock Brake System:

- 1991 Through 1993 Model Year Dodge Caravan/Grand Caravan; Plymouth Voyager/Grand Voyager; and Chrysler Town & Country (AS)
- Late-1990 Through 1993 Model Year Dodge Dynasty; Chrysler New Yorker, Salon (AC), Fifth Avenue and Imperial (AY)
- 1991 and 1992 Model Year Eagle Premier and Dodge Monaco (BB)

Note: 1990 vehicles built through March 26, 1990 (MDH 0326XX) are equipped with a Bosch antilock brake system, and therefore, are not included in this recall or the extended warranty.

A small number of the involved vehicles may experience ABS hydraulic control unit actuator piston seal wear and/or hydraulic pump/motor deterioration. To correct this condition, the ABS system must be tested and the actuator pistons and/or pump/motor replaced if necessary. If testing determines other ABS components are faulty, repairs are to be performed using the revised service and diagnostic procedures manual (81-699-96086) and existing parts. Submit a separate warranty claim using the existing labor operation numbers.

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. Be sure to complete this recall service on these vehicles before retail delivery. Dealers should perform this recall on vehicles in for service as determined by using DIAL System Function 70 or VIP.

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 invoiced (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, Chrysler-Plymouth and Jeep/Eagle dealer who does not receive a Vehicle List will receive a copy of this dealer recall notification letter by first class mail.

DIAL System Functions 53, 70 and VIP

All involved vehicles will be entered to DIAL System Functions 53, 70 and VIP at the time of recall implementation for dealer inquiry by VIN as needed.

Parts

Important: Due to the small number of vehicles expected to require repair, no parts will be distributed initially to dealers. Dealers are requested to order Actuator Piston Assembly packages through normal methods only for scheduled repairs. Dealers must contact the STAR Center (1-800-850-STAR Ext. 5) to order Pump/Motor Assemblies. The technician must perform the ABS diagnostic tests prior to contacting the STAR Center and have the results available for review.

Refer to the table below for the appropriate actuator piston assembly package and/or pump/motor assembly:

Model	Vehicle	Actuator Piston Assembly Package PN	Pump/Motor Assembly PN
AS	Caravan, Grand Caravan, Voyager, Grand Voyager, Town & Country	R4740086	R4509292
		or	or
		4740086	4509292
ACIAY	Dynasty, New Yorker, Salon, Fifth Avenue, Imperial	R474008	R4723544
		or	or
		4740084	4723544
BB	Premier, Monaco	R4856887	R4584472
		or	or
		4856887	4584472

Each Actuator Piston Assembly Package includes:

- 1 – Primary Piston Assembly
- 1 – Secondary Piston Assembly
- 1 – Snap Ring
- 1 – Clip, Hydraulic Assembly Push Rod (4294036)*
- 1 – Gasket, Hydraulic Assembly Mounting (4485527)*
- 1 – Long Handle Cleaning Aid and Lint Free Cloth

*Hydraulic assembly push rod clips and gaskets for NON-REMANUFACTURED Actuator Piston Packages must be ordered separately.

10. Close the test fixture shut off valve within 2 seconds of pump shutoff or after reaching a steady state pressure with the pump still running, then start a timer and record both pressure gauge readings.
- **If the pump shut off and the pump/motor pressure is 1800-2200 psi**, continue with **STEP 11**.
 - **If the pump did not shut off initially but did shut off after the test fixture valve was closed**, continue with STEP 11.
 - **If the pump continues to run after the test fixture valve is closed and the steady state pressure is LESS THAN 2200 psi**, inspect the low pressure hose and pump supply filter for restriction. A supply filter restriction can be determined by noting inadequate fluid flow from the supply filter when the pump/motor supply (low pressure) hose is disconnected at the pump/motor side of the pump supply filter. If no restriction is found, replace the pump/motor assembly per the instructions in **Section C**.
 - **If the pump continues to run after the test fixture valve is closed and the steady state pressure is GREATER THAN 2200 psi:**

WARNING: Turn the ignition key off if pressure exceeds 2500 psi. Damage to pump/motor components will occur at pressures greater than 2500 psi.

Disconnect the 10-way connector from the test fixture.

If the pump continues to run, continue with Diagnostic Test #25 in the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual (81-699-96086).

If the pump stops, replace the test fixture pressure switch (PN 4485632) and begin the diagnostic test again. With the ignition key in the Off position, open the test fixture shut-off valve. Pump the brake pedal a minimum of 40 times using approximately 50 lbs (222 N) of pedal force and continue with Step 8.

11. Record the pump/motor side and HCU side pressure readings 120 seconds after closing the test fixture valve and compare with the initial readings.
- **If the pressure readings on both sides dropped less than 200 psi**, continue with **Step 12**.
 - **If the HCU side reading dropped more than 200 psi**, replace the master cylinder actuator piston assemblies per the instructions in **Section B**.
 - **If the pump/motor side reading dropped more than 200 psi or if the pump restarted within the 120 seconds**, replace the pump/motor assembly per the instructions in **Section C**.

NOTE: Both of the above repairs may be required.

12. With the ignition key in the Off position, open the test fixture shut-off valve. Pump the brake pedal a minimum of 40 times using approximately 50 lbs (222 N) of pedal force.
13. Turn the ignition key to the RUN position.
14. Allow accumulator pressure to build to its highest steady state value or until the pump shuts off.
15. Close the test fixture shut off valve within 2 seconds of pump shutoff or after reaching a steady state pressure with the pump still running, then start a timer and record both pressure gauge readings.
- **If the pump shut off and the pump/motor pressure is 1800-2200 psi**, continue with **STEP 16**.
 - **If the pump did not shut off initially but did shut off after the test fixture valve was closed**, continue with **STEP 16**.
 - **If the pump continues to run after the test fixture valve is closed and the steady state pressure is LESS THAN 2200 psi**, inspect the low pressure hose and pump supply filter for restriction. A supply filter restriction can be determined by noting inadequate fluid flow from the supply filter when the pump/motor supply (low pressure) hose is disconnected at the pump/motor side of the pump supply filter. If no restriction is found, replace the pump/motor assembly per the instructions in **Section C**.
 - **If the pump continues to run after the test fixture valve is closed and the steady state pressure is GREATER THAN 2200 psi:**

WARNING: Turn the ignition key off if pressure exceeds 2500 psi. Damage to pump/motor components will occur at pressures greater than 2500 psi.

Disconnect the 10-way connector from the test fixture.

If the pump continues to run, continue with Diagnostic Test #25 in the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual (81-699-96086).

If the pump stops, replace the test fixture pressure switch (PN 4485632) and begin the diagnostic test again. With the ignition key in the Off position, open the test fixture shut-off valve. Pump the brake pedal a minimum of 40 times using approximately 50 lbs (222 N) of pedal force and continue with Step 8.

16. Record the pump/motor side and HCU side pressure readings 120 seconds after closing the test fixture valve and compare with the initial readings.
- If the pressure readings on both sides dropped less than 200 psi, continue with Step 17.
 - If the HCU side reading dropped more than 200 psi, replace the master cylinder actuator piston assemblies per the instructions in Section B.
 - If the pump/motor side reading dropped more than 200 psi or if the pump restarted within the 120 seconds, replace the pump/motor assembly per the instructions in Section C.

NOTE: Both of the above repairs may be required.

17. With the ignition key in the OFF position, open the test fixture valve and then pump the brake pedal a minimum of 40 times. A noticeable change in the pedal feel will occur when the accumulators are discharged.

WARNING: Brake system is under extreme pressure. The hydraulic control unit (HCU) may be charged with hydraulic pressure up to 2200 psi. Failure to de-pressurize the accumulators could result in personal injury and/or damage to painted surfaces. Wear safety goggles when disconnecting system fluid lines.

18. When a definite increase in pedal pressure is felt, pump the pedal a few additional times to ensure removal of all hydraulic pressure from the brake system.
19. Remove the ABS internal leakage test fixture (Special Tool #6997).
- A. Disconnect 10-way wiring harness connector from the test fixture (Figure 4) and connect it to the HCU.
 - B. Remove the high pressure brake fluid hose from the test fixture.
 - C. Remove the test fixture from the high pressure adapter on the HCU.
 - D. Install the high pressure hose tube nut on the fitting on the HCU and torque to 145 in-lbs (16 N-m).
 - E. Install the complete air cleaner assembly.

NOTE: For BB vehicles, install the hose retainer.

20. Turn the ignition to the RUN position to energize the pump/motor and pressurize the hydraulic system. Check for leakage at the HCU.
21. With the ignition key in the OFF position, pump the brake pedal a minimum of 40 times. A noticeable change in the pedal feel will occur when the accumulators are discharged.

WARNING: Brake system is under extreme pressure. The hydraulic control unit (HCU) may be charged with hydraulic pressure up to 2200 psi. Failure to de-pressurize the accumulators could result in personal injury and/or damage to painted surfaces. Wear safety goggles when disconnecting system fluid lines.

22. Check the brake fluid level in the HCU reservoir and adjust as necessary.
23. No further action is necessary, return the vehicle to the customer.
- B. Replace the HCU Actuator Piston Assemblies:**
- 1. With the ignition key in the OFF position, open the test fixture valve and then pump the brake pedal a minimum of 40 times. A noticeable change in the pedal feel will occur when the accumulators are discharged.

WARNING: Brake system is under extreme pressure. The hydraulic control unit (HCU) may be charged with hydraulic pressure up to 2200 psi. Failure to de-pressurize the accumulators could result in personal injury and/or damage to painted surfaces. Wear safety goggles when disconnecting system fluid lines.

2. When a definite increase in pedal pressure is felt, pump the pedal a few additional times to ensure removal of all hydraulic pressure from the brake system.
3. Remove the windshield washer fluid bottle, if necessary.
4. Disconnect the two 10-way electrical connectors from the HCU and the test fixture.
5. Remove the high pressure hose fitting from the test fixture and then remove the test fixture from the HCU.
6. Disconnect the pump supply (low pressure) hose from the HCU or pump supply filter.
7. Cap all openings on brake fluid reservoir and HCU.
8. Disconnect the four brake tubes from the HCU.
9. Remove the instrument panel sight shield from below the steering column, if necessary.
10. From under the instrument panel, remove the retainer clip from the brake pedal pin. Discard the old retainer clip, a new clip must be used when the HCU is reinstalled.
11. Remove the four (4) HCU mounting nuts from the HCU studs, located under the instrument panel.
12. For AS body vehicles, disconnect the throttle position sensor (TPS) electrical connector.
13. Remove the HCU from the vehicle.
14. Remove as much brake fluid as possible from the HCU reservoir.
15. Secure the HCU by its bracket extension in a vice. Do not over tighten.
16. Remove the flange gasket from the HCU mounting bracket or the dash panel.
17. Loosen the mounting bracket from the HCU assembly enough to separate the black dust boot from the master cylinder housing, then tighten the bracket.
18. Turn the dust boot inside out and pull out of the way. Then, place a 1/2" box end wrench over a lower mounting stud (Figure 5). Place a nut on the stud and fully engage all threads. Align the wrench with the input rod bearing.
19. Push in on the wrench against the input rod bearing, moving the bearing inward approximately 1/4" to relieve the bearing load from the snap ring.
20. While holding the piston in, rotate the snap ring so one end is near the 12 o'clock position. Place a small screwdriver in the 12 o'clock keyway in the actuator bore (Figure 5). Pry the snap ring down and out of the groove with the screwdriver and pull the snap ring out of the end of the actuator.

NOTE: It may be helpful to have a screwdriver with a bent tip to remove the snap ring.

21. Slowly release the wrench from the bearing, allowing the primary piston to pop out of the actuator. Catch any fluid from the master cylinder in a suitable container.
22. Slowly pull the primary piston assembly out of the actuator bore. Keep the assembly as straight as possible. Do not pull forcefully. If piston catches in the bore, push the piston back into the bore a short distance to align it, then try to remove it again.

NOTE: If the piston will not come out of the bore, the actuator housing must be replaced.

23. Remove the HCU from the vice and place it, stud side down, lint-free bench surface.
24. Place a cloth over the outlet ports of the assembly. While holding the cloth, apply compressed air pressure (regulated to about 20 psi) to the front of the actuator to remove the secondary piston assembly from the bore (Figure 6).
25. Place the HCU back into the vice and clamp securely.
26. Using the provided long handle cleaning aid and lint-free cloth, apply clean brake fluid, which conforms to DOT 3 specifications, to the cloth and thoroughly clean the bore of the HCU. Wipe the entire circumference of the bore and work any particles toward the open end of the bore. Flush the bore, after wiping, with clean brake fluid.
27. Lubricate the cup seals, flat ring seals and O-rings of the new piston assemblies with clean brake fluid.
28. Install the secondary piston assembly, spring end first, into the actuator. Make sure that the cup seal is not folded back or twisted. Push the secondary piston in until the rear of the piston is flush with the actuator bore opening (Figure 7).
29. Position the caged spring at the end of the primary piston assembly over the pin on the rear of the

secondary piston assembly (Figure 7).

30. Slowly push both piston assemblies into the actuator bore.

CAUTION: Do not cut, nick or twist any seals or the unit will not function properly.

31. Place the provided snap ring over the actuator push rod and bearing.
32. Push the piston assemblies all the way into the bore.
33. Place a 1/2" box end wrench over a lower mounting stud (Figure 8). Place a nut on the stud and fully engage all threads. Align the wrench with the input rod bearing.
34. Push in on the wrench against the bearing, moving the bearing inward approximately 1/4" to compress the springs, until the shoulder of the bearing is past the snap ring groove.
35. Rotate the HCU so that the bore keyway is at the top (12 o'clock) position.
36. Position the snap ring so that one end is in the 10 o'clock position and the other end is at the 8 o'clock position. The snap ring must cover the keyway.
37. Place the 10 o'clock end of the snap ring into the snap ring groove. Then, using a flat blade screwdriver, push the snap ring into the groove, working in a clockwise direction. Make sure the entire snap ring is completely seated in the groove.
38. Slowly release the wrench, and then remove the nut and wrench from the HCU lower stud.
39. Loosen the mounting bracket from the HCU. Install the rubber dust boot over the HCU bore flange and seat the retaining ring into the groove. Tighten the mounting bracket.
40. Rotate the push rod into the position shown in Figure 9, then install the HCU in the vehicle using the provided gasket.
41. Install the four HCU stud nuts and tighten to 21 ft-lbs (28 N·m).
42. Coat the surface of the brake pedal pin with lubriplate or equivalent.
43. Connect the push rod to the pedal pin and install the provided retainer clip. Make sure that the brake light switch is properly adjusted.

IMPORTANT: The HCU push rod must be assembled to the brake pedal pin as shown in Figure 9.

44. Reinstall the instrument panel sight shield, if necessary.
 45. Install the four brake tubes. Tighten the fittings to 145 in-lbs (16 N·m) for AC/AY/BB vehicles or to 155 in-lbs (17 N·m) for AS vehicles.
 46. For AS body vehicles, reconnect the TPS electrical connector.
 47. Install the windshield washer fluid bottle, if necessary.
 48. **IF THE PUMP/MOTOR ASSEMBLY MUST ALSO BE REPLACED, skip to Section C, Step 9.**
 49. Install the pump/motor supply (low pressure) hose and tighten the clamp to 10 in-lbs (1 N·m).
 50. Install the pump/motor high pressure hose and tighten to 145 in-lbs (16 N·m).
 51. Connect the two 10-way HCU electrical connectors.
 52. Fill the HCU brake fluid reservoir to the top of the screen on the reservoir filter/strainer with clean brake fluid conforming to DOT 3 specifications (Figure 10).
 53. If the pump/motor assembly does not require replacement, continue with Section D.
- C. Replace Pump/Motor Assembly:**
1. With the ignition key in the OFF position, open the test fixture valve and then pump the brake pedal a minimum of 40 times. A noticeable change in the pedal feel will occur when the accumulators are discharged.

WARNING: Brake system is under extreme pressure. The hydraulic control unit (HCU) may be charged with hydraulic pressure up to 2200 psi. Failure to de-pressurize the accumulators could result in personal injury and/or damage to painted surfaces. Wear safety goggles when disconnecting system fluid lines.

2. When a definite increase in pedal pressure is felt, pump the pedal a few additional times to ensure removal of all hydraulic pressure from the brake system.
3. Disconnect any routing clips which attach the high and/or low pressure fluid lines to the body or vehicle components.
4. Disconnect the low pressure hose (Figure 11) at the HCU.
5. Disconnect the high pressure hose assembly from the test fixture.
6. Disconnect the 10-way wiring connector from the test fixture and reconnect it to the HCU.

7. Remove the test fixture (Special Tool #6997).
8. Cap all openings on the reservoir and HCU to prevent brake fluid from leaking.
9. Disconnect all electrical connectors (including pump/motor) that run across the engine compartment in the area around the pump/motor assembly high and low pressure hoses.
10. Remove the pump/motor assembly front heat shield to mounting bracket bolt. Remove the heat shield from the pump/motor assembly (Figure 12).
11. Lift pump/motor assembly from mounting bracket and remove from vehicle.
12. Remove high and low pressure hoses from pump/motor assembly.
13. Lubricate the high and low pressure hose O-rings with clean brake fluid and position on new pump/motor assembly. Tighten banjo bolt to 124 in-lbs (14 N·m).
14. Position new pump/motor assembly in mounting bracket.
15. Position heat shield over pump/motor on mounting bracket and install attaching bolt.
16. Remove caps from reservoir and HCU openings.
17. Attach high pressure hose to HCU and tighten fitting to 145 in-lbs (16 N·m).
18. Connect low pressure hose to HCU and tighten clamp to 10 in-lbs (1 N·m).
19. Connect pump/motor assembly wiring harness to underhood wiring harness.
20. Reconnect all underhood wiring connectors.
21. Reconnect all routing clips that secure the high and/or low pressure hoses to the body or other components.
22. Proceed to Section D.

D. Bleed Brakes and Verify Proper System Operation:

1. **IF THE PRIMARY PISTON ASSEMBLY WAS REPLACED, the brake lines must be bled** using either pressure bleeding or manual bleeding as described on pages 338-339 of the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual (81-699-96086).

NOTE: It is not necessary to bleed the foundation brakes of the vehicle if only the pump/motor assembly has been replaced.

2. Turn the ignition to the RUN position to energize the pump/motor and pressurize the hydraulic system. Check for leakage at the HCU and/or pump/motor.
3. With the ignition key in the OFF position, pump the brake pedal a minimum of 40 times. A noticeable change in the pedal feel will occur when the accumulators are discharged.

WARNING: Brake system is under extreme pressure. The hydraulic control unit (HCU) may be charged with hydraulic pressure up to 2200 psi. Failure to de-pressurize the accumulators could result in personal injury and/or damage to painted surfaces. Wear safety goggles when disconnecting system fluid lines.

4. Check the brake fluid level in the HCU reservoir and adjust as necessary.
5. Reinstall the air cleaner assembly.
6. With the ignition key in the ON position, monitor the DTC display for four minutes.
 - If any DTC's are displayed, they must be diagnosed and repaired in the order that they are listed on page 221 of the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual (81-699-96086).
 - If no DTC's are displayed, continue with Step 7.
7. Using the DRB Scan tool, verify that the stop lamp input reads "ON" when the brake pedal is depressed.
8. Using the DRB scan tool, monitor the accumulator voltage. Depress the brake pedal 40 times. The accumulator voltage should exceed 4.0 volts temporarily just before the pump begins to run.
9. With the brake pedal released, make sure that the boost and primary pressure transducers voltages are both between 0.1 volts and 4.0 volts.
10. Road test the vehicle for a minimum of 5 minutes at various speeds while performing several antilock braking and normal braking stops.
11. With the ignition key in the ON position, check for DTC's.
 - If any DTC's are displayed, they must be diagnosed and repaired in the order that they are listed on page 221 of the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual (81-699-96086).

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 ABS for proper operation	05685181	0.8 hours
Inspect ABS and replace actuator piston assemblies	05685182	3.2 hours
Inspect ABS and replace pump/motor assembly	05685183	1.8 hours
Inspect ABS and replace actuator piston and pump/motor assemblies	05685184	3.8 hours

Add the cost of the recall parts package(s) plus applicable dealer allowance to your claim.

NOTE: Any other ABS repairs must be performed according to the Bendix Antilock 9 & 10 Service and Diagnostic Procedures Manual and/or applicable Technical Service Bulletins and a separate claim must be filed for reimbursement.

Parts Return

Removed actuator piston assemblies and pump/motor assemblies must be returned to the Warranty Material Return Center. **Timely parts return is critical in assuring an adequate supply of future repair parts.** Dealers will be charged back for parts which are not promptly returned.

Note: See Warranty Administration Manual, Recall Claim Processing Section for complete recall claim processing and material return instructions.

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
 800 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

