

**CUSTOMER SATISFACTION NOTIFICATION TO INSTALL A
BRAKE PEDAL SHIFT INTERLOCK**

Dear Jeep® Vehicle Owner:

The satisfaction of our customers is very important to Chrysler. Because of this, we are offering a brake pedal shift interlock to owners of some **1984 through 1995 Jeep Cherokee and Wagoneer; and 1993 through 1995 Grand Cherokee and Grand Wagoneer** vehicles equipped with an automatic transmission and a floor shift.

***What a brake
pedal shift
interlock does...***

A brake pedal shift interlock prevents the operator from shifting the transmission out of the PARK position unless the brake pedal is depressed. The interlock prevents the operator from shifting out of PARK while unintentionally depressing the accelerator pedal, which can cause an accident.

***What Chrysler
and your dealer
will do...***

Chrysler has instructed its dealers to install the brake pedal shift interlock on your Jeep (identified on the enclosed form) free of charge (parts and labor). The work will take about two hours to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

***What you must
do...***

- **Simply contact your dealer** to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment.
- **Bring the enclosed Owner Notification Form with you to your dealer.** It explains the required service to your dealer.

***If you need
help...***

If you have trouble getting your vehicle repaired, please call the Chrysler Customer Center, toll free, at 1-800-992-1997. A representative will assist you in getting your vehicle repaired.

We're sorry for any inconvenience, but we believe that this special service will help to ensure your continuing satisfaction with your vehicle. Thanks for your attention to this important matter.

*Buckle up
for Safety*



*Customer Services Field Operations
Chrysler Corporation*

733

IMPORTANT

DEALER SERVICE INSTRUCTIONS Customer Satisfaction Notification #733 Brake Pedal Shift Interlock Revised December 1997

Please remove and discard the original notification letter (dated September, 1997) from your files and replace it with this revised procedure.

- This service requirement applies only to the following vehicles equipped with an automatic transmission and floor shift:
 - 1984 Through 1995 Model Year Jeep Cherokee and Wagoneer (XJ)
 - 1993 Through 1995 Model Year Jeep Grand Cherokee and Grand Wagoneer (ZJ)
- This notification describes how to install a brake pedal/transmission park shift interlock retrofit package on the above vehicles. The shift interlock prevents the operator from shifting the vehicle out of PARK unless the brake pedal is depressed.
- This notification will be launched in four (4) phases as parts become available. The vehicle application for each phase is as follows:

<u>Phase</u>	<u>Vehicle Application</u>
1	1993-1995 Grand Cherokee and Grand Wagoneer (ZJ) 1995 Cherokee (XJ)
2	1991-94 Cherokee (XJ)
3	1987-90 Cherokee and Wagoneer (XJ)
4	1984-86 Cherokee and Wagoneer (XJ)

- **Notification to owners of vehicles involved in Phase 2 of this notification will begin in a few days. Each dealer to whom involved Phase 2 vehicles were invoiced (or the current dealer at the same street address) will receive a list of those vehicles with this letter. Involved dealers will also receive, and be billed for, enough Phase 2 Shift Interlock Packages to service 10% of those vehicles.**

Parts Packages:

- Five (5) unique part packages are required for this notification depending upon the vehicle and model year. **PARTS WILL NOT BE AVAILABLE BEFORE THE APPLICABLE PHASE BEGINS.**

Dealers should determine which parts package is required for each vehicle at the time appointments are scheduled to assure that the correct parts package is available when the customer arrives. Refer to the Parts section for details.



BEFORE PERFORMING THE REPAIR, CHECK THE DIAL SYSTEM

FUNCTION 70 TO VERIFY THE REPAIR HAS NOT BEEN COMPLETED.

Customer Notification

No. 733

September, 1997

Revised December, 1997

- To:** All Jeep® & Eagle Dealers
- Subject:** Customer Satisfaction Notification #733 -- Brake Pedal Shift Interlock
- Models:** The Following Vehicles Equipped With an Automatic Transmission and Floor Shift:
- 1984 Through 1995 Model Year Jeep Cherokee and Wagoneer (XJ)
 - 1993 Through 1995 Model Year Jeep Grand Cherokee and Grand Wagoneer (ZJ)

This notification describes how to install a brake pedal/transmission park shift interlock retrofit package on the above vehicles. The shift interlock prevents the operator from shifting the vehicle out of PARK unless the brake pedal is depressed.

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

Dealer Notification & Vehicle List

All dealers will receive a copy of this dealer notification letter by first class mail. **Each dealer to whom involved vehicles were invoiced** (or the current dealer at the same street address) **will receive a list of their involved vehicles.** 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.

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 implementation for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of incomplete vehicles. The customer name, address and phone number is listed if known. Parts information is also provided. Complete vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type "53" at the "ENTER FUNCTION" prompt, then type "ORD733".

Parts

Five (5) unique shift interlock packages are required for this recall depending upon the vehicle and model year combination. There are several differences between the combinations. DO NOT attempt to substitute a part package for any application other than what is specified.

IMPORTANT: This notification will be implemented in phases as parts become available. Each involved dealer, to whom vehicles in the notification were invoiced (or the current dealer at the same street address), will receive, and be billed for enough phase one (1) and phase two (2) Shift Interlock Packages to service about 10% of those vehicles. PARTS WILL NOT BE AVAILABLE BEFORE THE APPLICABLE PHASE BEGINS. Additional shift interlock packages may be ordered as needed to support customer demand after that phase has begun.

Dealers should determine which parts package is required for each vehicle at the time appointments are scheduled to assure that the correct parts package is available when the customer arrives. The appropriate shift interlock package for the vehicle to be serviced may be determined by:

- Using the part code in the third column of the VIN list along with the following table (involved dealers);
- Using the VIN and part number list electronically transmitted to DIAL System Function 53 (involved dealers); or
- Obtaining the vehicle and model year information from the owner when scheduling the appointment along with the following table (all dealers).

Vehicle Model	Model Year	PHASE	Part Code	Part Number
Grand Cherokee, Grand Wagoneer (ZJ)	1993-1995	1	1	CFXL7331
Cherokee (XJ)	1995	1	2	CFL27332
	1991-1994	2	3	CFTP7333
Cherokee, Wagoneer (XJ)	1987-1990	3	4	CFXT7334
	1984-1986	4	5	CFRT7335

Each parts package contains the following components:

<u>Quantity</u>	<u>Description</u>	<u>Quantity</u>	<u>Description</u>
1	Cable Assembly	4	Tie Straps (5 for ZJ only)
1	Wiring Harness	1	Heat Shrink (ZJ only)
1	Bracket ('84-'94 XJ only)		

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 notification are identified on the form for owner or dealer reference as needed.

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles:

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

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. Remove the transmission shift lever handle by pulling straight up firmly and quickly.
3. Pry up the transmission shift indicator bezel with a trim stick (Figure 1).
4. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transmission shift indicator bezel from the console.

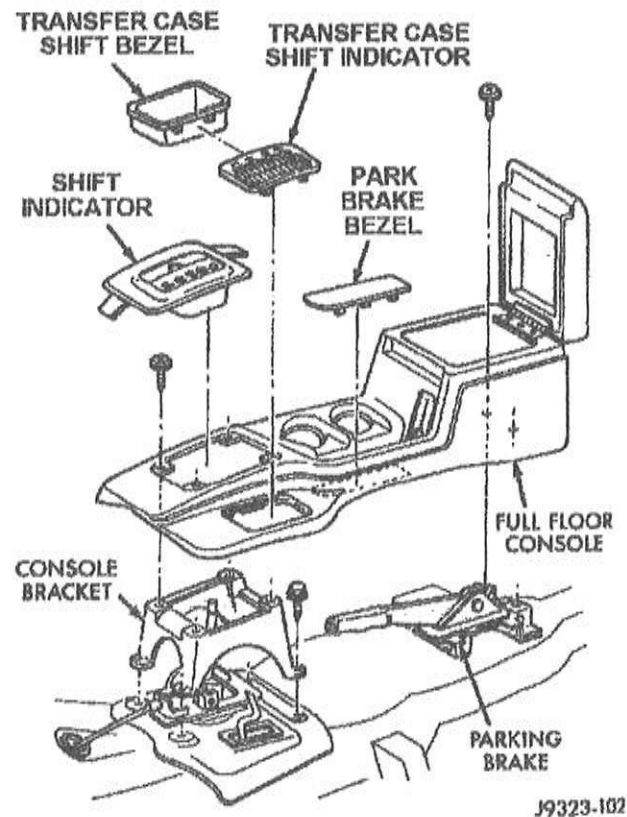


Figure 1

5. Pry up the transfer case shift indicator bezel with a trim stick (Figure 1).
6. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transfer case bezel from the console.
7. Remove the park brake bezel and the console attaching screws and then remove the console (Figure 1).

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

8. Remove the driver side instrument panel lower trim panel and knee blocker (Figure 2).
9. Remove the heater cross-over tube.

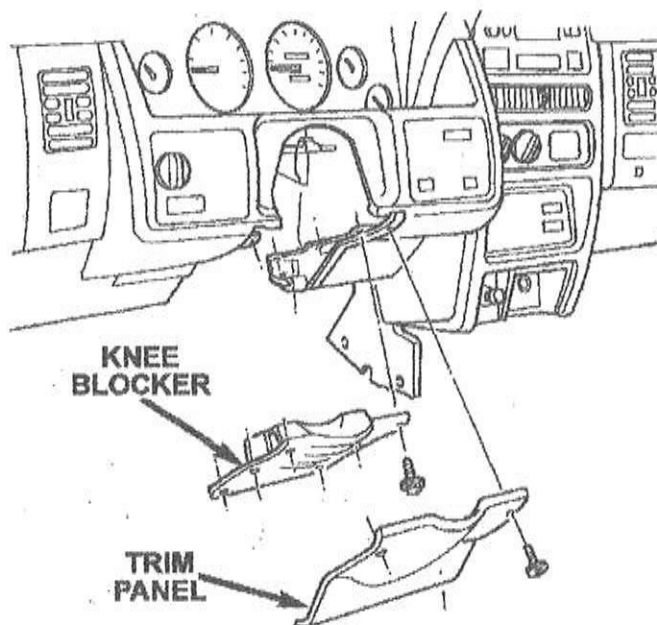


Figure 2

10. Remove the steering column tilt lever.
11. Remove the steering column ignition key lock cylinder housing upper and lower shrouds (Figure 3).
12. Lower the steering column.

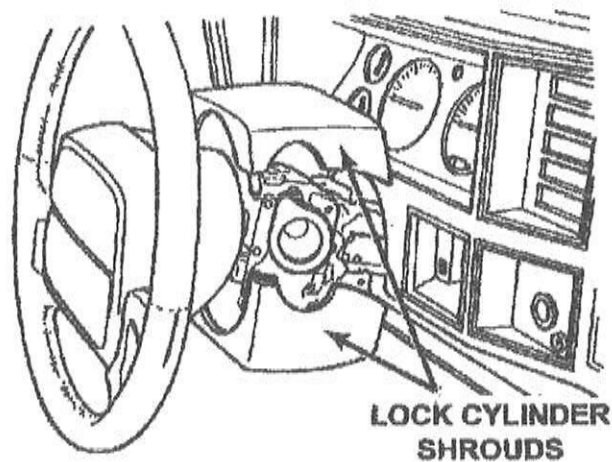


Figure 3

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

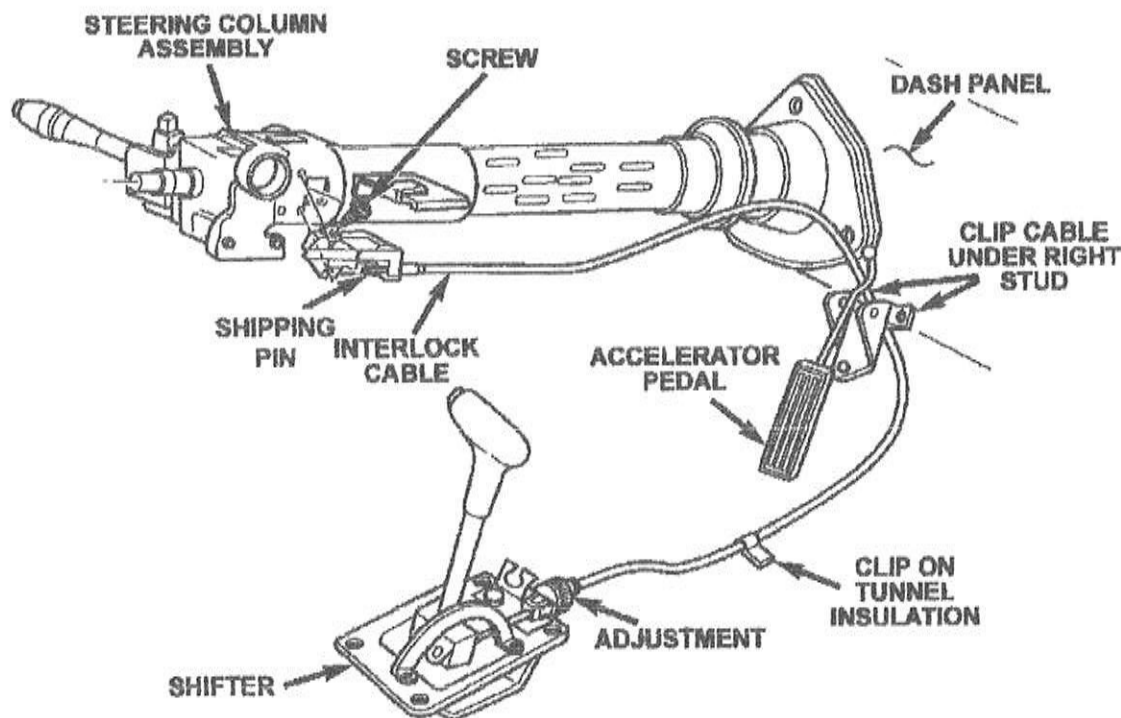


Figure 4

13. Remove the accelerator pedal fasteners and set pedal assembly aside (Figure 4).
14. Pull the driver side carpeting back just enough to expose the ignition interlock cable.
15. Disconnect all interlock cable mounting clips (Figure 4).
16. Disconnect the ignition interlock cable from the floor shifter bellcrank and shifter bracket (Figure 5).
17. Disconnect the ignition interlock cable from the ignition key cylinder (Figure 4).

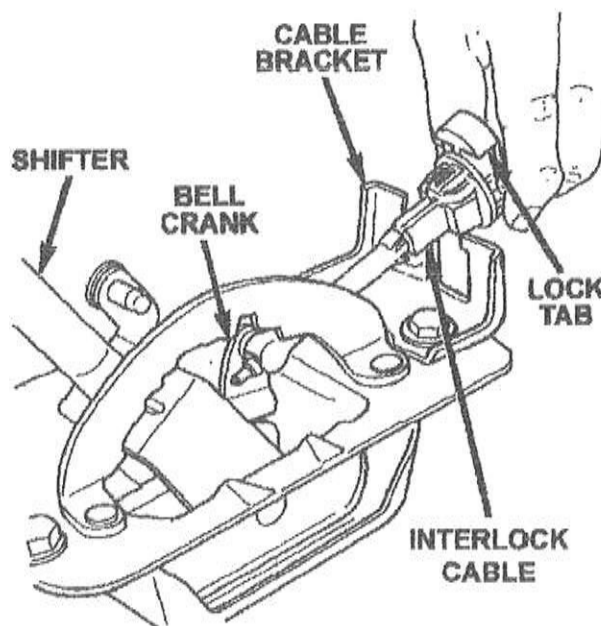


Figure 5

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

18. Remove and discard the ignition interlock cable by pulling it under and through the carpet.
19. Remove the existing tie strap from the new interlock cable solenoid.
20. Install the new interlock cable under the carpet and route in the same general location as the old cable.
21. Connect the cable to the floor shifter bracket and shifter (Figure 5).
22. Connect the cable to the ignition key cylinder (Figure 4).
23. Re-install the steering column.
24. Connect all cable mounting clips (Figure 4).
25. Secure the cable solenoid to the steering column with 2 of the provided tie straps.
26. Install the carpeting.
27. Install the accelerator pedal assembly after routing and clipping cable (Figure 4).
28. Turn the ignition key to the ACC (accessory) position.
29. Ensure that the floor shifter is in the PARK position.
30. Remove the shipping pin from the cable ignition key lock cylinder fitting (Figure 4).
31. Compress and release the spring loaded cable adjuster (Figure 6).
32. Press the interlock cable lock clamp down until it snaps into place (Figure 6).
33. Install the steering column lock cylinder upper and lower shrouds (Figure 3).

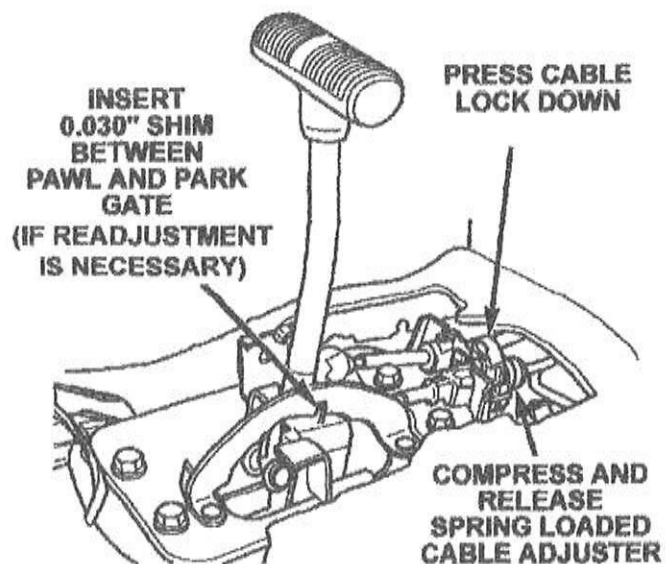
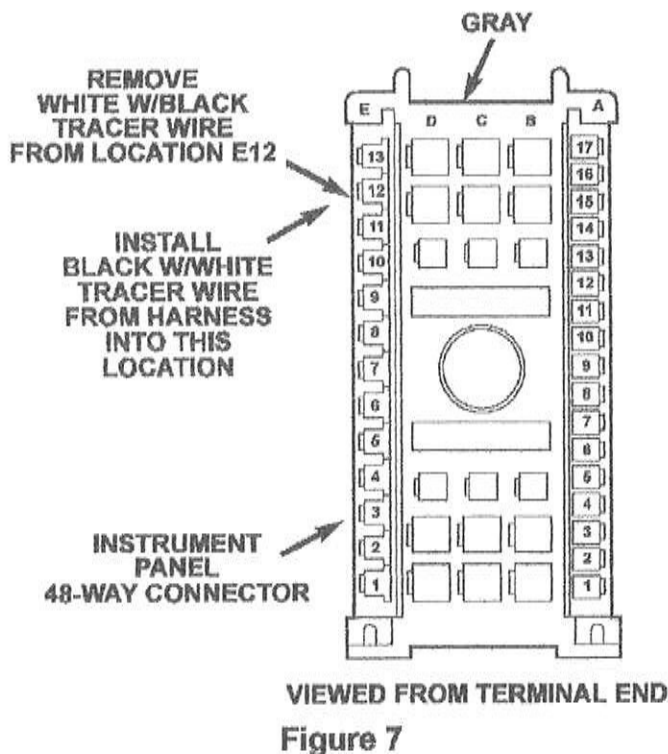


Figure 6

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

34. Install the steering column tilt lever if equipped.
35. Disconnect the instrument panel 48-way electrical connector. (Located under the instrument panel next to the left kick panel.) (Figure 7)
36. Remove the **WHITE w/BLACK** tracer wire from cavity E12 of the instrument panel 48-way connector using Miller Tool Wire Terminal Kit #6680 or a small sharpened screwdriver/paper clip (Figure 7).
37. Insert the **BLACK w/WHITE** tracer wire from the supplied wiring harness into cavity E12 of the instrument panel 48-way connector (Figure 7).



38. Remove the black male 2-way connector from the female connector on the supplied wiring harness.
39. Remove the locking wedge from the 2-way male connector.
40. Insert the **WHITE w/BLACK** tracer wire removed from the I/P 48-way connector in Step 36 into cavity "A" of the 2-way male connector (Figure 8). Reinsert the locking wedge.
41. Connect the 2-way connector to the mating connector on the supplied wiring harness (Figure 8).
42. Reconnect the instrument panel 48-way electrical connector.
43. **FOR 1993 MODEL YEAR VEHICLES ONLY:**
 - A. Disconnect the brake pedal switch 6-way (2x3) wiring connector (Figure 8).
 - B. Connect the brake switch wiring connectors to their mating halves on the new wiring harness (Figure 8).

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

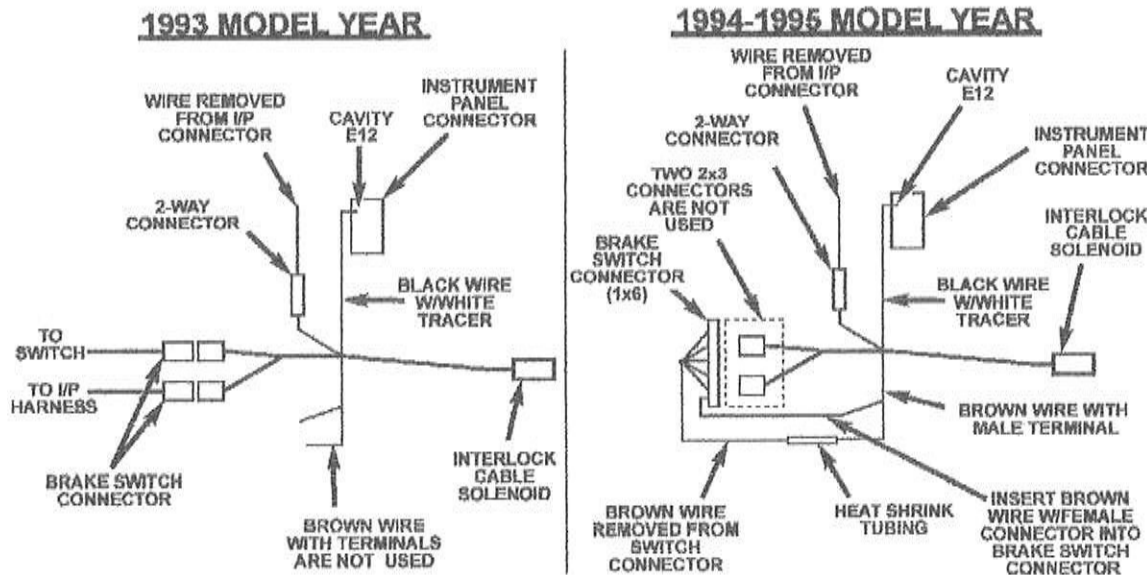


Figure 8

- C. Tape the two remaining BROWN harness wires back to the supplied harness. Be sure to completely cover the terminals of the brown wires with electrical tape. **These wires are not required for 1993 model year vehicles.**

44. **FOR 1994 AND 1995 MODEL YEAR VEHICLES ONLY:**

- A. Disconnect the brake pedal 6-way (1x6) wiring connector (Figure 8).
- B. Remove the **BROWN** wire from the brake switch wiring connector (I/P wiring harness side) (Figure 8).
- C. Insert the **BROWN** female terminal wire from the supplied wiring harness into the open brake switch wiring connector position (Figure 8).
- D. Slide the supplied heat shrink tubing over the female terminal on the **BROWN** wire that was removed in Step 44B.
- E. Connect the removed brown wire to the **BROWN** male terminal wire on the supplied wiring harness (Figure 8). Slip the heat shrink tubing over the connection and heat with a heat gun until sealant comes out of both ends of the tubing.
- F. Reconnect the brake pedal 6-way wiring connector.

NOTE: Tape back the two (2) 6-way (2x3) wiring harness connectors to the supplied harness. They are not used on 1994 and 1995 model year vehicles.

Service Procedure for Grand Cherokee/Grand Wagoneer (ZJ) Vehicles (Continued):

45. Connect the wiring harness white 2-way connector to the solenoid on the new shift interlock cable (Figure 8).
46. Secure the new wiring harness to the existing wiring harness with the three (3) remaining tie straps.
47. Reconnect the negative battery cable.
48. Install the floor shifter handle.
49. Verify that the shift interlock system operates properly:
 - A. Turn the ignition switch to the LOCK position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - B. Turn the ignition switch to the ON position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - C. Apply pressure to the brake pedal. Attempt to shift the transmission out of PARK. The shifter should shift out of PARK.
 - D. Shift the transmission into DRIVE. With your foot off the brake, attempt to shift into L2 and L1. The shifter should shift into both positions.
 - E. Shift the transmission into DRIVE. Attempt to turn the ignition key to the LOCK position. The key should not be able to turn to the LOCK position. Repeat with the transmission in REVERSE, NEUTRAL, L2 and L1.
 - F. Shift the transmission into DRIVE. Attempt to start the engine. The engine should not start. Repeat with the transmission in REVERSE, L2 and L1.
 - G. Shift the transmission into PARK. Attempt to start the engine. The engine should start. Repeat with the transmission in NEUTRAL.
 - H. Shift the transmission into PARK. Attempt to turn the ignition key to the LOCK position. The key should be able to turn to the LOCK position.
 - I. If the shift interlock fails any of the above tests, the cable must be adjusted, continue with Step 50. If the shift interlock passes all of the above tests, skip to Step 51.

Service Procedure for Grand Cherokee/Grand Wagoneer

(7.J) Vehicles (Continued):

50. Adjust the shift interlock cable as follows:
 - A. Shift the transmission into PARK and turn the ignition key to the ACC position.
 - B. Pull up the cable lock button to release the cable.
 - C. Compress and release the spring loaded cable adjuster (Figure 6).
NOTE: If a second cable adjustment is required, insert a .030 pin or shim between the pawl and the park gate (Figure 6) and continue the adjustment procedure. Remove the pin or shim after the cable has been locked.
 - D. Press the cable lock button down until it snaps into position.
 - E. Repeat Step 49.
51. Remove the transmission shift lever handle.
52. Install the heater crossover tube.
53. Install the knee blocker and trim panel (Figure 2).
54. Install the console and secure it with the attaching screws (Figure 1).
55. Install the park brake bezel.
56. Install the lamp socket into the transfer case shift bezel and then install the bezel into the console (Figure 1).
57. Install the lamp socket into the transmission shift indicator bezel and then install the bezel into the console (Figure 1).
58. Install the transmission shift lever handle.

Service Procedure for 1995 Cherokee (XJ) Vehicles:

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

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. Remove the transmission shift lever handle by pulling straight up firmly and quickly.
3. Pry up the transmission shift indicator bezel with a trim stick (Figure 9).

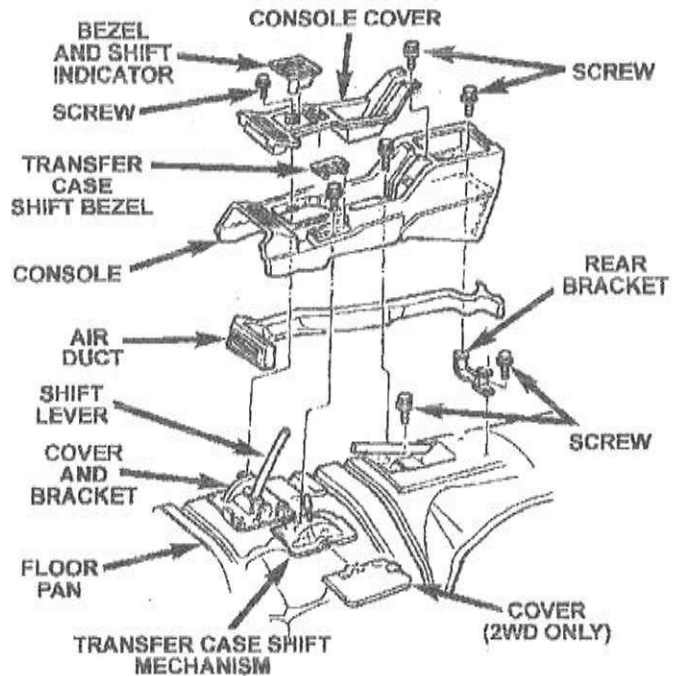


Figure 9

4. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transmission shift indicator bezel from the console.
5. Pry up the transfer case shift indicator bezel with a trim stick (if equipped) (Figure 9).
6. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transfer case bezel from the console (if equipped).
7. Remove the power outside mirror switch (if equipped).
8. **For vehicles with a full console:** Remove the console cover attaching screws and then remove the console cover (Figure 9).
9. Remove the console attaching screws and then remove the console (Figure 9).
10. Remove the console air duct (if equipped) (Figure 9).

Service Procedure for 1995 Cherokee (XJ) Vehicles

(Continued):

- Using a small screwdriver, remove the plastic cover plug from the top outer surface of the steering wheel hub (Figure 10). Exit the vehicle.

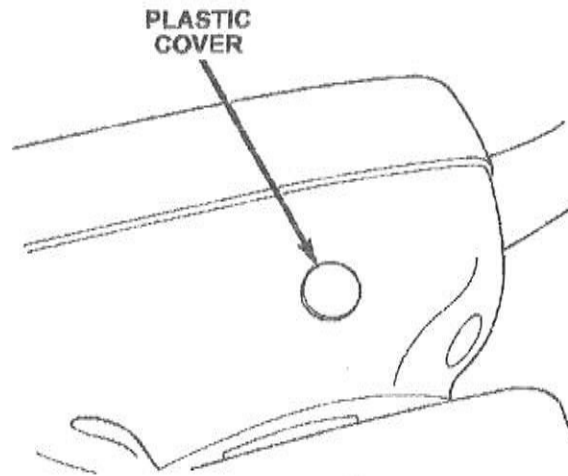


Figure 10

- Reach through the driver's side window and turn the airbag arming screw counter-clockwise until it reaches its travel limit (Figure 11).

IMPORTANT: Do NOT use power tools.

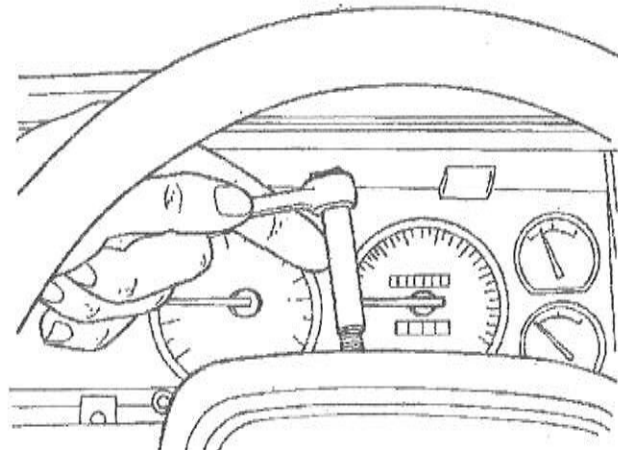


Figure 11

- Remove the instrument panel lower trim panel (Figure 12).
- Remove the steering column tilt lever (if equipped).

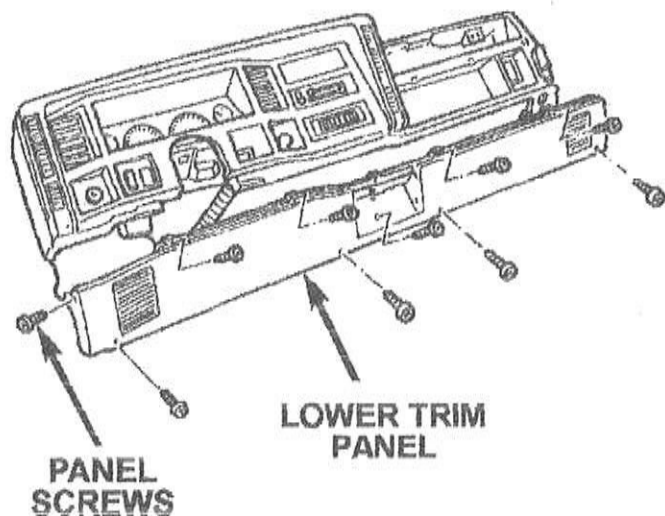


Figure 12

Service Procedure for 1995 Cherokee (XJ) Vehicles

(Continued):

15. Remove the steering column ignition key lock cylinder housing upper and lower shrouds (Figure 13).
16. Remove the short pencil brace (Figure 14).
17. Lower the steering column.
18. Pull the driver side carpeting back just enough to access the ignition interlock cable.
19. Disconnect the ignition interlock cable from the floor shifter bellcrank and shifter bracket (Figure 16).
20. Disconnect the ignition interlock cable from the ignition key cylinder (Figure 15).
21. Remove and discard the interlock cable by pulling it under and through the carpet.

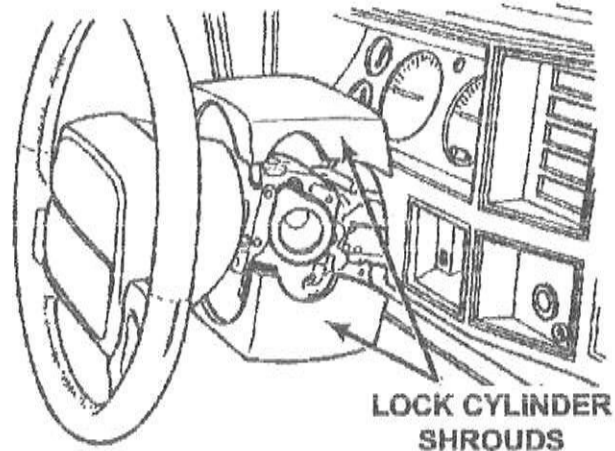


Figure 13

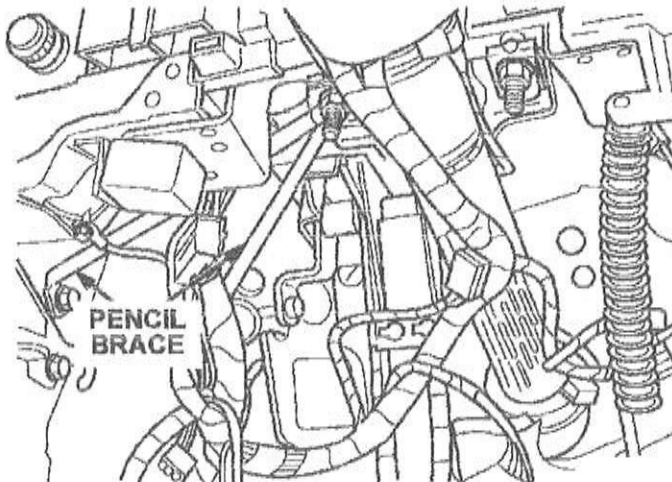


Figure 14

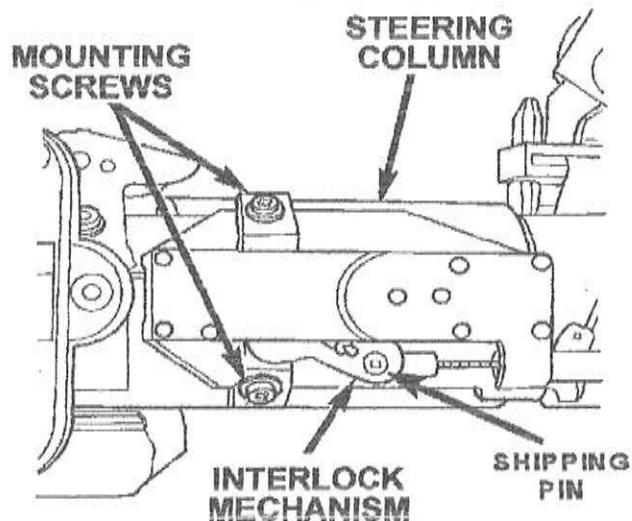


Figure 15

Service Procedure for 1995 Cherokee (XJ) Vehicles

(Continued):

22. Remove the tie strap from the solenoid on the new cable.
23. Install the new interlock cable under the carpet and route in the same general location as the old cable.
24. Connect the cable to the floor shifter bracket and shifter (Figure 16).
25. Connect the cable to the ignition key cylinder (Figure 15).
26. Re-install the steering column and pencil braces.
27. Secure the cable solenoid to the steering column with two (2) of the provided tie straps.

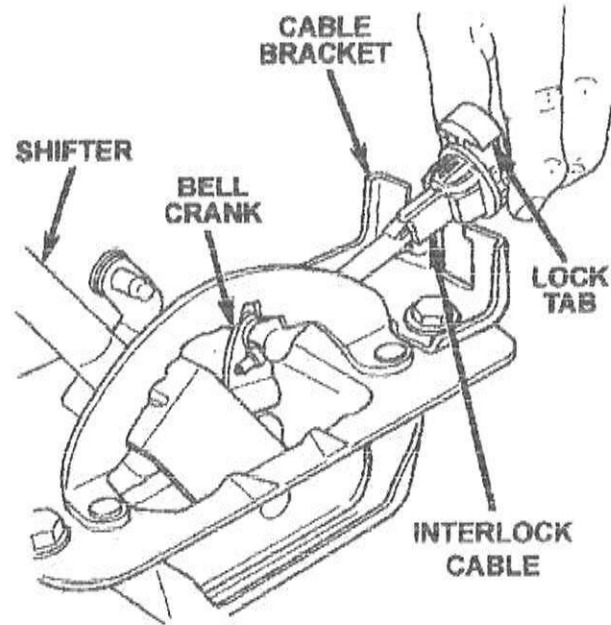


Figure 16

28. Turn the ignition key to the ACC (accessory) position.
29. Ensure that the floor shifter is in the PARK position.
30. Remove the shipping pin from the cable ignition key lock cylinder fitting (Figure 15).
31. Compress and release the spring loaded cable adjuster (Figure 17).
32. Press the interlock cable lock clamp down until it snaps into place (Figure 17).

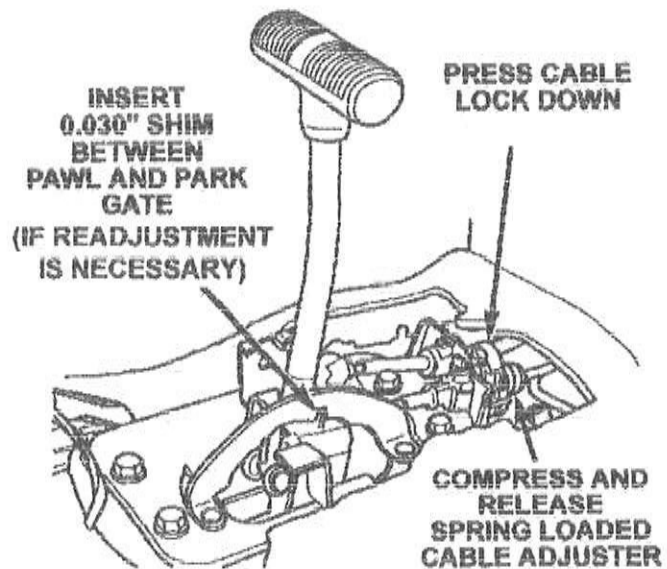


Figure 17

33. Install the steering column upper and lower shrouds (Figure 13).
34. Install the steering column tilt lever, if equipped.

Service Procedure for 1995 Cherokee (XJ) Vehicles

(Continued):

35. Disconnect the brake pedal switch 6-way wiring connector.
36. Connect the brake switch wiring connectors to their mating halves on the supplied wiring harness.
37. Connect the wiring harness WHITE 2-way connector to the solenoid on the new shift interlock cable.
38. Connect the BROWN wiring harness single wire connector to the fuse block. Insert the connector into the fuse block **IGNITION FEED** location marked "IGN" (Figure 18).

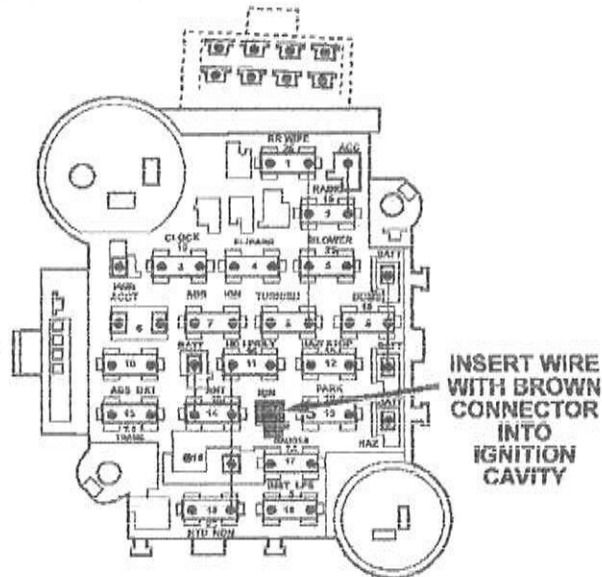


Figure 18

39. Secure the new wiring harness to the steering column and I/P wiring harness with two of the provided tie straps.
40. Reconnect the negative battery cable.
41. Install the floor shifter handle.
42. Verify that the shift interlock operates properly:
 - A. Turn the ignition switch to the LOCK position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - B. Turn the ignition switch to the ON position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - C. Apply pressure to the brake pedal. Attempt to shift the transmission out of PARK. The shifter should shift out of PARK.
 - D. Shift the transmission into DRIVE. With your foot off the brake, attempt to shift into L2 and L1. The shifter should shift into both positions.
 - E. Shift the transmission into DRIVE. Attempt to turn the ignition key to the LOCK position. The key should not be able to turn to the LOCK position. Repeat with the transmission in REVERSE, NEUTRAL, L2 and L1.
 - F. Shift the transmission into DRIVE. Attempt to start the engine. The engine should not start. Repeat with the transmission in REVERSE, L2 and L1.

Service Procedure for 1995 Cherokee (XJ) Vehicles

(Continued):

- G. Shift the transmission into PARK. Attempt to start the engine. The engine should start. Repeat with the transmission in NEUTRAL.
 - H. Shift the transmission into PARK. Attempt to turn the ignition key to the LOCK position. The key should be able to turn to the LOCK position.
 - I. If the shift interlock fails any of the above tests, the cable must be adjusted, continue with Step 43. If the shift interlock passes all of the above tests, skip to Step 44.
43. Adjust the shift interlock cable as follows:
- A. Shift the transmission into PARK and turn the ignition key to the ACC position.
 - B. Pull up the cable lock button to release the cable.
 - C. Compress and release the spring loaded cable adjuster (Figure 17).
NOTE: If a second cable adjustment is required, insert a .030 pin or shim between the pawl and the park gate (Figure 17) and continue the adjustment procedure. Remove the pin or shim after the cable has been locked.
 - D. Press the cable lock button down until it snaps into position.
 - E. Repeat Step 42.
44. Install the instrument panel lower trim panel (Figure 12).
45. Install the console air duct and then install the console and secure it with the attaching screws (Figure 9).
46. Install the console cover (if equipped) and secure it with the attaching screws (Figure 9) and then install the power mirror switch (if equipped).
47. Install the lamp socket into the transfer case shift bezel and then install the bezel into the console (if equipped) (Figure 9).
48. Install the lamp socket into the transmission shift indicator bezel and then install the bezel into the console (Figure 9).
49. Install the transmission shift lever handle.
50. Arm the driver's airbag by reaching through the driver's window and turning the airbag arming screw clockwise to its travel limit (Figure 11). Torque the arming screw to a maximum of 10 in-lbs (1.1 N•m).
51. Install the plastic cover plug in the steering wheel hub cover.

Service Procedure for 1984-1994 Cherokee/Wagoneer

(XJ) Vehicles:

1. Remove the transmission shift lever handle by pulling straight up firmly and quickly.
2. Pry up the transmission shift indicator bezel with a trim stick (Figure 19).
3. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transmission shift indicator bezel from the console.
4. Pry up the transfer case shift indicator bezel with a trim stick (if equipped) (Figure 19).
5. Lift the bezel far enough to remove the lamp socket from the bezel and then remove the transfer case bezel from the console (if equipped).
6. Remove the power outside mirror switch (if equipped).
7. **For vehicles with a full console:** Remove the console cover attaching screws and then remove the console cover (Figure 19).
8. Remove the console attaching screws and then remove the console (Figure 19).
9. Remove the console air duct (if equipped) (Figure 19).
10. Remove the lower instrument panel trim panel (Figure 20).

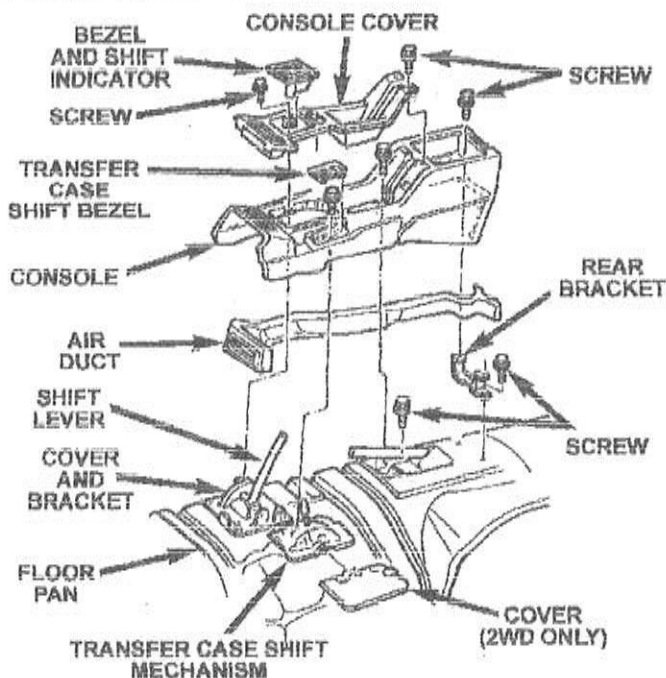


Figure 19

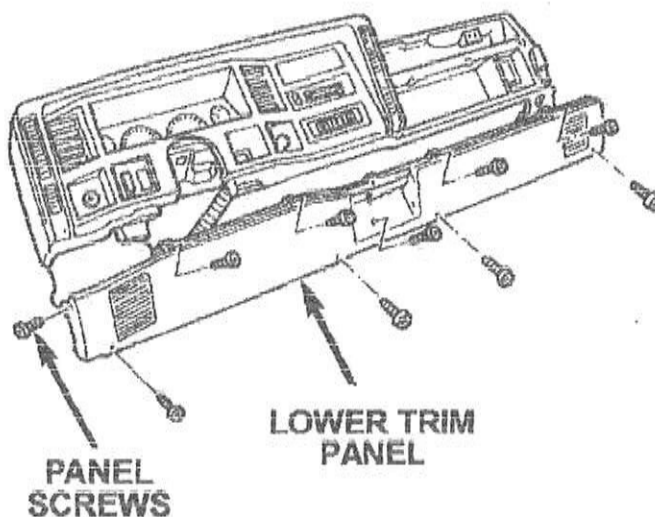


Figure 20

Service Procedure for 1984-1994 Cherokee/Wagoneer

(XJ) Vehicles (Continued):

11. Remove the short pencil brace (Figure 21).
12. Lower the steering column.

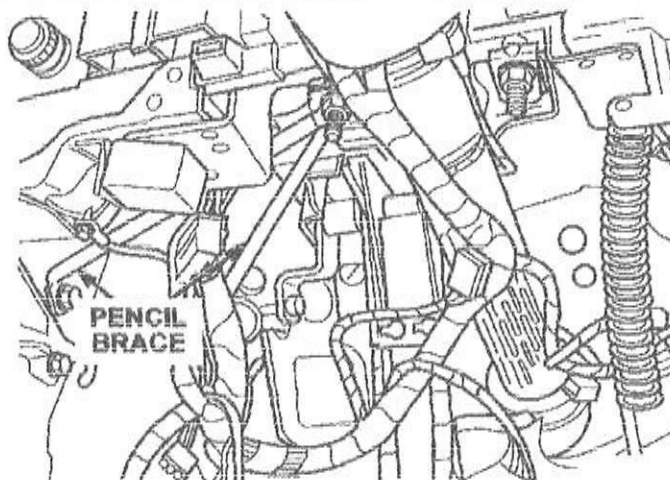


Figure 21

13. Disconnect the ignition interlock cable from the steering column ball stud (Figure 22).

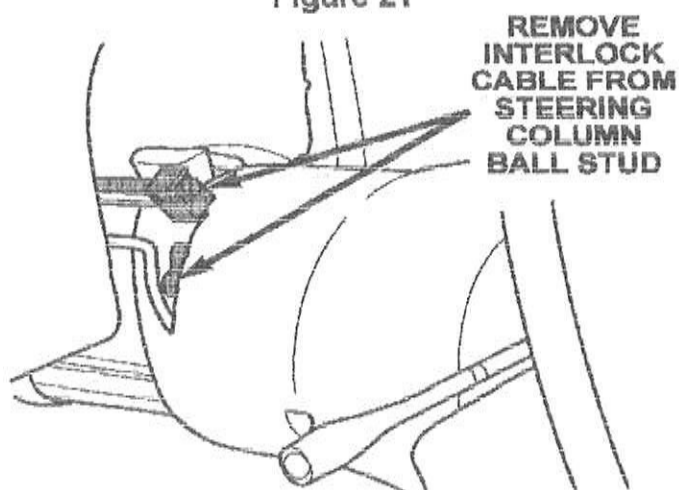


Figure 22

14. Remove the interlock cable bracket nut and remove the bracket from the stud (Figure 23).

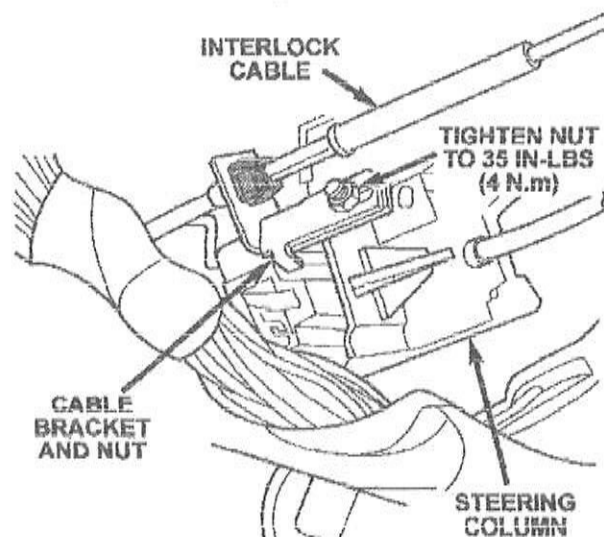


Figure 23

Service Procedure for 1984-1994 Cherokee/Wagoneer

(XJ) Vehicles (Continued):

15. Disconnect the ignition interlock cable from the floor shifter bellcrank and shifter bracket (Figure 24).
16. Pull the driver side carpeting back just enough to access the ignition interlock cable.
17. Remove the interlock cable by pulling it under and through the carpet.
18. Discard the steering column ignition interlock cable and bracket.
19. Install the new interlock cable bracket on the new cable (Figure 25).

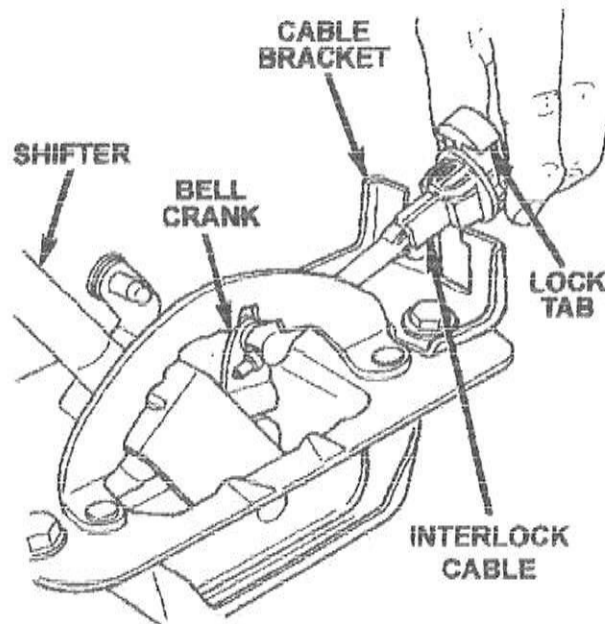


Figure 24

IMPORTANT: The mounting hole for the cable in the bracket is not square. Therefore, the bracket must be installed with the cable locking tabs oriented as shown.

20. Install the new interlock cable under the carpet and route in the same general location as the old cable.
21. Connect the cable bracket to the steering column stud. Allow the bracket to slide.

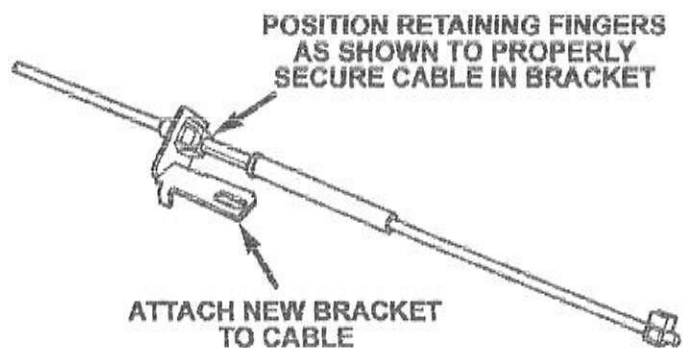


Figure 25

IMPORTANT: Do NOT connect the cable to the steering column ball stud until after the solenoid wiring harness has been installed.

Service Procedure for 1984-1994 Cherokee/Wagoneer (XJ) Vehicles (Continued):

22. FOR 1991 - 1994 MODEL YEAR VEHICLES:

- A. Disconnect the brake pedal switch 6-way wiring connector.
- B. Connect the brake switch wiring connectors to their mating halves on the new wiring harness.

23. FOR 1984 - 1990 MODEL YEAR VEHICLES:

- A. Disconnect the brake pedal switch 2-way wiring connector.
- B. Connect the 2-way brake switch connector on the supplied harness to the brake switch.
- C. Connect the BLUE and PINK wires from the harness to the appropriate terminal on the brake switch connector that was removed in Step 23A (i.e. matching wire color).

24. Connect the wiring harness WHITE 2-way connector to the solenoid on the new shift interlock cable.

25. Connect the wiring harness solenoid feed connector to the fuse box as follows:

- **FOR 1991 - 1994 MODEL YEAR VEHICLES:** Insert the **BROWN** wiring harness single wire connector into the fuse block **IGNITION FEED** location marked "IGN" (Figure 26).
- **FOR 1984 - 1990 MODEL YEAR VEHICLES:** Insert the **GREEN** wiring harness single wire connector to the fuse block **ACCESSORY FEED** location marked "ACC" (Figure 26).

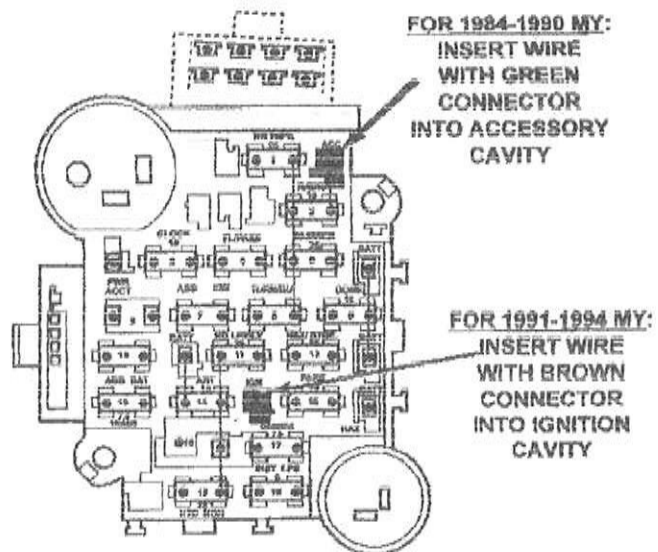


Figure 26

26. **FOR 1984-1990 MODEL YEAR VEHICLES:** Connect the harness ground eyelet to the first screw on the lower instrument panel reinforcement located just to the left of the center console.

27. Secure the new wiring harness and cable solenoid to the instrument panel wiring harness with the provided tie straps.

Service Procedure for 1984-1994 Cherokee/Wagoneer

(XJ) Vehicles (Continued):

28. Connect the cable to the ball stud on the steering column as follows (Figure 27):

- **For 1991-1994 model year vehicles:** Turn the ignition key to the ON position to energize the solenoid and extend the ball stud rod. Push the ball stud rod back up under the steering column shroud and then attach the cable fitting to the ball stud while holding the stud in position. Make sure the ball stud is bottomed out.

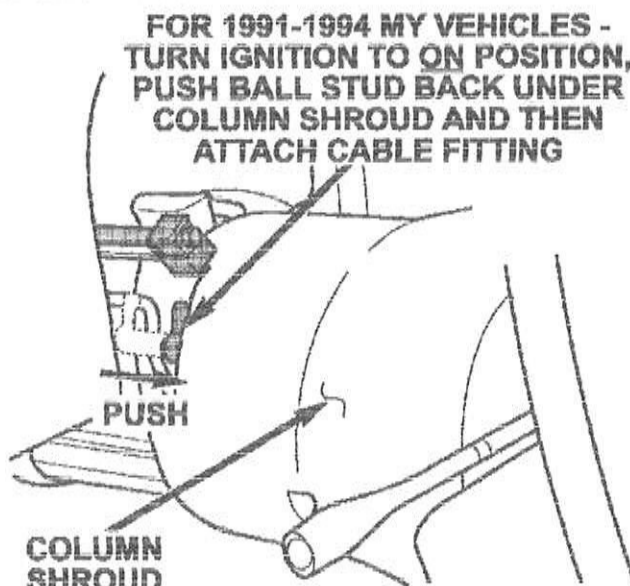


Figure 27

- **For 1984-1990 model year vehicles:** Turn the ignition key to the ACCESSORY position. Connect the cable fitting to the ball stud. Make sure the ball stud is bottomed out.

29. Turn the ignition key to the LOCK position.

30. Tighten the steering column bracket mounting nut to 35 in-lbs (4 N·m) (Figure 23).

31. Install the steering column and pencil braces.

32. Connect the cable to the floor shifter bracket and shifter (Figure 24).

33. **Turn the ignition key to the ON position.**

IMPORTANT: The solenoid must be energized for proper cable adjustment.

34. Ensure that the floor shifter is in the PARK position.

35. Compress and release the spring loaded cable adjuster (Figure 28).

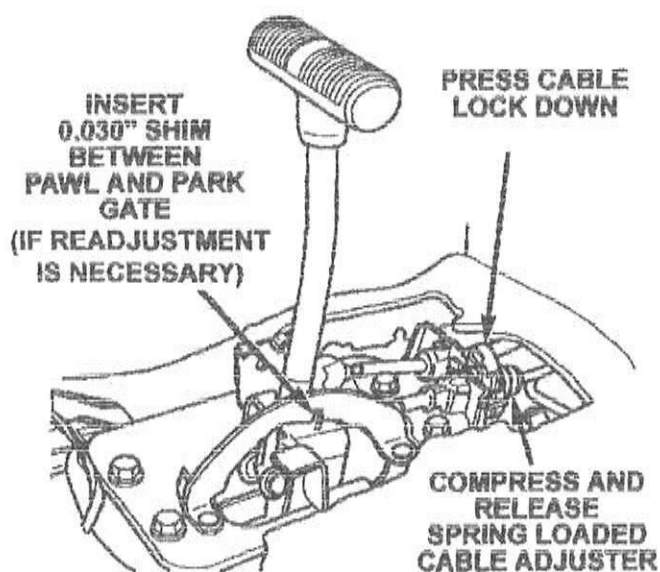


Figure 28

Service Procedure for 1984-1994 Cherokee/Wagoneer (XJ) Vehicles (Continued):

36. Press the interlock cable lock clamp down until it snaps into place (Figure 28).
37. Install the floor shifter handle.
38. Verify that the shift interlock operates properly:
 - A. Turn the ignition switch to the LOCK position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - B. Turn the ignition switch to the ON position. Attempt to shift the transmission out of PARK. The shifter should not shift out of PARK.
 - C. Apply pressure to the brake pedal. Attempt to shift the transmission out of PARK. The shifter should shift out of PARK.
 - D. Shift the transmission into DRIVE. With your foot off the brake, attempt to shift into L2 and L1. The shifter should shift into both positions.
 - E. Shift the transmission into DRIVE. Attempt to turn the ignition key to the LOCK position. The key should not be able to turn to the LOCK position. Repeat with the transmission in REVERSE, NEUTRAL, L2 and L1.
 - F. Shift the transmission into DRIVE. Attempt to start the engine. The engine should not start. Repeat with the transmission in REVERSE, L2 and L1.
 - G. Shift the transmission into PARK. Attempt to start the engine. The engine should start. Repeat with the transmission in NEUTRAL.
 - H. Shift the transmission into PARK. Attempt to turn the ignition key to the LOCK position. The key should be able to turn to the LOCK position.
 - I. If the shift interlock fails any of the above tests, the cable must be adjusted, continue with Step 39. If the shift interlock passes all of the above tests, skip to Step 40.

Service Procedure for 1984-1994 Cherokee/Wagoneer (XJ) Vehicles (Continued):

39. Adjust the shift interlock cable as follows:

- A. Shift the transmission into PARK and turn the ignition key to the ON position.
- B. Pull up the cable lock button to release the cable.
- C. Compress and release the spring loaded cable adjuster (Figure 28).

NOTE: If a second cable adjustment is required, insert a .030 pin or shim between the pawl and the park gate (Figure 28) and continue the adjustment procedure. Remove the pin or shim after the cable has been locked.

- D. Press the cable lock button down until it snaps into position.
- E. Repeat Step 38.

40. Install the instrument panel lower trim panel (Figure 20).

41. Install the console air duct and then install the console and secure it with the attaching screws (Figure 19).

42. Install the console cover (if equipped) and secure it with the attaching screws (Figure 19) and then install the power mirror switch (if equipped).

43. Install the lamp socket into the transfer case shift bezel and then install the bezel into the console (if equipped) (Figure 19).

44. Install the lamp socket into the transmission shift indicator bezel and then install the bezel into the console (Figure 19).

45. Install the transmission shift lever handle.

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 notification service completions and provide dealer payments.

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Install brake pedal shift interlock system	21733182	1.5 hours

Add the cost of the parts package plus applicable dealer allowance to your claim.

Note: See the Warranty Administration Manual, Recall Claim Processing Section for complete claim processing instructions.

Parts Return

Not required.

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

From: ERNST, CHARLENE
Subject: CUSTOMER QUESTIONS - "UNINTENDED ACCELERATION" CLAIMS
To: DLRJEALL\$ ALL JEEP EAGLE DLRS
ALLDM\$ ALL DISTRICT MANAGERS

04/29/97 19:06:10

*** Forwarding note from T5268CE --CLIC 04/29/97 19:04 ***
To: ZONE PERSONNEL

From: Charlene Ernst
Subject: CUSTOMER QUESTIONS - "UNINTENDED ACCELERATION" CLAIMS
TO: DLRJEALL\$,ALLDM\$

Subject: Customer Questions Relating to Jeep Cherokee and
Grand Cherokee "Unintended Acceleration" Claims

You may have seen stories recently in the media about Jeep Cherokees and Grand Cherokees experiencing "sudden acceleration" or "unintended acceleration." Typically in these incidents the driver of the vehicle claims that when he or she started the vehicle and then shifted into Reverse or Drive, the vehicle "took off" and the driver could not stop the vehicle even though one or both feet were "pressing hard on the brake pedal." The information below will clarify the facts behind these stories, alert you to a customer service action Chrysler Corporation is implementing later this summer and provide information that you can use in response to customer questions.

THE FACTS BEHIND THE STORIES

We have carefully examined "unintended acceleration" reports and our investigations have never revealed any evidence of throttle, electronic engine management or brake system malfunction. In fact, all evidence we and government investigators have uncovered points precisely to pedal misapplication -- the driver mistakenly stepping on the accelerator pedal rather than the brake pedal. In many of the reported incidents, these drivers sincerely believe that they were depressing the brake pedal despite the fact that there is often physical evidence to the contrary and eyewitness accounts of no visible brake lights.

Almost all vehicles have "unintended acceleration" claims filed with the manufacturers and the National Highway Traffic Safety Administration (NHTSA) every year. In fact, other vehicles have had similar or higher numbers of complaints than the Cherokee and Grand Cherokee. Manufacturers of those other vehicles and NHTSA have consistently concluded that pedal misapplication is the cause, not any mechanical defect. Chrysler agrees with that conclusion because the fact is that if a driver's foot is on the brake pedal, the other foot could actually be pressing the accelerator pedal at the same time and the

vehicle would stay put. Brakes overpower the engine in virtually all vehicles. In fact, Cherokee and Grand Cherokee brakes are more than two times more powerful than the engine at full throttle.

CUSTOMER SERVICE ACTION

As outlined in the attached press release that will be issued nationwide on April 29, 1997, Chrysler Corporation will offer the installation of a "brake-park" shift interlock retrofit package to all owners of 1984-95 Cherokee and 1993-95 Grand Cherokee models.

As you know, we have a "brake-park" shift interlock on 1996 and 1997 model Cherokees and Grand Cherokees that can help prevent people from making pedal misapplication errors. The interlock requires the driver to depress the brake pedal before the transmission can be shifted out of "Park." Chrysler Corporation will be offering the retrofit package at no charge to all owners of older model Cherokees and Grand Cherokees.

Owners will be alerted in late summer of the retrofit offer after all engineering tests of the various systems are complete and sufficient parts are available to dealers nationwide. Owners should not bring in their vehicle for the retrofit until they receive an Owner Notification Form from Chrysler Corporation.

RESPONDING TO CUSTOMER QUESTIONS

Following this message are some common questions and appropriate answers involving this issue.

Until the retrofit program begins, owners and other drivers can avoid pedal misapplication errors, no matter how rare, by always making sure they place their foot on the brake when shifting into "Drive" or "Reverse."

The reference to other drivers is very important. A pedal misapplication error is usually made by someone who is not familiar with a vehicle and who does not take the time to properly familiarize himself or herself with the vehicle's controls. The unfamiliar driver may be a car wash employee, a valet or parking attendant, a friend or another member of the owner's family. That is why Chrysler will be encouraging owners to have the "brake-park" shift interlock installed free of charge even if they are familiar with the vehicle and are not concerned that they may make a mistake.

RESPONDING TO MEDIA QUESTIONS

We suggest you direct all media calls to Jason Vines, Chrysler Corporation Manager-Car, Safety and Environmental Public Relations. Jason can be reached on (810) 512-2704.

Please distribute this information to all appropriate personnel in your organization.

J. H. Casola
General Sales & Service Manager

T. R. Marinelli
General Sales & Service Manager

QUESTIONS AND ANSWERS TO JEEP "UNINTENDED ACCELERATION" ISSUE

Question 1: Is there a recall on Jeep Cherokee and Jeep Grand Cherokee due to claims of "sudden" or "unintended acceleration"?

Answer: No. There is no evidence of a vehicle malfunction or defect as the cause of these incidents. Chrysler, other manufacturers and the government have concluded that pedal misapplication is the cause of these alleged incidents of "sudden acceleration" or "unintended acceleration."

Chrysler Corporation will however offer the installation of a "brake-park" shift interlock retrofit package to owners of 1984-95 Jeep Cherokees and 1993-95 Grand Cherokees. The interlock, standard on 1996 and later model Cherokees and Grand Cherokees, can help prevent people from making a pedal application error -- the driver mistakenly stepping on the accelerator pedal rather than the brake pedal when shifting from "park" to "reverse" or "drive".

Question 2: What vehicles are potentially affected by "sudden acceleration"?

Answer: First of all, numerous government and manufacturer investigations have concluded that "sudden acceleration" or "unintended acceleration" is caused by pedal misapplication. In many of the reported incidents, these drivers sincerely believe that they were depressing the brake pedal despite the fact that there is often physical evidence to the contrary and eyewitness accounts of no visible brake lights.

According to an exhaustive report published by NHTSA in 1994, reports of "unintended acceleration" have been reported for all common makes, models and model years of cars with automatic transmissions sold in substantial quantities during the last two decades.

Almost all vehicles have "unintended acceleration" claims filed with the manufacturers or NHTSA every year. In fact, other vehicles have had similar or higher numbers of

complaints than the Jeep Cherokee and Grand Cherokee. Manufacturers of those other vehicles and NHTSA have consistently concluded that pedal misapplication is the cause, not any mechanical defect. Chrysler agrees with that conclusion.

Question 3: What allegedly happens to vehicles?

Answer: Typically in these incidents the driver of the vehicle claims that when he or she started the vehicle and then shifted into Reverse or Drive, the vehicle "took off" and the driver could not stop the vehicle even though one or both feet were "pressing hard on the brake pedal." It is important to note that these incidents usually involve someone who is not familiar with the vehicle and who does not take the time to properly familiarize himself or herself with the vehicle's controls. The unfamiliar driver may be a valet or parking attendant, a friend or another member of the owner's family.

Regardless, all evidence manufacturers and government investigators have uncovered in these incidents points precisely to pedal misapplication, not any vehicle malfunction, as the cause.

Question 4: Why are we not hearing complaints with other automakers? (ie: Blazer, Explorer, etc.?)

Answer: Claims exist on all vehicles throughout the industry, yet the media has focused on Jeep and several high profile incidents in Chicago, Des Moines and Los Angeles. Everyone must remember that these incidents, regardless of which manufacturers' vehicles are involved, are extremely rare despite the publicity.

Question 5: How many "unintended acceleration" complaints does Chrysler have for Cherokee and Grand Cherokee since "park-brake" shift interlock was added as standard equipment on 1996?

Answer: One Jeep Cherokee and four Jeep Grand Cherokee complaints for the 1996 model year.

Question 6: In reviewing data, has Chrysler located a possible explanation besides pedal misapplication for this strange phenomenon?

Answer: We have carefully examined these reports and our investigations have never revealed any evidence of throttle, electronic engine management system or brake system malfunction. In fact, all evidence we have uncovered points precisely to pedal misapplication. In many of the reported incidents, these drivers sincerely believe that they were pressing on the brake pedal but the fact is that there is often physical evidence to the

contrary and eyewitness accounts of no visible brake lights.

Question 7: Some believe "brake-park" shift interlock is the answer in preventing "unintended acceleration" occurrences? What does the "brake-park" shift interlock do?

Answer: "Brake-park" shift interlock, prevents the driver from shifting the transmission out of "park" without having his/her foot on the brake pedal. However, this device cannot prevent other pedal errors, such as when shifting from "neutral" into "reverse" or "drive".

Question 8: Why did Chrysler add the "brake-park" shift interlock into 1996 Jeep Grand Cherokee and in Jeep Cherokee in 1997?

Answer: Chrysler recognized, that in very rare instances, there were cases when Cherokee and Grand Cherokee drivers inadvertently depressed the accelerator pedal when they believed they were applying the vehicle brakes. To assist some drivers in avoiding pedal misapplication, a "brake-park" shift interlock was installed on all 1996 and later Jeep Cherokee and Grand Cherokee models at the assembly plants to help assure the operator applies the vehicle brakes before shifting the transmission from park into reverse or drive.

Question 9: Does "unintended acceleration" affect any other Chrysler vehicle lines?

Answer: As we said, according to NHTSA, all models have claims filed every year. In fact, vehicles from other manufacturers have had similar or higher numbers of complaints than Jeep Cherokee or Grand Cherokee vehicles. However, you must note this is an extremely rare event no matter which vehicle make.

Question 10: Why isn't there a "brake-park" shift interlock on other Chrysler models?

Answer: We believe the interlock is helpful in preventing some pedal misapplication in Cherokees and Grand Cherokees, but are still uncertain if it is effective for all vehicles. Case in point: a domestic competitor put an interlock on one of it's small pickup trucks for the 1996 model. That year, despite the interlock, that vehicle had not only the highest claim rate in its history, but the highest unintended acceleration claim rate in the industry. So, we are continuing to study the effectiveness of an interlock system.

Question 11: Is NHTSA opening an investigation on this

issue?

Answer: As far as we know, NHTSA will not open a formal investigation. In the past, it has concluded that pedal misapplication is the cause of unintended acceleration in Jeep vehicles and others.

Question 12: What about car wash allegations?

Answer: A majority of alleged "unintended acceleration" incidents involve unfamiliar operators of the vehicle. Car wash attendants seem to fall into this definition as they often move many types of vehicles in rapid succession. Adding a "brake-park" shift interlock will not address the car wash allegations as many of these attendants shift the vehicle from the "neutral" gear. We suggest all car wash attendants make sure their foot is on the brake before they shift.

Question 13: How many vehicles are we talking about?

Answer: A total of 2 million, including approximately 1,300,000 1984 - 1995 Cherokees and 700,000 1993 - 1995 Grand Cherokees.

Question 14: Will this "brake-park" shift interlock retrofit cost the owner any money?

Answer: No. The kit and the dealer installation cost will be at Chrysler's expense.

End of Questions and Answers

Chrysler: Suppliers hit savings goal early

RALPH KISIEL

Staff Reporter

Chrysler Corp.'s suppliers were asked to reduce costs by \$1.2 billion by the end of this year. They will do it by mid-summer.

Hitting the target so early indicates that Chrysler and its suppliers continue to work well together to identify waste and cut costs.

Suppliers through April have offered ideas that will save the company nearly \$1 billion, said Tom Stallkamp, Chrysler's executive vice president of procurement and supply.

"We can crank it up another notch, it's been going so well," Stallkamp said. "How much further we can get this year, I don't know."

Chrysler spends about \$35 billion annually with its suppliers. Establishing an annual cost-cutting target is key to the automaker's SCORE program, which encourages cost reduction by allowing suppliers to keep some of the savings they identify.

COST-CUTTING PARTNERS

In the past, suppliers simply were ordered to reduce prices for their services and parts. Now with SCORE, the automaker considers the suppliers as its partners, mutually discovering ways to reduce costs. SCORE is an acronym for Supplier Cost Reduction Effort.

Suppliers have been giving suggestions to Chrysler at a clip of 125 a week. The savings can be realized immediately or over several years, said Bryan Zvibleman, a Chrysler spokesman.

For instance, Chrysler says a suggestion by Geiger Technic, a Kalamazoo, Mich., sup-

plier, will eventually save the automaker \$979,000.

Geiger suggested changing the engine cooling system reservoirs on the 1998 Chrysler Concorde and Dodge Intrepid. A pressurized coolant bottle assembly typically consists of three pieces: the coolant pressure bottle, overflow bottle and bottle bracket. By combining these parts into a single-injection molded part, Geiger reduced the cost, weight and space consumed by all three parts in the engine compartment.

TWO-WAY BENEFITS

While Chrysler benefited from this cost-savings idea, so did Geiger. The supplier improved its efficiency by reducing the number of assembly operations needed to manufacture the components, Chrysler said.

Chrysler began setting cost-reduction

goals in 1993. Suppliers that year offered suggestions that saved \$259 million, surpassing the \$258 million goal. They have exceeded goals in each year since then. Supplier suggestions saved \$504 million in 1994, \$765 million in 1995 and \$1 billion in 1996.

Chrysler has not yet decided on a 1998 cost-reduction target. The automaker approves about 70 percent of the suggestions it receives from its suppliers, Zvibleman said. The average savings from suppliers is \$150,000, he said.

"What's unique about our SCORE program is that cost savings are shared with suppliers," Stallkamp said. **AKS**



Stallkamp: Suppliers share in the savings

Isuzu gauges U.S. reaction to new 4x4

MARK RECHTIN

Staff Reporter

LAFAYETTE, Ind. — Isuzu's VehiCross sport-utility, which made a big splash at the New York auto show, is being studied for a potential U.S. launch.

The silver two-door sport-utility vehicle is making the rounds of regional auto shows and focus groups, along with a cadre of American Isuzu product planners and market researchers, to test consumer reaction.

"Right now it is not in our product plan to bring it here. We're seeing if it's worth the cost to federalize it," Terry Maloney, American Isuzu general manager of light vehicles, told reporters here.

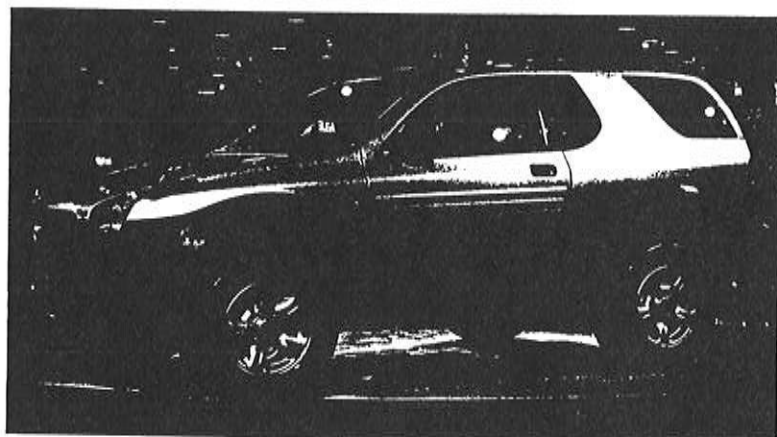
The VehiCross already is on sale in Japan, where Isuzu expects sales of about 3,000 units a year.

It has a sticker price of about \$24,000, and is sold out through August.

However, since the vehicle is manufactured on the two-door Trooper platform at the flexible Fujisawa plant, it would be relatively easy to increase volumes for export production, Maloney noted. But it would not fit on Isuzu's lines in Lafayette, Ind.

The VehiCross is more than a dramatic styling exercise, and is a potent technological performer as well. The vehicle has:

- A new 3.2-liter, dual-overhead cam V-6 with direct injection, providing 210 hp and 205 pounds-feet of torque.
- A torque-on-demand drive system that auto-



RACHEL HOLLAND PHOTOS

Isuzu's far-from-ordinary styling on the new VehiCross sport-utility attracted plenty of attention at this year's New York auto show. The vehicle already is on sale in Japan, at a cost of \$24,000.

matically distributes power between the front and rear wheels, depending on conditions.

■ A color rear-view video camera with a 5-inch monitor mounted on the instrument panel that makes it easier to back up. The system also can be linked to a global navigation system.

■ Aluminum shock absorbers designed with increased damping efficiency; there are separate tanks for the oil and gas inside the shock.

“We’re seeing if it’s worth the cost to federalize it.”

TERRY MALONEY
ISUZU



■ A 17-inch spare tire that is integrated into the design of the rear tailgate.

In addition, the VehiCross offers a Momo steering wheel, Recaro seats, power windows, air conditioning, heated mirrors and dual airbags. **AKS**

Republic net earnings soar 133%

BRADFORD WERNLE

Staff Reporter

Republic Industries Inc. reported first-quarter net earnings of \$28.9 million, up 133 percent from first quarter earnings last year of \$12.4 million.

The company said revenue for the three months ended March 31, 1997, totaled \$1.5 billion, an increase of 47 percent from \$1.02 billion. Republic acquired several dealership groups in the period.

Automotive operations dominated Republic's earnings statement, with automotive retail accounting for 44 percent of revenue, and automotive rentals accounting for 40 percent.

In other developments last week, Republic appointed Kevin Westfall president of AutoNation Financial Services Corp.

Westfall is former president of BMW Financial Services Inc.

AutoNation Financial, AutoNation USA's captive finance compa-

ny, will provide consumer loans and leasing services to AutoNation USA customers.

Business Week last week reported AutoNation USA used-car superstores fell short of internal company targets in January.

Republic also said it has agreed to acquire John Lance Ford of Westlake, Ohio, in a deal worth about \$19 million, payable in Republic common stock.

The fourth-generation Ford dealership was founded by the Lance family in 1914. It had 1996 revenue of about \$65 million.

The acquisition strengthens Republic's operations in the Cleveland area. Earlier this year, Republic bought the Mullinax Group, which operates several Ford dealerships in the Cleveland area, and said it would buy the Artz Automotive Group, which operates Lincoln-Mercury, Jeep-Eagle, Isuzu and Hyundai dealerships there.

Republic said John Lance Sr., 61, and Christopher Lance, 30, will sign long-term employment agreements and continue in their roles at the dealership. John

Growing

First-quarter results of Republic's automotive operations, in millions.

	1997	1996
Auto retail		
Revenue	\$667.3	\$308.6
Operating inc.	\$8.5	\$5.7
Auto rental		
Revenue	\$606.8	\$555.0
Operating inc.	\$0.4	\$(2.2)

Lance Sr. is president and Christopher Lance is assistant to the dealer principal. **AKS**

Acquisitions boost revenue, earnings for Lithia

First-quarter revenues and net earnings skyrocketed for Lithia Motors Inc., thanks to two acquisitions in late 1996.

The Medford, Ore.-based publicly held dealership group had revenues of \$54.7 million in the first quarter, up 68.8 percent from \$32.4 million in the year-ago period. Net earnings rose 98.5 percent to \$1.14 million,

compared with \$576,800 in the first quarter of 1996.

The purchase of two Oregon dealerships — Eugene Dodge in Eugene and Vacaville Toyota in Vacaville — contributed to the strong results.

Earnings were flat at existing dealerships, inching up 0.2 percent. Revenues at those stores rose 3.2 percent.

— Donna Lawrence Harris

Chrysler will modify Jeep shifters

HARRY STOFFER
and RALPH KISIEL

Staff Reporters

Chrysler Corp. has offered to install a device in about 2.2 million Jeep Cherokees and Grand Cherokees that will reduce the possibility of unintended acceleration while shifting out of park.

The service campaign is in response to reports of unintended acceleration, and will be aimed at owners of 1984-95 Cherokees and 1993-95 Grand Cherokees.

Chrysler will install a brake-park shift interlock at no charge. The device requires the driver to depress the brake before the transmission can be shifted out of park. Later-model Cherokees and Grand Cherokees already have the device.

A service campaign is not a recall, and the company is not admitting the vehicles are defective.

Chrysler has concluded that the cause of the problem is pedal misapplication — the driver mistakenly steps on the accelerator pedal rather than the brake pedal.

Chrysler found no evidence that the throttle, electronic engine management system or brake system were malfunctioning, said Susan Cischke, Chrysler executive director of vehicle certification, compliance and safety affairs.

The National Highway Traffic Safety Administration gets reports of unintended acceleration from owners of almost every kind of vehicle, but it has found that in most cases, the problem is "misapplication of the pedal" by the driver, said Phil Frame, an NHTSA spokesman.

NHTSA has received an unusually high number of complaints about unintended acceleration in 1993-95 Cherokees and Grand Cherokees, Frame said. The agency has not opened a defect investigation.

He said Chrysler and NHTSA had received 546 complaints of unintended acceleration in 1993-95 models. The number of crashes was not known, but there were reports of 151 injuries and five fatalities, he said.

"It is appropriate for Chrysler to offer shift locks at no cost to owners," said Kenneth Weinstein, NHTSA associate administrator for safety assurance.

Cherokee and Grand Cherokee owners will be alerted of the retrofit in late summer when sufficient parts are available to dealers nationwide. **AKS**



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9:49 PM (ET) 4/29

Jeep Offers Free Brake Device

AUBURN HILLS, Mich. (AP) -- Chrysler Corp. said Tuesday it will install a free device in Jeep Cherokees and Grand Cherokees to prevent people from accidentally stepping on the gas while shifting into gear.

The offer is in response to complaints from some Cherokee owners that their vehicles suddenly accelerated when they shifted out of park into drive or reverse.

Susan M. Cischke, executive director of Chrysler's vehicle certification, compliance and safety affairs, said every incident the automaker investigated indicated the driver had mistakenly stepped on the gas instead of the brake.

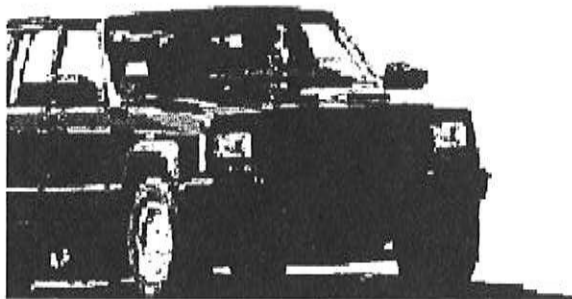
The device Chrysler plans to install is called a brake park shift interlock. It requires the driver to depress the brake pedals before the transmission can be shifted out of park. It already is installed in 1996 and 1997 models.

Chrysler said owners of 1984-95 Cherokee models and 1993-95 Grand Cherokee models will be alerted in late summer of the offer after engineering tests are complete and parts are available to dealers nationwide.

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Wednesday, April 30, 1997

The Detroit News

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Chrysler to offer safety device to Jeep owners

Bloomberg News

Chrysler Corp. said it will offer owners of 2 million Jeep Cherokee and Grand Cherokee vehicles a device to prevent drivers from pressing the gas pedal instead of the brake when shifting gears.

The voluntary safety move, which wasn't requested by the National Highway Traffic Safety Administration, will start in late summer after Chrysler tests the devices and they're shipped to dealers, the company said. It applies to 1.3 million 1984-1995 Cherokees and 700,000 1993-1995 Grand Cherokees.

The device, known as a "brake-park" shift interlock, prevents drivers from shifting an automatic transmission vehicle out of "park" to any other gear unless the driver simultaneously depresses the brake pedal.

Chrysler said the move is in response to reports of unintended or sudden acceleration when the vehicle is shifted out of "park." In the 1996 model year, there were four official reports made to NHTSA for the Grand Cherokee and one for the Cherokee.

Chrysler said it believes such incidents are caused by the driver mistakenly depressing the accelerator instead of the brake when shifting the vehicle's transmission.

"We have carefully examined 'unintended acceleration' reports and our investigations have never revealed any evidence of throttle, electronic engine management system or brake system malfunction," said Susan Cischke, Chrysler's executive director-vehicle certification, compliance and safety affairs, in a statement.

Chrysler said it would notify owners about the retrofit in late summer and that they shouldn't bring their vehicles to the dealers

summer and that they shouldn't bring their vehicles to the dealers until they've received the notification.



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