August 10, 2006

TO: ALL CHRYSLER AND DODGE DEALERS

FROM: GLOBAL SERVICE

SUBJECT: RAPID RESPONSE TRANSMITTAL SERVICE ACTION #06-025 REV. B 3.5L #2 Rod Bearing and Crankshaft Journal Inspection for Contamination.

NOTE: This transmittal is being revised to notify dealers of additional vehicles that have been added to the VIN list.

NOTE: This is an urgent issue and should be a top priority to prevent customer dissatisfaction.

NOTE: For U.S. dealers, this transmittal includes an additional labor operation number for engine handling fee reimbursement.

INVOLVED VEHICLES:

2006 (CS) Pacifica
2006 (LX) 300 / Charger / Magnum
2006 (LE) 300 / 300 Touring / Charger

NOTE: The VIN list is available on DealerCONNECT for all affected Chrysler and Dodge dealers. The VIN list has been inserted in the service tab under Rapid Response Transmittals. The dealers receiving the rapid response transmittal service action are the “ship to” dealers and the VIN’s listed are specific to their dealership.

DISCUSSION:

A number of vehicles equipped with a 3.5L engine may have been built with sand-like aluminum oxide particles on the #2 connecting rod bearing journal of the crankshaft. If, after inspection, damage is not present, no further action is required.

It will be necessary to perform an inspection on all the vehicles listed, to determine if engine long block replacement is necessary.

If damage is present, U. S dealers should request a replacement long block engine through the STAR Center. Dealers outside the U.S. should contact their market representative.

Additional U.S. Market Information

- Return of the replaced engine is mandatory. A return ticket will be generated for each replacement long block. Follow the normal return procedures. Failure to return the engine will result in a charge to the dealer's parts account.
• For vehicles that receive an engine change, the vehicle must be reported to the Customer Relations Manager in the appropriate Business Center for diversion and pick up. The vehicles will be sold at auction with disclosure.

PARTS REQUIRED:

INSPECTION:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR</td>
<td>Gasket, Oil Pan - CS vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, Oil Pan - LX/LE vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>O-ring, Oil Pump Pick-up Tube</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Filter, Engine Oil</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Oil, SAE 10W-30</td>
<td></td>
</tr>
</tbody>
</table>

ADDITIONAL PARTS IF ENGINE REPLACEMENT IS NECESSARY:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR</td>
<td>Gasket, Intake Plenum</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, Exhaust Manifold - LX vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, Exhaust Manifold - CS vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>GASKET, Crossover Pipe, Crossover to Front</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Exhaust Manifold - CS Vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>GASKET, Exhaust Manifold, Crossover to Rear</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Exhaust Manifold - CS Vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, Exhaust Manifold to Front Converter</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>O-ring, Engine Oil Level Tube</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, EGR Valve</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Gasket, EGR Tube</td>
<td></td>
</tr>
<tr>
<td><strong>AR</strong></td>
<td>RTV, ATF - CS AWD vehicles**</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Bolt, Drive Plate and Flywheel</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Long Block Engine Assembly - CS Vehicles</td>
<td></td>
</tr>
<tr>
<td>AR</td>
<td>Long Block Engine Assembly - LX/LE Vehicles</td>
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</table>

SPECIAL TOOLS/EQUIPMENT REQUIRED:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-4685-C1</td>
<td>Screw, Forcing</td>
</tr>
<tr>
<td>6792</td>
<td>Installer, Crank Sprocket</td>
</tr>
<tr>
<td>9365</td>
<td>Holding Fixture, Damper</td>
</tr>
<tr>
<td>L-4407A</td>
<td>Puller, Gear</td>
</tr>
</tbody>
</table>

INSPECTION PROCEDURE:

1. Open the hood.
2. Remove Fuel Pump relay from Power Distribution Center (PDC). For location of relay, refer to label on underside of PDC cover.
3. Start and run engine until it stalls.
4. Attempt restarting engine until it will no longer run.
5. Turn ignition key to OFF position.
6. Install the fuel pump relay in the PDC.

NOTE: If the oil pan gasket stays adhered to the engine block (all 4 corners) when the oil pan is removed - DO NOT REMOVE IT. The gasket will be reused. If the gasket comes loose from the engine block, replace it with a new gasket.
7. Remove the engine oil pan. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Lubrication > Oil Pan > Removal.
8. Remove oil pickup tube (Fig. 1).

**CAUTION:** Be careful not to damage the oil pickup tube O-ring.

9. Remove the structural windage tray. Note which direction the windage tray is facing for re-installation later.
10. Rotate the crankshaft **clockwise** until the #2 connecting rod is at Bottom Dead Center (BDC).
11. The connecting rod bearing cap must be paint marked or scribed before removal to insure correct assembly (Fig. 2).

12. Remove the #2 connecting rod cap bolts and rod cap.
13. Inspect the crankshaft journal and connecting rod bearing shell for the following:
   - Any significant damage, galling, embedded debris, tab misalignment or wear.
   - Inspect the oil hole in the crankshaft journal for any sand-like particles.
   - Inspect inside the oil hole with a flashlight for any chips, burrs or sand-like particles.
   - Run your fingernail over the crankshaft journal and feel for imperfections.

14. Is there any damage, galling, embedded debris, tab misalignment or wear, chips, burrs, or imperfections?
   a. Yes >> proceed to the LX / LE Repair Procedure or the CS Repair Procedure.
   b. No >> proceed to the next step.

**NOTE:** Color photos of acceptable and unacceptable rod bearings and crankshaft journals are available on DealerCONNECT under eFiles > Service > Star Center > Misc. Documents > 3.5L RRT 06-025.
3.5L Connecting Rod Bearing and Journal Inspection
Vehicles with less than 100 miles of operation

Note: Gently wipe bearings with cloth prior to inspection. Replace engine if connecting rod journal and bearings show scoring condition.
3.5L Connecting Rod Bearing and Journal Inspection
Vehicles with less than 100 miles of operation

Note: Gently wipe bearings with cloth prior to inspection.

Acceptable

Acceptable

Typical hourglass, edge wear pattern.
15. Examine connecting rod bolts for stretching. Stretching can be checked by holding a scale or straight edge against the threads. If all the threads contact the scale the bolts are not stretched, proceed to step 16. If all the threads do not contact the scale the bolt(s) MUST BE REPLACED as follows: (Fig. 3).
   a. Mount the connecting rod bearing cap in a soft jawed vise.
   b. Using a center punch, gently tap the stretched bolt out of the rod bearing cap.
   c. Gently tap the new bolt, p/n 06507714AA, into the rod bearing cap being careful not to damage the bolt threads.

![Figure 3 - CONNECTING ROD BOLT INSPECTION](image)

16. Make sure that the rod bearing is fully seated in the rod cap and the tab is aligned properly. Make sure the joint face of the connecting rod surface is free of particles.

17. Make sure that the upper bearing shell is seated in the connecting rod and the bearing tab is properly engaged. Take care not to nick the polished crank journal with the rod or any other tools.

18. Pre lube the rod bearing with clean engine oil.

19. The rod cap is a cracked design so it must go back together with the correct orientation.

20. Position the bearing and cap over the crank journal and hand start the connecting rod bolts until seated. The cap should align so the crack face is fully seated. Tighten the connecting rod fasteners to 27 N·m (20 ft. lbs.).

21. Once the proper torque is reached, clean the bolt head and connecting rod cap and draw a line with a paint pen between connecting rod cap and the connecting rod bolt head to indicate that this was checked (Fig. 4).
22. Tighten both rod bolts another 90 degrees (1/4 turn).
23. Install windage tray in the direction noted in Step 9. Lubricate windage tray bolts with engine oil. Finger tighten all bolts, then beginning with the inside bolts and moving outward, tighten to 27 N·m + 90° turn (20 ft. lbs. + 90° turn).
24. Install oil pickup tube and tighten bolt to 28 N·m (21 ft. lbs.).

CAUTION: Be careful not to damage the oil pick up tube O-ring. Replace the O-ring if damaged.

25. Install the oil pan. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Lubrication > Oil Pan > Installation.
26. One or more Diagnostic Trouble Codes (DTC's) may have been stored in PCM memory due to fuel pump relay removal. The scan tool must be used to erase any DTC's.

NOTE: If there is a belt chirping noise on CS vehicles, refer to SB 09-004-04 Rev. B for belt alignment procedures.

LX / LE REPAIR PROCEDURE:
1. Loosely reinstall the rod cap and oil pick up tube.
   - RWD vehicles, install the oil pan to the engine (save the oil pan to bell housing bolts for use when assembling replacement long block).
   - AWD vehicles, the AWD oil pan must be installed on the replacement engine. The oil pan from the replacement engine should be installed on the engine being returned.
2. Remove the engine long block assembly. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Removal. When the engine is out of the vehicle, proceed to the next step.
3. The following items must be removed from the old engine:

- Right exhaust manifold heat shield and manifold.
- Right engine mount and bracket.
- Left exhaust manifold heat shield and manifold.
- Left engine mount and bracket.
- Flex Plate
- EGR valve and tube.
- Serpentine belt, Idler pulley, and tensioner.
- Crankshaft damper.
- Engine oil cooler coolant hoses.

**NOTE:** Do not lose the spacers under the coil when removing the ignition coils.

- Ignition coil packs (6).
- Oil cap and oil fill tube.

4. Uncrate the new engine assembly.

**NOTE:** Save the packaging materials for packaging the damaged engine for return.

**NOTE:** Clean and prepare gasket surfaces as necessary before installing parts on the new engine.

5. The following items must be installed on the new engine using the torque table below:

- Oil cap and oil fill tube.

**NOTE:** Do not lose the spacers under the coil when removing the ignition coils.

- Ignition coil packs (6).
- Engine oil cooler coolant hoses.
- Crankshaft damper.
- Serpentine belt, Idler pulley, and tensioner.
- EGR valve and tube.
- Flex Plate
- Left engine mount and bracket.
- Left exhaust manifold heat shield and manifold.
- Right engine mount and bracket.
- Right exhaust manifold heat shield and manifold.
<table>
<thead>
<tr>
<th>Component</th>
<th>Torque Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition coil mounting screws (alternate back and forth)</td>
<td>7 N·m (60 in. lbs.)</td>
</tr>
<tr>
<td>Crankshaft damper bolt</td>
<td>95 N·m (70 ft. lbs.)</td>
</tr>
<tr>
<td>Serpentine belt idler pulley bolt</td>
<td>28 N·m (21 ft. lbs.)</td>
</tr>
<tr>
<td>Serpentine belt tensioner bolt</td>
<td>34 N·m (40 ft. lbs.)</td>
</tr>
<tr>
<td>EGR Tube to EGR valve bolt</td>
<td>11 N·m (97 in. lbs.)</td>
</tr>
<tr>
<td>Flex Plate to Crankshaft (use new bolts)</td>
<td>95 N·m (70 ft. lbs.)</td>
</tr>
<tr>
<td>Engine mount to mounting bracket bolt</td>
<td>75 N·m (55 ft. lbs.)</td>
</tr>
<tr>
<td>Exhaust manifold to cylinder head - start at center and work outward</td>
<td>23 N·m (200 in. lbs.)</td>
</tr>
<tr>
<td>Exhaust manifold heat shield bolt</td>
<td>12 N·m (105 in. lbs.)</td>
</tr>
<tr>
<td>Exhaust manifold heat shield nut</td>
<td>8 N·m (73 in. lbs.)</td>
</tr>
<tr>
<td>Engine mount to bracket</td>
<td>54 N·m (40 ft. lbs.)</td>
</tr>
<tr>
<td>Engine mount heat shield</td>
<td>11 N·m (97 in. lbs.)</td>
</tr>
</tbody>
</table>

NOTE: AWD vehicles, the AWD oil pan must be installed on the replacement engine. The oil pan from the replacement engine should be installed on the engine being returned.

6. Install the new engine assembly in the vehicle. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Installation.

7. One or more Diagnostic Trouble Codes (DTC's) may have been stored in PCM memory due to fuel pump relay removal. The scan tool must be used to erase any DTC's.

CS REPAIR PROCEDURE:

1. Loosely reinstall the rod cap, oil pick up tube and oil pan to the engine.
2. Remove the engine long block assembly. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Removal > Step 1 through Step 67.
3. The following components must be removed from the engine, transmission, cradle assembly and set aside to be installed on the new engine assembly.
   - Right axle shaft assembly.
   - Left axle shaft assembly.
   - Serpentine belt.
   - Generator.
   - P/S Reservoir and pump and set aside.
   - Belt tensioner and idler pulleys (3).
   - Crankshaft damper
   - Disconnect the electrical connector to the Idle Air Control Motor, Throttle Position Sensor, both Manifold Tuning Valves and MAP sensor.
   - Remove EGR tube at manifold.
   - Oil filler tube at manifold.
   - Intake manifold upper plenum.
• If the injector connectors are not tagged with their cylinder number, tag them to identify the correct cylinder. Disconnect injector connectors and remove the main engine wiring harness.
• Right exhaust manifold heat shield.
• Crossover exhaust pipe.
• Left exhaust manifold.
• Right exhaust manifold.
• EGR valve & tube.

NOTE: Do not lose the spacers under the coil when removing the ignition coils.

• Ignition coil packs.
• Coolant hoses to the engine oil cooler.
• Starter.
• Crankcase breather hose.
• Remove the crankshaft position sensor.

4. Connect engine lifting brackets to engine (Fig. 18).

   ![Figure 18 - ENGINE LIFTING FIXTURE](image)
   
   Figure 18 - ENGINE LIFTING FIXTURE
   1 - ENGINE LIFTING FIXTURE
   2 - REAR ENGINE LIFT POINT
   3 - FRONT ENGINE LIFT POINT

5. Raise the engine and transmission assembly off the cradle.
6. Remove the A/C compressor and compressor mounting bracket.
7. Remove the front engine mount bracket and mount.
8. Remove the rear engine mount bracket and mount.
9. On vehicles equipped with AWD, remove the Power Transfer Unit (PTU).
10. Separate the transmission assembly from the engine assembly.
11. Remove the flex plate.
12. Uncrate the new engine assembly.

NOTE: Save the packaging materials for packaging the damaged engine for return.
NOTE: Clean and prepare gasket surfaces as necessary before installing parts on the new engine.

13. Using 8 new bolts, p/n 06503465, position flex plate with backing plate on the crankshaft (Fig. 12).
14. Position the transaxle to engine. Install six (6) transaxle-to-engine bolts and torque to 95 N·m (70 ft. lbs.).
15. **AWD vehicles proceed to the next step. FWD vehicles, proceed to Step 24.
16. **Loosen the PTU to transaxle bracket if not already loose.**
17. **Apply RTV, p/n 05010884AA, to the PTU O-ring.**
18. **Install PTU into position. Install two (2) bottom PTU-to-transmission adapter bolts and torque to 30 N·m (22 ft. lbs.) (Fig. 20).**

![Figure 20 - PTU LOWER BOLTS](image)

19. **Install PTU heat shield (Fig. 21).**
20. **Install PTU-to-transaxle bracket upper bolts and tighten to 54 N·m (40 ft. lbs.) (Fig. 21).**
21. **Tighten 3 PTU to transaxle bracket bolts to 100 N·m (75 ft. lbs.).**
22. **Install brace and rear mount bracket (Fig. 21).**
23. **Install PTU/rear mount bracket. Install and tighten bolts to 54 N·m (40 ft. lbs.) (Fig. 21).**
24. Install the rear engine mount and plate. Tighten bolts to 54 N·m (40 lbs. ft.) (Fig. 22).

25. Install the engine mount upper nut. Tighten nut to 101 N·m (75 lbs. ft.).
26. Install right engine mount bracket bolts. Tighten bolts to 54 N·m (40 lbs. ft.).
27. Install engine mount to bracket. Tighten nut to 101 N·m (75 lbs. ft.) (Fig. 23).
28. Install left mount to the engine block. Tighten bolts to 54 N·m (40 lbs. ft.).
29. Position the compressor mounting bracket onto the engine and loosely install the retaining bolts.

**CAUTION:** It is important that the A/C Mounting bracket bolts be tightened in the correct order. Be careful to tighten the bolts in the following order.

30. Tighten the top right bolt to 115 N·m (85 ft. lbs.).
31. Tighten the top left bolt to 115 N·m (85 ft. lbs.).
32. Tighten the bottom right bolt to 115 N·m (85 ft. lbs.).
33. Tighten the bottom left bolt to 115 N·m (85 ft. lbs.).
34. Position the A/C compressor onto the compressor mounting bracket and support the compressor.
35. Install the underside compressor splash shield and the push-pin retainers.
36. Loosely install the four bolts that secure the A/C compressor to the compressor mounting bracket.

**CAUTION:** It is important that the A/C compressor bolts be tightened in the correct order. Be careful to tighten the bolts in the following order.

37. Tighten the top left bolt to 33 N·m (25 ft. lbs.).
38. Tighten the bottom left bolt to 33 N·m (25 ft. lbs.).
39. Tighten the top right bolt to 33 N·m (25 ft. lbs.).
40. Tighten the bottom right bolt to 33 N·m (25 ft. lbs.).
41. Mount engine, transmission and power transfer unit (PTU) (if equipped) assembly, onto the cradle assembly.
42. Install both of the engine mount to cradle nuts. Tighten nuts to 101 N·m (75 lbs. ft.).
43. The following components must be installed on the engine, transmission, and cradle assembly using the torque table below. Refer to the detailed service information available in TechCONNECT as necessary.

- The crankshaft position sensor.
- Crankcase breather hose.
- Starter.
- Coolant hoses to the engine oil cooler.

**NOTE:** Do not lose the spacers under the coil when removing the ignition coils.

- Ignition coil packs.
- EGR valve & tube.
- Right exhaust manifold.
- Left exhaust manifold.
- Crossover exhaust pipe.
- Right exhaust manifold heat shield.
- Install the main engine wiring harness and connect injector connectors.
- Intake manifold upper plenum.
- Oil filler tube at manifold.
- EGR tube at manifold.
- Connect the electrical connectors to the Idle Air Control Motor, Throttle Position Sensor, Manifold Tuning Valves and MAP sensor.
- Crankshaft damper
- Belt tensioner and idler pulleys (3).
- P/S Reservoir and pump.
- Generator.
- Serpentine belt.
- Left axle shaft assembly - securely tighten the retaining nut.
- Right axle shaft assembly - securely tighten the retaining nut.

**NOTE:** The half shaft retaining nut will be tightened to specifications after engine installation.
<table>
<thead>
<tr>
<th>Component</th>
<th>Torque Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft position sensor</td>
<td>12 N·m (105 in. lbs.)</td>
</tr>
<tr>
<td>Starter</td>
<td></td>
</tr>
<tr>
<td>Ignition coil mounting screws (alternate back and forth)</td>
<td>7 N·m (60 in. lbs.)</td>
</tr>
<tr>
<td>EGR tube to EGR valve</td>
<td>11 N·m (97 in. lbs.)</td>
</tr>
<tr>
<td>EGR valve to cylinder head</td>
<td>11 N·m (97 in. lbs.)</td>
</tr>
<tr>
<td>Exhaust manifold to cylinder head - start at center and work outward</td>
<td>23 N·m (200 in. lbs.)</td>
</tr>
<tr>
<td>Crossover pipe bolts and nuts</td>
<td>41 N·m (30 ft. lbs.)</td>
</tr>
<tr>
<td>Intake plenum (start at center and work outward)</td>
<td>12 N·m (105 in. lbs.)</td>
</tr>
<tr>
<td>EGR tube to EGR valve</td>
<td>11 N·m (97 in. lbs.)</td>
</tr>
<tr>
<td>Crankshaft damper bolt</td>
<td>95 N·m (70 ft. lbs.)</td>
</tr>
<tr>
<td>Serpentine belt idler pulley and tensioner bolts</td>
<td>28 N·m (21 ft. lbs.)</td>
</tr>
<tr>
<td>P/S pump mounting bolts</td>
<td>23 N·m (203 in. lbs.)</td>
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<tr>
<td>P/S reservoir bolts</td>
<td>12 N·m (105 in. lbs.)</td>
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<tr>
<td>Generator lower bolts</td>
<td>54 N·m (40 ft. lbs.)</td>
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<tr>
<td>Generator upper bolts</td>
<td>28 N·m (21 ft. lbs.)</td>
</tr>
<tr>
<td>Generator B+ terminal nut</td>
<td>12 N·m (105 in. lbs.)</td>
</tr>
</tbody>
</table>

44. Install the engine long block assembly. Refer to the detailed service information available in TechCONNECT under: Service Info > 9-Engine > Installation > Step 3 through Step 61.

45. With the vehicle’s brakes applied to keep the front hub from turning, tighten the half shaft retaining nut to 244 N·m (180 ft. lbs.).

46. Install the spring wave washer on the end of the half shaft.

47. Install the hub nut lock, and a new cotter pin. Wrap cotter pin prongs tightly around the hub nut lock (Fig 33).

![Figure 33 - HALF SHAFT RETAINING NUT](image)

48. One or more Diagnostic Trouble Codes (DTC's) may have been stored in PCM memory due to fuel pump relay removal. The scan tool must be used to erase any DTC's.
NOTE: If there is a belt chirping noise on CS vehicles, refer to SB 09-004-04 Rev. B for belt alignment procedures.

49. Check front end alignment.

POLICY: Reimbursable within the provisions of the warranty.

NOTE: Use of the labor operation included with this service action on vehicles other than those involved may be subject to charge back.

TIME ALLOWANCE:

<table>
<thead>
<tr>
<th>Labor Op. No.</th>
<th>Description</th>
<th>Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>09-01-01-90</td>
<td>Inspect Cylinder #2 Rod Bearing and Journal</td>
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</tr>
<tr>
<td></td>
<td>CS FWD - includes serpentine belt alignment</td>
<td>2.1 Hrs.</td>
</tr>
<tr>
<td></td>
<td>LX/LE RWD</td>
<td>2.4 Hrs.</td>
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<tr>
<td>09-01-01-94</td>
<td>Inspect Cylinder #2 Rod Bearing and Journal</td>
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<tr>
<td></td>
<td>CS AWD - includes serpentine belt alignment</td>
<td>2.1 Hrs.</td>
</tr>
<tr>
<td></td>
<td>LX/LE AWD</td>
<td>4.7 Hrs.</td>
</tr>
<tr>
<td>09-01-01-93</td>
<td>Inspect and Engine Replacement</td>
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</tr>
<tr>
<td></td>
<td>Includes Verify Engine Operation and A/C Refrigerant Recovery and Re-Charge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CS FWD - includes serpentine belt alignment &amp; front end align.</td>
<td>13.6 Hrs.</td>
</tr>
<tr>
<td></td>
<td>LX/LE RWD</td>
<td>9.7 Hrs.</td>
</tr>
<tr>
<td>09-01-01-95</td>
<td>Inspect and Engine Replacement</td>
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<td></td>
<td>Includes Verify Engine Operation and A/C Refrigerant Recovery and Re-Charge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CS AWD - includes serpentine belt alignment &amp; front end align.</td>
<td>14.5 Hrs.</td>
</tr>
<tr>
<td></td>
<td>LX/LE AWD</td>
<td>12.0 Hrs.</td>
</tr>
</tbody>
</table>

Special Service Labor Operation Number

95-09-00-01 Engine Handling Fee $300.00

FAILURE CODE: ZZ - Service Action

If you have any questions, contact your Business Center.

Global Service