



NUMBER: 05-005-04

GROUP: Brakes

DATE: September 24, 2004

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of DaimlerChrysler Corporation.

SUBJECT:

Brake Shudder or Vibration

OVERVIEW:

This bulletin involves installing brake pads, resurfacing the rotors and checking rotor runout.

MODELS:

2004 - 2005 (HB) Durango

SYMPTOM/CONDITION:

The vehicle may exhibit pulsation or vibration in the brake pedal and/or steering wheel when the brakes are applied. The condition is most noticeable at speed over 50 MPH but can occur at lower speeds.

DIAGNOSIS:

If the customers indicate that the condition is present, perform the Repair Procedure.

PARTS REQUIRED:

Qty.	Part No.	Description
1	05139733AA	Brake Pads

SPECIAL TOOLS/EQUIPMENT REQUIRED:

	ProCut	Hunter
One of the Following DaimlerChrysler Approved On Car Disc Rotor Lathes:	PC-610, PC-CHRYSLER, PC-TRUCK, PC-CROSTRUCK, PC-PFMTRUCK, PC-PFMCHRYSLER, PC-PFM900, PC-PFMCHRYSLER-95, PC-PFMTRUCK-95, PC-PFM900-95, PC-PFM90.2, PC-PFM90.4, PC-PFM90	H-OCL360, H-OCL360-LT-PRO, H-OCL360-LT-PSE, H-OCL360A, H-OCL360A-LT-PRO, H-OCL360A-LT-PSE, H-OCL360S, H-OCL360S-LT-PRO, H-OCL360S-LT-PSE, H-OCL400, H-OCL400-LT-PRO

REPAIR PROCEDURE:



1. Inspect the front brakes for any signs of abnormal wear or damage. Repair as necessary.
2. Resurface the front brake rotors with a DaimlerChrysler approved on-car brake lathe. If an on-car lathe is not available at the dealership, the rotor resurfacing must be sublet to a facility with an approved on-car lathe.
3. Remove the calipers.
4. Clean the caliper adapter.
5. Replace the front pads and anti-rattle springs with p/n 05139733AA.
6. Mark one wheel stud on each side with a dab of paint or suitable marker.

NOTE: Wheel stud torque is critical to the success of the repair. The following procedure is intended to identify excessive rotor distortion which could be caused by improper wheel stud torque.

7. Install the wheel and assembly to the hub. Pre-tighten the lug nuts in a cross pattern to 100 Nm (75 ft. lbs.) then final tighten the lug nuts in a cross pattern to: 200 Nm (145 ft. lbs.) for steel wheels or 175 Nm (130 ft. lbs.) for aluminum wheels. Mark the wheel at the same location as the marked wheel stud.
8. Set up a dial indicator to measure mounted rotor runout. Place the dial indicator plunger against the inner machined rotor face, visible between the brake caliper and the front splash shield (Fig. 1). Rotate the wheel and tire assembly two turns and take runout measurement. If the measurement is less than .025 mm (.001 in.) no further action is required. If the measurement is greater than .025 mm (.001 in.) remove the lug nuts and relocate the wheel one stud clockwise, tighten the lug nuts as described in step 7 and check the runout again. Do not remove any brake parts. Repeat step 8 for each wheel location until you achieve the lowest mounted runout. Minimum mounted rotor runout will be achieved by moving the wheel, not the rotor.

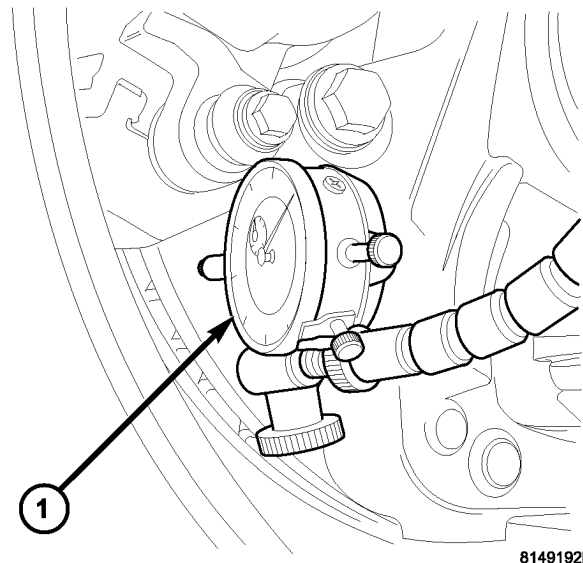


Fig. 1 ROTOR RUN OUT MEASUREMENT

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
05-21-11-90	Replace Brake Pads, Resurface Rotors and Check Rotor Run Out	1.8 Hrs.

FAILURE CODE:

2X	Vibration or Chatter
----	----------------------