

COLUMN - SERVICE INFORMATION

TABLE OF CONTENTS

	page		page
COLUMN - SERVICE INFORMATION		DISASSEMBLY	138
DESCRIPTION	118	ASSEMBLY	142
DIAGNOSIS AND TESTING		INSTALLATION	145
STEERING COLUMN	119	SHROUD	
REMOVAL	119	REMOVAL	147
INSTALLATION	125	INSTALLATION	152
COUPLING - STEERING		WHEEL - STEERING	
REMOVAL	133	REMOVAL	157
INSTALLATION	134	INSTALLATION	158
STEERING COLUMN CONTROL MODULE		LEVER-ELECTRONIC TELESCOPING	
DESCRIPTION	135	REMOVAL	159
REMOVAL	136	INSTALLATION	162

COLUMN - SERVICE INFORMATION

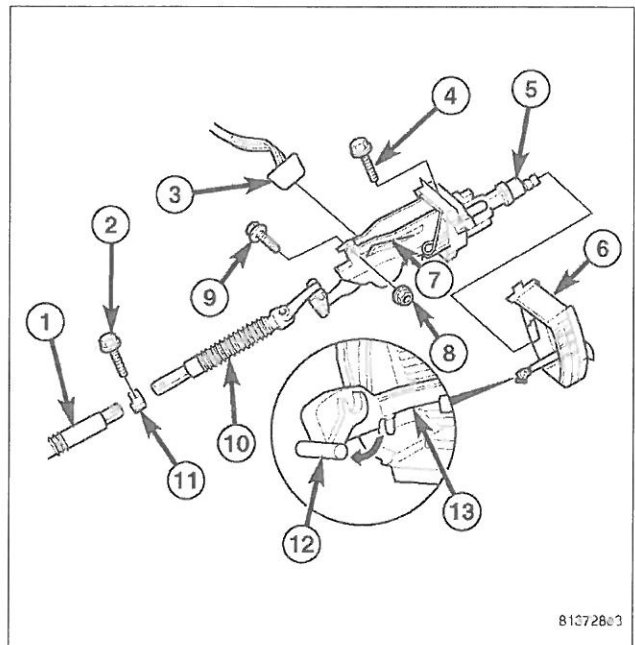
DESCRIPTION

The tilt, telescoping (10) and electronic telescoping (7) column has been designed to be serviced as an assembly; less wiring (5), switches, shrouds, steering wheel, etc. Most steering column components can be serviced without removing the steering column from the vehicle.

To service the steering wheel, switches or airbag, refer to Restraints and follow all WARNINGS and CAUTIONS.

Note: When servicing the steering wheel after removing the old bolt a new bolt must be used when installing.

Note: When servicing the steering coupler a new bolt must be used when installing.

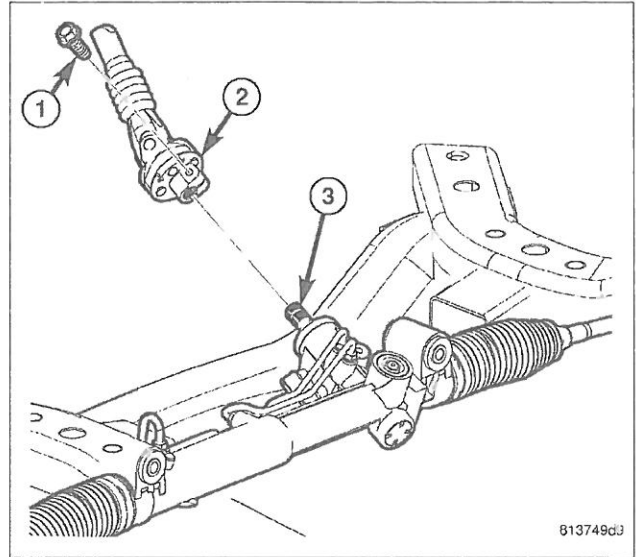


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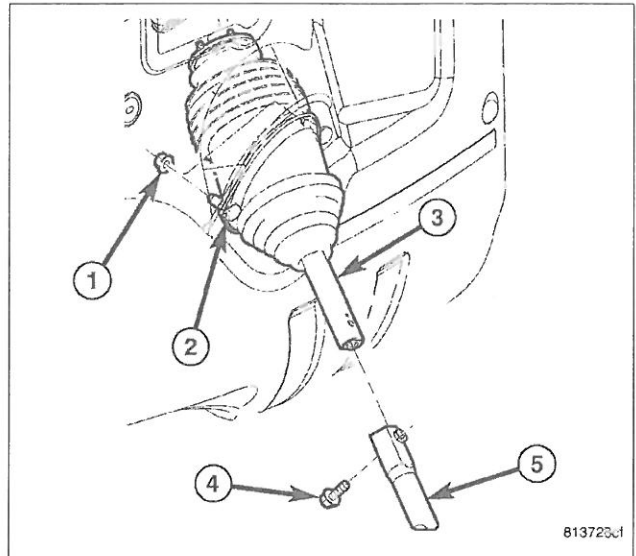
WARNING: THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL THE AIRBAG SYSTEM COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIRBAG AND POSSIBLE PERSONAL INJURY. THE FASTENERS, SCREWS, AND BOLTS, ORIGINALLY USED FOR THE AIRBAG COMPONENTS, HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANYTIME A NEW FASTENER IS NEEDED, REPLACE WITH THE CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR FASTENERS LISTED IN THE PARTS BOOKS.

INSTALLATION

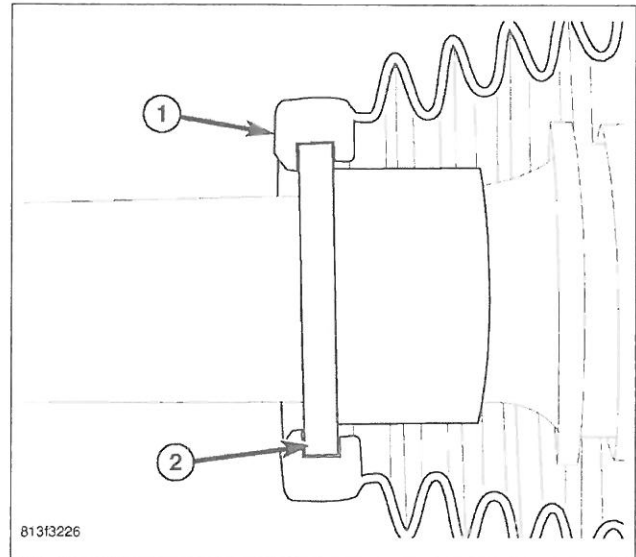
1. Carefully slide the lower coupling (2) onto the splines of the steering gear (3).
2. Install a **NEW** pinch bolt (1) to the steering coupling (2) at the steering gear (3). Tighten the pinch bolt to 54 N·m (40 ft. lbs).



3. Align the pin on the steering shaft with the slot in the lower coupling shaft and slide the shaft (3) into the lower coupling (5).
4. Install a **NEW** steering coupling pinch bolt (4). Tighten the pinch bolts to 31 N·m (23 ft. lbs).



5. Check and make sure the plastic collar (2) on the column shaft is engaged in the groove within the boot (1).
6. Lower the vehicle.
7. Remove the steering wheel holder.
8. Check the operation of the steering column for binding or noises.



STEERING COLUMN CONTROL MODULE

DESCRIPTION

Tilt and telescope steering columns are standard on all models. On 300 Hemi C and international 300C models the tilt and telescope functions are powered and are also included in the standard Memory System settings. Combined with available power seats and optional power adjustable pedals, the tilt and telescope steering column gives the driver every known adjustment to obtain a comfortable driving position. Both columns provide 2.36 inches (60 mm) of telescoping adjustment and 5.2 degrees of tilt. The adjustments are continuously variable for maximum adaptability.

A lever on the left side of the column controls powered adjustment. Fore and aft motion of the lever operates the telescoping mechanism. Up and down motion operates the tilt mechanism. Two electric motors turning threaded actuators move the column. The mechanisms lock in place when movement stops.

The Steering Column Control Module (SCCM) is mounted on the steering column and is removed as a complete unit. The components that are contained within this unit are:

- **Clockspring** - is attached to the top of the SCCM with three screws. The clockspring connector passes through the body of the SCCM and its terminals slide into the male side of the self docking connector within the Steering Column Module (SCM). (Refer to 8 - ELECTRICAL/RESTRAINTS - DESCRIPTION).
- **Multi-Function Switch** - is the middle left lever, and is plugged into, and mounting pins pass through, the SCM secured to the SCCM housing by three screws (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - EXTERIOR/MULTI-FUNCTION SWITCH - DESCRIPTION).
- **Speed Control Switch** - is the top left lever and is plugged into the SCM and held in place by the three screws of the clockspring (Refer to 8 - ELECTRICAL/SPEED CONTROL - DESCRIPTION).
- **Steering Angle Sensor (if equipped with Electronic Stability Program (ESP))** - is mounted on the right side of the SCCM, below the clockspring and is responsible for informing the ESP of steering angle.
- **Steering Control Module (SCM)** - is the module located in the bottom of the SCCM, retained by three screws, and is the mating point for all the switches and clockspring located in the SCCM.
- **Tilt/Telescopic Lever/Switch (if equipped)** - is the bottom left lever and is used for steering wheel tilt and telescoping. It is plugged into the SCM and if not equipped, will be replaced by a support bar. It is held in place by one of the three clockspring screws and one of its own retaining screws.

The SCCM communicates via the Local Interconnect Network (LIN) serial data bus. This is an ultra-low voltage serial data bus that allows the following components to communicate with the Controller Area Network (CAN) B and C data buses.

- Steering Wheel Switches
- Horn
- Speed Control Switch