



*Because Life is a Moving Experience®*



2011 & Up  
Chrysler/Dodge  
CompanionVan® RE  
Rear Entry  
Minivan Conversion

*Operator's  
Manual*

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## Congratulations

We at The Braun Corporation wish to express our fullest appreciation on your new purchase. With you in mind, our skilled craftsmen have designed and assembled the finest lowered floor vehicle available.

This manual includes safety precautions, operating instructions, and instructions for maintenance and lubrication procedures.

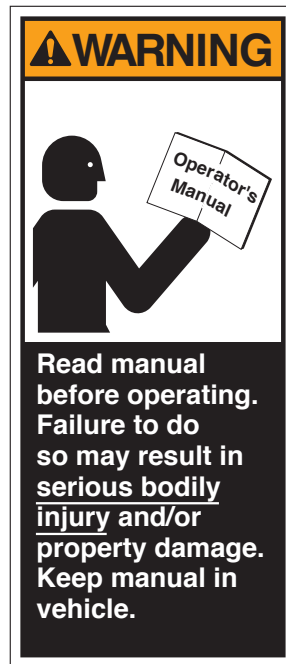
Your conversion is built for dependability, and will bring you years of pleasure and independence, as long as the maintenance is performed regularly and the vehicle is operated by an instructed person.

Sincerely,

THE BRAUN CORPORATION



Ralph W. Braun  
Chief Executive Officer



|                                                     |       |                                                |        |
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Braun® lowered floor minivan conversions are designed to provide years of pleasure and mobility independence.

Familiarity with proper operation and maintenance procedures will help ensure safe, trouble free operation.

The Braun Corporation encourages wheelchair passengers and their attendant(s) to review the material contained in this manual with your sales representative, before attempting operation. Any questions or concerns can be addressed at that time.

This manual addresses standard conversion features as well as options. Refer to the instructions applicable for your vehicle, and disregard information that does not apply. Contact the Customer Experience Group at 1-800-488-0359 if any of this information is not understood.

Store this manual in the vehicle along with your OEM owner's manual.

If you experience an operation problem or there is any sign of wear, damage, or other abnormal condition, contact your sales representative or call 1-800-488-0359. One of our Customer Experience Group representatives will direct you to a Braun authorized service center.

## FEATURES

**Lowered Floor from Rear Hatch to Front Seats:** This feature provides additional headroom (57" floor-to-ceiling at front wheelchair position), and reduces the slope of the ramp when deployed. Note: The floor-to-ceiling height is reduced by 2-1/2" with OEM interior DVD/rail system installed.

**Ground Clearance:** The lowered floor results in reduced ground clearance. Be aware of limited ground clearance.

**Ramp:** The rear entry lowered floor conversion features a manually operated ramp (30" usable width).

**Forward-Facing Wheelchair and Occupant Belt/Track System:** Floor anchorages provided in the midpoint and rear lowered floor area can be utilized for restraint of wheelchair passenger(s). See Figure 1 on the following page for oval L-pocket (anchorage) locations and wheelchair positions.

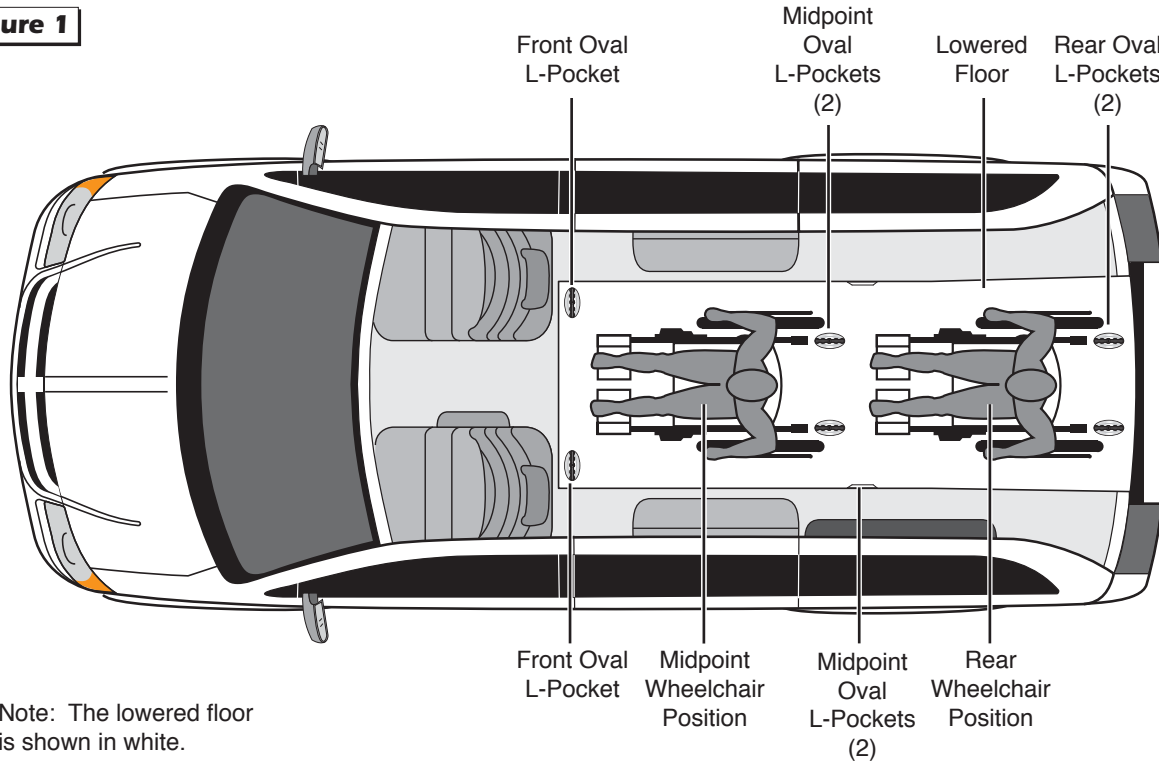
One Forward-Facing Wheelchair and Occupant Belt Kit is supplied for the restraint of one wheelchair and occupant. The belt kit is used in conjunction with the oval L-pocket tie downs. Additional belt kits can be purchased (option).

Note: Wheelchair capacity may have limitations based on the dimensions of specific wheelchairs.

**Center Row Flip and Fold Seats:** Center row seats retain OEM forward/rearward and recline features while providing the ability to stow seats clear of the lowered floor for unrestricted wheelchair access.

**Flip Down Rear Bench Seat:** A two-passenger flip down seat is available as a rear seating option.

**Figure 1**



Note: The lowered floor is shown in white.

## SAFETY PRECAUTIONS

### Safety Symbols

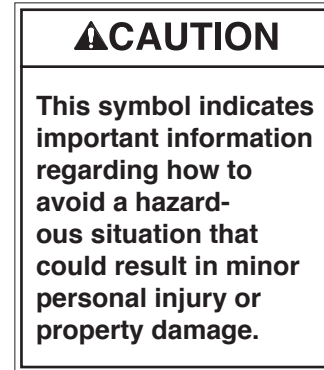
#### SAFETY FIRST! Know That....

**A** All information contained in this manual and supplements (if included), is provided for your safety. Familiarity with proper operation instructions as well as proper maintenance procedures are necessary to ensure safe, trouble free operation. Safety precautions are provided to identify potentially hazardous situations and provide instruction on how to avoid them.

**B**



**C**



**D** **Note:** Additional information provided to help clarify or detail a specific subject.

These symbols will appear throughout this manual and may appear on labels posted on your conversion.  
**Recognize the seriousness of this information.**

**Before Operation**

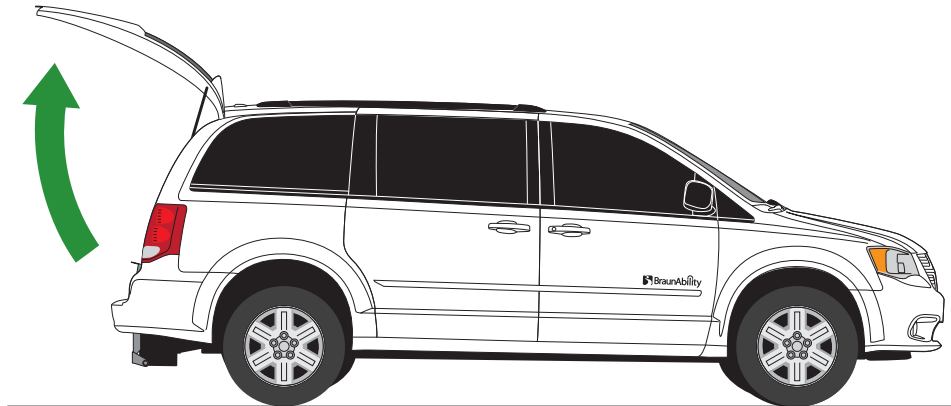
Before utilizing conversion features, park the vehicle on a level surface away from vehicular traffic. Place the vehicle transmission in Park and engage the parking brake.

**Terminology**

The term deploy (unfold) indicates the lowering motion of the ramp to the deployed position. Stow (fold) is the raising motion of the ramp to the vertical (stowed) position.

**Rear Hatch Operation**

Rear hatch operation has not been affected by the conversion. Refer to the OEM manual for rear hatch procedures.



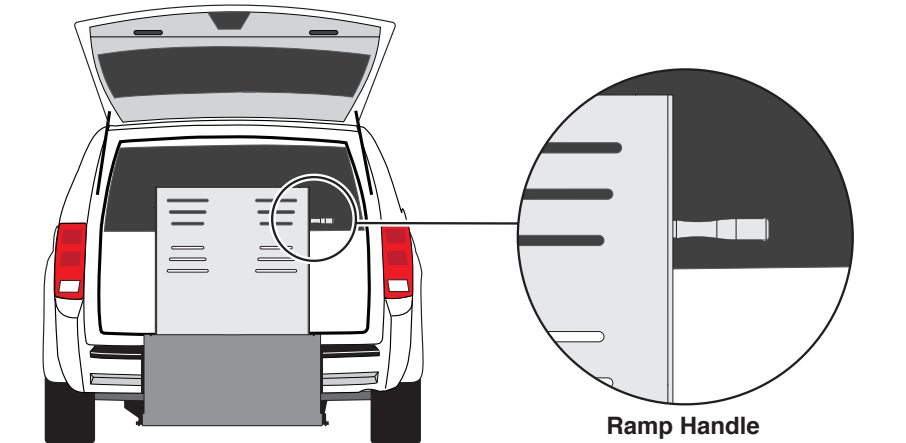
## OPERATION

### Ramp Operation

The ramp must be manually deployed and stowed by an attendant. Carefully deploy and

stow the spring-assisted ramp using the side mounted Handle (shown in illustrations).

Ensure the ramp is fully deployed before boarding the ramp. Ensure the ramp is fully stowed before closing the rear hatch.

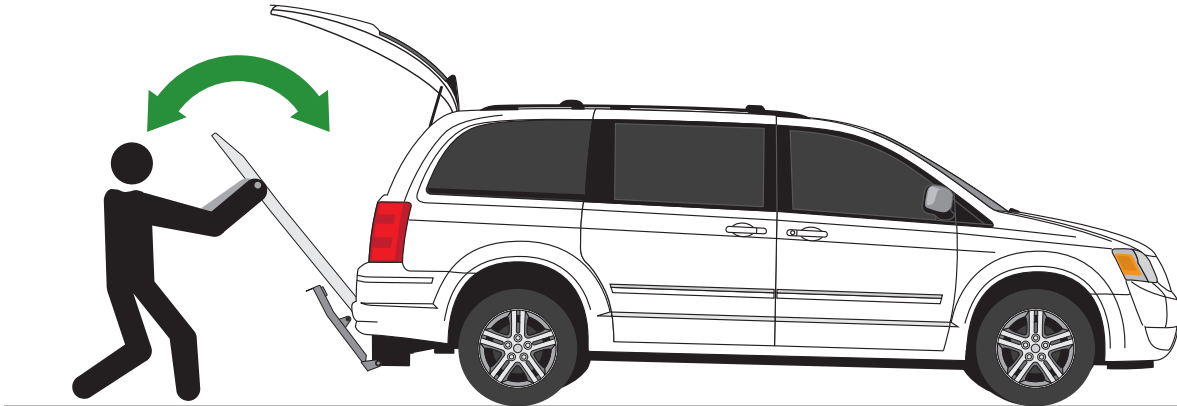


## Ramp Operation Safety

Keep clear of the area in which the ramp folds and unfolds. Remember to use good body mechanics when stowing and

deploying the ramp. Do not release the ramp when deploying or stowing the ramp. The ramp will free-fall. Push the ramp out

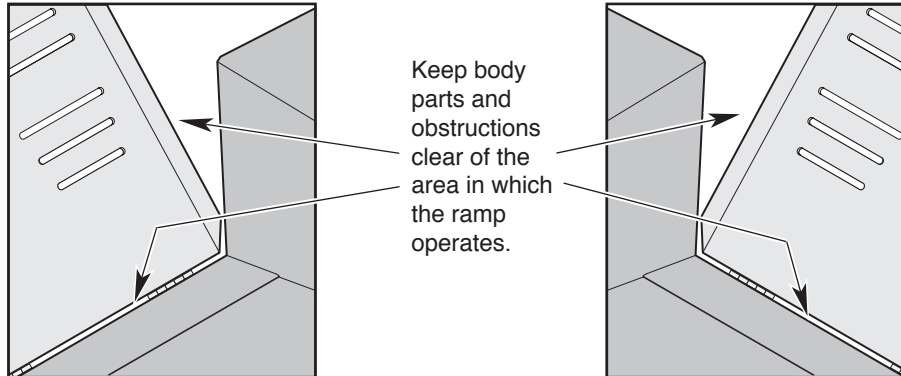
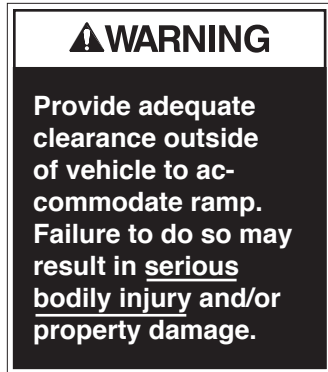
from inside the vehicle only if an assistant is not available and it is absolutely necessary. The ramp will free-fall.



## OPERATION

### Ramp Operation Safety (continued)

Be certain there is adequate clearance outside the vehicle before deploying the ramp. Keep clear of area in which the ramp operates. Be certain no person or obstruction is within the path of the ramp when deploying or stowing the ramp. Keep clear of all ramp moving parts. Do not attempt to grip or hold the ramp or ramp folding mechanism during operation.



## Ramp Passenger Safety

Wheelchair passengers and attendants (when applicable), must use basic common sense and good judgment regarding ramp safety. Each wheelchair passenger has a unique set of physical abilities, combined with the physical characteristics of his or her wheelchair, that dictate the method in which he or she will enter and exit the conversion. Consequently, the procedures for safe operation outlined in this manual are general in nature. Wheelchair attendants should be instructed on any special needs and/or procedures required for safe transport of wheelchair passengers.

Follow all safety instructions regarding torso restraints, stability, balance, weight distribution and use of attendants as specified in the owner's manual supplied with your wheelchair. Determine, establish and practice ramp boarding and exiting procedures under the direction of your health care professional, your wheelchair representative, and your Braun sales representative to ensure your ability to do so safely.

Never board the conversion ramp if you or your attendant are intoxicated. The wheelchair should be positioned in the center of the ramp at all times. You must be able to clearly view the ramp whenever boarding and exiting the vehicle. The wheelchair passenger and/or attendant must ensure the ramp is fully deployed before exiting the vehicle.

It is the responsibility of the wheelchair operator to enter and exit the conversion on the ramp in the safest manner.

### Wheelchair-Equipped Occupant Seat Belts:

Wheelchair passengers should position and buckle their wheelchair-equipped seat belt (torso restraint), as specified by the manufacturer, before loading onto a wheelchair ramp.

#### WARNING

**Position and fasten the wheelchair-equipped occupant seat belt before loading onto the wheelchair ramp. Failure to do so may result in serious bodily injury and/or property damage.**

## OPERATION

Different types of disabilities require different types of wheelchairs and different types of wheelchair-equipped occupant restraint belt systems (torso restraint). It is the responsibility of the wheelchair passenger to have his or her wheelchair equipped with an occupant restraint (seat belt) under the direction of their own health care professional.

**Stabilizing Wheelchairs:** Powered and manual wheelchairs are designed to remain upright and stable during normal operation. All activities which involve movement in a wheelchair have an effect on the combined center of gravity of the occupant and wheelchair. Be aware of the conversion ramp slope (angle). The slope of the ramp has a direct effect on the center of gravity. Keep in mind your center of gravity and your ability to maintain stability and balance.

Do not operate your wheelchair on the ramp without assistance if you are unable to maintain stability and balance. Counterbalance devices (anti-tippers) may be available from your wheelchair representative to enhance stability and balance.



Do not tilt your wheelchair without assistance. Operate the wheelchair at a slow and constant speed when on the ramp. Do not accelerate suddenly when on the ramp. Do not raise the front wheelchair wheels (pull wheelie) when on the ramp.

The aid of an attendant stabilizing the wheelchair is recommended for optimum safety. Wheelchair passengers who intend to enter and exit their conversion without the assistance of an attendant must determine the safest and most practical method and orientation of entering and exiting

based on the physical characteristics of their personal wheelchair and his or her physical capabilities to maintain stability while the wheelchair is in motion on the ramp.

**Wheelchair Attendants:** When assisting a wheelchair occupant, remember to use good body mechanics. When the wheelchair is on the ramp, the attendant must grasp the push handles (or other) securely. Detachable wheelchair parts such as arms or leg rests must never be used for hand holds or lifting supports. Doing so could result in the detachable parts being inadvertently detached from the wheelchair resulting in possible injury to the wheelchair occupant and/or the attendant.

**Wheelchair Orientation and Securement During Transport:** The wheelchair and occupant must face the front of the vehicle and must be secured using the Forward-Facing Wheelchair and Occupant Belt and Track System when riding in the conversion. See pages 14-23 for details.

### **⚠️ WARNING**

No product developed to date can guarantee successful securement of the wheelchair, even at low speeds, in the event of an accident. The Wheelchair and Occupant Belt/Track System does meet the most widely referenced Federal Motor Vehicle Safety Standards used for contemporary restraint equipment. However, this equipment does not ensure stability of the wheelchair in the event of an accident at any speed.

### **Forward-Facing Wheelchair and Occupant Belt/Track System**

Floor anchorages provided in the midpoint and rear lowered floor area can be utilized for restraint of wheelchair passenger(s). See Figure 2 on the following page for floor anchorage locations and wheelchair positions.

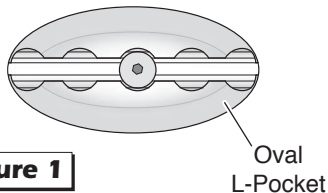
Tie down “L” track is depicted in some wheelchair and occupant restraint procedures. Your conversion is equipped with oval L-pocket tie downs (anchorages). Procedures for attachment of re-

straint belts are identical for both types of tie downs.

One Forward-Facing Wheelchair and Occupant Belt Kit is supplied for the restraint of one wheelchair and occupant. The belt kit is used in conjunction with the oval pocket tie downs.

Refer to the following guidelines, illustrations, photos and instructions for proper use of the belt and track restraint system.

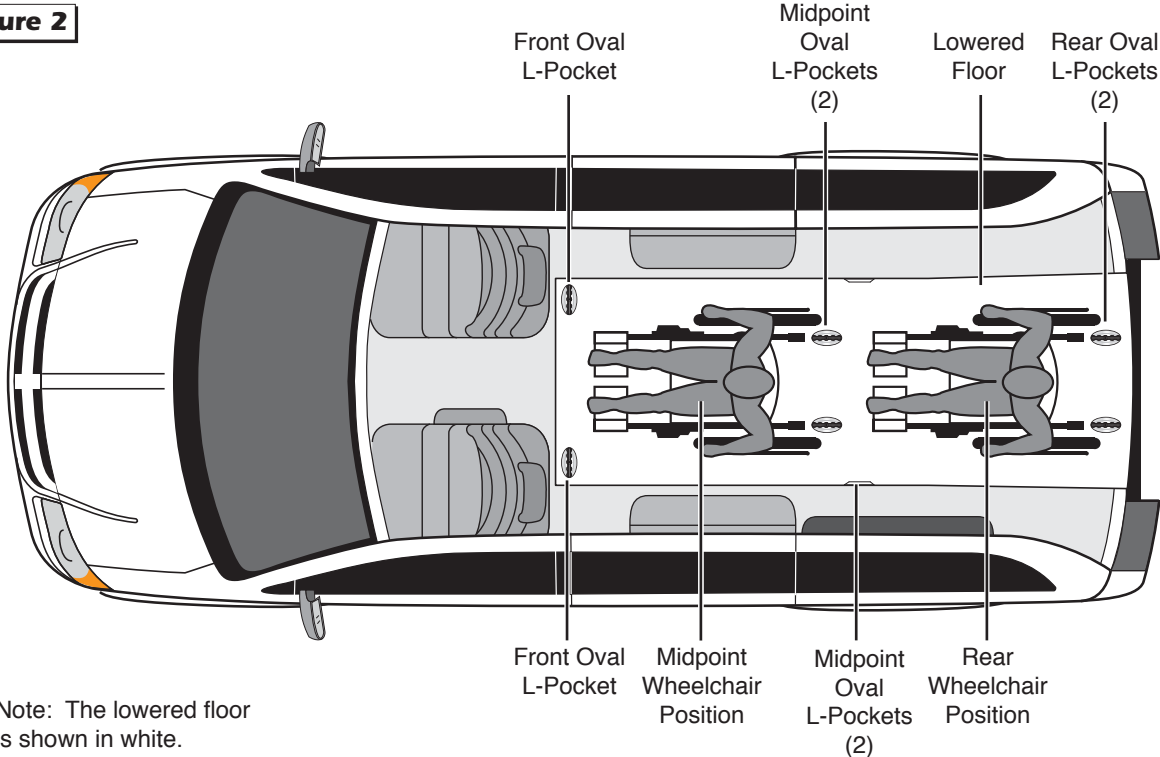
Note: Wheelchair passengers shown at right depict the available seating positions. Wheelchair capacity may have limitations based on the dimensions of specific wheelchairs. Additional belt kits must be purchased for the restraint of an additional wheelchair passenger (option).



**Figure 1**

**WHEELCHAIR AND OCCUPANT RESTRAINT**

**Figure 2**



Note: The lowered floor is shown in white.

## WHEELCHAIR AND OCCUPANT RESTRAINT

### Wheelchair Restraint

Four adjustable over-center buckle belts are provided for securement of the wheelchair (two for the front and two for the rear).

The belts are equipped with one keeper fitting (attachment) which installs in the vehicle-mounted “L” track (details on pages 18 and 19). A hook is positioned on the opposite end of the belts for attachment to a solid frame member of the wheelchair. Do not attach belts to detachable wheelchair components such as armrests or leg rests. Front and rear belt tension is required.

Refer to the illustrations, photos and instructions on pages 18-23 for belt operation procedures.

Over-Center  
Belts  
(four)



2-Piece  
Waist  
(Lap) Belt



Shoulder  
(Chest)  
Belt



### Occupant Restraint

Lap and shoulder belts should bear upon the bony structure of the body and should be worn low across the front of the pelvis with the junction between the lap and shoulder belts located near the passenger’s hip. Wheelchair occupant restraints should not be held away from the body by wheelchair components such as armrests, panels, wheels or frame. Follow all safety precautions and instructions supplied by the belt manufacturer.

**Lap Belt (2 Piece):** One of the two lap belts is equipped with a female buckle. The mating lap belt is equipped with the latch plate. The

opposite end of each lap belt is equipped with a spring-loaded hook that attaches to the corresponding wheelchair rear restraint belt (at floor-mount keeper position). See photos on at left and illustrations on pages 20 and 21.

Position the two-piece lap belt onto the passenger's lap and route the belt ends through the back of the chair. Connect the lap belt spring-loaded hooks to the corresponding wheelchair restraint belt keepers. Adjust lap belts as needed using belt adjuster.

**Shoulder Belt:** The adjustable shoulder belt is equipped with a slotted female fitting at each end. One fitting attaches to the lap belt buckle (equipped with a pin fitting). The slotted female fitting at the opposite (upper) end of the belt

attaches to the vehicle-mounted shoulder belt adapter (adapters located at OEM shoulder belt positions). Shoulder belt adapters are equipped with a pin fitting that attaches to the shoulder belt slotted female fitting.

Connect the adjustable shoulder belt upper slotted female fitting to the wall-mounted shoulder belt adapter (engage pin in slot). Connect the shoulder belt lower slotted female fitting to the lap belt buckle pin fitting (engage pin in slot). Adjust shoulder belt as needed using belt adjuster.

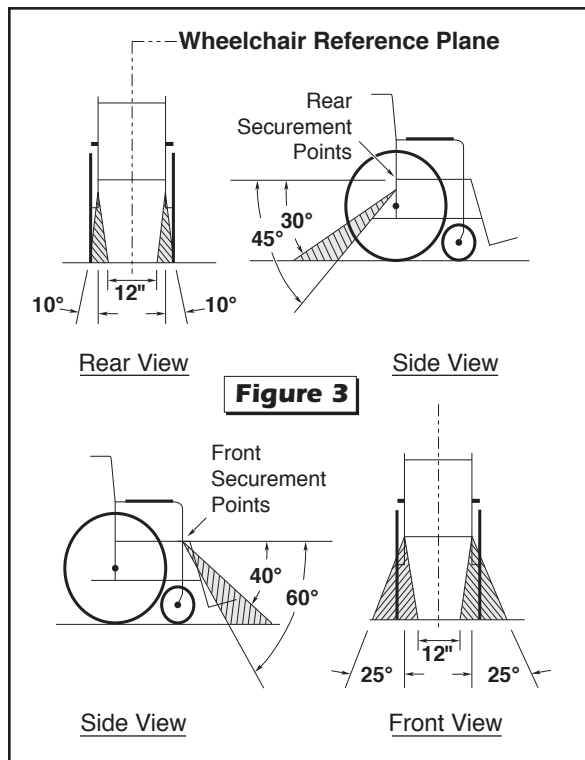
### **Belt and Track Maintenance**

Inspect belt assemblies frequently. Any defects such as belt cuts, fraying or malfunctioning call for

replacement of the entire belt assembly. Floor anchorage "L" track must be clean and not worn, bent or otherwise damaged (prohibiting proper belt attachment). If there is any sign of damage, wear, abnormal condition or improper operation of belts, belt hardware (hooks, keepers, latch plate, receptacle), or floor track, discontinue use and replace components immediately.

Follow all inspection and maintenance instructions supplied by the belt manufacturer. Severe conditions (weather, environment, heavy usage, etc.) may require more frequent inspections. Exposure to severe conditions will dramatically reduce the life of the system. Keep belts clear of sharp objects. Do not alter belts.

## WHEELCHAIR AND OCCUPANT RESTRAINT



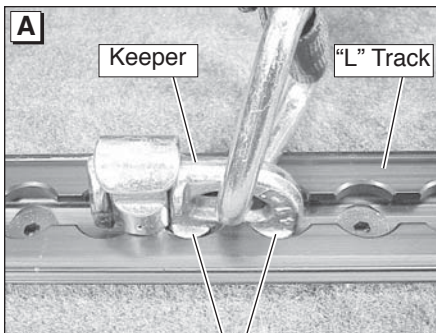
**Figure 3**

### Restraint Belt Angles

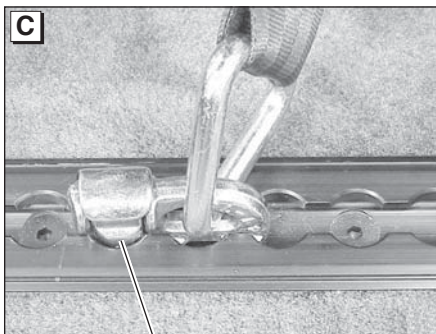
Locate wheelchair in forward-facing position centering wheelchair squarely within floor anchorages (oval pockets). The front and rear belts, when attached, should create angles approximately as shown in Figure 3. Preferred angles and locations of belts from wheelchair securement points to vehicle anchor points are shown. Note: These are optimum angles and cannot be achieved in some cases.

### Keeper Fitting and “L” Track Attachment Instructions

The belts supplied in the Forward-Facing Wheelchair and Occupant Belt/Track System are equipped with keeper fittings (attachments) which engage the “L” track. Engage and release keeper fittings as detailed and shown on the following page. Your conversion is equipped with oval L-pocket anchorages (tie down “L” track depicted in photos). Procedures are identical for both types of tie downs.



Align engagement feet with holes.



Fully-engaged Plunger

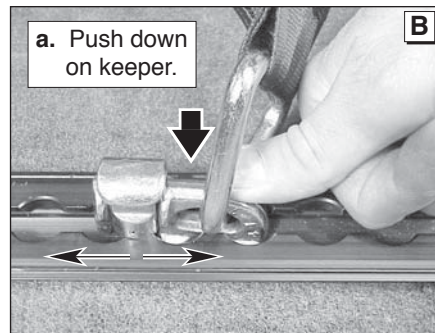
### Keeper Fitting and "L" Track Attachment Instructions

#### To Engage Keeper Fitting:

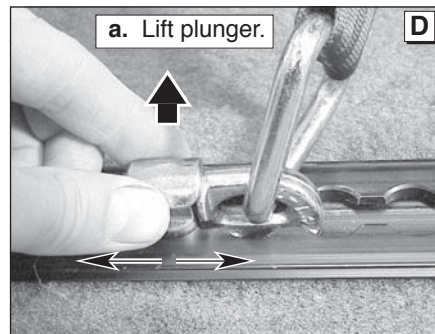
1. Insert keeper fitting into track (align two engagement feet with holes in track). See Photo A.
2. Push down on fitting and slide fitting 1/2 slot in either direction until it clicks and locks in position (see Photos B and C). Pull firmly on belt to ensure fitting is locked in track.

#### To Release Keeper Fitting:

Lift plunger and slide fitting 1/2 slot in either direction and lift fitting out of track.



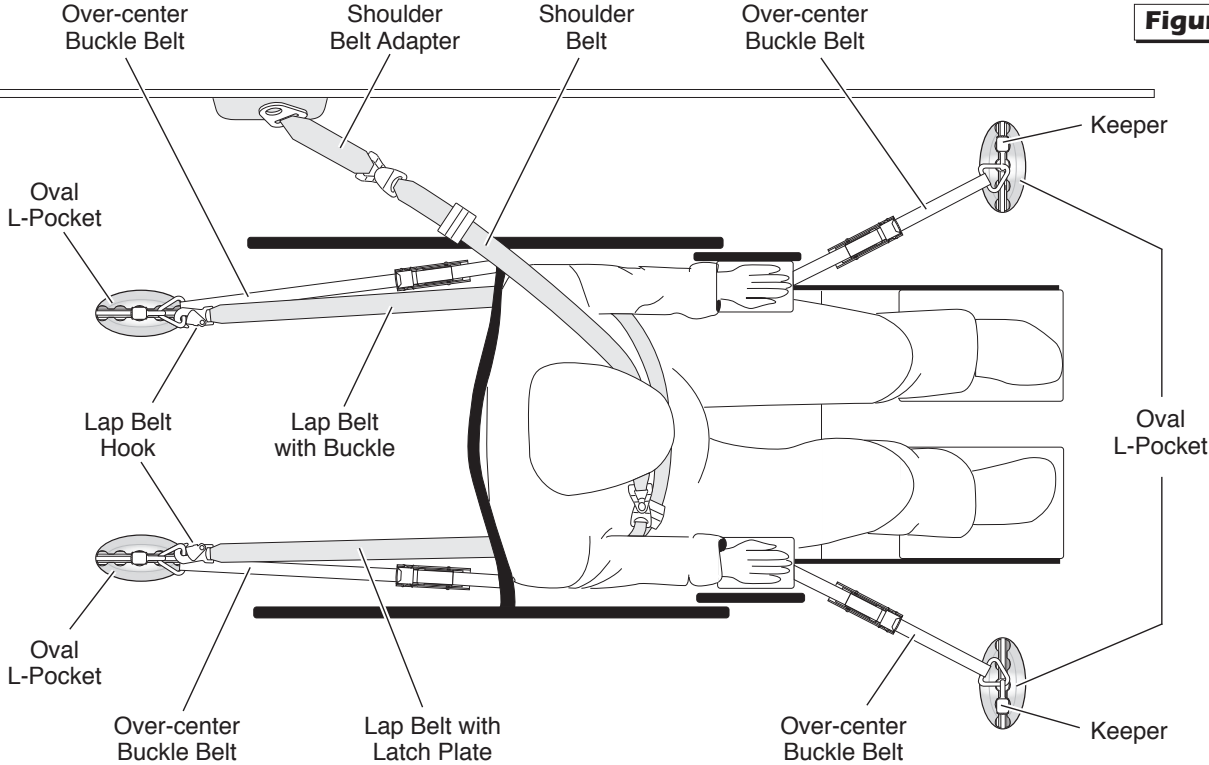
b. Slide keeper 1/2 slot in either direction.



b. Slide keeper and lift.

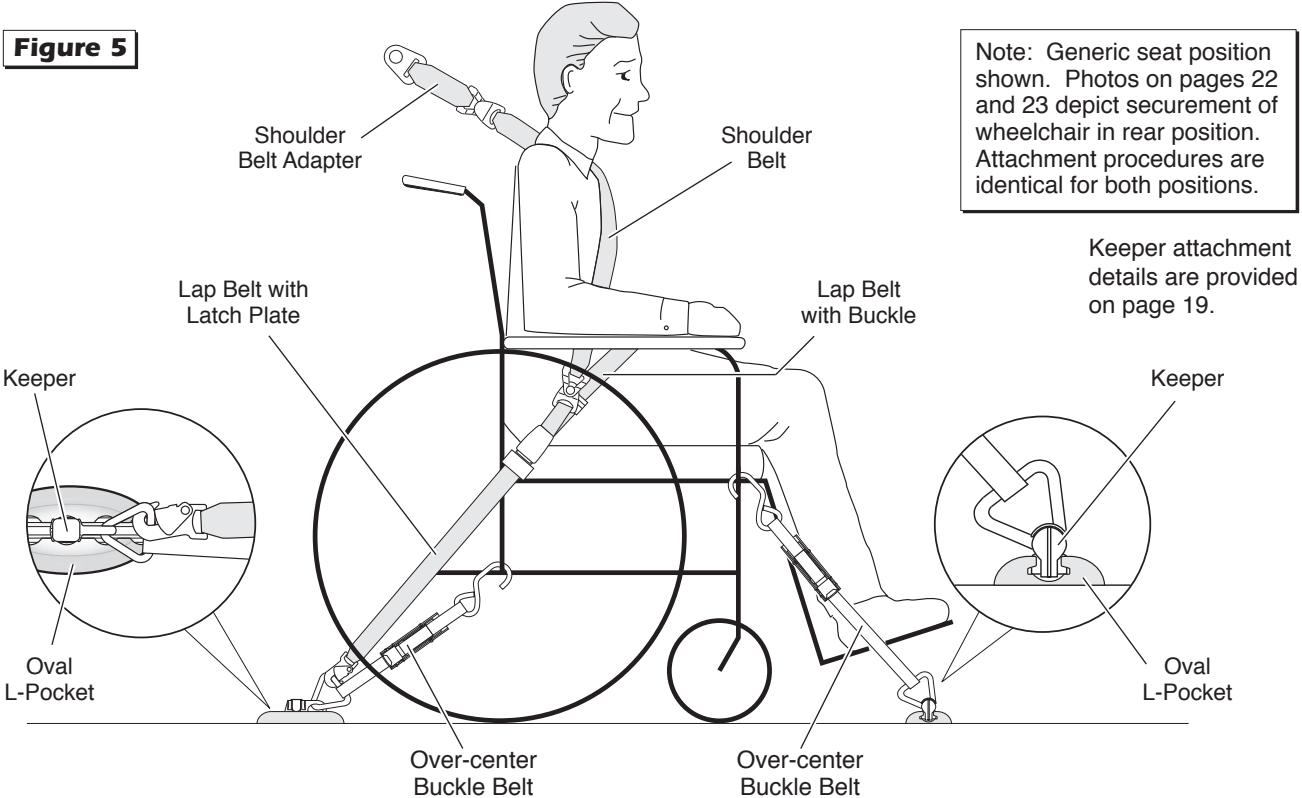
**WHEELCHAIR AND OCCUPANT RESTRAINT**

**Figure 4**

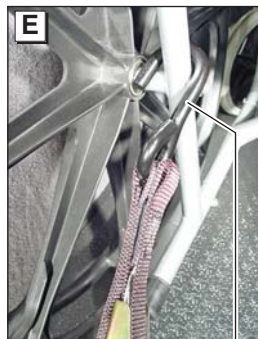


**WHEELCHAIR AND OCCUPANT RESTRAINT**

**Figure 5**



## WHEELCHAIR AND OCCUPANT RESTRAINT



Hook  
Keeper

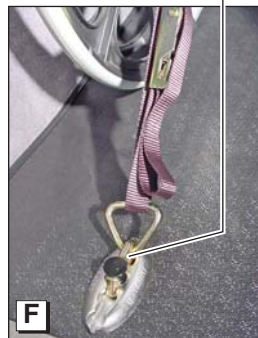
### Over-Center Belt Attachments

1. Connect chair hook to a solid frame member of the wheelchair (as shown in Photo E).

2. Position and connect belt keeper fitting (attachment) to appropriate track anchorage point (slots). Attach keeper as detailed on page 19.

Pull firmly on belt to ensure fitting is locked in track.

Note: Belt angles should be as shown in Figure 3 on page 18.

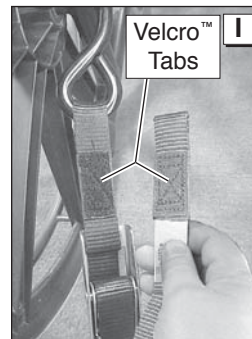


3. With buckle open, pull loose end of belt until tight (see Photo G). While holding the loose end with one hand, close the lever of the clamp (buckle) down until it locks. See Photo H.

4. Connect Velcro™

Repeat procedures for all belts.

Note: Check to see that front and rear belts are tight and the chair is secure enough that it does not have any movement. Lock wheelchair brakes.



**Belt Release:** Press lever clamp (lock) to release tension on belt.



### Lap and Shoulder Belt Attachments



Lap and Shoulder Belt



Lap Belt

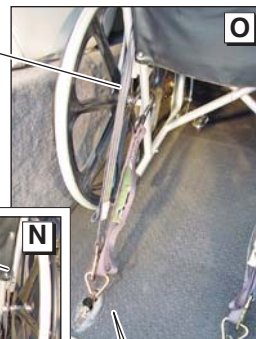


Shoulder Belt

Lap Belt

1. Position two piece lap belt onto passenger's lap and route belt ends through back of chair.
2. Connect lap belt spring-loaded hooks to mating wheelchair restraint belt keepers. Pull firmly on belt to ensure fitting is locked.
3. Connect shoulder belt to wall-mounted shoulder belt adapter (engage pin in slot).
4. Connect opposite (lower) shoulder belt to lap belt pin fitting (engage pin in slot). Position lap belt low across the front of the pelvis (near hip).

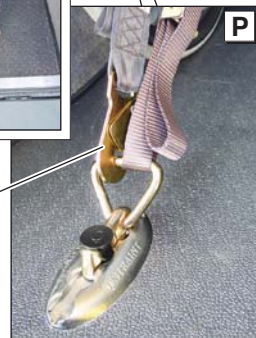
Lap Belt (typical)



Lap Belt



Lap Belt Hook



## SEAT OPERATION

### Front Seats

Front seats are not affected by the conversion. Refer to the OEM owner's manual for detailed operating procedures.

### Center Row Flip and Fold Seats

Center row seats retain OEM forward/rearward and recline features (detailed at right and in OEM owner's manual).

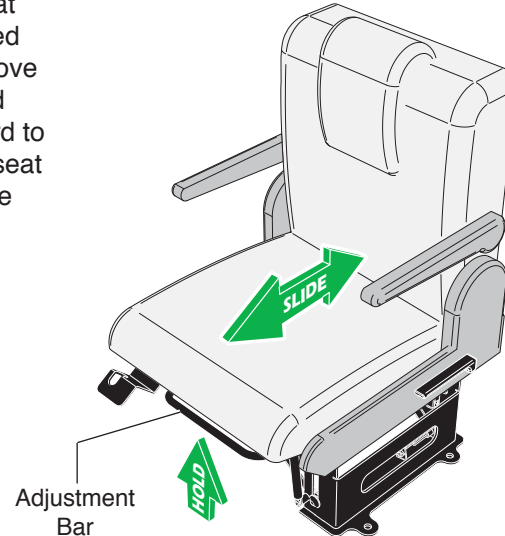
OEM second row seats are mounted on conversion cantilever "flip and fold" seat bases. This feature provides the option to stow seats clear of the lowered floor for unrestricted wheelchair access. Detailed instructions for stowing (folding) and deploying (unfolding) the cantilever seats are provided on pages 26 and 27.

Note: Operation procedures are the same for driver and passenger side second row seats (driver side seat shown in illustrations).

### Seat Forward - Rearward Adjustment

**Figure 6**

Pull the adjustment bar up and slide the seat to the desired position. Move seat forward and rearward to ensure the seat adjusters are latched.

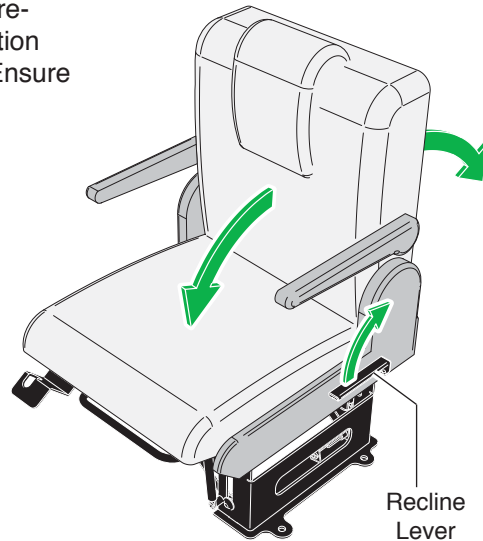


## Seat Back Adjustment

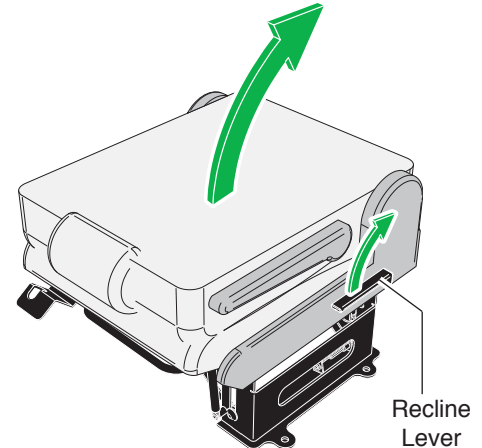
**Figure 7**

To Recline (Adjust) Seat Back: Lean forward slightly, lift the recline lever, recline to desired position and release lever. Ensure seat back has latched.

To Stow (Lower) Seat Back: Lift the recline lever and lower seat back forward and down to horizontal position (spring loaded action). Release lever.

**Figure 8**

To Deploy (Raise) Seat Back: Lift seat back rearward to vertical position.



## SEAT OPERATION

### Seat Stow and Deploy Operation

OEM center row seats are mounted on conversion cantilever “flip and fold” seat bases. This feature provides the option to stow seats clear of the lowered floor for unrestricted wheelchair access.

#### To Stow Seat

Follow the stowing procedures outlined on pages 26 and 27.

#### To Deploy Seat

Reverse seat stowing procedures.

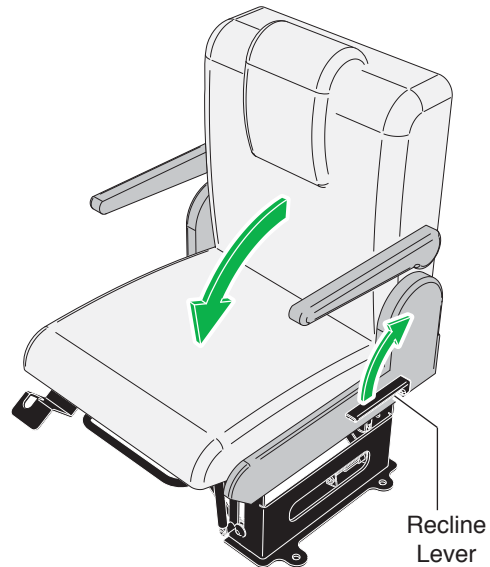
Note: Seat stowing procedures are depicted in illustrations. Reverse procedures to deploy seats.

Note: Operation procedures are the same for driver and passenger side second row seats (driver side seat depicted in illustrations).

### Stow (Lower) Seat Back

**Figure 9**

Lift the recline lever and lower seat back forward and down to horizontal position (spring loaded action). Release lever.

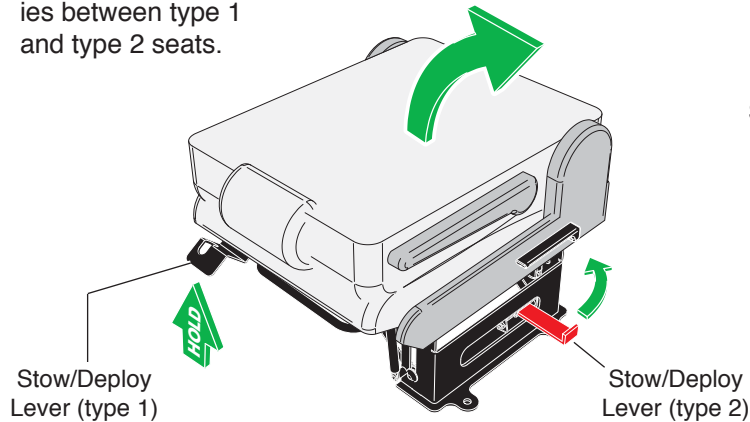


**Stow (Raise) Seat:**

**Figure 10**

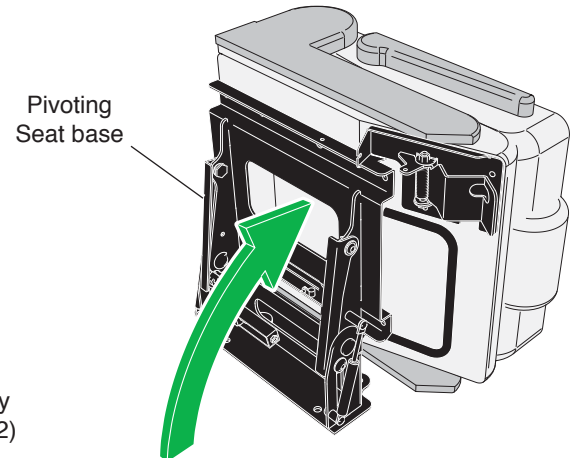
Use stow/deploy lever to release and raise (lift) the seat to the vertical position.

Note: Stow/deploy lever location varies between type 1 and type 2 seats.



**Figure 11**

Ensure seat locks in stowed position.



## SEAT OPERATION

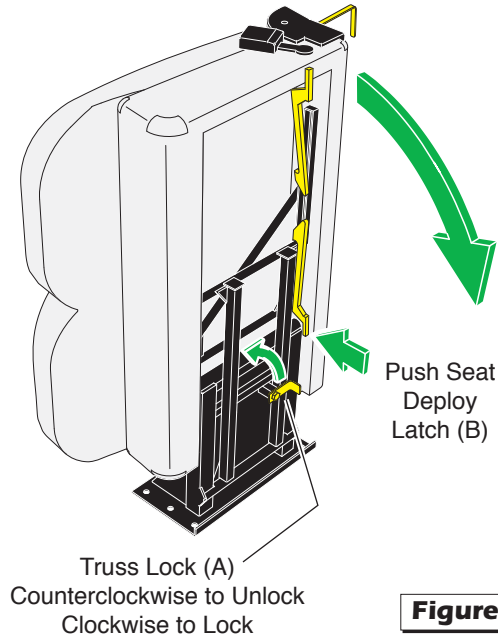
### Flip Down Rear Bench Seat (if equipped)

A two-passenger fold-a-way seat is available as a rear seating option. The two-passenger seat is mounted on a cantilever seat base. The seat can be stowed clear of the lowered floor for unrestricted wheelchair access when not in use.

### Deploy (Lower) Seat

To Deploy (Lower) Seat:

1. Rotate truss lock (A) counterclockwise to unlock seat.
2. Push seat deploy latch (B), pull top of seat and lower to full horizontal position (ensure locked).

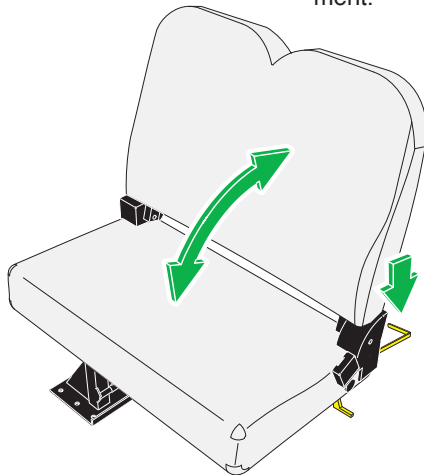


**Figure 12**

**Seat Back**

To Deploy (Raise) Seat Back:

Push down recline lever (C) and raise seat back rearward to vertical position. Ensure latch engagement.



Push down Recline Lever (C)

**Figure 13**

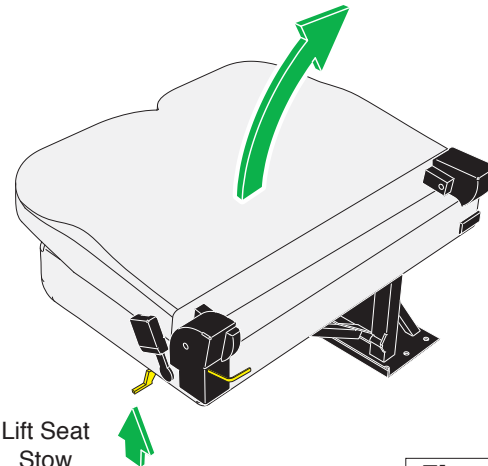
To Stow (Lower) Seat Back:

Push down recline lever (C) and lower seat back forward to horizontal position. Ensure latch engagement.

**Stow (Raise) Seat**

To Stow (Raise) Seat:

1. Lift seat stow latch (D) and lift seat to full vertical position (ensure vertical locked).
2. Rotate truss lock (A) clockwise to lock seat. See Figure 8.



Lift Seat Stow Latch (D)

**Figure 14**

## PREVENTIVE MAINTENANCE

Normal vehicle maintenance must be performed as outlined in the Chrysler-supplied owner's manual. This maintenance is not the responsibility of The Braun Corporation. Refer to the Warranty Booklet for details regarding The Braun Corporation Limited Warranty.

### WARNING

**Perform preventive maintenance procedures as detailed in this manual. Failure to do so may result in serious bodily injury and/or property damage.**

Maintenance is necessary to ensure safe and trouble free conversion operation. General preventive maintenance consisting of inspections of your conversion systems along with cleaning and lubricating procedures should be a part of your routine (lubrication requirements are minimal). Regular preventive maintenance procedures will increase service life, as well as enhance safety.

During routine inspections, inspect wheelchair and occupant restraint belts, buckles and hardware for damage, wear, abnormal condition or improper operation. See Belt and Track Maintenance on page 17 for further details. Follow all inspection and maintenance instructions supplied by the belt manufacturer.

Keeping the ramp seal and opening free of debris, ice and snow is one of the most effective preventive maintenance practices to exercise. Inspect and clean routinely.

A “dri-film” style of light oil should be applied to the ramp hinge, pivot points and spring (goes on wet then dries). Lubricants of this type are available that do not attract dust or debris.

Clean components and the surrounding area before applying lubricants. Use of improper lubricants can attract dirt or other contaminants which could result in wear or damage to components.

Generally inspect the ramp assembly for positive securement, alignment, wear or other possible damage. Discontinue ramp operation if there is any sign of damage, wear, abnormal condition or improper operation.

Inspect and clean as detailed frequently and routinely (minimum four weeks or 100 cycle intervals). Lubricate as specified approximately every three months.

Note: These intervals are a general guideline and will vary according to frequency of use and conditions. Exposure to severe conditions (weather, environment, heavy usage, etc.) may require inspection and maintenance procedures to be performed more often.

If there is any sign of damage, wear, abnormal condition or improper operation, discontinue conversion use immediately. Contact your sales representative or call 1-800-488-0359. One of our Customer Experience Group representatives will direct you to a Braun authorized service center.

### **WARNING**

**Contact your conversion service facility immediately if there is any sign of damage, wear, abnormal condition or improper operation. Failure to do so may result in serious bodily injury and/or property damage.**

## JACKING, TIRE CHANGING & TOWING

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### Jacking and Tire Changing

**Interior Spare Tire Mount:** The spare tire is located in the rear of the vehicle on the driver side. The OEM jack, jack handle and winch handle tools are stored inside the rear driver side wall compartment (OEM location).

**Jack Points:** Jack points have not been affected by the conversion.

#### **Jacking and Tire Changing Procedures:**

Jacking and tire changing procedures have not been affected by the conversion. Detailed tire changing instructions are provided in the OEM-supplied owner's manual.

Refer to the OEM-supplied manual for tire changing instructions and safety precautions, as well as instructions regarding other roadside emergencies.

### Towing with a Lowered Floor Conversion

Use of a lowered floor conversion vehicle for towing is prohibited.

### Transporting a Lowered Floor Conversion

If case of service, The Braun Corporation recommends that lowered floor conversion vehicles be transported on a trailer rather than towed with one set of wheels suspended and the other set of wheels remaining in road contact.



**Trailer Transport**

**Reporting Safety Defects to The Braun Corporation**

In addition to notifying NHTSA we certainly hope you will notify us. Please contact the Customer Experience Group at 1-800-488-0359, or write:

The Braun Corporation  
631 West 11th Street  
P.O. Box 310  
Winamac, IN 46996 USA

**Reporting Safety Defects to the United States Government**

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying the Braun Corporation.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or the Braun Corporation.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to:

NHTSA, U.S. Department of Transportation  
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

**"Providing Access to the World"®**



**Over 300 Braun  
Dealers Worldwide**



Life is...  
Challenges, and how  
you overcome them.  
Bob W. Brown

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October 2011

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