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April 1, 2014

Ms. Nancy Lummen Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
Room: W48-302
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Ms. Lewis:

The following information is submitted pursuant to the requirements of 49 CFR Part 573.6, Defect and Noncompliance Reports, which contains details of a safety defect in vehicles as determined by Chrysler Group LLC.

573.6(c)(1): Manufacturer's Name, Brand Name

Chrysler Group LLC, Jeep, Dodge

573.6(c)(2)(i): Identification of Affected Vehicles

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Jeep	Grand Cherokee	2011-2014	January 5, 2010 to September 8, 2013
Dodge	Durango	2011-2014	January 5, 2010 to September 8, 2013

The determination of the recall population is described in Section 573.6(c)(6).

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573.6(c)(2)(iv): Component manufacturer name, address, telephone number, and country of origin:

TRW Automotive
12001 Tech Center Drive
Livonia, MI 48150
Country of Origin: USA
Phone: 734-855-3864

573.6(c)(3): Potentially Affected Vehicle Population

644,354 (estimated)

573.6(c)(4): Percentage of Affected Vehicles

Unknown

573.6(c)(5): Description of Defect or Noncompliance

Some Jeep Grand Cherokee and Dodge Durango vehicles may have a corroded center shell of the brake booster allowing for the potential of water to get inside, which may freeze in a cold climate and limit the braking ability of a vehicle. The root cause is due to a small amount of exposed, uncoated surface at the crimp joints coupled with the vehicle's packaging environment in a water prone area.

573.6(c)(6): Chronology of Principal Events Leading to Determination of a Safety Defect

- In May 2013, the Chassis Customer Advocate Group contacted Regulatory Affairs regarding an increase in warranty data for Grand Cherokee and Durango vehicles with 22 Months in Service (MIS). The majority of complaints were a hard pedal feel.
- The data was very concentrated within the Salt Belt region, leading to an investigation to determine if the issue was limited in scope.
- In July 2013, sufficient parts had been obtained and torn down to show the center shell was corroding, and the hard pedal was the result of the booster not maintaining a vacuum as required. These returns also revealed the scope was not limited to the Salt Belt region.
- In August 2013, Regulatory Affairs determined the issue could continue forward as a quality initiative, since there was no loss of braking, only a decrease in assist.

- It was determined that the center shell was corroding due to a small amount of exposed, uncoated surface at the crimp joints coupled with the Grand Cherokee and Durango vehicle's packaging environment in a water prone area. In September of 2013, e-coated center shells went into production as a quality improvement initiative.
- In October 2013, validation work began to confirm that a quality action with the new part would resolve the issue for the expected 10 year life.
- In February 2014, NHTSA contacted Chrysler concerning reports of water entering the booster in the Grand Cherokee and Durango vehicles causing a hard pedal and, in some extreme cases, freezing.
- Consequently, in February 2014, Chrysler agreed to investigate this concern by conducting a component test, which confirmed that a part that was corroded can ingest water.
- Subsequent testing was performed with a water diverter over the booster and it showed that a corroded part will not ingest water, thus, eliminating concerns of water in a booster.
- As of March 17, 2014, Chrysler identified approximately 269 CAIRs, 32 VOQs and 0 field reports related to this issue.
- As of March 17, 2014, Chrysler is aware of one accident, but no injuries related to this issue.
- On March 25, 2014, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

573.6(c)(8)(i): Description of Remedy

Conduct a voluntary safety recall on all affected vehicles to add a water diverter shield to the booster after the booster has been inspected to confirm it can hold an acceptable vacuum. If the booster inspection confirms an unacceptable loss of vacuum pressure, the booster will be replaced.

Chrysler has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, Chrysler, as part of the owner letter, will request that customers send the original receipt and/or other adequate proof of payment to the company for confirmation of the expense.

573.6(c)(8)(ii): Dealer and Owner Communication

Chrysler estimates it will notify dealers and owners in May 2014.

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573.6(c)(10): Submission of Recall Communications

Chrysler will provide representative copies of the dealer and owner letters to NHTSA's Recall Management Division when available.

573.6(c)(11): Manufacturer's Campaign Number

Chrysler has assigned recall number P14 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA