



May 07, 2012

Ms. Nancy L. Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Ave. S.W.  
Washington, D.C. 20590

Dear Ms. Lewis:

Reference: NHTSA Identification Number 12V-197

Enclosed are representative copies of communications relating to the 2011 and 2012 model year vehicles involved in the referenced recall. Chrysler expects to notify dealers during the week of May 07, 2012 and to begin owner notification during the week of May 14, 2012. The exact number of manufactured vehicles in the recall is 119,078.

This completes Chrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,

A handwritten signature in blue ink, appearing to read "David D. Dillon".

David D. Dillon  
Vehicle Compliance and Safety Affairs

Enclosure: Dealer and Owner Letter for Recall M10

cc: F. Borris



**CHRYSLER**

May 2012

Dealer Service Instructions for:

## **Safety Recall M10 / NHTSA 12V-197 ABS/ESC Wiring**

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### **Models**

**2011 – 2012 (LD) Dodge Charger**

**(LX) Chrysler 300**

*NOTE: This recall applies only to the above vehicles built through December 20, 2011 (MDH 122023).*

**IMPORTANT:** Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

### **Subject**

The Power Distribution Center (PDC) bus bar on about 119,000 of the above vehicles may overheat. This could cause a loss of Antilock Brake System (ABS) and/or Electronic Stability Control (ESC). A loss of ABS/ESC under certain driving conditions could cause a crash without warning.

### **Repair**

The ABS/ESC fuse type must be inspected. Vehicles that do not pass inspection must have the ABS/ESC fuse relocated and the fuse type upgraded.



**Service Procedure**

1. Remove the Power Distribution Center (PDC) cover.
2. Check for the presence of a 25 amp cartridge fuse (Figure 1) in PDC location number 6:
  - If PDC location number 6 **has** a 25 amp cartridge fuse, a **fuse upgrade is not required**. No further action is required. Install the PDC cover, close the hood and return the vehicle to the customer.
  - If PDC location number 6 **does not have** a 25 amp cartridge fuse, a **fuse upgrade is required**. Continue with Step 3 of this procedure.

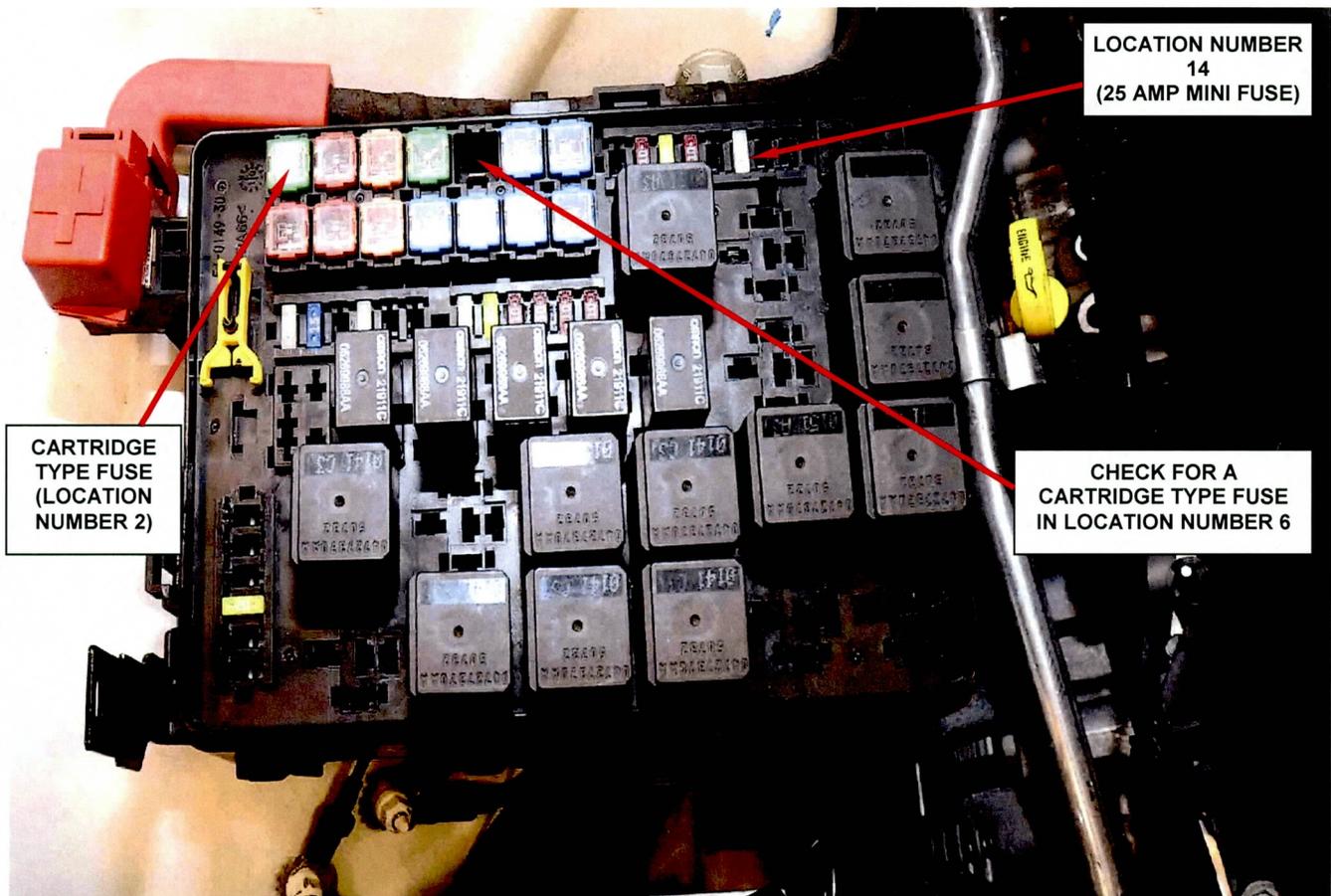
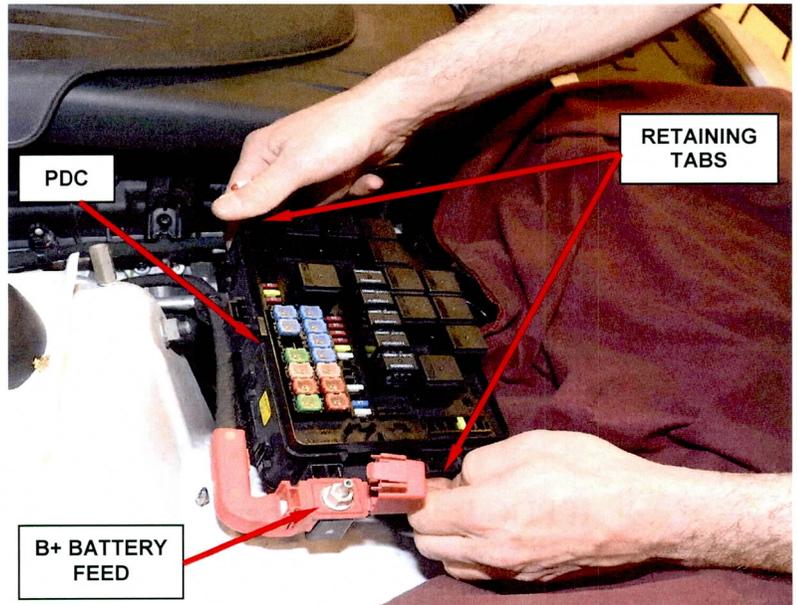


Figure 1 – PDC Cartridge Fuse Location

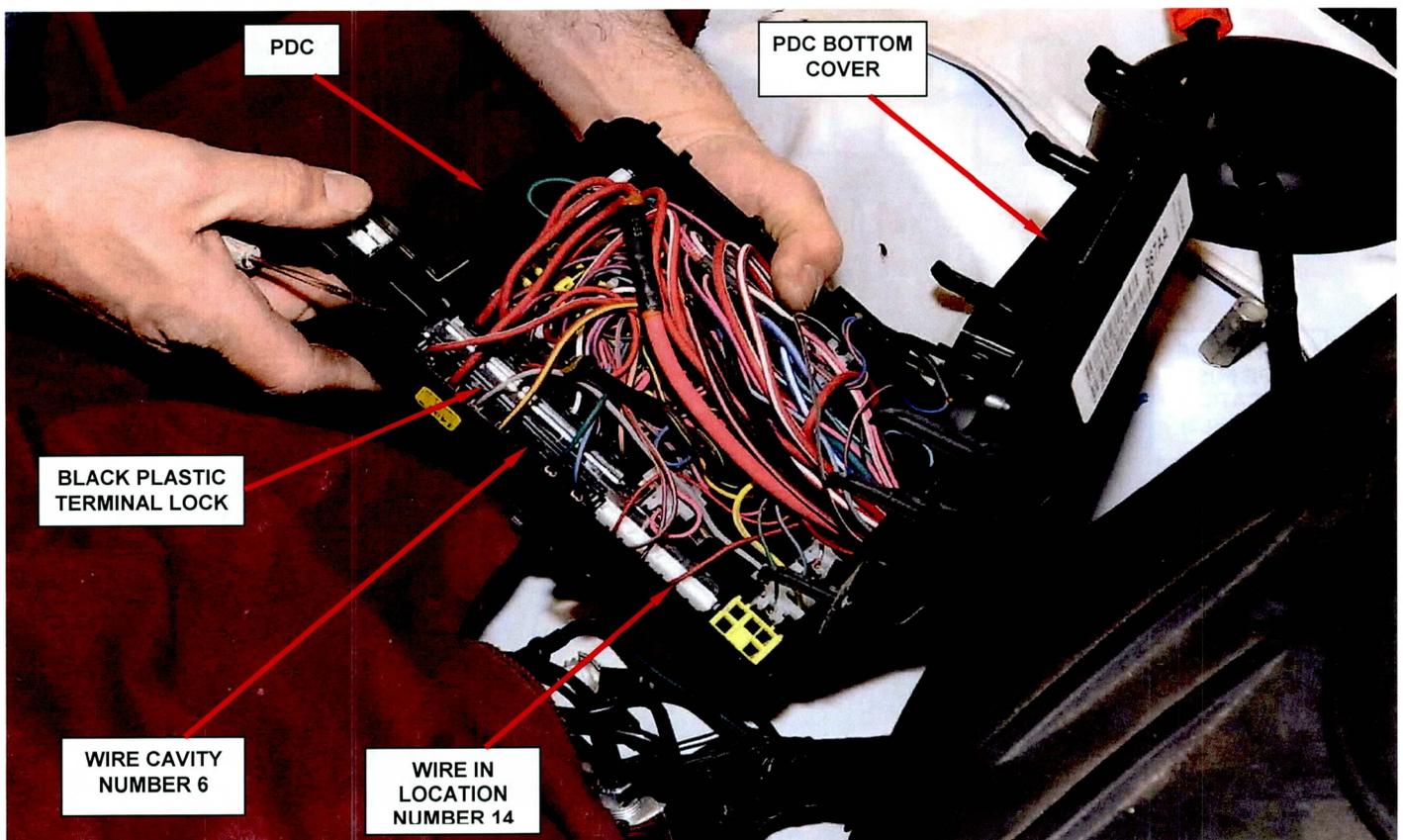
**Service Procedure (Continued)**

3. Disengage the retaining tabs that secures the PDC to the mounting bracket (Figure 2).
4. Disconnect the main B+ battery feed wire on the PDC (Figure 2).
5. Remove and save the PDC mounting bracket.
6. Turn the PDC over to expose the bottom side of the PDC.
7. Carefully open the PDC bottom cover (Figure 3).



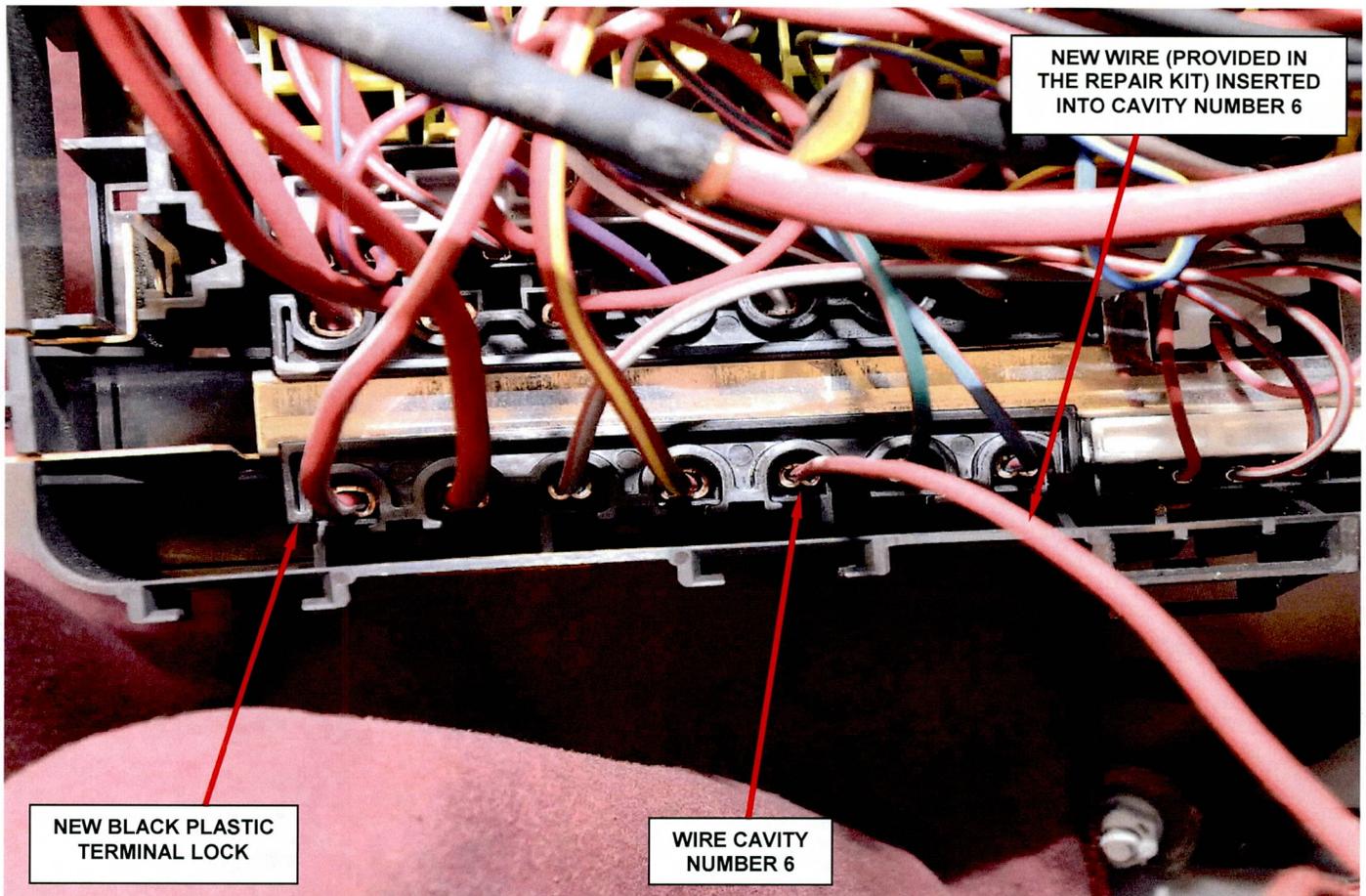
**Figure 2 – PDC Retaining Tabs**

8. Using a small pick tool, remove and discard the black plastic terminal lock (Figure 3).



**Figure 3 – Terminal Black Plastic Lock**

**Service Procedure (Continued)**

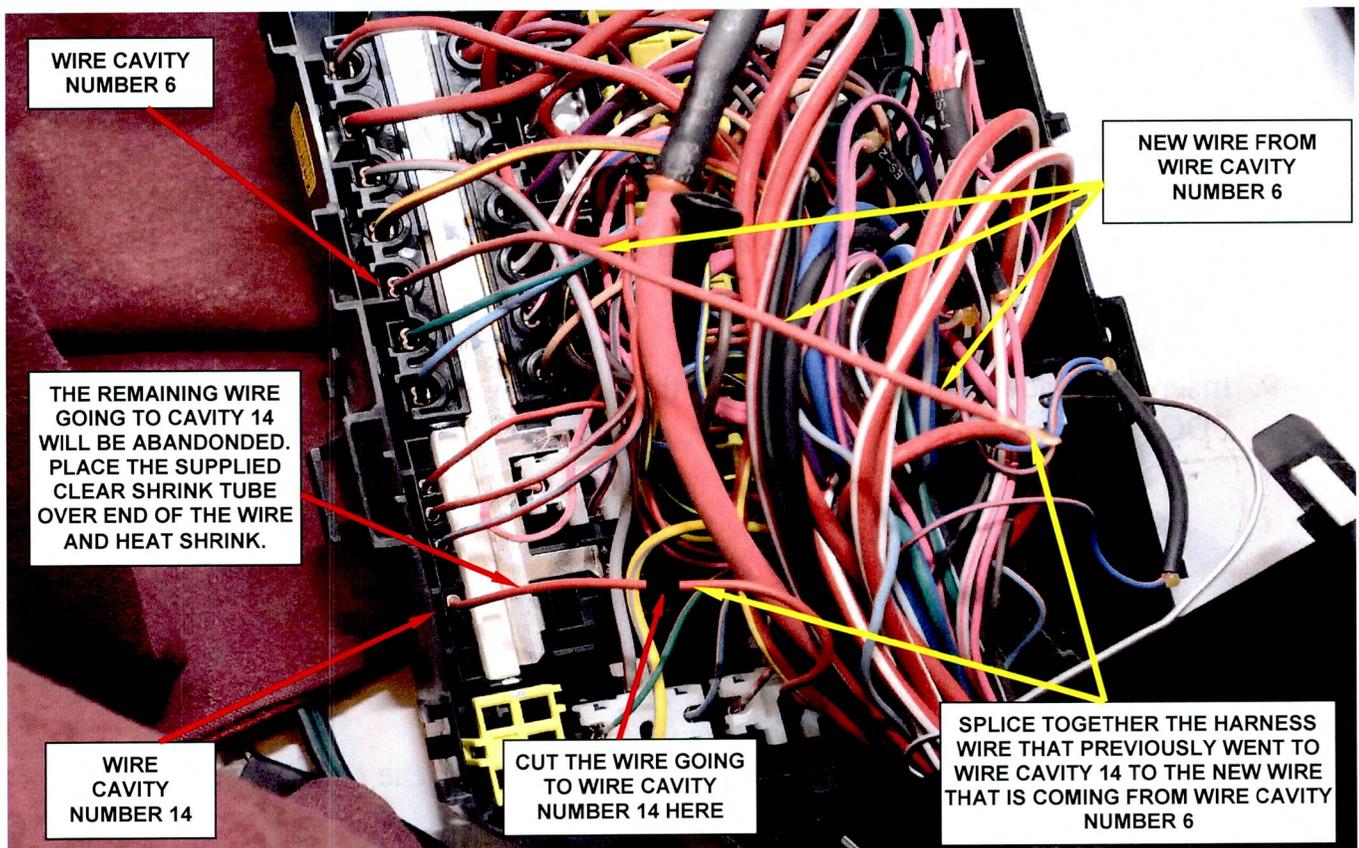


**Figure 4 – Cavity Number 6**

9. Insert the blade terminal provided in the repair kit into cavity number 6 of the PDC (Figure 4).
  
10. Install the new black plastic terminal lock provided in the repair kit (Figure 4).

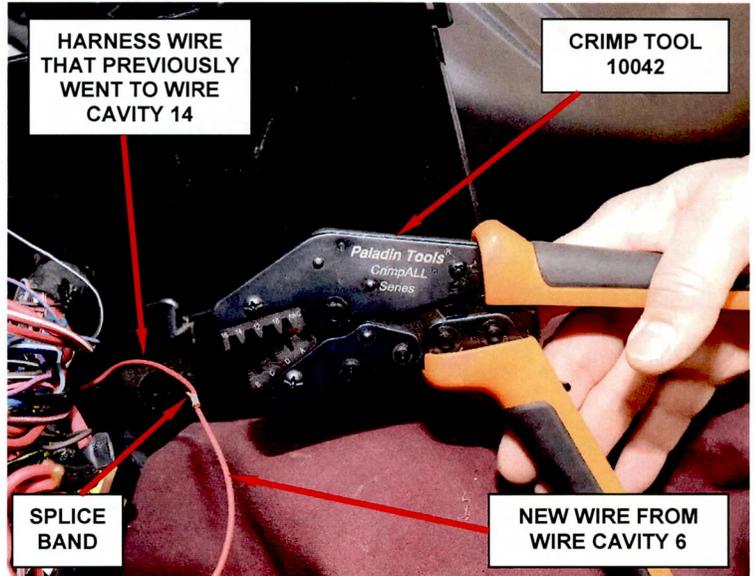
**Service Procedure (Continued)**

11. Locate the red wire located in cavity 14 (Figure 5). Place a mark on the wire approximately 35 mm up from the blade terminal.
12. Cut the wire at the mark made in Step 11.
13. Place the clear shrink tube provided in the repair kit over the remaining wire in cavity 14 of the PDC. Apply heat to the shrink tube to seal the end of the wire (Figure 5).
14. Strip approximately 10 -15 mm of insulation from the end of the remaining cut wire.
15. Place the black shrink tube provided in the repair kit over the remaining cut wire.

**Figure 5 – Cavity Number 14 Wire**

**Service Procedure (Continued)**

16. Using the supplied splice band clamp and crimp tool 10042, crimp the wire that had the insulation stripped in Step 14 to the wire that was added in Step 9 (Figure 6).



**Figure 6 – Install Splice Band Clamp**

17. Solder the crimp installed in Step 16 with rosin core solder (Figure 7).

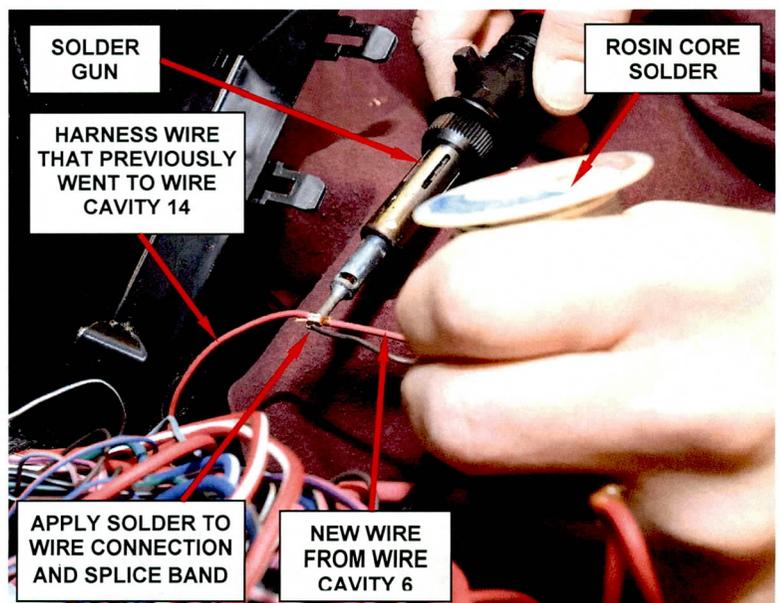
18. Slide the shrink tube over the splice and apply heat to the shrink tube until glue comes out of both ends of the shrink tube.

19. Install the lower PDC cover.

20. Install the PDC mounting bracket.

21. Snap the PDC into position on the mounting bracket.

22. Connect the B+ power feed to the PDC. Tighten the retaining nut securely.



**Figure 7 – Solder Wire**

**Service Procedure (Continued)**

23. Remove and discard the white 25 amp mini fuse located in cavity number 14 of the PDC (Figure 8).
  
24. Install the new fuse supplied in the repair kit into cavity number 6 of the PDC (Figure 8).

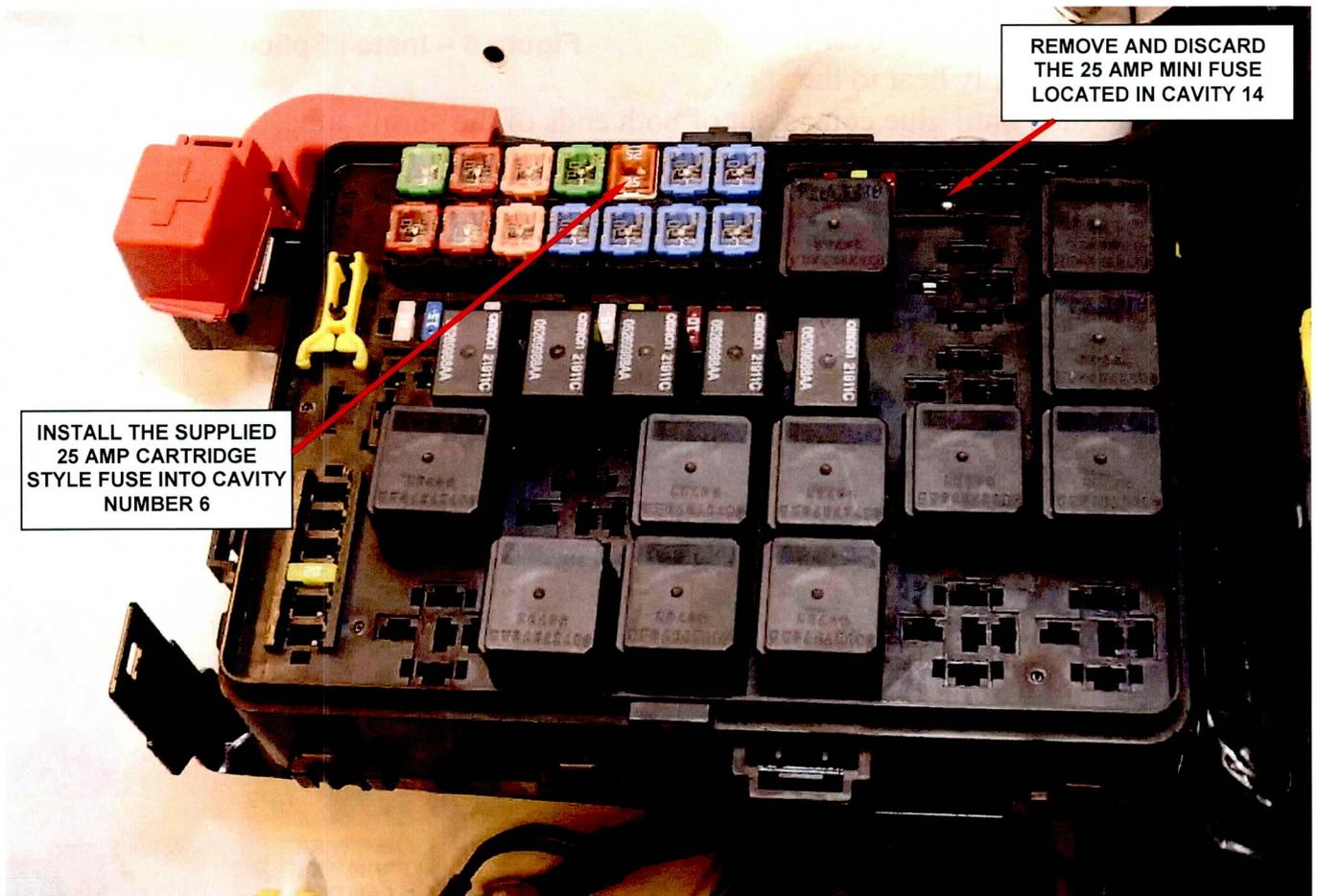
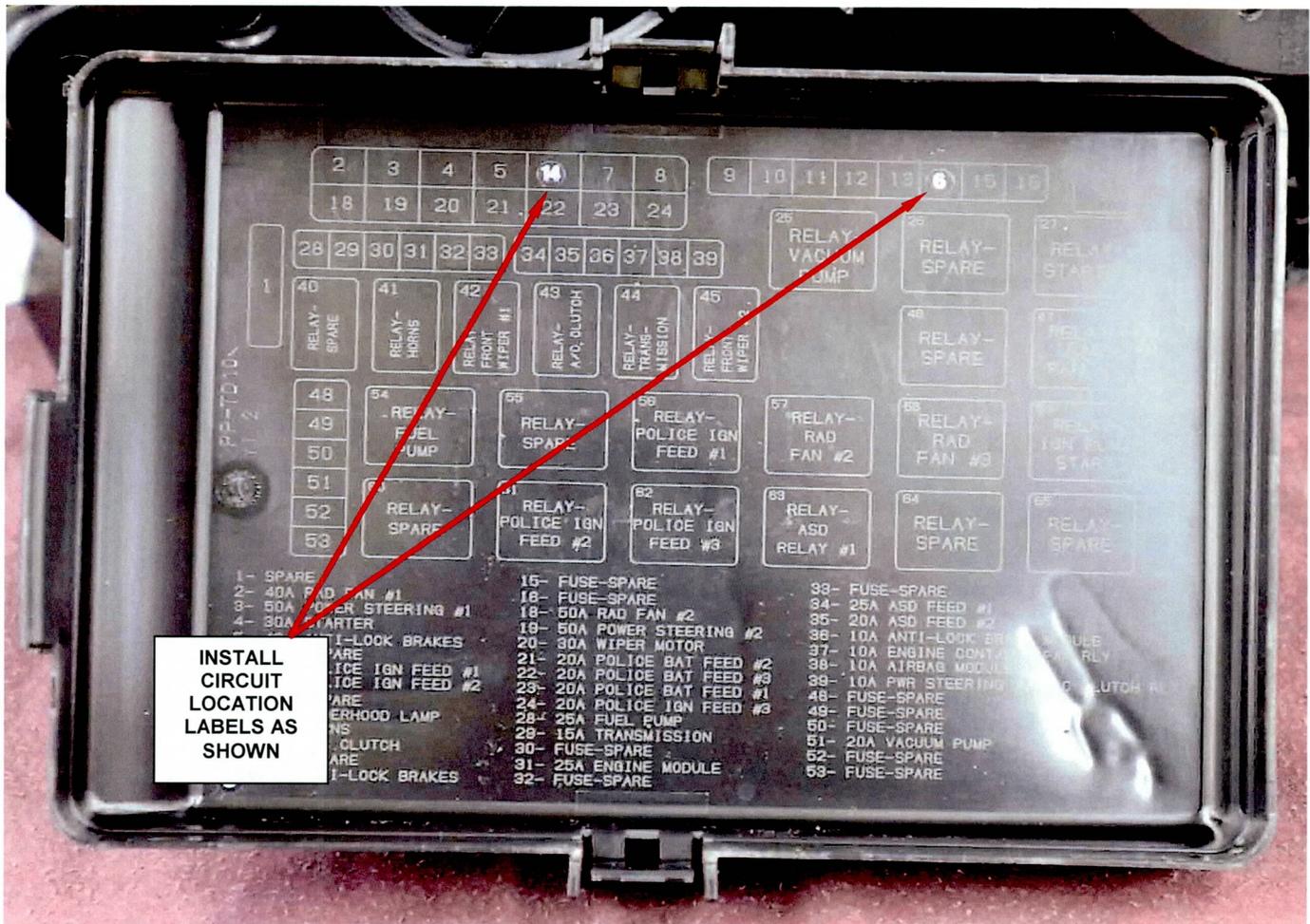


Figure 8 – Fuse Removal and Installation

**Service Procedure (Continued)**



**Figure 9 – Install Circuit Location Labels**

25. Install the new fuse location stickers supplied in the repair kit onto the fuse location diagram on the inside of PDC cover (Figure 9).
26. Install the PDC cover onto the PDC.
27. Connect the negative battery cable to the battery.
28. Connect the wiTECH scan tool and clear all Diagnostic Trouble Codes (DTC's).
29. Start the vehicle and verify that the ABS light, brake light and ESP light in the instrument cluster turn off after the initial "bulb check."
30. Remove the wiTECH VCI pod from the vehicle and return the vehicle to the customer.

**Completion Reporting and Reimbursement**

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	<b>Labor Operation Number</b>	<b>Time Allowance</b>
Inspect ABS/ESC Fuse	08-M1-01-81	0.2 hours
Relocate/upgrade ABS/ESC fuse/circuit (includes inspection)	08-M1-01-82	0.6 hours

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

**Dealer Notification**

To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

**Owner Notification and Service Scheduling**

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

**Vehicle Lists, Global Recall System, VIP and Dealer Follow Up**

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System.**” Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

**Dealers must perform this repair on all unsold vehicles before retail delivery.** Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

*Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.*

**Additional Information**

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations  
Chrysler Group LLC



**SAFETY RECALL M10 / NHTSA 12V-197  
ABS/ESC WIRING**

Dear: (Name)

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Chrysler has decided that a defect, which relates to motor vehicle safety, exists in some **2011 and 2012 model year Chrysler 300 and Dodge Charger vehicles.**

***The problem is...*** The Power Distribution Center (PDC) bus bar on your vehicle (VIN: xxxxxxxxxxxxxxxxxxx) may overheat. This could cause a loss of Antilock Brake System (ABS) and/or Electronic Stability Control (ESC). A loss of ABS/ESC under certain driving conditions could cause a crash without warning.

***What your dealer will do...*** Chrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will inspect the ABS/ESC fuse type. Vehicles that do not pass the fuse inspection will have the fuse relocated and upgraded. The work will take about one hour to complete. However, additional time may be necessary depending on service schedules.

***What you must do to ensure your safety...*** Simply contact your Chrysler, Jeep, or Dodge dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment. **Please bring this letter with you to your dealer.**

***If you need help...*** If you have questions or concerns which your dealer is unable to resolve, please contact the Chrysler Group Recall Assistance Center at 1-800-853-1403.

Please help us update our records by filling out the attached prepaid postcard, if any of the conditions listed on the card apply to you or your vehicle. You may also update this information on the web at [www.chrysler.com/ownersreg](http://www.chrysler.com/ownersreg) or [www.dodge.com/ownersreg](http://www.dodge.com/ownersreg).

If you have already experienced this condition and have paid to have it repaired, please send your original receipts and/or other adequate proof of payment to the following address for reimbursement: Chrysler Customer Assistance, P.O. Box 21-8007, Auburn Hills, MI 48321-8007, Attention: Reimbursement. Once we receive and verify the required documents, reimbursement will be sent to you within 60 days.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services / Field Operations  
Chrysler Group LLC  
Notification Code M10

*Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.*