



November 6, 2013

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, Chrysler, Dodge, Jeep

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Chrysler	200	2013	March 23, 2013 to April 10, 2013
Dodge	Avenger	2013	March 15, 2013 to April 12, 2013
Jeep	Compass	2014	March 20, 2013 to April 10, 2013
Jeep	Patriot	2014	March 23, 2013 to April 10, 2013

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

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

Not applicable

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

522 (estimated)

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

12% (estimated)

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

Some Dodge Avenger, Chrysler 200, Jeep Compass, and Jeep Patriot vehicles may experience loss of engine oil pressure and subsequent engine main bearing failure, possibly resulting in a stall condition or engine failure. An engineering inspection of the engines found abrasive debris in the balance shaft bearings, which caused damage to the shaft journals. The abrasive debris is consistent with the particles used in polishing tape during the engine manufacturing process for Balance Shaft Modules ("BSM").

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

- On July 10, 2013, Chrysler opened an investigation of 2013-2014 MY 2.4L engine BSMs used in some Dodge Avenger, Chrysler 200, Jeep Compass, and Jeep Patriot vehicles as a result of a durability concern identified by engineering.
- The 2.4L World Gas Engine is manufactured by Chrysler at the Dundee Engine Plant. The design includes a chain driven oil pump/balance shaft module on the bottom of the engine, inside the oil pan. The BSM is supplied to Dundee as a module.
- On May 1st, 2013, the first 3 warranty claims related to this issue were reported. An engineering inspection of the engines found abrasive debris in the balance shaft bearings, which appeared to have caused damage to the shaft journals.
- The abrasive debris is consistent with the particles used in polishing tape for some engine component manufacturing processes, including BSMs.
- Engineering and Quality engineers investigated potential causes of contamination through September 2013; however, the precise source of the abrasives has not yet been determined.
- Engineering and Quality engineers monitoring the condition report that suspect BSMs continue to fail due to contamination, with one suspect BSM failing as recently as October 14, 2013.
- All contaminated engines identified to date have been contained within nine skids of BSMs supplied to Dundee. Chrysler has traceability information for these modules and can identify specific engines and vehicles that were built with the suspect BSMs.
- The suspect BSM population was identified on July 25, 2013 as certain BSMs built on March 9 and 10, 2013 and used in engines built by Dundee Engine Plant on March 14, 15 and 16, 2013.
- Engineering trials and teardown analysis of contaminated engines confirmed that if a BSM containing the abrasive debris is replaced before the BSM gear damage occurs, a complete engine replacement is unnecessary.

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- There are approximately 51 CAIRs (33 VINs), 0 VOQs and 57 field reports (53 VINs) that could be related to this issue. There is one fire and one legal claim (on the same vehicle) that may relate to this issue.
- Chrysler Group LLC is not aware of any accidents or injuries related to this issue..
- On October 30, 2013, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

573.6(c)(7): Information Used in Determination of a Noncompliance

Not applicable

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

Chrysler will conduct a voluntary safety recall to replace the engine balance shaft module on all affected vehicles.

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 plans to begin notification of dealers and owners in December 2013. Chrysler will provide the dealer and owner letters when available.

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

Chrysler will provide the dealer and owner letters when available.

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

Chrysler has assigned recall number N52 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA