



March 4, 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, Dodge, Jeep

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Dodge	Durango	2012-2013	October 11, 2011 to October 1, 2012
Jeep	Grand Cherokee	2012-2013	October 11, 2011 to October 1, 2012

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:

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

18,690 (estimated)

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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 experience a hard brake pedal feel during certain braking events. The Anti-Lock Brake System (ABS) contains out-of-specification Traction Control Isolation Valve (TC-ISO) bores that are activated during Ready Alert Braking (RAB) applications. RAB becomes active after a fast release of the accelerator pedal, while accelerating the vehicle at a speed greater than 45 mph. During an RAB event the brake booster is pre-filled with 2-3 bars of pressure prior to the brake pedal being depressed. The tapered TC-ISO valve bores result in a reduced flow of fluid, when combined with the brake system pre-fill can result in a hard pedal sensation to the operator.

The vehicles are fully compliant to FMVSS 126 (Electronic Stability Control Systems) and FMVSS 135 (Light Vehicle Brake Systems).

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

- In February 2013, Chrysler Engineering and TRW Automotive informed Chrysler Regulatory Affairs about a TRW manufacturing quality concern resulting in customer complaints.
- Analysis of the customer complaints indicated that the issue was occurring during the operation of Ready Alert Braking (RAB). RAB is activated by a quick release of the vehicle accelerator pedal while accelerating at speeds greater than 45 MPH.
- TRW inspected warranty units and determined the hard pedal feel was caused by a reduced flow capability within the Traction Control Isolation Valves (TC ISO) valves during RAB events.
- The reduced flow thru the TC ISO valves was caused by the bore diameter dimensions measuring below the specification limits, at the depth within the bore where the Seat and Lip Seal are positioned.
- Root Cause was determined to be tool wear that was exacerbated by CMM measurements that did not identify the out-of-specification condition at deeper points within the bores.
- Analysis of part returns and SPC data indicated manufacturing tools #81 and #86 produced the out-of-specification bores. The suspect TRW manufacturing period was October 6, 2011 – September 18, 2012.
- On March 14, 2013, component traceability was utilized to determine approximately 20,486 WK (14,804 2012 MY & 5,682 2013 MY) and 4,455 WD (2,965 2012 MY & 1,490 2013 MY) affected vehicles were built from October 11, 2011 – October 1, 2012.
- As of February 11, 2014, Chrysler identified approximately 31 CAIRS (20 unique VINs), 9 VOQ's (8 unique VINs), and 55 Field Reports (52 unique VINs) related to this issue.
- As of February 12, 2014, Chrysler is unaware of any accidents or injuries potentially related to this issue.
- On February 25, 2014, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

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573.6(c)(8): Description of Remedy

Chrysler will conduct a voluntary safety recall to flash the ABS Module on all the 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)(10): Dealer and Owner Communications

Chrysler plans to begin notification of dealers and owners in March 2014. Chrysler will provide the dealer and owner letters when available.

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

Chrysler has assigned recall number P05 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA