

RECEIVED

By Recall Management Division at 9:35 am, Jun 04, 2014

14V-293
(3 pages)



June 3, 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)(i): Identification of Affected Vehicles

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Dodge	Durango	2014	January 16, 2014 to April 8, 2014
Jeep	Grand Cherokee	2014	January 16, 2014 to April 8, 2014
Jeep	Grand Cherokee SRT	2014	February 3, 2014 to April 8, 2014
Jeep	Cherokee	2014	March 6, 2014 to April 17, 2014

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:

Robert Bosch LLC
15000 N Haggerty
Plymouth, Mi. 48170
United States
734-612-7806

573 REPORT FOR CHRYSLER GROUP LLC

Page 2

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

6,120 (estimated)

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

100% (estimated)

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

Some Jeep Grand Cherokee, Jeep Grand Cherokee SRT, Dodge Durango, and Jeep Cherokee vehicles may experience unintended continued acceleration after an override maneuver while using cruise control, including Adaptive Cruise Control (ACC), upon release of the accelerator pedal. Root cause was identified to be a pre-validated ACC software code implemented on the suspect vehicles. This code was intended to prevent more aggressive deceleration after an override event while using cruise control.

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

- On April 4, 2014, Chrysler opened an investigation into vehicles equipped with ACC which may exhibit unintended continued acceleration during a cruise control driver override event.
- On April 4, 2014, a yard hold was initiated at Jefferson North and Toledo North assembly plants.
- Between April 8, 2014 and April 24, 2014, updated and validated software was implemented on each affected model at the assembly plants.
- Between April 7, 2014 and May 9, 2014, vehicle log data was captured and analyzed to quantify the potential issue for each vehicle line and powertrain under various use case conditions.
- When cruise control is set and the driver presses the accelerator pedal to increase throttle more than the cruise control system would on its own, the vehicle may continue to accelerate briefly after the pedal is released, in an attempt to provide a smoother transition to deceleration.
- The scope of the affected vehicles was determined to be 2014 MY Jeep Grand Cherokee, Grand Cherokee SRT, Dodge Durango, and Jeep Cherokee vehicles manufactured with sales codes NH1 (Enhanced Adaptive Cruise Control), NH3 (Adaptive Cruise Control W/Stop), or NHZ (Adaptive Cruise Control W/Stop & Go).
- The suspect period was established as January 16, 2014 to April 17, 2014 at Jefferson North, Sterling Heights, and Toledo North Assembly Plants.
- As of May 22, 2014 Chrysler identified 0 CAIRs, 0 VOQs and 0 field reports related to this issue.
- As of May 22, 2014, Chrysler is unaware of any accidents or injuries potentially related to this issue.

573 REPORT FOR CHRYSLER GROUP LLC

Page 3

- On May 27, 2014, Chrysler decided through the Vehicle Regulations Committee to conduct a voluntary safety recall.

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

N/A

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

Chrysler will conduct a voluntary safety recall to re-flash the Driver Assistance System Module (DASM) 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 estimates it will notify dealers and owners in June 2014.

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 P31 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA