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By Recall Management Division at 9:38 am, Jun 04, 2014

14V-294
(4 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, RAM

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
RAM	ProMaster	2014	April 23, 2013 to May 22, 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:

N/A

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

17,726 (estimated)

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

100% (estimated)

573.6(c)(5): Description of Defect

Some RAM ProMaster vehicles may experience water seeping around the in-floor battery cover and door footwell trim cover causing electrical circuit corrosion that can result in loss of vehicle propulsion, airbags, stop lamps, turn signals, backup lamps and/or park brake lamps. Root cause was determined to be water seepage around the footwell trim cover and pooling in the footwell, causing corrosion on the connectors for the footwell area (stop lamps), ignition fuse, and ORC module.

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

- On January 21, 2014, Chrysler opened an investigation as a result of a Product Related Issue (PRI) associated with loss of stop lamps and turn signals on the ProMaster vehicle.
- On January 21, 2014, the Saltillo Van Assembly Plant (SVAP) initiated a containment action to add Loc-tite sealer around the footwell trim cover to divert water, replace a floor plug with a drain valve, and add di-electric grease to all the all connectors in this area.
- Further investigation discovered additional water intrusion risks associated with the rear back-up camera, side door lock switches, rear door switches, rear window defrost, park brake, also located in footwell area.
- On January 23, 2014, Sumitomo implemented di-electric grease to all harnesses connections in the footwell area.
- From January 2014 until May 2014, further investigation revealed the floor mounted Occupant Restraint Control Module (ORC) and the in-floor battery tray ignition fuse electrical components were at risk for potential corrosion issues.
- On March 14, 2014, warranty identified two blown fuse concerns for the in-floor battery tray mounted ignition fuse possibly related to water intrusion.
- On March 21, 2014, Regulatory Affairs conducted an inspection of Vehicle Continuous Conformance (VCC) vehicles to evaluate the ignition fuse in the battery tray.
- On April 15, 2014, Sumitomo was directed to implement di-electric grease for the ORC module.
- On May 21, 2014, Sumitomo relocated and added a harness clip to the in-floor battery ignition fuse.
- The suspect period was established as the start of production, April 23, 2013, to May 21, 2014 at the Saltillo Van Assembly Plant in Mexico.

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- As of May 14, 2014, Chrysler identified approximately 0 CAIRs, 0 VOQs and 17 field reports related to this issue.
- As of May 14, 2014, Chrysler is unaware of any accidents or injuries potentially related to this issue.
- 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 inspect and repair:

- Inspect all connectors in the footwell areas, ignition fuse, and ORC module for corrosion. If corrosion is found, the connectors in footwell area and ignition fuse will be repaired and the ORC module will be replaced.
- Implement Loc-tite sealer on the floor, add di-electric grease to all footwell connectors and replace the body plug with a valve at each footwell.
- Relocate the in-floor battery ignition fuse to the top of battery and add a clip.
- Add di-electric grease to the ORC module connector.

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 July 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.

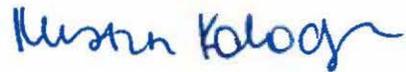
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573.6(c)(11): Manufacturer's Campaign Number

Chrysler has assigned recall number P32 to this action.

Sincerely,



Kristin J. Kolodge

Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA