

PE13-016

CHRYSLER

8-9-2013

ENCLOSURE 9A

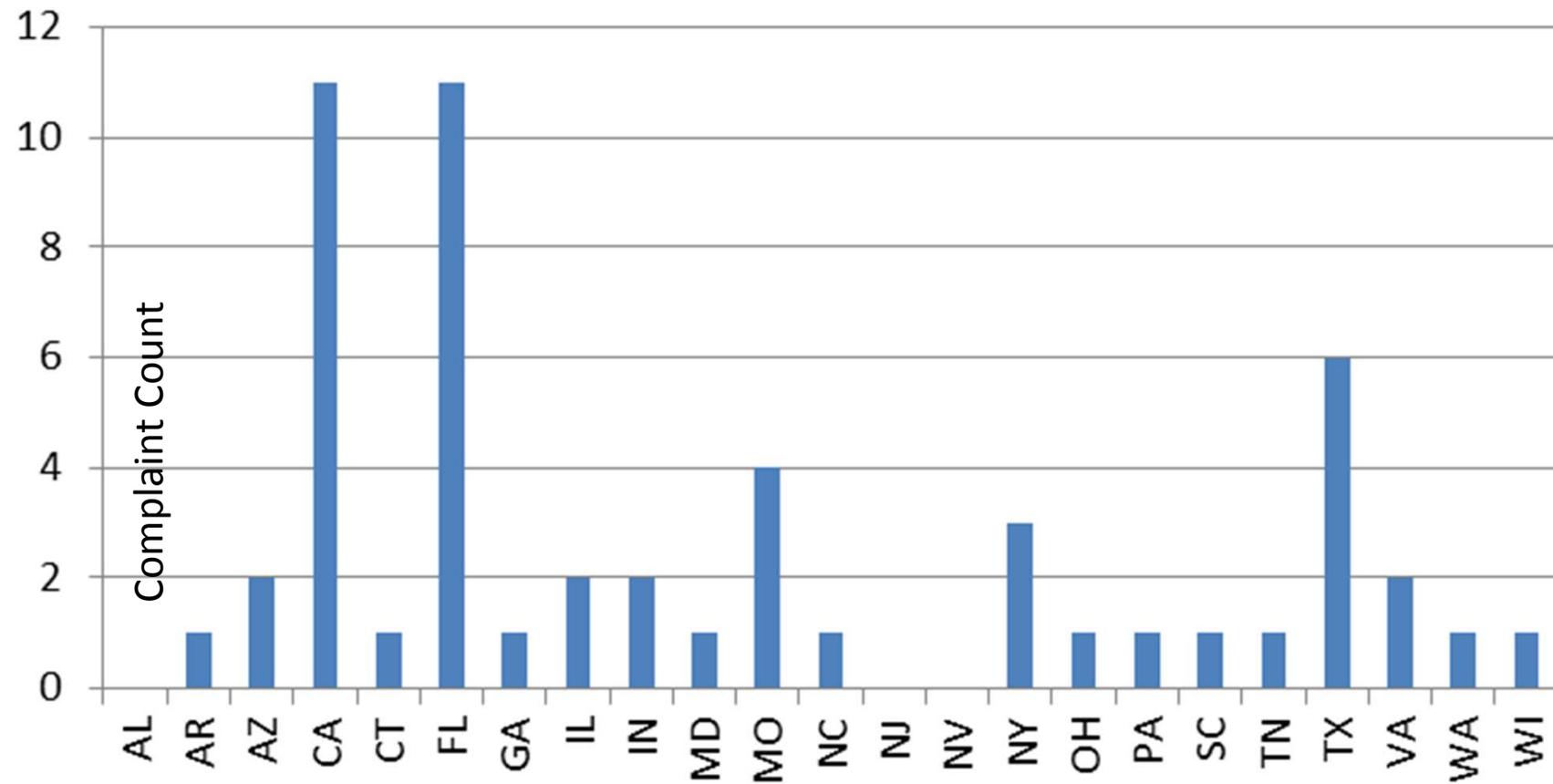
COMPLAINT ANALYSIS

VOQ and Stall After Refuel

Data Plot

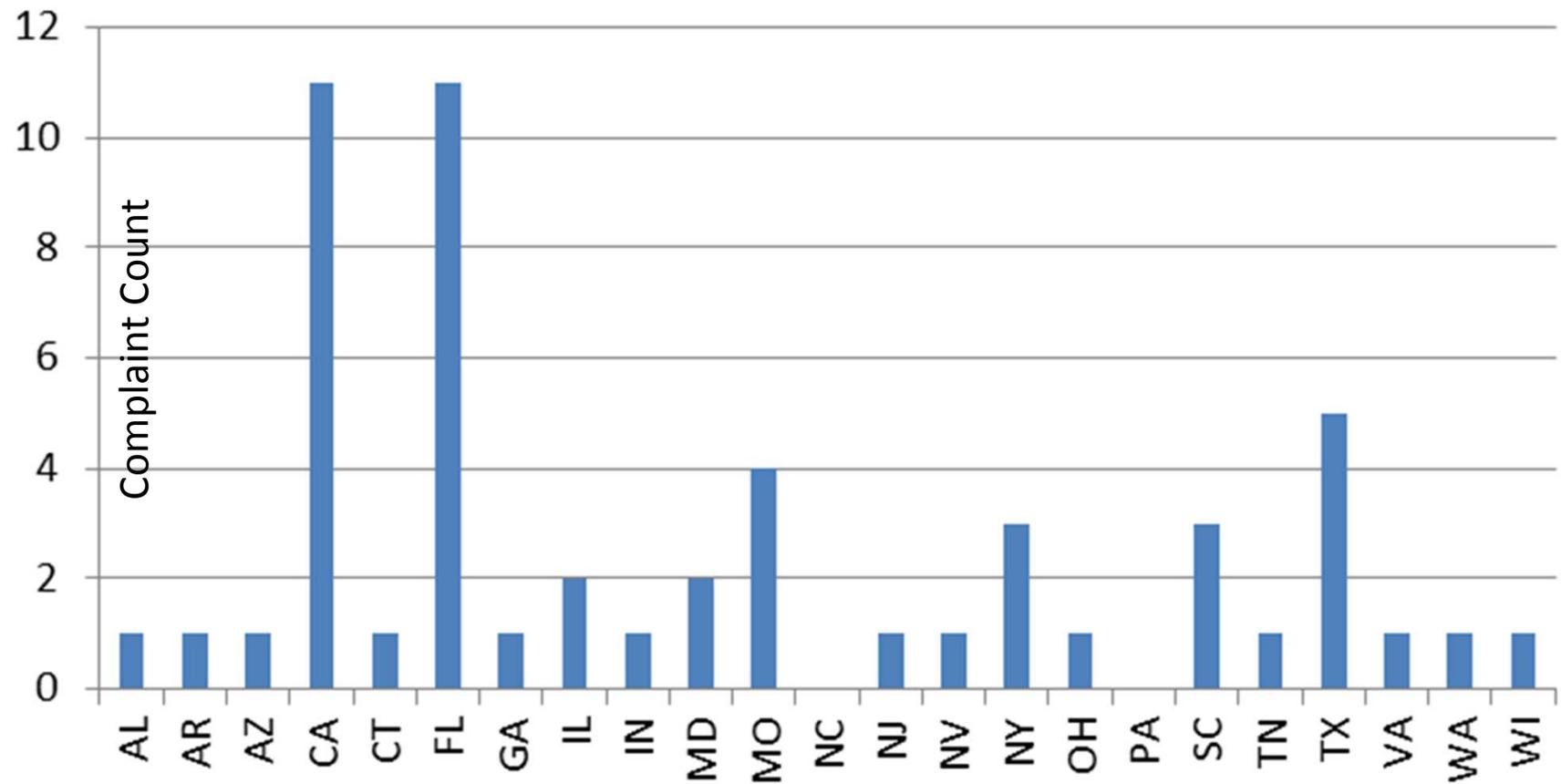
PE 13-016 2006 LX Stall After
Refuel/Stall While Driving

VOQ's By State Vehicle Originally Sold



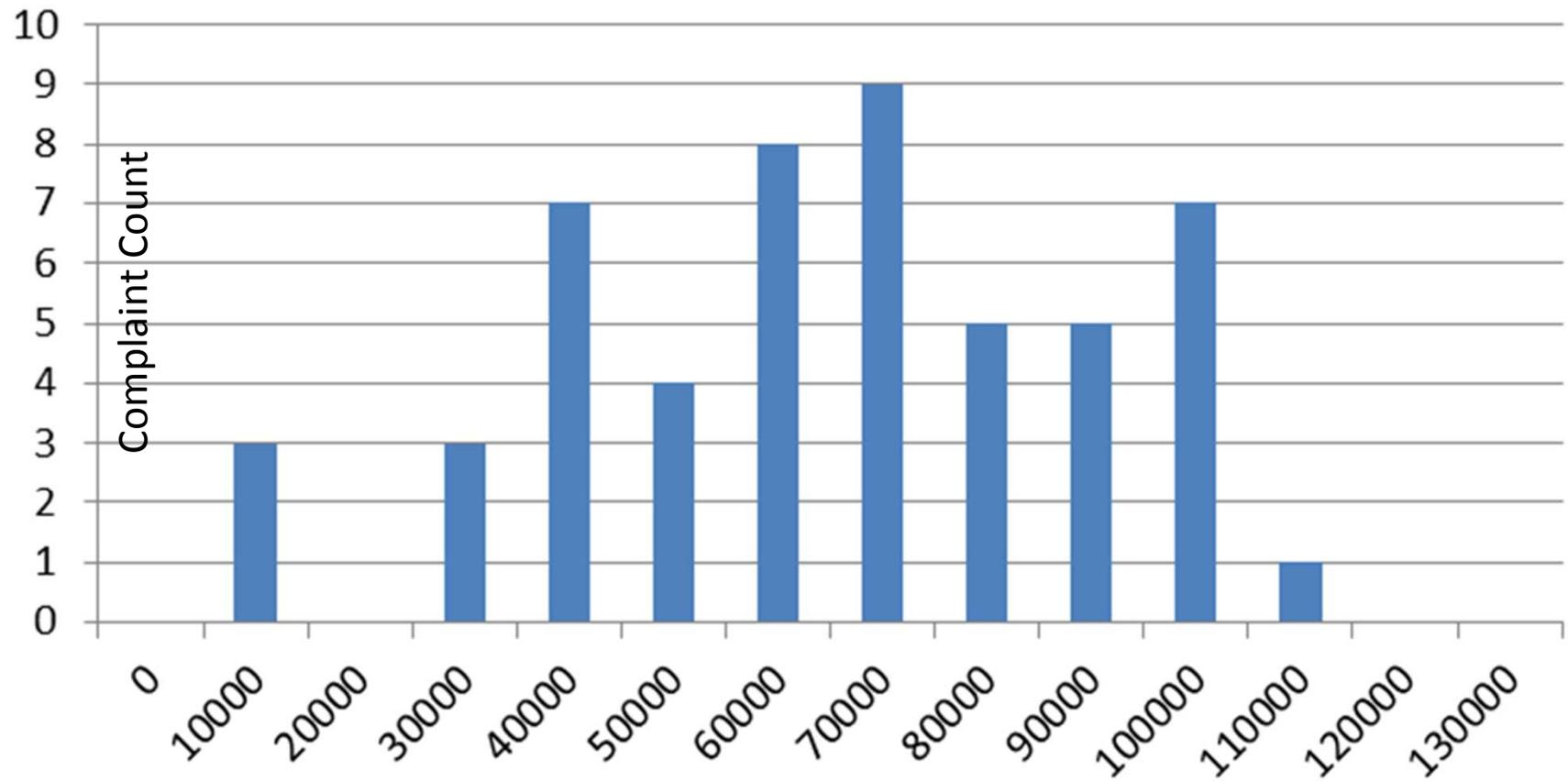
Selling State of Vehicle

VOQ's By State Of Reported Incident



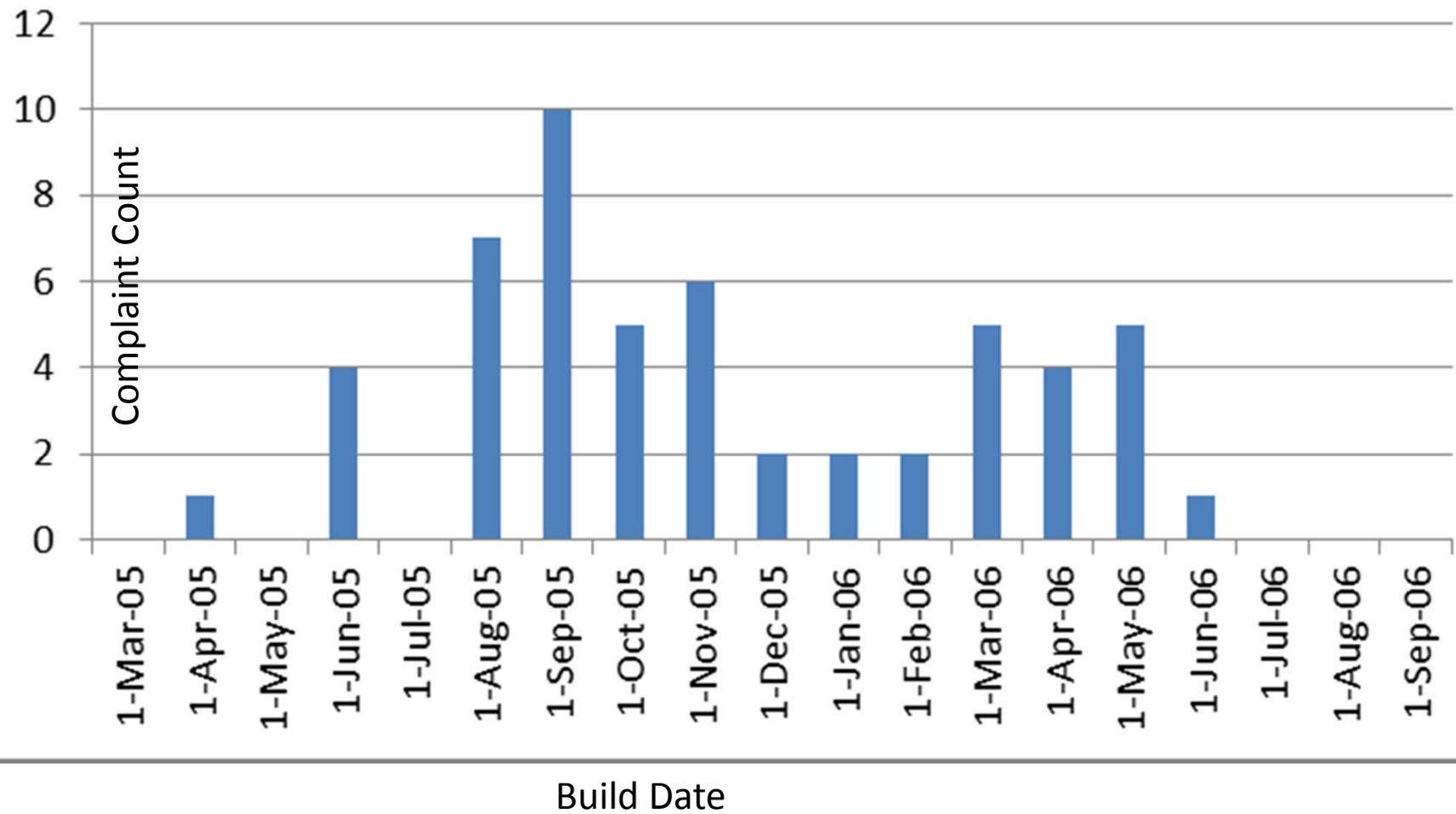
State of Complaint

VOQ's By Failure Mileage

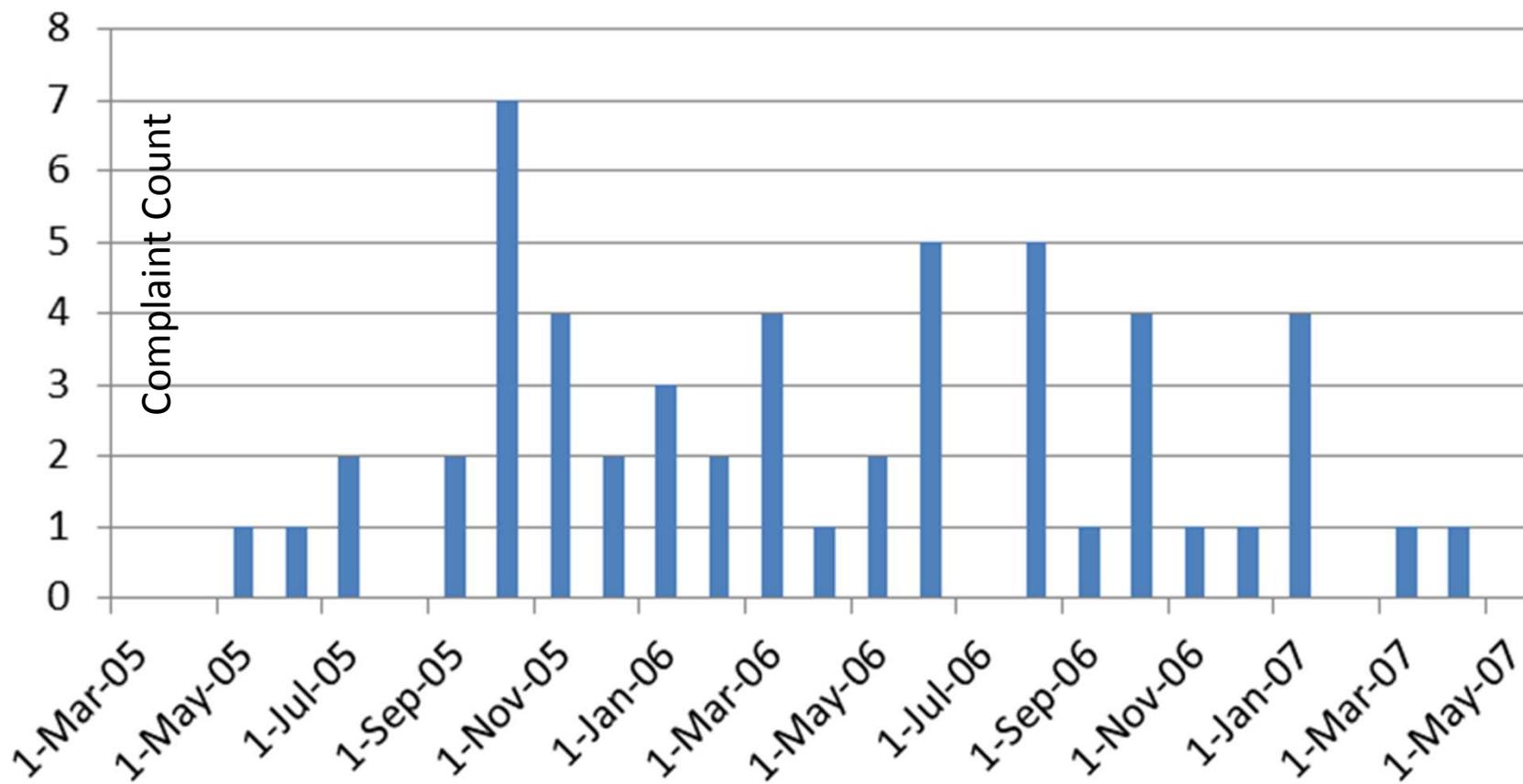


Miles at Time of Complaint

VOQ's By Vehicle Build Date

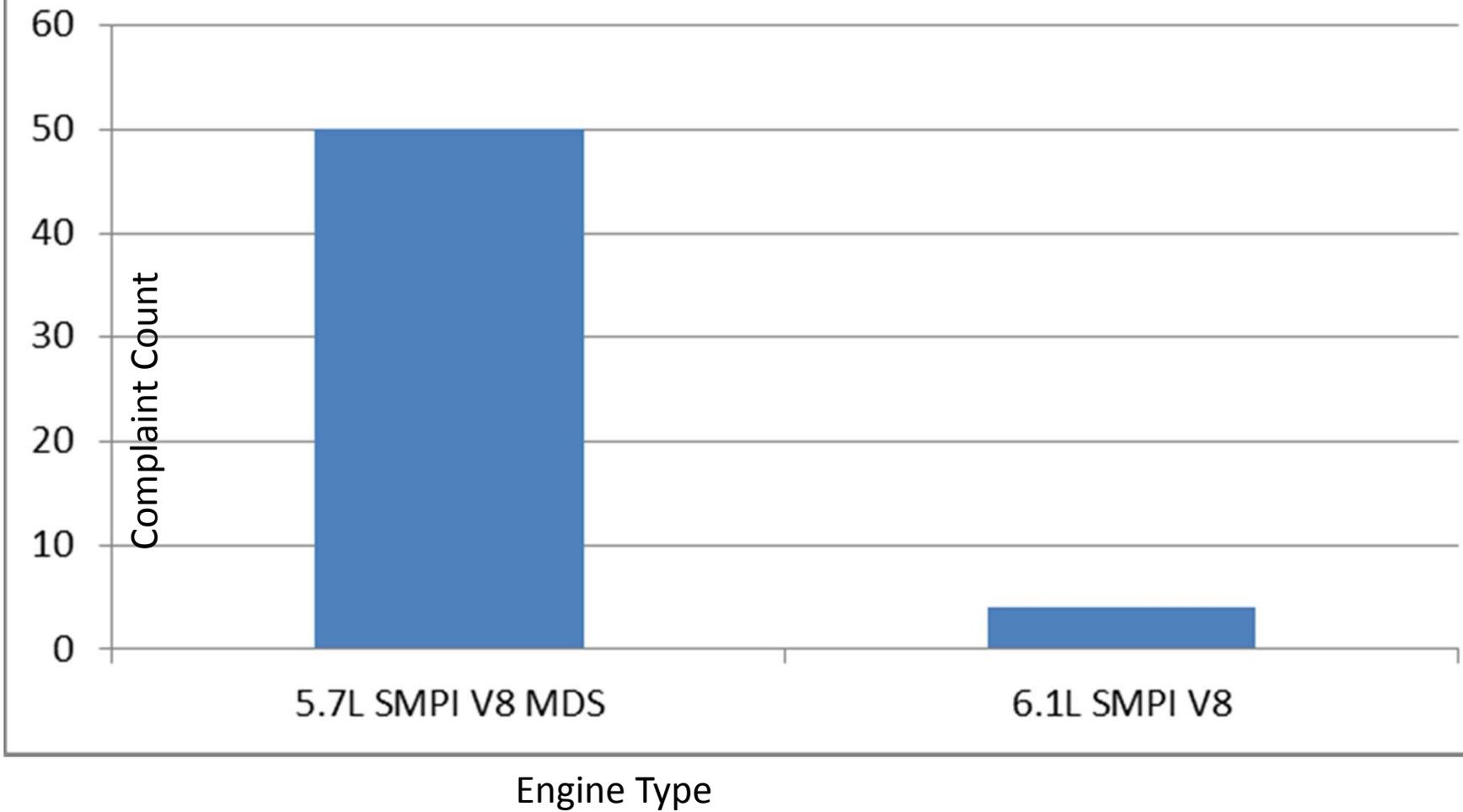


VOQ's By Vehicle Sold Date

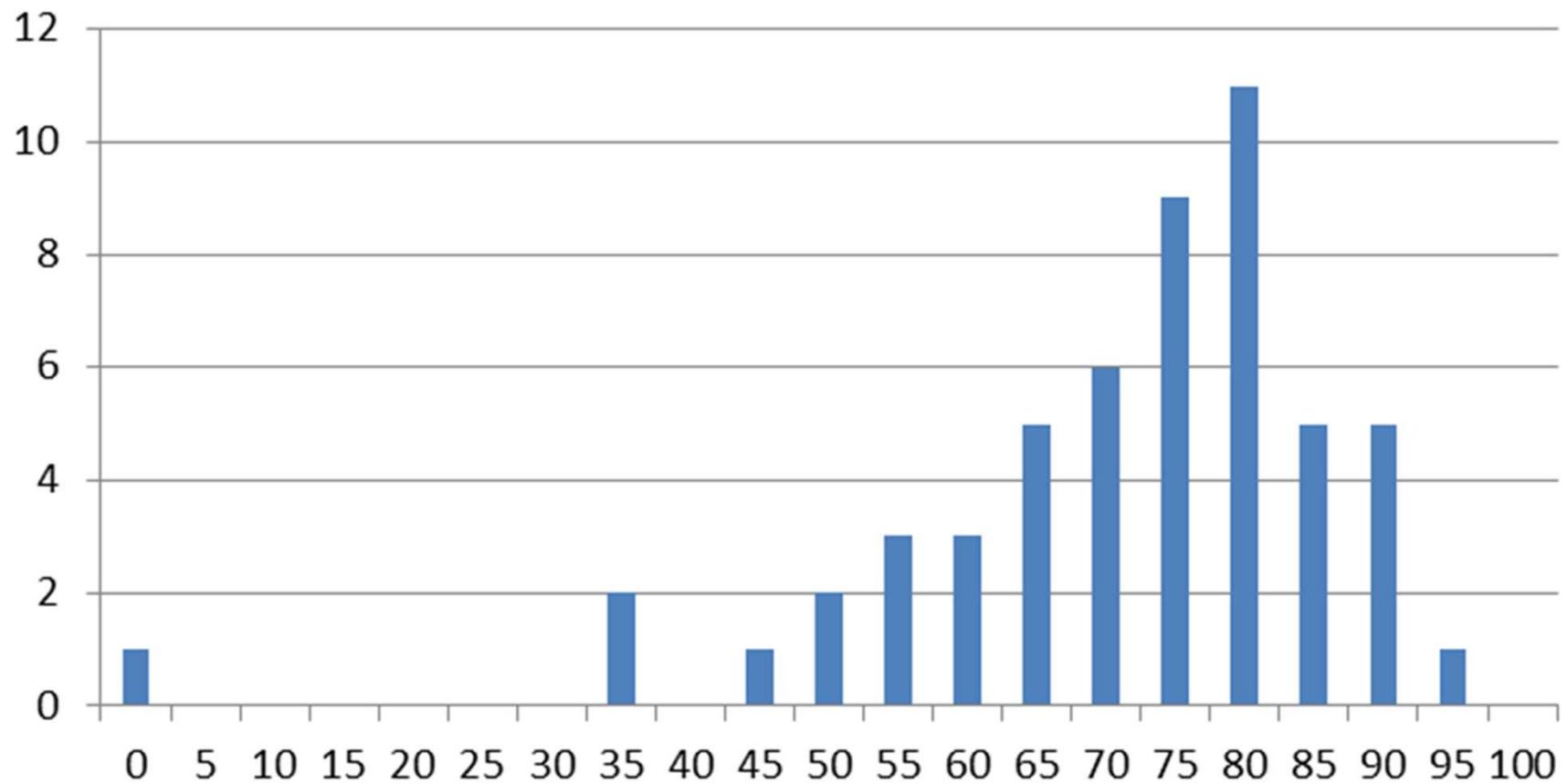


Date Vehicle was Sold

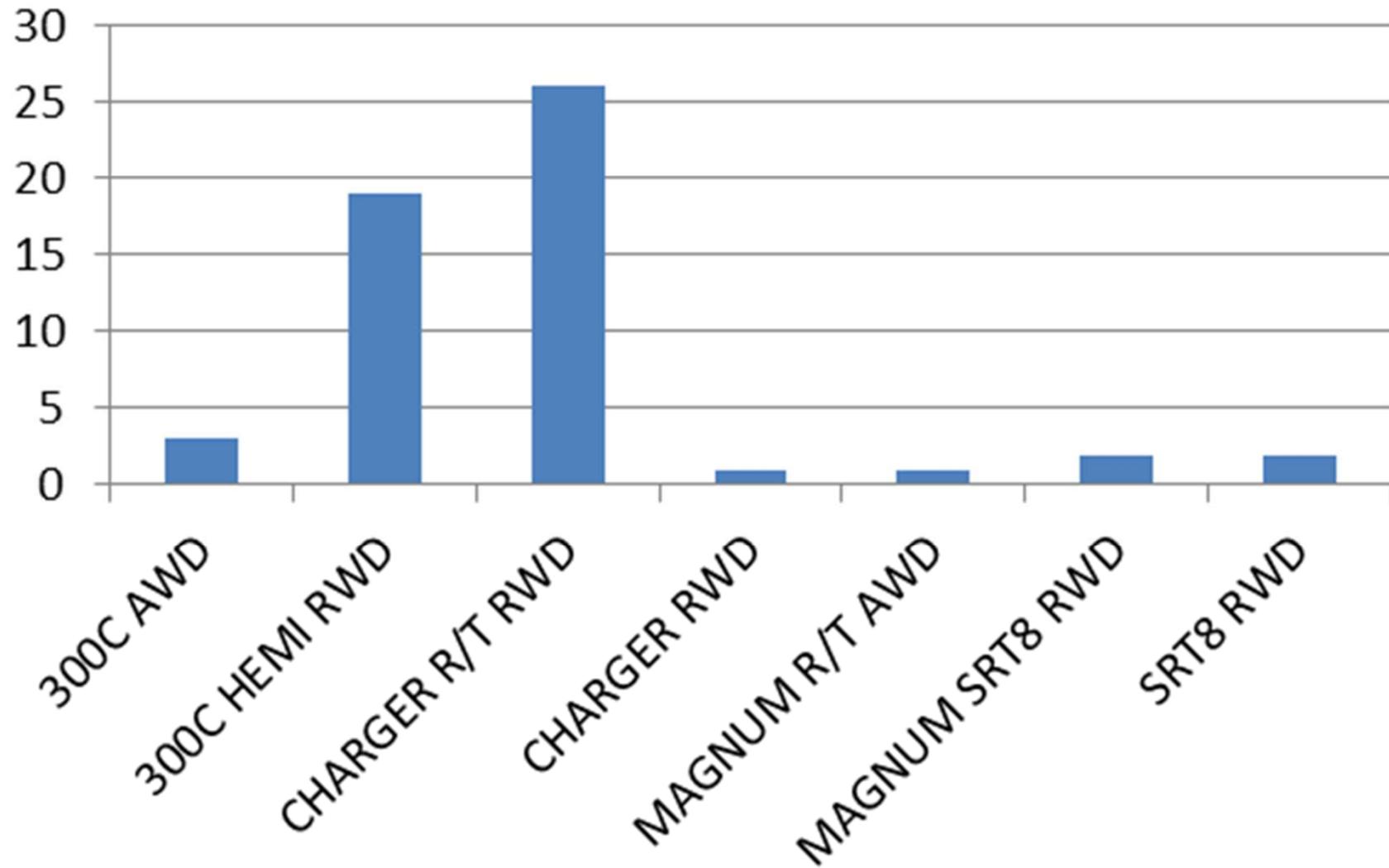
VOQ's By Engine



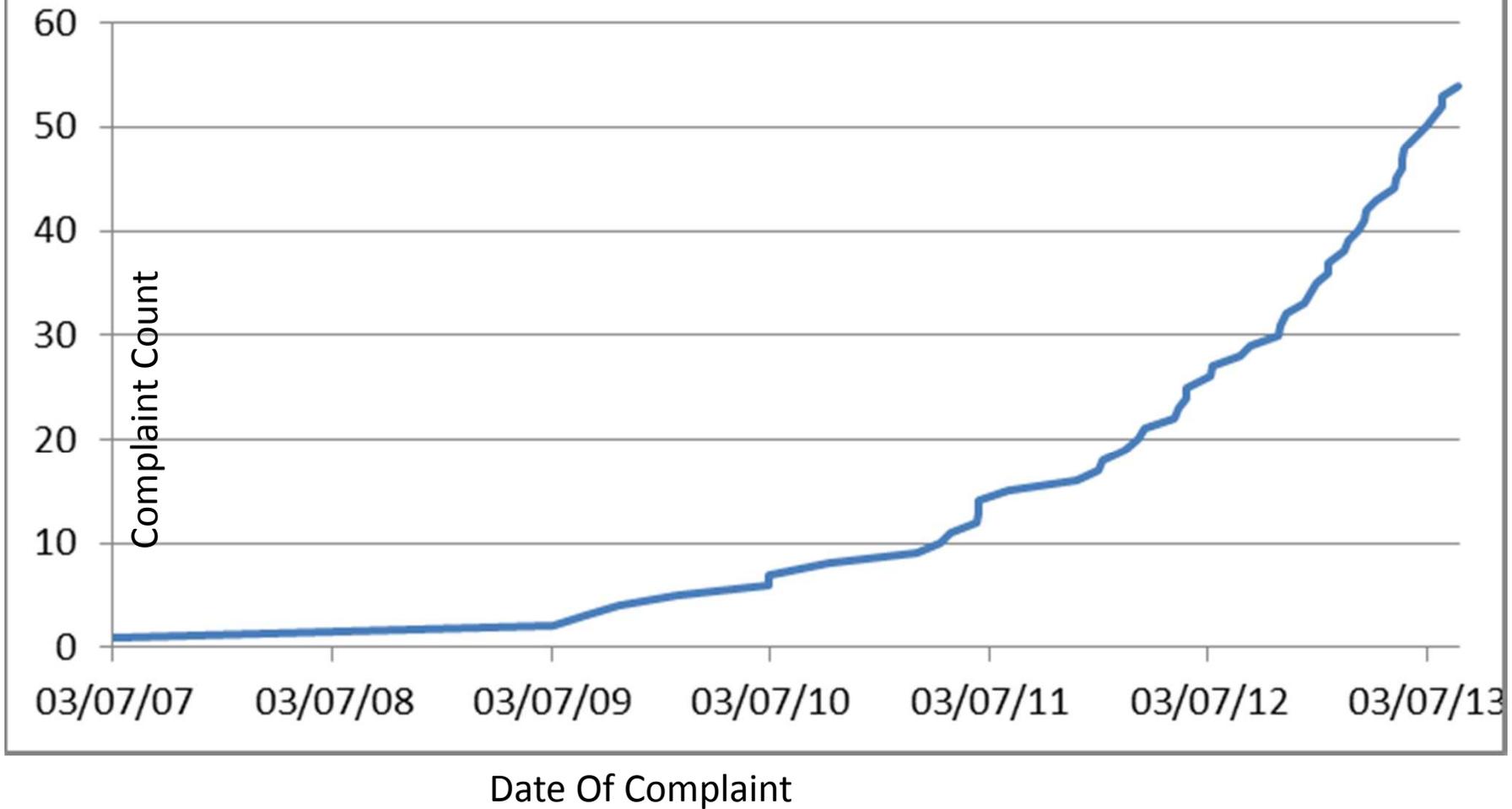
VOQ's By MIS



VOQ's By Model



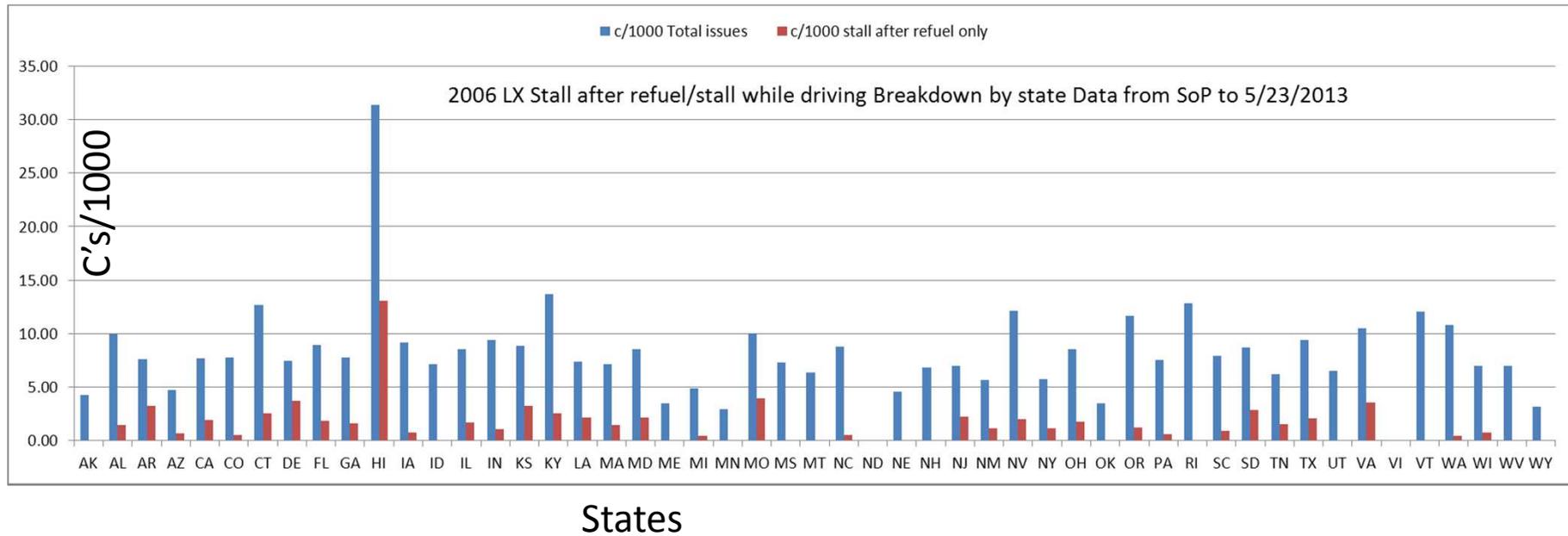
VOQ's Accumulation Over Time



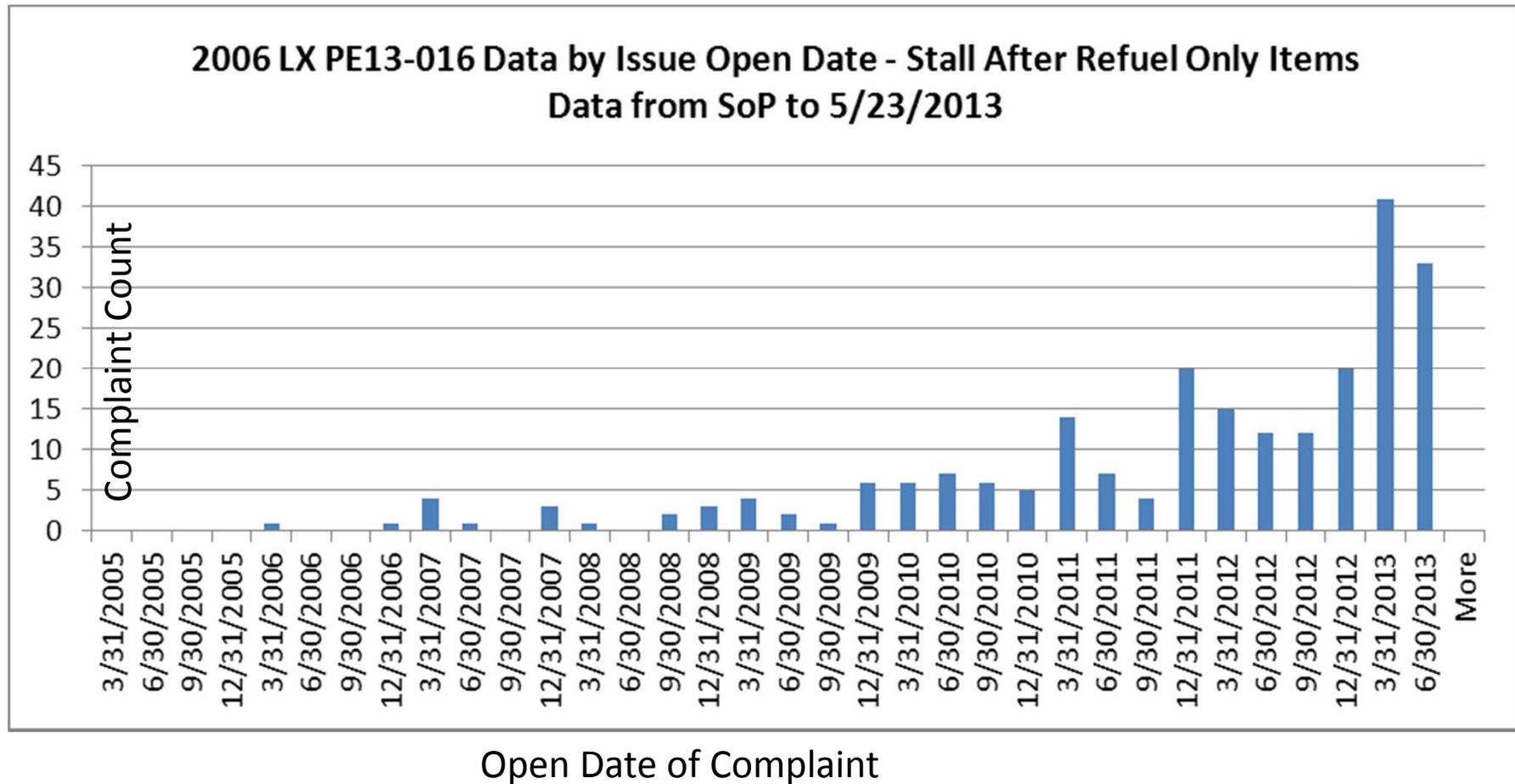
PE13-016

- Data below was generated by information provided to NHTSA in PE13-16 questions 1 to 8
 - If a VIN was in both consumer complaints and the field report in the same time frame and the same issue the customer complaint was deleted from the data set
 - VINs with multiple unique issues were included
 - Multiple inputs for the same issue were deleted
- Information for the fuel tank build date was done using the traceability information for the VINs in question

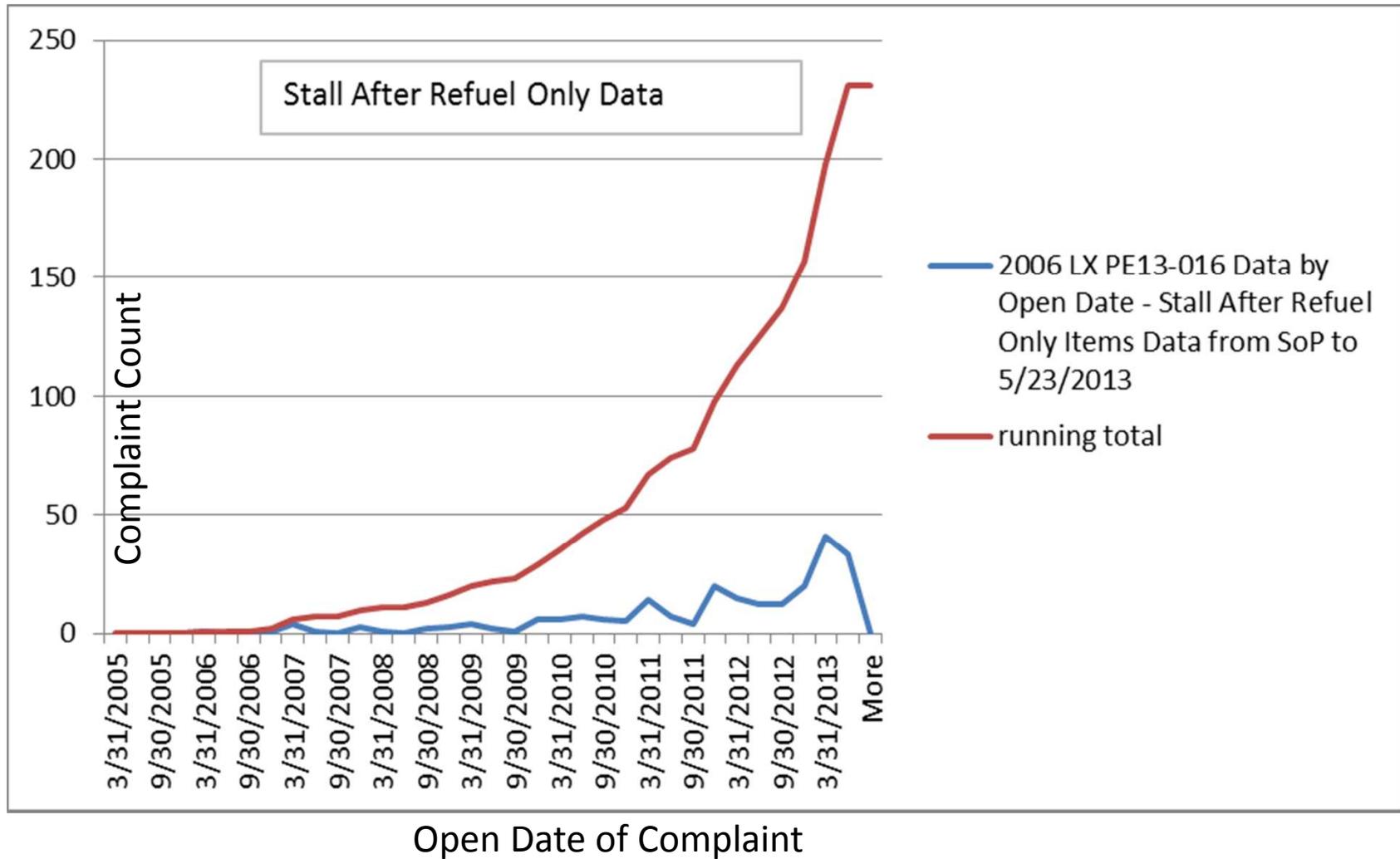
2006 LX C's/1000 for Stall Issues By State



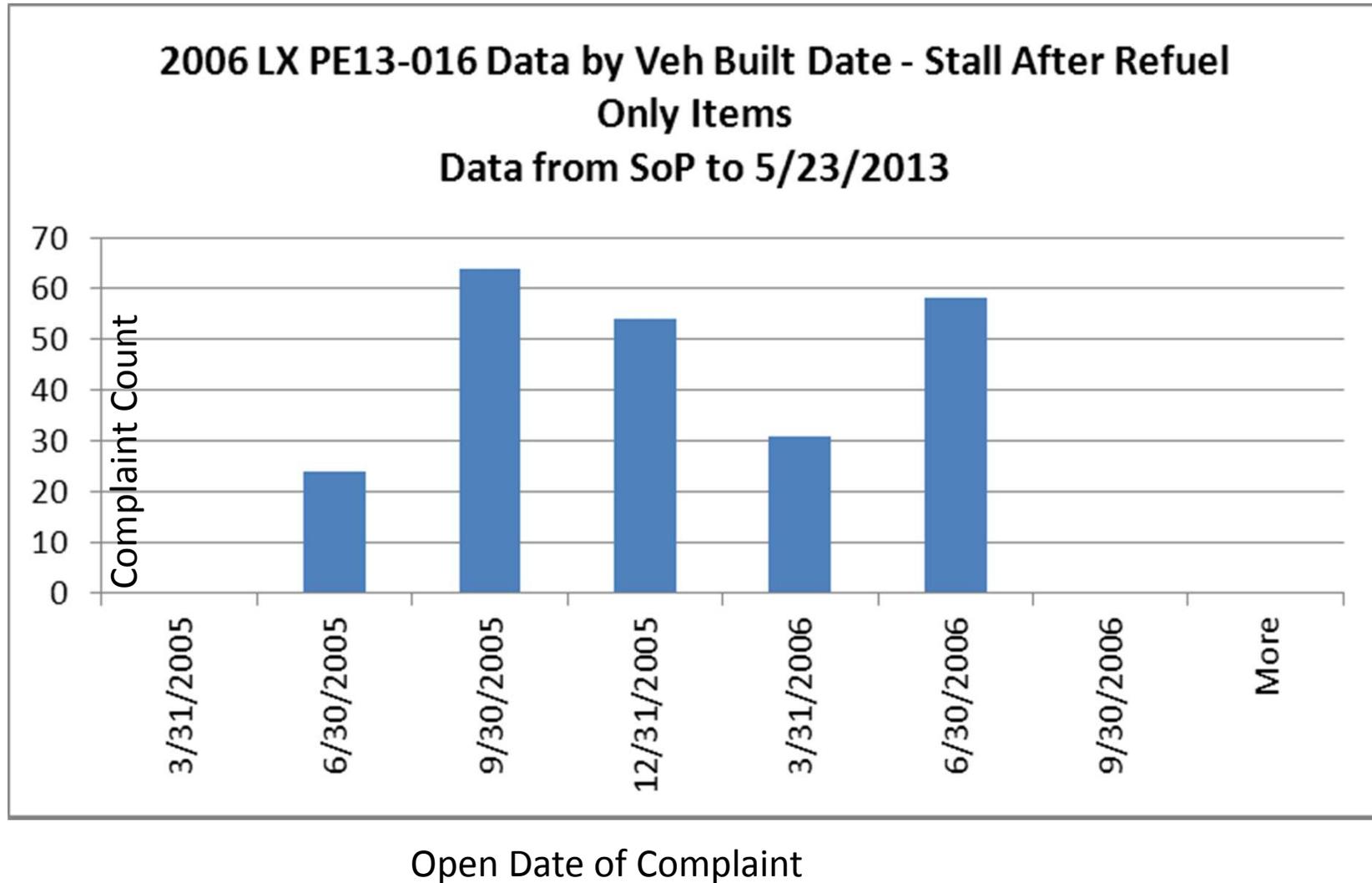
2006 LX Stall After Refuel



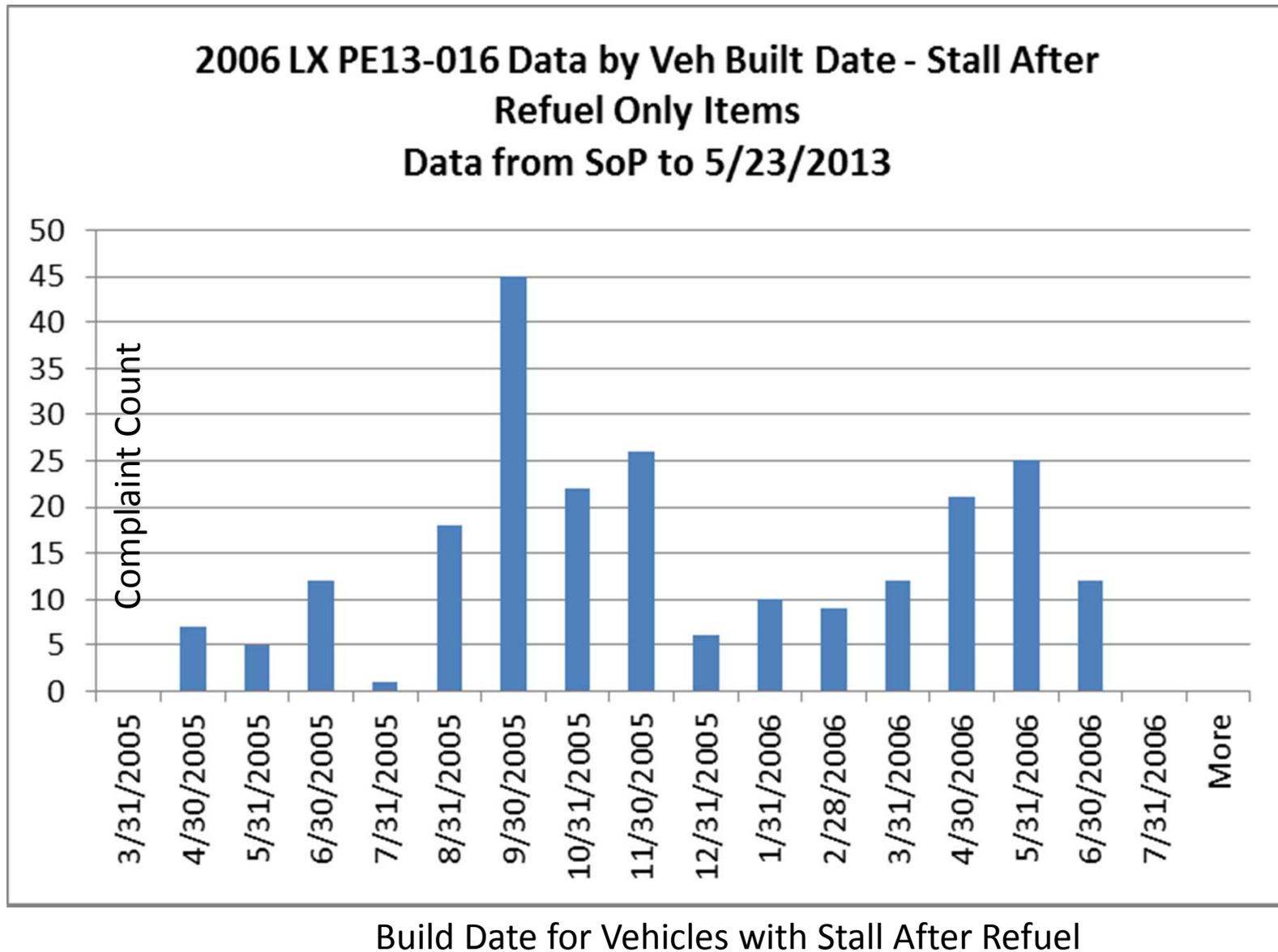
2006 LX Stall After Refuel



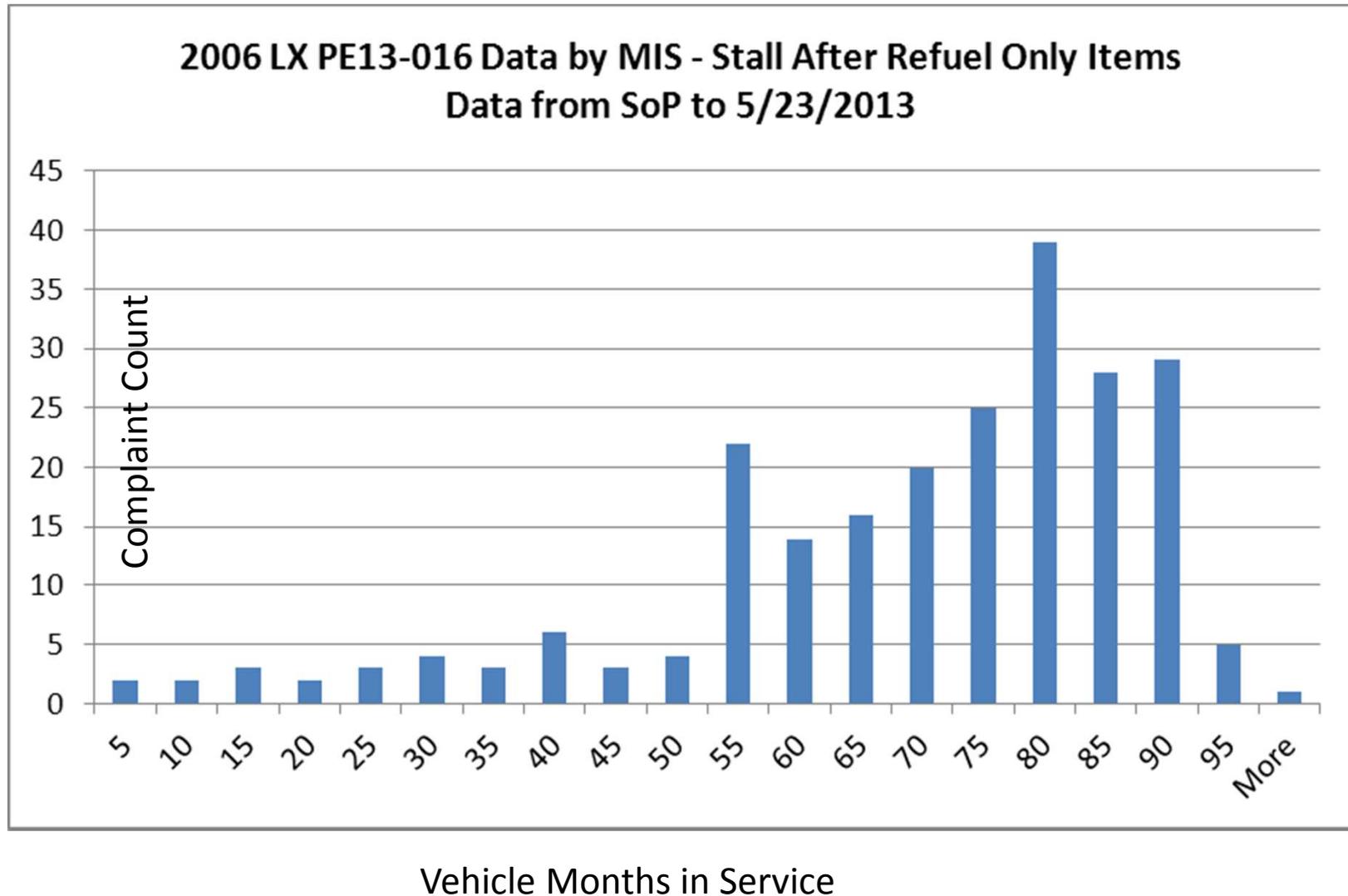
2006 LX Stall After Refuel



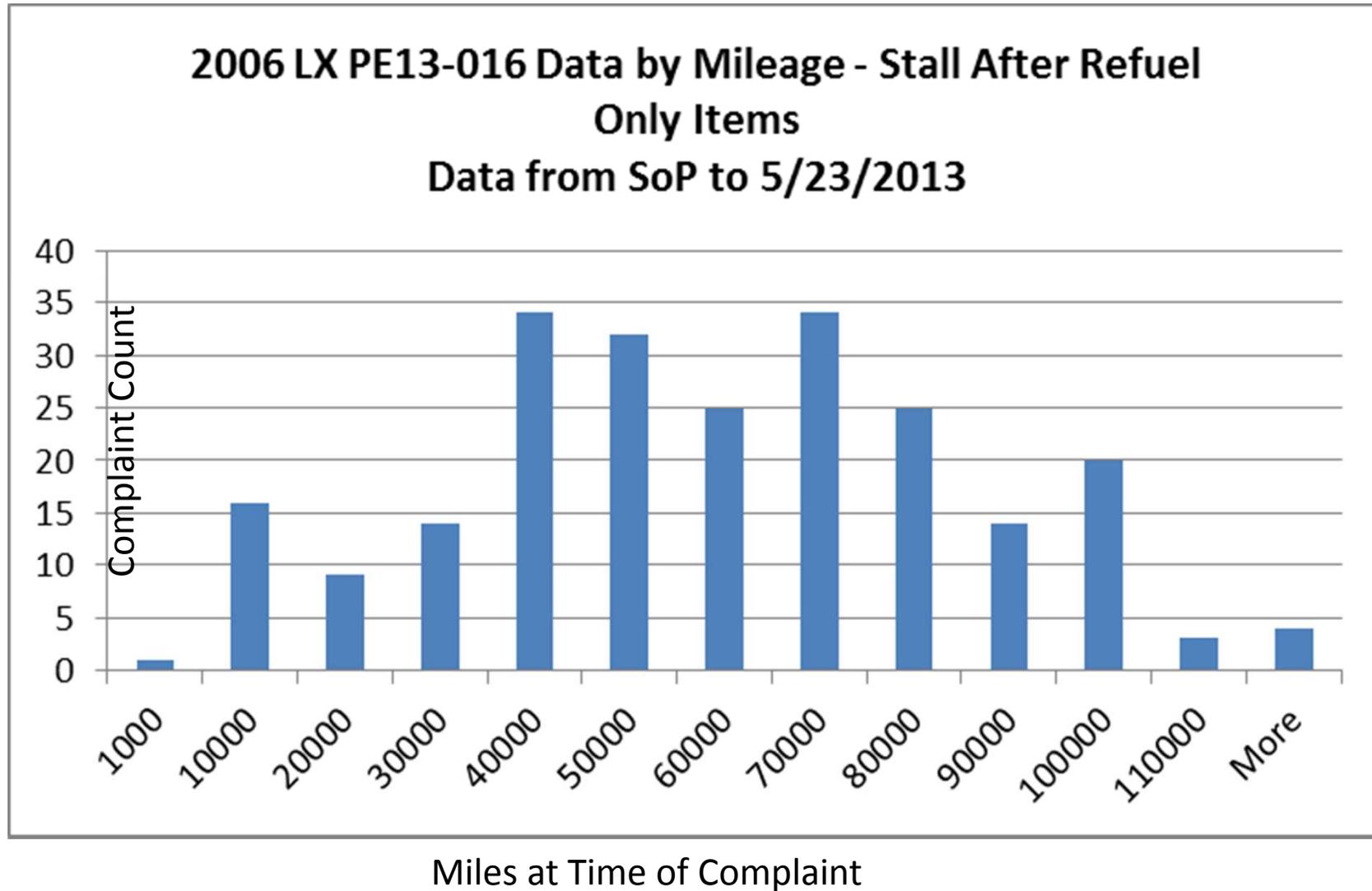
2006 LX Stall After Refuel



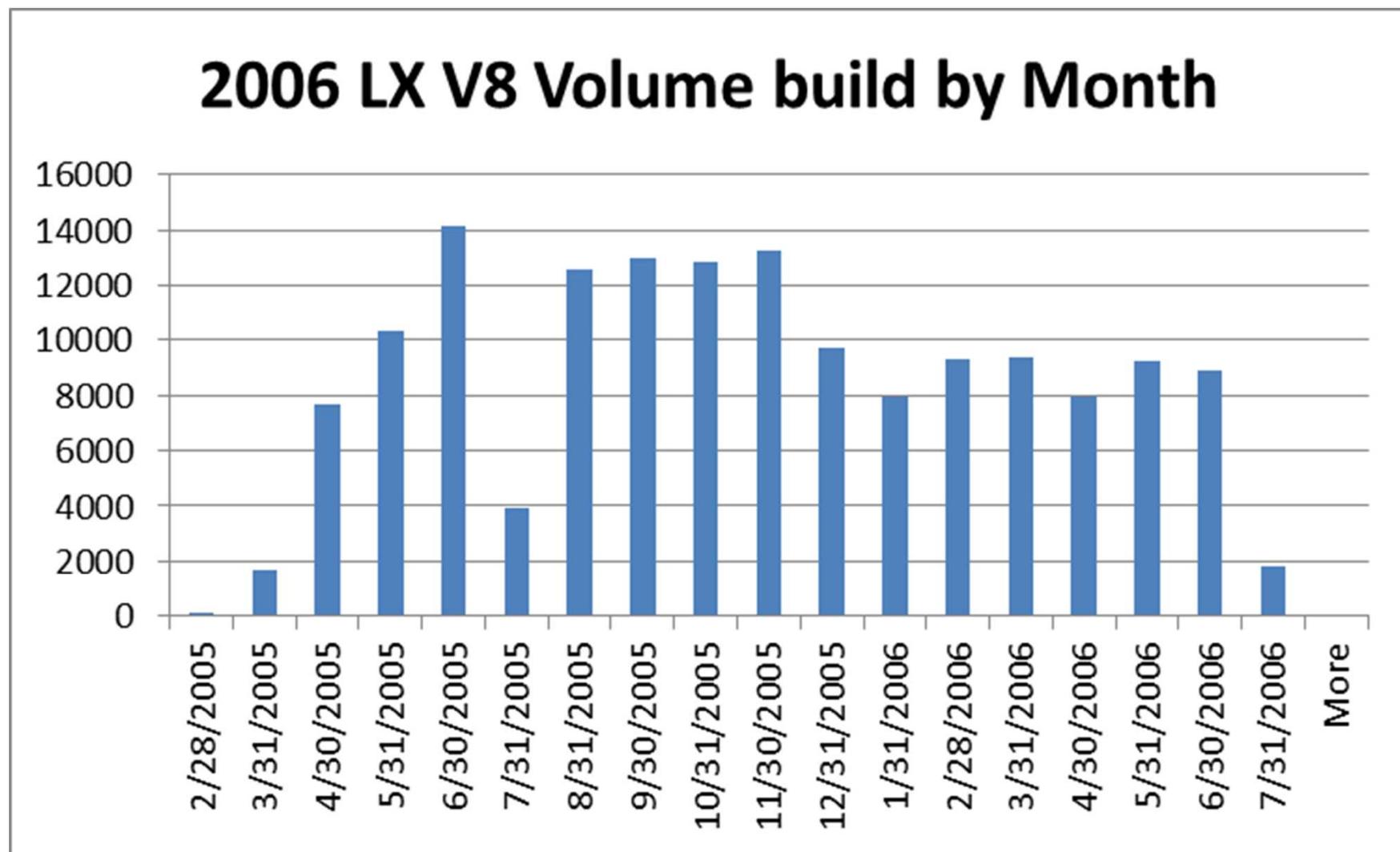
2006 LX Stall After Refuel



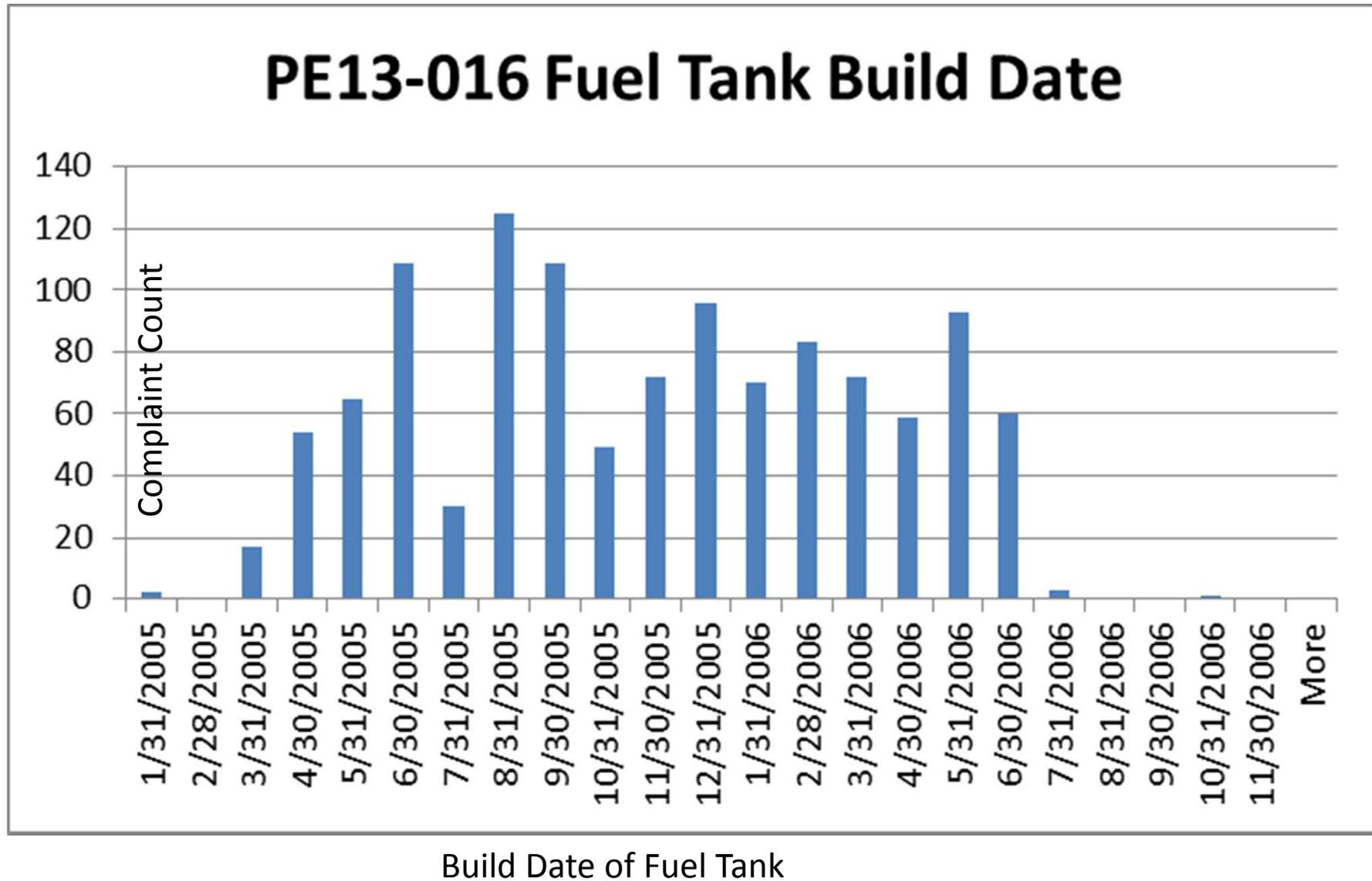
2006 LX Stall After Refuel



2006 LX Stall



2006 LX Fuel Tank Plotted by Build Date in Traceability Code



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ENCLOSURE 9F

MATERIAL SUPPLIER

ANALYSIS

LWR 2013-3142 Chrysler LX

Stant Fuel Tank Valve floats

August 2013



DuPont Performance Polymers
Chestnut Run Plaza Bldg. 713
P.O. Box 80713
Wilmington, DE 19880-0713

**DuPont Performance Polymers
Application Technologies Center**

LABORATORY REPORT

FINAL REPORT

PRELIMINARY REPORT

Date Material Arrived : 7-29-2013

Due Date Requested : 8-2-2013

LWR # : 2013-3142

GWR #: 2013-01158

Requester : Steve Long

Customer : Chrysler / Stant

Document Prepared By : Kimberly Lewis

Reviewed & Approved By : Coreen Lee

Sample Description: Minlon® 11C40 NC010 Fuel tank floats

Tests Requested: IR (ASTM E1252) DSC (ISO 11357-3) TGA (ISO 11358)

Purpose of Testing: Identify material

Three valves pulled from “problem” cars labeled as A, B and C. (two floats per valve – “grade vent float and refueling float”)

IR/DSC suggests all float parts appear to be mineral-filled nylon 66, closely matching IR reference scan of Minlon 11C40.

See data on page 2 for part dimension measurements (diameter of the float parts received)

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Part	large outside dimension	small outside dimension	mineral
	mm	mm	%
A	26.1	18.1	39
A RF	26.4	18.1	39
B	26.5	18.1	38
B RF	26.5	18.1	38
C	26.5	18.1	39
C RF	26.5	18.2	39
white control float	25.9	17.8	39
black control float	26.2	17.6	39

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ENCLOSURE 12

EVAPORATIVE SYSTEM

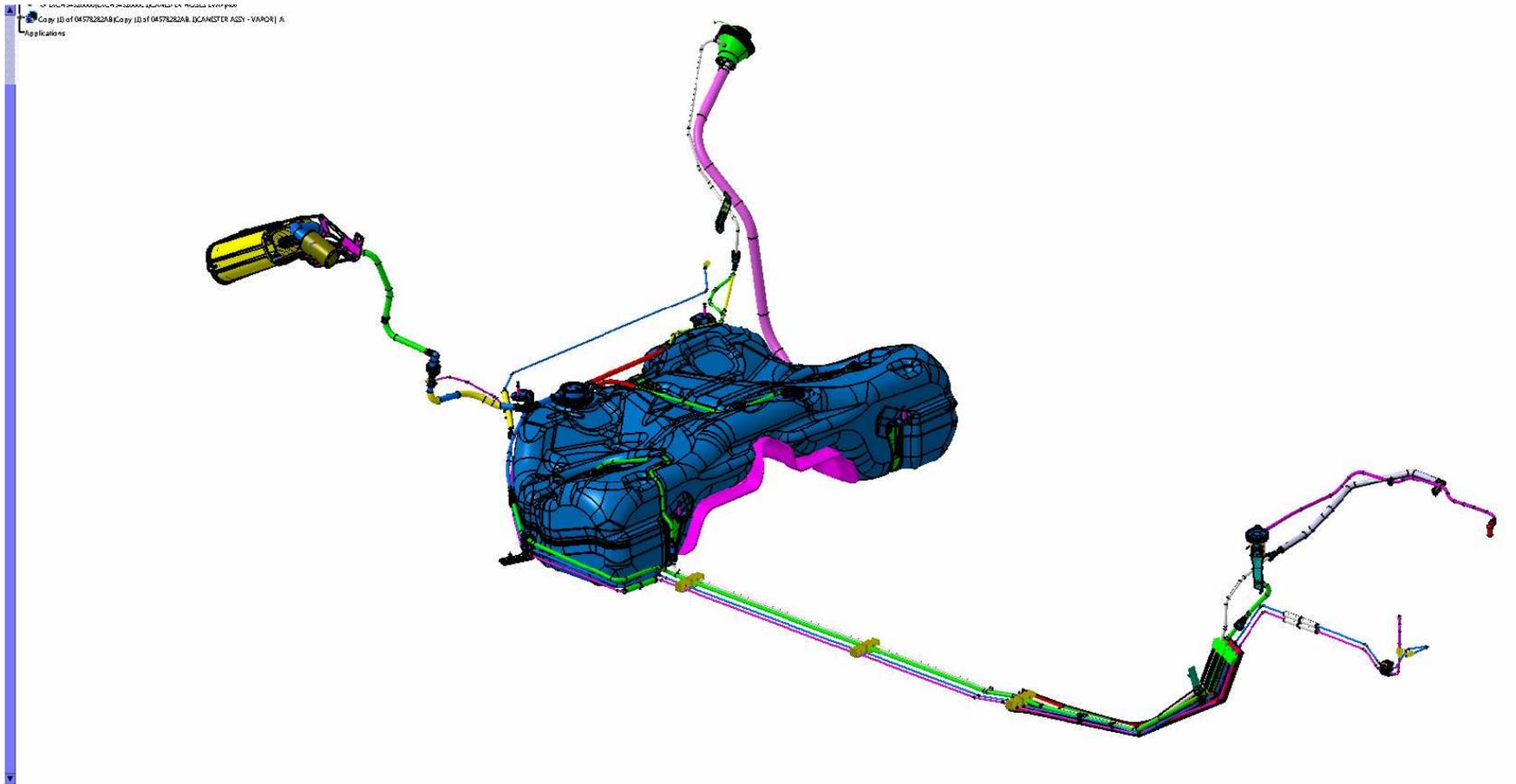
DESCRIPTION – PUBLIC

2006 LX Fuel and Evap System

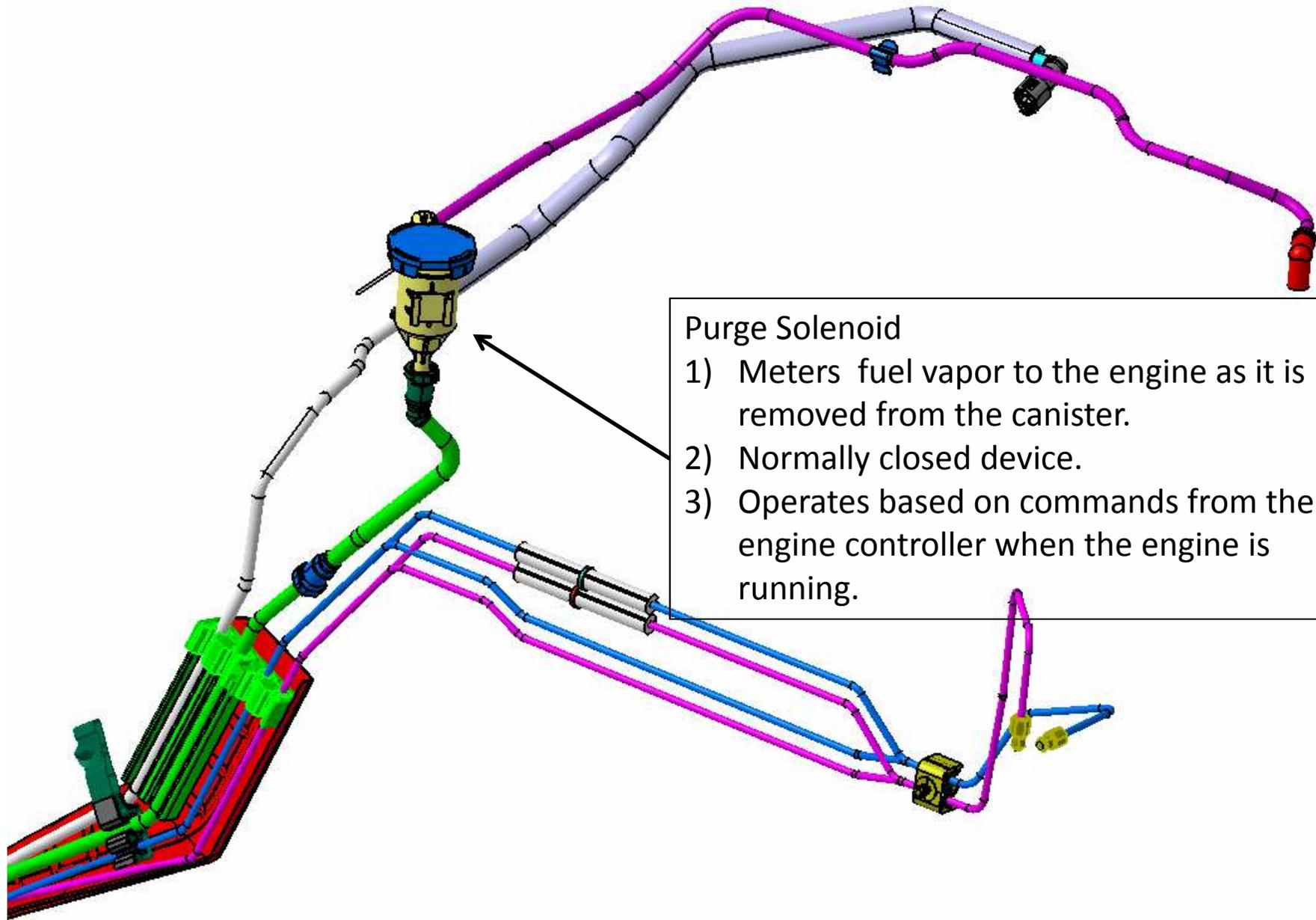
Public

2006 LX 5.7 liter, 6.1 liter fuel system
description for PE13-016
Question 12

2006 LX 5.7 liter, 6.1 liter fuel system description for PE13-016 Question 12

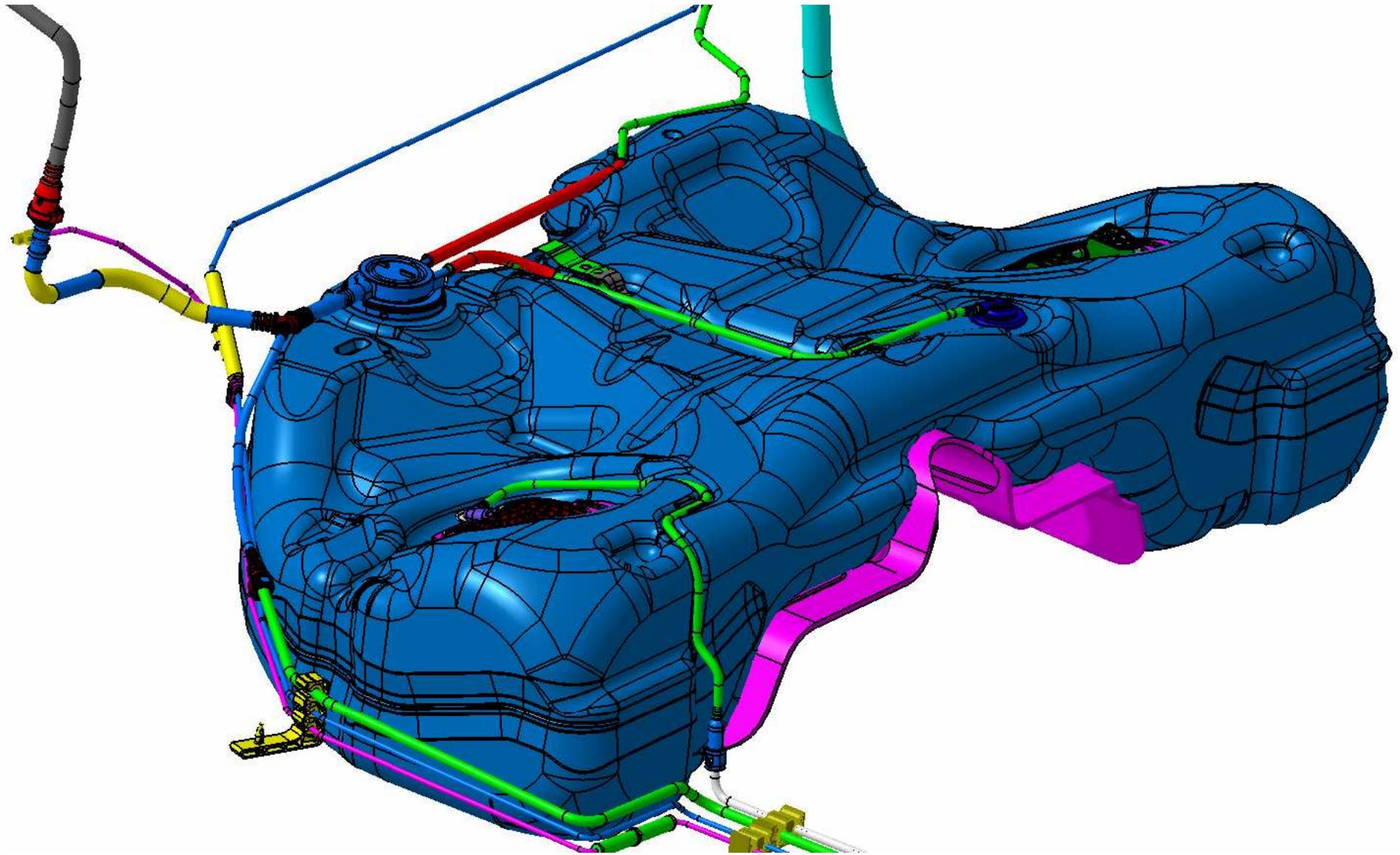


Overall System

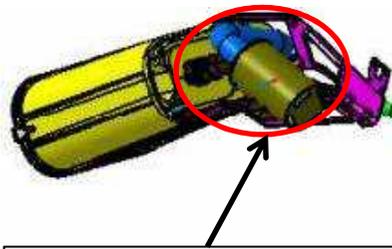


Purge Solenoid

- 1) Meters fuel vapor to the engine as it is removed from the canister.
- 2) Normally closed device.
- 3) Operates based on commands from the engine controller when the engine is running.

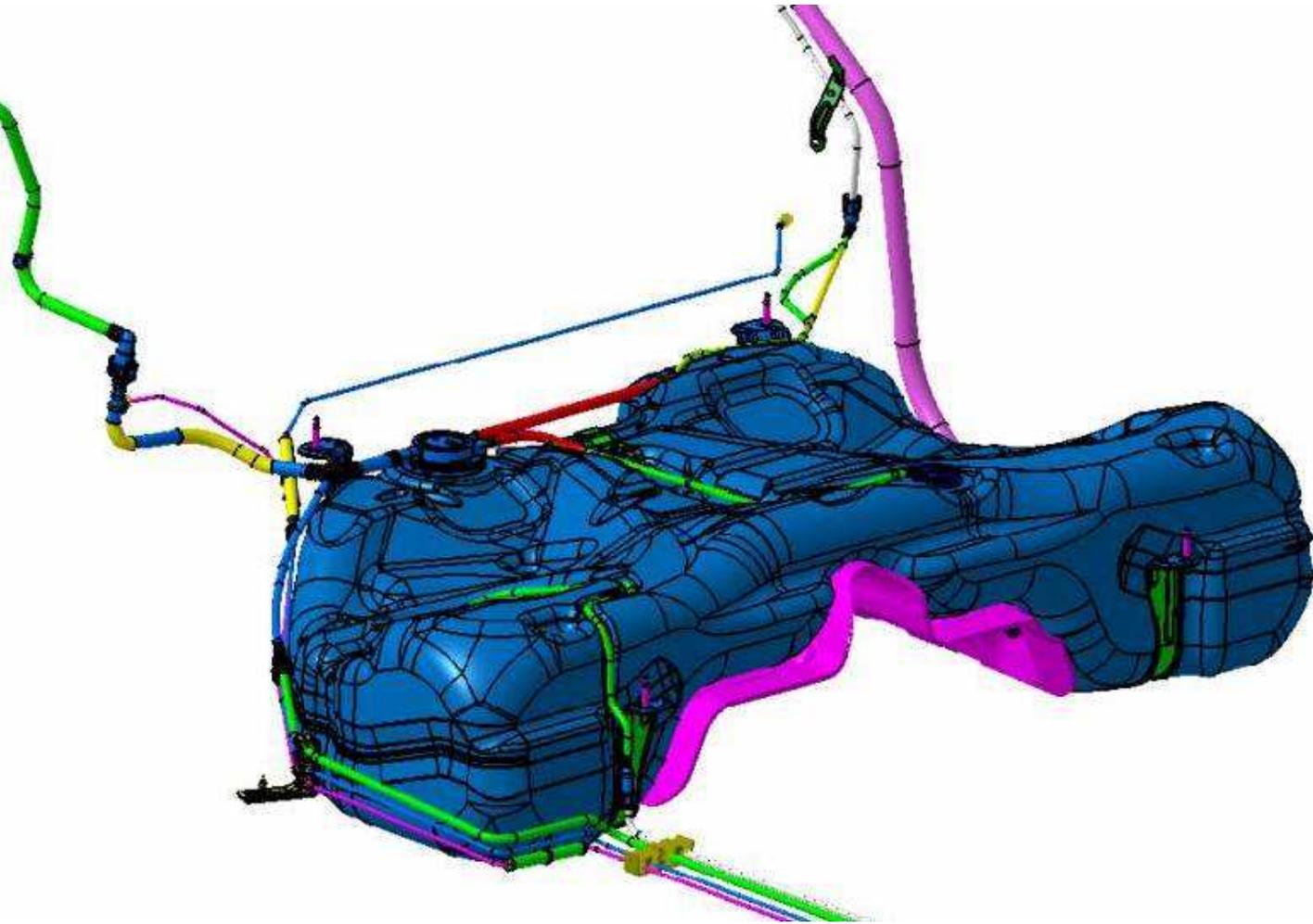


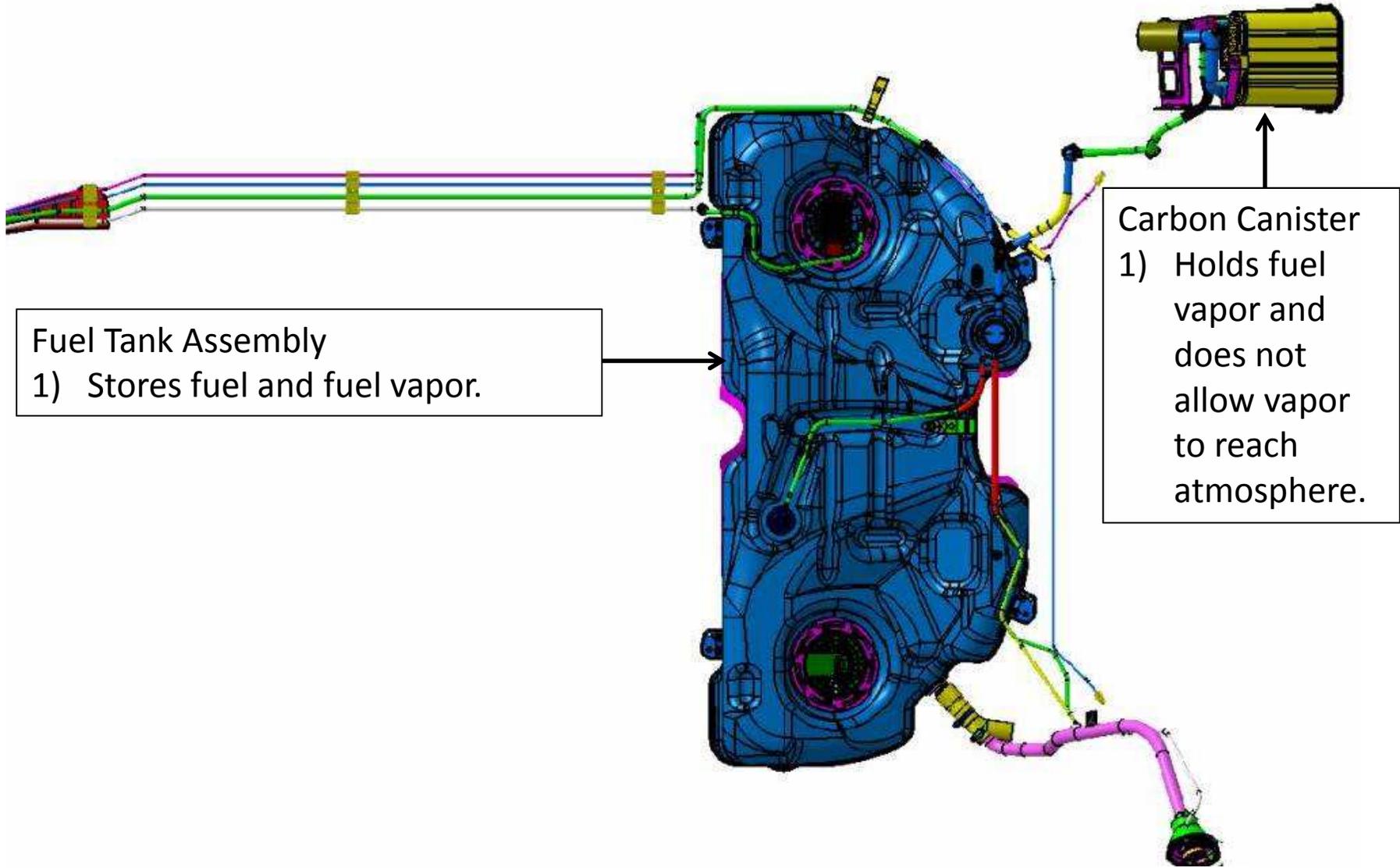
Close up of the Fuel tank system

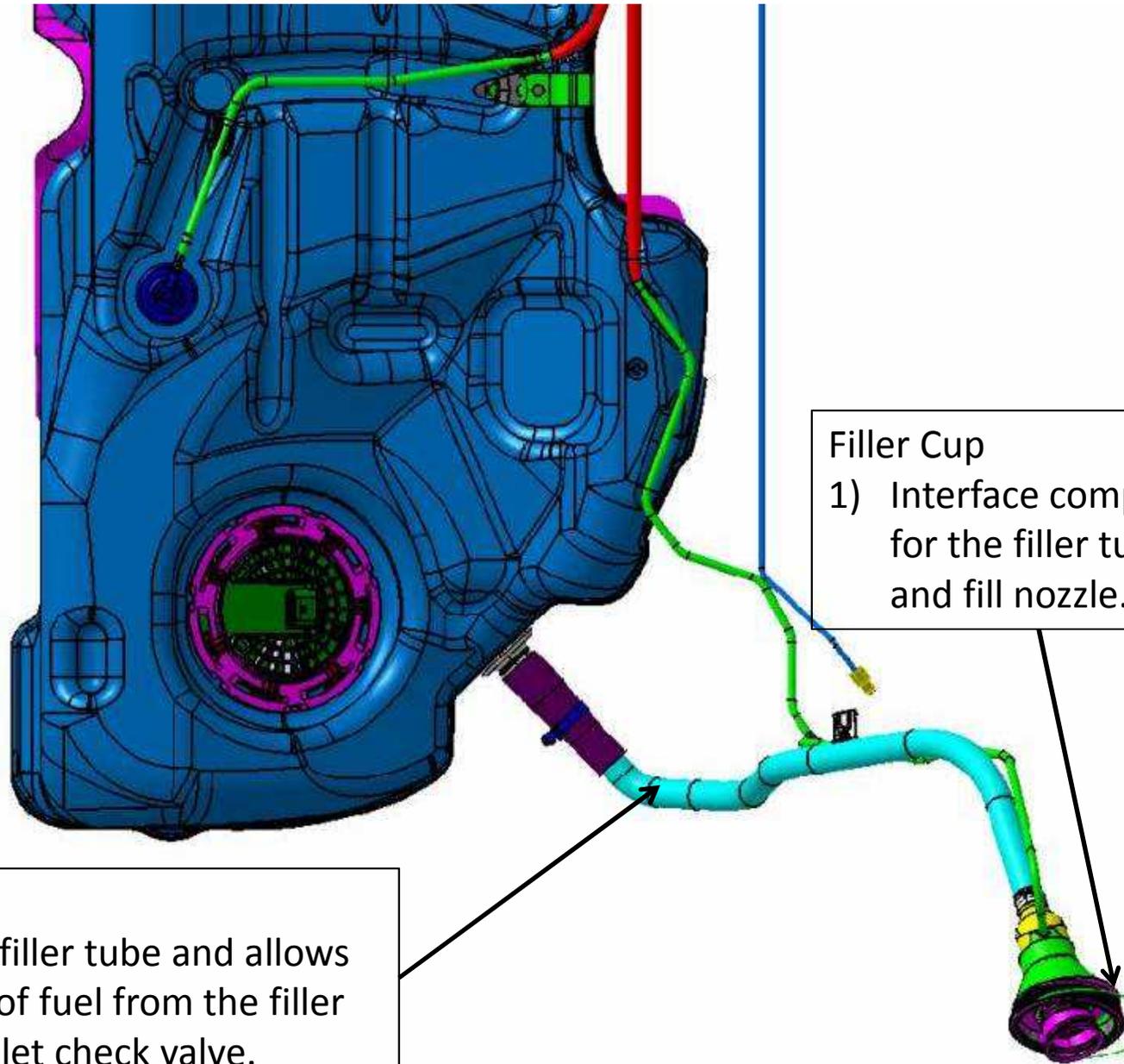


Fresh Air Filter

- 1) Cleans air entering evaporative system during vacuum conditions.
- 2) Exit point of cleaned air from vapor system post carbon canister.

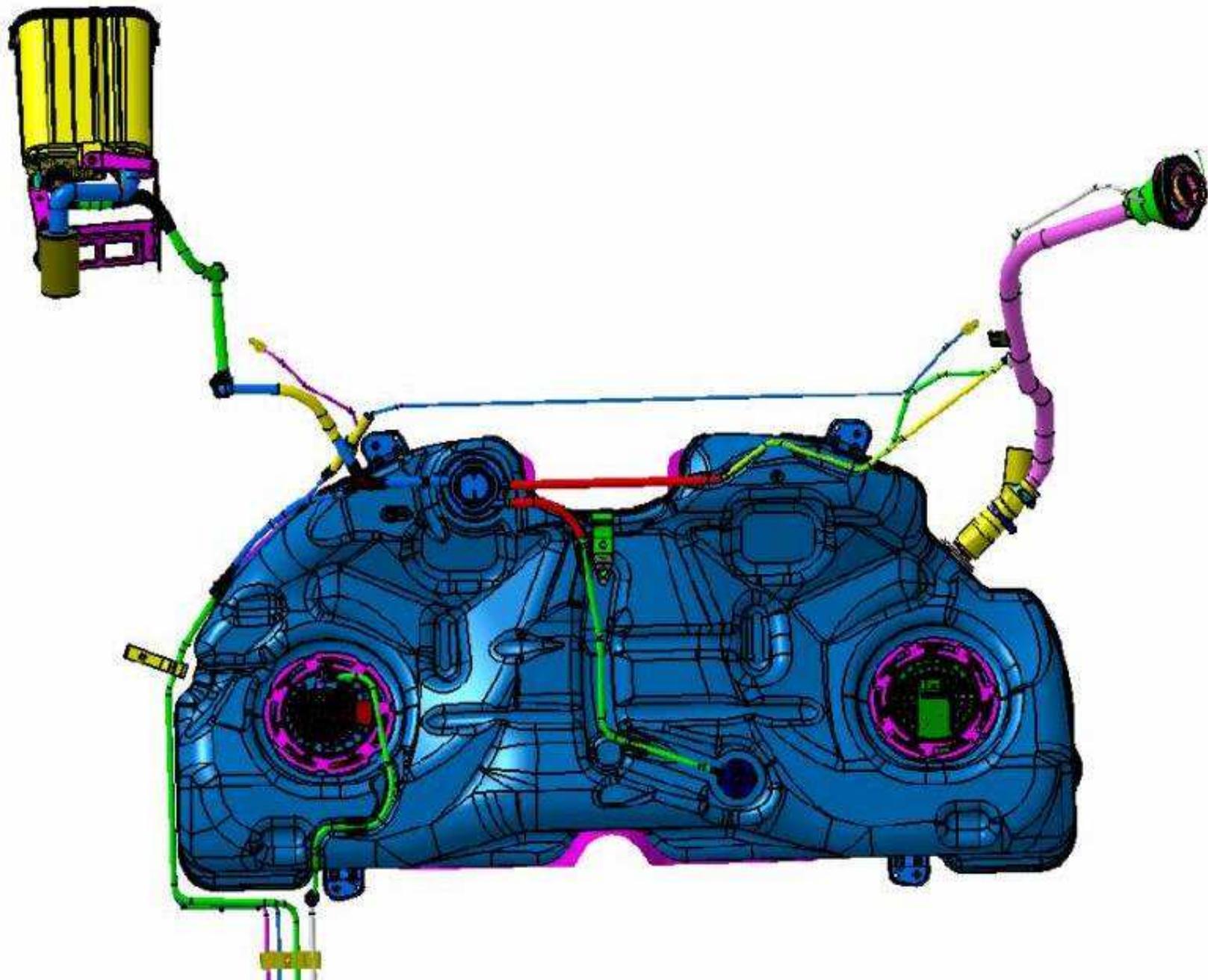






Filler Cup
1) Interface component for the filler tube and fill nozzle.

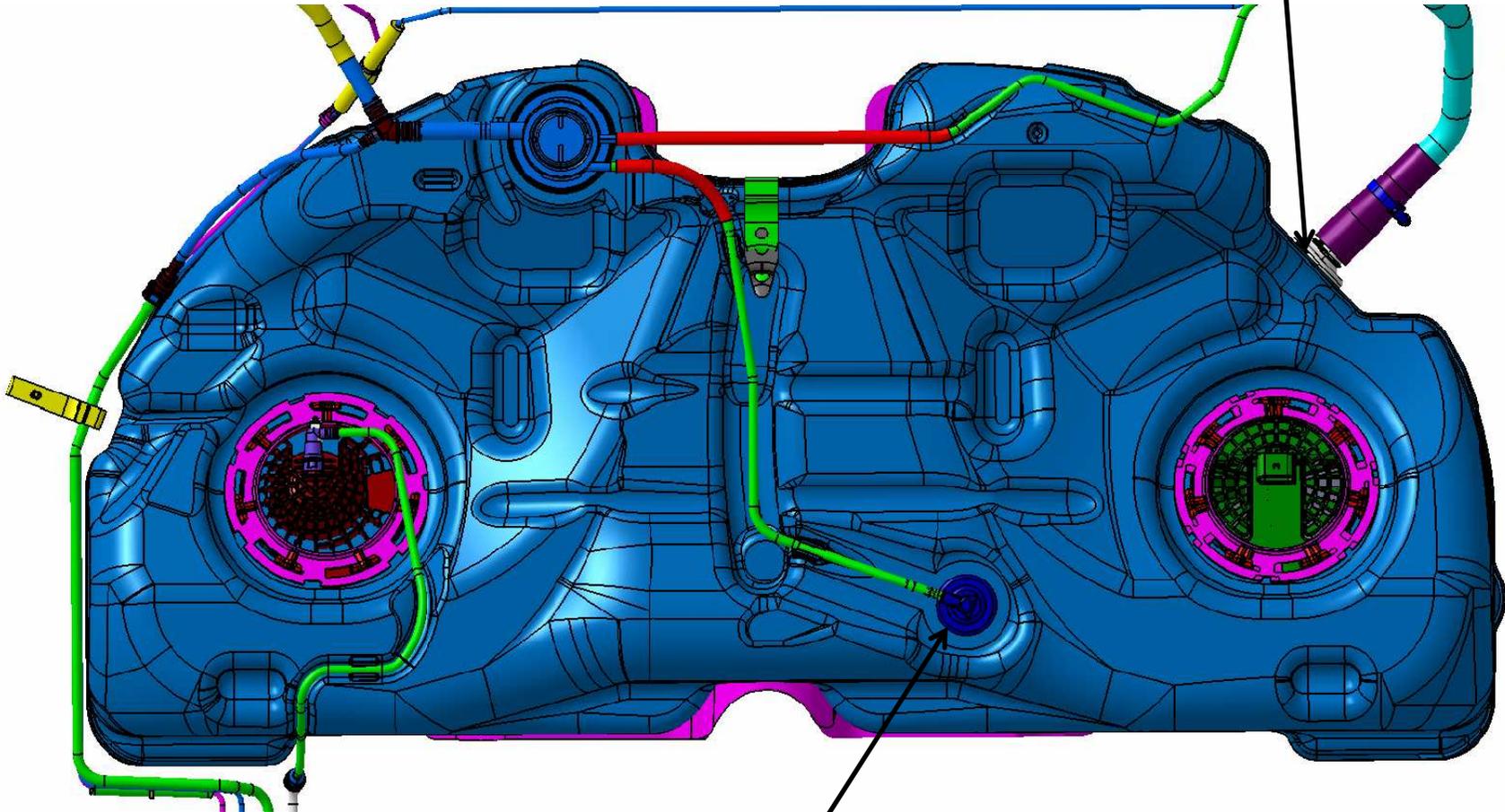
Filler Pipe
1) Connects to filler tube and allows for the flow of fuel from the filler cup to the inlet check valve.



Overall Top View of the fuel system in the rear of the vehicle.

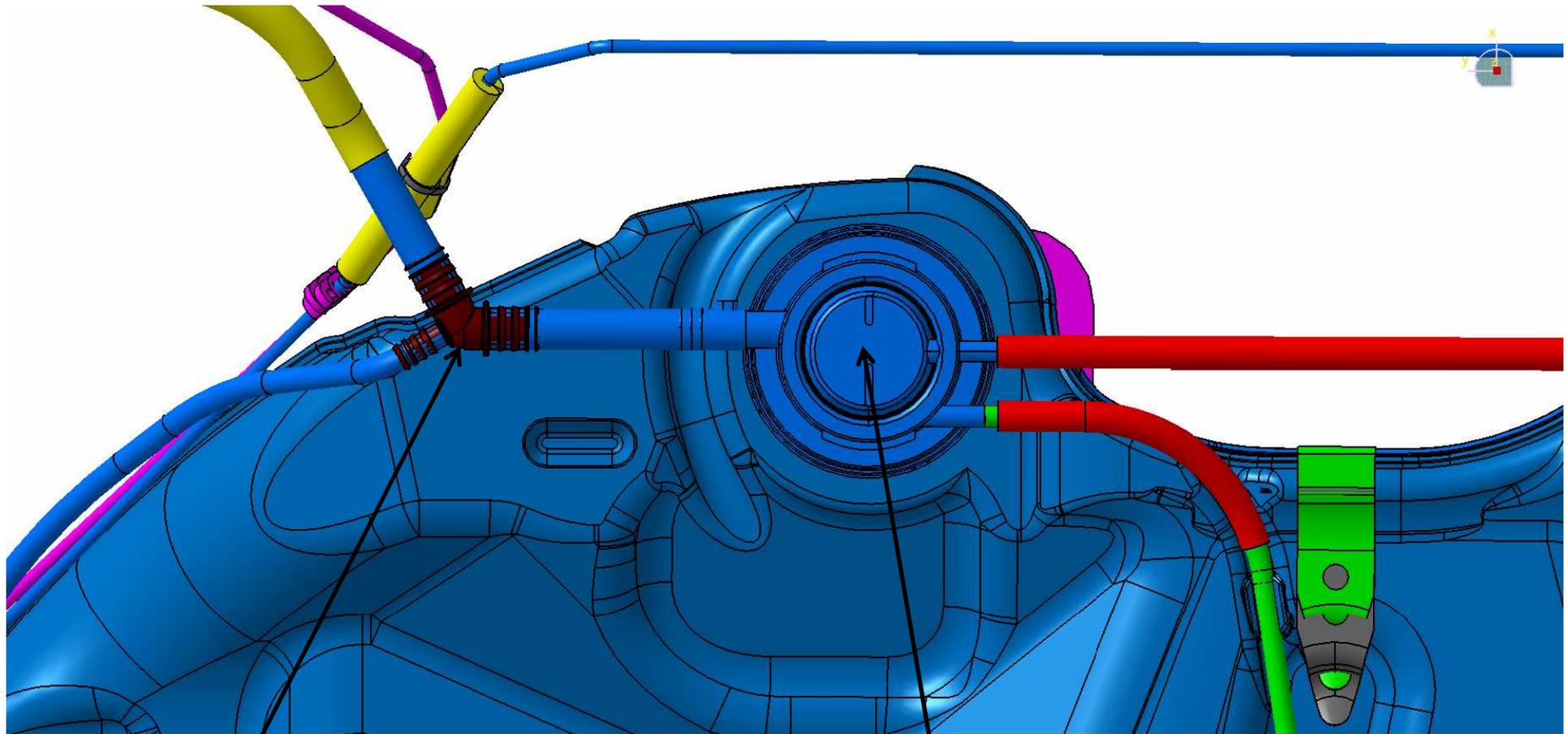
Inlet Check Valve

- 1) Allows fuel to flow in to fuel tank.
- 2) Creates connection between filler hose and fuel tank.



Grade Vent Valve

- 1) Manages fuel vapor in fuel tank.



Load Line & Purge Tee

- 1) Large diameter line goes from tank to canister
- 2) Small diameter line tees into this and draws purge vapor off to the engine through the purge solenoid when the engine is running.

Multifunctional Control Valve

- 1) Controls allowable fuel level in fuel tank.
- 2) Manages fuel vapor to evaporative system.

Submitted to the Office of the Chief Counsel

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2006 LX System Specific DTCs

Code	Issue	System
P0440	General Evap System Failure	Evaporative Emission System
P0441	Evap Purge System Performance	Evaporative Emission System Incorrect Purge Flow
P0443	Evap Purge Solenoid Circuit	Evaporative Emission System Purge Control Valve Circuit
P0452	NVLD Pressure Switch Stuck Closed	Evaporative Emission System Pressure Sensor/Switch Low
P0453	NVLD Pressure Switch Stuck Open	Evaporative Emission System Pressure Sensor/Switch High
P0455	Evap System Large Leak	Evaporative Emission System Leak Detected (large leak)
P0456	Evap System Small Leak	Evaporative Emission System Leak Detected (very small leak)
P0457	Evap System - Loose Fuel Cap	Evaporative Emission System Leak Detected (fuel cap loose/off)
P0498	NVLD Canister Vent Valve Solenoid Circuit Low	Evaporative Emission System Vent Valve Control Circuit Low
P0499	NVLD Canister Vent Valve Solenoid Circuit High	Evaporative Emission System Vent Valve Control Circuit High