

PE15-030

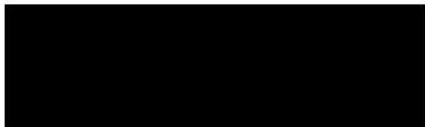
FLAT CHRYSLER

11-24-2015

ENCLOSURE 4

CAIR Backup





Jay Susalla

From: George Bomanski
Sent: Tuesday, September 30, 2014 4:13 PM
To: Jay Susalla
Subject: FW: [REDACTED] PD Dodge Durango
Attachments: DSCF0007.JPG; DSCF0002.JPG; DSCF0003.JPG; DSCF0004.JPG; DSCF0005.JPG; DSCF0006.JPG

Jay,

The officer claims he had the rotary shifter in park when he left the vehicle running. When he came back it was fifty feet away and damaged. It's drivable but won't be put back in service until repaired. It has about 500 miles on it now. Can you have it inspected? Let me know. Thanks.

From: [REDACTED]
Sent: Tuesday, September 30, 2014 4:02 PM
To: George Bomanski
Subject: RE: [REDACTED] PD Dodge Durango

George,

Attached are the vehicle photos.
Picture #5 shows minor scuff marks to the vehicle from backing into another vehicle, prior to the incident we are concerned about. Vehicle is presently right next to my police station at the address below. Correct cell number for me is also below.
Thanks



Perkasie, PA



From: George Bomanski [mailto:gmb5@chrysler.com]
Sent: Tuesday, September 30, 2014 2:57 PM
To: 'detcloss@comcast.net'
Cc: Chris Meyer
Subject: FW: [REDACTED] PD Dodge Durango

Russ,

As discussed, please provide me with photos and the physical location of this vehicle. Thanks.

George Bomanski
National Police & Government Manager
Mopar Fleet Service & Parts Operations

Chrysler Group LLC
407-257-1532
248-512-3023 Fax

From: Chris Meyer
Sent: Tuesday, September 30, 2014 1:13 PM
To: George Bomanski; David Callery; Keith Wilson
Subject: Fw: [REDACTED] PD Dodge Durango

George

Can you take a look at the emails below and advise of your thoughts?

Chris

From: [REDACTED]
Sent: Tuesday, September 30, 2014 01:24 PM
To: Chris Meyer
Cc: [REDACTED]
Subject: [REDACTED] Dodge Durango

1C4RDJFG8EC5 [REDACTED]

We would also like to know if any of the car computer systems would have info stored that would may assist. Airbags did not deploy.
Thanks

[REDACTED]
Perkasie, PA
[REDACTED]

From: Chris Meyer [mailto:CM92@chrysler.com]
Sent: Tuesday, September 30, 2014 12:40 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: [REDACTED] D Dodge Durango

I have not heard of this, but let me check with our fleet service people. Could you provide me with the vin# so they can research?

From: [REDACTED]
Sent: Tuesday, September 30, 2014 12:48 PM
To: Chris Meyer
Cc: 'Chief Steven Hillias' <chief@perkasiepd.org>
Subject: Perkasie PD Dodge Durango

Chris

I was given your contact info from Lt Kratz of Towamencin Twp Police.

We have just placed into service two 2014 Dodge Durango police vehicles.

Vehicles have the rotary knob on the console for transmission gear selection.

Last night, one of our Officers responded to a call and placed the vehicle in park, locked the doors, engine still running. He returned to the vehicle and found that it had moved about 50' into a pole causing significant damage.

He checked the vehicle and it was still in park.

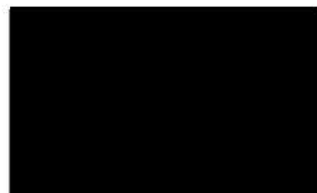
We have tried to recreate the incident with our other vehicle. Area of the incident is basically flat, with a very slight incline towards the pole.

The vehicle drifting in neutral does not seem to cause the speed needed for the damage.

We do not think the vehicle was left in drive as it moves forward quickly once your foot is removed from the brake.

Are you aware of any issues related to this problem? We want to rule out /in that the vehicle went into gear by itself.

Thank you for your help



Perkasie, PA





October 1, 2014

[Redacted]
Perkasie, PA [Redacted]

Re: Our File No.: [Redacted]
V.I.N.: 1C4RDJFG8EC [Redacted]
2014 Dodge Durango

Dear [Redacted]

This letter is to confirm that Perkasie Borough Police Dept. is the owner/lessee of a 2014 Dodge Durango, VIN 1C4RDJFG8EC [Redacted] that was involved in an accident. This letter further confirms that as the designated representative of Perkasie Borough Police Dept., you have given Chrysler Group LLC permission to perform an inspection of the vehicle.


As part of the inspection, the vehicle will be documented by photographs and measurements. The vehicle is equipped with an Occupant Restraint Control module (ORC). As explained in the Owner's Manual, in addition to other functions, the ORC records information about the airbag system and other data during an airbag deployment event. As part of our investigation, we will image the ORC data using a Bosch Crash Data Retrieval Tool. Using the Bosch Crash Data Retrieval Tool will not erase or alter any data contained in the ORC.

Please sign the space provided below to confirm that you consent to the inspection of this vehicle as described above.


J. S. Samick
Special Investigations
(586) 274-8171

JSS/jss

Agreed:



Signature



Date

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	1C4RDJFG8EC [REDACTED]
User	Daniel T. Riley
Case Number	[REDACTED]
EDR Data Imaging Date	10/09/2014
Crash Date	09/29/2014
Filename	1C4RDJFG8EC [REDACTED].ACM.CDRX
Saved on	Thursday, October 9 2014 at 16:06:27
Collected with CDR version	Crash Data Retrieval Tool 12.0
Reported with CDR version	Crash Data Retrieval Tool 12.0
EDR Device Type	Airbag Control Module
Event(s) recovered	None

Comments

No comments entered.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (e.g., bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect the stored fault data information in any of the Event Records. Always make a note in the CDR case comments section when an ACM bench top imaging process is being performed.

The recorded Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-0.1 sec.) is defined as either:
 - The last sample point in the vehicle data buffer when the ACM commanded a deployment
 - The algorithm wakeup.
 - Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
 - If multiple deployment decisions (frontal, side, and/or rollover) are made before the first deployment event ends, the deployments are part of the same recorded event and T0 is defined as the T0 from the first deployment decision.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be changed.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR software during the imaging process.
- For Fiat vehicles, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
 - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
 - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)

- For TRW modules:
 - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
 - Two EDR events may be stored for one impact event. The second EDR event may be recorded due to the deployment of the frontal airbag, 3rd stage passenger.

CDR RECORD INFORMATION:

- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report.

Data Element Name	Positive Sign Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Left to Right Rotation
Steering Input	Turning to the Left
Yaw Rate	Turning to the Left

- Depending on when power to the ACM is lost, during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:
 - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
 - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Vehicle Event Recorder Status.
- For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- The minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- System Status at Event Section of the report:
 - "Time, Operation System Time-" - This is a lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
 - "Time, Airbag Warning Lamp On" - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
 - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
 - For 2013 MY Minivans, this time is only cumulative of the past 10 ignition cycles.
 - "Time from Event 1 to 2 (sec)" - This indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, ">5" will be displayed.
 - For TRW control modules, this value will be 0 when only one event has been recorded.
 - "Operation via Energy Reserve Only" - "Yes" indicates that the ACM had lost power and was only operating on energy reserve at the time of the event.
 - "Occupant Size Classification, Right Front Passenger" - "Child" status may be used to indicate anything weighing less than a 5th percentile female
- Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. Activation of only the AHRs, if stored, will be a non-deployment event.
- For applicable vehicles, a "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment /activation of the associated device.
- Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication network.
- The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
- Speed, Vehicle Indicated is reported as an average of the drive wheels.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.
- For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- Ignition Cycle Counter - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be less than the ignition cycles at event due to the 2 different counters.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.

NOTE: The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.

VEHICLE DATA DEFINITIONS:

Vehicle Event Recorder Status definitions:

- For additional definitions, please refer to the CDR Help File Glossary
- **ABS Activity** - "Yes" indicates an active ABS event.
- **ABS MIL**- This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- **ACC Status** - "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Set" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that Adaptive Cruise Control is turned on; "ACC_Set" indicates that the Adaptive Cruise Control system is actively controlling vehicle speed.
- **ACC Speed Set** - This indicates the desired speed in mph that was input by the driver.
- **Accelerator Pedal, % Full** - This indicates the actual position of the accelerator pedal.
- **Accelerator Pedal (Derived), % Full** - This indicates the calculated value of the accelerator pedal for battery electric vehicle.
- **Accelerator Pedal/Engine Throttle, % Full** - This indicates the actual position of the Engine Throttle blade.
- **Engine Throttle, % Full** - This indicates the actual position of the Engine Throttle blade.
- **ASR/TC** - Traction Control System
- **Axle Torque** - E-Motor Torque multiplied by the gear ratio for an electric motor
- **Brake Lamp On** - This indicates that the brake lamp is illuminated due to the application of the brake pedal, ESC intervention, or the hazards being on.
- **Cruise Control System/Status** - "On" indicates that the Cruise Control system is turned on.
- **Cruise Control Active** - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.
- **Cruise Control Lamp Status** - "On" indicates that the Cruise Control system is turned on.
- **Cruise Control Engaged Status** - "Engaged" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged" indicates the system is NOT controlling vehicle speed.
- **E-Motor Torque** - Calculated torque from the output shaft of the electric motor
- **Engine Torque Applied** - If "No", then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
- **ESC/ESP MIL** - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
- **ESC/ESP Lamp** - This is the status of the ESC/ESP symbol - "car with squiggly lines" indicator lamp. "On" indicates ESC/ESP has been turned off by the driver or had reduced performance and is not an indication of a fault in the system.
- **Stability Control**- This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown. "Engaged" indicates an active ESC/TCS event.
- **ETC Lamp** - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- **ETC Lamp Flashing** - If "Yes", then the ETC is in the limp-in mode.
- **Panic Brake Assist Active** - "Yes" indicates that all four of the brake circuits are undergoing ABS control.
- **PCM MIL** - This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
- **Time from event 1 to 2**
 - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
 - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
 - The time from the prior recorded event (even if it has been overwritten) to the current recorded event for Bosch and TRW modules.
 - The time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event for Continental modules. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed for Continental modules.
- **Tire 1 (2) Location (if equip.)**- This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- **Tire 1 (2) Pressure Status (if equip.)**- This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- **Tire 1 (2) Pressure (psi) (if equip.)**- This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.

03002_Chrysler_r013

System Status at Retrieval

Original VIN	1C4RDJFG8EC [REDACTED]
Ignition Cycle, Download	145
ACM Part Number	56054076AC
ECU Serial Number	T52MD102400375
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	14.6

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	No
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seat Seatbelt Switch	Yes
Configured for Driver Seat Track Position Switch	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Buckle Pretensioner	No
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Switch	No
Configured for Right Side Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Pedestrian Protection Hood Actuators	No











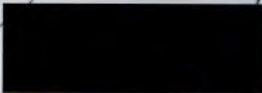


[REDACTED]

PERKASIE
BOROUGH
POLICE

PO

SERVING PERKASIE







P

SERVING

EMERGENCY 9-1-1

POLICE



A close-up photograph of the rear of a white police vehicle. The image shows the right side of the rear bumper and the lower portion of the taillight. The bumper is white and exhibits significant damage, including a large, irregular dent and several deep scratches. A blue 'POLICE' decal is visible on the right side of the bumper. The taillight has a red lens with black horizontal bars. A black plastic trim piece is located below the bumper. The car is parked on a dark asphalt surface.

POLICE

























DRIVE & 
Press Enter
or Push Start
to Start
100 km/h

SET+

CANCEL

RES

SET-

PUSH TO
RELEASE

START/STOP





Distance mi

50.2

20

Average MPG

10.1

120

Elapsed Time

04:11:00

130


Hold OK to Reset All

140

445 mi









A close-up photograph of a car's gear selector knob. The knob is black with a silver-colored metal ring around its top and bottom edges. The letters 'P R N D' are printed in white on the top half of the knob. A small, glowing orange light is positioned above the letter 'R'. To the right of the knob, there are two circular air vents with a black mesh cover. The background is a dark, textured surface, likely the car's center console.

P R N D



P R N D

A close-up photograph of a car's center console. The gear shifter is a rotary knob with a silver-colored ring and a black top section. The top section is illuminated from below, showing the letters 'P', 'R', 'N', and 'D' in white. Above the letters are three small indicator lights; the rightmost one is lit orange. To the right of the gear shifter is a handbrake with a silver-colored handle and a black plastic base. The base has a yellow USB symbol and a small yellow light. The surrounding area is a dark, textured plastic or leather-like material.

P R N D



PH 80 90 100 110 120 130 140

30.2 8.5 05:35:13

to Reset All

45 mi

P

H

E



SW

Vehicle
not in
park

R





SW

Vehicle
not in
Park



N




H

E



Battery:  13.888 volts

Legend

-  Active ECU
-  Non-responsive ECU
-  NTC - Present

All DTCs

Diagnostic Procedures

Customer Preferences

Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All Active Stored Pending

 View Freeze Frame

 View

	ECU	Code	Status	Description
	TCM	U11E3-00	stored	TCM Lost Communication With ESM on D-PT CAN-
	RPH	B1A75-13	active	Passive Entry Antenna S-Circuit Open
	POW	B25AF-2A	stored	Door Lock/Unlock Switch-Stuck

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data Snapshot Data

Environmental Data for TCM | U11E3-00 TCM Lost Communication With ESM on D-PT CAN-

Name	Value	Units
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	

Disconnect



Update Available

Warnings: 0 Errors: 0

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data

Snapshot Data

**Environmental Data for TCM | U11E3-00 -TCM Lost Communication With ESM on D-PT
CAN-**

Name	Value	Units
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	48	miles
Most Recent Odometer Value	48	miles
Frequency Counter	1	

Disconnect



Update Available

Warnings & Errors

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data

Snapshot Data

Environmental Data for TCM | U11E3-00 TCM Lost Communication With ECM on D-PT CAN-

Name	Value	Units
Occurrence Flag	Error	
Original Odometer Value	48	miles
Most Recent Odometer Value	48	miles
Frequency Counter	1	
Ignition Cycle Counter	13	
Good Trip Up Counter	45	None
Warmup Up Counter	13	None

Disconnect



Locate Available

Warning: 0/0/0/0

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data Snapshot Data

Environmental Data for RFH | B1A75-13- Passive Entry Antenna 5-Circuit Open

Name	Value	Units
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
warning indicator Requested	False	

Disconnect



Update Available

Warning 20mins

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data

Snapshot Data

Environmental Data for RFH | B1A75-13 Passive Entry Antenna 5-Circuit Open

Name	Value	Units
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	40	miles
Most Recent Odometer Value	40	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

Disconnect



Update Available

Warnings: 0 Errors: 0

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data

Snapshot Data

Environmental Data for PDM | B25AF-2A Door Lock/Unlock Switch-Stuck

Name	Value	Units
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	

Disconnect



Update Available

Warnings: 0 Errors: 0

Click on the buttons to view the desired information. Click on column heading to sort table.

Environmental Data

Snapshot Date

Environmental Data for PDM | B25AF-2A Door Lock/Unlock Switch-Stuck

Name	Value	Units
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All Occurrence Flag	01 Error	
Original Odometer Value	40	miles
Most Recent Odometer Value	40	miles
Frequency Counter	1	
Operation Cycle Counter	13	

Disconnect



Update Available

Warnings: 0 Errors: 0

Overview

Name:

Transmission Control Module

Flash Part Number:

68225563AC

Bus Type:

CAN C

Hardware Version:

0A.3.1F

Software Version:

#0: 13.32.00 #1: 13.32.00

Spare Part Number:

N/A

ISO Code:**Software Number:**

N/A

Hardware Number:

N/A

Original VIN

1C4RDJFC8EC [REDACTED]

Overview

Software Version:

#0: 13.32.00 #1: 13.32.00

Spare Part Number:

N/A

ISO Code:

Software Number:

N/A

Hardware Number:

N/A

Original VIN

1C4RDJFG8E0 [REDACTED]

Current VIN

1C4RDJFG8E0 [REDACTED]

Variant & Version:

40-11

Country Code

N/A

DTC Count:

1

Note could

to access various ECU operations and information for the selected ECU.

[Flash](#)[Data](#)[DTCs](#)[Actuators](#)[System Tests](#)[Misc Functions](#)[ECU Details](#)

Current ECU Flash Number: 68225563AC

Battery:  13.888 volts

Double-click row selection or click on appropriate button to update ECU. Click on column heading to sort table.

New Part Number	Description
68225563AD	2014 WD 3.6L AUTO S SPD AWD NAFTA











LC

WEIGHT:

2949 KG 6500 LB

TIRES:

P265/60R18 109T

AT

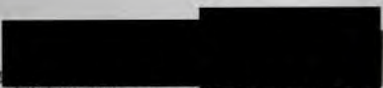
250 KPA (36 PSI) COLD

TIRES:

P265/60R18 109T

WT

250 KPA (36 PSI) COLD



THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.A. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 1C4RDJFG8E



TYPE:

MPV

MDH:051311 030AA

VEHICLE MADE IN U.S.A.

PRINT: PH?

TRIM: 1729

MFD BY CHRYSLER GROUP LLC

DATE OF MFR(BUILT): 5-14 GVAR:

GVAR FRONT: 1452 KG 3200 LB WITH
18x8.0 RIMS AT

GVAR REAR: 1770 KG 3900 LB WITH
18x8.0 RIMS AT

2949 KG 6500 LB

P265/60R18 108T TIRES
250 KPA (36 PSI) COLD

P265/60R18 108T TIRES
250 KPA (36 PSI) COLD



THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.
STANDARDS IN EFFECT ON THE DATE OF

VIN: 1C4RDJFG8E [REDACTED] TYPE:
VEHICLE MADE IN U.S.A. PRINT: PWT









POLICE

EMERGENCY 9-1-1

POLICE



POLICE









A close-up photograph of a car's center console. The gear shifter is a black, vertically-oriented lever with a silver-colored trim. The letters 'P R N D' are printed in white on the top part of the shifter. Below the shifter is a circular handbrake with a silver-colored rim. To the right of the shifter and handbrake are two circular cupholders. The background is a dark, textured surface, likely the car's interior paneling.

P R N D















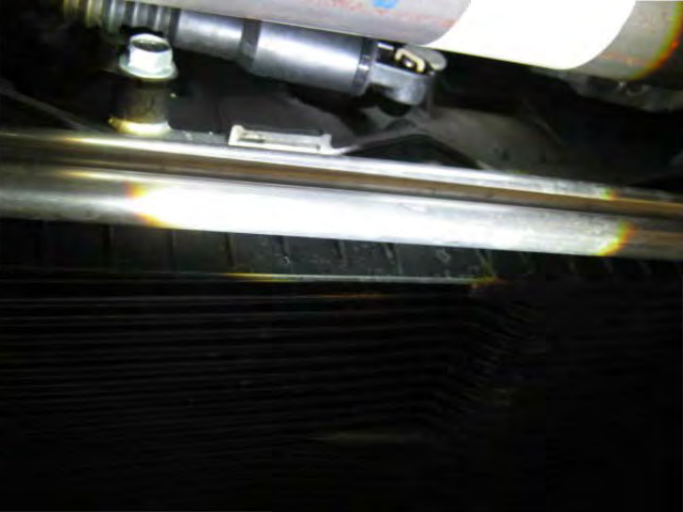






1234A555222999









Trip B



40

100

20

120

10

130

0

140

Distance mi

45.2

Average MPG

9.6

Elapsed Time

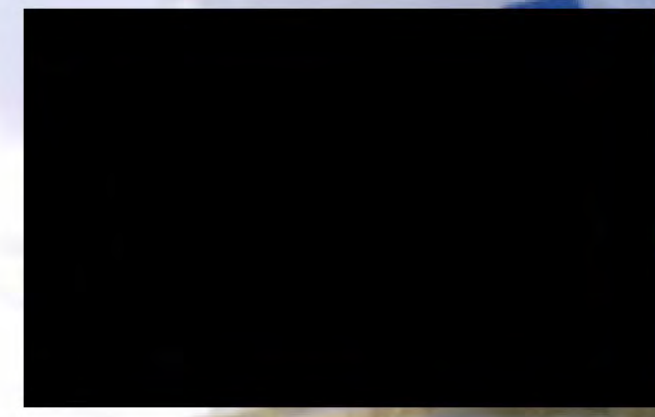
06:46:04

Hold OK to Reset All

460 mi



DODGE

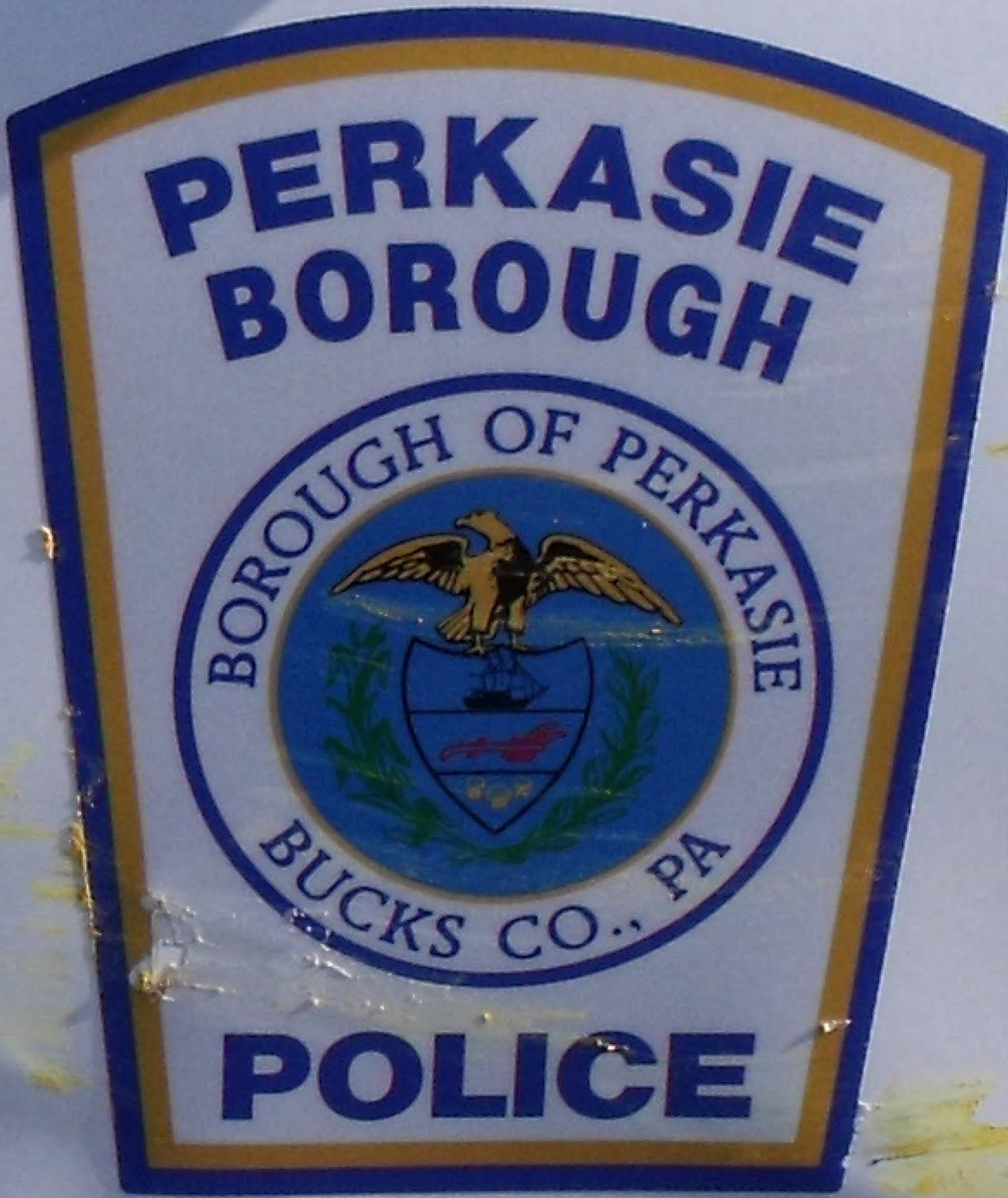
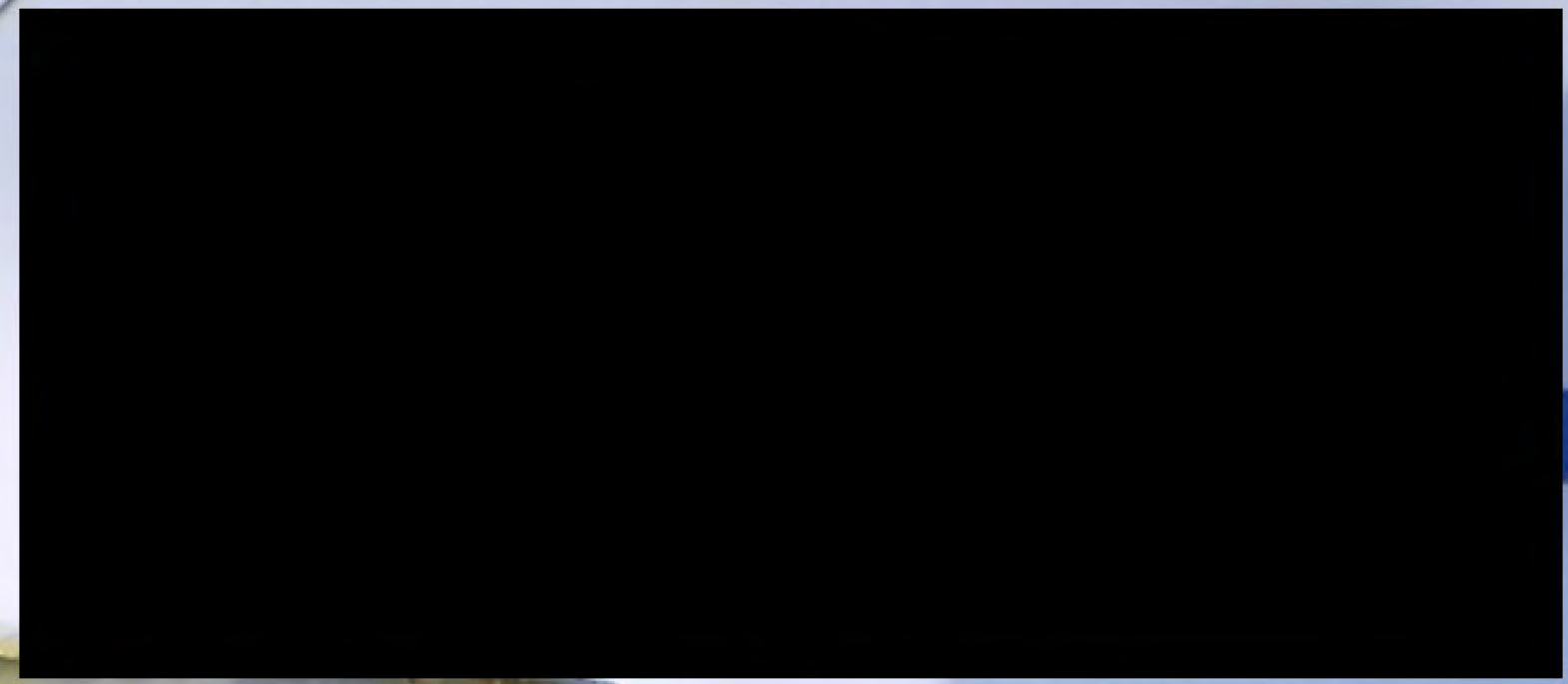


POLICE

SERVING PERKASIE & SURSIDE

15 15

EMERGENCY 911



PD

SERVING PER

EMERGENCY 9-1-1



MU
MG-5
PENN

POLICE







PE15-030

FLAT CHRYSLER

11-24-2015

ENCLOSURE 4

CAIR Backup



From: [REDACTED]
To: customerassist@chrysler.com
Date: Mon Jun 08 13:00:25 EDT 2015
Subject: Chrysler Group LLC Customer Assistance
Form Selected:

Category: US Customer Service

Brief Description:

Major Transmission Failure

Comments:

Hello,

I am writing to inform you that my wife's Jeep Grand Cherokee last night put itself in drive and crashed into a tree!!!!!!

My wife arrived

home and had to run into the house to get something, she parked the car at the top of the driveway put it in PARK, it stayed there but then a minute later it had somehow put itself in drive and it proceeded to roll down my driveway hit a stone wall then deflect off the wall and drive into the woods, the only thing that stopped it was a tree that it hit.

The car has

been towed and is at the garage, but I am requesting that Chrysler cover the damages to this vehicle and assume responsibility to avoid me having to pay insurance deductibles and have my rates increase.

Thank God no one was
in the car at the time!!!!!!

Please get back to me at your soonest
convenience, I am interested in not having to go through a prolonged legal
battle on this, and to be able to settle this privately, but am fully
prepared to if necessary!

Thank You,
Sincerely,

[REDACTED]

Sender Information:

Title:

First Name: [REDACTED]

[REDACTED]

[REDACTED]

From: customerassist@chrysler.com

To: [REDACTED]

Date: Wed Jun 10 13:19:28 EDT 2015

Subject: Re: Chrysler Group LLC Customer Assistance

Dear [REDACTED]

Thank you for contacting the Jeep Customer Assistance Center.

I'm sorry to hear about the issues with your vehicle. Our records show that you have contacted us by telephone and we are addressing your concern. We have updated your file to reflect the latest information you provided in the email message.

Thank you for taking the time to communicate with us.

Thank you again for your email. Should you require additional assistance, or have any new information to provide, please reply to this email message or call 1-877-I-AM-JEEP (1-877-426-5337).

Sincerely,

Steve

Customer Service Representative

Jeep Customer Assistance Center

For any future communications related to this email, please refer to the following information:

REFERENCE NUMBER: [REDACTED]

EMAIL CASE NUMBER: [REDACTED]

REPLY LINK:

http://www.chrysler.com/wccs/brand_forms/us/reply.jsp?trk_ID=KMM9185766V56768L0KM&

Original Message Follows:

US Customer Service - Jeep Brand Site

Brief Description:

Major Transmission Failure

Comments:

Hello, I am writing to inform you that my wife's Jeep Grand Cherokee last night put itself in drive and crashed into a tree!!!!!! My wife arrived home and had to run into the house to get something, she parked the car at the top of the driveway put it in PARK, it stayed there but then a minute later it had somehow put itself in drive and it proceeded to roll down my driveway hit a stone wall then deflect off the wall and drive into the woods, the only thing that stopped it was a tree that it hit. The car has been towed and is at the garage, but I am requesting that Chrysler cover the damages to this vehicle and assume responsibility to avoid me having to pay insurance deductibles and have my rates increase. Thank God no one was in the car at the time!!!!!! Please get back to me at your soonest convenience, I am interested in not having to go through a prolonged legal

battle on this, and to be able to settle this privately, but am fully prepared to if necessary! Thank You, Sincerely, [REDACTED]

VIN:

EC [REDACTED]

Mileage:

17000

Servicing Dealer:

Stevens

Title:

First Name:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Address 2:

City:

Shelton

State:

CT

Zip:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: customerassist@chrysler.com
Date: Wed Jun 17 10:05:09 EDT 2015
Subject: Re: Chrysler Group LLC Customer Assistance (KMM9185766V56768L0KM)
Hello,

It is my understanding that the inspector for Chrysler has completed his inspection of the vehicle in question, and has turned in his report to Chrysler; would it be possible that you would be able to provide me an update?

Thanks,
brian

On Wed, 6/10/15, customerassist <customerassist@chrysler.com> wrote:

Subject: Re: Chrysler Group LLC Customer Assistance (KMM9185766V56768L0KM)
To: [REDACTED]
Date: Wednesday, June 10, 2015, 1:19 PM

Dear [REDACTED]

Thank you for contacting the Jeep Customer Assistance Center.

I'm sorry to hear about the issues with your vehicle. Our records show that you have contacted us by telephone and we are addressing your concern. We have updated your file to reflect the latest information you provided in the email message.

Thank you for taking the time to communicate with us.

Thank you again for your email. Should you require additional assistance, or have any new information to provide, please reply to this email message or call 1-877-I-AM-JEEP (1-877-426-5337).

Sincerely,

Steve

Customer Service Representative
Jeep Customer Assistance Center

For any future communications related to this email, please refer to the following information:

REFERENCE NUMBER: 2 [REDACTED]

EMAIL CASE NUMBER: [REDACTED]

REPLY LINK:

http://www.chrysler.com/wccs/brand_forms/us/reply.jsp?trk_ID=KMM9185766V56768L0KM&

Original Message Follows:

US Customer Service - Jeep Brand Site

Brief Description:

Major Transmission Failure

Comments:

Hello, I am writing to inform you that my wife's Jeep Grand Cherokee

last

night put itself in drive and crashed into a tree!!!!!! My

wife arrived

home and had to run into the house to get something, she

parked the car

at

the top of the driveway put it in PARK, it stayed there but

then a

minute

later it had somehow put itself in drive and it proceeded

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my

driveway hit a stone wall then deflect off the wall and

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God no one
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convenience, I am interested in not having to go through a
prolonged
legal
battle on this, and to be able to settle this privately,
but am fully
prepared to if necessary! Thank You, Sincerely, [REDACTED]
[REDACTED]

VIN:

EC [REDACTED]

Mileage:

17000

Servicing Dealer:

Stevens

Title:

First Name:

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Address 2:

City:

Shelton

State:

CT

Zip:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: customerassist@chrysler.com

To: [REDACTED]

Date: Wed Jun 17 12:02:59 EDT 2015

Subject: Re: Chrysler Group LLC Customer Assistance (KMM9185766V56768L0KM)

Dear [REDACTED]

Thank you for contacting the Jeep Customer Assistance Center.

I'm sorry but I cannot give you an update on the case, as it is in a special investigations division.

They have a case manager that will contact you with the results.

I wish I could provide you with a more favorable response.

Thank you again for your email. Should you require additional assistance, or have any new information to provide, please reply to this email message or call 1-877-I-AM-JEEP (1-877-426-5337).

Sincerely,

Steve

Customer Service Representative

Jeep Customer Assistance Center

For any future communications related to this email, please refer to the following information:

REFERENCE NUMBER:

EMAIL CASE NUMBER: [REDACTED]

REPLY LINK:

http://www.chrysler.com/wccs/brand_forms/us/reply.jsp?trk_ID=KMM9195207V56979L0KM&

Original Message Follows:

Hello,

It is my understanding that the inspector for Chrysler has completed his inspection of the vehicle in question, and has turned in his report to Chrysler; would it be possible that you would be able to provide me an update?

Thanks,

[REDACTED]

On Wed, 6/10/15, customerassist <customerassist@chrysler.com> wrote:

Subject: Re: Chrysler Group LLC Customer Assistance (KMM9185766V56768L0KM)

To: [REDACTED]

Date: Wednesday, June 10, 2015, 1:19 PM

Dear [REDACTED],

Thank you for contacting the Jeep Customer Assistance

Center.

I'm sorry to hear about the issues with your vehicle. Our records show that you have contacted us by telephone and we are addressing your concern. We have updated your file to reflect the latest information you provided in the email message.

Thank you for taking the time to communicate with us.

Thank you again for your email. Should you require additional assistance, or have any new information to provide, please reply to this email message or call 1-877-I-AM-JEEP (1-877-426-5337).

Sincerely,

Steve

Customer Service Representative
Jeep Customer Assistance Center

For any future communications related to this email, please refer to the following information:

REFERENCE NUMBER: [REDACTED]

EMAIL CASE NUMBER: [REDACTED]

REPLY LINK:

http://www.chrysler.com/wccs/brand_forms/us/reply.jsp?trk_ID=KMM9185766V56768L0KM&

Original Message Follows:

US Customer Service - Jeep Brand Site

Brief Description:

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driveway hit a stone wall then deflect off the wall and drive into the

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God no one

was

in the car at the time!!!!!! Please get back to me at your soonest

convenience, I am interested in not having to go through a prolonged

legal

battle on this, and to be able to settle this privately,

but am fully

prepared to if necessary! Thank You, Sincerely, [REDACTED]

[REDACTED]

VIN:

EC [REDACTED]

Mileage:

17000

Servicing Dealer:

Stevens

Title:

First Name:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Address 2:

City:

Shelton

State:

CT

Zip:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]