

September 24, 2015

Mr. Jeff Quandt, Chief
Office of Defects Investigation, NVS-213
U.S. Department of Transportation

National Highway Traffic Safety Administration ("NHTSA")
Office of Defects Investigation ("ODI")
Room W48-312
1200 New Jersey Avenue SE
Washington, D.C. 20590

Reference: PE15-030 Technical Review

Dear Mr. Quandt:

Attached is FCA US LLC's ("FCA US") response to the informal request for information made during the telephonic meeting between NHTSA's ODI and FCA US titled "PE15-030 Technical Review - FCA / NHTSA" on September 23, 2015. The information included in this submission is the presentation material from the September 23, 2015 meeting. This information relates to PE15-030, and is provided voluntarily.

FCA US is submitting to the Chief Counsel's Office, via courier for next day delivery with a request for treatment as confidential business information, additional detailed information responsive to this request.

By providing the information contained herein, FCA US is not waiving its claim to attorney work product and attorney-client privileged communications.

Sincerely,



Stephen L. Williams
Head – Vehicle Safety Compliance and Product Analysis

Attachment and Enclosures



FIAT CHRYSLER AUTOMOBILES

PE 15-030 WK (Grand Cherokee)

2014 - 2015MY WK Monostable Shifter

Park Engagement, Disengagement and Fail Safe Strategy

Auburn Hills, MI

September 24, 2015

NAFTA
REGION



- Answers to recieved questions
- Review transmission and shifter normal operation and safety features
- Review VOQs

REDACTED

REDACTED

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FIAT CHRYSLER AUTOMOBILES

Additional Information



REDACTED

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STARTING AND OPERATING 431

The electronically-controlled transmission provides a precise shift schedule. The transmission electronics are self-calibrating; therefore, the first few shifts on a new vehicle may be somewhat abrupt. This is a normal condition, and precision shifts will develop within a few hundred miles (kilometers).

Only shift from DRIVE to PARK or REVERSE when the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake pedal when shifting between these gears.

The transmission shift lever provides PARK, REVERSE, NEUTRAL, DRIVE and SPORT shift positions. Once in the DRIVE range, tapping the shift lever rearward will toggle between SPORT mode and DRIVE mode. You do not need to push the shift lever button when toggling between DRIVE and SPORT modes. Manual shifts can be made using the shift paddles mounted on the steering wheel. Pressing the shift paddles (-/+) while in the

DRIVE or SPORT position will manually select the transmission gear, and will display the current gear in the instrument cluster. Refer to "Paddle Shift Mode" in this section for further information.



Shift Lever

432 STARTING AND OPERATING

The electronically-controlled transmission provides a precise shift schedule. The transmission electronics are self-calibrating; therefore, the first few shifts on a new vehicle may be somewhat abrupt. This is a normal condition, and precision shifts will develop within a few hundred miles (kilometers).

Only shift from DRIVE to PARK or REVERSE when the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake pedal when shifting between these gears.

The transmission gear selector has only PARK, REVERSE, NEUTRAL, and DRIVE shift positions. Manual shifts can be made using the AutoStick shift control (shift paddles mounted on the steering wheel). Pressing the shift paddles (-/+) while in the DRIVE range will manually select the transmission gear, and will display the current gear in the instrument cluster. Refer to “AutoStick” in this section for further information.



Electronic Gear Selector

Gear Ranges

DO NOT race the engine when shifting from PARK or NEUTRAL into another gear range.