



June 3, 2008

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590

08V-247
(3 pages)

Dear Mr. Smith:

Attached is Chrysler LLC's ("Chrysler") Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect on some 2009 model year Dodge Journey vehicles equipped with 3.5L engines. The engine wiring harness may contact the left transaxle mount. Damage to the wiring harness could result in an engine compartment fire.

Chrysler will conduct a safety recall to inspect and secure the wiring harness.

Sincerely,

A handwritten signature in black ink, appearing to read "S. J. Speth".

Stephan J. Speth

Enclosure: Defect Information Report for Chrysler Recall H21

cc: K.C. DeMeter, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

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DEFECTS INVESTIGATION
RECALL MGMT DIV.

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL H21

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Submission date: June 3, 2008

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume	Other
Dodge	Journey	2009	February 4, 2008 through March 14, 2008	6,692 (estimated)	With 3.5L engine only

Estimated percentage containing defect: 18%

Description of defect:

The engine wiring harness may contact the left transaxle mount. Damage to the wiring harness could result in an engine compartment fire.

The following chronology of principal events occurred between March and May of 2008 and led to the determination of a defect:

- On March 13, 2008 a 2009 model year Dodge Journey with a 3.5L engine at the Toluca Assembly Plant experienced Malfunction Indicator Light (MIL) illumination during vehicle audit.
- It was found that the MIL illumination was the result of an O2 sensor fault due to engine wire harness chafing on the left transaxle mount.
- Investigation determined that on February 4, 2008 the starter wire takeouts on the 3.5L engine harness were relocated to accommodate end-of-line continuity testing at the engine assembly plant.
- The takeout revision created the potential for engine wiring harness routing variation during vehicle assembly.
- On March 14, 2008, the Toluca Assembly Plant initiated corrective action by re-routing and securing the engine wiring harness away from the left transaxle mount.
- Toluca Assembly Plant personnel inspected 435 vehicles within their control and observed 80 with engine wiring harness to left transaxle mount contact (18%).
- A review of field data also indicated a number of 2009 Dodge Journey vehicles from the February 4, 2008 through March 14, 2008 build population with O2 sensor fault codes and MIL illumination as a result of the engine harness chafing condition.
- On April 25, 2008 a Rapid Response Transmittal (#08-040) was released to Chrysler dealership personnel to inspect and secure the engine wiring harness on unsold vehicles within their control to eliminate the potential for the O2 sensor fault code and MIL illumination due to harness interference with the left transaxle mount.
- It was subsequently determined that the engine wiring harness at the left transaxle

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mount, in addition to containing the six wires for the O2 sensor circuit, also contains the ground circuit for the AC clutch, the battery remote post negative and positive, and an optional engine heater cord that may be secured to the engine wiring harness.

- There have been no field complaints related to the battery remote post wiring or the optional engine heater cord contacting the transaxle mount.
- Since the potential exists for contact between the battery remote post wiring or optional engine heater cord and the transaxle mount, this data was presented to the Vehicle Regulations Committee on May 27, 2008, who decided to conduct a safety recall.

Statement of measures to be taken to correct defect:

Chrysler will inspect the engine wiring harness for damage on the affected vehicle population. If the harness is damaged, the wiring will be repaired and a tie wrap installed to secure the harness away from the left transaxle mount. If there is no damage, a tie wrap will be installed to secure the harness away from the mount. Chrysler's scheduling information for implementing this recall is not available at this time.

Chrysler has a long standing 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 original receipt and/or other adequate proof of payment to the company for confirmation of the expense.