



May 6, 2010

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

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Dear Mr. Smith:

Attached is Chrysler Group 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 in some 2010 model year Chrysler 300, Dodge Challenger, Dodge Charger, Jeep Commander, Jeep Grand Cherokee and Dodge Ram vehicles.

Chrysler will conduct a voluntary safety recall to inspect and replace if necessary the Wireless Ignition Node (WIN) module on all affected vehicles identified above.

Sincerely,

David D. Dillon

Enclosure: Defect Information Report for Chrysler Recall K08

cc: K.C. DeMeter, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC RECALL K08

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Submission date: May 6, 2010

Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant
Chrysler / Dodge	300 / Challenger / Charger	2010	January 08, 2010 – February 08, 2010	18,881 (estimate)	BRAP
Jeep	Commander / Grand Cherokee	2010	January 8, 2010 – February 13, 2010	6,083 (estimate)	JNAP
Dodge	Ram	2010	January 08, 2010 – March 3, 2010	7,557 (estimate)	Saltillo
Dodge	Ram	2010	January 8, 2010 – February 10, 2010	7,610 (estimate)	WTAP

Estimated percentage containing defect: approximately 2%

Description of defect:

A small percentage of the affected Chrysler 300, Dodge Challenger, Dodge Charger, Jeep Commander, Jeep Grand Cherokee and Dodge Ram vehicles may have been built with a WIN module exhibiting a binding condition of the solenoid latch. The result of the defect could lead to a condition where the key may be removed from the ignition switch (WIN module) prior to placing the shifter in park resulting in the potential for unintended vehicle movement.

The name, address and telephone number of the supplier who manufactured the subject components:

Marquardt Switches, Inc.
2711 Route 20 East
Cazenovia, NY 13035
(315)655-8050

The following chronology of principal events led to the determination of a defect:

- On January 26, 2010 Jefferson North Assembly Plant (JNAP) reported six vehicles had a condition which allowed the FOB Integrated Key (FOBIK) to be removed from the Wireless Ignition Node (WIN) module while the gear shift was not in park.
- On January 27, 2010 Brampton Assembly (BRAP) reported a similar condition on eight vehicles.

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- All assembly plants using this style WIN were placed into yard hold status at Warren Truck Assembly (WTAP), BRAP, JNAP, Saltillo and Graz Assembly Plants.
- Subsequent yard surveys revealed that approximately 2% of the held vehicles exhibited the condition.
- Supplier analysis determined that the suspect WINs had a binding condition of the solenoid latch (which prevents the FOBIK from being released when the gear shifter is not in park) caused by a mechanical mis-alignment of the latch bearing holes.
- Supplier analysis also revealed that the misalignment was being caused by an out of specification coil housing cavity and a dimensional shift to the mating shield assembly latch bearing hole position.
- On January 27, 2010, interim corrective actions were initiated, which included sorting out a suspect coil housing build cavity and modifying the solenoid latch bearing hole position in the shield assembly tool to alleviate binding.
- On February 26, 2010, permanent corrective actions were initiated, which included changing the suspect coil housing dimensions to meet print specification.
- A WIN inspection criteria was developed to detect the condition and vehicles which do not meet the criteria must have the WIN module replaced.
- This issue applies to vehicles equipped with automatic transmissions. No manual transmission vehicles are affected.
- Chrysler Group, LLC is not aware of any confirmed accidents or injuries related to this issue.
- This data was presented to the Chrysler Vehicle Regulations Committee on April 29, 2010, who decided to conduct a voluntary safety recall.

Statement of measures to be taken to correct defect:

Chrysler will conduct a voluntary safety recall to inspect and replace if necessary the WIN module on all affected Chrysler 300, Dodge Challenger and Charger, Jeep Commander and Grand Cherokee and Dodge Ram vehicles. Chrysler expects to initiate national notification to both dealers and owners in July 2010.

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 original receipt and/or other adequate proof of payment to the company for confirmation of the expense.