

**CHRYSLER**

June 3, 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

Dear Mr. Smith:

Attached is Chrysler Group LLC's ("Chrysler Group") updated Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential defect in some 2007 model year Dodge Caliber and Jeep Compass vehicles. Information provided has been updated for clarity. These vehicles are equipped with an Electronic Throttle Control system that utilizes "Smart Brake" technology. When a disagreement exists between the throttle and the brake, the brake signal causes the engine controller to reduce engine power, allowing the operator to stop the car. As a result of the presence of this technology, Chrysler Group LLC has concluded that the condition described in this report does not present an unreasonable risk to motor vehicle safety. Chrysler Group LLC will nonetheless conduct a voluntary safety recall to inspect the accelerator pedal assembly to determine the build date and mold cavity number of assembly and replace all potentially affected pedal assemblies produced from cavity mold #2 that were installed on vehicles manufactured between March 7 and May 19, 2006.

Sincerely,

A handwritten signature in black ink that reads "David D. Dillon".

David D. Dillon

Enclosure: Defect Information Report for Chrysler Group LLC Recall K11

cc: Richard Boyd, NHTSA

Updated DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC RECALL K11

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Submission date: Original Submission - June 1, 2010; Updated submission June 3, 2010

Identifying classification of vehicles potentially affected:

| Make(s) | Model(s) | Model Year(s) | Inclusive Dates of Manufacture | Volume | Assembly Plant |
|---------|----------|---------------|--------------------------------|--------|----------------|
| Dodge | Caliber | 2007 | March 7, 2006 – May 19, 2006 | 25,265 | Belvidere |
| Jeep | Compass | 2007 | March 7, 2006 – May 19, 2006 | 71 | Belvidere |

Estimated percentage containing defect: Approximately 30% of the affected vehicle population may contain accelerator pedal assemblies with oversized bearing pockets.

Description of defect:

The pivot bushings in vehicles with oversized accelerator pedal bearing pockets may become dislodged and potentially cause the accelerator pedal to bind or stick, which can be overcome with Chrysler's "Smart Brake" Technology that enables the brake pedal input to override the throttle control system and safely depower the vehicle. Chrysler's "Smart Brake" Technology, therefore minimizes the potential for a safety related consequence as a result of the potentially dislodged pivot bushings.

It should be noted that the accelerator pedal for the Caliber and Compass vehicles, although manufactured by the same supplier, is a completely different design and manufactured with different tooling than the pedals involved in the recent recall 10V-017.

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

CTS Corporation
Automotive Products
1142 West Beardsley Avenue
Elkhart, IN 46514
(574) 523-3800

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

- On April 29, 2010, NHTSA opened PE10-012 based on 5 complaints of binding or sticking accelerator pedals in 2007 MY Caliber vehicles, which were built between March 21 and April 24, 2006. The following Chrysler Group LLC chronology is based upon information learned from the files of Chrysler LLC, as well as its former employees who are now

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employed by Chrysler Group LLC.

- Analysis of the available warranty part returns identified a small percentage returned with missing bushings, all from vehicles built between March 21 and April 24, 2006. Evaluation of the returned parts determined that the size of the bearing pockets in the pedal assembly housings were larger than specified.
- Further analysis of the available field data and customer complaints reveals all reports of dislodged pivot bushings were traced to vehicles built between March 8 and May 19, 2006.
- Investigation determined that the parts with the oversized bearing pockets were manufactured from cavity #2 of a 2-cavity tool.
- It was also determined that 7,245 of the pedal assembly housings were molded between February 22 and February 24, 2006 from cavity #2 with the oversized bearing pockets and assembled between March 1 and March 31, 2006.
- The oversized bearing pocket was corrected by the supplier at their molding facility on March 6, 2006.
- The 2007 Caliber and Compass are both equipped with an Electronic Throttle Control system that utilizes “Smart Brake” technology that allows a brake pedal input to override the throttle control system.
- An investigation undertaken by Chrysler LLC determined that the risks associated with dislodged pivot bushings, together with the presence of “Smart Brake” technology in the affected vehicles do not present an unreasonable risk to motor vehicle safety. Subsequent review of this information does not change our conclusion.
- Chrysler Group LLC will nonetheless conduct a voluntary safety recall to inspect the accelerator pedal assembly, determine the build date and cavity mold of assembly and replace all potentially affected pedal assemblies produced from cavity mold #2 and installed on vehicles manufactured between March 7 and May 19, 2006.
- On May 24, 2010, Chrysler Group LLC Vehicle Regulations Committee decided to conduct a voluntary safety recall even though the condition does not present an unreasonable risk to motor vehicle safety.

Statement of measures to be taken to correct defect:

Chrysler Group LLC will conduct a voluntary safety recall to inspect the accelerator pedal assembly, determine the build date and mold cavity number of the pedal housing molding, and replace all potentially affected pedal assemblies produced from mold cavity #2 that were installed on vehicles between March 7 and May 19, 2010. Chrysler Group LLC expects to initiate national notification to both dealers and owners as soon as possible.

Chrysler Group LLC has a 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 Group LLC, 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.