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10V-236
(3 pages)



June 1, 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") 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 2007 - 2010 model year Jeep Wrangler vehicles.

Chrysler will conduct a voluntary safety recall to revise the right and left front inner fender liners, add revised fender liner retaining fasteners, inspect the brake tubes for wear and replace any tubes that are found to have the corrosion protective coating compromised.

Sincerely,

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

David D. Dillon

Enclosure: Defect Information Report for Chrysler Recall K13

cc: Richard Boyd, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC RECALL K13

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Submission date: June 1, 2010

Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant
Jeep	Wrangler - Left Hand Drive	2007 - 2010	May 15, 2006 - August 9, 2010	284,629	Toledo Supplier Park
Jeep	Wrangler - Right Hand Drive	2007 - 2010	May 15, 2006 - April 22, 2010	4,339	Toledo Supplier Park

Estimated percentage containing defect: unknown

Description of defect:

A small percentage of the affected Jeep Wrangler vehicles may have contact between the right and left front inner fender liners and the right front and left rear brake tubes, respectively, which are routed nearby. The result of the condition could be a partial loss of service brakes, at the affected wheel only.

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

TI Automotive
12345 East 9 Mile Road
Warren, Mi. 48090
(586) 758-4511

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

- On February 25, 2010 the Product Investigations team was notified of a right front brake fluid leak on a 2008 MY JK.
- Evaluation of the vehicle demonstrated that the right front inner fender liner was contacting the right front brake tube, which had worn through the tube and compromised the right front brake hydraulic circuit.
- Analysis of field data has identified 5 reports of right front brake tube leaks and 1 report of a

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left rear brake tube leak resulting from contact between the front right and left fender liners respectively.

- A survey of employee vehicles demonstrated that some of the fender liner primary vertical retaining fasteners were not present and some vehicles with the fasteners present still had evidence of contact on the right and left side.
- None of the vehicles surveyed had a compromised hydraulic circuit.
- Previously, on August 10, 2009 a revision was been made to the right and left front inner fender liners, which resulted in additional clearance to the right front and left rear brake tubes.
- On April 23, 2010, a rework process was implemented to trim the right front fender liner to provide additional clearance to the right front brake tube for RHD vehicles.
- A revision to the right front inner fender liner tooling is being implemented to incorporate the rework, the rework will continue until that revision is completed.
- Additionally, a new fender liner primary vertical retaining fastener is being released into production.
- Chrysler Group, LLC is not aware of any accidents or injuries related to this condition.

Statement of measures to be taken to correct defect:

Chrysler will conduct a voluntary safety recall to trim both of the front inner fender liners and replace the affected liner retaining fasteners on both sides of all involved vehicles. In addition, the right front and left rear brake tubes will be inspected on all affected vehicles. Any brake tubes found to have the corrosion protective coating compromised will be replaced.

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.