



October 18, 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") updated 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 Dodge Journey, Dodge Avenger, Dodge Challenger, Dodge Charger, Chrysler Sebring and Chrysler 300 as well as some 2011 model year Ram vehicles. Updates include additional information related to the chronology of the events leading to the recall determination.

Chrysler will conduct a voluntary safety recall to inspect and replace as necessary the power steering pressure hoses on all affected vehicles.

Sincerely,

A handwritten signature in black ink, appearing to read "David D. Dillon".

David D. Dillon

Enclosure: Updated Information Report for Chrysler Recall K26

cc: Richard Boyd, NHTSA

**UPDATED DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC
RECALL K26**

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Submission date: October 18, 2010

Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant(s)
Chrysler / Dodge	Sebring / Avenger (JS)	2010	July 28, 2010 – August 30, 2010	7,953 (estimated)	Sterling Heights
Chrysler / Dodge	300 / Charger (LX) & Challenger (LC)	2010	July 27, 2010 – August 26, 2010	5,668 (estimated)	Brampton
Dodge	Journey (JC)	2010	July 27, 2010 – August 30, 2010	5,418 (estimated)	Toluca
Ram	Light Duty Pickup (DS)	2011	June 24, 2010 – August 28, 2010	7,358 (estimated)	Warren and Saltillo Truck

Estimated percentage containing defect: unknown

Description of defect:

Some vehicles may experience a separation at the crimped end of the power steering pressure hose assembly resulting in power steering fluid expulsion and the risk of fire.

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

YH America South Carolina, LLC
109 Gillespie Dr.
Easley, South Carolina, 29640
859-873-2188

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

- On July 27, 2010, YH America (YH) experienced two pressure hose separations in their continuing conformance (CC) impulse testing. The hose assemblies were produced on July 21, 2010 for DS/DX.
- Parts produced on the DS/DX work center were immediately quarantined at YH's Easley, SC Plant.
- During initial analysis the lubricant supply valve in the DS/DX work center was found partially closed.
- A lack of sufficient lubrication would contribute to higher hose to crimp shell insertion forces and hoses not being fully inserted into the crimp shell, which was initially identified as the potential root cause.
- On July 29, 2010, a subsequent impulse test was conducted with a properly assembled DS/DX hose assembly, which separated during the test.
- All three suspect parts were from the same lot of hoses, produced by Fluid Routing Systems (FRS) on 7/14/10.

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- FRS began to investigate processing variables and parts produced with the suspect lot of hoses.
- On July 31, 2010, another CC test separation occurred on a DS/DX hose assembly produced with a FRS hose manufactured from a different production lot of hoses (7/17/10).
- Subsequent activities discovered that there had previously been changes made to the DX/DX crimp machine and die process at YH which focused the investigation on the DS/DX crimping process.
- No CC test separations had occurred on JC/JS or LC/LX which are built in unique work centers with unique tooling, which suggested to the team at the time that the vehicles were unaffected.
- However, on August 2, 2010, an LC/LX hose assembly separated during CC impulse testing.
- PRI# 11-004 was initiated, and Warren Truck and Brampton Assembly Plants held their shipping yards.
- Further testing and experiments identified the root cause of the issue as the 3398CM base hose material.
- It was determined that the hose material had been changed from hypalon (3398), a Chlorosulfonated Polyethylene, to non-hypalon 3398CM, a chlorinated polyethylene material, due to a Dupont material manufacturing plant closing.
- The raw material change was implemented on a Forever Requirement (FR) for LC/LX on July 12, then DS/DX on July 15, followed by JC/JS on July 19.
- The lot to lot variation of the hose material resulted in a percentage of the hose assemblies that could not sustain the maximum vehicle steering system pressures.
- On August 23, 2010, Sterling Heights and Toluca Assembly Plants were added to the PRI and held their yards.
- Hose assemblies built with the original 3398 hose material were implemented at Sterling Heights (8/30/10), Brampton (8/26/10), and Toluca (8/30/10). Saltillo and Warren Truck Plants changed to a new, previously validated material (3943CM) on 8/28/10 and 8/30/10 respectively.
- On September 7, 2010, hose assemblies built with the new, validated 3943CM material were implemented at Sterling Heights, Brampton and Toluca assembly plants.
- The 2010 MY LC/LX manual transmission vehicles already used the 3943CM hose material due to higher system pressures and are not affected by this condition.
- Chrysler Group, LLC is not aware of any accidents or injuries related to this issue.
- This data was presented to the Chrysler Vehicle Regulations Committee on September 30, 2010 who decided to conduct a voluntary equipment recall to inspect and replace as necessary the power steering pressure hoses.

Statement of measures to be taken to correct defect:

Chrysler will conduct a voluntary safety recall to inspect and replace as necessary the power steering pressure hoses on all affected Dodge Journey, Dodge Avenger, Dodge Challenger, Dodge Charger, Chrysler Sebring, Chrysler 300 and Ram vehicles. Chrysler expects to initiate national notification to both dealers and owners as soon as possible.

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.