



August 2010

Dealer Service Instructions for:

## **Safety Recall K08**

# **Wireless Ignition Node Receiver**

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### **Models**

**2010 (DS) Ram Truck (1500 Series)**

*NOTE: This recall applies only to the above vehicles built at Warren Truck Assembly Plant ("S" in the 11<sup>th</sup> VIN Position) equipped with an automatic transmission (sales codes DGQ, DGV or DF9) from January 11, 2010 through February 4, 2010 (MDH 011106 through 020411).*

**2010 (DS) Ram Truck (1500 Series)**  
**(DJ) Ram Truck (2500 Series)**  
**(D2) Ram Truck (3500 Series)**

*NOTE: This recall applies only to the above vehicles built at Saltillo Assembly Plant ("G" in the 11<sup>th</sup> VIN Position) equipped with an automatic transmission (sales codes DGQ, DGV, DG7 or DF9) from January 6, 2010 through February 16, 2010 (MDH 010606 through 021616).*

**2010 (LC) Dodge Challenger**  
**(LX) Chrysler 300**

*NOTE: This recall applies only to the above vehicles equipped with an automatic transmission (sales codes DGJ or DGV) built from January 18, 2010 through March 11, 2010 (MDH 011807 through 031113).*

**2010 (WK) Jeep® Grand Cherokee**  
**(XK) Jeep® Commander**

*NOTE: This recall applies only to the above vehicles equipped with an automatic transmission (sales codes DGJ or DGQ) built from January 8, 2010 through February 13, 2010 (MDH 010804 through 021307).*

**IMPORTANT: Many of the vehicles within the above build period have already been inspected or repaired and, therefore, have been excluded from this recall.**

**IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery.** Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

**Subject**

The Wireless Ignition Node (WIN) receiver on about 37,000 of the above vehicles may experience a condition where the Frequency Operated Button Integrated Key (FOBIK) may be removed prior to placing the automatic transmission gear shift lever in the “PARK” position. This could result in unintended vehicle movement and cause a crash without warning.

**Repair**

The Wireless Ignition Node receiver must be inspected and replaced if necessary. The new WIN must be programmed and all FOBIK transponders must be programmed so they are able to interface with the new WIN receiver.

Vehicles equipped with a premium Tire Pressure Monitoring (TPM) system (sales code XGM) must also have the spare tire pressure sensor identification number and location programmed into the new WIN receiver.

**NOTE: Be sure to ask the customer to bring in all FOBIK transponders for the vehicle. At least two FOBIK transponders must be programmed before the vehicle can be operated.**

**Parts Information**

<u>Part Number</u>	<u>Description</u>
<b>CBA0K081AA</b>	<b>Receiver, Wireless Ignition Node</b>

Fits the following models:

- DS/DJ/D2 without Remote Start (sales code XBM)
- LX/LC without Remote Start (sales code XBM)
- WK/XK with Tire Pressure Monitor Warning (sales code LAB) / without Remote Start (sales code XBM)

**CBA0K082AA Receiver, Wireless Ignition Node**

Fits the following models:

- DS/DJ/D2 with Remote Start (sales code XBM)
- LX/LC with Remote Start (sales code XBM)

**CBA0K083AA Receiver, Wireless Ignition Node**

Fits the following models:

- WK/XK with Tire Pressure Monitor Display (sales code XGM) / without Remote Start (sales code XBM)

**CBA0K084AA Receiver, Wireless Ignition Node**

Fits the following models:

- WK/XK with Remote Start (sales code XBM)

Due to the small number of involved vehicles expected to require a Wireless Ignition Node (WIN) receiver, no parts will be distributed initially. WIN receivers **should be ordered only after inspection determines that replacement is required.** *Very few vehicles are expected to require WIN replacement.*

**Reminder:** VIN specific parts application for your dealer's assigned vehicles is available through the Global Recall System (GRS) and Vehicle Information Plus (VIP).

**Special Tools**

The following special tools are required to perform this repair:

- NPN                                      wiTECH VCI Pod Kit
- NPN                                      Laptop Computer
- NPN                                      wiTECH Software
- NPN                                      TechCONNECT PC
- CH9936                                  TPM-RKE Analyzer

## Service Procedure

### A. Inspect WIN Receiver Operation (All Models)

1. Insert FOBIK in the WIN receiver.
2. Place the ignition in the “RUN” position.
3. Shift the gear shift lever from the “PARK” position to the “NEUTRAL” position.
4. With the gear shifter in the “NEUTRAL” position, attempt to turn the FOBIK counterclockwise to the “OFF” position and remove the FOBIK from the WIN receiver.



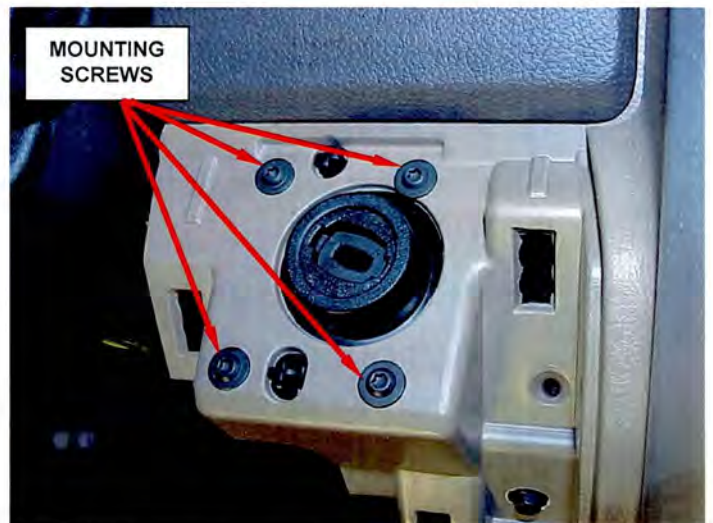
**Figure 1 – FOBIK and WIN Receiver**

- If the FOBIK can be removed from the WIN receiver with the gear shift lever in “NEUTRAL,” continue with one of the following sections:
    - B. (DS/DJ/D2) Ram 1500/2500/3500 Truck WIN Replacement
    - C. (LC/LX) Dodge Challenger/Charger & Chrysler 300 WIN Replacement
    - D. (WK/XK) Jeep Grand Cherokee & Commander WIN Replacement
  - If the FOBIK cannot be removed with the gear shift lever in “NEUTRAL,” continue with Step 5 of this procedure.
5. Place the gear shift lever in the “PARK” position and remove the FOBIK from the WIN receiver.
  6. Repeat Steps 1 through 4 of this procedure 49 times.
    - If the FOBIK can be removed while the gear shift lever is in the “NEUTRAL” position during any of the 50 test cycles, replace the WIN receiver.
    - If the FOBIK cannot be removed while the gear shift is in the “NEUTRAL” position after 50 test cycles, return the vehicle to the customer.

**NOTE: Only one FOBIK needs to be used to perform this test. There is no need to cycle test both FOBIK’s 50 times.**

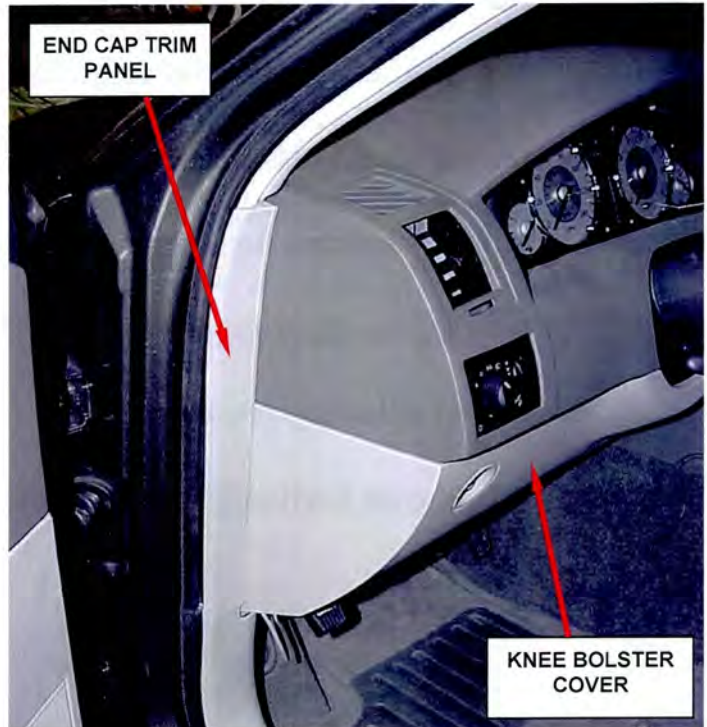
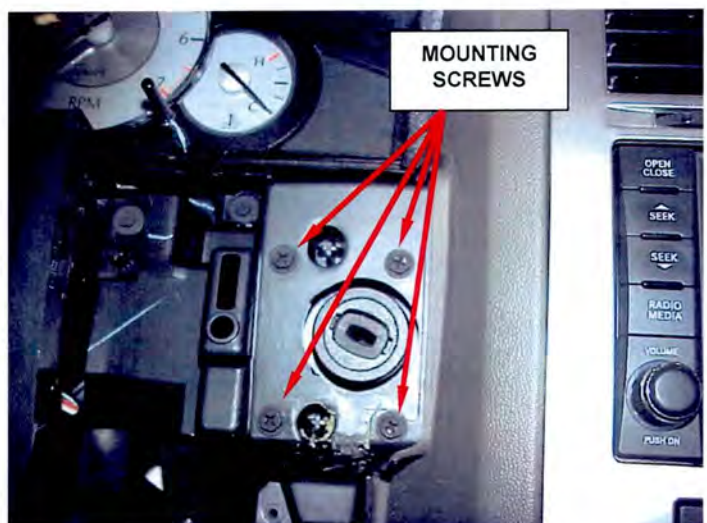
**Service Procedure (Continued)****B. (DS/DJ/D2) Ram 1500/2500 Truck WIN Replacement**

1. Disconnect and isolate the battery negative cable.
2. Remove the instrument panel knee bolster (Figure 1).
3. Remove the four Wireless Ignition Node (WIN) receiver mounting screws (Figure 2).
4. Disconnect the WIN electrical connector.
5. If equipped, remove the WIN antenna connector.
6. Remove and discard the original WIN from the instrument panel opening.
7. Connect the WIN electrical connector to the new WIN receiver.
8. If equipped, connect the WIN antenna connector to the new WIN receiver.
9. Install the WIN receiver into the instrument panel.
10. Install the four WIN mounting screws and tighten securely (Figure 3).
11. Install the instrument panel knee bolster (Figure 1).
12. Connect the negative battery cable.
13. Continue with Section E. Obtaining Vehicle Personal Identification Number (PIN).

**Figure 2 – Knee Bolster****Figure 3 – WIN Mounting Screws**

**Service Procedure (Continued)****C. (LC/LX) Dodge Challenger/Charger & Chrysler 300 WIN Replacement**

1. Disconnect the battery negative cable.
2. Remove the end cap trim panel (Figure 3).
3. Remove the two screws from the knee bolster (Figure 3).
4. Remove the knee bolster cover (Figure 3).
5. Remove the knee bolster steel reinforcement located behind the knee bolster cover.
6. Using a trim stick or equivalent, gently pry along the edge of the trim to remove the instrument cluster trim (Figure 3).
7. Remove the four WIN mounting screws (Figure 4).
8. Remove the WIN from the rear of the instrument panel bringing it through the opening below the steering column and disconnect the electrical connector from the WIN.
9. Connect the electrical connector to the new WIN and position it back into the instrument panel.
10. Install the four WIN mounting screws through the instrument panel into the WIN and tighten securely (Figure 4).

**Figure 4 – Component Location****Figure 5 – WIN Mounting Screws**

**Service Procedure (Continued)**

11. Install the instrument cluster trim cover. Ensuring that the cover snaps into the securing clips.
12. Install the knee bolster steel reinforcement.
13. Install the knee bolster cover (Figure 3).
14. Install the two knee bolster lower instrument panel screws (Figure 3).
15. Install the end cap trim panel (Figure 3).
16. Connect the battery negative cable.
17. Continue with Section E. Obtaining Vehicle Personal Identification Number (PIN).



**Service Procedure (Continued)****D. (WK/XK) Jeep Grand Cherokee & Commander WIN Replacement**

1. Disconnect and isolate the battery negative cable.
2. Unsnap the cluster bezel from the instrument panel (Figure 6).
3. Remove the knee bolster from the instrument panel (Figure 7).
4. Using a trim stick or another suitable wide flat-bladed tool, carefully pry the bezel around the ignition switch until it unsnaps from the instrument panel (Figure 7).



Figure 6 – Cluster Bezel Removal

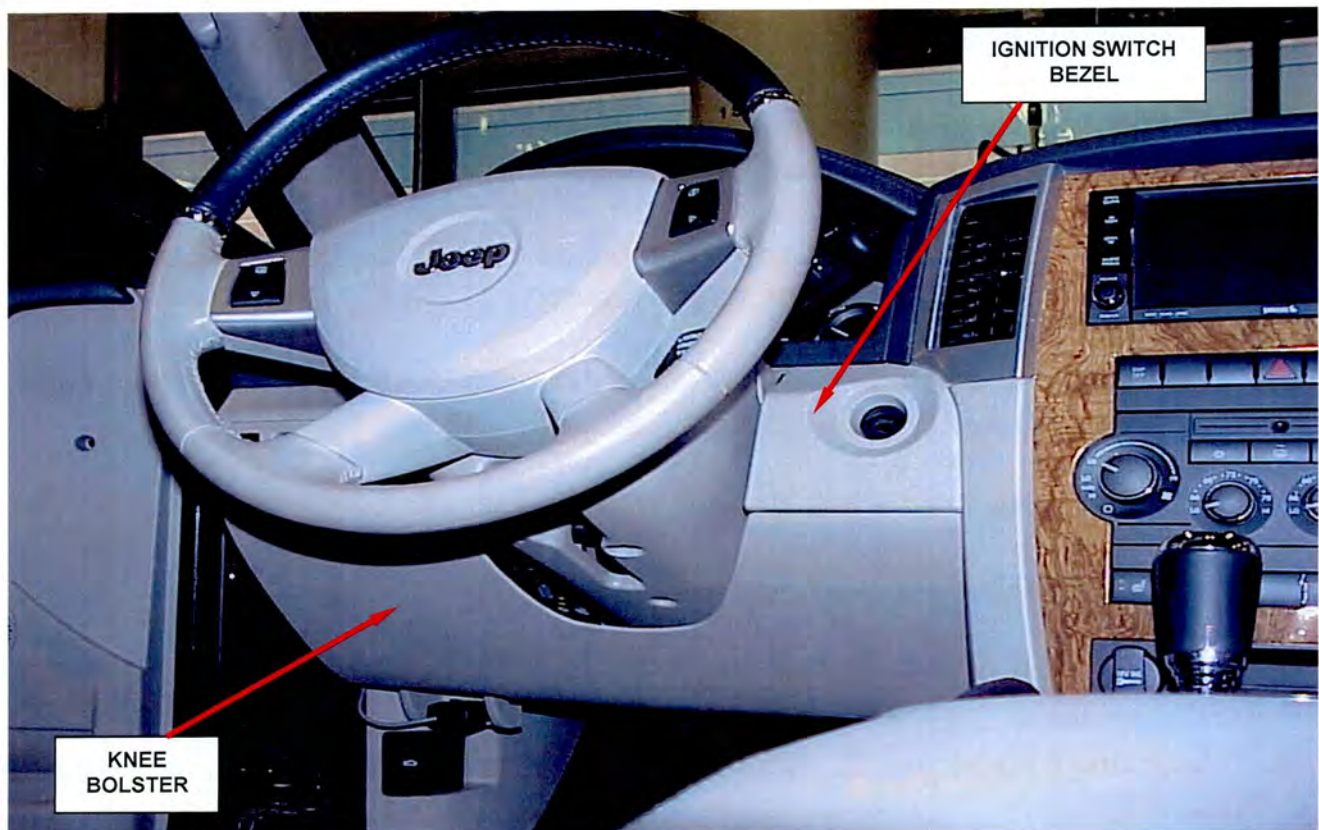
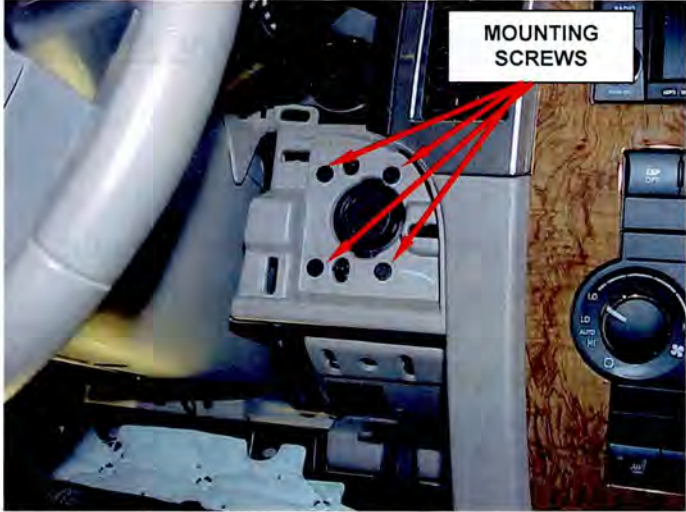


Figure 7 – Component Location

**Service Procedure (Continued)**

5. Remove the four WIN mounting screws that secure the WIN to the instrument panel support structure (Figure 8).
  6. If equipped, disconnect the remote start system antenna module coaxial cable connector from the WIN connector receptacle.
  7. Disconnect the instrument panel wire harness connector from the WIN connector receptacle.
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- A photograph showing the interior of a vehicle's instrument panel. A white rectangular device (the WIN) is mounted on the panel. Four red arrows point to four screws that secure the device to the panel's support structure. A white box with the text 'MOUNTING SCREWS' is positioned above the arrows. To the right of the device, a portion of the instrument panel is visible, including a control knob with 'LD', 'AUX', and 'HI' markings, and a button labeled 'ESP OFF'.
8. Remove the WIN from the instrument panel.
  9. Position the new WIN to the instrument panel.
  10. Connect the instrument panel wire harness connector to the WIN connector receptacle.
  11. If equipped, connect the remote start system antenna module coaxial cable connector to the WIN connector receptacle.
  12. Install and tighten the four screws that secure the WIN to the instrument panel support structure. Tighten the screws securely.
  13. Position the bezel around the ignition switch on the instrument panel, then press firmly and evenly on the bezel until it snaps into place.
  14. Install the knee bolster onto the instrument panel.
  15. Install the cluster bezel onto the instrument panel.
  16. Connect the battery negative cable.
  17. Continue with Section E. Obtaining Vehicle Personal Identification Number (PIN).

**Service Procedure (Continued)**

**E. Obtaining Vehicle Personal Identification Number (PIN)**

1. Log onto the DealerCONNECT system.
2. Click on the “PARTS” tab.
3. In the “Reference Library” box, select “KEY CODE”.
4. Enter the last eight digits of the Vehicle Identification Number (VIN).
5. Enter the requested data on the screen to obtain the key code.
6. Write down the PIN and then continue with Section F. Program the WIN Receiver.

**Service Procedure (Continued)****F. Program the WIN Receiver**

The secret key is an ID code that is unique to each WIN. This code is programmed and stored in the WIN, the PCM, and each ignition key transponder chip. When the WIN is replaced, it is necessary to program the Secret Key Code into the new module using a diagnostic scan tool.

**NOTE: Programming the WIN is done using a diagnostic scan tool and the vehicle's PIN to enter secure access mode. If three attempts are made to enter secure access mode using an incorrect PIN, secure access mode will be locked out for one hour.**

**To exit the “lockout mode,” place the ignition in the “RUN” position for one hour and then enter the correct PIN. Be certain that all accessories are turned OFF and the left front door is open for the entire hour. Also, monitor the battery state and connect a battery charger if necessary.**

1. Connect a battery charger to the vehicle.
2. Connect the wiTECH scan tool.

**NOTE: Have the vehicle's PIN readily available before running the routine.**

3. Starting at the “Vehicle View” screen, select “WCM/WIN”.
4. Select “Miscellaneous Functions” tab.
5. Select “WIN Replaced”.
6. Enter the PIN when prompted.
7. Follow the on screen instructions.
8. Continue with Section G. Frequency Operated Button Integrated Key (FOBIK) Transponders.

**Service Procedure (Continued)****G. Program the Frequency Operated Button Integrated Key (FOBIK) Transponder**

**NOTE:** Each Frequency Operated Button Integrated Key (FOBIK) has a unique ID code that is assigned at the time the key is manufactured. When a key is programmed into the WIN, the module learns the transponder ID code and the transponder acquires the unique Secret Key ID code from the WIN.

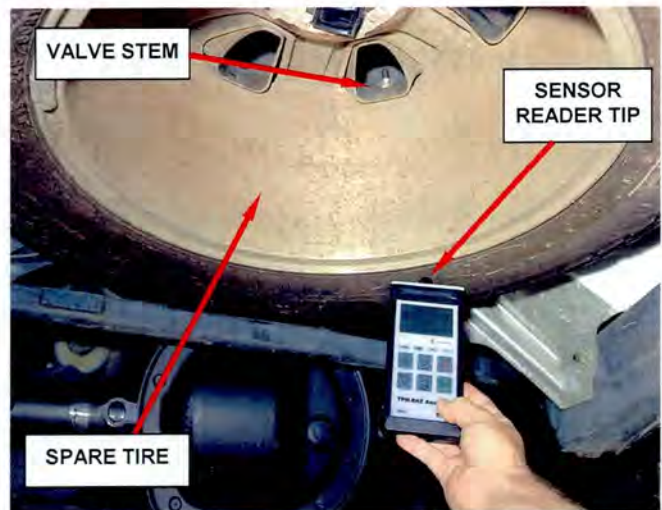
**NOTE:** When the WIN is replaced, a diagnostic scan tool must be used to program the FOBIK's transponders so they will interface with the new WIN receiver. At least two FOBIK transponders must be programmed before the vehicle can be operated.

1. Have the vehicle's PIN readily available before running the routine.
2. Place the ignition key in "RUN" position.
3. Starting at the "Vehicle View" screen, select "WCM/WIN".
4. Select the "Miscellaneous Functions" tab.
5. Select "Program Ignition Keys or Key FOBs".
6. Enter the PIN when prompted.
7. Follow the on screen instructions.
8. For vehicles equipped:
  - with premium Tire Pressure Monitoring (TPM) system, continue with Section H. Program Spare Tire Pressure Sensor.
  - with only "Auto-Up" front window feature or with "Auto-Up" front window feature and Electronic Stability Program (ESP), continue with Section I. Calibrate Door Module.
  - with only Electronic Stability Program (ESP), continue with Section J. Calibrate the Steering Angle Sensor (SAS)
  - without premium Tire Pressure Monitoring (TPM) system, "Auto-Up" front window feature or Electronic Stability Program (ESP) clear all Diagnostic Trouble Codes (DTC's), disconnect and remove the wiTECH VCI pod, remove the battery charger and return the vehicle to the customer.

**Service Procedure (Continued)****H. Program Spare Tire Pressure Sensor (WK/XK)**

**NOTE: On vehicles equipped with a premium Tire Pressure Monitoring (TPM) system, when the Wireless Ignition Node (WIN) is replaced, the WIN must be programmed with the ID number and location of the spare tire pressure sensor mounted in the wheel of the spare tire. This is done by using Special Tool CH9936 TPM-RKE Analyzer.**

1. Determine the spare tire TPS pressure sensor ID number using the following procedure:
  - a. Turn on the 9936 TPM-RKE analyzer.
  - b. If required, place the indicator arrow on the left side of the screen next to “**New Session**” using the Up and Down keys. Then press the “**Select**” button.
  - d. If already at the main menu, select “**TPM Functions.**”
  - e. Select the **2010** model year.
  - f. Choose the correct body style.
  - g. Select “**Read Sensor.**”
  - h. Place the tip of the sensor reader against the tire sidewall near the valve stem (Figure 9).
  - i. Push the “**Test**” button.
  - j. Hold the tip of the sensor reader against the tire until the “**Pass**” light illuminates.
  - k. Write down the pressure sensor ID number displayed on the TPM-RKE analyzer screen for future reference.



**Figure 9 - 9936 TPM-RKE Analyzer**

**Service Procedure (Continued)**

2. Use the following procedure to program the spare tire pressure sensor to the WIN module:
  - a. Connect the wiTECH VCI pod to the vehicle data link connector.
  - b. Open the wiTECH Diagnostic Application.
  - c. Starting at the “Vehicle View” screen, select “**WCM**”.
  - d. Select the “**Misc. Functions**” tab.
  - e. Select “**Program Spare Tire Sensor ID**” from the list.
  - f. Follow the screen prompts to program the spare tire pressure sensor and WIN.
  - g. After the programming is complete, clear all DTC’s.
  - h. Disconnect and remove the wiTECH VCI pod, remove the battery charger and return the vehicle to the customer.

**Service Procedure (Continued)****I. Calibrate Door Module (LX/LC)**

1. Turn the ignition to the “**Run**” position.
2. Regardless of current window position, move the driver side front window upward until the window stalls in the full up position. Allow the window motor to stall for at least 2 seconds before releasing the window switch.
3. Move the driver side front window downward until the window stalls in the full down position. Allow the window motor to stall for at least 2 seconds before releasing the window switch.
4. Move the driver side front window upward until the window stalls in the full up position. Allow the window motor to stall for at least 2 second before releasing the window switch.
5. Repeat steps 1 through 4 to calibrate the module for the passenger side front window.
6. Verify that the windows are properly calibrated by operating the “Auto-Up” feature on the windows. Repeat this procedure if the calibration failed.
7. For vehicles equipped:
  - with Electronic Stability Program (ESP), continue with Section J. Calibrate the Steering Angle Sensor (SAS).
  - without Electronic Stability Program (ESP), clear all Diagnostic Trouble Codes (DTC’s), disconnect and remove the wiTECH VCI pod, remove the battery charger and return the vehicle to the customer.



**Service Procedure (Continued)****J. Calibrate the Steering Angle Sensor (LX/LC)**

**NOTE: The Steering Angle Sensor (SAS) requires calibration (initialization) using the wiTECH scan tool. If the SAS is not calibrated following battery reconnection, the ESP/BAS indicator lamp will flash continuously with no Diagnostic Trouble Codes (DTC's).**

1. Position the front wheels straight ahead and center the steering wheel.
2. Connect the wiTECH VCI pod to the vehicle data link connector.
3. Place the ignition in the “**RUN**” position.
4. Launch the wiTECH Diagnostic Application.
5. Starting at the “Vehicle View Screen” screen, select “**ABS Icon**”.
6. Select the “**Misc. Functions**” tab.
7. Select “**Initialize ECU**” from the list.
8. Follow the wiTECH on-screen instruction to complete the drive test.
9. After calibration is complete, clear all DTC's.
10. Disconnect and remove the wiTECH VCI pod, remove the battery charger and return the vehicle to the customer.

## Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	<b><u>Labor Operation Number</u></b>	<b><u>Time Allowance</u></b>
Inspect WIN receiver function (50 cycle test)	08-K0-81-81	0.3 hours
Inspect and replace WIN receiver (includes programming new WIN and FOBIK's)	08-K0-81-82	0.8 hours
<b><u>Related Operation</u></b>		
LX/LC equipped with "Auto Up" front window feature, calibrate door modules	08-K0-81-50	0.1 hours
LX/LC equipped with Electronic Stability Program (ESP), calibrate Steering Angle Sensor (SAS)	08-K0-81-51	0.2 hours
WK/XK equipped with a premium Tire Pressure Monitoring (TPM) system, program spare tire pressure sensor ID code and location into WIN receiver	08-K0-81-52	0.3 hours

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

## Dealer Notification

To view this notification on DealerCONNECT, select "Global Recall System" on the Service tab, then click on the description of this notification.

**Owner Notification and Service Scheduling**

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

**Vehicle Lists, Global Recall System, VIP and Dealer Follow Up**

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System.**” Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

**Dealers must perform this repair on all unsold vehicles before retail delivery.** Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

*Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.*

**Additional Information**

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations  
Chrysler Group LLC