



June 7, 2011

Mr. Claude Harris
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
Room: W48-302
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Mr. Harris:

Reference: NHTSA Identification Number 11V-139

This document updates the Chrysler Group LLC Defect Information Report for safety recall L02 submitted to you on May 6, 2011.

Due to a part supply issue, Chrysler has developed an alternative remedy, which will allow the service of more vehicles earlier than what would have been afforded with the original remedy. Chrysler has also changed its campaign number from L02 to L25. As a result of the part supply issue, the anticipated date when Chrysler expects contain the initiation of national notification to both dealers and owners to early July of 2011.

Sincerely,

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

David D. Dillon

Enclosure: Updated Defect Information Report for Chrysler Recall L02 (now L25)

cc: Frank Boris, NHTSA

UPDATED DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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Submission Date: June 7, 2011

573.6(c)(1): Manufacturer's Name, Brand Name

Chrysler Group LLC, Dodge, Chrysler

573.6(c)(2): Identification of Affected Vehicles

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Dodge	Journey	2010	Aug. 3, 2009 – June 17, 2010
Dodge	Grand Caravan	2010	Aug. 3, 2009 – June 17, 2010
Chrysler	Town & Country	2010	Aug. 3, 2009 – June 17, 2010

573.6(c)(2)(iv): Component manufacturer name, address, telephone number, and country of origin:

Continental Corporation
4685 Investment Dr.
Troy, MI 48098
(248) 209-4000
Country of Origin: Mexico

573.6(c)(3): Potentially Affected Vehicle Population

196,000 (estimated)

573.6(c)(4): Percentage of Affected Vehicles

3% (approximate)

573.6(c)(5): Description of Defect or Noncompliance

Some vehicles may experience inadvertent ignition key (WIN/FOBIK) displacement from the run to accessory position while driving causing the engine to shut off.

573.6(c)(6): Chronology of Principal Events Leading to Determination of a Safety Defect

- On September 2, 2010, an internal investigation was initiated to evaluate an increased number of reports of the engine shut off or stalling in the affected vehicles.
- The investigation ultimately determined that an engine shut off condition can occur if a vehicle is started and the key FOB is released and springs back to its intended ON position, but over travels and hangs up between the ON and ACC detents. Harsh roadway conditions or driver interaction with the key FOB can cause the key FOB position to move to either the ON or ACC detent position. Movement to the ACC (or Accessory) detent position will shut down engine power.
- The elevated levels of complaints in the affected vehicles were traceable to a WIN/FOBIK design that was supplied by the component manufacturer. The investigation also revealed that -- beginning on January 25, 2010 for JC, April 6, 2010 for RT and June 17, 2010 for RM -- the supplier of the WIN/FOBIK assembly was changed and a new WIN/FOBIK design was introduced for the JC, RT and RM vehicles. The new WIN/FOBIK design was reviewed and determined to be more robust, which was also evident by the significant decline in engine shut off complaints after this design went into production.
- There are approximately 32 customer complaints and 465 warranty claims for the affected vehicles alleging inadvertent engine shut off while driving. Chrysler is aware of 2 alleged rear end collisions arising from the condition.
- The affected vehicles will be serviced with the new WIN/FOBIK design.
- This information was presented to the Vehicle Regulations Committee on February 22, 2011, which decided to conduct a safety recall

573.6(c)(7): Information Used in Determination of a Noncompliance

N/A

573.6(c)(8): Description of Remedy

Chrysler will conduct a voluntary safety recall to install a WIN Module Detent Ring on all affected vehicles.

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

UPDATED DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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573.6(c)(10): Dealer and Owner Communications

Chrysler plans to begin notification of dealers and owners in early July of 2011. Chrysler will provide the dealer and owner letters when available.

573.6(c)(11): Manufacturer's Campaign Number

Chrysler has changed the originally assigned recall number from L02 to L25 for this action.