



**CHRYSLER**

March 2012

Dealer Service Instructions for:

## **Safety Recall L37 / NHTSA 11V-528 Airbag System Clockspring**

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### **Models**

**2008-2012 (JK) Jeep® Wrangler**

*NOTE: This recall applies only to the above vehicles equipped with Right Hand Drive (RHD) steering (sales code AHF) built to U.S market specifications (sales code YAA) from July 30, 2007 through October 08, 2011 (MDH 073013 through 100822).*

**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 airbag system clockspring assembly that connects the driver's airbag to the electrical system on about 5,400 of the above vehicles could experience a compromised driver's airbag circuit. This would cause the airbag light to illuminate or flash intermittently, which indicates the airbag may not deploy and increase the risk of an injury in the event of a frontal crash.

### **Repair**

The supplemental restraint system must be tested using a wiTECH scan tool. Vehicles found with a defective clockspring must have the clockspring replaced.

If other airbag components are found to be faulty, it is the responsibility of the owner unless the vehicle is still in the new vehicle 3/36 warranty period.



**Service Procedure**

**NOTE: The following recall inspection/repair procedure is an interim procedure. Dealer service and parts personnel are instructed to follow these instructions until further notice. Once a new component is available the recall documentation will be updated to include the revised recall inspection/repair procedure which will include the new component and repair procedure. The revised procedure will be updated in DealerCONNECT and a notification will be posted and/or sent.**

**A. Inspect Supplemental Restraint System using wiTECH Scan Tool**

1. Open the hood and connect a battery charger to the battery.
2. Connect the wiTECH pod to the vehicle diagnostic link connector.
3. Open a wiTECH session.
4. Go to the “Vehicle View” screen.
5. Check and record any Passive Restraint Diagnostic Trouble Codes (DTC’s).
  - If any of the DTC’s listed below are present, replace the clockspring. Continue to Section B – Replace Airbag Clockspring.
    - **B1B00** – Driver Airbag Squib 1 Circuit Low
    - **B1B01** – Driver Airbag Squib 1 Circuit High
    - **B1B02** – Driver Airbag Squib 1 Circuit Open
    - **B1B03** – Driver Airbag Squib 1 Circuit Shorted
    - **B1B04** – Driver Airbag Squib 2 Circuit Low
    - **B1B05** – Driver Airbag Squib 2 Circuit High
    - **B1B06** – Driver Airbag Squib 2 Circuit Open
    - **B1B07** – Driver Airbag Squib 2 Circuit Shorted

**NOTE: The above DTC’s could also be set by other system issues not related to the clockspring. If after replacing the clockspring one or more of the above DTC’s return, it is the vehicle owner’s responsibility for additional diagnosis and repair costs.**

- If there are DTC’s other than listed above, additional diagnosis may be required and is not part of this recall. Additional repairs are the responsibility of the owner unless the vehicle is still in the new vehicle 3/36 warranty period. Continue with Step 6 of this procedure.
6. Remove the wiTECH pod and return the vehicle to the customer.

**Service Procedure (Continued)**

**B. Replace Airbag Clockspring**

**NOTE:** The airbag clockspring should only be replaced after the inspection in Section A has determined that the clockspring is defective.

**WARNING:** TO AVOID SERIOUS OR FATAL INJURY ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE SUPPLEMENTAL RESTRAINT SYSTEM (SRS) BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, AIRBAG, SEAT BELT TENSIONER, IMPACT SENSOR OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE SRS. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT.

**NOTE:** A service replacement clockspring is shipped with the clockspring pre-centered and with a molded plastic locking pin installed. This locking pin should not be removed until the steering wheel has been installed on the steering column. If the locking pin is removed before the steering wheel is installed, the clockspring centering procedure must be performed.

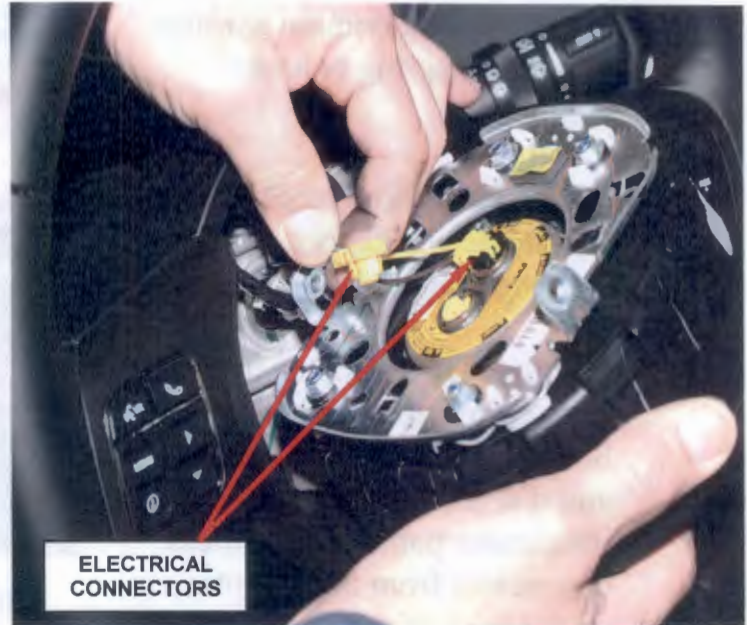
**NOTE:** When a clockspring is installed into a vehicle without properly centering and locking the entire steering system, the Steering Angle Sensor (SAS) data does not agree with the true position of the steering system and causes the Electronic Stability Program (ESP) system to shut down. This may also damage the clockspring without any immediate malfunction. Unlike some other Chrysler vehicles, this SAS never requires calibration.

**NOTE:** Determining if the clockspring/SAS is centered is also possible electrically using the diagnostic scan tool. Steering wheel position is displayed as ANGLE with a range of up to 900 degrees. Refer to the appropriate menu item on the diagnostic scan tool.

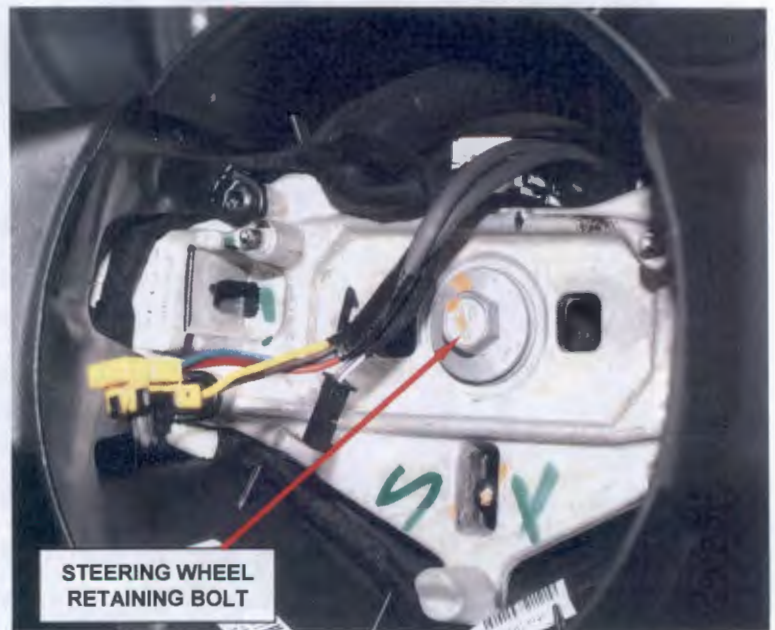
**NOTE:** Before starting this procedure, be certain to turn the steering wheel until the front wheels are in the straight-ahead position and that the entire steering system is locked or inhibited from rotation.

**Service Procedure (Continued)**

1. Place the front wheels in the straight ahead position and inhibit the steering column shaft from rotation.
2. Disconnect and isolate the battery negative cable.
3. Remove and save the driver airbag module retaining screws.
4. Separate the driver airbag module from the steering wheel and disconnect the two airbag electrical connectors (Figure 1) and the one horn connector. Then set the driver airbag module aside.
5. Remove and discard the steering wheel retaining bolt from the steering shaft (Figure 2).
6. Remove and save the steering wheel assembly.
7. Move the steering column to the fully lowered position and leave the tilt release lever in the released (down) position.



**Figure 1 – Airbag Module Electrical Connectors**

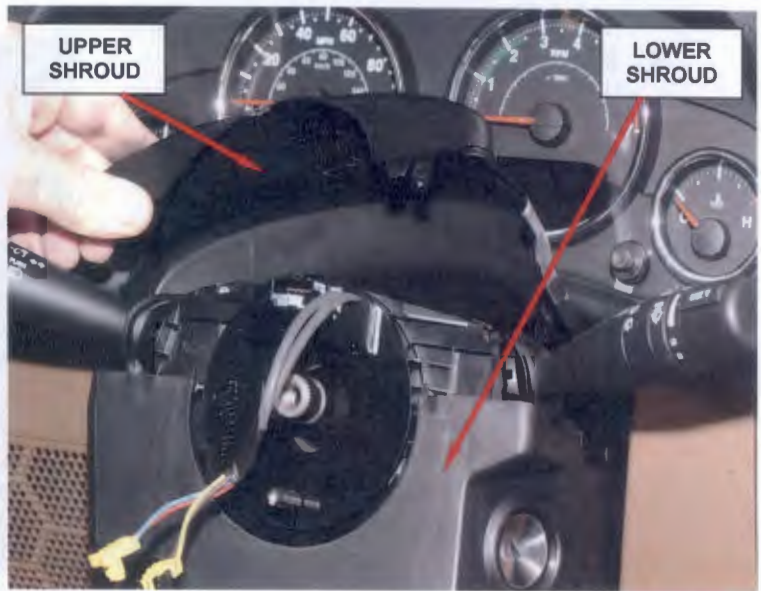


**Figure 2 – Steering Wheel Retaining Bolt**

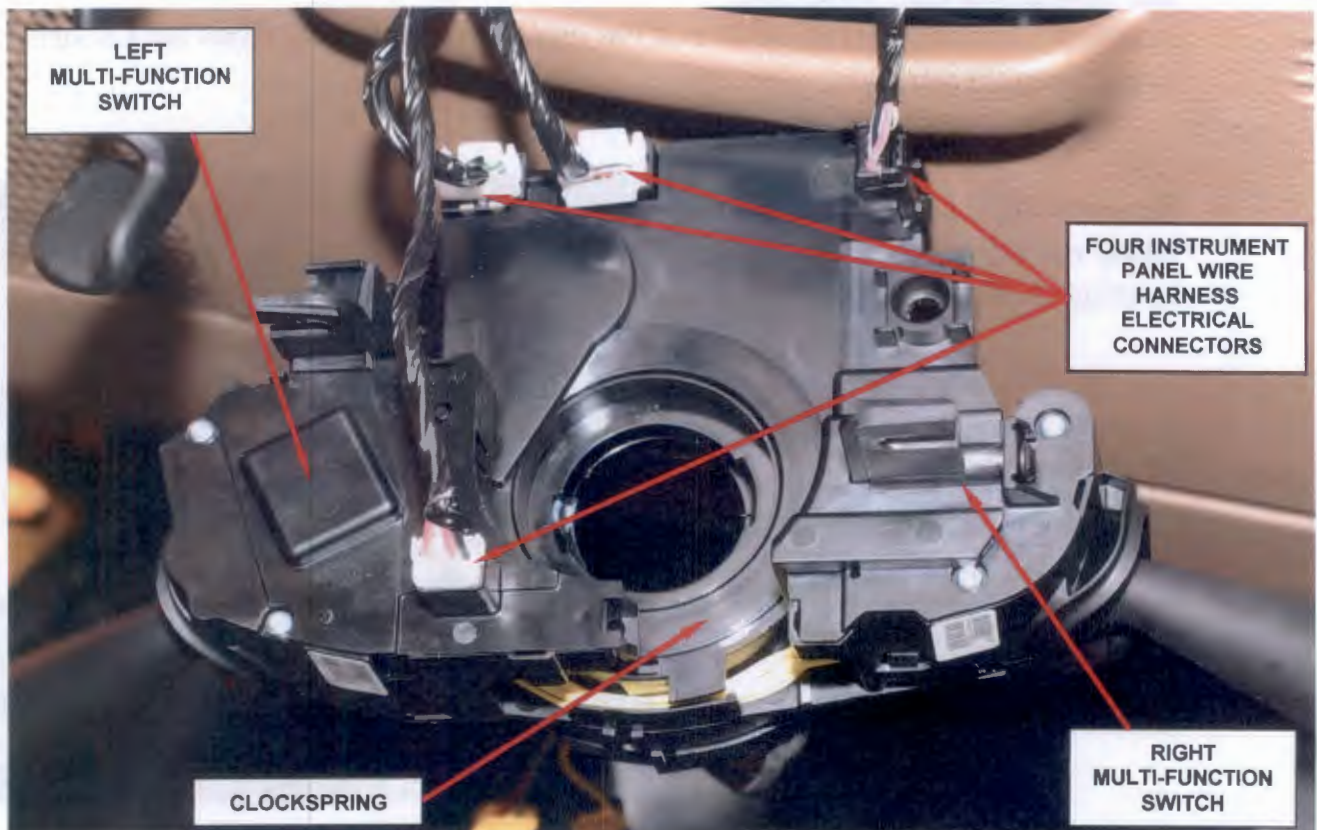


**Service Procedure (Continued)**

8. Remove and save the upper and lower steering column shrouds from the steering column (Figure 3).
9. Remove the three screws that secure the clockspring to the steering column lock housing.
10. Pull the clockspring away from the steering column lock housing far enough to access and disconnect the four instrument panel wire harness connectors from the receptacles on the back of the clockspring (Figure 4).



**Figure 3 – Upper and Lower Steering Column Shrouds**



**Figure 4 – Clockspring Electrical Connectors**

**Service Procedure (Continued)**

11. Remove the clockspring, with both multi-function switches attached, from the steering column.
12. Remove and save the right multi-function switch retaining screws (Figure 5).
13. Remove and save the left multi-function switch retaining screws (Figure 6).
14. Remove both multi-function switches from the original clockspring as an assembly.
15. Place both multi-function switches onto the new clockspring as an assembly.
16. Install the left multi-function switch retaining screws (Figure 6). Tighten the screws to 10 in. lbs. (1 N·m).
17. Install the right multi-function switch retaining screws (Figure 5). Tighten the screws to 10 in. lbs. (1 N·m).
18. Carefully slide the clockspring down over the steering column upper shaft far enough to reconnect the four instrument panel wire harness connectors to the receptacles on the back of the clockspring case.



**Figure 5 – Right Multi-Function Switch Retaining Screw**



**Figure 6 - Left Multi-Function Switch Retaining Screw**



**Service Procedure (Continued)**

19. Position the clockspring onto the steering column lock housing.
20. Connect the four instrument panel wire harness connectors to the receptacles on the back of the clockspring (Figure 4).
21. Install and tighten the three screws that secure the clockspring to the steering column lock housing in the following sequence: lower right, upper left, upper right. Tighten the screws to 27 in. lbs. (3 N·m).

**CAUTION: Use of an improper sequence when tightening the clockspring mounting screws may result in an audible ticking noise as the steering wheel is rotated.**

22. Install the upper and lower steering column shrouds onto the steering column (Figure 3).
23. Move the steering column back to the fully raised position and move the tilt release lever back to the locked (up) position.
24. Install the steering wheel assembly onto the steering column.
25. Install a new steering wheel retaining bolt and tighten the bolt to 40 ft. lbs. (54 N·m) (Figure 2).
26. Remove the plastic locking pin that secures the clockspring rotor to the clockspring case.
27. Connect the two airbag electrical connectors and the one horn electrical connector to the driver airbag module.
28. Install the driver airbag module onto the steering wheel.
28. Install the two steering wheel airbag module retaining screws. Tighten the screws to 10 ft. lbs. (13 N·m).
29. Reconnect the battery negative cable.
30. Using the wiTECH scan tool, clear all DTC's.
31. Remove the battery charger and wiTECH from the vehicle.



### **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 one of the following labor operation numbers and time allowances:

	<b><u>Labor Operation Number</u></b>	<b><u>Time Allowance</u></b>
Inspect supplemental restraint system using wiTECH scan tool	08-L3-71-81	0.2 hours
Inspect supplemental restraint system using wiTECH scan tool and replace the airbag system clockspring	08-L3-71-82	0.7 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