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By Recall Management Division at 8:07 am, May 07, 2013

May 7, 2013

Ms. Nancy Lummen Lewis
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 Ms. Lewis:

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 vehicles.

Chrysler Group will conduct a voluntary safety recall to inspect and replace the 3-way coolant valve and to flash the latest calibration on all affected vehicles.

Sincerely,

A handwritten signature in blue ink that reads "Kristin Kolodge".

Kristin J. Kolodge

Enclosure: Defect Information Report for Chrysler Group LLC. Recall N25

cc: Frank Borris, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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Submission Date: May 7, 2013

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

Chrysler Group LLC, RAM

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
RAM	1500	2013	June 25, 2012 to December 12, 2012

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

Cooper Standard Automotive
East Tawas & Leonard Plants
180 E. Elmwood St.
Leonard, MI 48367
USA
ph: (989) 362 – 1111

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

498 (estimated)

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

Unknown

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

Some vehicles may experience coolant bypass valve sticking in a position that does not allow coolant flow to the heater core. If this occurs, the vehicle will not meet the requirements of FMVSS 103, Windshield Defrosting and Defogging Systems.

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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

- On November 3, 2012 Chrysler opened an investigation as a result of a fault code (ENGINE COOLANT BYPASS VALVE STUCK). The 3-way valve controls the flow of engine coolant to the heater core and transmission heater.
- If the engine coolant bypass valve sticks in a position that does not allow coolant flow to the heater core, the vehicle will not pass FMVSS 103, Windshield Defrosting and Defogging Systems.
- An internal problem investigation meeting was called to address the issue.
- Examination of valves led engineering to determine that the fault was caused by a calibration issue related to the valve response rate.
- A new calibration was released to the plant and implemented on November 11, 2012.
- A new problem investigation meeting was called on December 13, 2012 after the fault code returned.
- Both truck assembly plants issued yard holds and inspected/repared the held vehicles.
- Inspection of inoperable valves showed that there was evidence of corrosion and dendrite growth on the circuit board, resulting in a short circuit.
- The dendrite growth was found to be due to the use of a corrosive flux ("Harris") during the solder operation. As of October 25, 2012, only non-corrosive flux was authorized in the circuit board manufacturing operation.
- An October 26, 2012 clean point was established for the valve manufacture date, based on flux usage at the supplier. The vehicle manufacturing clean point was established as December 12, 2012.
- On April 30, 2013, Chrysler Group LLC decided to conduct a voluntary recall to inspect and replace the suspect 3-way coolant valves and flash an updated calibration.

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

If the engine coolant bypass valve sticks in a position that does not allow coolant flow to the heater core, the vehicle will not meet the requirements of FMVSS 103, Windshield Defrosting and Defogging Systems.

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573.6(c)(8): Description of Remedy

Chrysler will conduct a voluntary safety recall to inspect and replace the suspect 3-way coolant valves and flash an updated calibration.

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.

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

Chrysler plans to begin notification of dealers and owners in June, 2013. Chrysler will provide the dealer and owner letters when available.

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

Chrysler has assigned recall number N25 to this action.