



August 5, 2014

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:

The following information is submitted pursuant to the requirements of 49 CFR Part 573.6, Defect and Noncompliance Reports, which contains details of a safety defect in vehicles as determined by Chrysler Group LLC.

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

Chrysler Group LLC, Chrysler

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Chrysler	200	2015	May 19, 2014 – June 21, 2014

The determination of the recall population is described in Section 573.6(c)(6).

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

Flextronics International  
Omega No. 1825  
Omega Industrial Park  
Cd. Juarez Chihuahua ZIP Code 32410  
Phone No.: 0052 656 688 0810

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

8 (estimated)

## **573 REPORT FOR CHRYSLER GROUP LLC**

Page 2

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

100% (estimated)

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

Some Chrysler 200 vehicles may experience an excessive heat condition in the driver door wire harness, which can result in an inoperative window or door harness circuit as well as a potential fire. Root cause was identified to be smaller than required wire gauge due to an error made when updating the door wire harness part at the supplier. As a result of the smaller gauge wire, the circuit may experience excessive heat which can melt the insulation and cause a short with a neighboring circuit and/or a potential fire.

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

- On June 18, 2014, Chrysler opened an investigation when a vehicle, due to a stuck door lock switch, did not pass the end of line audit at the Sterling Heights Assembly Plant ("SHAP"). Chrysler identified a suspect vehicle population and initiated a yard hold of these vehicles.
- Investigation found the door wire harness was built with under-gauge wire.
- On June 19, 2014, the supplier began manufacturing door wire harness with the specified gauge wire.
- On June 21, 2014 SHAP began building vehicles with door wire harness containing the specified gauge wire.
- On June 28, 2014, SHAP began replacing door wire harness in the suspect vehicles on yard hold.
- The scope of the affected vehicles was found to be those with the 'Power Windows, Driver One-Touch' (JPD) sales code only.
- The suspect period was established as May 19, 2014 (start of 2015 MY production) to June 21, 2014 at SHAP.
- As of July 28, 2014 Chrysler is unaware of any accidents or injuries potentially related to this issue.
- On July 29, 2014, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

### **573.6(c)(8)(i): Description of Remedy**

Chrysler will conduct a voluntary safety recall to replace the door wiring harness 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

**573 REPORT FOR CHRYSLER GROUP LLC**

Page 3

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)(8)(ii): Dealer and Owner Communication**

Chrysler estimates it will notify dealers and owners in September, 2014.

**573.6(c)(10): Submission of Recall Communications**

Chrysler will provide representative copies of the dealer and owner letters to NHTSA's Recall Management Division when available.

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

Chrysler has assigned recall number P43 to this action.

Sincerely,



Phil Harthapel

Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA