

Part 573 Safety Recall Report**15V-222****Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** JUL 29,2015**NHTSA Recall No. :** 15V-222**Manufacturer Recall No. :** R13**Manufacturer Information :**

Manufacturer Name : Chrysler (FCA US LLC)

Address : 800 Chrysler Drive

CIMS 482-00-91 Auburn Hills MI 48326-2757

Company phone : 1-800-853-1403

Population :

Number of potentially involved : 43,750

Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2006-2006 JEEP Wrangler

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Certain 2006 Jeep Wrangle with Manual Transmissions

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2006-2006 Dodge Viper

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Certain 2006 Dodge Viper vehicles with manual transmission

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2006-2006 JEEP Liberty

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Certain 2006 JEEP Liberty vehicles with manual transmission

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : If the clutch ignition interlock switch return springs are broken, the switch contacts may not reflect the actual clutch pedal position.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Broken springs, in most cases, result in a no-start condition. However, in a small number of instances a vehicle could experience unintended movement when the ignition is cranked if the recommended starting procedures are not followed.

Description of the Cause : Clutch ignition interlock switch return springs experience fatigue failure due to material issues.

Identification of Any Warning that can Occur : Customers may hear noise from the broken springs within the switch when functioning the clutch pedal. Cruise control in gasoline vehicles will not function.

Supplier Identification :**Component Manufacturer**

Name : FTE automotve USA Inc.

Address : 4000 Pinacle Ct.

Auburn Hills 48326

Country : NR

Chronology :

- On December 11, 2014, FCA US opened an investigation on Jeep and Viper clutch ignition interlock switches as a result of material issues found on 2006 Dodge Ram Truck clutch ignition interlock switches.
- Investigation determined that while the subject clutch interlock switch has a different part number than those installed in the 2006MY Ram, the internal components of the switch and specifically the sourcing and material characteristics of the internal spring are the same.
- Warranty claims relating to the clutch interlock switch for the subject vehicles increased significantly during 2006 MY.
- Although minimal parts were available for failure analysis, root cause was determined to be spring material based on the similar design characteristics and failure modes exhibited in the Ram Truck P80 campaign.

Description of Remedy :

Description of Remedy Program : • FCA US LLC will conduct a voluntary safety recall to replace the clutch ignition interlock switch 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.

How Remedy Component Differs from Recalled Component : The clutch ignition interlock switch is of the same fundamental design. The recalled switch internal spring was pre plated tin, 0.019" wire diameter, and 20.5 active coils. The current production internal spring which has zinc coating, 0.020" wire diameter, and 21.5 active coils in the spring.

Identify How/When Recall Condition was Corrected in Production : • In April 2006, the tier two supplier of the switch requested its spring material supplier to investigate spring material and implement, as necessary, corrective actions. It is believed that non-conforming spring material (i.e., non-conforming wire) was shipped from March, 2005 through May, 2006. • The suspect period was established based on warranty claims and when it is believed non-conforming wire was shipped to the spring manufacturer.

Recall Schedule :

Description of Recall Schedule : The original dealer final notification date was 6/4/2015 but has been modified to 7/17/2015 and the final owner notification was 6/11/2015 but has been modified to 7/31/2015 due to a PPAP issue that caused a delay in parts.

Due to a delay in shipment of parts the final dealer notification date is 8/17/2015 and the final owner notification date is 8/24/2015.

Planned Dealer Notification Date : AUG 17, 2015 - AUG 17, 2015

Planned Owner Notification Date : AUG 24, 2015 - AUG 24, 2015

* NR - Not Reported