



May 2016

Dealer Service Instructions for:

Safety Recall R63 / NHTSA 15V-800 Brake Booster Contamination

Models

2013 - 2014 (PF) Dodge Dart

NOTE: This recall applies only to the above vehicles equipped with a 2.0L or a 2.4L Tigershark engine (sales code ECK or ED6) built through January 23, 2014 (MDH 012323).

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The brake booster on about 105,400 of the above vehicles may experience engine oil migration from the vacuum pump, through the vacuum supply tube, and into the brake booster. Prolonged brake booster diaphragm exposure to engine oil could cause the diaphragm to fail. This could lead to a loss of brake booster assist and/or an air leaking sound.

A loss of brake booster assist could require the driver to apply additional brake pedal force to stop the vehicle. The lack of brake booster assist could change the braking characteristics of the vehicle and cause a crash without warning.

Repair

The brake booster end of the vacuum supply tube must be inspected for the presence of engine oil:

- If <u>no engine oil is found</u> at the brake booster end of the vacuum supply tube, a revised vacuum supply tube and a new brake booster grommet must be installed.
- If <u>engine oil is found</u> at the brake booster end of the vacuum supply tube, the vacuum pump, vacuum supply tube, brake booster, and the brake master cylinder must be replaced.

Alternate Transportation

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that the brake booster and related component require replacement and the vehicle must be held overnight.

Parts Information

Part Number

Description

CBLLR631AA

Vacuum Supply Tube Package

Each package contains the following components:

Quantity	Description
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- 1 Tube, Vacuum Supply
- 1 Grommet, Brake Booster

Each dealer to whom vehicles in the recall were assigned will receive enough Vacuum Supply Tube Packages to service about 20% of those vehicles.

Part Number

Description

CBLLR632AA Brake Booster Package (with automatic transaxle)

Each package contains the following components:

<u>Quantity</u>	Description
1	Booster, Brake
1	Tube, Vacuum Supply
1	Pump, Vacuum
1	Cylinder, Brake Master
1	Clip, Brake Booster Push Rod Retainer

Part Number Description

CBLLR633AA Brake Booster Package (with manual transaxle)

Each package contains the following components:

Quantity Description

- 1 Booster, Brake
- 1 Tube, Vacuum Supply
- 1 Pump, Vacuum
- 1 Cylinder, Brake Master
- 1 Clip, Brake Booster Push Rod Retainer

NOTE: The CBLLR632AA and CBLLR633AA Brake Booster Packages contain a plastic bag with one extra master cylinder rubber seal and two extra master cylinder retaining nuts.

Parts Information (Continued)

Part Number	Description	
05066440AA	Lube, Zipper	
	NOTE: One bottle of Zipper Lube can repair 20 vehicles.	
04318080AC	Fluid, Brake (DOT 3) (MS.4574)	
04318083	Gasket Maker	
68324102AA	Cup, Metal Bearing	
	NOTE: This part should only be ordered if the metal bearing cup is lost during brake booster replacement.	

Parts Return

No parts return required for this campaign.

Special Tools

The following special tools are required to perform this repair:

> NPN	wiTECH VCI Pod Kit
> NPN	Laptop Computer
> NPN	wiTECH Software
▶ 8358-1	Fitting, Master Cylinder Bleed

Service Procedure

A. Inspect for Engine Oil in Brake Booster

- 1. With the engine off, pump the brake pedal several times to bleed off any vacuum stored in the brake booster.
- 2. Disconnect and isolate the negative battery cable.
- 3. For vehicles with a 2.0L engine, partially remove the plastic engine cover.
- 4. <u>For vehicles with a 2.0L engine</u>, cover the throttle body opening with a shop towel to prevent debris from entering the throttle body.
- 5. For vehicles with a 2.4L engine, remove and save the engine cover.
- 6. <u>If equipped</u>, loosen the retaining screw that holds the vacuum supply tube routing bracket and rotate the bracket out of the way (Figure 1).
- 7. Using compressed air, blow off any debris that may have collected around the brake booster vacuum supply tube and grommet.



Figure 1 – Vacuum Supply Tube (2.0L shown)

8. Disconnect the vacuum supply tube at the vacuum pump fitting (Figure 2).

9. Disconnect the vacuum supply tube and check valve electrical harness retainers.



Figure 2 - Vacuum Pump Fitting

10. Pull the brake booster vacuum supply tube check valve from the rubber grommet on the brake booster (Figure 3).

11. Carefully disconnect the electrical connector on the check valve and vacuum sensor (Figure 3).

12. Remove the brake booster vacuum supply tube from the vehicle (Figure 3).



Figure 3 – Vacuum Supply Tube Components

- 13. Inspect the brake booster check valve fitting for oil contamination by <u>fully</u> <u>inserting</u> a clean cotton swab into the check valve vacuum port (Figure 4):
 - If <u>no</u> oil contamination is found in the brake booster check valve, continue with Section C: Replace Brake Booster Vacuum Supply Tube.
 - If oil contamination is found in the brake booster vacuum port, continue with Step 14 of this procedure.



Figure 4 – Check Brake Booster Check Valve for Oil Contamination

- 14. Carefully remove the brake booster vacuum supply tube rubber grommet from the body of the brake booster.
- 15. Using a 10 mm open end wrench, measure the thickness of the brake booster check valve rubber grommet:
 - The open end of the 10 mm wrench should slide on the rubber grommet loosely <u>all the way around</u> the rubber grommet (Figure 5). If the rubber grommet fits in the 10 mm open end wrench loosely all the way around the rubber grommet and no swelling of the rubber grommet is detected, the brake booster is not contaminated with engine oil. Continue with Section C: Replace Brake Booster Vacuum Supply Tube.
 - If the open end of the 10 mm wrench <u>does not fit at any point around the</u> <u>rubber grommet</u>, the brake booster is contaminated with engine oil (Figure 5). Continue with Section B. Replace Brake Booster, Vacuum Pump and Master Cylinder.



Figure 5 – Inspect the Brake Booster Rubber Grommet for Exposure to Engine Oil (swelling of the grommet)

B. Replace Brake Booster, Vacuum Pump and Master Cylinder



Figure 6 – Coolant Tube and Camshaft Position Sensor

- 1. For vehicles with a 2.0L engine, completely remove the plastic engine cover.
- 2. Disconnect the camshaft position sensor electrical connector (Figure 6).
- 3. Remove and save the two coolant tube support bracket nuts (Figure 6).
- 4. Carefully relocate the coolant tube to gain access to the vacuum pump assembly.
- 5. Remove and save the three vacuum pump mounting bolts (Figure 7).



Figure 7 – Vacuum Pump Mounting Bolts

- 6. Place a shop towel under the vacuum pump to absorb any engine oil that will leak out when the vacuum pump is separated from the cylinder head (Figure 8).
- 7. Carefully remove the original vacuum pump assembly and discard (Figure 8).
- 8. Carefully remove and save the Power Distribution Center (PDC) cover.
- 9. Disconnect the PDC electrical connectors inside the PDC housing (Figure 9).
- 10. Disconnect the battery feed wires at the battery for the PDC (Figure 9).



Figure 8 – Vacuum Pump Removal



Figure 9 – Power Distribution Center Electrical Connections



Figure 10 – Relocate the PDC Fuse Block

- 11. Carefully pull the fuse block out of the PDC housing and set the fuse block aside (Figure 10).
- 12. Remove and save the three PDC housing retaining fasteners.
- 13. Remove and save the plastic PDC housing (Figure 10).
- 14. **For vehicles with a 2.4L engine**, remove and save the throttle body intake air duct.
- 15. Remove and save the throttle body assembly.
- 16. Cover the intake manifold throttle body opening with a shop towel to prevent debris from entering the engine.
- 17. Disconnect the brake fluid level sensor electrical connector located on the brake master cylinder fluid reservoir.

18. Disconnect the master cylinder brake tubes at the Integrated Control Unit (ICU) (Figure 11).

NOTE: The Hydraulic Control Unit (HCU) and the Antilock Brake Module (ABS) used with this antilock brake system are combined (integrated) into one unit, which is called the Integrated Control Unit (ICU).

- 19. Remove and discard the two original master cylinder retaining nuts.
- 20. For vehicle with an automatic transaxle, remove the master cylinder assembly from the vehicle.



Figure 11 – Master Cylinder Brake Tubes

- 21. **For vehicles with a manual transaxle**, remove the master cylinder from the brake booster, disconnect and cap the hydraulic clutch hose from the master cylinder reservoir fitting and remove the master cylinder assembly from the vehicle.
- 22. Disconnect all the remaining brake tubes from the ICU assembly.
- 23. Disconnect the ICU electrical connector.
- 24. Remove and save the ICU assembly.
- 25. Remove and save the ICU mounting bracket.
- 26. Remove and save the one fastener that retains the heater hose support bracket located on the transaxle mount.



Figure 12 – Heater Hose Support Bracket

- 27. Remove and save the instrument panel end cap.
- 28. Remove and save the knee blocker assembly.
- 29. Remove and save the brake light switch located by the brake pedal.

CAUTION: Do not depress, lift or move the brake pedal during brake lamp switch removal to avoid switch damage.

30. Unclip the brake booster push rod from the brake booster rod receiver by <u>pushing the release tabs outward</u> on the white plastic brake booster pedal keeper and <u>discard</u> (Figure 13).

NOTE: Extreme patience and perseverance is required to unclip the brake pedal keeper. The brake pedal keeper may break during removal.

CAUTION: Do not remove the brake pedal pivot bolt for the black brake booster rod receiver.



Figure 13 – Brake Booster Push Rod Pedal Keeper (Removed from Vehicle for Photographic Purposes Only)

- 31. Remove and save the four brake booster retaining nuts.
- 32. Remove and save the two brake pedal assembly retaining nuts and pull the brake pedal assembly rearward slightly to gain clearance to remove brake booster assembly.
- 33. Raise the vehicle on a suitable hoist.
- 34. Remove and save the underbody engine splash shield.
- 35. Lower the vehicle from the hoist.
- 36. Place a floor jack under the transaxle to support the weight of the transaxle.
- 37. Remove and save the three transaxle mount retaining bolts (Figure 14).
- 38. Using the floor jack, carefully lower the transaxle to gain clearance for brake booster removal.
- 39. Carefully pull the brake booster out of the dash panel until the brake booster rod clears the dash panel opening. Then rotate the brake booster 90 degrees counterclockwise and roll the brake booster up and out of the engine compartment.



Figure 14 Transaxle Mount Retaining Bolts



Figure 15 – Brake Booster Rod Receiver and Metal Bearing Cup

40. Verify that the brake booster pedal rod metal bearing cup is in position on the brake pedal black plastic receiver located on the backside of the brake pedal (Figure 15).

NOTE: The color of the metal bearing cup could be orange or grey.

CAUTION: The metal bearing cup could stick to the end of the brake booster rod during removal of the original brake booster assembly. Make sure the brake booster pedal rod metal bearing cup that the brake booster push rod reacts against is in place inside the brake booster rod receiver before installing the new brake booster pedal rod keeper.

NOTE: If a new metal bearing cup was installed, apply a small amount of lithium grease to the cup surface that contacts the brake booster push rod.

41. Install a new white plastic brake booster rod keeper onto the brake pedal. It should snap onto the brake booster rod receiver and it will hold the metal bearing cup in place.

NOTE: The white plastic booster rod keeper will only install in one direction.

42. With the brake booster rod facing the passenger side of the vehicle, roll the new brake booster into position. Then rotate the brake booster clockwise 90 degrees, guide the brake booster rod through the dash panel opening, and seat the brake booster against the dash panel.

NOTE: The vacuum supply tube rubber grommet on the brake booster must be at the 9 o'clock position.



Figure 16 – Pedal Assembly and Brake Booster Fastener Locations

- 43. Install the two brake pedal assembly retaining nuts hand tight.
- 44. Install the four original brake booster retaining nuts. Tighten the retaining nuts to 195 in. lbs. (22 N·m) in a crisscross pattern starting with the right top nut, then the left bottom nut, then the left top nut, finishing with the right bottom nut (Figure 16).

CAUTION: Be sure that the brake booster rod is aligned into the white plastic pedal rod keeper onto the brake pedal before tightening the brake booster retaining nuts.

NOTE: The brake booster rod will snap into the white plastic pedal rod keeper the first time the brake pedal is depressed.

45. Tighten the two original brake pedal assembly retaining nuts to 195 in lbs. (22 N·m).



Figure 17 – Clean Vacuum Pump Mounting Surface on the Cylinder Head

- 46. Press the brake pedal down to seat the brake booster push rod in the brake booster rod receiver.
- 47. Using the floor jack, raise the transaxle into position and install the transaxle mount retaining bolts. Tighten the three bolts to 77 ft. lbs. (104 N⋅m).
- 48. Lift the vehicle on the hoist.
- 49. Install the underbody engine splash shield.
- 50. Lower the vehicle from the hoist.
- 51. Use the following procedure to install the new vacuum pump:

NOTE: The vacuum pump must be installed at this point in the repair procedure to allow dry time for the Mopar Gasket Maker Sealant.

- a. Place a shop towel in the cylinder head opening to prevent debris from entering the engine (Figure 17).
- b. Using a gasket scraper, clean the vacuum pump mounting surfaces on the cylinder head (Figure 17).

- c. Spray brake clean onto a clean shop towel and carefully wipe down the cylinder head where the vacuum pump mounts.
- d. Spray brake clean onto a clean shop towel and carefully wipe down the vacuum pump mounting surfaces.
- e. Apply a <u>thin</u> coat of Mopar Gasket Maker sealant around both O-rings on the new vacuum pump.
- f. Install the new vacuum pump into position on the cylinder head.
- g. Install the three vacuum pump retaining bolts. Tighten the retaining bolts evenly to 180 in. lbs. (20 N \cdot m).

NOTE: The short vacuum pump retaining bolt goes in the top location (Figure 7).

- 52. Install the heater hose support bracket to the transaxle mount.
- 53. Install the ICU mounting bracket to the left frame rail. Tighten fasteners to 216 in. lbs. (25 $N \cdot m$).
- 54. Install the ICU assembly to the ICU mounting bracket. Tighten fasteners to 71 in. lbs. (8 N·m).
- 55. Connect all of the brake tubes to the ICU assembly. Tighten the ICU tube nuts to 160 in. lbs. (18 N·m).
- 56. Using special tool 8358-1, bench bleed the new master cylinder.
- 57. Install the master cylinder to the brake booster. Tighten the two new retaining nuts finger tight.

NOTE: The Brake Booster Package contains a plastic bag with one extra master cylinder rubber seal and two extra master cylinder retaining nuts.

- 58. **For vehicles with a manual transaxle**, connect the hydraulic clutch hose to the reservoir fitting on the brake master cylinder.
- 59. Transfer the two brake tubes from the original master cylinder to the new master cylinder. Tighten the tube nuts finger tight.
- 60. Connect the brake tubes from the master cylinder to the ICU ports.

61. Tighten the new master cylinder-to-brake booster retaining nuts to 216 in. lbs. (25 N·m).

NOTE: The Brake Booster Package contains a plastic bag with one extra master cylinder rubber seal and two extra master cylinder retaining nuts.

- 62. Tighten the four tube nuts at both ends of the master cylinder brake tubes to 160 in. lbs. (18 $N \cdot m$).
- 63. Connect the brake fluid level sensor electrical connector to the sensor on the brake master cylinder fluid reservoir.
- 64. Install the brake light switch.

CAUTION: Do not depress, lift or move the brake pedal during brake lamp switch installation to avoid improper switch adjustment.

- 65. Install the knee blocker assembly.
- 66. Install the instrument panel end cap.
- 67. Remove the protective shop towel from the intake manifold throttle body opening.
- 68. Install the throttle body assembly. Tighten the mounting bolts to 71 in. lbs. (8 N \cdot m).
- 69. Install the plastic PDC housing.
- 70. Install the PDC fuse block.
- 71. Connect the electrical connectors located inside the PDC housing.
- 72. Connect the battery feed wires at the battery for the PDC.
- 73. Place the coolant tube into position and install the two retaining nuts.
- 74. Connect the camshaft position sensor electrical connector at the cylinder head.
- 75. Continue with Section C. Replace Brake Booster Vacuum Supply Tube.

C. Replace Brake Booster Vacuum Supply Tube

- 1. For vehicles with the original brake booster and did not have the brake booster grommet removed, carefully remove and discard the original brake booster grommet and carefully install a new brake booster grommet.
- 2. Apply a light coat of Zipper Lube (or equivalent) to the outside of the check valve fitting on the new brake vacuum tube.

CAUTION: DO NOT use any petroleum based lubricants on the check valve fitting or grommet.

- 3. Place the new vacuum supply tube into position and connect the vacuum sensor electrical connector to the sensor.
- 4. Insert the check valve fitting into the new brake booster grommet on the brake booster body.
- 5. Route and clip the brake vacuum sensor harness retainers to the brake tube.
- 6. Route the vacuum supply tube into position and connect the tube to the vacuum pump tube fitting.
- 7. <u>If equipped</u>, be sure the vacuum supply tube is snapped into place on the tube routing bracket and tighten the bracket retaining screw to 71 in. lbs. (8 N·m).
- 8. For vehicles with a 2.4L engine, install the throttle body air inlet duct.
- 9. Install the engine cover.
- 10. Connect the negative battery cable to the negative battery post.
- 11. For vehicles that did not have the brake booster, vacuum pump, and master cylinder replaced, continue with Section E. Electric Power Steering Verification Test.
- 12. For vehicles that had the brake booster, vacuum pump, and master cylinder replaced, continue with Section D. Bleed Brake Hydraulic System.

D. Bleed Brake Hydraulic System

NOTE: There is no bleed procedure/program for the ICU in the wiTECH scan tool.

CAUTION: Bleed the wheels in the following order: Left rear, right front, right rear and then left front.

- 1. Attach a clear plastic hose to the bleeder screw and feed the hose into a clear jar containing enough fresh brake fluid to submerge the end of the hose.
- 2. Have a helper pump the brake pedal three or four times and hold it in the down position.
- 3. With the pedal in the down position, open the bleeder screw at least one full turn.
- 4. Once the brake pedal has dropped, close the bleeder screw. After the bleeder screw is closed, release the brake pedal.
- 5. Repeat the above steps until all trapped air is removed from that wheel circuit (usually four or five times).
- 6. Bleed the remaining wheel circuits in the same manner until all air is removed from the brake system. Monitor the fluid level in the master cylinder reservoir to make sure it does not go dry.

CAUTION: Only DOT3 brake fluid must be used in the hydraulic brake system.

- 7. Check and adjust brake fluid level to the "FULL" mark.
- 8. Check the brake pedal travel. If pedal travel is excessive or has not been improved, some air may still be trapped in the system. Bleed the brakes again as necessary.
- 9. Continue with Section E. Electric Power Steering Verification Test.

E. Electric Power Steering Verification Test

- 1. Place the ignition in the "OFF" position.
- 2. Verify that all accessories are turned off, the battery is fully charged and the charging system has a status of "Charged".
- 3. Start a wiTECH session.
- 4. Turn the ignition to the "RUN" position.
- 5. Record all Diagnostic Trouble Codes (DTC's).
- 6. Erase all DTC's.
- 7. Start the engine.
- 8. Turn the steering wheel from stop to stop, holding at each stop position for one second.
- 9. Place the ignition in the "OFF" position.
- 10. Wait five minutes.
- 11. After waiting five minutes, place the ignition in the "RUN" position.
- 12. Using the wiTECH scan tool, check for DTC's.
- 13. Road test the vehicle for five minutes and verify that the brakes are operating properly.
- 14. Verify that there are no DTC's.
- 15. Return the vehicle to the customer.

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 FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	Labor Operation <u>Number</u>	Time <u>Allowance</u>
Inspect for engine oil in brake booster and replace vacuum supply tube	05-R6-31-82	0.5 hours
Inspect for engine oil in brake booster and replace vacuum pump, vacuum supply tube, brake booster, and the brake master cylinder	05-R6-31-83	3.6 hours
<u>Optional Equipment</u>		
Manual transaxle	05-R6-31-60	0.3 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 FCA 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 <u>updated</u> VIN list of <u>their incomplete</u> 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 <u>must</u> perform this repair on all unsold vehicles <u>before</u> 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 FCA US LLC

IMPORTANT SAFETY RECALL

R63 / NHTSA 15V-800

This notice applies to your vehicle (VIN: xxxxxxxxxxxxxx).

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

Dear: (Name)

FCA has decided that a defect, which relates to motor vehicle safety, exists in certain 2013 and 2014 model year Dodge Dart vehicles equipped with a 2.0L or 2.4L Tigershark engine.

The problem is	The brake booster on your vehicle may experience engine oil migration from the vacuum pump, through the vacuum supply tube, and into the brake booster. Prolonged brake booster diaphragm exposure to engine oil could cause the diaphragm to fail. This could lead to a loss of brake booster assist and/or an air leaking sound.	
	A loss of brake booster assist could require the driver to apply additional brake pedal force to stop the vehicle. The lack of brake booster assist could change the braking characteristics of the vehicle and cause a crash without warning.	
What your dealer will do	FCA will repair your vehicle free of charge. To do this, your dealer will inspect for engine oil in the brake booster. Brake boosters <u>without</u> engine oil contamination will have an improved vacuum supply hose installed. Brake boosters <u>with</u> engine oil contamination will also have the brake booster and all related components replaced.	
	The inspection and vacuum supply hose replacement will take ½ hour to complete. An additional 3 hours will be required if the brake booster is contaminated with engine oil. However, additional time may be necessary depending on service schedules.	
What you must do to ensure your safety	Simply contact your Chrysler, Jeep, Dodge or RAM dealer right away to schedule a service appointment. Please bring this letter with you to your dealer.	
If you need help	If you have questions or concerns which your dealer is unable to resolve, please contact the FCA Group Recall Assistance Center at either fcarecalls.com or 1-800-853-1403.	

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. If you have further questions go to **fcarecalls.com**.

If you have already experienced this specific condition and have paid to have it repaired, you may visit **www.fcarecallreimbursement.com** to submit your reimbursement request online or you can mail your original receipts and proof of payment to the following address for reimbursement consideration: FCA Customer Assistance, P.O. Box 21-8004, Auburn Hills, MI 48321-8007, Attention: Recall Reimbursement. Once we receive and verify the required documents, reimbursement will be sent to you within 60 days. If you've had previous repairs and/or reimbursement you may still need to have the recall repair performed on your vehicle.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590, or you can call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to **safercar.gov**.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services / Field Operations FCA US LLC