



December 2015

Dealer Service Instructions for:

Safety Recall R61 / NHTSA 15V-675 Antilock Brake System Control Module

Models

2012-2015 (JC) Dodge Journey

NOTE: This recall applies only to the above Left Hand Drive vehicles with Electronic Stability Control (Sales Code BNB) built from April 21, 2012 through April 14, 2015 (MDH 042100 through 041400).

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

Anti-Lock Brake System (ABS) control module on about 275,600 of the above vehicles may have a ground wire eyelet on the right front shock tower that allows water to wick through the ground wire case and into the ABS module. Moisture in the ABS module could disable the ABS and/or Electronic Stability Control (ESC) system(s). The lack of a functioning ABS and/or ESC system(s) could change the braking and/or handling characteristics of the vehicle and cause a crash without warning.

Repair

The ground eyelets on the right shock tower must be sealed to stop water migration through the ground wire case. The ABS control module and headlamp/dash wire harness must also be inspected for moisture and repaired and/or replaced if required.

Parts Information

<u>Part Number</u>	<u>Description</u>
04778569	Tube, Heat Shrink (one tube will service 2 ground eyelets)
68316186AA	Harness, Ground Circuit Overlay
04641780	Tie Strap (5 per vehicle)
05018045AA	Electrical Contact Cleaner
MS-9469	Di-Electric Nye-Lubricant (05013781AA) (one tube services 10 vehicles)
CBXZR611AA	Module, Anti-Lock Brake System (without Hill Start Assist, Sales Code BNG)
CBXZR612AA	Module, Anti-Lock Brake System (with Hill Start Assist, Sales Code BNG)

Each Antilock Brake System Module package contains the following components:

<u>Quantity</u>	<u>Description</u>
4	Screws, Attaching
12	Seals, Solenoid Valve Stem

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

Service Procedure

A. Inspect Antilock Brake System (ABS)

1. Disconnect and isolate the negative battery cable (Figure 1).

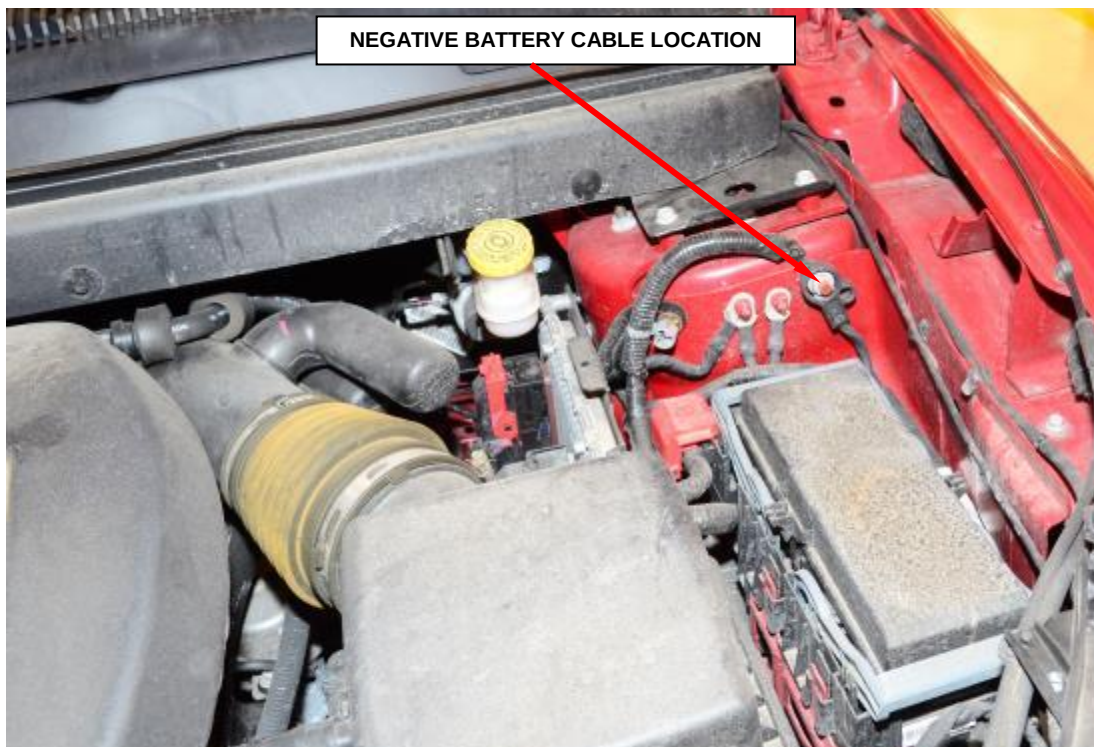
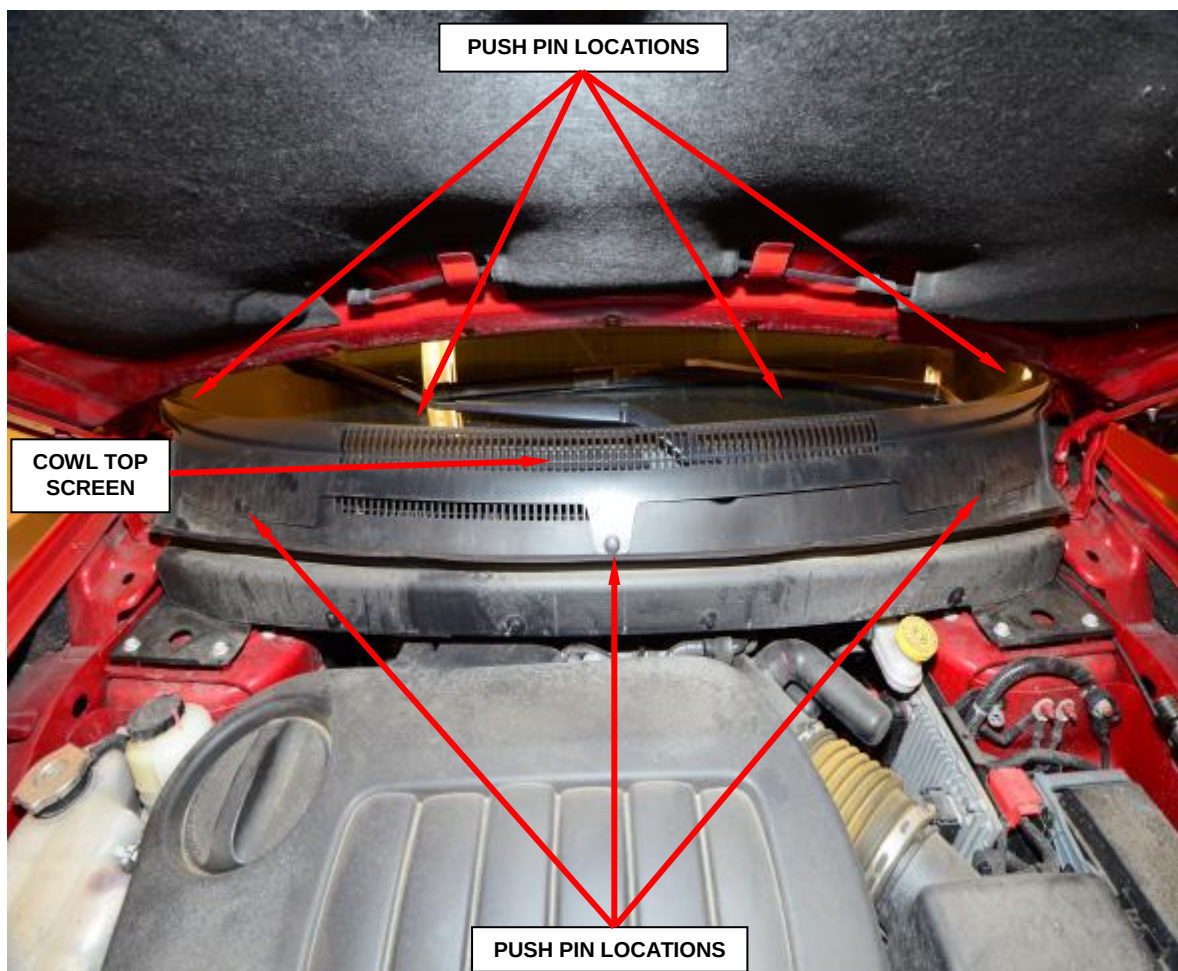


Figure 1 – Negative Battery Cable

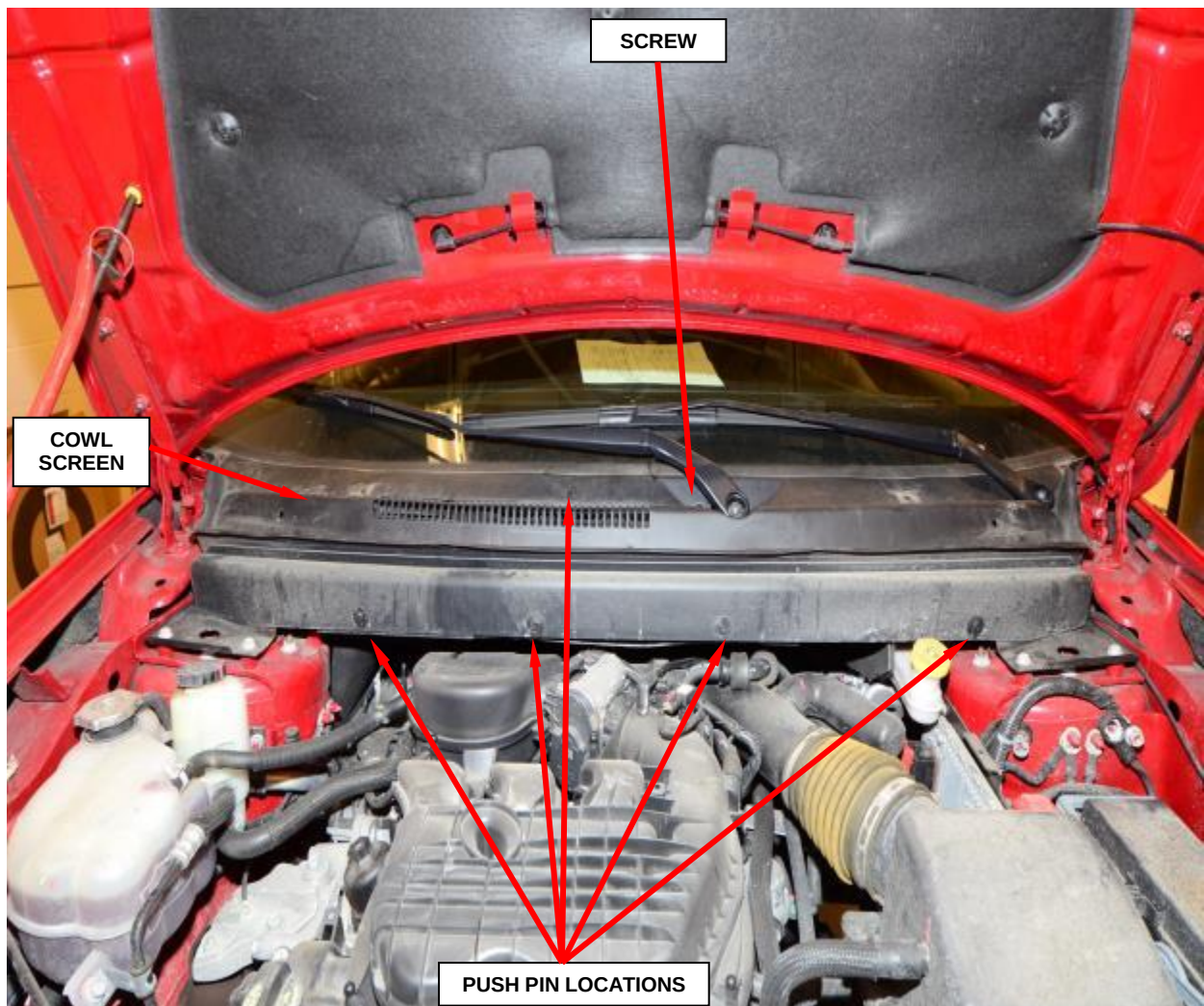
Service Procedure (Continued)

2. Remove and save the engine appearance cover.
 - If the vehicle is equipped with a 3.6L engine, continue with **Step 3**.
 - If the vehicle is equipped with a 2.0L or a 2.4L engine, continue with **Step 11**.
3. Remove and save the seven push-pins securing the cowl top screen at the ends. Remove the cowl top screen (Figure 2).
4. Remove and save both wiper arms.

**Figure 2 – Cowl Top Screen**

Service Procedure (Continued)

5. Remove and save the five push-pins securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw in the center of the cowl screen 90° clockwise to release the screen. Remove the cowl screen (Figure 3).

**Figure 3 – Cowl Screen**

Service Procedure (Continued)

6. Release the plenum silencer from the bottom of the wheelhouse brace.
7. Remove and save the eight mounting bolts (four each side) securing the wheel house brace to the strut towers (Figure 4).
8. Remove the wheelhouse brace.

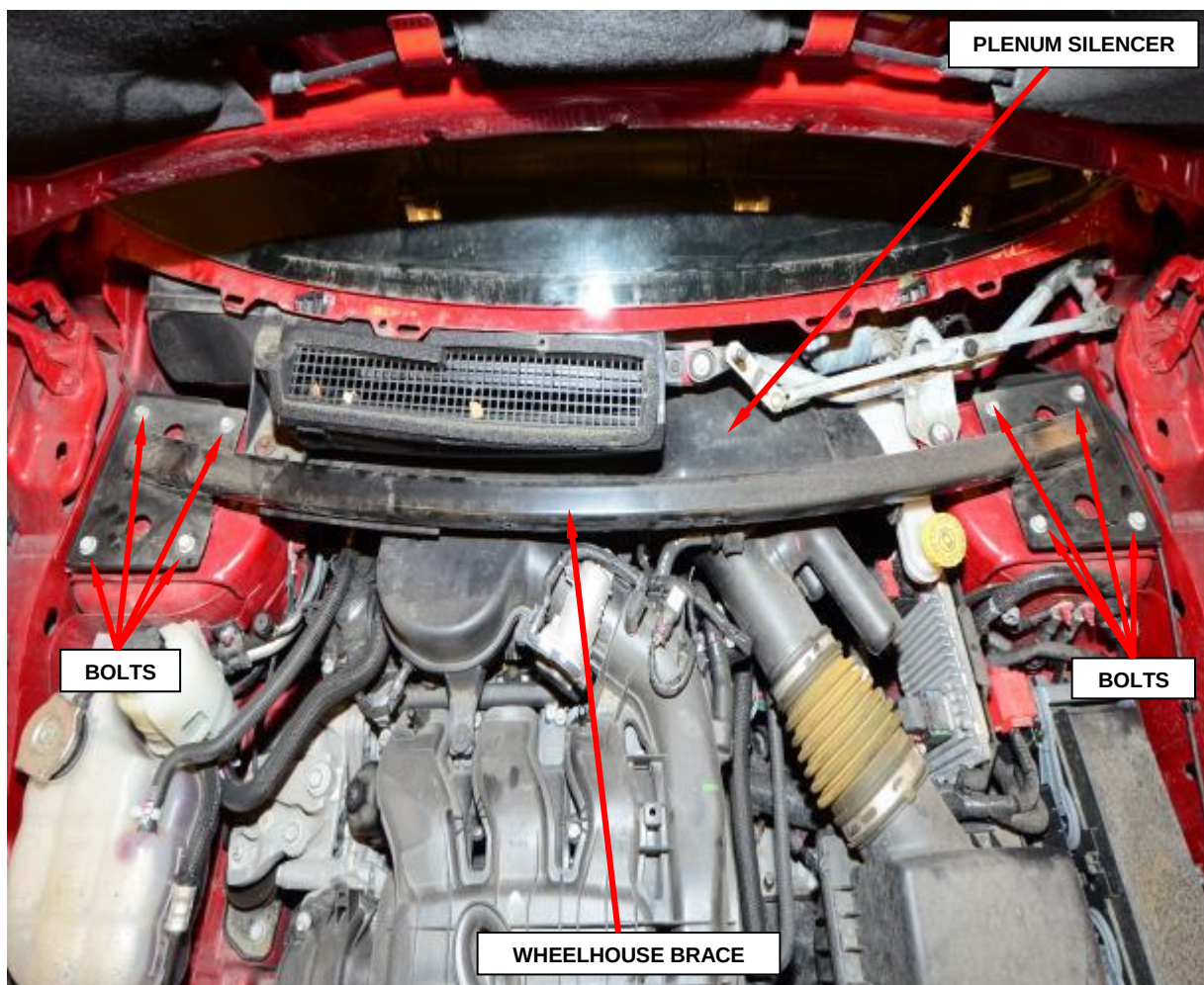
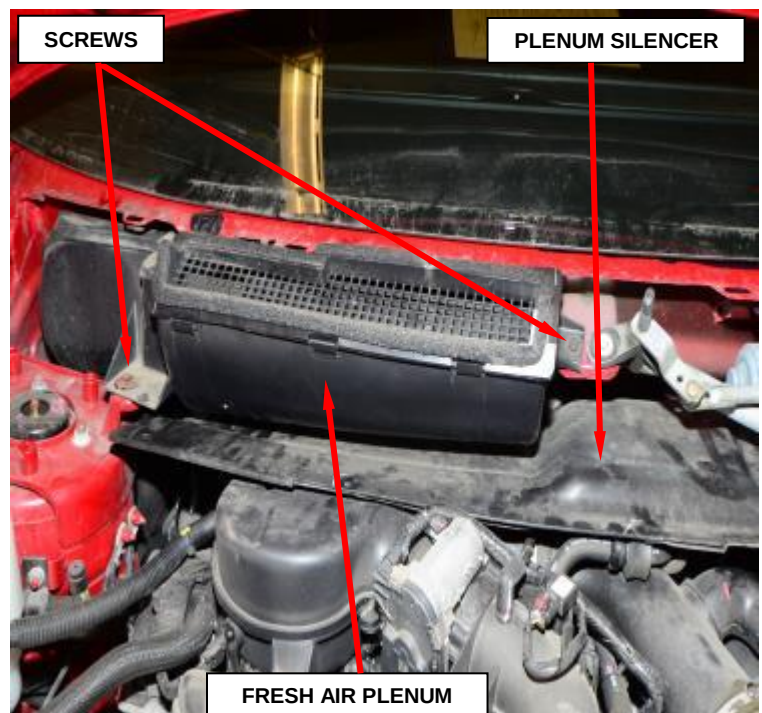
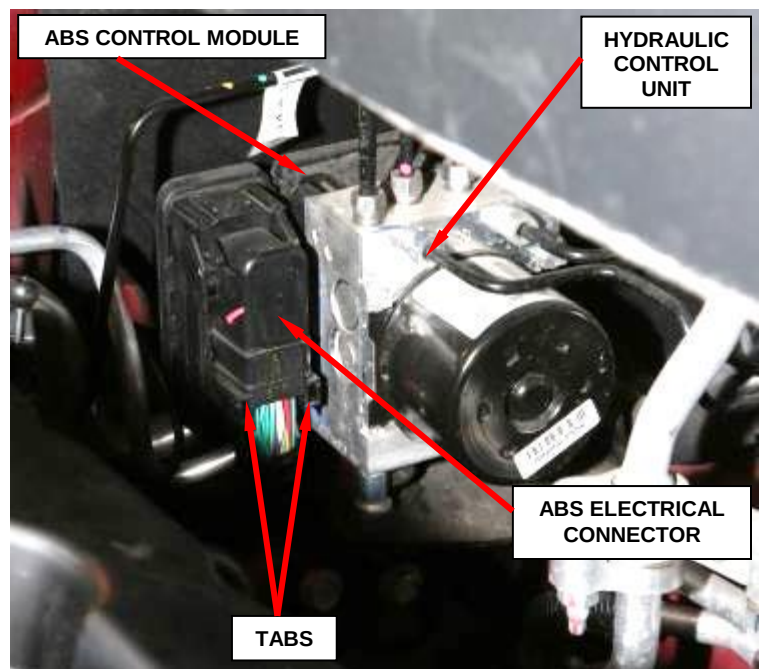


Figure 4 – Wheel House Brace

Service Procedure (Continued)

9. Remove and save the two screws then remove the fresh air plenum (Figure 5).
10. Remove and save the plenum silencer (Figure 5).
11. Use the following procedure to disconnect the ABS electrical connector from the ABS control module.
 - a. Depress the tabs on each side of the electrical connector cover (Figure 6).
 - b. Pull outward and upward on the lower half of the cover until it locks into position pointing straight outward. The connector can then be pulled straight outward off the ABS control module.

**Figure 5 – Fresh Air Plenum****Figure 6 – ABS Electrical Connector**

Service Procedure (Continued)

12. Inspect the ABS module electrical connector terminals and the ABS module receptacle for moisture or corrosion (Figure 7).
 - If moisture or corrosion is **present**, continue with **Section B. Install Ground Circuit Overlay**.
 - If moisture or corrosion is **not** present, continue with **Step 13**.
13. Using electrical contact cleaner, clean the ABS module electrical connector.
14. Cut just the tip off the dielectric grease nozzle.
15. Apply a very light bead of dielectric grease on the face of the ABS module electrical connector.

CAUTION: Do not apply excess amounts of dielectric grease. ABS control module electrical connector terminal damage and/or poor electrical connections may occur.

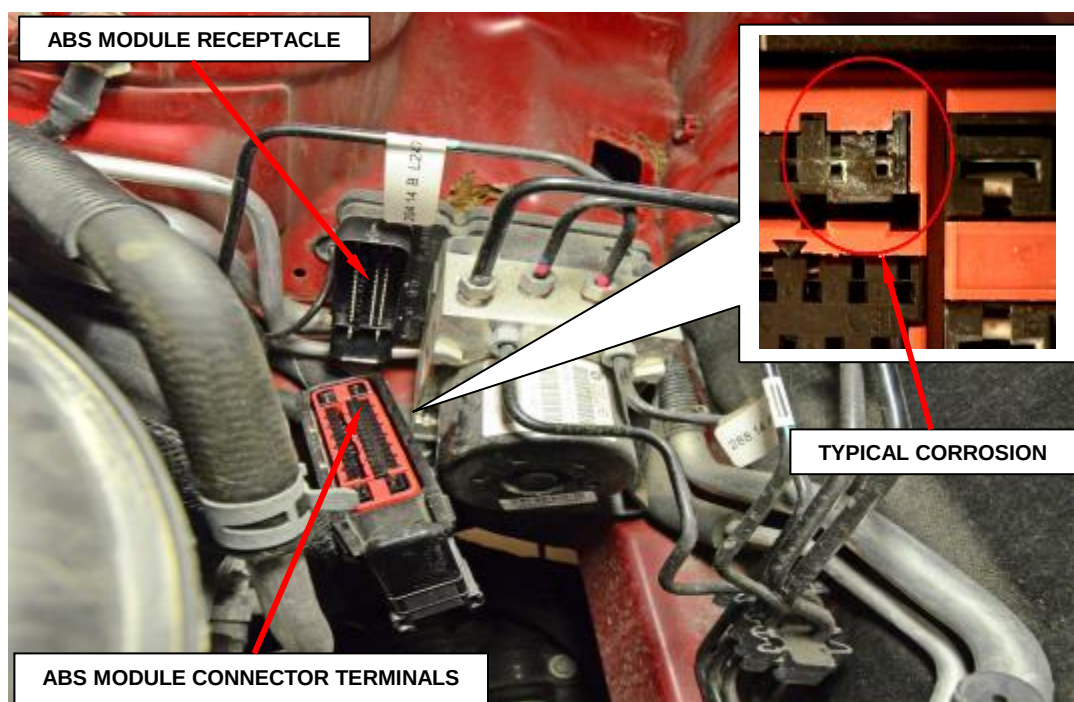


Figure 7 – ABS Module Connector

Service Procedure (Continued)

16. Wipe the grease evenly on the electrical connector face.
17. Insert the ABS electrical connector into the socket of the ABS control module and close the cover, locking the electrical connector in place.

CAUTION: Before installing the ABS control module harness electrical connector on the ABS control module, be sure the seal is properly installed in the electrical connector.

CAUTION: Be sure the electrical connector lock is fully engaged.

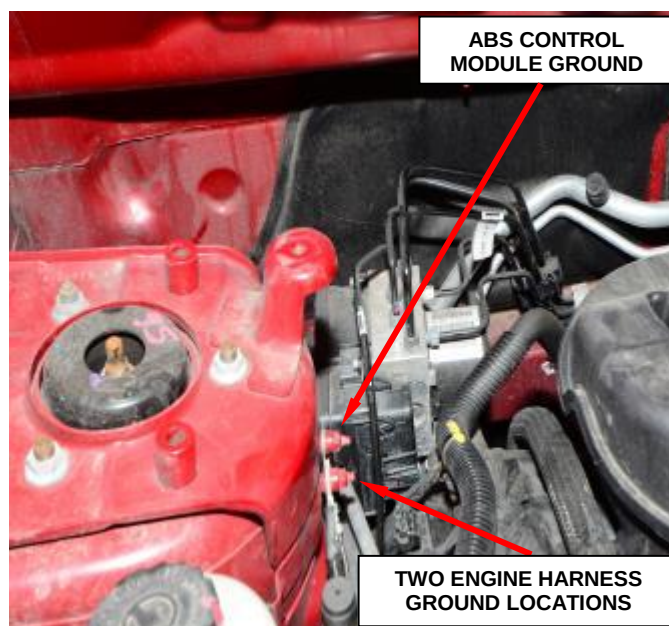


Figure 8 – Ground Eyelets

18. Remove the nuts securing the ABS control module and the two engine harness ground eyelets and remove the eyelets from the ground studs (Figure 8).
19. Remove the bolt securing the power steering reservoir.
20. Remove the two bolts securing the coolant reservoir.
21. Position the power steering and coolant reservoirs to the side.
22. Pull the ground eyelets around to the front of the shock tower to gain access.
23. Remove the original heat shrink tube from the two ground wire eyelets (Figure 9).

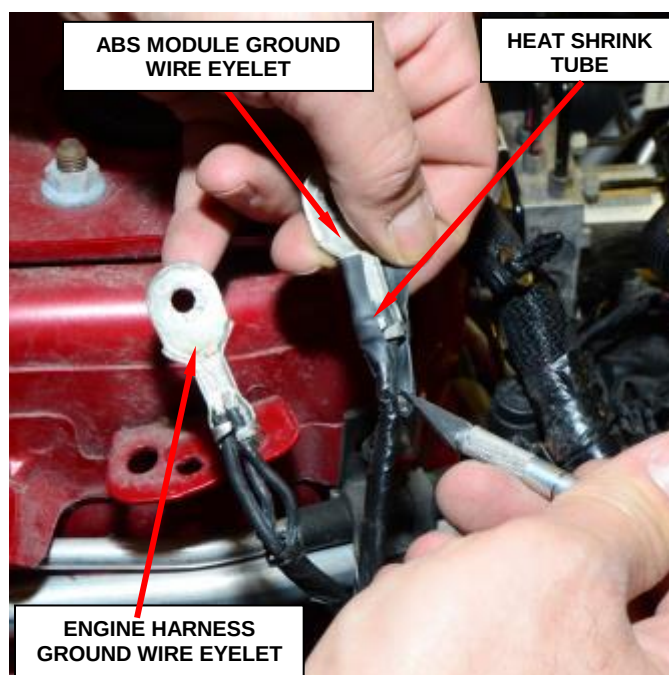


Figure 9 – Heat Shrink Tube

Service Procedure (Continued)

24. Cut one of the supplied heat shrink tubes in half (one half for each ground wire eyelet).
25. Slide the supplied heat shrink tubes evenly over the two ground wire terminal crimps and apply heat to the shrink tube until glue comes out of both ends of the shrink tube (Figure 10).

NOTE: The heat shrink tube must not extend past the ears on the ground wire eyelets.

NOTE: Trim off excess glue near the ground wire eyelet terminal.

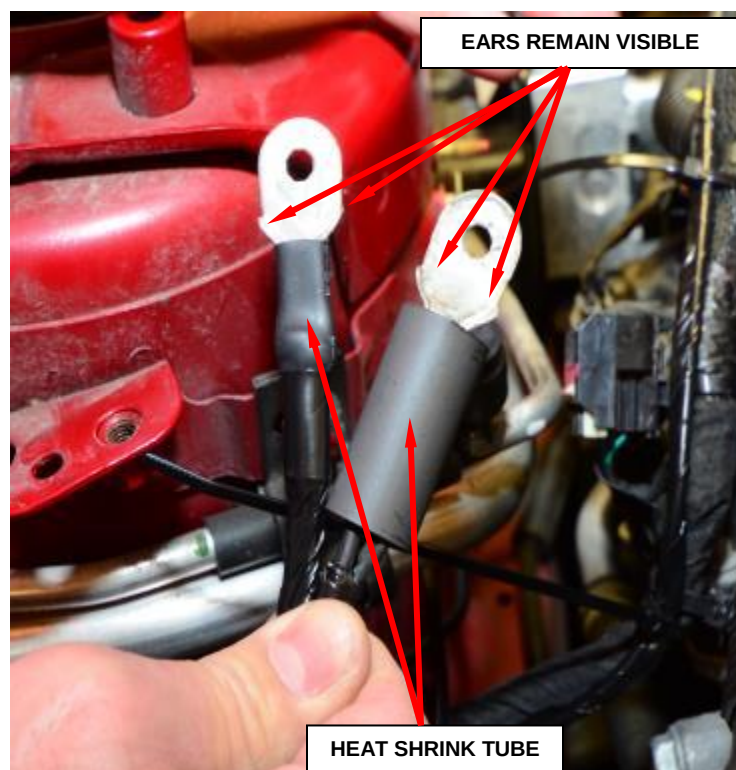


Figure 10 – Heat Shrink Tube

26. Position the ABS control module ground wire eyelet and the two engine ground wire eyelets to the studs and install the two nuts. Tighten the ground wire eyelet nuts to 7 ft. lbs. (10 N·m) (Figure 8).

Service Procedure (Continued)

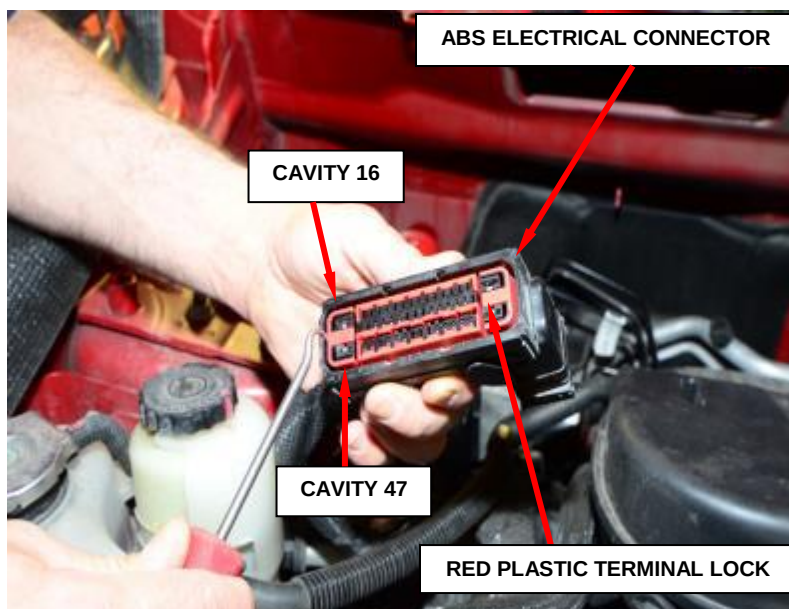
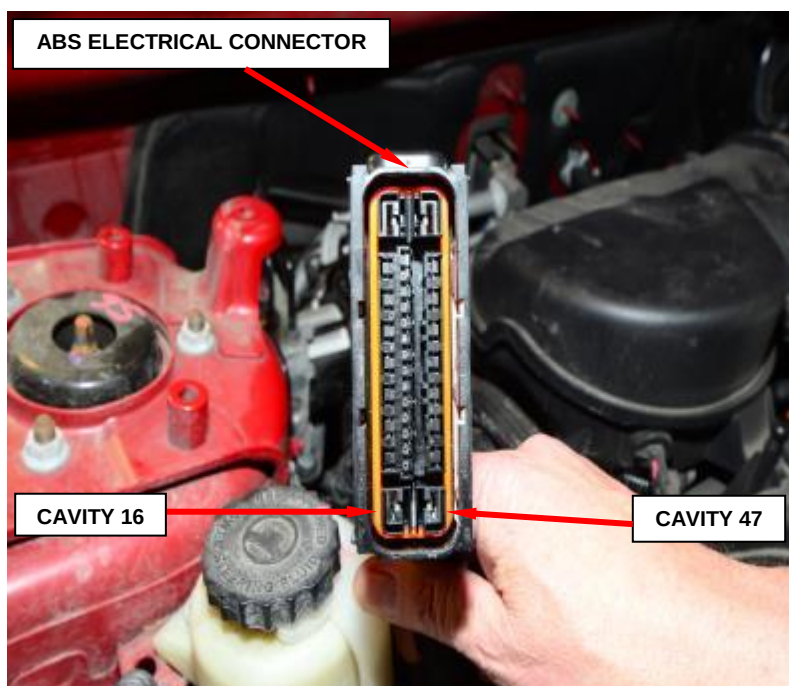
27. Connect the negative battery cable (Figure 1).
28. Turn the ignition key to the “**ON**” position, verify the ABS light bulb check functionality and start the engine.
 - If the ABS light **is** “**ON**” continuous after bulb check, and DTC C2200, is present the ABS module must be replaced. Continue with **Section B. Install Ground Circuit Overlay**.
 - If the ABS light **is** “**ON**” continuous after bulb check, and DTC’s other than C2200 are present; refer to all current, normal diagnostics published in DealerCONNECT and repair as necessary following normal warranty repair guidelines then continue with **Step 29**.
 - If the ABS light **is not** “**ON**” continuous after bulb check, the ABS module will not be replaced. Continue with **Step 29**.
29. Install the coolant reservoir and tighten the two bolts securely.
30. Install the power steering reservoir and tighten the bolt securely.
 - If the vehicle is equipped with a 3.6L engine, continue with **Step 31**.
 - If the vehicle is equipped with a 2.0L or a 2.4L engine, continue with **Step 38**.

Service Procedure (Continued)

31. Install the plenum silencer (Figure 5).
32. Position the fresh air plenum and install the two mounting screws. Tighten the screws securely (Figure 5).
33. Install the wheelhouse brace. Install and tighten the eight mounting bolts (four each side) to 35 ft. lbs. (48 N·m) (Figure 4).
34. Secure the plenum silencer to the bottom of the wheelhouse brace.
35. Install the cowl screen. Install the push-pins securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw in the center of the cowl screen 90° counterclockwise to lock the screen in place (Figure 3).
36. Install both wiper arms.
37. Install the cowl top screen. Install the seven push-pins securing the cowl top screen at the ends. Install the remaining push-pins (Figure 2).
38. Install the engine appearance cover.
39. Close the hood and return the vehicle to the customer.

Service Procedure (Continued)**B. Install Ground Circuit Overlay**

1. Release the wire harness clips from the frame rail and pull the ABS electrical connector up to gain access for ground terminal removal (Figure 11).
2. Disconnect the right front wheel speed sensor.
3. Remove and save the red ABS electrical connector plastic terminal lock (Figure 11).
4. Remove the tie strap securing the wire harness bundle to the ABS electrical connector.
5. Remove the two black ABS electrical connector ground wire terminals from cavity numbers 16 and 47 of the ABS control module electrical connector (Figure 12).

**Figure 11 - ABS Electrical Connector****Figure 12 – ABS Ground Terminal Locations**

Service Procedure (Continued)

6. Cut off the two black ABS electrical connector ground wires at the end of the wire harness sleeve (Figure 13).

7. Tape over the cut end of the ground wires. These wires will no longer be used.

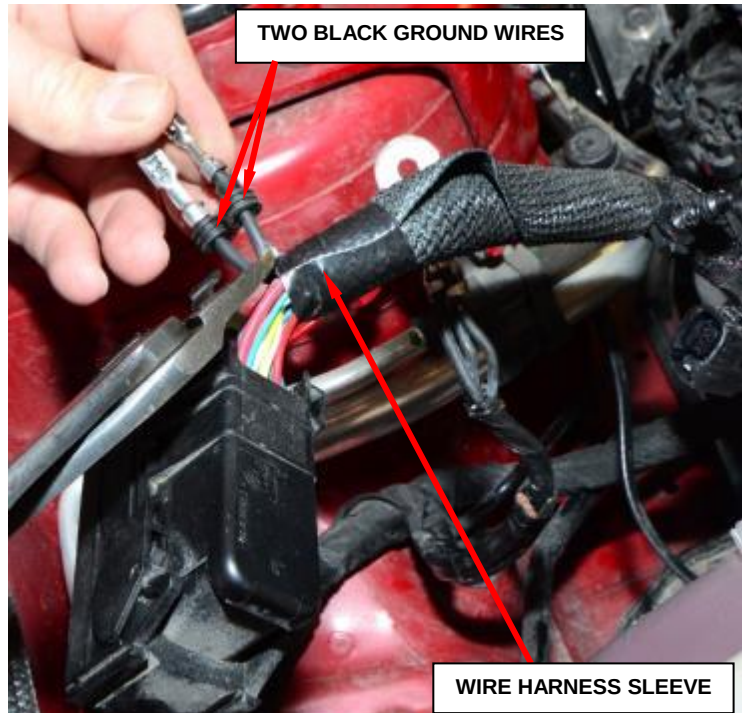


Figure 13 – Ground Wires

8. Remove and save the nut securing the ABS control module ground eyelet and the nut securing the two engine ground eyelets then remove the eyelets from the ground studs (Figure 14).

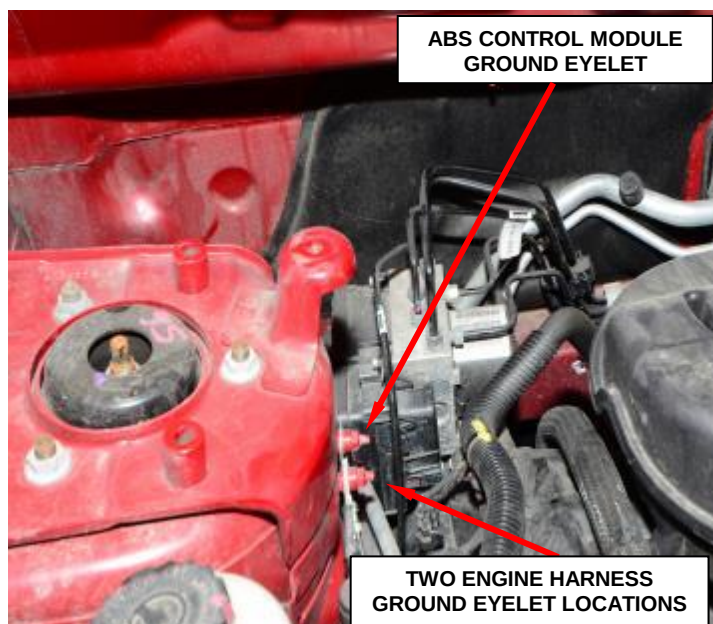


Figure 14 – Ground Eyelets

Service Procedure (Continued)

9. Remove and save the bolt securing the power steering reservoir.
10. Remove and save the two bolts securing the coolant reservoir.
11. Position the power steering and coolant reservoirs to the side.
12. Pull the ground eyelets around to the front of the shock tower to gain access.
13. Remove the original heat shrink tubing from both ground eyelets (Figure 15).
14. Cut the **two wire** ABS module ground wire pigtail off at the wire harness take out and tape over the cut end. These wires will no longer be used (Figure 15).

CAUTION: The ABS control module ground wire pigtail has only two wires crimped in the ground eyelet. Do not cut the engine harness ground wire pigtail which has three or more wires crimped in the ground eyelet.

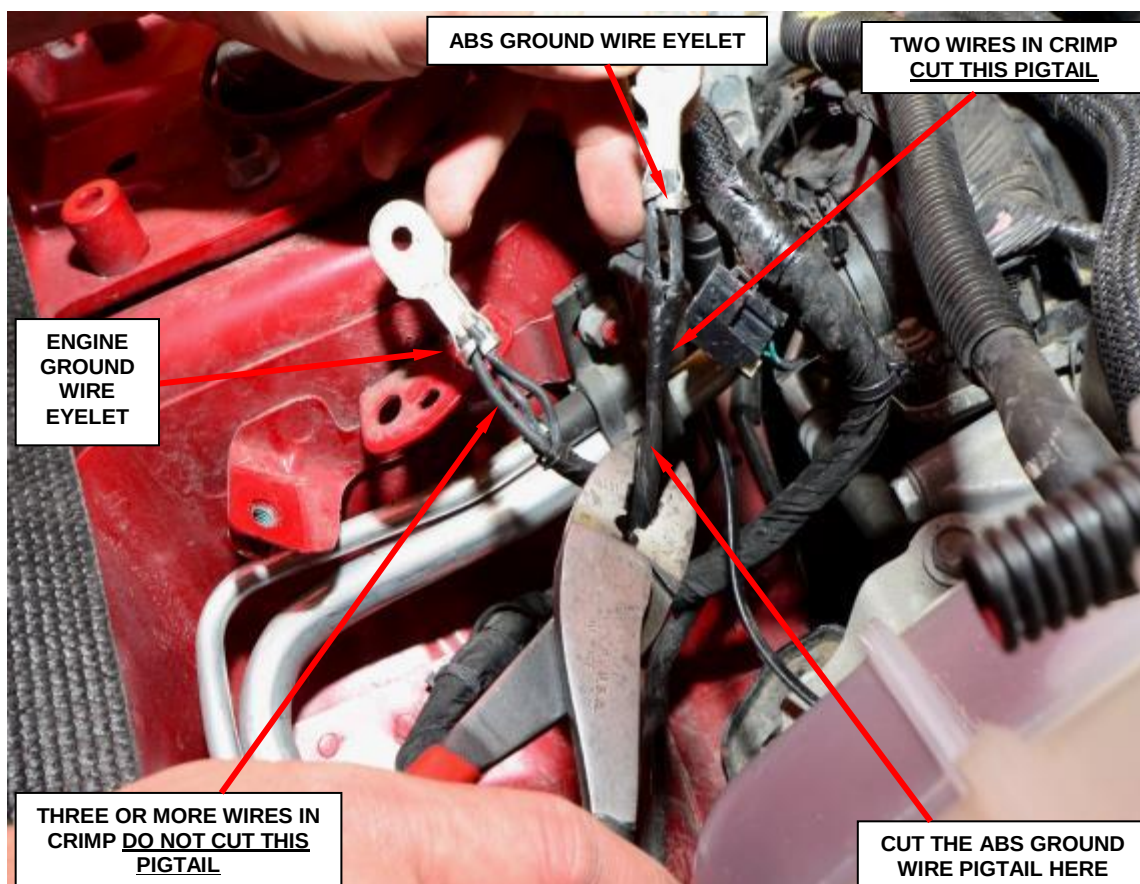
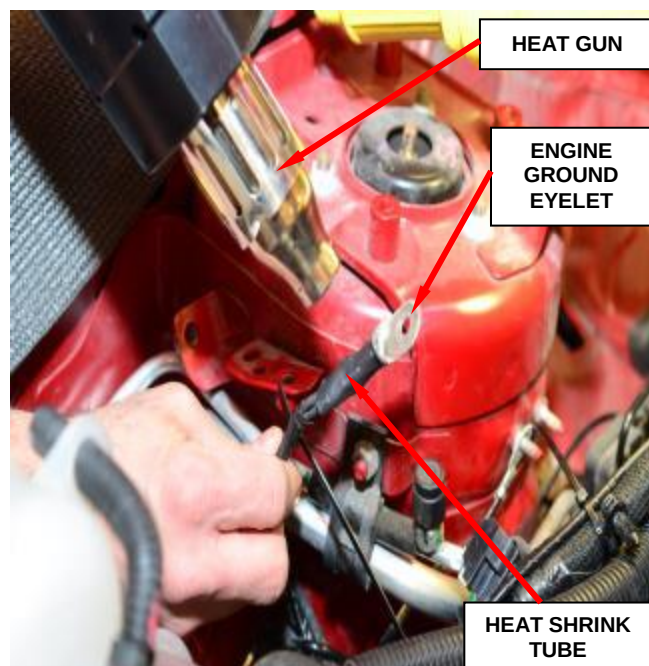


Figure 15 - Ground Eyelets

Service Procedure (Continued)

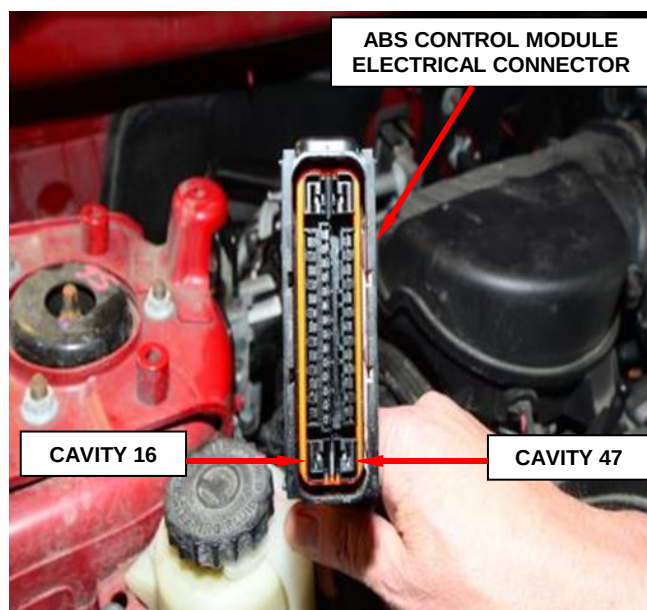
15. Cut one of the supplied heat shrink tubes in half (one half used for one ground eyelet).
16. Slide the supplied heat shrink tube evenly over the remaining engine ground eyelet crimp and apply heat to the shrink tube until glue comes out of both ends of the heat shrink tube (Figure 16).

**Figure 16 – Heat Shrink Tube**

17. Install the two black ground terminals from the supplied ground circuit overlay into cavity numbers 16 and 47 of the ABS module electrical connector (Figure 17).

NOTE: The ground wire terminals on the ground circuit overlay are interchangeable and can go in either cavity.

18. Install the ABS electrical connector red plastic terminal lock (Figure 11).

**Figure 17 – ABS Control Module Electrical Connector**

Service Procedure (Continued)

19. Position the ABS module ground eyelet (**NEW** ground circuit overlay eyelet) to the rear ground stud and the two engine ground eyelets to the forward ground stud and install the two nuts. Tighten to 7 ft. lbs. (10 N·m) (Figure 18).

NOTE: When installing a ground circuit overlay, the two ground wire eyelets must be oriented as shown in Figure 18.

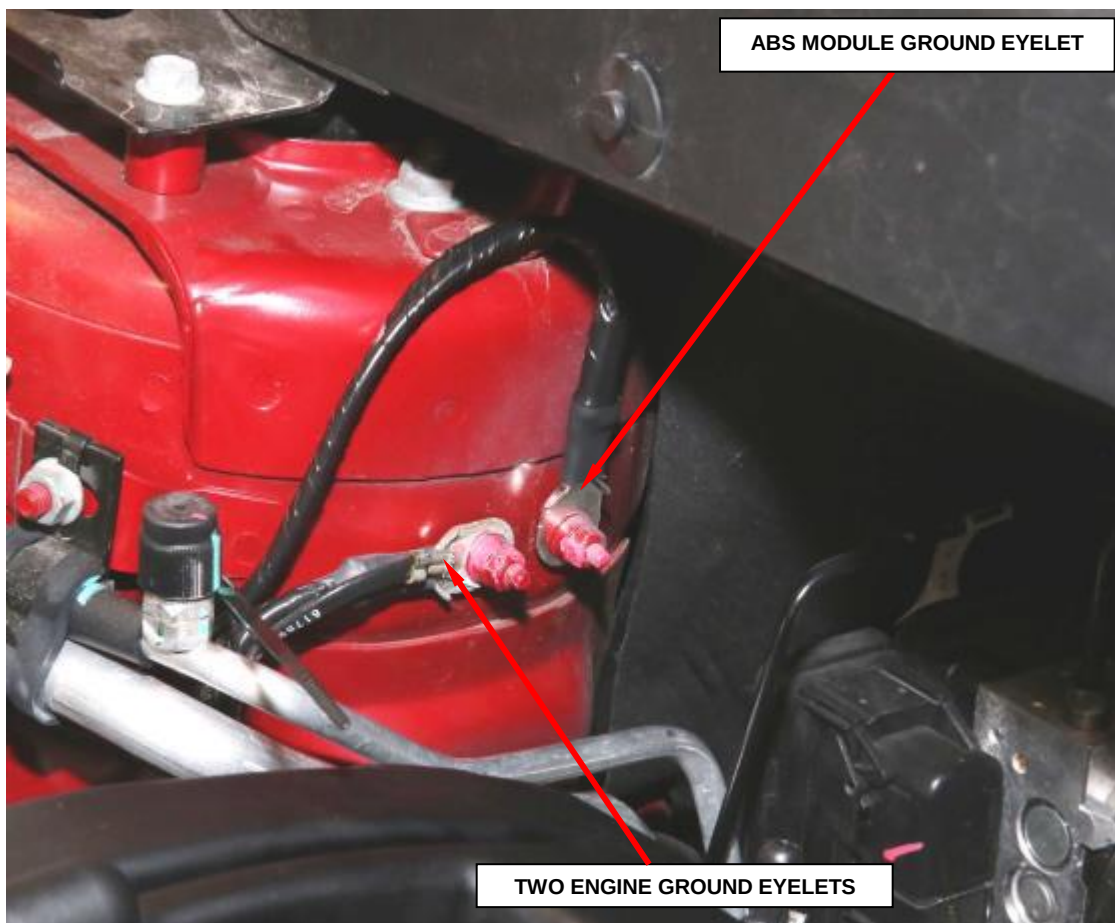


Figure 18 – Ground Eyelet Orientation

Service Procedure (Continued)

20. Secure the ground circuit overlay to the main wire harness bundle using four supplied tie straps (Figure 19).
21. Loop the extra ground overlay wire length and secure it with one of the supplied tie straps to the main wire harness bundle as shown (Figure 19).

NOTE: Be sure to position the overlay wire to the rear of the main wire harness bundle to avoid interference with the coolant bottle mounting.

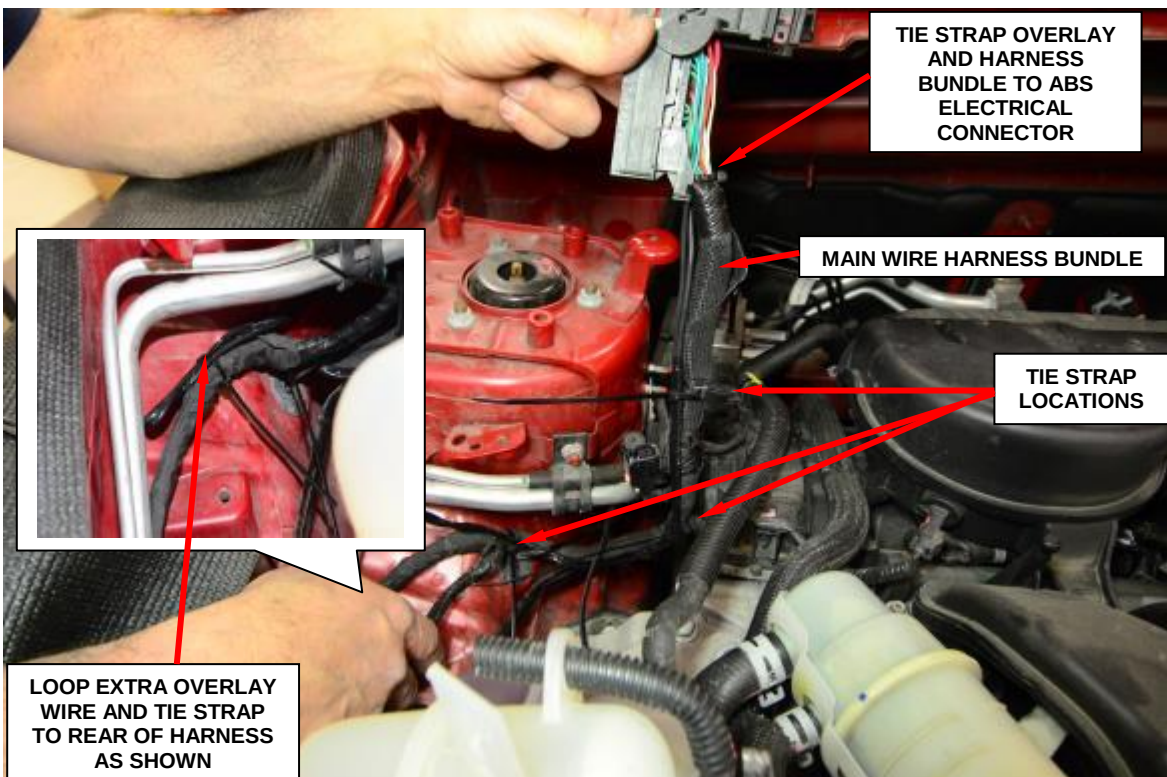


Figure 19 – Ground Circuit Overlay

Service Procedure (Continued)

22. Using electrical contact cleaner, clean the ABS module electrical connector.
23. Cut just the tip off the dielectric grease nozzle.
24. Apply a very light bead of dielectric grease on the face of the ABS control module electrical connector.

CAUTION: Do not apply excess amounts of dielectric grease. ABS module connector terminal damage and/or poor electrical connections may occur.

25. Wipe the grease evenly on the connector face.
26. Route the ABS electrical connector and position the connector to the ABS module securing the wire harness retaining clips to the frame rail.
27. Connect the right front wheel speed sensor electrical connector.
28. Insert the ABS electrical connector into the socket of the ABS control module and close the cover, locking the electrical connector in place.

CAUTION: Before installing the ABS control module harness electrical connector on the ABS control module, be sure the seal is properly installed in the electrical connector.

CAUTION: Be sure the electrical connector lock is fully engaged.

Service Procedure (Continued)

29. Connect the negative battery cable (Figure 1).
 - If the ABS light **is** “ON” continuous after bulb check, and DTC C2200 is present the ABS module must be replaced. Continue with **Section C. Replace ABS Control**.
 - If the ABS light **is** “ON” continuous after bulb check, and DTC’s other than C2200 are present; refer to all current, normal diagnostics published in DealerCONNECT and repair as necessary following normal warranty repair guidelines then continue with **Step 30**.
 - If the ABS light **is not** “ON” continuous after bulb check, continue with **Step 30**.
30. Install the coolant reservoir and tighten the two bolts securely.
31. Install the power steering reservoir and tighten the bolt securely.
 - If the vehicle is equipped with a 3.6L engine, continue with **Step 32**.
 - If the vehicle is equipped with a 2.0L or a 2.4L engine, continue with **Step 39**.
32. Install the plenum silencer (Figure 5).
33. Position the fresh air plenum and install the two mounting screws. Tighten the screws securely (Figure 5).
34. Install the wheelhouse brace. Install and tighten the eight mounting bolts (four each side) to 35 ft. lbs. (48 N·m) (Figure 4).
35. Secure the plenum silencer to the bottom of the wheelhouse brace.
36. Install the cowl screen. Install the push-pins securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw in the center of the cowl screen 90° counterclockwise to lock the screen in place (Figure 3).

Service Procedure (Continued)

37. Install both wiper arms.
38. Install the cowl top screen. Install the seven push-pins securing the cowl top screen at the ends. Install the remaining push-pins (Figure 2).
39. Install the engine appearance cover.
40. Close the hood and return the vehicle to the customer.

Service Procedure (Continued)**C. Replace ABS Control Module**

1. Disconnect and isolate the negative battery cable (Figure 1).

- If the vehicle is equipped with a 3.6L engine, continue with **Step 2**.
- If the vehicle is equipped with a 2.0L or a 2.4L engine, perform **Steps 3 through 10 in Section A. Inspect Antilock Brake System (ABS)** and then continue with **Step 2**.

2. Loosen, but do not remove, the two mounting bolts attaching the Integrated Control Unit (ICU) mounting bracket to the body (Figure 20).

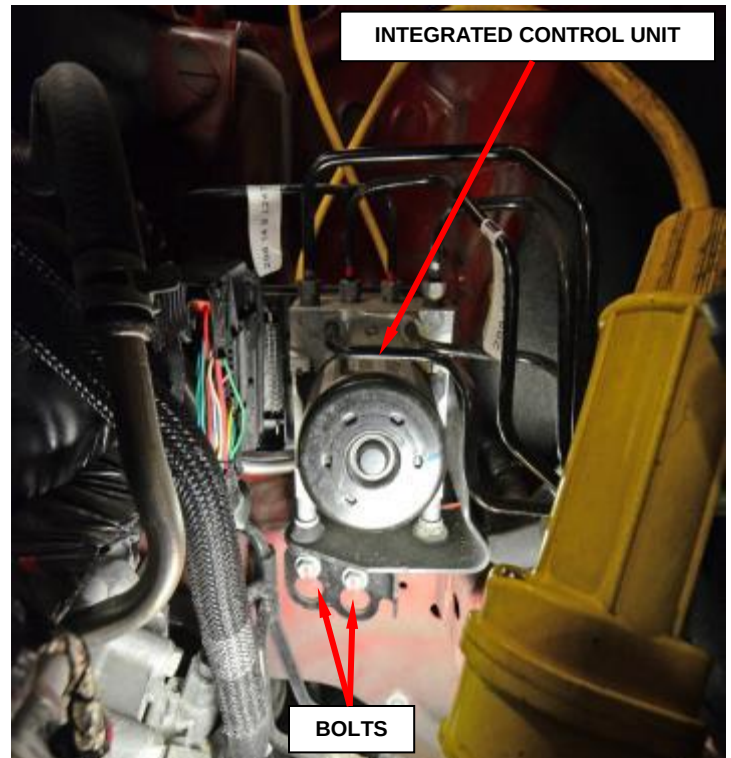


Figure 20 – ICU Mounting Bolts

3. Lift the ICU and mounting bracket upward to near the top of the slots in the bracket then position the ICU on top of the frame rail to gain access to the four ABS module attachment screws.

CAUTION: Before disassembling the ICU, the ICU must be thoroughly cleaned. This must be done to prevent dirt particles and debris from entering into vital areas of the ICU.

4. Thoroughly clean all surfaces of the ICU and brake tubes. Use only a solvent such as Mopar® Brake Parts Cleaner or equivalent.

Service Procedure (Continued)

5. Remove and discard the four screws attaching the ABS control module to the Hydraulic Control Unit (HCU) (Figure 21).

CAUTION: When removing the ABS control module from the HCU, be sure to completely separate the two components (approximately 1.5 inches (38 mm)) before removing the ABS control module. Otherwise, damage to the pressure sensor or pump motor connection may result, requiring HCU replacement. Do not touch the sensor terminals on the HCU side or the contact pads on the ABS side as this may result in contamination and issues in the future.



Figure 21 – ABS Control Module

Service Procedure (Continued)

6. Separate the ABS control module from the HCU (Figure 21 and 22).
7. Clean any debris off the mating surfaces of the HCU and ABS control module.

CAUTION: When installing new O-rings or solenoid valve stem seals, do not use any type of lubricant.

8. **NEW** solenoid valve stem seals are provided in the ABS control module kit. Remove the twelve old and install the twelve **NEW** solenoid valve stem seals to keep out moisture and debris; do not reuse solenoid valve stem seals (Figure 22).

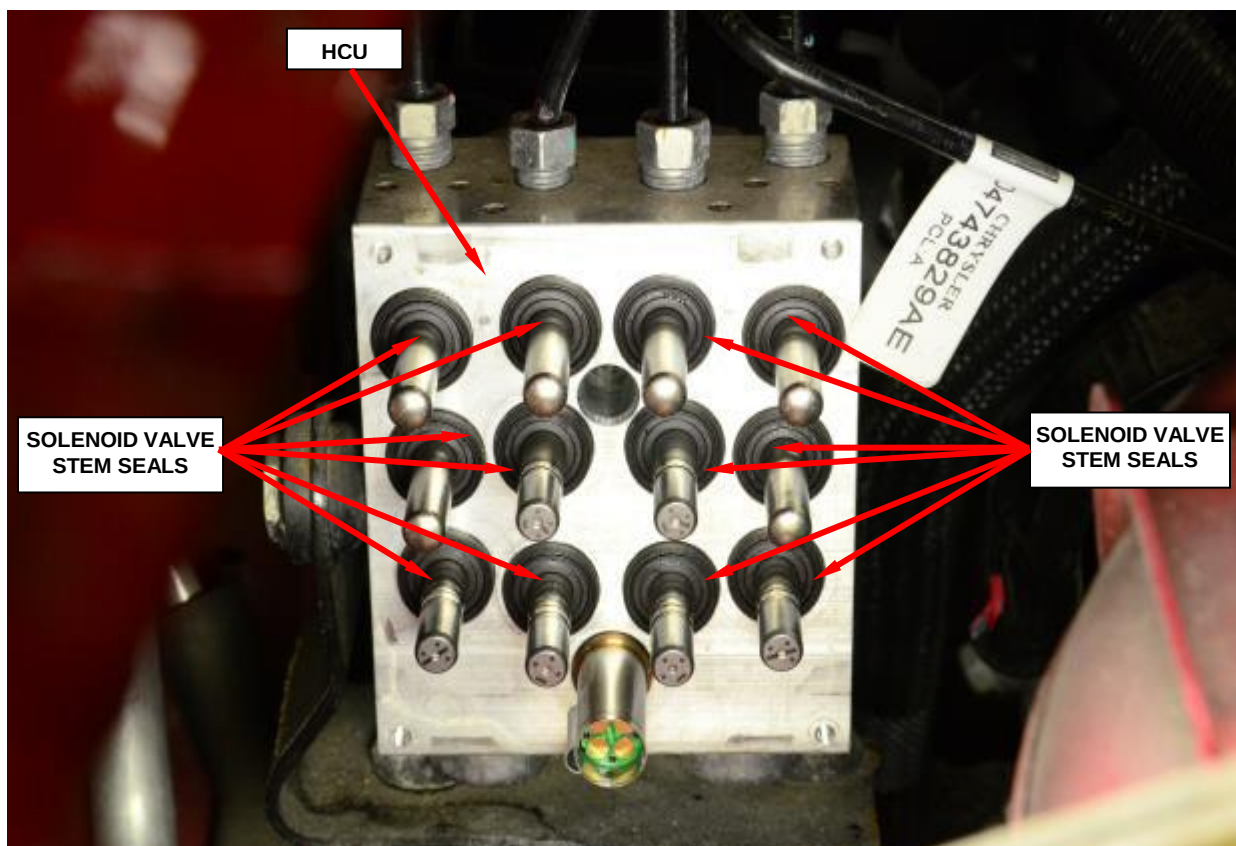


Figure 22 – Solenoid Valve Stem Seals

Service Procedure (Continued)

9. The pump/motor O-ring is provided with the NEW ABS module. Be sure the O-ring is properly seated in the mounting groove (Figure 23).
10. Align solenoid valve stems and install the ABS module on the HCU.
11. Install the four **NEW** screws attaching the ABS control module to the HCU. Tighten the mounting screws to 17 in. lbs. (2 N·m).

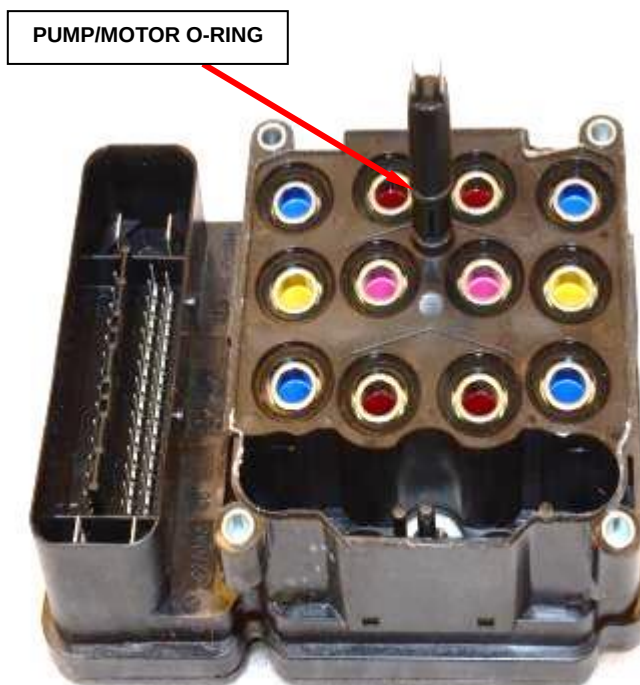


Figure 23 – Pump/Motor O-Ring

CAUTION: Before installing the ABS control module harness connector on the ABS control module, be sure the seal is properly installed in the electrical connector.

CAUTION: Be sure the electrical connector lock is fully engaged.

12. Insert the ABS control module wiring harness electrical connector into the socket of the ABS control module and close the cover, locking the electrical connector in place.
13. Loosen the two ICU mounting screws as necessary allowing the ICU mounting bracket to slide down over the mounting screws and hang the assembly in place. Tighten the two ICU mounting screws to 17 ft. lbs. (23 N·m) (Figure 19).

Service Procedure (Continued)

14. Install the coolant reservoir and tighten the two bolts securely.
15. Install the power steering reservoir and tighten the bolt securely.
16. Install the plenum silencer (Figure 5).
17. Position the fresh air plenum and install the two mounting screws. Tighten the screws securely (Figure 5).
18. Install the wheelhouse brace. Install and tighten the eight mounting bolts (four each side) to 35 ft. lbs. (48 N·m) (Figure 4).
19. Secure the plenum silencer to the bottom of the wheelhouse brace.
20. Install the cowl screen. Install the five push-pins securing the cowl screen to the wheelhouse brace and cowl. Rotate the screw in the center of the cowl screen 90° counterclockwise to lock the screen in place (Figure 3).
21. Install both wiper arms.
22. Install the cowl top screen. Install the seven push-pins securing the cowl top screen at the ends. Install the remaining push-pins (Figure 2).
23. Install the engine appearance cover.
24. Connect the battery negative cable (Figure 1).

Service Procedure (Continued)

25. Connect the wiTECH scan tool to initialize the ABS and perform the following:
- Clear diagnostic trouble codes (DTC's).
 - Perform the "ABS Verification Test" and road test the vehicle.

WARNING: To avoid possible serious or fatal injury, check the brake function before road testing.

NOTE: The ABS Module must be initialized using the wiTECH scan tool. If not initialized, the ABS indicator lamp will flash continuously. Because the ABS module was replaced, there may be an active Dynamic Sensor DTC. There will be no indication if the Steering Column Control module (SCCM) is replaced, but the ABS initialization should be run to make sure there are no SCCM DTCs. To initialize the ABS Module and clear offsets have wheels pointing straight ahead and follow the directions on the wiTECH scan tool. The drive test requires a 90° turn. If the Dynamics Sensor was replaced, test drive the vehicle by turning the vehicle left or right in a curving manner at vehicle speeds between 6 and 15 mph (10 and 25 km/h).

- Turn the ignition "off".
- Connect all previously disconnected components and connectors.
- Verify all accessories are turned off and the battery is fully charged.
- Verify that the ignition is "on", with the wiTECH scan tool, erase all Diagnostic Trouble Codes (DTCs) from all modules. Start the engine and allow it to run for two minutes and fully operate the system that was indicating the failure.
- Turn the ignition "off" and wait five seconds. Turn the ignition "on" and using the wiTECH scan tool, read DTCs from all modules.
- If any Diagnostic Trouble Codes (DTC's) are present, refer to all current, normal diagnostics published in DealerCONNECT and repair as necessary following normal warranty repair guidelines.

Service Procedure (Continued)

NOTE: For Sensor Signal Plausibility and Pump Motor DTC's, the ABS control Module must verify that the failure conditions are no longer present in the current ignition cycle before it can turn off the failure lamp(s). This may require the vehicle to be driven for several minutes above 9 mph (15 km/h). Once it has been determined that the failure condition is no longer present the lamp(s) will be turned off.

- i. If there are no DTCs present after turning ignition on, road test the vehicle for at least five minutes. Slowly turn the steering wheel from lock to lock. Test drive the vehicle by turning the vehicle left or right in a curving manner at a speeds between 10 and 25 km/h (6 and 15 mph). Perform several anti-lock braking stops.
 - j. Using the wiTECH scan tool verify that there are no active or stored DTC's.
 - k. The repair is complete.
26. Remove the wiTECH scan tool from the vehicle.
27. Close the hood and return the vehicle to the customer.

Complete Proof of Correction Form for California Residents

This recall is subject to the **State of California Registration Renewal/Emissions Recall Enforcement Program**. Complete a Vehicle Emission Recall Proof of Correction Form (**Form No. 81-016-1053**) and **supply it to vehicle owners residing in the state of California** for proof that this recall has been performed when they renew the vehicle registration.

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 one of the following labor operation numbers and time allowances:

	<u>Labor Operation Number</u>	<u>Time Allowance</u>
Inspect and Repair: Clean and Grease ABS Connector and Add Heat Shrink (2.0L and 2.4L Only)	08-R6-11-82	0.6 hours
Inspect and Repair: Clean and Grease ABS Connector and Add Heat Shrink (3.6L Only)	08-R6-11-83	1.1 hours
Inspect and Repair: Clean and Grease ABS Connector, Add Heat Shrink and Install Ground Circuit Overlay (2.0L and 2.4L Only)	08-R6-11-84	0.9 hours
Inspect and Repair: Clean and Grease ABS Connector, Add Heat Shrink and Install Ground Circuit Overlay (3.6L Only)	08-R6-11-85	1.3 hours
Inspect and Repair: Clean and Grease ABS Connector, Add Heat Shrink, Install Ground Circuit Overlay and Replace ABS Module (All Engines)	08-R6-11-86	1.6 hours

Completion Reporting and Reimbursement (Continued)

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 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
FCA US LLC

IMPORTANT SAFETY RECALL

R61 / NHTSA 15V-675

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

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 2012 through 2015 model year Dodge Journey vehicles.

The problem is... Anti-Lock Brake System (ABS) control module on your vehicle may have a ground wire eyelet on the right front shock tower that allows water to wick through the ground wire case and into the ABS module. Moisture in the ABS module could disable the ABS and/or Electronic Stability Control (ESC) system(s). The lack of a functioning ABS and/or ESC system(s) could change the braking and/or handling 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 seal the ground eyelet on the right shock tower to stop water migration through the ground wire case. The ABS module and headlamp/dash wire harness must also be inspected for moisture and repaired and/or replaced if required. The work will take about 2 hours to complete. 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. Ask the dealer to hold the parts for your vehicle or to order them before your 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.

California residents... The State of California requires the completion of emission recall repairs prior to vehicle registration renewal. Your dealer will provide you with a Vehicle Emission Recall Proof of Correction Form after the recall service is performed. Be sure to save this form since the California Department of Motor Vehicles may require that you supply it as proof that the recall has been performed.

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 **safecar.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

Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.