

Part 573 Safety Recall Report**16V-249****Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** MAY 03, 2016**NHTSA Recall No. :** 16V-249**Manufacturer Recall No. :** S28**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 : 32,267

Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2016-2016 Jeep Grand Cherokee

Vehicle Type :

Body Style : SUV

Power Train : NR

Descriptive Information : Some 2016 MY Jeep Grand Cherokee ("WK") vehicles.

Production Dates : MAY 15, 2015 - FEB 19, 2016

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

☐ Not sequential VINs**Description of Defect :**

Description of the Defect : Affected vehicles may have a Brake Transmission Shift Interlock ("BTSI") solenoid that has an incorrect crimp on the wire harness terminal which may result in a loss of solenoid function.

FMVSS 1 :NR

FMVSS 2 :NR

Description of the Safety Risk : Loss of BTSI solenoid function could potentially lead to the transmission shifter becoming locked in Park or Neutral without warning when the vehicle comes to a stop; possibly rendering the vehicle disabled in traffic.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : GHSP

Address : 1500 INDUSTRIAL PARK DRIVE
HART MICHIGAN 49420

Country : United States

Chronology :

On January 25, 2016, Jefferson North Assembly Plant ("JNAP") identified 19 2016 MY WK vehicles with active and stored instances of Diagnostic Trouble Code ("DTC") P0931-00 (Gear Shift Lock Solenoid/Actuator Control Circuit A High) that would not release from park. Subsequent investigation found the BTSI wiring harness was incorrectly crimped. The incorrect crimp sheared off portions of the wire strands causing weak retention of the wire to the terminal.

Root cause was determined to be wearing on one side of the terminal crimp tooling and misalignment.

On January 28, 2016, the Tier 2 supplier's tooling was adjusted to improve crimp capability.

On February 2, 2016, the Tier 2 supplier started 100% X-ray and visual inspection and geometric/pull test sampling.

On February 8, 2016, the Tier 2 supplier added crimp burr height/width start-up inspections and added bell-mount, insulator cross-section and pull test sampling.

On February 12, 2016, the Tier 2 supplier started shipping certified material from updated/new tooling.

On March 11, 2016, the FCA US LLC ("FCA US") Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation as a result of being notified by FCA US Chassis Engineering of the issue. WK vehicles produced with an automatic transmission between May 5, 2015, start of production for the 2016 MY, when this shifter design was introduced, and February 19, 2016 (VIN # GC341694), the verified stock clean point, are affected.

As of April 15, 2016, FCA US identified approximately one CAIR, one VOQ and four field reports related to this issue.

As of April 15, 2016, total warranty is six at 0.76c/1000

As of April 15, 2016, FCA US is unaware of any accidents or injuries potentially related to this issue.

On April 19, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.

Description of Remedy :

Description of Remedy Program : FCA US will conduct a Voluntary Safety Recall on all affected vehicles to replace the shifter assembly.

FCA US 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, FCA US, 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 : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : ** 5/3/16 - Planned Dealer notification 5/20
Planned Owner notification 5/27

FCA US will provide a dealer notification and owner notification schedule once established.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported