

FCA US LLC Chronology
Monostable Gear Selector
Submitted on May 24, 2018

- On August 20, 2015 FCA US LLC (“FCA US”) received from the National Highway Traffic Safety Administration (“NHTSA”) Office of Defect Investigations (“ODI”) Opening Resume PE15-030. FCA US Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an investigation.
- NHTSA opened PE15-030 to investigate 14 complaints alleging incidents of rollaway after intended shifts to PARK in 2014-2015 MY Jeep Grand Cherokees (“WK”) vehicles.
- During September 2015, FCA US held multiple Technical Reviews with NHTSA.
- On October 6, 2015, FCA US received a NHTSA Information Request for PE15-030 and responded on November 24, 2015. FCA US’ Investigation continued, including further Technical Reviews with NHTSA.
- On February 3, 2016, NHTSA elevated PE15-030 to EA16-002 and on March 26, 2016 FCA US received an Information Request and continued investigation.
- On February 5, 2016, in the closing resume for PE15-030, NHTSA stated that its “...testing during PE15-030 indicates that operation of the monostable gear selector is not intuitive and provides poor tactile and visual feedback to the driver, increasing the potential for unintended gear selection.”
- Neither FCA US nor NHTSA has determined that the monostable gear selector, itself, contains a mechanical or electronic defect; however, it is a relatively new type of shifter that may require additional measures to mitigate the effect of operator error in failing to shift the monostable gear selector into the PARK position prior to exiting the vehicle.
- On March 17, 2016 FCA US presented the status of the investigation and potential solutions to NHTSA.
- On April 11, 2016, during a teleconference between FCA US and NHTSA’s ODI, FCA US informed NHTSA’s ODI that the monostable gear selector issue would proceed to the April 19, 2016 Vehicle Regulations Committee (“VRC”).
- The cause of unintended vehicle movement in the subject vehicles is the driver's decision to exit the vehicle with the engine running and without confirming that the vehicle is in PARK and choosing not to set the parking brake as directed in documentation provided with the vehicle.
- The suspect vehicle population for WK vehicles equipped with a monostable gear selector has been established as July 16, 2012, start of production (“SOP”) for the 2014 MY through December 22, 2015, end of production (“EOP”) for the 2015 MY.
- The suspect vehicle population for LD/LX vehicles equipped with a monostable gear selector has been established as February 15, 2011, SOP for the 2012 MY through November 27, 2014, EOP for the 2014 MY.
- As of April 12, 2016, FCA US has identified approximately 700 field reports potentially related to this issue which includes 212 crashes, 308 claims of property damage and 41 injuries.
- On April 19, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.
- During May 2018 – Certain 2015 Grand Cherokee vehicles previously serviced for the S27 recall (16V-240) may not have received the latest software update for the RFHUB module. Lack of the latest RFHUB module software does not affect AutoPark functionality, but operators who attempt to turn the vehicle off while the vehicle is not in park and driving less than 5 mph may be unable to do so.
- On May 1, 2018 – VSRC team meeting to discuss and agree on strategy.
- On May 4, 2018 – affected VINs re-opened in 16V-240/ S27.