

# Part 573 Safety Recall Report

# 17V-431

**Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** JUL 07, 2017**NHTSA Recall No. :** 17V-431**Manufacturer Recall No. :** T41**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 : 7,802

Estimated percentage with defect : 2 %

**Vehicle Information :**

Vehicle 1 : 2017-2017 Dodge Challenger

Vehicle Type :

Body Style : 2-DOOR

Power Train : NR

**Descriptive Information :** The recall population includes all 2017 MY Dodge Challenger vehicles with 5.7L V8 engines, 8HP70 transmissions, and 2017 MY Transmission Control Module ("TCM") software built between March 22, 2016, and May 26, 2017. Similar vehicles built after May 26, 2017 have a different TCM software level.

Production Dates : MAR 22, 2016 - MAY 23, 2017

VIN Range 1 : Begin : NR End : NR

 Not sequential**Description of Defect :**

**Description of the Defect :** The condition may inhibit the transmission from maintaining mechanical PARK in some instances when the shift lever is moved to the PARK position. 2017 MY TCM software at launch introduced longer clutch pressure vent gradients to improve shift quality. A longer clutch pressure vent rate increases the rate at which these vehicles may set a P1DDD fault. Setting a P1DDD fault will result in the vehicle automatically shifting into a 6th-gear limp mode instead of PARK. Vehicles experience P1DDD when venting the clutch pressure takes longer than 1.25 sec and too many clutches are still engaged.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** If the start/stop button is pressed, either due to recognition of the alerts and Electronic Vehicle Information Center ("EVIC") messaging or because the customer otherwise intended to turn off the vehicle, the vehicle will shift into

PARK and the engine will turn off. In this case the transmission is truly in a mechanical PARK state. However, if the vehicle is not in a mechanical PARK state, and the operator does not heed the warnings and exits the vehicle, it could idle away or roll away and may result in a vehicle crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : When a P1DDD fault is set the shifter will show "D", the instrument cluster will show "D", the instrument cluster will show a warning message "Service Trans Press Brake When Stopped Key Off Engine to Engage Park", and a repeating audible chime will sound. If the door is opened a "Vehicle Not In Park" message will also be displayed, the EVIC will alternate between the two messages and continue to chime.

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

- \* On January 23, 2017, FCA US LLC ("FCA US") received the first report of a P1DDD diagnostic code set in the field.
- \* On May 2, 2017, the first P1DDD diagnostic code was set at Brampton Assembly Plant ("BAP"), alerting the FCA US quality and engineering teams to research the root cause of this DTC.
- \* On May 19, 2017, CN 70418-L17 was written to update the TCM software to increase the vent rate to a level with sufficient margin for "green" (newly built) transmissions.
- \* On May 26, 2017, the BAP started producing vehicles with the updated TCM software.
- \* On May 30, 2017, the FCA US Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation as a result of a Rapid Response Transmittal ("RRT") request received from engineering.
- \* Between May 30, 2017, and June 30, 2017, the investigation was performed. Warranty data and customer claims were searched and analyzed.
- \* As of June 23, 2017, FCA US identified approximately 6 CAIRs, 0 VOQs and 139 warranty claims related to this issue.

\* As of June 23, 2017, FCA US is unaware of any accidents or injuries potentially related to this issue.

\* On June 30, 2017, 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 to reflash the TCM with updated software.

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 : \*\* 07/07/2017: FCA US will notify dealers and begin notifying owners on or about 08/21/2017.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported