

# Part 573 Safety Recall Report

# 23V-799

**Manufacturer Name :** Chrysler (FCA US, LLC)**Submission Date :** DEC 21, 2023**NHTSA Recall No. :** 23V-799**Manufacturer Recall No. :** B2A, D5A**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 : 185,251

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2023-2023 Ram 1500 Classic

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** Some 2023 MY Ram 1500 Classic vehicles may have been built with a steering column control module ("SCCM") turn signal self-canceling anti-jam component out of specification and/or an internal short circuit on the SCCM printed circuit board ("PCB").

The suspect period began on September 19, 2022, when the first 2023 MY vehicle was produced, and ended on June 2, 2023, when vehicles were no longer built with an out of specification anti-jam component or an internal short circuit on the PCB. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 23,030.

Production Dates : SEP 19, 2022 - JUN 02, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2023-2024 Ram 3500 Cab Chassis

Vehicle Type :

Body Style : OTHER

Power Train : NR

**Descriptive Information :** Some 2023-2024 MY Ram 3500 Cab Chassis vehicles may have been built with a SCCM turn signal self-canceling anti-jam component out of specification, an internal short circuit on the SCCM PCB, and/or a turn signal lever debouncing time limit which is too short.

The suspect period began on June 28, 2022, when the first 2023 MY vehicle was produced, and ended on October 5, 2023, when vehicles were no longer built with an out of specification anti-jam component, an internal short circuit on the PCB, or a turn signal lever debouncing time limit which is too short. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 8,335.

Production Dates : JUN 28, 2022 - OCT 05, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2023-2024 Ram 3500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** Some 2023-2024 MY Ram 3500 vehicles may have been built with a SCCM turn signal self-canceling anti-jam component out of specification, an internal short circuit on the SCCM PCB, and/or a turn signal lever debouncing time limit which is too short.

The suspect period began on June 21, 2022, when the first 2023 MY vehicle was produced, and ended on October 9, 2023, when vehicles were no longer built with an out of specification anti-jam component, an internal short circuit on the PCB, or a turn signal lever debouncing time limit which is too short. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 35,158.

Production Dates : JUN 21, 2022 - OCT 09, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2023-2024 Ram 2500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** Some 2023-2024 MY Ram 2500 vehicles may have been built with a SCCM turn signal self-canceling anti-jam component out of specification, an internal short circuit on the SCCM PCB, and/or a turn signal lever debouncing time limit which is too short.

The suspect period began on June 21, 2022, when the first 2023 MY vehicle was produced, and ended on October 8, 2023, when vehicles were no longer built with an out of specification anti-jam component, an internal short circuit on the PCB, or a turn signal lever debouncing time limit which is too short. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 100,269.

**Production Dates :** JUN 21, 2022 - OCT 08, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 5 : 2023-2024 Ram 4500/5500 Cab Chassis

Vehicle Type :

Body Style : OTHER

Power Train : NR

**Descriptive Information :** Some 2023-2024 MY Ram 4500/5500 Cab Chassis vehicles may have been built with a SCCM turn signal self-canceling anti-jam component out of specification, an internal short circuit on the SCCM PCB, and/or a turn signal lever debouncing time limit which is too short.

The suspect period began on November 18, 2022, when the first 2023 MY vehicle was produced, and ended on October 6, 2023, when vehicles were no longer built with an out of specification anti-jam component, an internal short circuit on the PCB, or a turn signal lever debouncing time limit which is too short. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 18,317.

**Production Dates :** NOV 18, 2022 - OCT 06, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 6 : 2023-2023 Ram 3500 Cab Chassis with a gross vehicle weight rating ("GVWR") less than 10,000 lbs.

Vehicle Type :

Body Style : OTHER

Power Train : NR

Descriptive Information : Some 2023 MY Ram 3500 Cab Chassis vehicles, with a GVWR less than 10,000 lbs., may have been built with a SCCM turn signal self-canceling anti-jam component out of specification, an internal short circuit on the SCCM PCB, and/or a turn signal lever debouncing time limit which is too short.

The suspect period began on December 7, 2022, when the first 2023 MY vehicle was produced, and ended on June 29, 2023, when vehicles were no longer built with an out of specification anti-jam component, an internal short circuit on the PCB, or a turn signal lever debouncing time limit which is too short. Engineering change and vehicle production records were used to determine the suspect period.

Similar vehicles not included in this recall were built after the suspect period.

The total affected vehicles for this model is 142.

Production Dates : DEC 07, 2022 - JUN 29, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Noncompliance :

Description of the Noncompliance : Federal Motor Vehicle Safety Standard ("FMVSS") 571.108 S9.1.1 requires that "The turn signal operating unit must be self-canceling by steering wheel rotation and capable of cancellation by a manually operated control." The SCCM in the suspect vehicles may not allow the self-canceling feature to function correctly.

FMVSS 571.108 S6.1.5 requires that "...only those light sources intended for meeting lower beam photometrics are energized when the beam selector switch is in the lower beam position, and that only those light sources intended for meeting upper beam photometrics are energized when the beam selector switch is in the upper beam position." The SCCM in the suspect vehicles may cause the high beams to activate when using the turn signal, or the turn signal to activate when using the high beams.

FMVSS 571.108 S4 defines a Turn signal operating unit as "...an operating unit that is part of a turn signal system by which the operator of a vehicle causes the signal units to function." The SCCM in the suspect vehicles may lead to an inadvertent turn signal activation.

FMVSS 1 : 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS 2 : NR

**Description of the Safety Risk :** A turn signal which remains active after a completed turn may cause surrounding drivers to misunderstand the intent to change vehicle direction. High beam activation when the turn signal switch is activated may result in reduced visibility of oncoming drivers. An inadvertent turn signal activation may cause surrounding drivers to misunderstand the intent to change vehicle direction. Any of these conditions can cause a vehicle crash without prior warning.

**Description of the Cause :** NR

**Identification of Any Warning that can Occur :** None

## Involved Components :

**Component Name 1 :** Steering Column Control Module

**Component Description :** Please see attached supplemental information titled "FCA US LLC Recall Part Numbers-B2A-DS,DD,DF,DJ,DP,D2 SCCM Malfunction-11282023.pdf"

**Component Part Number :** See attached document referenced above for the steering column control module part numbers.

## Supplier Identification :

### Component Manufacturer

**Name :** Merit Automotive Electronics Systems SLU

**Address :** Avinguda de Torrelles 11/13  
Barcelona Foreign States 08620

**Country :** Spain

## Chronology :

- On May 4, 2023, the FCA US LLC ("FCA US") Technical Safety and Regulatory Compliance ("TSRC") organization was notified of a potential issue related to malfunctioning SCCMs on some 2023-2024 MY Ram Heavy Duty and Ram 1500 Classic vehicles.
- From May 2023, through October 2023, FCA US TSRC conducted an analysis of SCCM failure patterns and vehicle history and determined that the affected vehicles may have been built with SCCMs which may not function as intended.
- On October 18, 2023, the FCA US TSRC organization recognized a vehicle build issue existed on certain

vehicles related to a condition that can lead to failure of turn signal self-canceling or turn signal activation when high beam requested or vice versa, potentially resulting in a noncompliance with FMVSS No. 108.

- On November 21, 2023, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles relating to the SCCM turn signal self-canceling anti-jam component out of specification and the internal short circuit on the SCCM PCB.
- From October 18, 2023, through November 2023, FCA US TSRC conducted further analysis of SCCM failure patterns and vehicle history and determined that the affected vehicles may have been built with SCCMs with an additional condition which may cause the SCCM to not function as intended.
- On December 7, 2023, FCA US determined, through the Vehicle Regulations Committee, to expand this recall to include the turn signal lever debouncing time limit which is too short issue.

## Description of Remedy :

**Description of Remedy Program :** FCA US will conduct a voluntary safety recall on all affected vehicles to update the SCCM software (FCA US Recall IDs B2A and D5A) and to inspect, and if necessary, replace the SCCM (FCA US Recall ID B2A).

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 :** The remedy component is a SCCM with a conforming anti-jam component, revised PCB layout, and optimized debouncing time.

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

## Recall Schedule :

**Description of Recall Schedule :** \*\*11/28/2023: FCA US will notify dealers and begin notifying owners on or about 01/17/2024.

**Planned Dealer Notification Date :** JAN 17, 2024 - JAN 17, 2024

**Planned Owner Notification Date :** JAN 17, 2024 - JAN 17, 2024

\* NR - Not Reported