



Remedy available for
 2023 (RU) Chrysler Pacifica PHEV

Template Version 1.0

Revision	Edition	Detail
0	August 2023	Initial Version.

SYMPTOM DESCRIPTION

An improperly extruded fuel line could lead to uncontained fuel in the engine compartment on about 967 of the above vehicles. Operators may observe a spill / drip or fuel odor. Uncontained fuel in the presence of competent ignition source can result in a vehicle fire which increases the risk of injury to occupants and persons outside the vehicle, as well as property damage.

SCOPE

This recall applies only to the above Plug-In Hybrid Electric Vehicles (PHEV) equipped with a 3.6L engine (sales code EH3).

NOTE: Some vehicles above may have been identified as not involved in this recall and therefore have been excluded from this recall.

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.

REPAIR TO BE PERFORMED

Inspect the fuel line date code, and if necessary, replace the suspect fuel line.

ALTERNATE TRANSPORTATION

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that fuel line replacement is required and the vehicle must be held overnight

COMPLETION REPORTING / REIMBURSEMENT

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims paid will be used by FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

Labor Description	Number	Hrs
Inspect Fuel Line Date Code	14-77-A1-81	0.3
Inspect/Replace Fuel Line	14-77-A1-82	6.9

Labor Description	Number	Allowance
Floor Plan Reimbursement	95-95-95-97	Calculate See Below

Floor Plan Reimbursement represents the vehicle’s average daily allowance (see table below) multiplied by the number of days the vehicle was in dealer inventory and not available for sale. This reimbursement is limited to the number of days from the date of the stop sale to the date that the remedy was made available. Note: If the vehicle was received by your dealership (KZX date) AFTER the stop sale date, you will use the KZX date instead of the stop sale date. For this Recall, the stop sale was initiated on 07/27/2023 and the remedy was made available on 08/24/2023, therefore, the number of days cannot exceed 28 days.

Vehicle	Average Daily Allowance
2023 (RU) Chrysler Pacifica PHEV	██████

Add the cost of the recall parts plus applicable dealer allowance to your claim.

In addition, enter “MATL” in the Part Number section of your claim with the applicable Material Allowance where appropriate.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

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PARTS INFORMATION

NOTE: No parts are required to perform the inspection procedure.

These parts are ONLY required if inspection procedure determines fuel line replacement is necessary.

Part No.	Qty.	Part Name
68664093AA	1	Fuel Supply line
06503210	1	Bolt, Pinch Steering Column (M10X1.5X35.)
06511822AA	4	Bolt, Crossmember (M14X2.00X97.00)
06511823AA	2	Bolt, Crossmember (M16X2.00X125.00)
06104414AA	2	Bolt, Crossmember (M10X1.5X30)
06511747AA	2	Bolt, Crossmember (M14X2.00X66.45)
04275086AE	1	Authorized Modification Label

Ordering Additional Authorized Modification labels:

The labels may be ordered using the Marketing Materials link within DealerCONNECT.

Process Steps to Order Additional labels and extended warranty information kits:

1. Access the "DealerCONNECT" website.
2. Select the "Marketing" link in the header of DealerCONNECT.
3. Locate the "Product Information" section heading on the Marketing page.
4. Select the "Literature and Merchandising Materials" link in the product information section.
5. Locate the "MOPAR" section heading on the Literature and Merchandising Materials page.
6. Select the "Recall Labels / Cards" link listed in the MOPAR section.
7. Select Item > Update Cart > Submit Order.

PARTS RETURN

No parts return required for this campaign.

Render the recalled fuel line unusable and discard.

SPECIAL TOOLS

Number	Description
NPN	wiTECH MicroPod II / MDP
NPN	Laptop Computer
NPN	wiTECH Software
126-1587	Meter, Multi
2035100082	Covers, HEV Battery Terminal
BX50-CHR	Table, Bishamon Lift
399-550000	UView Airlift™ Cooling System Refill

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 / 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.

Strictly respect STELLANTIS Group safety, cleanliness, and environmental instructions for any vehicle service.

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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
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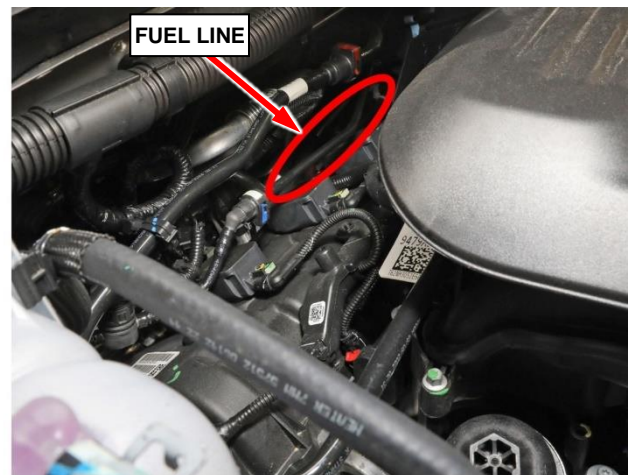
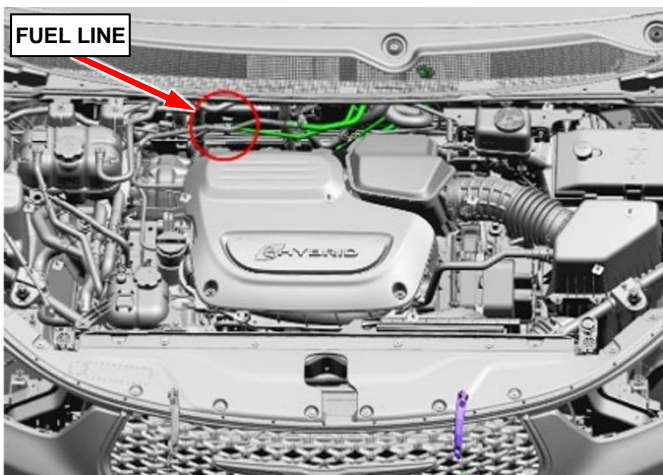
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A. DATE CODE INSPECTION PROCEDURE

1. Open the engine compartment hood then locate the fuel supply line to inspect the date code which follows the word NYLON (Figure 1).
 - If date code is NOT **004 23** – Vehicle passes inspection and may be returned to inventory or customer.
 - If date code is **004 23** – Proceed to the Fuel Line Replacement Procedure section.
 - If date code not visible - Proceed to next Inspection step.



Julian Date

004 23

Jan 4, 23

Figure 1 – Fuel Line Date Code Inspection

2. Raise and support the vehicle.
3. Forward of the left rear wheel, locate the fuel line label to inspect the date (Figure 2).
 - If date on label is **20230209** or earlier – Vehicle passes inspection and may be returned to inventory or customer.
 - If date on label is **20230224** or later – Vehicle passes inspection and may be returned to inventory or customer.
 - If date on label is between **20230210** to **20230223** – Proceed to the Fuel Line Replacement Procedure section.
 - If label is missing - Proceed to next Inspection step.

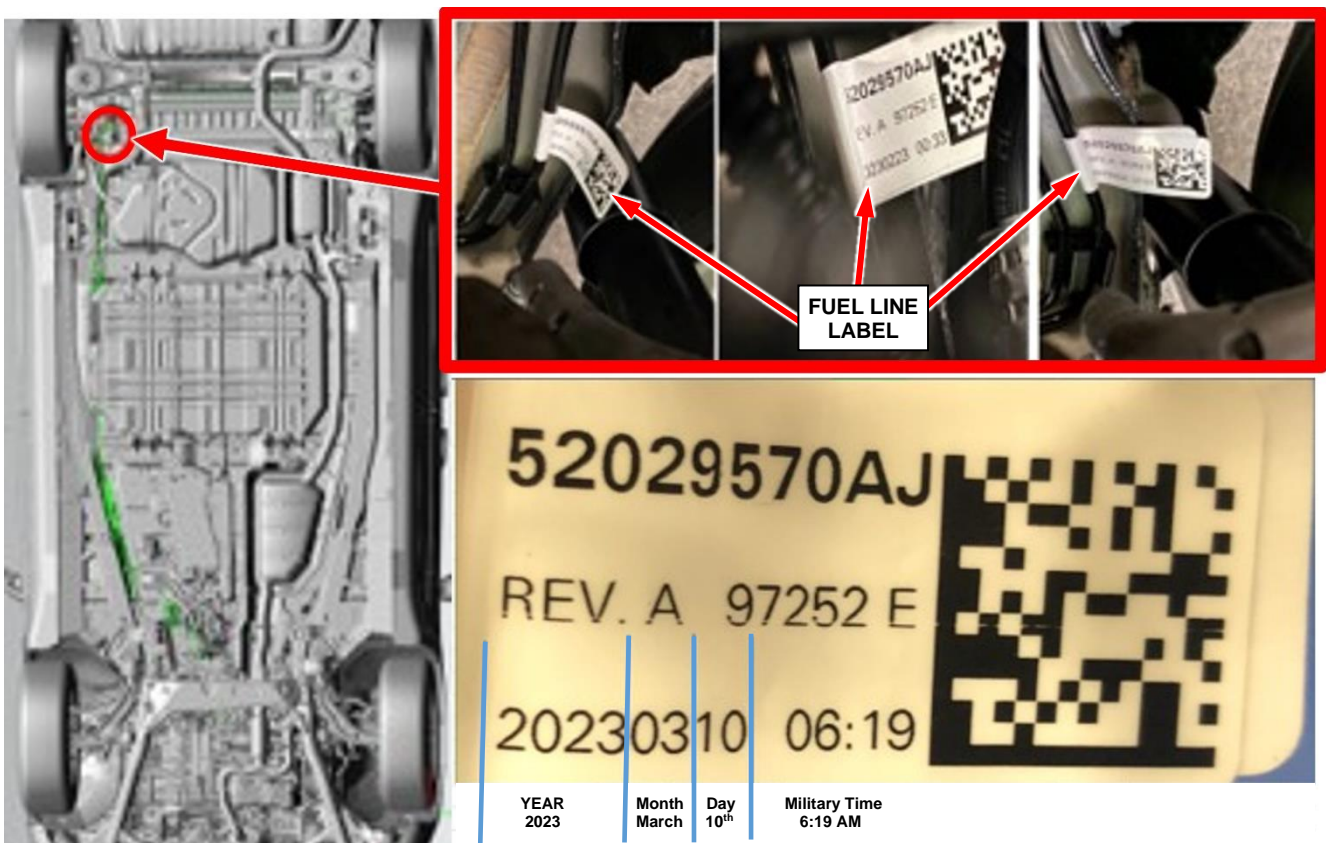
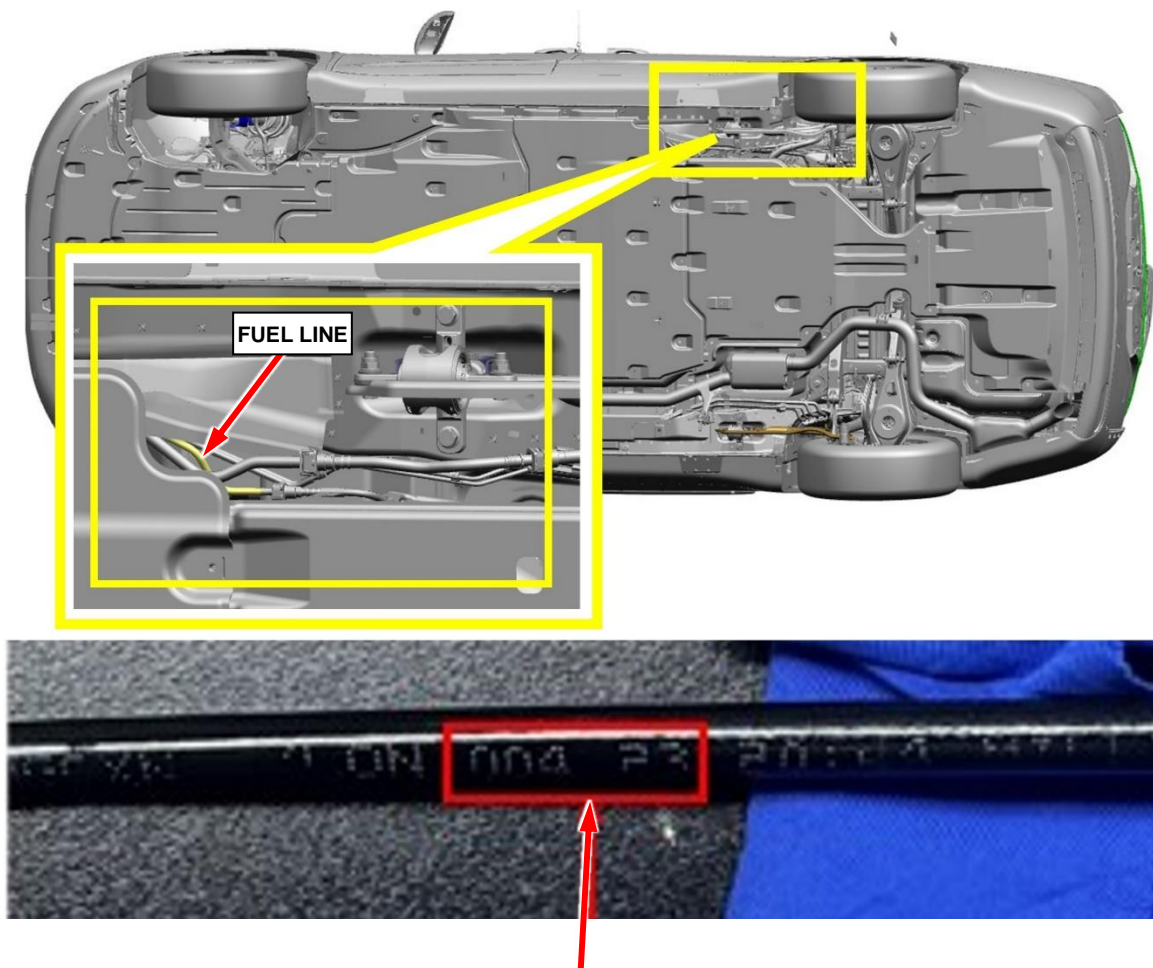


Figure 2 – Fuel Line Label Date Code Inspection

4. Forward of the left rear wheel, locate the fuel supply line to inspect the date code which follows the word NYLON (Figure 3).
- If date code is NOT **004 23** – Vehicle passes inspection and may be returned to inventory or customer.
 - If date code is **004 23** – Proceed to the Fuel Line Replacement Procedure section.
 - If date code on the fuel supply line and label are both not readable in any location – Proceed to the Fuel Line Replacement Procedure section.



Julian Date
004 23
Jan 4, 23

Figure 3 – Fuel Line Date Code Inspection

B. Fuel Line Replacement Procedure

1. Stow the 3rd row seats.
2. Remove the 2nd row seats.
3. Fold the hinge covers back to expose the carpet fasteners (Figure 4).
4. Remove the carpet fasteners (Figure 4).
5. Remove the three floor air vents by lifting up on the rear facing edge to release the push pin retainers (Figure 4).
6. Fold the floor carpet forward to expose the fuel pump module access cover (Figure 5).

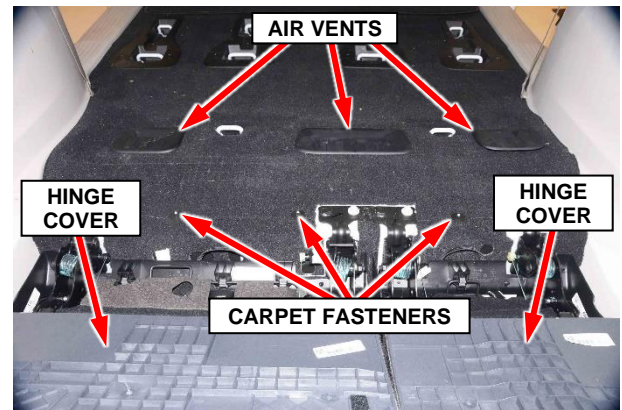


Figure 4 – Floor Carpet

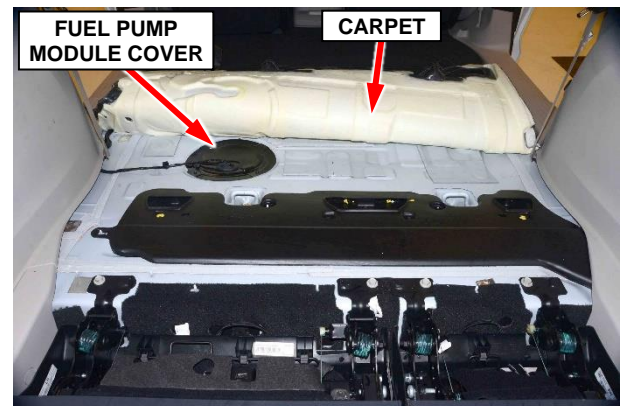


Figure 5 – Fuel Pump Module Access Cover

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WARNING: The fuel system is under constant high pressure even with engine off. Until the fuel pressure has been properly released from the system, do not attempt to open the fuel system. Do not smoke or use open flames/sparks when servicing the fuel system. Wear protective clothing and eye protection. Make sure the area in which the vehicle is being serviced is in a well-ventilated area and free of flames/sparks. Failure to comply may result in serious or fatal injury.

WARNING: No sparks, open flames, or smoking. Risk of poisoning from inhaling and swallowing fuel. Pour fuel only into appropriately marked OSHA approved containers. Wear protective clothing. Risk of injury to eyes and skin from contact with fuel.

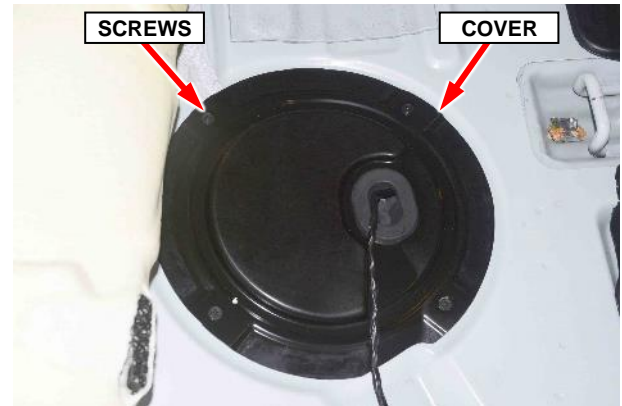


Figure 6 – Fuel Pump Module Access Cover

7. Remove the screws and the fuel pump module access cover (Figure 6).
8. Disconnect the fuel pump module wire harness electrical connector (Figure 7).
9. Start and run the engine until it stalls.
10. Attempt restarting the engine until it will no longer run.
11. Turn the ignition switch to the OFF position.

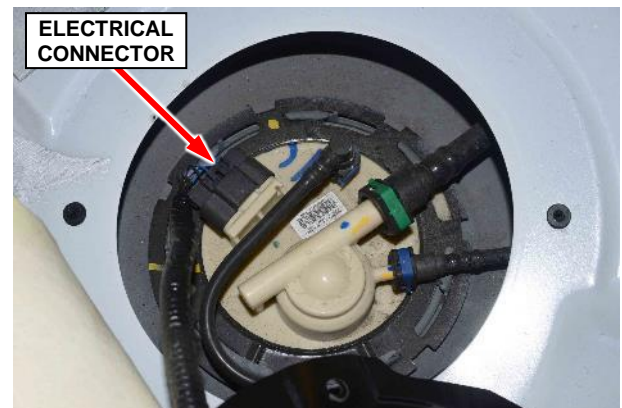


Figure 7 – Fuel Pump Module

WARNING:

- **Before performing any diagnostic or service procedure, you must thoroughly read and follow all applicable high voltage safety procedures. You must perform the high voltage power down procedures.**
- **Loss of Isolation (LOI) must be performed before high voltage power up in cases where service has been performed on a high-voltage component or when diagnosing a LOI condition.**
- **Be sure to use the proper safety equipment when working on any high voltage system or component. Failure to do so may result in serious or fatal injury.**
- **Wait a minimum of two minutes after performing the high voltage battery disconnect procedure before attempting to access the high voltage system. Failure to do so may result in serious or fatal injury.**

WARNING: When performing any repairs that involve contact with high voltage components or systems, the technician performing repairs on the vehicle must verify that the system remains powered down during high voltage repairs.

- **This must be done by removing the service disconnect or high voltage disabling device.**
 - **The high voltage power down procedure must also be performed to ensure that the vehicle is properly powered down.**
 - **The technician must know the whereabouts of the service disconnect or high voltage disabling device throughout the repair.**
 - **The technician must ensure that no one reconnects the service disconnect or high voltage disabling device while service is being performed.**
 - **The technician must recheck that the service disconnect or high voltage disabling device has not been reinstalled in cases where the vehicle was unattended.**
12. Using the scan tool, verify there are no stuck contactor DTCs active or stored. If DTCs are present, the high voltage system may not power down properly. Address the DTCs before continuing power down procedure.
 13. Prepare the work area and familiarize yourself with all HIGH-VOLTAGE SAFETY PROCEDURES related to personal safety and vehicle safety associated with working on a Plug-In Hybrid Electric Vehicle (PHEV).
 14. Inspect all orange high-voltage cables, and high-voltage components labeled with the high-voltage symbol for physical damage. If damage is present, extra caution must be taken to avoid contact with unprotected high-voltage. Do not insert probes, tools, objects or fluids into damaged high-voltage cables or components.
 15. Disconnect any charging equipment, turn off the ignition, remove the keys, open the hood, and leave the vehicle doors open.

16. Disconnect the make-up air hose (1) from the air cleaner body (Figure 8).

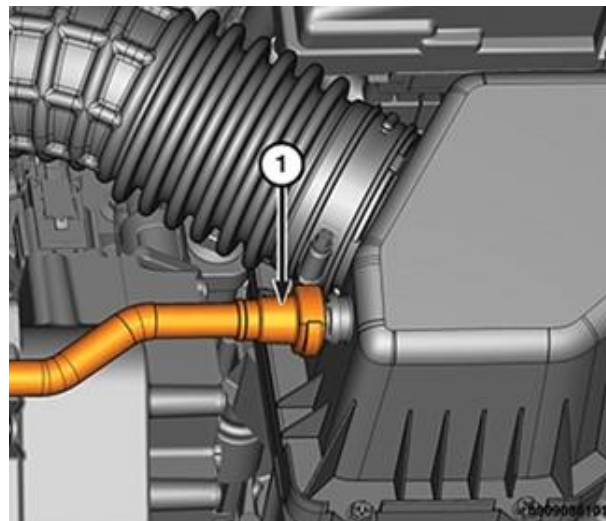


Figure 8 – Make-Up Air Hose

17. Disconnect the wire harness connector (1) from the Inlet Air Temperature (IAT) sensor (Figure 9).

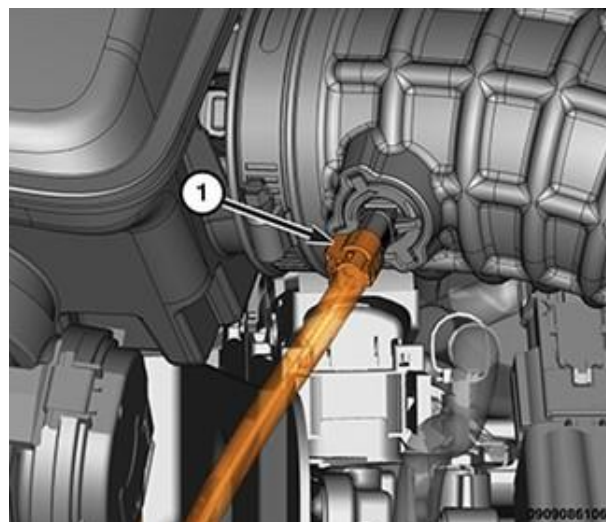


Figure 9 – Inlet Air Temperature Sensor

18. Loosen the clamp (1) and disengage the clean air inlet hose from the resonator (Figure 10).

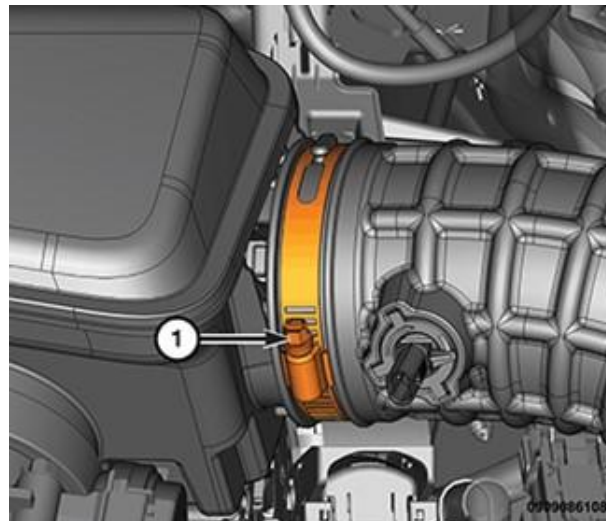


Figure 10 – Inlet Air Hose Clamp

19. Loosen the retaining screws (1) and remove the air cleaner housing cover (Figure 11).

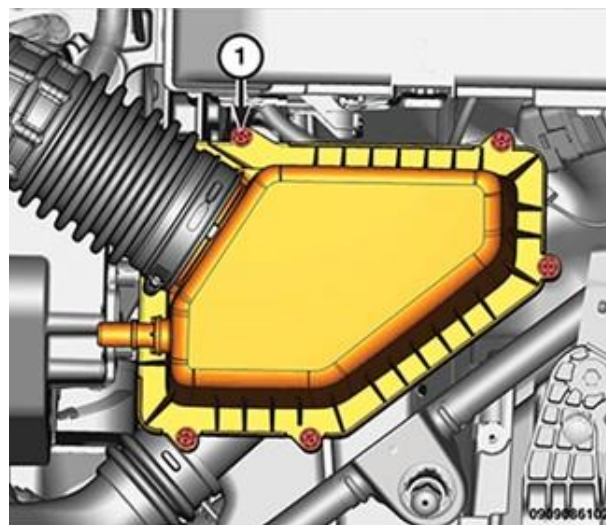


Figure 11 – Air Cleaner Housing Cover

20. Remove the air cleaner element (Figure 12).

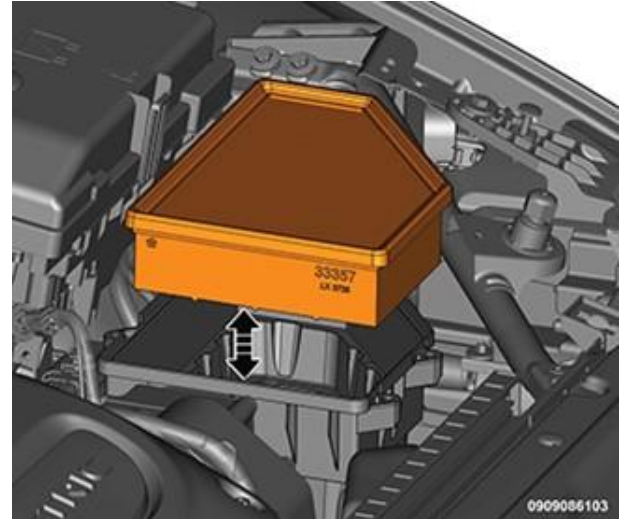


Figure 12 – Air Cleaner

21. Loosen the clamp (3) and pull the air inlet duct straight up to disengage the locating pins (2) from the rubber mount sockets (Figure 13).
22. Disengage the locating pins from the rubber mount sockets (1) and remove the air cleaner body (Figure 13).

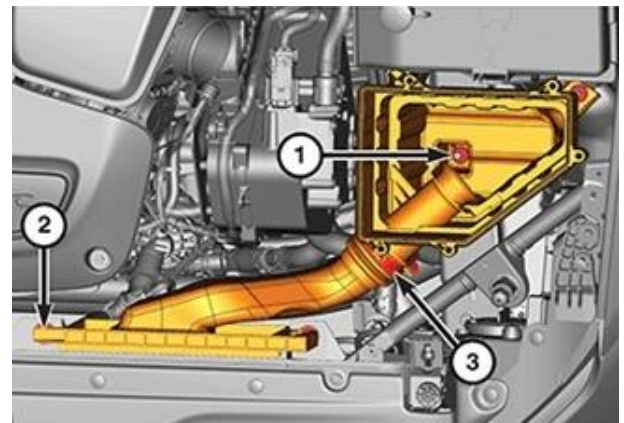


Figure 13 – Air Cleaner Body

NOTE: Before performing the next step, verify the CAN C bus is asleep before removing the positive battery cable from the Power Distribution Center (PDC). Failure to do so may result in fault codes.

23. Use of an insulation tester such as the Fluke Meter, Multi 126-1587 is recommended for PHEV circuit testing. Perform the multi-meter functionality tests per the manufacturer's directions. Verify the multi-meter is operating correctly by measuring voltage from a known good power source, such as the vehicle's 12-volt battery. If at any point during the procedure, the multi-meter settings are changed, or the probes are repositioned in the meter, verification with a known good power source must be repeated (Figure 14).



Figure 14 – Fluke Meter

24. Remove the Power Distribution Center (PDC) cover (Figure 15).



Figure 15 – PDC Cover

25. Disconnect the B(+) battery cable (1) from the 12-volt PDC (Figure 16).

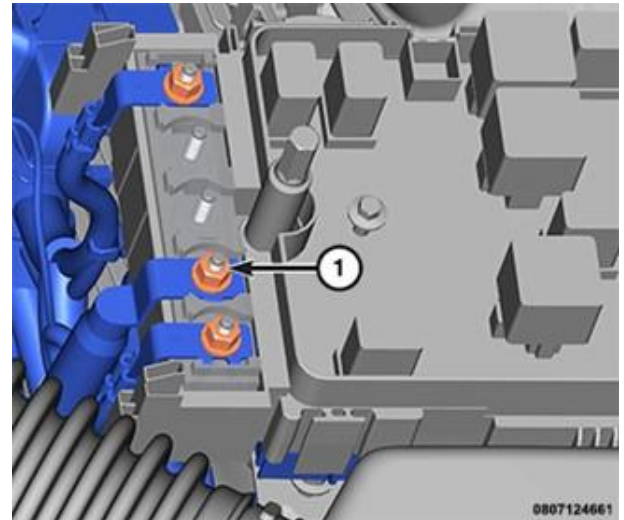


Figure 16 – Battery Positive Cable

26. Isolate the cable terminal using Covers, Hybrid Electric Vehicle (HEV) Battery Terminal 2035100082 (1) (Figure 17).

NOTE: Wait a minimum of 2 minutes before removing the manual service disconnect.



Figure 17 – Terminal Cover

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27. Lift the carpet away from the high-voltage Manual Service Disconnect (MSD) floor access cover (Figure 18).
28. Remove the four screws (2) and remove the high-voltage MSD access cover (1) (Figure 18).

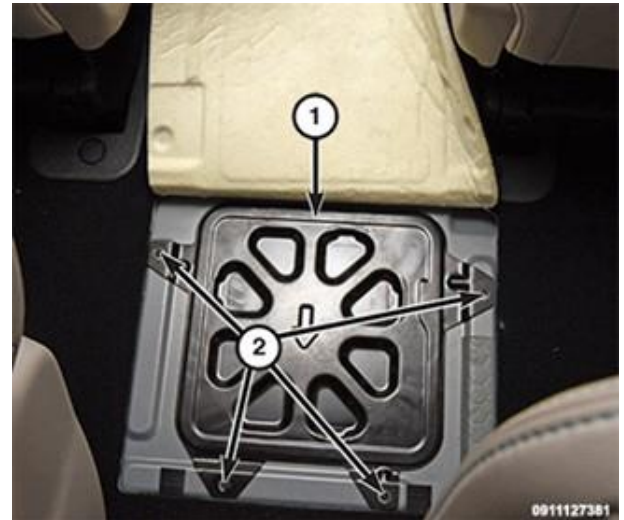


Figure 18 – MDS Floor Access Cover

29. Depress the lever release latch (2) firmly on the MDS. With the latch fully depressed, rotate the lever (1) upward. The lever will stop at the 45° position (Figure 19).

NOTE: At this stage, the High Voltage Inter-Lock (HVIL) connection has been broken and the circuit is de-energized.

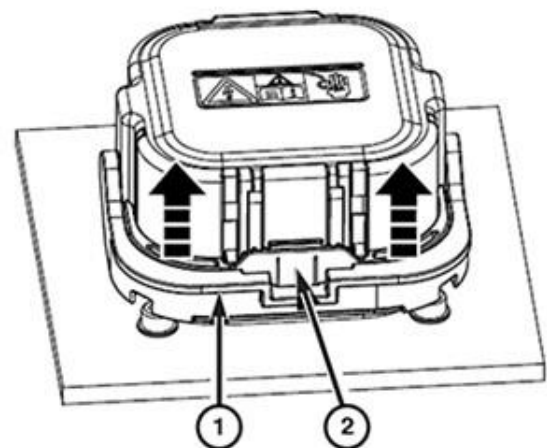
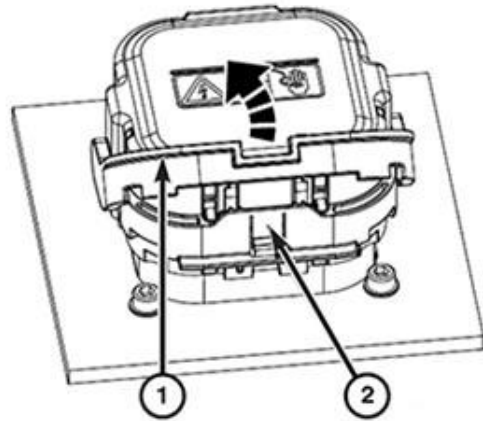


Figure 19 – MDS Latch

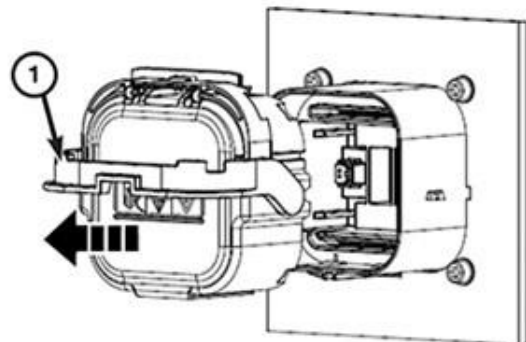
30. Depress the locking tab (2) on the MSD and continue to rotate the lever (1) to the end of travel (90° position) (Figure 20).



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Figure 20 – MDS Locking Tab

31. Pull straight back on the MSD plug lever (1) to disengage and remove the MSD from the receptacle (Figure 21).



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Figure 21 – MDS Removal

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32. Cap the receptacle (1) on the high-voltage battery with the Covers, HEV Battery Terminal 2035100082 to prevent foreign objects from entering (Figure 22).

NOTE: Make sure the location of the high-voltage MSD is always known; after removal, it is best practice to place the high-voltage MSD in a highly visible location.

NOTE: Always wear HV gloves and safety glasses for the next four steps.



Figure 22 – MDS Cover

33. Loosen the two captive screws (1) and remove the single High Voltage Inter-Lock (HVIL) connector from the Power Inverter Module (PIM) cover (Figure 23).

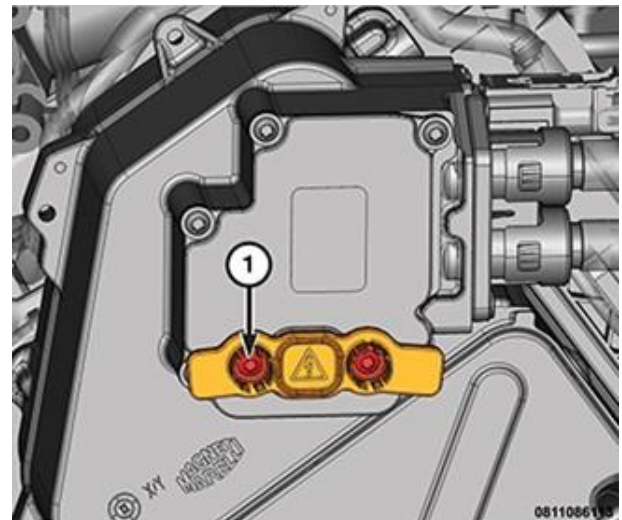


Figure 23 – HVIL Connector

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34. Loosen the captive screws (1) and remove the PIM cover (Figure 24).

NOTE: Always observe these precautions prior to taking a high-voltage measurement:

- Have known good test leads.
- Set the range to no decimal points.
- Read a known good low-voltage source first.
- High voltage Personnel Protection Equipment (PPE) must be worn.

35. Measure the voltage at the PIM high voltage terminals:

- Measure between the positive and negative high voltage terminals.
- Measure between each high voltage terminal and chassis ground.

36. The measured voltage should be near 0 volts. (Some residual voltage may be present, up to 2.0 volts may be normal.) (Figure 25).

- If the voltage measured is below 2.0 volts, it is safe to work on the high-voltage components with the exception of the high-voltage battery internal components.
- If the voltage is greater than 60 volts, an internal condition exists within the high-voltage battery that is preventing it from being powered down. Do not attempt to carry out repairs on any of the vehicle's high-voltage components or wiring. Perform the HIGH VOLTAGE LOSS OF ISOLATION TEST PROCEDURE. Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 08 - Electrical/Standard Procedure).

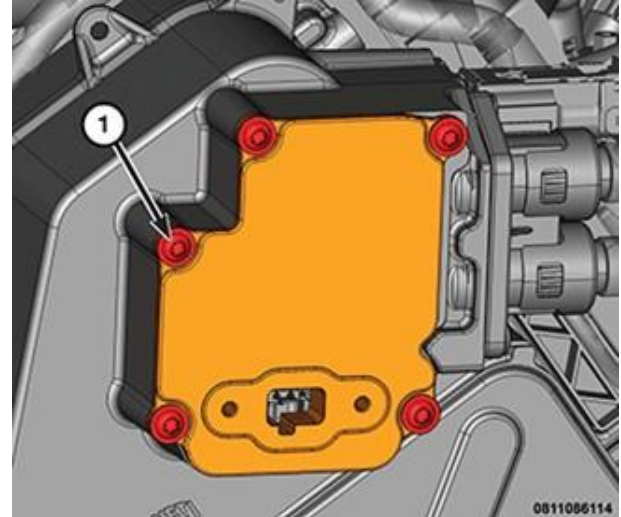


Figure 24 – PIM Cover



Figure 25 – Voltage Check

37. Secure the steering wheel to prevent unintended rotation.

38. Remove the steering shaft to steering gear pinch bolt (1) and discard the pinch bolt. Do not start to remove (or break free) the steering shaft to steering gear pinch bolt (1) with an impact wrench/gun (Figure 26).



Figure 26 – Steering Gear Pinch Bolt

39. Release the intermediate shaft from the steering gear input shaft (Figure 27).



Figure 27 – Steering Gear Pinch Bolt

40. Raise and support the vehicle.
41. Remove the screws (1) attaching the wheelhouse splash shields to the front belly pan (Figure 28).

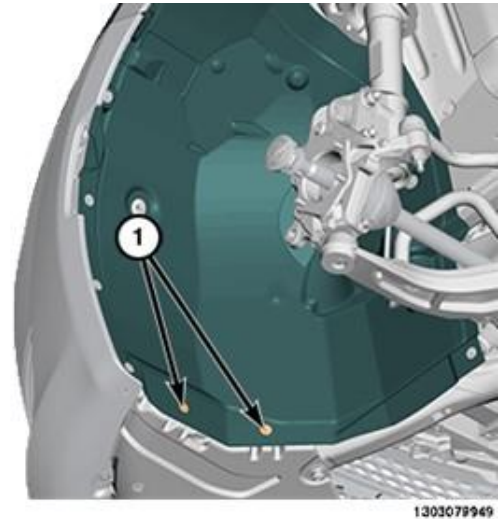
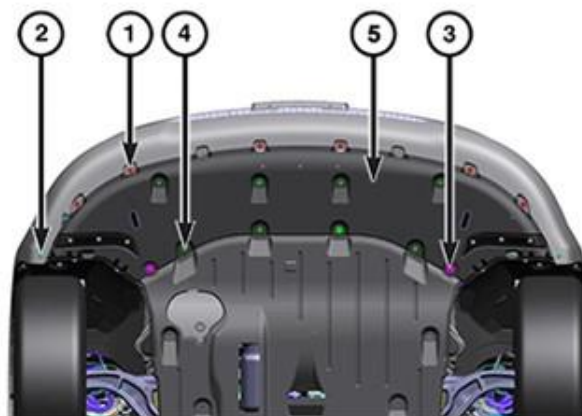


Figure 28 – Wheelhouse Fasteners

42. Remove the front screws (1) (Figure 29).

43. Remove the push pin fasteners (3) (Figure 29).

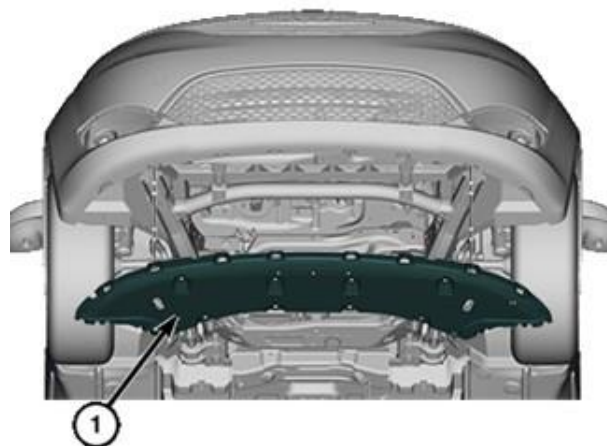
44. Remove the rear screws (4) (Figure 29).



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Figure 29 – Front Belly Pan

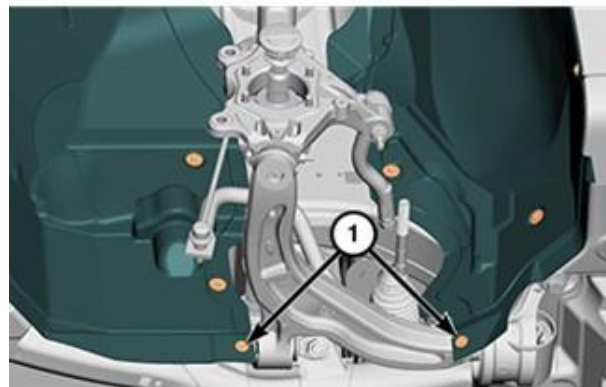
45. Remove the front belly pan (1) (Figure 30).



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Figure 30 – Front Belly Pan

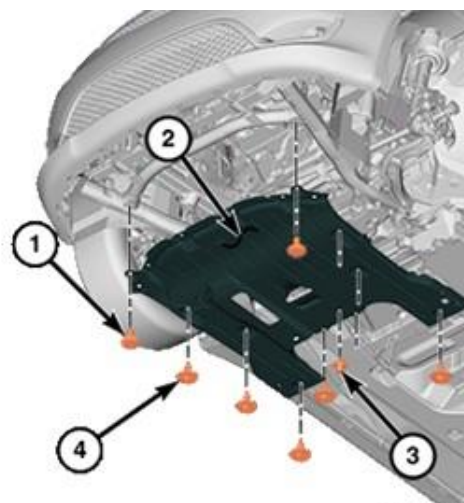
- 46. Remove the screws (1) attaching the wheelhouse splash shields to the engine belly pan (Figure 31).



1305080024

Figure 31 – Wheelhouse Fasteners

- 47. Remove the fasteners (1, 4, 3) from the engine belly pan (2) then remove the engine belly pan (Figure 32).



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Figure 32 – Engine Belly Pan

48. Remove the fasteners (2, 4, 5) from the charger belly pan (1, 3) then remove the charger belly pan (Figure 33).

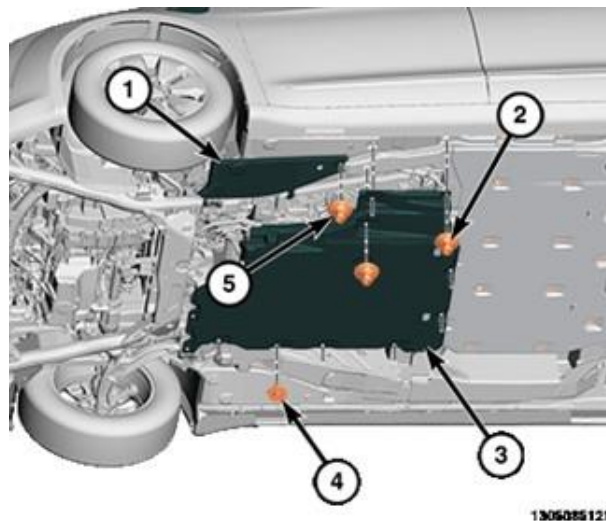


Figure 33 – Charger Belly Pan

49. Remove the fasteners (2, 3, 4) from the battery belly pan (1) then remove the battery belly pan (Figure 34).

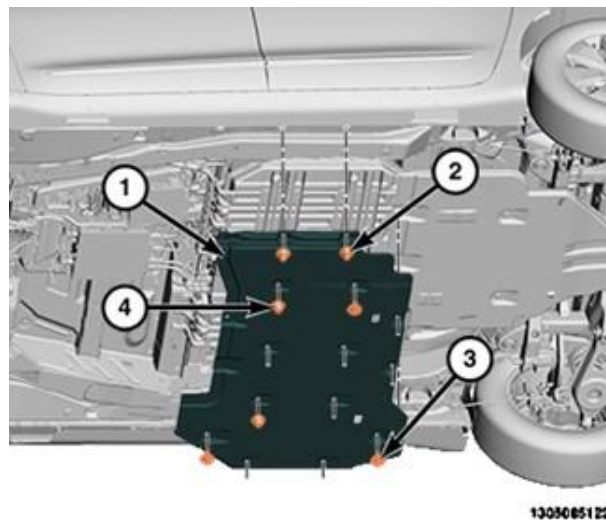


Figure 34 – Battery Belly Pan

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50. Remove the fasteners from the fuel tank belly pan then remove the fuel tank belly pan (Figure 35).

NOTE: Observe the following precautions when handling the high-voltage battery pack:

- Do not touch the high voltage terminals.
- Always use four lift points when moving the battery pack.
- Keep the battery pack in an upright position.
- Store in a clean and dry environment.
- Store at a temperature of 10°-30°C (50°-86°F) with relative humidity between 30-70%.
- Always store at a State-of-Charge (SOC) of around 30%.
- Always store on an electrically nonconducting (insulated) material.
- Store with spatial gap of at least 50 cm (20 in.).
- Do not store the battery pack near any environmental condition involving liquid, heat, strong magnetic field, electricity or that can generate heat (for example: transformers).

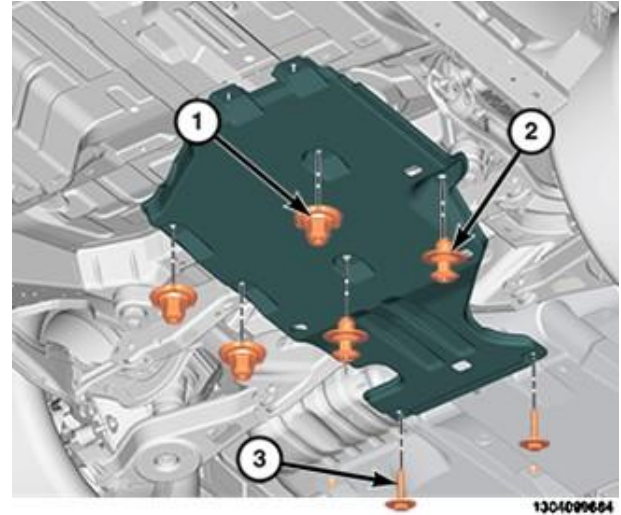


Figure 35 – Fuel Tank Belly Pan

CAUTION: Do not allow coolant to come in contact with any high voltage component electrical connections. Engine coolant will create a conductive path and cannot be effectively removed resulting in a loss of isolation and replacement of the contaminated high voltage component.

51. Place a suitable coolant recovery container under the battery coolant inlet and outlet hoses (Figure 36).
52. Disengage the quick-connect couplings (1 and 2) then carefully remove the coolant inlet and outlet hoses from the high voltage battery (Figure 36).

NOTE: Not all coolant will drain from the high voltage battery.

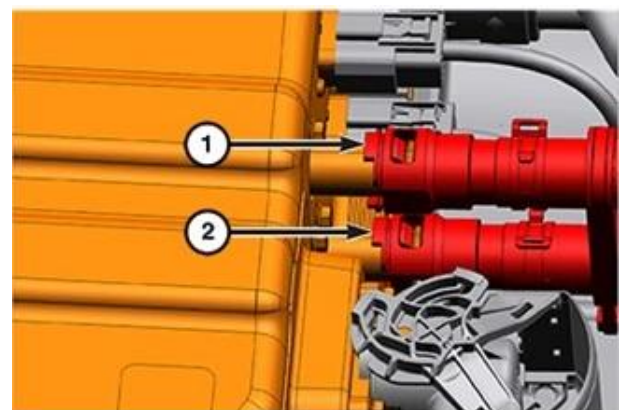


Figure 36 – HV Battery Hose Quick-Connect Couplings

53. Cap the nipples on the high-voltage battery with the Covers, HEV Battery Terminal 2035100082 and plug the coolant hose ends (Figure 37).

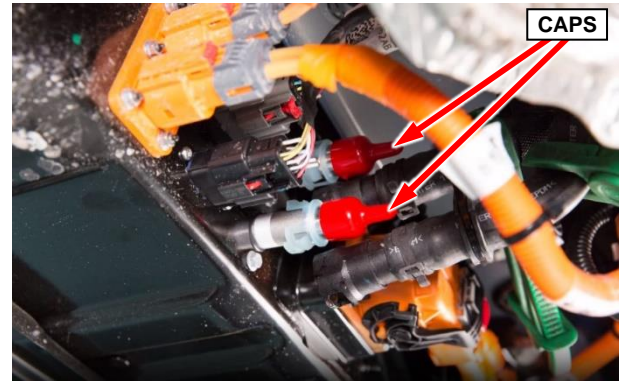


Figure 37 – Hose Fitting Caps

54. Disengage the two wire harness retainers (2) from the high-voltage battery (Figure 38).
55. Unlock and disconnect the Power Inverter Module (PIM) high-voltage wire harness connector (1) from the high-voltage battery. Cap the connector on the high-voltage battery with the Covers, HEV Battery Terminal 2035100082 (Figure 38).

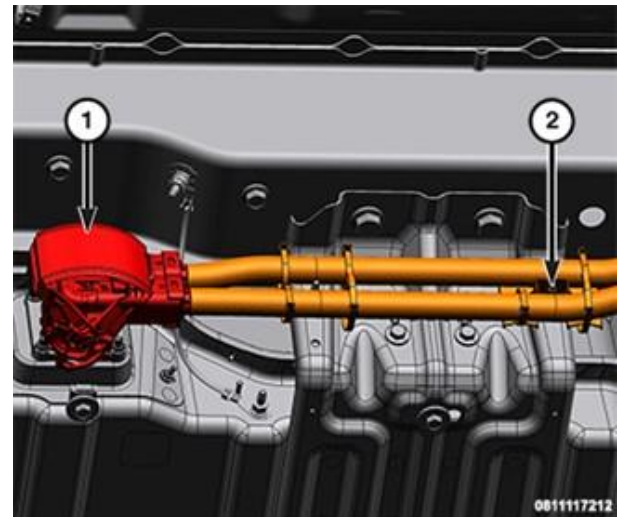


Figure 38 – PIM Wire Harness Connector

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- 56. Unlock and disconnect the low-voltage wire harness connectors (1) from the high-voltage battery (Figure 39).
- 57. Unlock and disconnect the On-board Charging Module (OBCM) and Electric Coolant Heater (ECH) high-voltage wire harness connectors (2) from the high-voltage battery (Figure 39).
- 58. Cap the connectors on the high-voltage battery with the Covers, HEV Battery Terminal 2035100082 (Figure 39).

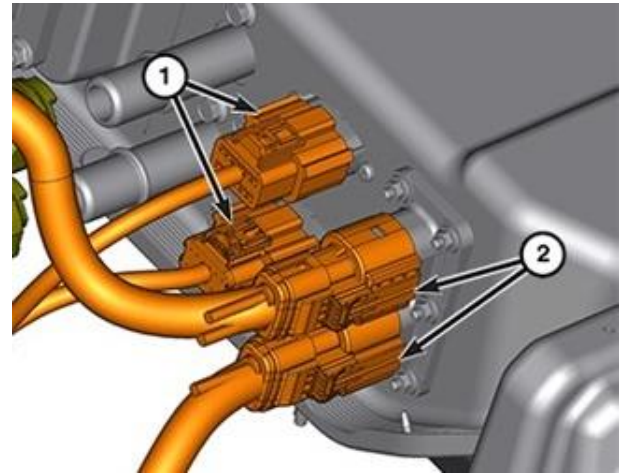


Figure 39 – Wire Harness Connectors

- 59. Remove the High-Voltage (HV) battery ground stud nut and the chassis ground cable from the stud (Figure 40).

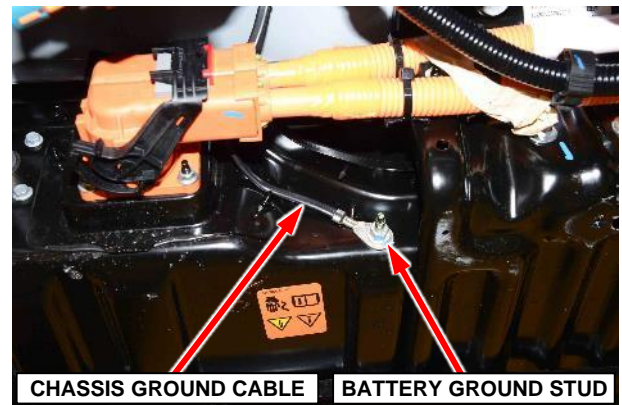


Figure 40 – HV Battery Ground

- 60. Remove the chassis ground stud nut then remove the chassis ground cable from the vehicle body stud (Figure 41).

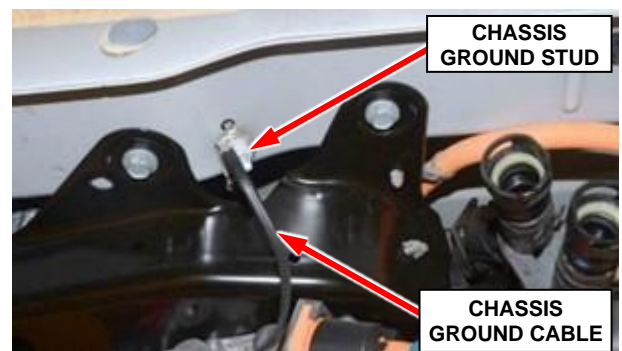


Figure 41 – Chassis Ground Cable

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CAUTION: The high-voltage battery pack weighs 167 kg (368 lb.).

61. Position a suitable lifting device, such as Table, Bishamon Lift BX50-CHR, under the high-voltage battery pack. Secure the high-voltage battery pack to the lifting device (Figure 42).

62. Remove the eight bolts (1) from the high-voltage battery (2) (Figure 42).

63. Lower the high-voltage battery from the vehicle (Figure 42).

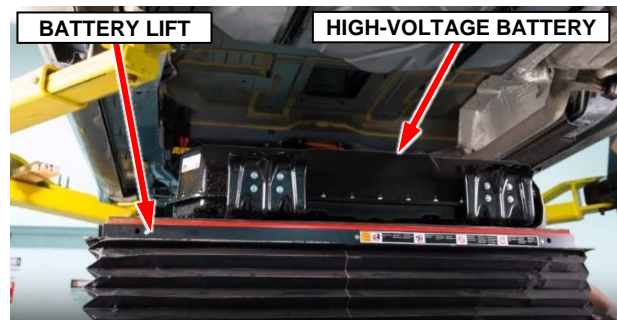
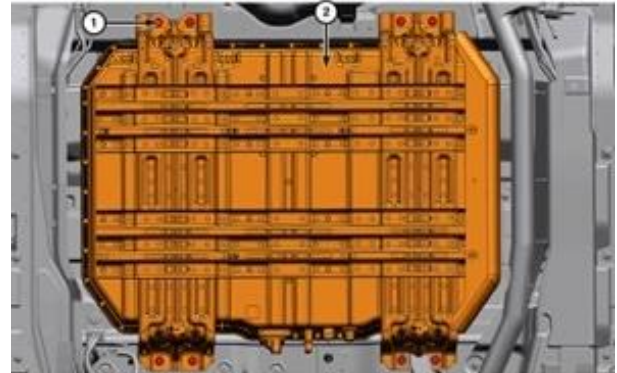


Figure 42 – High-Voltage Battery

- 64. Open the protective cover and loosen the captured nut that secures the B+ charging cable to the Integrated Dual Charge Module (IDCM) (Figure 43).
- 65. Remove the bolt securing the ground cable to the IDCM (Figure 43).
- 66. Place a suitable coolant recovery container under the coolant inlet and outlet coolant hoses then disconnect the quick-connect fittings from the IDCM (Figure 44).
- 67. Allow the coolant to drain into a suitable coolant recovery container then cap the ports on the IDCM.
- 68. Disconnect the IDCM electrical connector and the wire harness connector (Figure 44).
- 69. Place a suitable coolant recovery container under the coolant hoses then disconnect the seven coolant hoses for battery electronics (Figure 45).

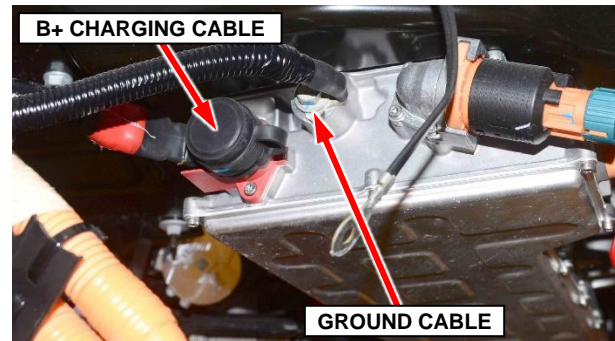


Figure 43 – IDCM Charging Cables

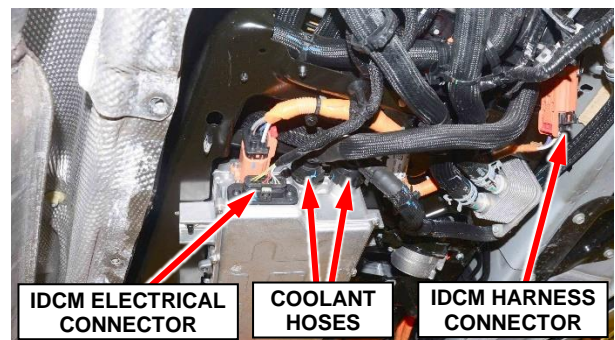


Figure 44 – IDCM Coolant Hoses and Electrical Connector

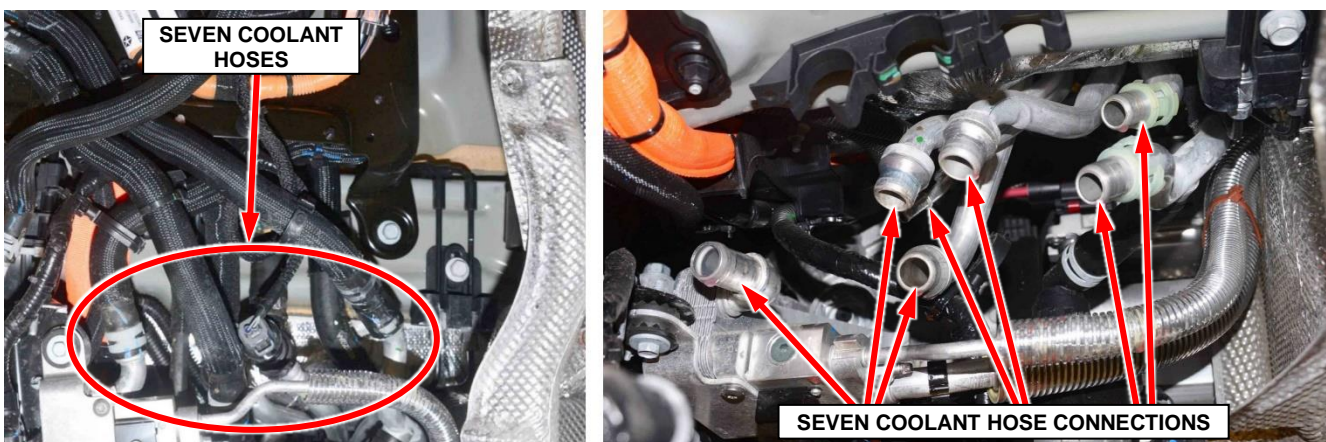


Figure 45 – Seven Coolant Hose Connections – Battery Electronics

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70. Position a suitable stand to support the battery charger bracket (2) then remove the fasteners (1) (Figure 46).

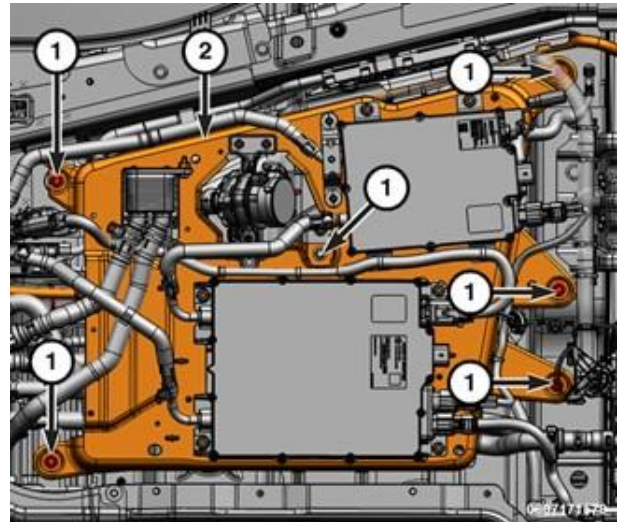


Figure 46 – Battery Charger Bracket

NOTE: Pay close attention to the removal of the wire harness so that the routing can be duplicated properly.

71. Carefully lower the battery charger bracket while releasing the wire harness electrical connectors and retaining clips (1) (Figure 47).
72. Remove the battery charger bracket containing the IDCM and Auxiliary Power Module (APM) from the vehicle.

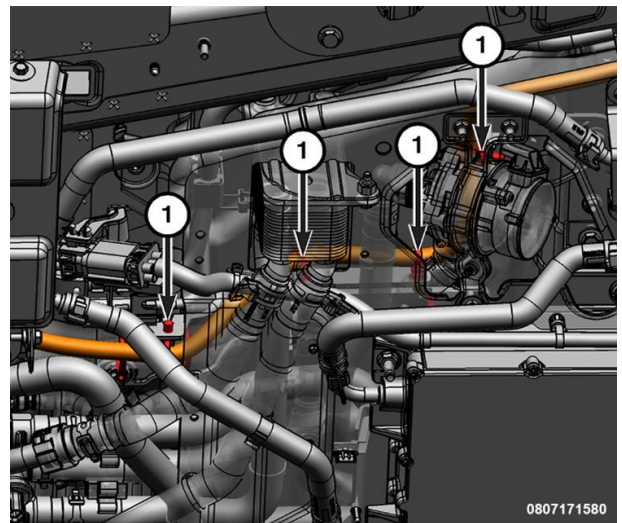


Figure 47 – Battery Charger Bracket Wire Harness

73. Remove the bolt (1) releasing the rear transmission mount (Figure 48).

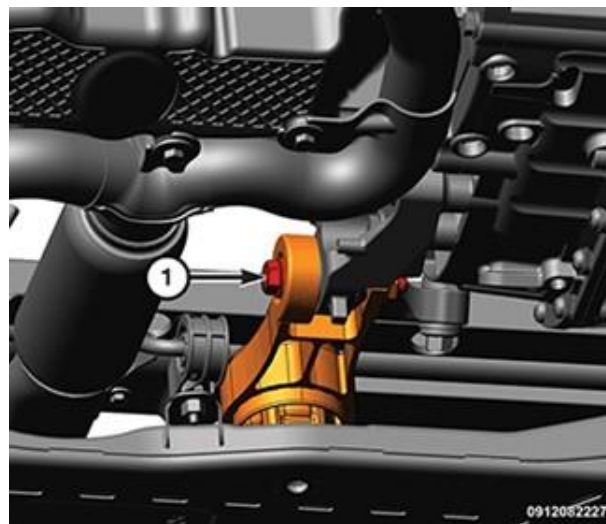


Figure 48 – Rear Transmission Mount

74. Remove and **DISCARD** the three shear bracket bolts then remove the shear bracket on each side of the vehicle (Figure 49).

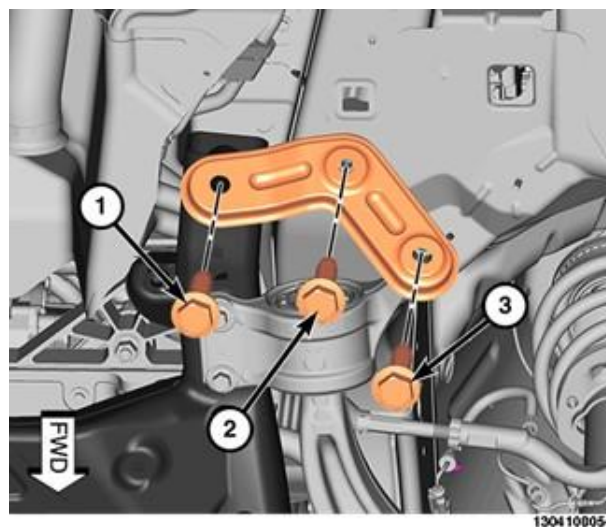


Figure 49 – Shear Bracket

75. Using a marker or equivalent, mark the position of the crossmember on the vehicle body (1) (Figure 50).

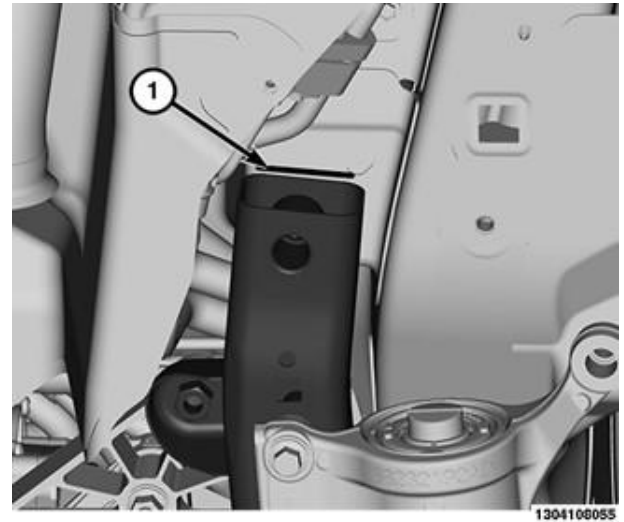


Figure 50 – Mark Crossmember

76. Remove and **DISCARD** the crossmember bolts (2 and 3) then allow the crossmember assembly (1) to hang from the suspension components (Figure 51).

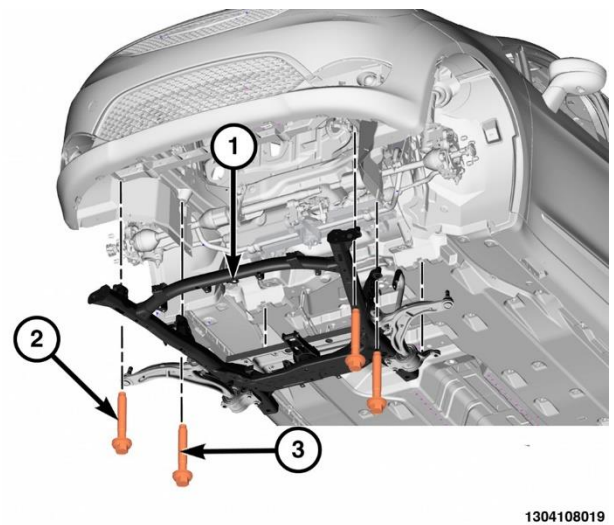


Figure 51 – Crossmember Bolts

- 77. Disconnect the power steering gear electrical connectors (Figure 52).
- 78. Open the protective cover and loosen the B+ charging cable captured nut then remove the cable from the isolator stud (Figure 53).
- 79. Remove the fasteners securing the high voltage cable brackets to the vehicle underbody then allow the cables and brackets to hang down providing access to the fuel lines (Figure 53).

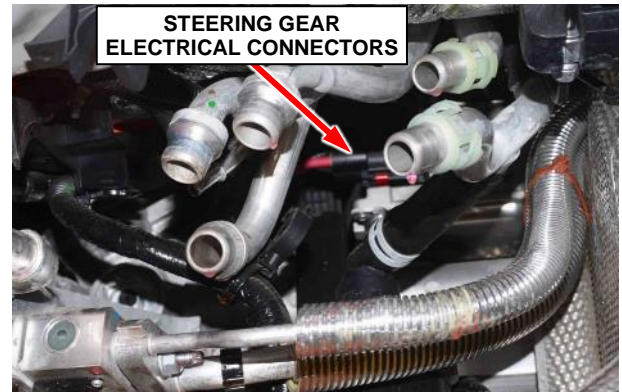


Figure 52 – Steering Gear Electrical Connectors

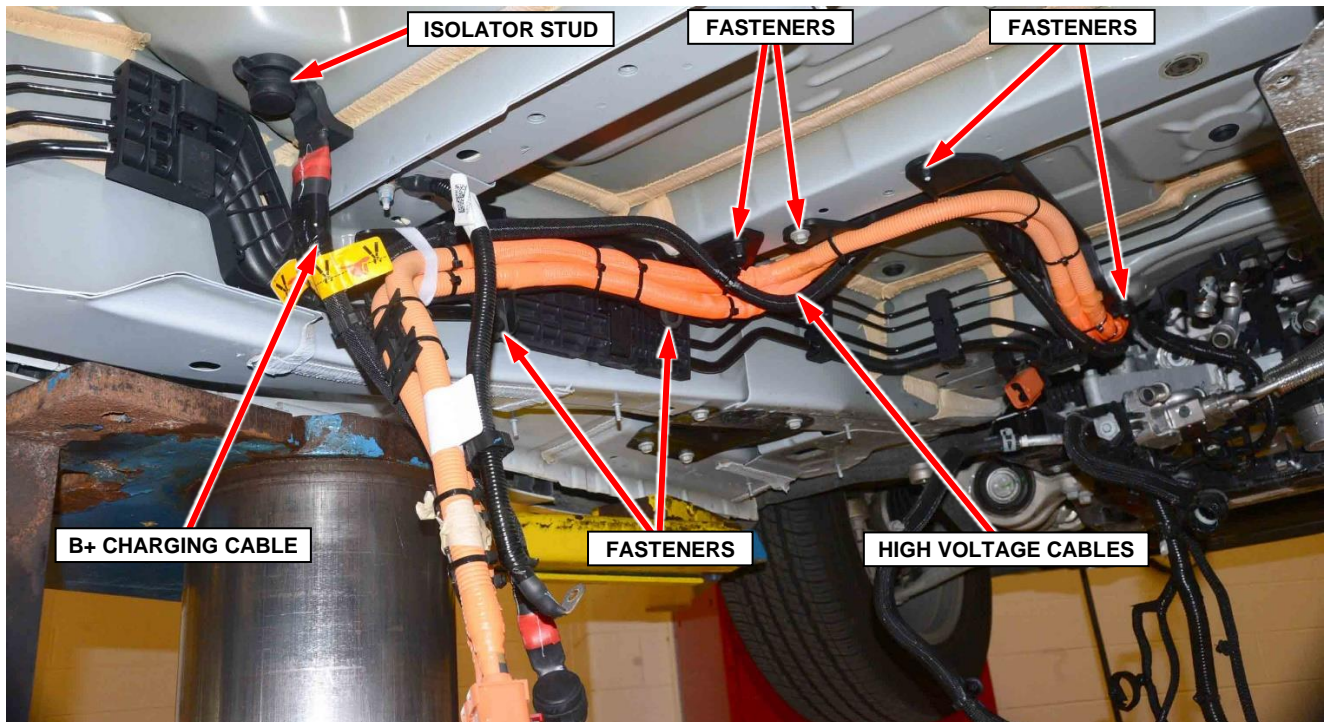


Figure 53 – High Voltage Cables

CAUTION: When disconnecting the fuel supply line from the fuel inlet tube, care must be taken that the fuel inlet tube is not being over-flexed. Damage to the tube may occur.

CAUTION: Before separating a quick-connect fitting, pay attention to what type of fitting is being used. This will prevent unnecessary fitting or fitting latch breakage.

- 80. Place a rag around the quick-connect fitting to capture any residual fuel then disconnect the fuel supply line and fuel return line near the fuel tank (Figure 54).

IMPORTANT: Pay close attention to the routing of the fuel lines so it can be duplicated properly.

- 81. Release the fuel line retainers from the vehicle underbody then remove the fuel supply and return lines from the retainers (Figure 55).

NOTE: It is not necessary to disconnect or remove or reposition any brake lines during this process.

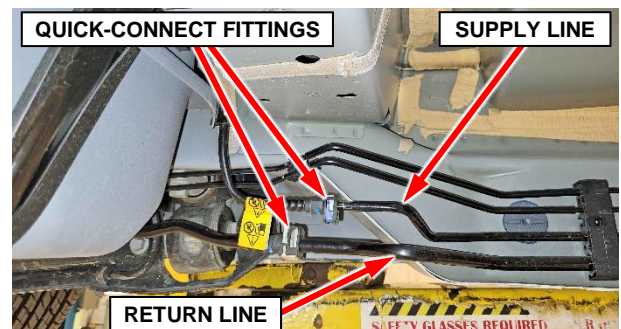


Figure 54 – Fuel Line Quick-Connect Fittings Near Fuel Tank

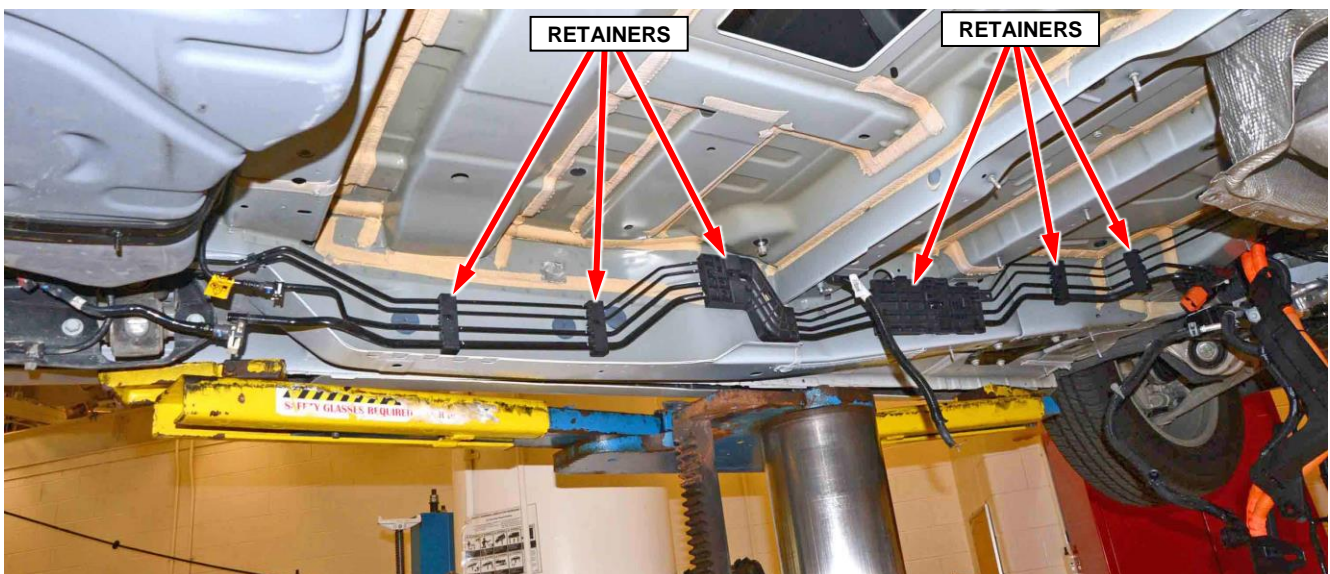


Figure 55 – Fuel Lines

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82. Cut the cable tie strap securing the fuel lines to the front retainer. A replacement cable tie strap Mopar part number 04641780 or equivalent will be required during reassembly (Figure 56).

NOTE: Near the front of vehicle there are three fuel line retainers on the engine cowl. The lower two can be reached from under the vehicle. The upper most retainer must be released from inside the engine compartment.

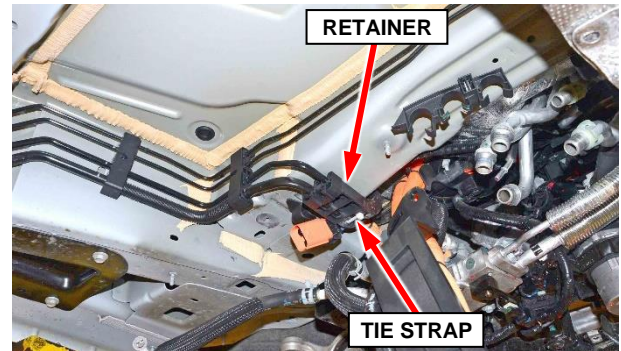


Figure 56 – Fuel Lines Tie Strap

83. Remove the nut securing the fuel line retainer to the engine compartment cowl then release the fuel lines from the retainer and remove the retainer (Figure 57).

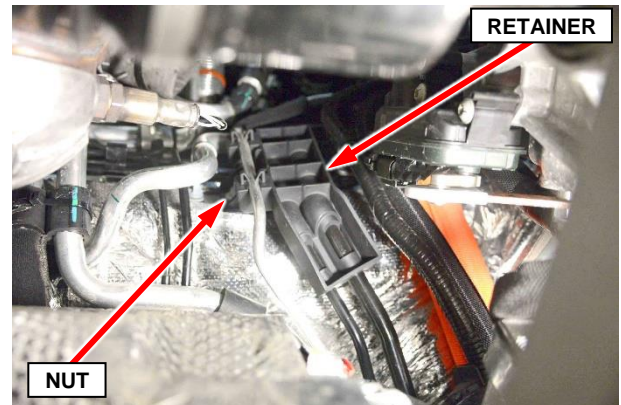


Figure 57 – Fuel Line Retainer Nut

84. Lower the vehicle to gain access to the engine compartment.

85. Remove the bolts (1) from the engine cover then pull upward on the engine cover to release from the ball stud mounting brackets and remove the engine cover (Figure 58).

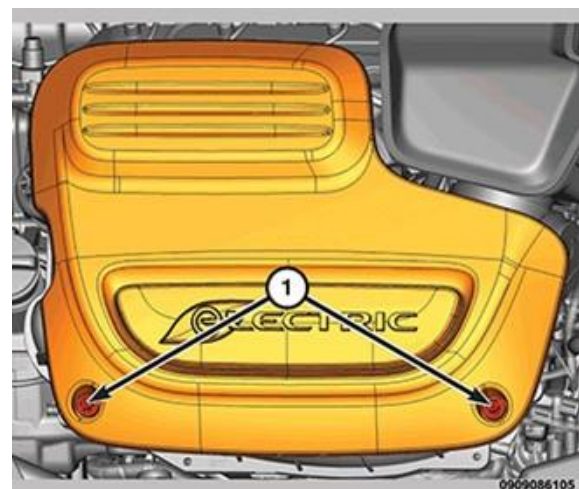


Figure 58 – Engine Cover

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86. Remove the bolt (1) from the resonator then pull the resonator straight up off of the locating pin on the right cylinder head cover. Disengage and remove the resonator from the throttle body inlet (2) (Figure 59).

IMPORTANT: Pay close attention to the routing of the fuel lines so it can be duplicated properly.

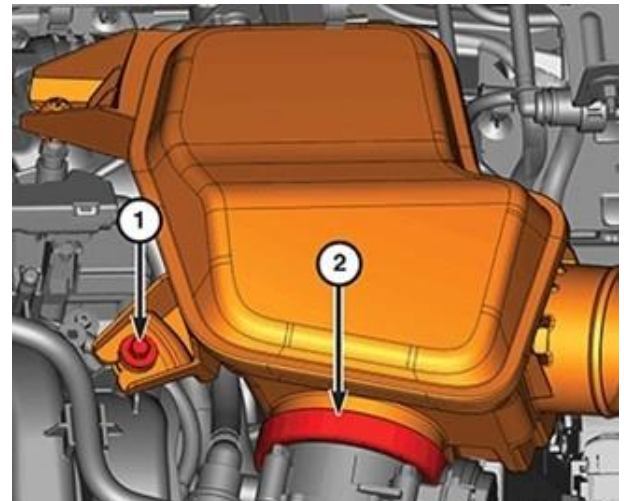


Figure 59 – Resonator

87. Disconnect the quick-connect fitting for the fuel supply line and fuel return line in the engine compartment (Figure 60).

NOTE: Removal and installation of the fuel supply line will require the assistance of a second technician, one below the vehicle and one in the engine compartment to help guide the fuel line around and past engine compartment and undercarriage components.

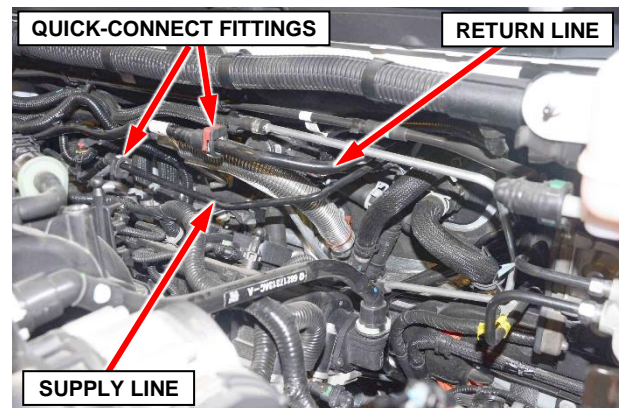


Figure 60 – Fuel Lines

88. Raise the vehicle enough to allow for rotating and positioning of the fuel supply line during removal and installation (Figure 61).



Figure 61 – Fuel Line Replacement

89. Remove the fuel supply line from the vehicle.

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90. Install a new fuel supply line in reverse order of how it was removed (Figure 61).

CAUTION: It may be necessary to finesse the fuel line slightly to maneuver it into position, however it is important to avoid any server bending of the fuel line or damage to the fuel line outer coating.

NOTE: Installation of the fuel line will require the assistance of a second technician to help guide it around and past engine compartment and undercarriage components.

NOTE: Once fuel lines are in position, start with installing the fuel lines into the S-Shaped retainer first which will help with properly locating the fuel lines to the vehicle.

91. Install the fuel supply and return lines into all the retainers (Figures 55, 56, 57). A replacement cable tie strap Mopar part number 04641780 or equivalent will be required for retainer shown in (Figure 56).
92. Connect the fuel supply and return line quick-connect fittings near the fuel tank and in the engine compartment (Figures 54 and 60).
93. Lubricate the resonator rubber mount socket with Mopar® Rubber Bushing Installation Lube.
94. Install the resonator to the throttle body inlet (2) push the resonator straight down onto the locating pin on the right cylinder head cover then install the bolt (1) and tighten securely (Figure 59).
95. Lubricate the engine cover rubber mount socket with Mopar® Rubber Bushing Installation Lube.
96. Install the engine cover by pushing straight down onto ball stud mounting brackets then install the bolts (1) and tighten securely (Figure 58).
97. Install the fasteners securing the high voltage cable brackets to the vehicle underbody (Figure 53).
- NOTE:** When tightening the B+ charging cable to the isolator stabilize the harness to make sure that there is sufficient clearance around the connector so it does not come in contact with the body.
98. Install the B+ charging cable to the isolator and tighten the captured nut to 23 N·m (17 ft. lbs.) then secure the protective cover over the terminal (Figure 53).
99. Connect the power steering gear electrical connectors (Figure 52)

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100. Align the crossmember assembly to the reference marks and install the **NEW** bolts then tighten to 160 N·m (118 ft. lbs.) (Figures 50 and 51).
101. Position the shear bracket to the vehicle and install the three **NEW** bolts (Figure 62).
 - Tighten the M16 bolt (1) securing the shear bracket to the subframe to 169 N·m (125 ft. lbs.)
 - Tighten the M14 bolt (3) securing the shear bracket and lower control arm to the vehicle body to 160 N·m (118 ft. lbs.)
 - Tighten the M10 bolt (2) securing the shear bracket to the vehicle body to 50 N·m (37 ft. lbs.).

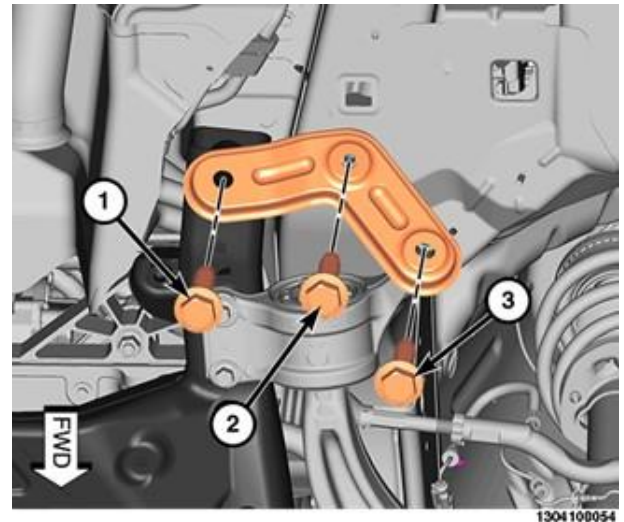


Figure 62 – Shear Bracket

102. Install the bolt (1) securing the rear transmission mount then tighten to 177 N·m (131 ft. lbs.) (Figure 48).
103. Raise and support the battery charger bracket while attaching the wire harness electrical connectors and retaining clips (1) (Figure 47).
104. Install the battery charger bracket fasteners (1) and tighten to 25 N·m (18 ft. lbs.) (Figure 46).
105. Connect the seven coolant hoses for the battery electronics (Figure 45).
106. Connect the IDCM electrical connector and the wire harness connector (Figure 44)
107. Connect the quick-connect hose fittings to the IDCM (Figure 44).
108. Install the bolt securing the ground cable to the IDCM and tighten securely (Figure 43).
109. Install the B+ charging cable to the Integrated Dual Charge Module (IDCM) and tighten the captured nut to 16 N·m (12 ft. lbs.) the secure the protective cover over the terminal (Figure 43).
110. Raise the high-voltage battery (2) to the vehicle and install the eight bolts (1) tighten to 55 N·m (40 ft. lbs.) (Figure 42).
111. Install the chassis ground cable to the vehicle body stud and tighten the nut to 9 N·m (80 in. lbs.) (Figure 41).
112. Install the high-voltage battery chassis ground cable to the stud install the nut and tighten to 9 N·m (80 in. lbs.) (Figure 40).
113. Connect the On-board Charging Module (OBCM) and Electric Coolant Heater (ECH) high-voltage wire harness connectors (2) to the high-voltage battery (Figure 39).
114. Connect the low-voltage wire harness connectors (1) to the high-voltage battery (Figure 39).
115. Connect the Power Inverter Module (PIM) high-voltage wire harness connector (1) to the high-voltage battery (Figure 38).

116. Install the two wire harness retainers (2) to the high-voltage battery (Figure 38).
117. Connect the quick-connect hose couplings (1 and 2) to the high voltage battery (Figure 36).
118. Connect intermediate shaft to the steering gear input shaft (Figure 27).
119. Install a **NEW** pinch bolt (1) securing the intermediate shaft to the steering gear input shaft. Do not start the pinch bolt (1) with an impact wrench/gun tighten to 55 N·m (41 ft. lbs.). (Figure 26).

LOSS OF ISOLATION TEST - PURPOSE OF THIS PROCEDURE: The High Voltage Loss of Isolation Test Procedure is performed to check the High Voltage (HV) bus cables for a short to chassis ground, as well as the high voltage components for a malfunction that could cause electrical arcing, fire, and or vehicle damage or personal injury. This procedure checks for a loss of isolation failure on the vehicle side of the system outside of the HV battery pack. If there is a loss of isolation DTC and the vehicle side of the system passes the loss of isolation check, there is an isolation failure within the HV battery pack. This procedure should always be performed after any repairs or service of the high voltage system before the High Voltage Power-Up Procedure is performed.

MULTI-METER SET UP: Use of an insulation tester such as the Fluke Meter, Multi 126-1587 or an equivalent multi-meter must be used to perform this procedure. The Fluke 1587 isolation meter charges an internal capacitor that discharges when performing the High Voltage Isolation Check. If the meter leads are not connected correctly or the Fluke 1587 isolation meter internal fuse is bad, the Fluke 1587 isolation meter will always read 500 Mohms because the internal capacitor cannot discharge. Before performing any test with the Fluke 1587 isolation meter, perform the following steps make sure the Fluke 1587 isolation meter is working properly.

- a. Place the meter leads into the (+) and (-) Insulation Ports (located in the lower left corner on the Fluke 1587 isolation meter).
 - b. Verify the multi-meter leads are rated "CAT III 1,000V". This should be printed on the multi-meter leads.
 - c. Rotate the mode selector to the "50V...1000V Insulation Scale" position.
 - d. Make sure the Fluke 1587 isolation meter is on the 500V scale (this can be viewed on the bottom of the screen display, in the center). If the Fluke 1587 isolation meter is not on the 500V scale then press the "RANGE" button until the 500V scale is displayed - just one digit (a zero) is displayed.
 - e. Touch the meter Positive lead to the meter Negative lead, hold them together, and then press and hold the "Insulation TEST" button.
 - f. If a value of 550 Mohms is displayed, the internal fuse is open or the meter leads are not connected properly. Make sure the meter leads are in the correct ports. If the meter leads are connected properly, then the Fluke 1587 isolation meter internal fuse must be replaced (the internal fuse is located next to the AA batteries in the back of the Fluke 1587 isolation meter).
120. Visually verify that no charging device is plugged in.

NOTE: Safety glasses and high voltage safety gloves with leather protectors must be worn for the following steps.

NOTE: The High Voltage system must remain powered down during loss of isolation testing procedure.

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121. During the following isolation checks press and hold the TEST button on the FLUKE 1587 until the voltage displayed in the lower right corner of the screen stabilizes. Record the resistance value displayed in the middle of the screen.

- a. Connect the BLACK multi-meter lead to the ground strap located between the Transmission and the Chassis or to another suitable unpainted metal chassis ground and connect the RED multi-meter lead on the (H300) High Voltage DC 300V (+) terminal inside the PIM. Record the reading (Figure 63).
- b. Connect the Red multi-meter on the (H301) High Voltage DC 300V (-) terminal inside the PIM. Record the reading (Figure 64).
 - If the measured resistance value is within the range of 7.8 Mega Ohms and 8.6 Mega Ohms then the bus rail and chassis are safely isolated.
 - If the recorded value is outside of the acceptable range, 7.8 MΩ and 8.6 MΩ, a loss of isolation condition exists within the high-voltage circuitry. Do not continue the High Voltage Power Up procedure until the condition causing the loss of isolation is corrected.



Figure 63 – Isolation Test

122. Install the PIM high voltage terminal cover and tighten the captured screws (1) to 7.8 N·m (69 in. lbs.) (Figure 24).

123. Install the single High Voltage Inter-Lock (HVIL) connector to the PIM cover and tighten the two captive screws (1) to 7 N·m (62 in. lbs.) (Figure 23).

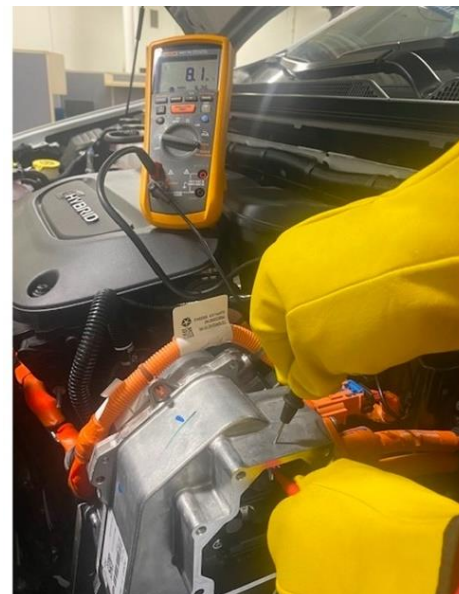


Figure 64 – Isolation Test

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124. Obtain the high voltage battery service disconnect and position the white sleeve in the full upright position for installation of the MSD to verify proper engagement as shown (Figure 65).

125. If necessary, use a small screwdriver to loosen and guide the white sleeve to the full upward position as shown (Figure 65).

126. Ensure that the mounting interface surface of the high-voltage MSD and the receptacle wall is clean, and that there are no surface contaminants or foreign objects within the receptacle.

127. Align the polarization feature (1) of the high-voltage MSD with the receptacle on the high-voltage battery (Figure 66).

128. Push the high-voltage MSD evenly into the receptacle with the lever in the 90° position.

129. With the high-voltage MSD properly aligned with the receptacle, the lever will be released and allowed to rotate to the lock position.

130. Rotate the lever while maintaining a slight force on the high-voltage MSD. The lever will engage the receptacle and draw the high-voltage MSD down onto the receptacle as the lever is rotated.

131. Rotate the lever downward until it is fully engaged and locked by the lever release latch. An audible “click” will be heard as the lever latches into position. Gently pull the high-voltage MSD upward to ensure that it is fully seated in the receptacle and locked. If the MSD is still able to be removed, repeat previous steps.

132. Install the high-voltage MSD floor access cover (1) and tighten the four screws (2) to 2.5 N·m (22 in. lbs.) (Figure 18).

133. The clearance between the top of the high-voltage MSD and the bottom of the access cover is such that the access cover cannot be installed if the high-voltage MSD is not fully seated.

134. Install the carpet over the MSD access cover (Figure 18).

135. Connect the B+ battery cable to the 12-volt Power Distribution Center (PDC) and tighten the terminal nut (1) to 9 N·m (80 in. lbs.) (Figure 16).

136. Install the PDC cover (Figure 15).

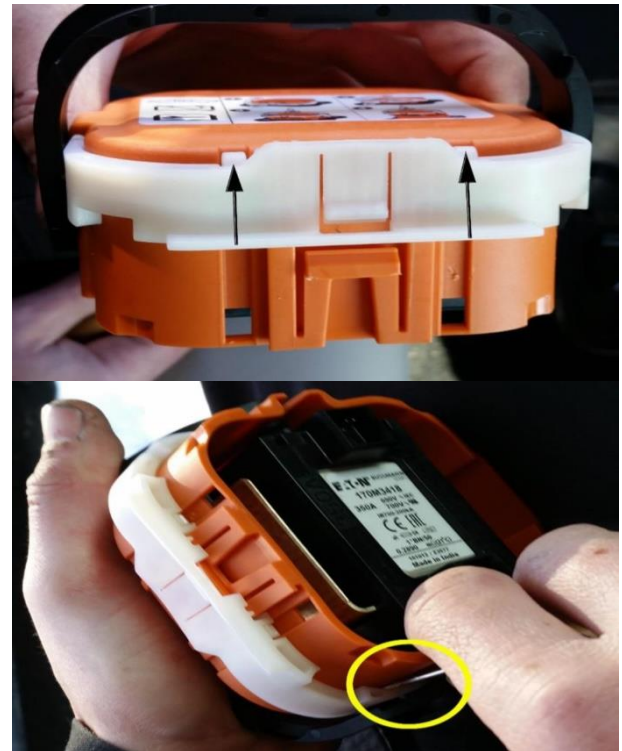


Figure 65 – MDS

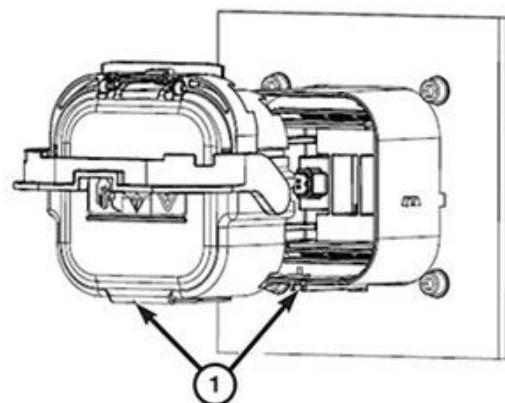


Figure 66 – MDS Installation

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137. Lubricate the air cleaner body rubber mount sockets with Mopar® Rubber Bushing Installation Lube.
138. Install the air cleaner body straight down on the locating pins until the rubber mount sockets (1) are fully seated (Figure 13).
139. Install the air inlet duct and engage the retainers (2) (Figure 13).
140. Securely tighten the air inlet to air cleaner body clamp (3) (Figure 13).
141. Install the air cleaner element into the air cleaner housing (Figure 12).
142. Install the hose to the resonator and seat the cover onto the housing and securely tighten the retaining screws (1) (Figure 11).
143. Securely tighten the clamp (1) at the resonator (Figure 10).
144. Connect the wire harness connector (1) to the Inlet Air Temperature (IAT) sensor (Figure 9).
145. Connect the make-up air hose (1) to the air cleaner body (Figure 8).
146. Connect the fuel pump module wire harness connector (Figure 7).
147. Position the fuel pump module access cover and install the fasteners (Figure 6).
148. Reposition the floor carpet over the fuel pump module access cover and install the carpet fasteners (Figure 4).
149. Place the hinge covers over the seat hinges (Figure 4).
150. Install the three floor air vents by first engaging the front facing edge lip to the air duct then press down the rear facing edge to secure the push pin fasteners (Figure 4).
151. Install the 2nd row seats.
152. If customer previously had the 3rd row seats in upright position, please put seats in upright position. If 3rd row seats were previously stowed, they may remain stowed.

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WARNING: ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN. DISPOSE OF GLYCOL BASED COOLANT PROPERLY. CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA. DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE OR HOT UNDER PRESSURE; PERSONAL INJURY CAN RESULT. AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED; PERSONAL INJURY CAN RESULT.

WARNING: WEAR APPROPRIATE EYE AND HAND PROTECTION WHEN PERFORMING THIS PROCEDURE.

CAUTION: Failure to purge air from the cooling system can result in an overheating condition and severe engine damage.

NOTE: The preferred way to remove air from the cooling system is to use the Mopar Essential Tools and Service Equipment Tool, UView Airlift™ Cooling System Refill 399-550000 or equivalent. Evacuating or purging air from the cooling system involves the use of a pressurized air operated vacuum generator. The vacuum created allows for a quick and complete coolant refilling while minimizing the possibility of creating airlocks in the system components.

NOTE: To avoid damage to the cooling system, ensure that no component would be susceptible to damage when a vacuum is drawn on the system.

NOTE: The service area where this procedure is performed should have a minimum shop air availability of 80 PSI (5.5 bar) and should be equipped with an air dryer system.

153. Refer to the Mopar Essential Tools and Service Equipment Tool, UView Airlift™ Cooling System Refill 399-550000 or equivalent tool's operating manual for specific assembly steps.

- a) Remove the filler cap from the auxiliary pump coolant bottle reservoir.
- b) Using suitable hose-pinching pliers (1), clamp-closed the degas hose near the coolant reservoir (Figure 67).
- c) Choose an appropriate adapter cone that will fit the vehicle's cooling system filler neck.
- d) Attach the adapter cone to the vacuum gauge.

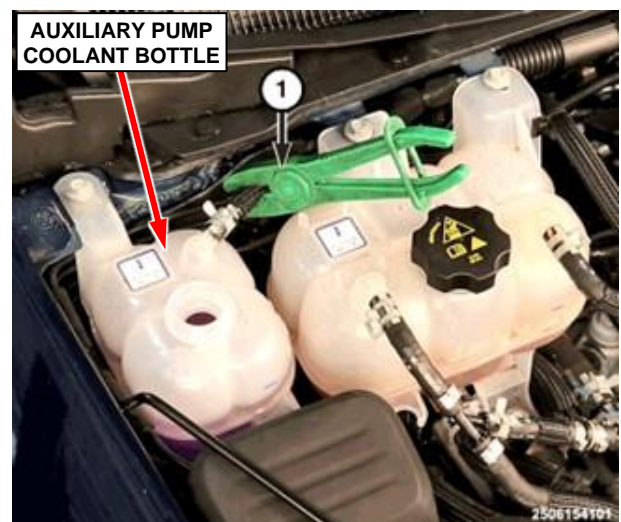


Figure 67 – Cooling System Refill

- e) Position the adaptor cone/vacuum gauge assembly (1) into the filler neck. Ensure that the adapter cone is sealed properly (Figure 68).
- f) Close the vacuum generator/venturi ball valve (2) (Figure 68).



Figure 68 – Cooling System Refill

- g) Connect the vacuum generator/venturi (1) to the positioned adaptor cone/vacuum gauge assembly (Figure 69).



Figure 69 – Cooling System Refill

SAFETY RECALL

NORTH AMERICA

Fuel Line



Reference: 77A / NHTSA 23V-500

FCA US LLC

- h) Make sure the vacuum generator/venturi ball valve is closed and attach an airline hose (1) (minimum shop air requirement of 80 PSI/5.5 bar) to the vacuum generator/venturi (Figure 70).
- i) Open the vacuum generator/venturi ball valve (2) (Figure 70).

NOTE: Do not bump or move the assembly as it may result in loss of vacuum.

- j) Let the system run until the vacuum gauge shows a good vacuum through the cooling system. Refer to the tool's operating manual for appropriate pressure readings.

NOTE: If a strong vacuum is being created in the system, it is normal to see the coolant hoses collapse.



Figure 70 – Cooling System Refill

- k) Close the vacuum generator/venturi ball valve (1) (Figure 71).
- l) Disconnect the airline (2) and the vacuum generator/venturi (3) from the adaptor cone/vacuum gauge assembly (Figure 71).
- m) Wait approximately 20 seconds, if the pressure readings do not move, the system has no leaks. If the pressure readings move, a leak could be present in the system. Check for leaks and repeat the procedure.



Figure 71 – Cooling System Refill

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Fuel Line



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- n) Place the tool's suction hose (1) into the coolant's container (2) (Figure 72).

NOTE: Ensure there is a sufficient amount of coolant, mixed to the required strength/protection level available for use. For best results and to assist the refilling procedure, place the coolant container at the same height as the filler neck. Always draw more coolant than required. If the coolant level is too low, it will pull air into the cooling system which could result in airlocks within the system.



Figure 72 – Cooling System Refill

- o) Pre-fill the tool suction hose (1) with coolant (Figure 73).
- p) Connect the tool's suction hose (1) to the adaptor cone/vacuum gauge assembly (Figure 73).



Figure 73 – Cooling System Refill

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- q) Open the suction hose's ball valve (1) (Figure 74).
- r) Open the vacuum generator/venturi ball valve (2) to begin filling the cooling system (Figure 74).
- s) When the vacuum gauge reads zero, the system is filled.

NOTE: Stop filling when the proper level is reached in the pressurized coolant bottle.

- t) Close the suction hose's ball valve and remove the suction hose from the adaptor cone/vacuum gauge assembly.
- u) Remove the adaptor cone/vacuum gauge assembly from the filler neck.
- v) Remove the hose-pinching pliers from the degas hose near the coolant reservoir.
- w) Add coolant to the pressurized coolant bottle as necessary. Only add coolant to the container when the cooling system is cold. Coolant level in a warm system will be higher due to thermal expansion. Add necessary coolant to raise container level to the COLD MINIMUM mark.



Figure 74 – Cooling System Refill

- 154. Using Mopar Essential Tools and Service Equipment Tool, UView Airlift™ Cooling System Refill 399-550000 or equivalent, repeat all the prior cooling system refill procedure steps for the **Passive Pump** and the **Auxiliary Pump** coolant bottles also (Figure 75).

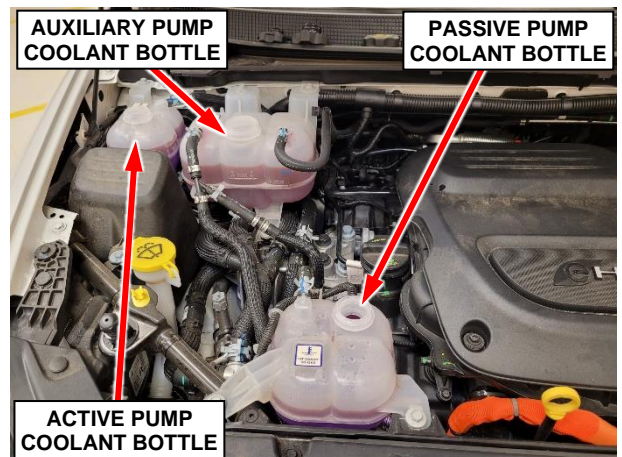


Figure 75 – Evacuate and Refill Power Electronics Pump Coolant Bottles

155. Using a scan tool, go to HCP Misc Functions then run the following pump routines to purge any trapped air from the power electronics cooling systems (Figure 76).

- High Temp Aux Pump
- Low Temp Passive Pump
- Low Temp Active Pump

NOTE: Do not allow the coolant reservoir to empty while running this routine.

NOTE: If the routine fails to run, cycle the ignition switch, that should allow the routine to run.

- Monitor the reservoir coolant level for the next 5 minutes and add additional coolant if required to maintain the minimum indicated coolant level.
- Allow the coolant level to stabilize for 30 seconds. If the coolant level drops during the stabilization period, and no leaks are present, repeat fill process.
- Add engine coolant through the filler neck as required until the coolant level reaches the MAX level of the coolant reservoir.
- Once the appropriate coolant level is achieved, install the cap on the filler neck.

156. Using the scan tool, clear any DTCs which may have occurred during the repair procedure.

157. Switch ignition to the OFF position and disconnect the scan tool.

158. Perform a pressure test of each power electronics coolant system to check for any leaks.

159. Start and run the engine to ensure fuel system is purged and no fuel leaks are found.

160. Install the fuel tank belly pan and install the fasteners (Figure 35).

161. Position the battery belly pan and install the fasteners (Figure 34).

162. Position the charger belly pan and install the fasteners (Figure 33).

163. Position the vehicle on an alignment rack.

164. Perform a wheel alignment check of proper specifications (adjust as necessary).

165. Position the engine belly pan and install the fasteners (Figures 32 and 31).

166. Position the front belly pan and install the fasteners (Figures 30 and 29).

167. Perform Section C. Install the Authorized Modifications Label.

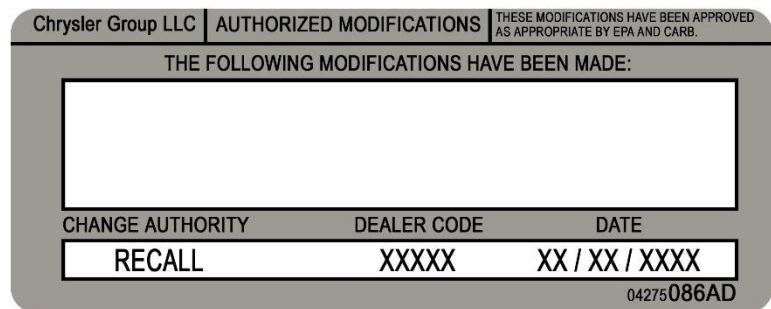


Figure 76 – Active Pump Routine

- 168. For California residents, perform Section D. Complete Proof of Correction Form.
- 169. Return the vehicle to inventory or the customer.

C. Install the Authorized Modifications Label:

Type or print (with a ballpoint pen) the necessary information shown in (Figure 77) onto the Authorized Modifications Label. Then attach the label near the VECI label



The image shows a rectangular label with a grey border. At the top left, it says "Chrysler Group LLC". At the top center, it says "AUTHORIZED MODIFICATIONS". At the top right, in smaller text, it says "THESE MODIFICATIONS HAVE BEEN APPROVED AS APPROPRIATE BY EPA AND CARB." Below this, it says "THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:" followed by a large empty rectangular box. At the bottom, there is a table with three columns: "CHANGE AUTHORITY", "DEALER CODE", and "DATE". The first row of the table contains the text "RECALL", "XXXXX", and "XX / XX / XXXX" respectively. In the bottom right corner of the label, the number "04275086AD" is printed.

Figure 77 – Authorized Modifications Label

D. 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.

Process Steps to obtain the California Proof of Correction form:

- a. Access the **“DealerCONNECT”** website.
- b. Select the **“Service”** tab.
- c. Under the **“Publications”** heading, select the **“ePublishing”** link.
- d. Sign in using your **Dealer Code** and **Password**.
- e. Select the **“Proof of Correction form”**.

This notice applies to your vehicle,

[Model Year and Model]

VIN XXXXXXXXXXXXXXXXXXXX

77A/NHTSA 23V-500

LOGO

VEHICLE PICTURE

YOUR SCHEDULING OPTIONS

- 1. RECOMMENDED OPTION**
Call your authorized Chrysler / Dodge / Jeep® / RAM Dealership
- 2. Call the FCA Recall Assistance Center at 1-800-853-1403.** An agent can confirm part availability and help schedule an appointment
- 3. Visit recalls.mopar.com, scan the QR code below, or download the Mopar Owner's Companion App.**

QR Code

Get access to recall notifications, locate your nearest dealer, and more through this website or Mopar Owner's Companion App. You will be asked to provide your Vehicle Identification Number (VIN) to protect and verify your identity. The last eight characters of your VIN are provided above.

DEALERSHIP INSTRUCTIONS

Please reference Safety Recall 77A.

IMPORTANT SAFETY RECALL

Fuel Line

Dear [Name],

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

FCA US LLC has decided that a defect, which relates to motor vehicle safety, exists in certain [2023 Model Year (RU) Chrysler Pacifica] Plug-In Hybrid Electric Vehicles (PHEVs).

It is extremely important to take steps now to repair your vehicle to ensure the safety of you and your passengers.

WHY DOES MY VEHICLE NEED REPAIRS?

The fuel line on your vehicle ^[1] may be improperly extruded which could lead to uncontained fuel in the engine compartment. Operators may observe a spill / drip or fuel odor. **Uncontained fuel in the presence of competent ignition source can result in a vehicle fire which increases the risk of injury to occupants and persons outside the vehicle, as well as property damage.**

HOW DO I RESOLVE THIS IMPORTANT SAFETY ISSUE?

FCA US will repair your vehicle ^[2] free of charge (parts and labor). To do this, your dealer will inspect and, if necessary, replace the suspect fuel line. The estimated inspection time is 20 minutes and if replacement is necessary estimated repair time is seven hours. In addition, your dealer will require your vehicle for proper check-in, preparation, and check-out during your visit, which may require more time. Your time is important to us, so we recommend that you schedule a service appointment to minimize your inconvenience. Please bring this letter with you to your dealership.

**TO SCHEDULE YOUR FREE REPAIR,
CALL YOUR CHRYSLER, DODGE, JEEP OR RAM DEALER TODAY**

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 Safety 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 Safety Recall has been performed.

In order to ensure your full protection under the emissions warranty provisions, it is recommended that you have your vehicle serviced as soon as possible. Failure to do so could be determined as lack of proper maintenance of your vehicle.

WHAT IF I ALREADY PAID TO HAVE THIS REPAIR COMPLETED?

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. ^[3] Once we receive and verify the required documents, reimbursement will be sent to you within 60 days. If you have had previous repairs performed and/or already received reimbursement, you may still need to have the recall repair performed.

We apologize for any inconvenience, but are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Assistance/Field Operations
FCA US LLC



Mr. Mrs. Customer
1234 Main Street
Hometown, MI 48371

[1] If you no longer own this vehicle, please help us update our records. Call the FCA Recall Assistance Center at 1-800-853-1403 to update your information.

[2] 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 safercar.gov.

[3] You can also mail in 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.

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