

Part 573 Safety Recall Report

24V-943

Manufacturer Name : Chrysler (FCA US, LLC)**Submission Date :** MAR 11, 2025**NHTSA Recall No. :** 24V-943**Manufacturer Recall No. :** EOB**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 : 2,021

Estimated percentage with defect : 15 %

Vehicle Information :

Vehicle 1 : 2019-2020 Alfa Romeo Giulia

Vehicle Type :

Body Style : 4-DOOR

Power Train : NR

Descriptive Information : Some 2019-2020 MY Alfa Romeo Giulia vehicles may have been built with a loose input rod on the brake pedal to the actuator rod on the brake booster, which may cause the screw connection to disconnect.

The suspect period began on May 30, 2019, when the first suspect parts were installed into vehicles, and ended on February 6, 2020, when vehicles were no longer being produced with the defect. Supplier production and vehicle traceability records were used to determine the suspect population.

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

The total affected vehicles for this model is 1,025.

Production Dates : MAY 30, 2019 - FEB 06, 2020

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2019-2020 Alfa Romeo Stelvio

Vehicle Type :

Body Style : SUV

Power Train : NR

Descriptive Information : Some 2019-2020 MY Alfa Romeo Stelvio vehicles may have been built with a loose input rod on the brake pedal to the actuator rod on the brake booster, which may cause the screw connection to disconnect.

The suspect period began on May 23, 2019, when the first suspect parts were installed into vehicles, and ended on December 20, 2019, when vehicles were no longer being produced with the defect. Supplier production and vehicle traceability records were used to determine the suspect population.

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

The total affected vehicles for this model is 996.

Production Dates : MAY 23, 2019 - DEC 20, 2019

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : Due to a misaligned screwing station, there is a possibility of a loosened connection between the piston and push rod that connects the brake pedal to the brake booster.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If a complete separation of the piston and push rod would occur, the mechanical coupling of the brake pedal and brake booster may no longer be guaranteed, and vehicle braking would only be possible using the electronic park brake switch, increasing the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : If the connection is loose, the driver may notice an abnormal noise or an unstable brake pedal.

Involved Components :

Component Name 1 : Anti-Lock Brake Control Unit

Component Description : ABS Control Module

Component Part Number : 68471667AA / 68505303AA

Supplier Identification :

Component Manufacturer

Name : Continental Automotive Systems, Inc.

Address : One Continental Drive
Auburn Hills Michigan 48326

Country : United States

Chronology :

On July 31, 2024, the Stellantis Europe Supplier Quality team was informed by the supplier of a potential issue related to the MK C1 braking system.

On September 27, 2024, the Stellantis Europe S.p.A Customer Experience ("CX") department opened an investigation as a result of information provided from the supplier regarding suspect parts.

On October 21, 2024, the Stellantis Europe S.p.A CX department received information from the supplier defining a scope of suspect parts and the fact that final torque might not be according to manufacturing specification.

On November 4, 2024, the Stellantis Europe S.p.A CX department received a complete scope of the suspect parts with serial numbers from the supplier.

On November 20, 2024, Continental Automotive Systems, Inc. submitted its Defect Information Report regarding the suspect component (NHTSA No. 24E-092).

From November 2024, through December 2024, the Stellantis Europe S.p.A CX organization reviewed supplier data, traceability records, and determined the suspect period on affected vehicles.

As of December 12, 2024, Stellantis Europe S.p.A has not identified any field reports globally potentially related to this issue.

As of December 12, 2024, Stellantis Europe S.p.A is not aware of any accidents, injuries or fires potentially related to this issue for all markets.

On December 13, 2024, 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 inspect the push rod connection and, if necessary, torque to specification.

FCA US submitted its General Reimbursement Plan relating to reimbursement to owners and purchasers for costs incurred for remedies in advance of the manufacturer's notification of safety-related defects and noncompliance with Federal motor vehicle safety standards in October 2024. Owners and purchasers may be eligible for reimbursement in accordance with that plan.

How Remedy Component Differs from Recalled Component : The remedy will be to inspect the push rod connection and, if necessary, torque to specification.

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

Recall Schedule :

Description of Recall Schedule : **03/11/2025: FCA US mailed owners an Interim letter on 02/13/2025 and will begin mailing Final Owner letters on or about 03/18/2025.

**12/19/2024: FCA US will notify dealers on or about 01/03/2025 and begin notifying owners on or about 02/07/2025.

Planned Dealer Notification Date : JAN 03, 2025 - JAN 03, 2025

Planned Owner Notification Date : FEB 07, 2025 - FEB 07, 2025

* NR - Not Reported