

SAFETY RECALL

NORTH AMERICA

Collapsed Brake Pedal



Reference: D0C / NHTSA 25V-846

FCA US LLC



Remedy available for
2024 (GG) Dodge Hornet PHEV



Remedy available for
2024 (GC) Alfa Romeo Tonale PHEV

Template Version 1.0

Revision	Edition	Detail
0	December 2025	Initial version.

SYMPTOM DESCRIPTION

Some of the above vehicles may have been built with a brake pedal assembly that may collapse while braking. A brake pedal that collapses while driving prevents the driver from being able to activate the service brakes which can cause a vehicle crash without prior warning.

Should this happen, the Electronic Park Brake, located on the center console, can be pulled up and held while driving to slow the vehicle to a controlled stop. Additionally, the Automatic Emergency Braking system, unless deactivated, will intervene without further action from the driver when it detects a collision is imminent.

SCOPE

This recall applies only to the above vehicles.

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. Violation of this requirement by a dealer could result in a civil penalty of up to \$27,874 per vehicle.
- Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery.
- Dealers should also perform this recall on vehicles in for service.

Involved vehicles can be determined by using the VIP inquiry process.

REPAIR TO BE PERFORMED

Add an additional fastener at the location indicated to reinforce the pedal.

ALTERNATE TRANSPORTATION

Dealers should proactively minimize customer inconvenience while the recall repair is being performed. Reference the Goodwill Alternate Transportation Guidelines warranty bulletin link within Recall Central on DealerCONNECT for options to support the customer while their vehicle is in service.

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
Install Fastener in Brake Pedal Assembly	05-D0-C1-82	0.2

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

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

For Mobile Service Reimbursement, dealer to include standard dealer entry and mark-up for parts, standard dealer entry and labor rate for service, as well as the

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special services code for mobile allowance. The special services LOP will only be paid once per VIN and may NOT be used in coordination with any Alternate Transportation claims.

For additional details, reference the Mobile Service Warranty Bulletin - for convenience, a copy has been linked within Recall Central on DealerCONNECT.

PARTS INFORMATION

Part No.	Qty.	Part Name
CSFSB7B1AA		
	1	Flat Head Cap Screw - M6-1.0 x 35mm
	1	Nut – Nylock - M6-1.0
	1	Intermediate Shaft Bolt

PARTS RETURN

No parts return required for this campaign.

SPECIAL TOOLS

No Special Tools are required to perform this service procedure.

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.

Dealers are encouraged to consider alternative scheduling and servicing approaches for this recall.

This repair does not require hoists or other full service facility special equipment and is a Chrysler Mobile Service approved repair.

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
FCA US LLC.

SERVICE PROCEDURE

Additional anchor application

NOTE: Rotate the steering wheel as necessary to access the intermediate shaft bolt.

NOTE: Do not rotate the steering wheel while the intermediate shaft is removed.

REMOVAL

1. Access the front driver's side area.
2. Unscrew the intermediate shaft universal joint bolt (1) and discard it (Figure 1).
3. Move the intermediate shaft aside to allow access to the pedal area.

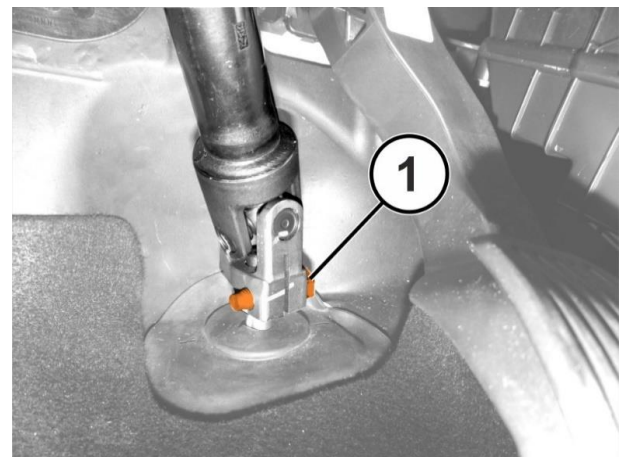


Figure 1 – Intermediate Shaft Bolt

WARNING: The fastener must be installed with the screw head facing inboard, and the nut outboard, to create proper clearance to the intermediate shaft.

CAUTION: Follow the instructions in Step 4 and 5 when you have a torque wrench that can be set to 1.5 N·m.

CAUTION: Never apply more torque than prescribed. Even a minimal increase of torque will break the brake pedal.

REFITTING

4. Install the **NEW** nut and **NEW** screw (1) into the hole in the pedal assembly as indicated (Figure 2).
5. Press the screw against the pedal until there is no slack between the screw head and pedal assembly. Drive the nut until the nylon locking material is fully engaged (Figure 2). Tighten the nut to 1.5 N·m (13 in. lbs.).

NOTE: Visually and carefully check at the end of the reworking that there is no damage at the point of application of the bolt.

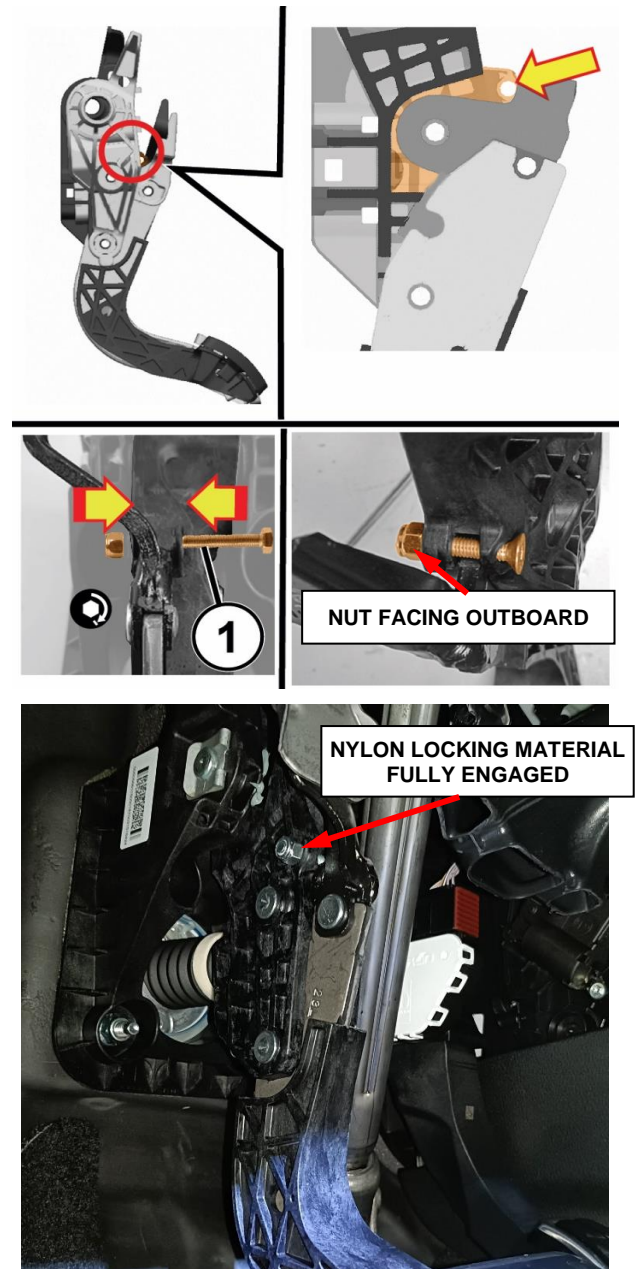


Figure 2 – Install New Screw

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CAUTION: Follow the instructions in Steps 6 and 7 when you DO NOT have a torque wrench that can be set to 1.5 N·m.

CAUTION: Power tools are not allowed for this operation.

6. Tighten the nut using a 1mm feeler gage as shown (Figure 3).
7. After the nut is moderately tight against the feeler gage, remove the gage and visually inspect the pedal at the screw and nut surfaces.

NOTE: Visually and carefully check at the end of the reworking that there is no damage at the point of application of the bolt.

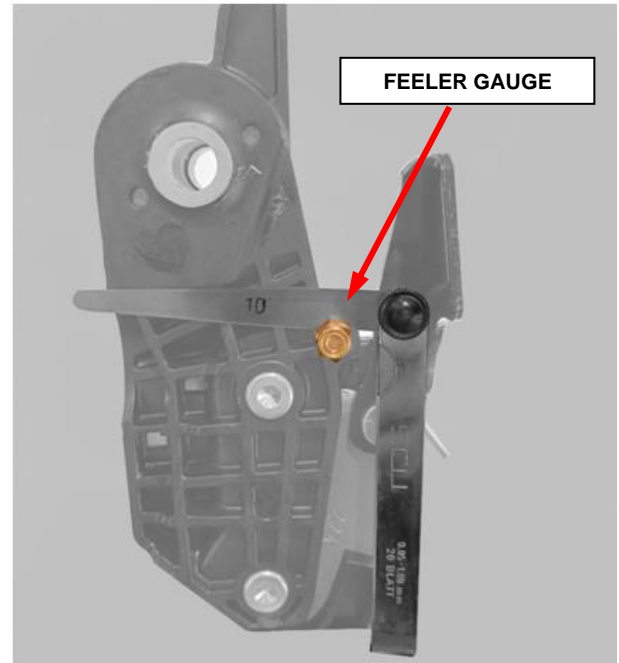


Figure 3 – Feeler Gage

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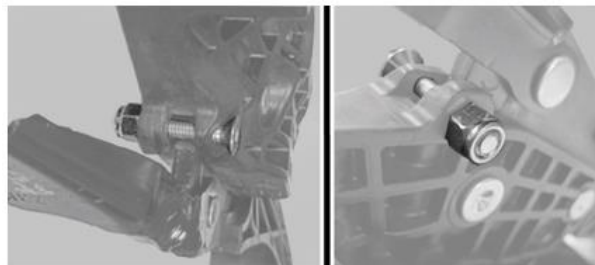


Figure 4 – A Properly Seated Fastener



Figure 5 – An Over Torqued Fastener



Figure 6 – An Under Torqued Fastener

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NOTE: Intermediate shaft bolt torque is critical. Please use care in securing the fastener to the specified torque below.

8. Connect the intermediate shaft to the steering box pinion and tighten the **NEW** pinch bolt (1) to 55 N·m (41 ft. lbs.) (Figure 1).
9. Return the vehicle to the customer.