

FCA US LLC Chronology  
2017 MY Jeep Wrangler and Dodge Caravan Brake Lamps Stay On  
Submitted February 8, 2018

- On September 11, 2017, an End of Line test detected a failed brake pedal switch that was not adjusting correctly to the home pedal position at Windsor Assembly Plant (“WAP”). The brake switch supplier was notified.
- On September 11, 2017, suspect switches and components were quarantined at the Tier 1 supplier. A Third Party Containment and Product Resolution was initiated at WAP and Toledo South Assembly Plant to quarantine and scrap all suspect inventory.
- Between September 13 and September 15, 2017, the Tier 1 supplier confirmed suspect brake switch ratcheting efforts were below specification of a minimum of seven pounds. Root cause was determined to be gas build up in the core of switch plunger mold tool due to a blocked vent causing deformed set rings. A contributing factor was the doubling of the normal plunger lot size from 90,000 to 180,000 pieces.
- On October 8, 2017, Product Related Issue (“PRI”) #18-033-01 was called to hold and rework vehicles within FCA US’ control with suspect switches.
- On October 24, 2017, the FCA US Vehicle Safety and Regulatory Compliance organization opened an investigation as a result of PRI #18-033-01, Global Issue Management System (“GIM”) #NUSSQTCHR17010774.
- Between October 21, 2017, and November 16, 2017, a read across study was conducted to determine whether the same switch, used in different systems that are not tied to vehicle securement, could pose a potential safety issue. Results of the analysis concluded that the suspect switch used in other vehicle systems did not pose a potential safety issue due, to either the inherent nature of those systems, or system level redundancies that provided for a safe failure of the switch.
- On December 8, 2017, FCA US engineering tested a 2017 MY RT with a simulated failed brake switch and confirmed that the vehicle can be shifted out of PARK when the key is in the RUN position.
- On December 19, 2017, FCA US engineering tested a 2017 MY JK with a simulated failed brake switch and an automatic transmission and confirmed that the vehicle can be shifted out of PARK when the key is in the RUN position.
- As of January 26, 2018, FCA US identified approximately two CAIRs, zero VOQs and five field reports related to this issue.
- As of January 26, 2018, total warranty is 55 at 1.16c/1000.
- As of January 26, 2018, FCA US is not aware of any accidents or injuries potentially related to this issue.
- On February 1, 2018, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.