

Part 573 Safety Recall Report

18V-100

Manufacturer Name : Chrysler (FCA US LLC)**Submission Date :** FEB 22, 2018**NHTSA Recall No. :** 18V-100**Manufacturer Recall No. :** U11**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 : 180,462

Estimated percentage with defect : 3 %

Vehicle Information :

Vehicle 1 : 2017-2018 Ram 1500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 1500 trucks equipped with a column shifter. The suspect period began at Warren Truck Assembly Plant ("WTAP") and at Saltillo Truck Assembly Plant ("STAP") on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on December 28, 2017 at WTAP and January 13, 2018 at STAP when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with rotary or floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 13, 2018

VIN Range 1 : Begin : NR

End : NR

 Not sequential

Vehicle 2 : 2017-2018 Ram 2500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 2500 trucks equipped with a column shifter. The suspect period began at STAP on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on January 10, 2018 when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 10, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 3 : 2017-2018 Ram 3500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 3500 trucks equipped with a column shifter. The suspect period began at STAP on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on January 24, 2018 when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 24, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 4 : 2017-2018 Ram 3500 Cab Chassis

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 3500 Cab Chassis trucks equipped with a column shifter. The suspect period began at STAP on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on January 10, 2018 when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 10, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 5 : 2017-2018 Ram 3500 Cab Chassis with a Gross Vehicle Weight Rating ("GVWR") less than 10,000 lbs.

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 3500 Cab Chassis with a Gross Vehicle Weight Rating ("GVWR") less than 10,000 lbs. trucks equipped with a column shifter. The suspect period began at STAP on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on January 23, 2018 when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 23, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 6 : 2017-2018 Ram 4500/5500 Cab Chassis

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

Descriptive Information : This issue affects all 2017-2018 MY Ram 4500/5500 Cab Chassis trucks equipped with a column shifter. The suspect period began at STAP on January 1, 2017, the day after the suspect period ended for safety recall 17V-821. The suspect period ended on January 10, 2018 when sorted parts were implemented. This issue affects the above referenced vehicles equipped with a column shifter and does not affect similar vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application.

Production Dates : JAN 01, 2017 - JAN 10, 2018

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Description of Defect :

Description of the Defect : Depression of the brake pedal when the vehicle is in PARK and running energizes the Brake Transmission Shift Interlock ("BTSI"). When the BTSI is energized for prolonged periods, the temperature rises, causing the BTSI housing plastic to swell and the grease to degrade, which causes the BTSI locking pin to stick in the open position. With the BTSI locking pin in the open position, the transmission can be shifted out of PARK and to any gear position without depression of the brake pedal and/or without the key in the ignition, if key applicable.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition (or while the ignition is in the "OFF" mode) or without a brake pedal application, which increases the potential for an unintended vehicle rollaway that can cause vehicle crash without prior warning.

Description of the Cause : NR

Identification of Any Warning that can Occur : This issue is not detectable to consumers.

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR
NR
Country : NR

Chronology :

- On December 18, 2017, the FCA US Vehicle Regulations Committee (“VRC”) requested follow up on tool history for 2017-2018 MY vehicles built after December 31, 2016.
- In January 2018, FCA Engineering energized a BTSI solenoid for 30 minutes in an oven set at 170 degrees Fahrenheit to simulate a higher atmospheric starting temperature. The solenoid reached 250 degrees within 5 minutes of activation.
- In January 2018, the FCA US Vehicle Safety and Regulatory Compliance (“VSRC”) requested tooling history of the bobbin housing and armature pin. No tooling changes were found affecting the diameter of the parts after December 31, 2016.
- In January 2018, the FCA US VSRC re-opened the multi-state survey to continue to review 2017 and 2018 MY vehicles. No failures were found.
- On January 18, 2018, the FCA US VSRC searched for new repair orders and identified 3 vehicles built after December 31, 2016 with confirmed BTSI failures allowing the customer to shift out of PARK without the brake pedal applied.
- On January 26, 2018, the FCA US VSRC searched for new CAIRs and field reports. There were 2 additional field reports for vehicles built after December 31, 2016 with confirmed BTSI failures allowing the customer to shift out of park without the brake pedal applied.
- On February 1, 2018, FCA US determined, through the VRC, 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 on all affected vehicles to test the BTSI operation and replace if necessary, and to reprogram the Body Control Module with new software that de-energizes the BTSI and releases the locking pin after 3 minutes of brake application while the vehicle is in PARK.

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 : Part Name: Bracket, Gearshift
Part Description: Bracket with solenoid (Brake Transmission Shift Interlock)
Part Number: 05057506AD, 05057507AB

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

Recall Schedule :

Description of Recall Schedule : ** 2/08/2018: FCA US will notify dealers and begin notifying owners on or about 3/30/2018.

Planned Dealer Notification Date : MAR 30, 2018 - MAR 30, 2018

Planned Owner Notification Date : MAR 30, 2018 - MAR 30, 2018

* NR - Not Reported