



October 2016

Dealer Service Instructions for:

Safety Recall S55 / NHTSA 16V-529 Transaxle Range Sensor Wire Harness

NOTE: Software is not available for the BU and FB models at this time. Should one of these vehicles arrive at your dealer to have this recall performed, please inform the vehicle owner that the vehicle cannot be repaired at this time. All BU/FB vehicle owners who are involved in this recall will receive an Owner letter once the software becomes available. Do not write up the vehicle or attempt to repair the vehicle until software becomes available.

Models

2014 - 2015 (KL) Jeep® Cherokee

NOTE: This recall applies only to the above vehicles equipped with a 9-speed transaxle (sales code DFH, DFJ, DF6, or DF5) and final drive ratio (sales code DLT, DMA, DML, DMD, or DME) built through October 31, 2014 (MDH 103123).

2015 (UF) Chrysler 200

NOTE: This recall applies only to the above vehicles equipped with a 9-speed transaxle (sales code DFH or DF5) built through October 31, 2014 (MDH 103123).

2015 (VM) RAM ProMaster City

NOTE: This recall applies only to the above vehicles equipped with a 9-speed transaxle (sales code DFH) built through July 27, 2015 (MDH 072700).

Software to repair the vehicles below is presently not available.

2015 (BU) Jeep® Renegade

NOTE: This recall applies only to the above vehicles equipped with a 9-speed transaxle (sales code DFH) and final drive ratio (sales code DMA or DME) built through August 28, 2015 (MDH 082800).

2016 (FB) Fiat 500X

NOTE: This recall applies only to the above vehicles equipped with a 9-speed transaxle (sales code DFH) and final drive ratio (sales code DME) built from January 13, 2015 through July 29, 2015 (MDH 011300 through 072900).

Models (continued)

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.

Subject

The transaxle range sensor wire harness on about 323,400 of the above vehicles may have been built with insufficient wire terminal crimps. This may cause an intermittent high electrical resistance in the transaxle range sensor wire harness circuit(s). A high resistance circuit(s) in this transaxle range sensor wiring harness will cause the on-board diagnostic system to set a Diagnostic Trouble Code (DTC). When the DTC is set, the system defaults the transaxle to neutral and the customer experiences a loss of motive power. Motive power can usually be regained upon an engine restart. The loss of motive power could cause a crash without warning.

Repair

The Transmission Control Module (TCM) must be reprogrammed with new software. The new software strategy will eliminate the transaxle “shift-to-neutral” condition for this issue, place the transaxle in a “fixed gear limp mode” and illuminate the Malfunction Indicator Lamp (MIL) if a high resistance circuit is detected in the transaxle range sensor wire harness.

Also, if certain Diagnostic Trouble Codes (DTC’s) are present, the transaxle range sensor wire harness will be replaced.

Parts Information

SPECIAL NOTE: If certain Diagnostic Trouble Codes (DTC's) referenced in the Service Procedure (Step 11) are present, the transaxle range sensor wire harness will need to be replaced. The expected failure rate for replacement is approximately 5% of the total vehicle population. Due to the low expected failure rate, do not order a transaxle range sensor wire harness until you verify the specified DTC's. A parts ordering restriction has been assigned to help manage harness part availability. If you require additional harness quantities beyond the parts ordering restriction quantity, utilize the Campaign Parts Expediting process located in Recall Central on DealerCONNECT.

<u>Part Number</u>	<u>Description</u>
CSVFS551AA	Harness, Transaxle Range Sensor Wire (KL/BU/FB models with final drive ratio sales code DME, DMC, DMD, or DMD and all VM models)
CSVFS552AA	Harness, Transaxle Range Sensor Wire (KL/BU models with final drive ratio sales code DMA or DLT)
CSVFS553AA	Harness, Transaxle Range Sensor Wire (all UF models)
CSVFS555AA	Valve Body O-Ring Kit
68218925AA	ATF, Mopar 8&9 Speed (three quarts required)
	or
L12108	ATF, Shell® (three quarts required)
	or
S67109031201	ATF, ZF Lifeguard 8® (three quarts required)

NOTE: If Shell ATF or ZF ATF is used during the repair, use “NPN” on the claim when charging out the ATF fluid. Do not use the part numbers above, they are for reference only. For NAFTA region vehicles, only the Mopar ATF can be charged out on the claim using the part number provided.

Service Procedure**A. Check for Diagnostic Trouble Codes (DTC's)**

NOTE: The wiTECH scan tool must be used to perform this recall. The wiTECH software is required to be at the latest release level before performing this procedure.

1. Open the hood. Install a battery charger and verify that the charging rate provides 13.0 to 13.5 volts. Do not allow the charger to time out during the flash process. Set the battery charger timer (if so equipped) to continuous charge.

NOTE: Use an accurate stand-alone voltmeter. The battery charger volt meter may not be sufficiently accurate. Voltages outside of the specified range will cause an unsuccessful flash. If voltage reading is too high, apply an electrical load by activating the park or headlamps and/or HVAC blower motor to lower the voltage.

2. Connect the wiTECH micro POD to the vehicle data link connector.
3. Place the ignition in the “**RUN**” position.
4. Open the wiTECH Diagnostic application.
5. Starting at the “Select Tool” screen, highlight the row/tool for the wiPOD device you are using. Then select “**Next**” at bottom right side of the screen.
6. Enter your “**User id**” and “**Password**”, then select “**Finish**” at the bottom of the screen.

Service Procedure (Continued)

7. From the “**Vehicle View**” screen, select the “**TCM**” icon.
8. Select the “**Flash**” tab.
9. Record the vehicle’s current TCM software level part number.

NOTE: The TCM software level part number must be known to properly determine the level of repair the vehicle requires.

10. Using the appropriate chart below, determine if the vehicle’s current software is old software or new software:

UF Models	
Old Software	New Software
68284158AD or lower	68284158AE or higher
68272209AD or lower	68272209AE or higher
68272314AE or lower	68272314AF or higher
68271619AE or lower	68271619AF or higher
68271618AE or lower	68271618AF or higher

VM Models	
Old Software	New Software
68257277AD or lower	68351657AA or higher

BU Models	
Old Software	New Software
68297862AC or lower	68297862AD or higher
68297864AC or lower	68297864AD or higher
68297863AC or lower	68297863AD or higher
68297827AC or lower	68297827AD or higher
68297828AC or lower	68297828AD or higher

FB Models	
Old Software	New Software
68297860AE or lower	68297860AF or higher
68297861AE or lower	68297861AF or higher
68297829AC or lower	68297829AD or higher

Service Procedure (Continued)

KL Models	
Old Software	New Software
68241152AD or lower	68241152AE or higher
68241141AD or lower	68241141AE or higher
68241129AD or lower	68241129AE or higher
68241142AD or lower	68241142AE or higher
68241130AD or lower	68241130AE or higher
68241143AD or lower	68241143AE or higher
68241139AD or lower	68241139AE or higher
68241149AD or lower	68241149AE or higher
68241131AC or lower	68241131AD or higher
68241144AC or lower	68241144AD or higher
68241132AC or lower	68241132AD or higher
68241145AC or lower	68241145AD or higher
68241133AC or lower	68241133AD or higher
68241146AC or lower	68241146AD or higher
68241136AC or lower	68241136AD or higher
68241147AC or lower	68241147AD or higher
68241140AC or lower	68241140AD or higher
68241150AC or lower	68241150AD or higher
68284510AC or lower	68284510AD or higher
68284519AC or lower	68284519AD or higher
68284511AC or lower	68284511AD or higher
68284520AC or lower	68284520AD or higher
68284512AC or lower	68284512AD or higher
68284521AC or lower	68284521AD or higher
68284517AC or lower	68284517AD or higher
68284526AC or lower	68284526AD or higher
68241170AF or lower	68241170AG or higher
68241161AF or lower	68241161AG or higher
68241169AF or lower	68241169AG or higher
68241160AF or lower	68241160AG or higher
68241168AF or lower	68241168AG or higher
68241159AF or lower	68241159AG or higher
68241163AF or lower	68241163AG or higher
68241173AF or lower	68241173AG or higher
68284513AB or lower	68284513AC or higher
68284522AB or lower	68284522AC or higher
68284514AB or lower	68284514AC or higher
68284523AB or lower	68284523AC or higher
68284515AB or lower	68284515AC or higher
68284524AB or lower	68284524AC or higher
68284516AB or lower	68284516AC or higher
68284525AB or lower	68284525AC or higher
68284518AB or lower	68284518AC or higher
68284527AB or lower	68284527AC or higher

Service Procedure (Continued)

11. From the “**Vehicle View**” screen, check for DTC’s:

- **For vehicles with old TCM software**, if DTC P0975, P0978, P0981 or P0984 is not active or stored continue with **Section C. Reprogram Powertrain Control Module**.
- **For vehicles with old TCM software**, if DTC P0975, P0978, P0981 or P0984 is active or stored, continue with **Section B. Replace Transaxle Wire Harness**.
- **For vehicles with new TCM software**, if DTC P0901 is not active or stored, no further action is required. Return the vehicle to the customer.
- **For vehicles with new TCM software**, if DTC P0901 is active or stored, continue with **Section B. Replace Transaxle Wire Harness**.
- **For vehicles with new TCM software and DTC P0975, P0978, P0981 or P0984**, there is an issue with the transaxle that is not addressed in this recall. Refer to the diagnostic information to determine the transaxle issue.

Service Procedure (Continued)

B. Replace Transaxle Wire Harness

1. Open the hood.
2. Disconnect the negative battery cable.
3. Remove and save the plastic engine cover.
4. **For BU/FB models**, remove and save the two transaxle wire harness bracket retaining bolts (Figure 1).

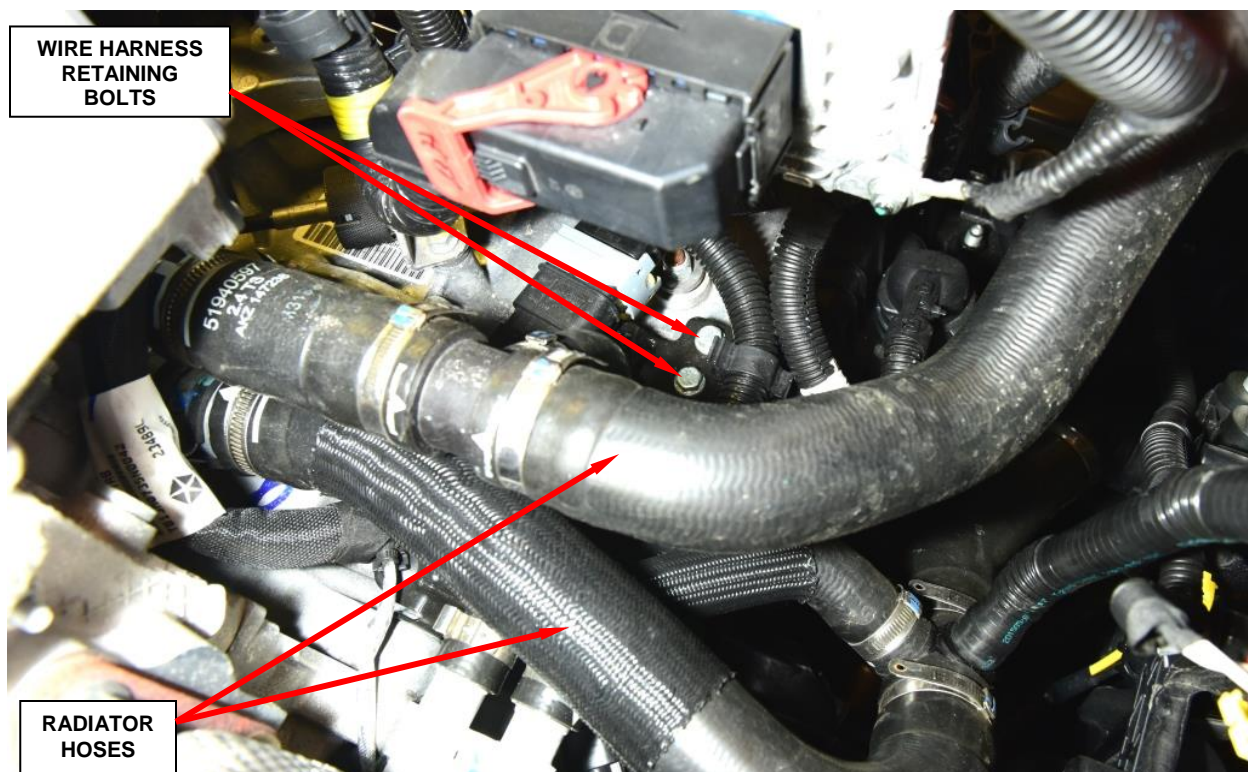


Figure 1 – Wire Harness Bracket Retaining Bolts

Service Procedure (Continued)

5. For BU/FB models, rotate the lock lever on the transaxle round wire harness electrical connector counterclockwise.
6. For BU/FB models, disengage the transaxle round wire harness connector from the socket on the transaxle front pan.
7. For BU/FB models, using a suitable pry tool, remove the clip holding the transaxle round wire harness connector socket in the valve body cover (Figure 1).
8. For BU/FB models, remove and save the two upper transaxle front cover retaining bolts.

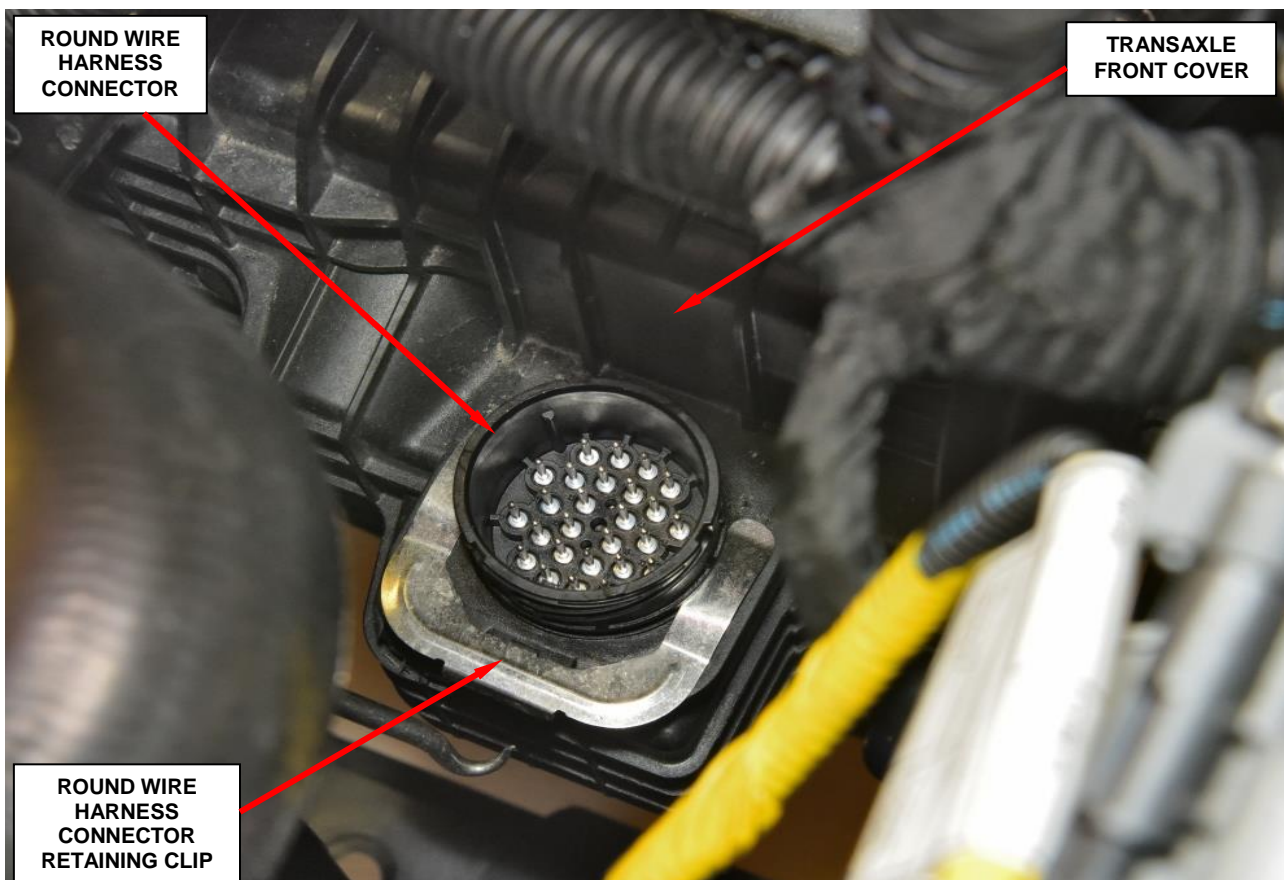
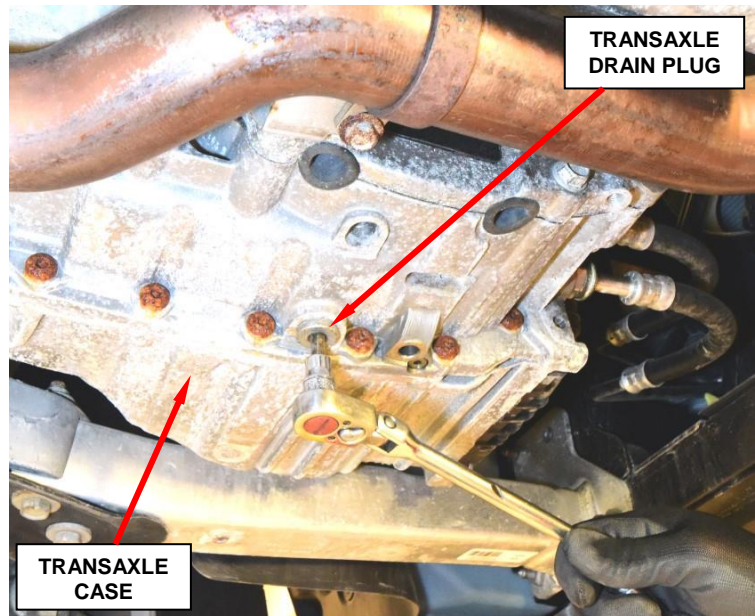
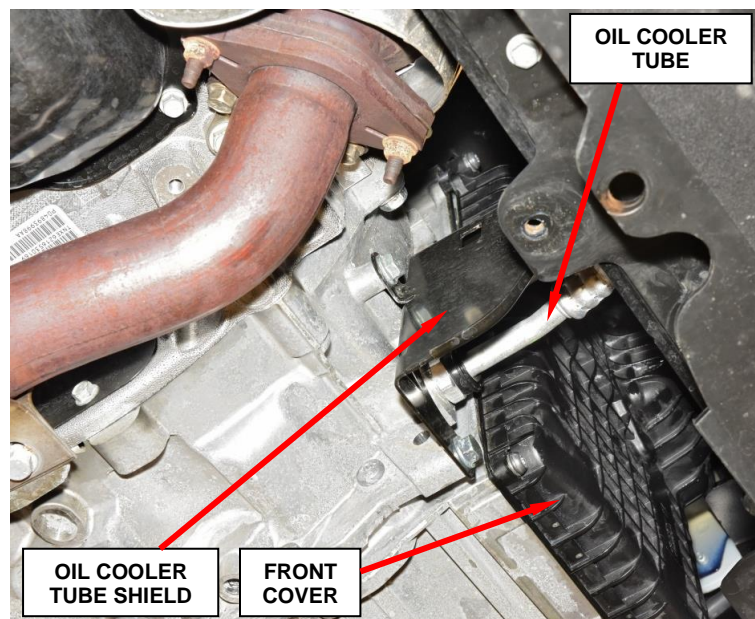


Figure 2 – Round Transaxle Connector Retaining Clip

Service Procedure (Continued)

8. Raise the vehicle on an appropriate hoist.
9. Remove and save the underbody splash shield and lower fascia screws.
10. Place a drain pan into position and remove and save the transaxle oil drain plug (Figure 1).
11. After transaxle fluid has fully drained, install the transaxle oil drain plug. Tighten the drain plug to 26 ft. lbs. (35 N·m).
12. **For KL/UF models**, rotate the lock lever on the round transaxle wire harness connector counterclockwise.
13. **For KL/UF models**, disengage the round transaxle wire harness connector from the socket on the transaxle front pan.
14. **For KL/UF models**, using a suitable pry tool, remove the clip holding the round transaxle wire harness connector socket in the valve body cover (Figure 2).
15. **For KL/UF models**, push the round transaxle harness connector through the transaxle front cover.
16. **For BU/FB models**, remove and save the oil cooler tube shield (Figure 4).

**Figure 3 – Transaxle Drain Plug****Figure 4 – Oil Cooler Tubes Shield**

Service Procedure (Continued)

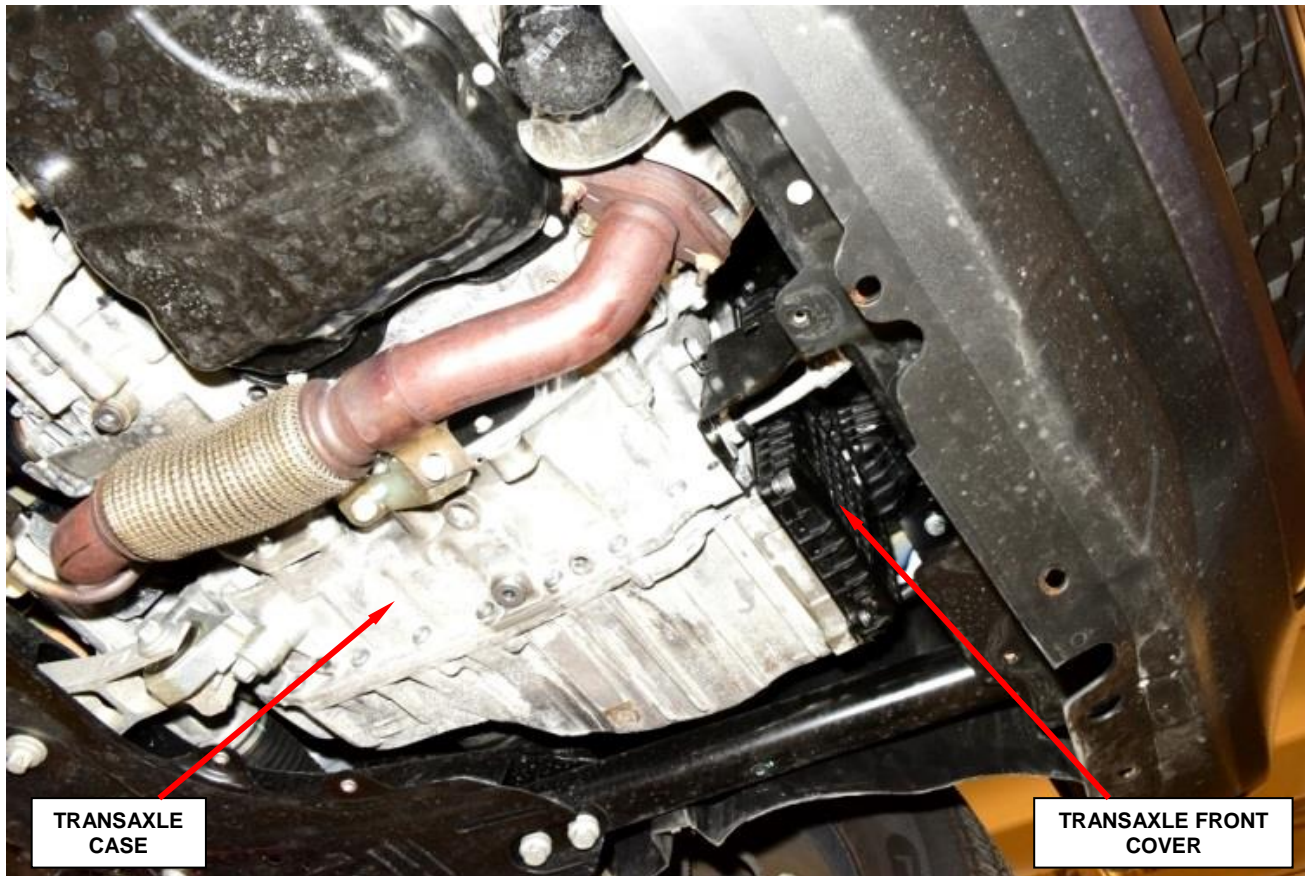


Figure 5 – Transaxle Front Cover

17. Remove and save the transaxle front cover (Figure 5).
18. Remove and save the valve body retaining bolts (Figure 6).
19. Using a pry tool, separate the valve body from the case.
20. Using a T27 Torx bit, remove and save the transmission speed sensor screw and pull the speed sensors from the transaxle case.

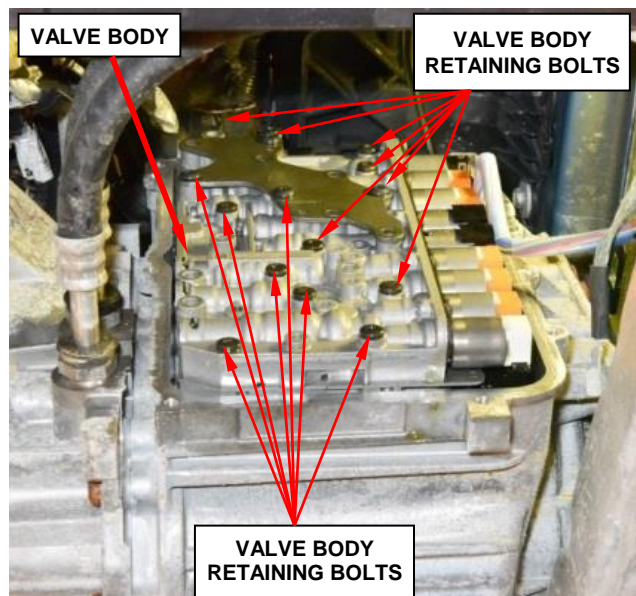
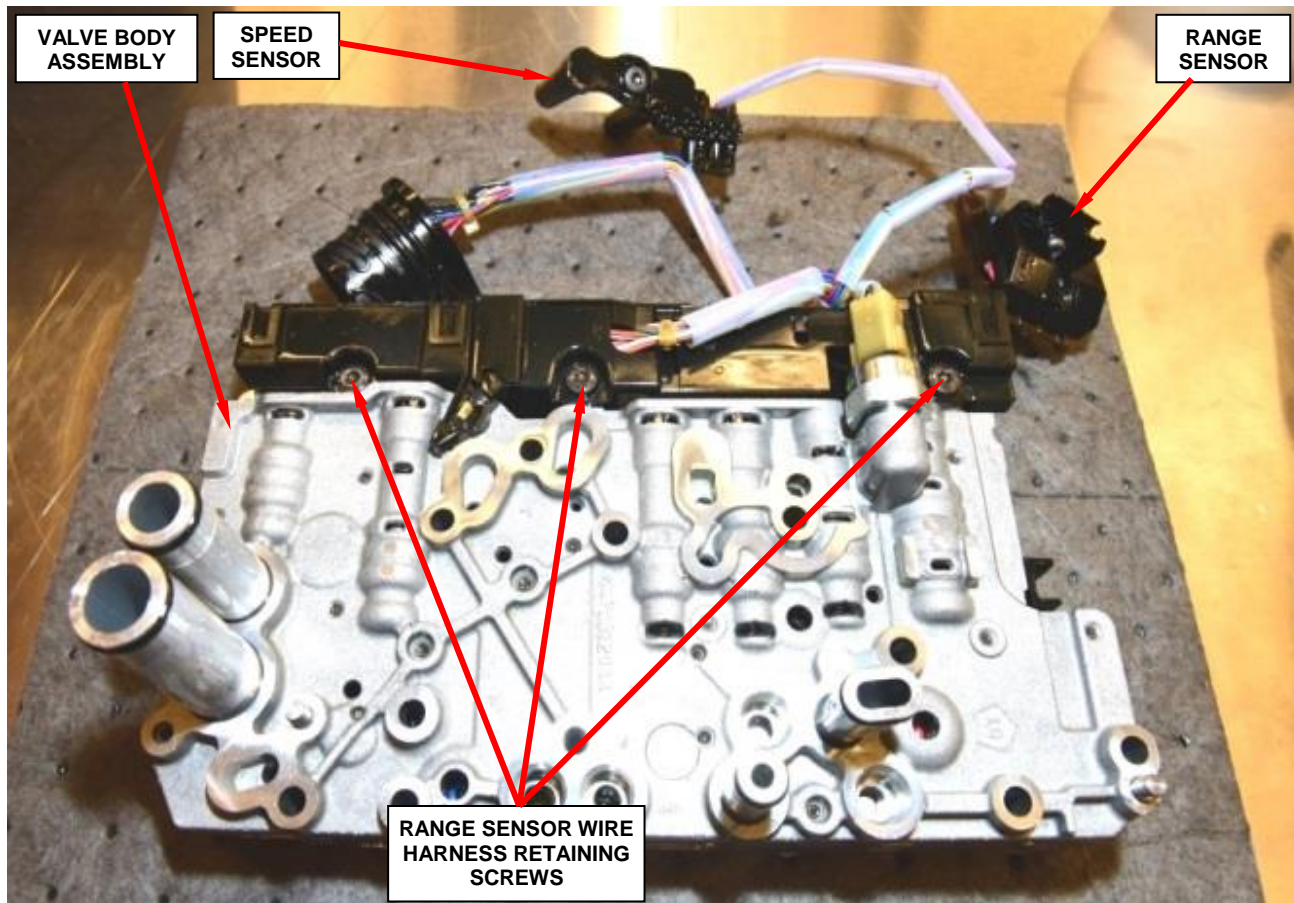
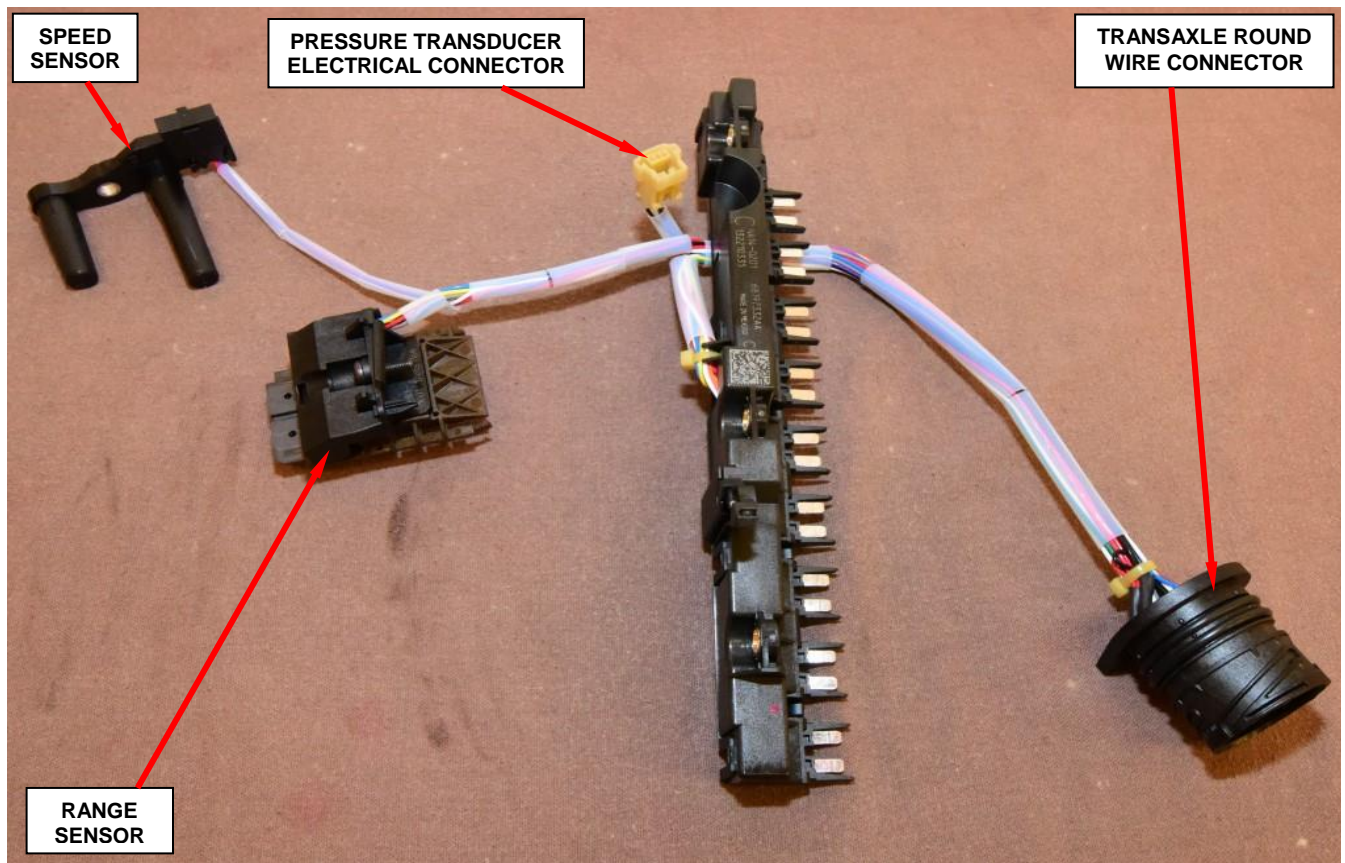


Figure 6 – Valve Body Retaining Bolts

Service Procedure (Continued)**Figure 7 – Valve Body and Wire Harness**

21. For BU/FB models, lower the vehicle from the hoist.
22. Using a long reach T27 Torx bit, remove and save the Transmission Range Sensor (TRS) mounting screw.
23. For BU/FB models, raise the vehicle on the hoist.
24. Carefully remove the valve body and wire harness as an assembly from the transaxle.
25. Remove and save the three transaxle range sensor wire harness retaining screws (Figure 7).

Service Procedure (Continued)**Figure 8 – Transaxle Range Sensor Wire Harness**

26. Remove and discard the original transaxle range sensor wire harness (Figure 8).
27. Place the new transaxle range sensor wire harness into position (Figure 8).
28. Install the three transaxle range sensor wire harness retaining screws (Figure 7). Tighten the screws to 50 in. lbs. (6 N·m).
29. Connect the electrical connector for the pressure transducer (Figure 8).
30. Replace both rubber O-rings on all the valve body fluid crossover tubes.
CAUTION: Be sure to lubricate the O-rings with clean transmission oil.
31. Loosely place the valve body into position on the transaxle.
32. For BU/FB models, lower the vehicle from the hoist.

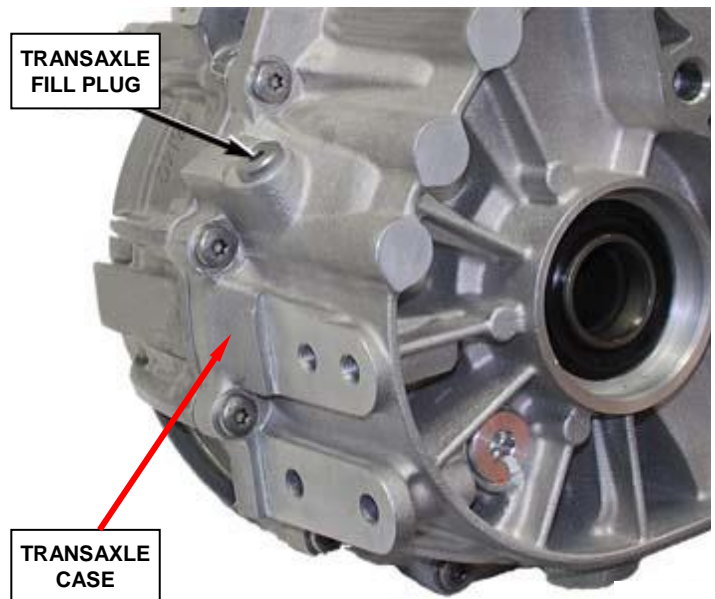
Service Procedure (Continued)

33. Install the range sensor into position inside the transaxle case and install the retaining screw. Tighten the screw to 50 in. lbs. (6 N·m).
34. For BU/FB models, raise the vehicle on the hoist.
35. Install the speed sensor into position inside the transaxle case and install the retaining screw. Tighten the screw to 50 in. lbs. (6 N·m).
36. While guiding the manual lever cam into the slot on the manual valve, install the valve body to the transaxle.

CAUTION: Be sure to align the valve body with the fluid crossover tubes and the wire harness is routed so that it is not pinched between the valve body and transaxle case.
37. Install the valve body retaining bolts (Figure 6). Tighten the bolts to 71 in. lbs. (8 N·m).
38. Clean the transaxle front cover.
39. Loosely place the front cover in position on the transaxle.
40. Insert the transaxle round wire connector socket into the opening on the inside of transaxle front cover with the flat side of the socket on the left.
41. Press the transaxle round wire connector socket inward until the retainer clip groove is exposed on the outside of the front cover.
42. Install the retainer clip to hold the transaxle round wire connector socket in the transaxle front cover.
43. Install the transaxle front cover. Tighten the transaxle front cover bolts to 88 in. lbs. (10 N·m).
44. Engage the transaxle round wire connector into the round wire connector socket on the transaxle front cover.
45. Rotate the lock lever clockwise onto the transaxle round wire connector.
46. Install the oil cooler tube shield.

Service Procedure (Continued)

47. For BU/FB models, Install the underbody splash shield.
48. For BU/FB models, install the fascia lower retaining screws.
49. Remove and save the left front wheel/tire assembly.
50. Turn steering wheel to full left position.

**Figure 9 – Transaxle Fill Plug Location**

51. Remove and save the transmission fill plug (Figure 9).
52. Add 2.65 quarts (2.5 liters) of MOPAR® 8&9 Speed ATF™ or equivalent to the transaxle.
53. Start the engine and allow the transaxle fluid temperature to reach a minimum of 122°F (50°C).

NOTE: Use the wiTECH scan tool to monitor transaxle temperature.

54. Insert Special Tool 10323A into the transaxle fill plug hole.

Service Procedure (Continued)

55. Use the Fluid Level Table below to determine if additional fluid is required.

56. Install the fill plug. Tighten the fill plug to 17 ft. lbs. (23 N·m).

Fluid Level Table

TEMP in °C	TEMP in °F	MIN LEVEL (mm)	NOMINAL LEVEL (mm)	MAX LEVEL (mm)
50°	122	13 mm	16 mm	19 mm
55°	131	13.5 mm	17.5 mm	20 mm
60°	140	16 mm	20 mm	23 mm
65°	149	18 mm	21.5 mm	24 mm
70°	158	19 mm	22.5 mm	25 mm
75°	167	20 mm	24 mm	27 mm
80°	176	21 mm	25 mm	28 mm
85°	185	22 mm	26 mm	29 mm
90°	194	24 mm	27.5 mm	31 mm
95	203	25 mm	29 mm	32 mm
100	212	27 mm	30.5 mm	34 mm

Service Procedure (Continued)

57. Install the left front wheel/tire assembly. Tighten the lug nuts to:

- **KL models** 96 ft. lbs. (130 N·m).
- **UF models** 100 ft. lbs. (135 N·m).
- **BU models** 89 ft. lbs. (120 N·m).
- **VM models** (with steel wheels) 64 ft. lbs. (86 N·m).
- **VM models** (with aluminum wheels) 89 ft. lbs. (120 N·m).
- **FB models** 89 ft. lbs. (120 N·m).

58. Lower the vehicle from the hoist.

59. Install the engine cover.

60. Connect the wiTECH scan tool to the vehicle and start a session.

NOTE: The wiTECH software is required to be at the latest release level before performing this procedure.

Service Procedure (Continued)

61. Use the following procedure to perform the Electric Power Steering (EPS) Verification Test:
 - a. Verify all accessories are turned off, the battery is fully charged and the charging system has a status of "charged".
 - b. Verify that the ignition is "ON".
 - c. Connect the wiTECH scan tool and start a wiTECH session.
 - d. Using the wiTECH scan tool, record and then erase all Diagnostic Trouble Codes (DTC's) from all modules.
 - e. Start the engine and allow it to run for two minutes.
 - f. Turn the steering wheel from stop-to-stop twice, holding at each stop position for one second. Then return the steering wheel to the straight ahead position.
 - g. Turn the ignition "OFF" and wait five minutes.
 - h. Turn the ignition "ON" and using the wiTECH scan tool, read DTCs from all modules.
 - i. If there are no DTC's present after turning ignition "ON", road test the vehicle for at least five minutes.
 - j. Again, with the wiTECH scan tool, read all DTCs. If there are no DTC's present after the road test, continue with **Section C. Reprogram the Powertrain Control Module (PCM)**.

Service Procedure (Continued)**C. Reprogram the Powertrain Control Module (PCM)**

NOTE: The wiTECH scan tool must be used to perform this recall. The wiTECH software is required to be at the latest release level before performing this procedure. If the reprogramming flash for the PCM is aborted or interrupted, repeat the procedure.

1. Starting at the “Vehicle View” screen, click on the “PCM” icon.
2. Select the “Flash” tab.
3. From the “**PCM View**” screen, compare the “**Current ECU Flash Number**” with the “**New Part Number**” listed on the “**sort table**”. If the “**Current ECU Flash Number**” is the same as the “**New Part Number**” continue to Step 8. If the part numbers are not the same, continue to Step 4.
4. With the cursor over the desired flash file, click the green arrow button on the right side of the screen to start the process.
5. From the “**ECU Flash**” screen follow the wiTECH screen instructions to complete the reprogramming.
6. Once the flash is complete click the “**OK**” button on the “**ECU Flash**” screen.
7. Clear all DTC’s.
8. Continue to **Section D. Reprogram Transmission Control Module (TCM)**.

Service Procedure (Continued)**D. Reprogram the Transmission Control Module (TCM)**

NOTE: The wiTECH scan tool must be used to perform this recall. The wiTECH software is required to be at the latest release level before performing this procedure. If the reprogramming flash for the TCM is aborted or interrupted, repeat the procedure.

CAUTION: The TCM must first be reprogrammed, second the VIN verification program must be performed, and last the Proxi Configuration Alignment program must be performed. **The reprogramming process must be done in this order or the transaxle will not operate.**

1. From the “**Vehicle View**” screen, click on the “**TCM**” icon.
2. From the “**TCM View**” screen, compare the “**Current ECU Flash Number**” with the “**New Part Number**” listed on the “**sort table**”. If the “**Current ECU Flash Number**” is the same as the “**New Part Number**” continue to Step 7. If the part numbers are not the same, continue to Step 3.
3. With the cursor over the desired flash file, click the green arrow button on the right side of the screen to start the process.
4. From the “**ECU Flash**” screen follow the wiTECH screen instructions to complete the reprogramming.
5. Once the flash is complete click the “**OK**” button on the “**ECU Flash**” screen.
6. From the “**TCM View**” screen, compare the “**Current ECU Flash Number**” with the “**New Part Number**” listed on the “**sort table**”. If the “**Current ECU Flash Number**” is the same as the “**New Part Number**” the flash is complete. If the part numbers are not the same, repeat Steps 1 through 5. If the part numbers match, continue with Step 7.
7. Select “**Misc. Functions**” tab.
8. Highlight “**TCM VIN Verification**” and click on the green arrow to start the process.
9. Follow screen prompts to complete VIN verification process.

Service Procedure (Continued)

10. Page back to “**Vehicle View**” screen.
11. Select “**Vehicle Preparations**” tab.
12. Highlight “**PROXI Alignment Procedure**” and click on the green arrow to start the process.
13. Follow screen prompts to complete PROXI alignment procedure.
14. Turn the ignition to the “**OFF**” position.
15. Unplug the wiTECH micro POD from the vehicle and wait two minutes.
16. Connect the wiTECH micro POD to the vehicle.
17. Turn the ignition to the “**RUN**” position.
18. Start a wiTECH session.
19. Select the “**Vehicle Preparations**” tab.
20. Highlight “**PROXI Alignment Procedure**” and click on the green arrow to start the process.
21. Follow screen prompts to verify the PROXI alignment procedure:
 - If the TCM module is not aligned, repeat Steps 11 through Step 20.
 - If the TCM module is aligned, continue with Step 22.
22. Cycle the ignition to the “**OFF**” position and wait one minute.
23. Place ignition in the “**RUN**” position.
24. Clear all Diagnostic Trouble Codes (**DTC**'s).
25. Remove the battery charger from the vehicle.
26. Remove wiTECH scan tool from the vehicle.
27. Return the vehicle to the customer.

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.

Completion Reporting and Reimbursement

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

Use one of the following labor operation numbers and time allowances:

	<u>Labor Operation Number</u>	<u>Time Allowance</u>
Powertrain Control Module and Transmission Control Module updates previously performed	18-S5-51-81	0.2 hours
Inspect Powertrain Control Module (PCM) software level and reprogram Transmission Control Module (TCM)	18-S5-51-82	0.3 hours
Inspect Transmission Control Module (TCM) software level and reprogram Powertrain Control Module (PCM)	18-S5-51-83	0.2 hours
Reprogram Powertrain Control Module (PCM) and Transmission Control Module (TCM)	18-S5-51-84	0.5 hours
Replace transaxle wire harness and reprogram Powertrain Control Module (PCM) and/or Transmission Control Module (TCM)	18-S5-51-85	
KL/UF models		2.7 hours
VM models		2.9 hours
BU/FB models		3.0 hours

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.

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 and 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.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

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

IMPORTANT SAFETY RECALL

S55 / NHTSA 16V-529

This notice applies to your vehicle (VIN: xxxxxxxxxxxxxxxxxxxx).

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

Dear: (Name)

FCA has decided that a defect, which relates to motor vehicle safety, exists in certain **2014 and 2015 model year (KL) Jeep Cherokee; 2015 model year (BU) Jeep Renegade, (UF) Chrysler 200, (VM) RAM ProMaster City vehicles and 2016 model year (FB) Fiat 500X** equipped with a 9-speed transaxle.

The problem is... The transaxle wire harness on your vehicle may have been built with insufficient wire terminal crimp(s). This may cause an intermittent high electrical resistance in the transaxle wire harness circuit(s). A high resistance circuit(s) in this wiring harness will cause the on-board diagnostic system to set a Diagnostic Trouble Code (DTC). When the DTC is set, the system defaults the transaxle to neutral and the customer experiences a loss of motive power. Motive power can usually be regained upon a restart. The loss of motive power could cause a crash without warning.

Vehicles with a DTC(s) related to this issue will also have the transaxle range sensor wire harness replaced.

What your dealer will do... FCA will repair your vehicle free of charge. To do this, your dealer will reprogram the Powertrain Control Module (PCM) and the Transmission Control Module (TCM). The work will take about one hour to complete. If the transaxle range sensor wire harness requires replacement, an additional three hours will be required. However, additional time may also be necessary depending on service schedules.

What you must do to ensure your safety... Simply contact your Chrysler, Jeep, Dodge or RAM dealer right away to schedule a service appointment. **Please bring this letter with you to your dealer.**

If you need help... If you have questions or concerns which your dealer is unable to resolve, please contact the FCA Group Recall Assistance Center at either **fcarecalls.com** or 1-800-853-1403.

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 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 recall has been performed.

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. If you have further questions go to **fcarecalls.com**.

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 or you can mail 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**. Once we receive and verify the required documents, reimbursement will be sent to you within 60 days. If you've had previous repairs and/or reimbursement you may still need to have the recall repair performed on your vehicle.

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 **safecar.gov**.

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

Customer Services / Field Operations
FCA US LLC

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