

DAIMLERCHRYSLER

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2002 JAN 31 10:11 AM

January 4, 2002

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

DaimlerChrysler Corporation

Matthew C. Reynolds

Director
Vehicle Compliance & Safety Affairs

02V-032 ① of ⑨

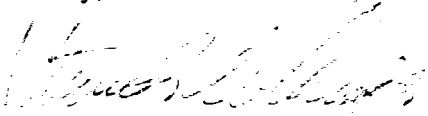
Dear Mr. Weinstein:

Attached is DaimlerChrysler Corporation's Noncompliance Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a recall regarding some 2002 model year Jeep Grand Cherokee vehicles. Based on the results of recent 2003 MY rear impact development testing, DaimlerChrysler has determined that the vehicles do not comply with section S5 of FMVSS 301. The onboard refueling vapor recovery (ORVR) control valve may become detached during an FMVSS 301 rear impact test. This can allow fuel leakage beyond the amount specified in section S5.6 of FMVSS 301 during the rollover segment of the test.

DaimlerChrysler Corporation is notifying dealers of the Stop Sale Order, as of today, via the attached documentation.

DaimlerChrysler Corporation will formalize the balance of the recall requirements to dealers and owners in the future. Copies will be provided to the NHTSA when available.

Sincerely,



Matthew C Reynolds

Enclosures: Noncompliance Information Report for Recall # A10
Safety Recall #A10 – Fuel Tank Brush Guard - STOP SALE ORDER

cc: M. Jacobs, Director OVSC, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

DaimlerChrysler Corporation
800 Chrysler Drive CIMS 482-00-91
Auburn Hills MI USA 48326-2757
Phone 248.512.4188
Fax 248.576.7321

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL #A10

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Submission date: January 4, 2002

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Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Inclusive Dates of Manufacture</u>	<u>US Market Volume</u>	<u>Other</u>
Jeep	Grand Cherokee	2002	07/2001 through 12/13/2001	71,677	Brush Guard Equipped Only

The involved Vehicle Identification Number range is:

<u>Low</u>	<u>High</u>
2C100002	2C206170

(VIN last eight characters) - 2 = 2002 Model Year; C = Jefferson North Assembly Plant, Detroit, Michigan; and the last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because most vehicles with a VIN within the range are not affected by the recall.

Estimated percentage containing noncompliance: Unknown

Description of noncompliance:

The onboard refueling vapor recovery (ORVR) control valve may become detached during an FMVSS 301 rear impact test. This can allow fuel leakage beyond the amount specified in section S5.6 of FMVSS 301 during the rollover segment of the test.

The following chronology of principal events occurred between early November 2001 and late December 2001 and led to the determination of the noncompliance:

- During a 2003 MY development test on a structurally modified vehicle, a fuel leak was discovered upon rollover of the vehicle per the standard. The leak exceeded the allowable fuel leakage specified in section S5.6 of FMVSS 301.
- DaimlerChrysler undertook an investigation, which included a tear down of the vehicle and an analysis of the effects of the structural modifications to the vehicle.

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL #A10

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- Tear down of the vehicle revealed that the control valve body had become detached from the tank.
 - 2002 Grand Cherokee vehicles are equipped with On-Board Refueling Vapor Recovery (ORVR). The system is equipped with a control valve that is designed to allow vapors to exit the tank during vehicle refueling and normal vehicle operation. As the tank pressure increases during fuel fill, the valve is designed to close, causing fuel to back up the fill tube resulting in nozzle shut off.
 - Separation of the control valve body during the test allowed fuel to enter the vapor recovery canister and subsequently leak during the roll over segment of the procedure. The effect of the structural modification on the test result was inconclusive at this point.
- The company conducted a study to determine if there was any manufacturing or assembly variability that may have contributed to separation of the control valve from the tank assembly. The study found no evidence suggesting any issues with the tank assembly or the control valve itself.
- It was established that development and validation testing of the ORVR system had been conducted in a vehicle configuration containing a fuel tank skid plate.
- The skid plate, which encompasses the tank assembly, is an upgrade from the standard equipment brush guard. While identical in coverage area, the skid plate is 3mm thick and the brush guard is 1mm thick.
- To confirm that design and process variation in the vehicle was not a contributor to the control valve separation, a production vehicle equipped with a skid plate and identical to the original compliance test property was tested for compliance to FMVSS 301. No fuel leakage resulted.
- Based on the results of the structurally modified 2003 MY development test and the lack of specific test data for a brush guard equipped vehicle, a production level brush guard equipped vehicle was tested for compliance to FMVSS 301.
- Upon post-test roll over per the standard, the production level brush guard equipped vehicle leaked fuel through the vapor canister, exceeding the requirements of FMVSS 301 section S5.6.
- The assembly plant immediately stopped shipment of all brush guard equipped vehicles.
- DaimlerChrysler is unaware of any injuries or reports of fuel leakage attributed to this condition.
- This data was presented to the Vehicle Regulations Committee who decided to conduct a safety recall to correct this noncompliance.

Statement of measures to be taken to correct noncompliance:

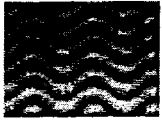
DaimlerChrysler Corporation will instruct dealers to stop sale of the affected vehicles today, January 4, 2002 per the attached electronic mail. As an interim repair, dealers will be

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instructed to replace the brush guard with an available skid plate on unsold vehicles in inventory. However, skid plate availability is very limited and we are currently developing a reinforcement bracket to potentially repair these vehicles. Sold vehicles subject to this campaign will either receive a skid plate or a reinforcement bracket that ensures compliance to the standard. DaimlerChrysler Corporation expects to implement parts distribution and national notification to both dealers and owners when a sufficient quantity of parts becomes available. DaimlerChrysler Corporation's scheduling information for implementing this recall is not available at this time.

DaimlerChrysler Corporation 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. Due to the warranty coverage on the affected vehicles, it is anticipated that no customer would have incurred any expense for this repair. To ensure consistency, DaimlerChrysler Corporation, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.



Jim P Sassorossi

01/04/02 03:17 PM

To: USRZ_ZoneMgr_Team, Joseph Hilger, Thomas R Marinelli/SM/DCC/DCX@wk-America, Matthew C Reynolds/CTC/DCC/DCX@wk-America, Jacqueline S Glassman/HQ/DCC/DCX@wk-America, Mark D Norman/SM/DCC/DCX@wk-America, John D Plecha/SM/DCC/DCX@wk-America, Edward G Broadbear/USRZ/DCC/DCX@wk-America, Robert J Pelliccia/CTC/DCC/DCX@wk-America, Michael R Berube/CTC/DCC/DCX@wk-America, Angela Ford/CTC/DCC/DCX@wk-America, David Foshe, David J Peart/USRZ/DCC/DCX@wk-America, Timothy Binder, Ronald Horne, Jim Newbrough, Michael D Kane/HQ/DCC/DCX@wk-America, Stephen L Williams/CTC/DCC/DCX@wk-America

cc:

Subject: Grand Cherokee Stop-Sale Notice (BCC DOMs)

The following just went out to all dealers.

ATTN: Zone Manager - Please distribute to your zone

----- Forwarded by Jim P Sassorossi/USRZ/DCC/DCX on 01/04/2002 03:06 PM -----



Jim P Sassorossi

01/04/2002 03:06 PM

To: Quikcomm@infoctr.chrysler.com

cc:

Subject: Grand Cherokee Stop-Sale Notice

*TO: DLRJEALL\$

To: All Jeep Dealers

Re: Grand Cherokee Stop-Sale Notice

You will be receiving a safety related, stop-sale notification on the majority of your Grand Cherokee inventory in the next several hours. Be advised that we are working on a comprehensive plan that will expedite parts required for the fix, and that will minimize the disruption to your sales momentum.

We obviously apologize for the short notice on this...and will keep you fully advised of our plans as they develop.

G. E. Dilts
Senior Vice President - Sales



"Dealership Mail"
 <QUIKCOMM@infoctr.
 chrysler.com>

To: <"John B Hunter/CTC/DCC/DCX"@wkamerica.notes.chrysler.com>
 cc:
 Subject: Safety Recall A10 -- Brush Guard -- STOP SALE ORDER

01/04/2002 04:19 PM
 Please respond to
 QUIKCOMM

To: DLRALL\$1 ALL DEALERS
 DLRALL\$2 ALL DEALERS
 DLRALL\$3 ALL DEALERS
 DLRALL\$4 ALL DEALERS

From: VEHSAFETY3 HUNTER, J.B.

Subject: Safety Recall A10 -- Brush Guard -- STOP SALE ORDER

ATTN: Service and Sales Managers

Safety Recall #A10 - Fuel Tank Brush Guard - STOP SALE ORDER

Involved Vehicles:

2002 (WJ) Jeep Grand Cherokee vehicles equipped
 with a fuel tank brush guard (WITHOUT Sales Code
 XEE) built through December 13, 2001 (MDH 121317).

IMPORTANT: Refer to the DIAL VIP Function to
 determine if a vehicle is involved in this recall.

About 71,000 of the above vehicles may not comply with the
 requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301
 - Fuel System Integrity. Under certain accident conditions, the
 fuel tank may deform and damage an internal rollover valve. This
 could allow fuel leakage to occur if the vehicle rolls over.
 Fuel leakage in the presence of an ignition source can result in
 a fire. To correct this condition, the fuel tank brush guard
 must be reinforced. The reinforcement bracket to repair this
 condition is not yet available.

IMPORTANT: ACCORDING TO OUR RECORDS, SOME OF THE INVOLVED
 VEHICLES ARE STILL IN DEALER NEW VEHICLE INVENTORY. FEDERAL LAW
 REQUIRES YOU TO STOP SALE AND COMPLETE THIS RECALL SERVICE ON
 THESE VEHICLES BEFORE RETAIL DELIVERY.

VIN LISTS ON DIAL SYSTEM FUNCTION 53:

Each dealer to whom INVOLVED VEHICLES were invoiced has had a VIN
 list electronically transmitted to DIAL System Function 53.
 Owners will also be listed if known. To use this system, type
 "53" at the "ENTER FUNCTION" prompt, then type "ORDA10" to
 determine if your dealer has any involved vehicles. Unsold
 vehicles will not have a customer name or address listed.

ADDITIONAL INFORMATION TO FOLLOW:

Your patience is requested as we expedite the parts required for
 this repair. We will advise you of the required service
 information to complete the reinforcement bracket repair of these
 vehicles as soon as possible.

As an interim repair, dealers may replace the fuel tank brush guard with a skid plate. Due to the limited availability of skid plate assemblies, DEALERS ARE REQUESTED TO ORDER SKID PLATE P/N 52100376AG TO REPAIR ONLY THOSE UNSOLD VEHICLES THAT HAVE A PROSPECTIVE RETAIL CUSTOMER. Additional skid plates will be available in the near future.

INTERIM SERVICE PROCEDURE FOR UNSOLD VEHICLES:

1. Remove the fuel pump relay from the Power Distribution Center (PDC).
2. Start and run the engine until it runs out of fuel.
3. Attempt to restart the engine until it will no longer run.
4. Disconnect the negative battery cable.

NOTE: To enhance customer satisfaction, remember to reset the clock when you have completed the service procedure.

5. Install the fuel pump relay into the PDC.
6. Insert a length of 3/8" O.D. thinwall clear tubing (Tygon tubing) into the fuel filler tube.
7. Attach the other end of the tubing to an approved gasoline storage container and drain the fuel from the tank.
8. Raise the vehicle on an appropriate hoist.
9. Remove the four (4) fuel tank-to-rear bumper fascia clips.
10. Remove the two (2) rear brush guard-to-frame support brackets.
11. Disconnect the fuel pump electrical connector.
12. Remove the brush guard-to-frame bracket at the front of the fuel tank.
13. Disconnect the two (2) fuel lines from the fuel filter.
14. Disconnect the wiring harness and evaporative hose clips from the brush guard.
15. Remove the fuel tank heat shield mounting bolts.
16. Support the fuel tank using an OTC Powertrain Lift with Fuel Tank Handling Adapters (PSE #OT-1585 with #OT-62338 adapter) or equivalent.
17. Remove the seven (7) brush guard mounting bolts.
18. For vehicles equipped with a trailer hitch, loosen but do NOT remove, the two (2) rear-most trailer hitch bolts.
19. For vehicles equipped with a trailer hitch, use a pry bar (between brush guard and hitch) to flex the left upper leg of the brush guard inboard to allow it to pass below the trailer hitch.
20. For vehicles equipped with a trailer hitch, use a pry bar (between brush guard and hitch) to flex the right upper leg of the brush guard inboard to allow it to pass below

the trailer hitch.

21. Lower the fuel tank assembly about 4-6 inches.
22. Loosen the fuel filler hose clamp at the fuel tank nipple.
Disconnect the filler hose from the fuel tank.
23. Disconnect the vapor vent hoses from the fuel tank vents.
24. Lower the fuel tank assembly and place it on the floor.
25. Remove the two (2) fuel tank strap nuts.
26. Separate the fuel tank from the fuel tank brush guard.
27. Remove the two fuel tank straps from the brush guard.
28. Install the two fuel tank straps onto the new skid plate assembly.
29. Install the fuel tank into the fuel tank skid plate.
30. Tighten the fuel tank strap bolts to 37 ft-lbs (50 Nm).

NOTE: To ensure proper fuel line routing, make sure that the fuel line-to-filter quick connect fittings are positioned above the tank and that the loop in the lines is leaning toward the right side of the tank channel.

31. Position the fuel tank assembly onto the fuel tank lift and raise it into position. Make sure that the fuel tank assembly is inboard of the trailer hitch (if equipped) and that the filler tube and vent hoses align with the skid plate cutout.
32. Connect the vapor vent hoses to the fuel tank vents.
33. Connect the fuel filler hose to the fuel tank nipple.
Tighten the clamp to 25 in-lbs (3 Nm).
34. Raise the fuel tank assembly fully into position.
35. For vehicles equipped with a trailer hitch, use a pry bar (between skid plate and hitch) to flex the left upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.

IMPORTANT: To ease installation the left side of the skid plate should be installed first.
36. For vehicles equipped with a trailer hitch, use a pry bar (between skid plate and hitch) to flex the right upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.
37. Attach the wiring harness and vapor hose clips to the skid plate.
38. Install the fuel tank assembly and trailer hitch (if equipped) mounting bolts. Tighten the bolts to 60 ft-lbs (81 Nm).
39. Remove the fuel tank lift.
40. Install the fuel tank heat shield.

41. Connect the fuel pressure and return lines to the fuel filter.
42. Connect the fuel pump module electrical connector.
NOTE: Remove the connector clip from the reinforcement bracket and attach it to the connector if necessary.
43. Install the skid plate-to-frame brace at the front of the fuel tank.
44. Attach the fuel pump module connector to the brace.
45. Install the two (2) rear skid plate-to-frame support braces.
46. Install the four (4) rear fascia-to-fuel tank push pins.
47. Lower the vehicle.
48. Connect the negative battery cable.
49. Refill the fuel tank and then start the engine and verify that there are no fuel leaks.

REIMBURSEMENT:

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Install fuel tank skid plate		
Without Trailer Hitch	14-A1-01-82	1.2 hours
With Trailer Hitch	14-A1-01-83	1.5 hours

Add the cost of the skid plate plus applicable dealer allowance to your claim.

If you have any questions regarding this action, please contact your zone office.

T. J. Loveless
Director - U.S. Field Operations
Customer Services Field Operations