
CENTER FOR AUTO SAFETY

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June 20, 2016

Sergio Marchionne, Chairman
Chrysler Group LLC
1000 Chrysler Drive
Auburn Hills, MI 48321-8004

Dear Mr. Marchionne:

Star Trek actor Anton Yelchin was killed June 18 when his 2015 Jeep Grand Cherokee pinned him against his mailbox in a rollaway incident. Yelchin's death is unfortunately the latest example of Chrysler's failure to act to protect owners threatened by clear vehicle safety defects. On July 26, 2015, the National Highway Traffic Safety Administration (NHTSA) imposed a \$70 million civil penalty on FiatChrysler (Chrysler) [for failing to conduct safety recalls as required by the Motor Vehicle Safety Act](#) and another \$35 million penalty to be spent on improving Chrysler's recall process. As shown by Yelchin's death in a recall for which parts are not available until the 4th quarter 2016, obviously the recall improvement program has failed.

For years, Chrysler has received complaints on rollaway accidents caused by the gear selector in Grand Cherokees and other Chrysler models. In this case, Chrysler has again failed to identify a defect pattern in a timely manner despite hundreds of complaints and field reports on the issue. Again, Chrysler has also issued a delayed and inadequate recall that leaves owners unprotected for months to come in the absence of a repair part.

On April 22, 2016, Chrysler issued a recall of 811,586 2014-15 Grand Cherokees, as well as 2012-14 Chrysler 300s and Dodge Chargers, to add an additional part to enhance the Jeeps' monostable gear selector. The design of the monostable gear selector has been the source of much confusion for Chrysler owners, resulting in hundreds of rollaway incidents reported to both Chrysler and NHTSA. Chrysler notes in its recall chronology that as of April 12, 2016 "FCA US has identified approximately 700 field reports potentially related to this issue which includes 212 crashes, 308 claims of property damage and 41 injuries."

The vehicles involved had been under investigation by NHTSA since August 20, 2015, when the agency opened PE15-030. Chrysler concealed detailed information on the defect by claiming confidentiality for everything except two pages of an owner's manual in its Power Point presentation on September 24, 2015. Chrysler also claimed confidentiality for additional responses filed the following day by courier. Chrysler has completely kept the public in the dark about the details of this defect which has caused death and injury.

Despite a clear defect affecting hundreds of owners with injury and potential death, Chrysler issued a Part 577 interim notification letter to owners promising to develop a fix by the 4th quarter of 2016. Just how quickly this fix would be available to owners is unknown given Chrysler history of delay after delay in providing parts for other safety recalls. The only thing is certain that just as delays in Chrysler's Jeep fuel tank recall resulted in deaths and burn injuries, so too will more Chrysler

owners be killed or injured waiting on transmission recall repairs for the Grand Cherokee, Chrysler 300 and Dodge Charger unless Chrysler does the following.

The Center for Auto Safety calls on Chrysler to:

- Notify owners not to drive these vehicles until repaired under the safety recall.
- Provide free loaner or rental cars of comparable value to all owners until the vehicles are repaired under the safety recall.
- For owners who cannot wait until a recall repair is available, buy the recalled vehicles back at original purchase or lease cost with no deduction for use as is done under state lemon laws where the defect exists on the day the vehicle was bought.
- Provide a detailed public timeline within 10 days of what is being done to make a recall remedy available, when parts will be available for all vehicles and who is doing the engineering for the recall.

One last thing, Sergio Marchionne should publicly go and apologize to the family of Anton Yelchin who so marvelously played the role of Pavel Chekov on Star Trek. You never apologized to the families of [Skyler Anderson or Chantae and Danny Reed](#) or of the many other Jeep fuel tank victims who burned to death. Until you and other corporate executive take the responsible to personally apologize, however painful that may be, to the victims of your corporate defects, things will not change as it will be business as usual while the body count grows.

Sincerely,

A handwritten signature in black ink that reads "Clarence Ditlow". The signature is written in a cursive, flowing style.

Clarence Ditlow
Executive Director