

November 12, 2009

Mr. Mike Lee
National Highway Traffic Safety Administration
Office of Defects Investigation
1200 New Jersey Ave., SE, Room W48-326
Washington D.C. 20590

Re: November 10, 2009 RS Crash Sensors NHTSA Review Presentation

Dear Mr. Lee,

The confidential version of the RS Crash Sensors NHTSA Review Presentation from November 10, 2009 has been sent to the NHTSA Office of the Chief Counsel with a request for confidential treatment. The public version of this presentation is enclosed as well as a copy of the request for confidential treatment.

Sincerely,



David R. Bernier

Enclosure

cc: O. Kevin Vincent



Chrysler Group LLC

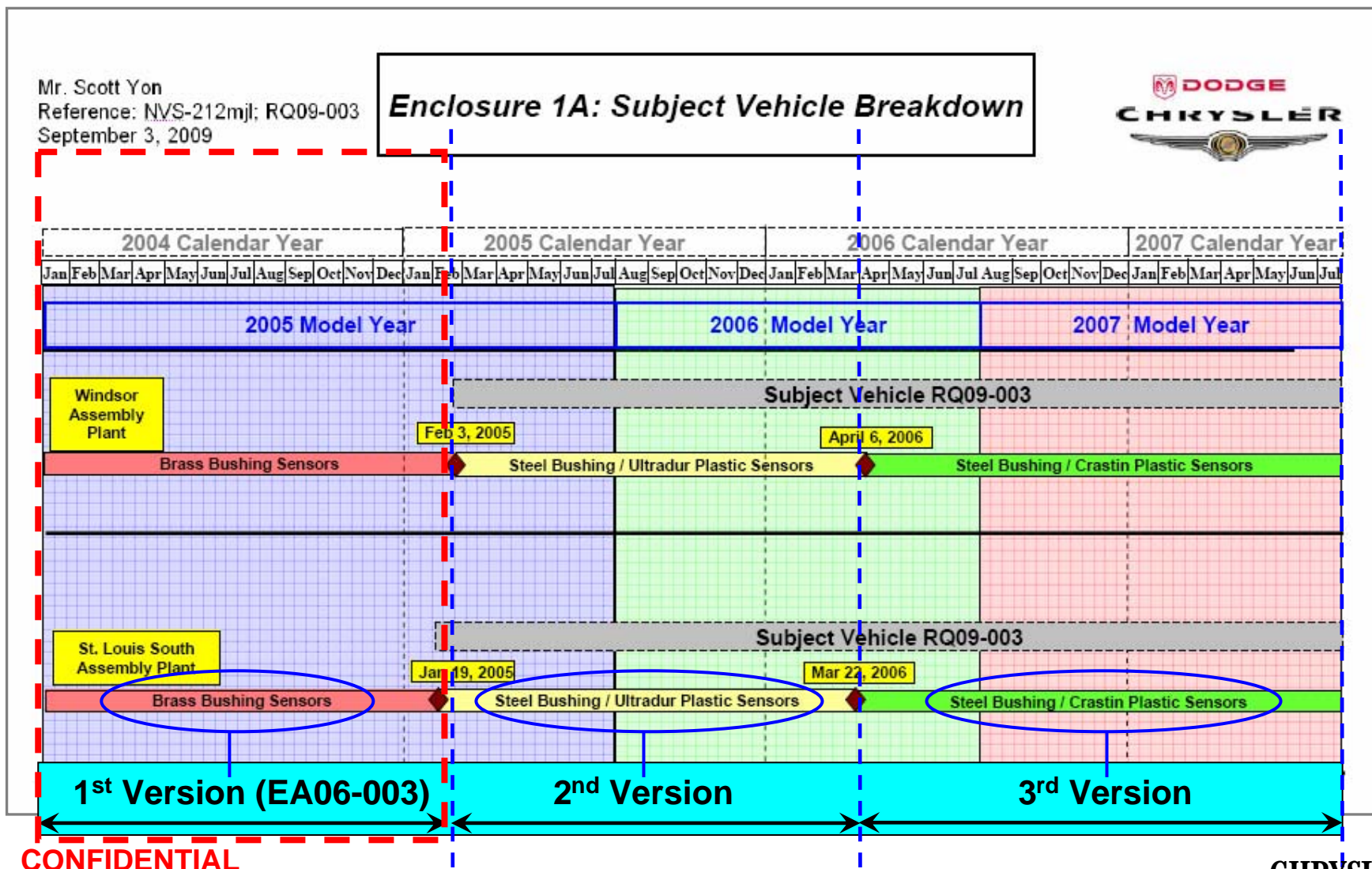
RQ09-003 RS Body Front Crash Sensors
November 10, 2009 Review with NHTSA ODI

Introduction

- Review of EA06-003
- Summary of RQ09-003 including:
 - Warranty Review
 - Safety Consequences (Crash Testing and Field)
 - Conclusions
- Discussion of Next Steps

RQ09-003 Subject Vehicles

Subject Vehicle Breakdown: Two Groups of Front Crash Sensors



EA06-003 Summary

- High warranty rates for 1st version sensors in the salt belt
- Data showed that having inoperative front crash sensors results in only minor differences in air bag system performance
- No confirmed real world safety incidents as a result of the subject condition identified
- Customer Satisfaction Notification (CSN) for vehicles with 1st version sensors in 27 states comprised of 20 traditional NHTSA salt belt states and Washington D.C. plus 7 additional states
- Lifetime Extended Warranty for vehicles in the 23 remaining states
- NHTSA ODI closed the investigation

Investigation Closed Based on Customer Satisfaction Action

Front Crash Sensor Overview

- Frontal crash detection system consists of a primary crash sensor in the Occupant Restraint Controller (ORC) and two front crash sensors
- The front crash sensors are supplemental and do not independently make the decision to deploy the air bags in any crash
- The primary crash sensor will deploy the frontal air bags in crashes that require air bag deployment. This will occur independent of the state of the front crash sensors.
- For oblique or offset frontal crashes, the front crash sensors serve to lower ORC thresholds to adjust air bag deployment times and / or inflation rates in the multi-stage frontal air bags

Front Crash Sensors Are Supplemental and Adjust Air Bag Deployments in a Limited Subset of Crash Types

Air Bag Calibration Change

- The ORC calibration was changed beginning with vehicles built in April 2004
- Thus, all of the vehicles built with the 2nd version sensor contain the updated calibration
- Based on Robert Bosch Corporation (front crash sensor / ORC supplier) simulations for the 25 mph ODB (FMVSS) test, the updated ORC calibration significantly reduces or eliminates late airbag deployment

2nd Version Sensor Vehicles – More Robust ORC Calibration

Field Complaint Review

- Chrysler has reviewed all consumer complaints of improper deployment of the air bag in the subject vehicles
- There are approximately 350,000 subject vehicles with 2nd version sensors in the field in the salt belt states for three to four years
- There no confirmed reports of improper or delayed air bag deployment as a result of inoperative front crash sensors
- 30% of the customer complaints relate to the repair cost

RQ09-003 Conclusions

- 3rd version sensor warranty rates are normal and the vehicles with these sensors should be removed from the subject vehicle population
- 2nd version sensor warranty rates in the salt belt are less than 25% of the rates for the 1st version sensor
- Chrysler projects that 71% of customers with 2nd version sensors in the salt belt will not experience the alleged condition
- The front crash sensors are supplemental
- ORC calibration for vehicles with the 2nd version sensor reduces or eliminates late air bag deployment as compared to the calibration in many of the vehicles with the 1st version sensor
- The air bag warning lamp will illuminate to notify the driver if a problem with a front crash sensor exists
- There is no unreasonable risk to motor vehicle safety presented by the subject vehicles with 2nd version sensors

Next Steps and Discussion
