



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 11-035  
**Date Opened:** 09/23/2011  
**Investigator:** Peter Ong  
**Approver:** Frank Borris  
**Subject:** Inadvertent Air Bag Deployment  
**Date Closed:** 01/30/2012  
**Reviewer:** Scott Yon

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** CHRYSLER GROUP LLC  
**Products:** 2002-2003 Jeep Liberty  
**Population:** 386,873

**Problem Description:** The driver and/or passenger frontal air bags can inadvertently deploy (without a crash) while the vehicle is in operation (both at startup and while driving).

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	11	76	87
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	7	42	49
<b>Number of Injuries:</b>	7	43	50
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	94	94

\***Description of Other:** Air bag light illumination reports that are related to, or may be related to the issue under review.

## ACTION / SUMMARY INFORMATION

**Action:** Upgrade this Preliminary Evaluation to an Engineering Analysis (EA12-001)

### Summary:

Based on analysis of Chrysler's response, and including ODI's consumer complaints, ODI has identified 87 reports of air bag inadvertent deployment incidents resulting in 50 alleged injuries. The injuries consists of burn/cuts and bruises to the upper body region. Forty-two (42) of the 87 incidents involved the driver frontal air bag, and the remaining 45 incidents involved both the driver and passenger frontal air bags inadvertently deploying without a crash. These incidents occurred both at vehicle startup or while the vehicle is being operated on the roadway. Some owners noted that the air bag warning light had illuminated, or had intermittently illuminated, and that this occurred just prior to the air bag deployment, while others stated they did not observe any illumination of the air bag light.

Inspection of the Occupant Restraint Control (ORC) module conducted by Chrysler indicates that an internal electronic circuit (an ASIC chip) which controls air bag deployment fails due to an electrical over stress (EOS) condition possibly caused by a transient voltage spike. Chrysler is in the process of identifying potential root causes of the component failure and/or a source for the electrical over stress. In addition, Chrysler noted that there have been no reports of inadvertent air bag deployment in vehicles manufactured after a March 19, 2003 production date. However, Chrysler had not identified a component or other change that would explain why the inadvertent deployments ceased. Accordingly, this investigation has been upgraded to an Engineering Analysis (EA12-001) to further study the alleged defect and its consequences.

The ODI reports cited above can be reviewed at [www-odi.nhtsa.dot.gov/complaints](http://www-odi.nhtsa.dot.gov/complaints) under the following identification (ODI) numbers: 10435710 10429579 10429306 10428411 10407276 10399551 10335637 10283484 10249231

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