



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** RQ 14-002  
**Date Opened:** 06/16/2014  
**Investigator:** Peter Ong  
**Approver:** Frank Borris  
**Subject:** Air Bag Non-Deployment/Engine Stall  
**Date Closed:** 03/02/2015  
**Reviewer:** Scott Yon

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Chrysler (FCA US LLC)  
**Products:** MY 2008-2010 Grand Cavavan, Town and Country and Journey  
**Population:** 702,578

**Problem Description:** During certain roadway conditions, the ignition key can rotate from the ON/RUN to the accessory (ACC) position. If this occurs, the engine stalls, power assist is affected, and the air bags may not deploy in the event of a frontal crash (due to disablement).

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	23	66	89
<b>Crashes/Fires:</b>	0	1	1
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0

## ACTION / SUMMARY INFORMATION

**Action:** Close this Recall Query. See NHTSA Recall No. 14V373 and amendments.

### Summary:

In March 2011 Chrysler submitted a defect information report for NHTSA Recall No. 11V139 declaring a defect condition that could cause the ignition key to inadvertently move from the RUN to the ACC position on model year (MY) 2010 Dodge Journey, Grand Caravan, and Chrysler Town and Country. The report identified engine stalling as the defect consequence and cited customer complaints and warranty claims, as well as two rear-end collisions, as leading to the recall action. Chrysler determined that a defective WIN module, which is effectively the equivalent of the ignition switch, was the cause of the inadvertent key rotation, and that a new design WIN module would be installed as a remedy.

In Spring 2014 ODI conducted outreach to major light vehicle manufacturers regarding ignition key position and its effect on air bag system availability. The outreach was conducted in connection with NHTSA Recall No. 14V047, a recent recall involving inadvertent ignition key rotation and subsequent air bag disablement in certain GM products. During discussions held in April 2014, Chrysler advised ODI that Chrysler air bag systems of this vintage, including the subject vehicles, revert to energy reserve when the ignition key moves to the ACC or OFF position, and that under energy reserve the air bags would only be available for a short period, approximately two tenths of a second (ODI notes this consequence was not identified in the 11V139 recall report). A review of the ODI consumer database conducted after the April 2014 discussions identified complaints alleging that MY 2008-2009 vehicles may have a similar defect as the MY 2010 vehicles, and that some MY 2010 consumers reported experiencing ignition key position concerns after the 11V139 recall remedy was applied. Accordingly this investigation was opened.

In response to ODI's information request letter, Chrysler reported that MY 2008-2009 subject vehicles used the same design WIN module as the recalled vehicles, and also identified 66 consumer reports and one non-injury crash incident potentially related to inadvertent ignition key rotation. Chrysler's review of the MY 2010 remedy used in 11V139, which involved installation of a "Trim Ring" as opposed to replacement of the WIN module, showed the remedy did not adequately address ignition key position concerns, and in some use-cases could cause other systems

to operate improperly (radio, instrument panel lighting, HVAC fan motor, etc.). Chrysler subsequently filed multiple defect information reports to 1) add the MY 2008-2009 Dodge Grand Caravan and Chrysler Town and Country, and the MY 2009 Dodge Journey to the original recall scope, and 2) stating that the complete WIN module would be replaced with a new design component in all recalled vehicles (including those that had the Trim Ring installed during 11V139). Chrysler's report also advises of constrained remedy parts availability, see NHTSA Recall No. 14V373 for further details.

Accordingly, the investigation is closed based on the recall action Chrysler is undertaking.

The ODI reports cited above can be reviewed online at <http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID> under the following identification numbers: 10584873, 10583399, 10573295, 10566365, 10546805, 10513060, 10509284, 10503121, 10496599, 10475027, 10456099, 10450629, 10443680, 10422766, 10410447, 10409269, 10402947, 10402751, 10402660, 10396943, 10394957, 10356632, 10315972