



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

SEP 29 2014

Michael Brooks, Esq.
Staff Attorney
Center for Auto Safety

NVS-213krh
DP14-004

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Washington, DC 20009-5708

Dear Mr. Brooks:

This letter acknowledges receipt of your petition, received by the National Highway Traffic Safety Administration's Office of Defects Investigation (ODI) on August 21, 2014, requesting that NHTSA open an investigation into failures associated with the Totally Integrated Power Module (TIPM) installed in Chrysler SUV's, trucks, and vans beginning in the 2007 model year. Your petition has been assigned the identification number DP14-004. A copy of the opening resume denoting receipt of the petition is attached for your information.

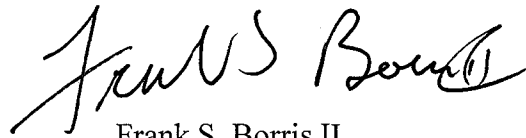
In accordance with Title 49 CFR Part 552, "Petitions for Rulemaking, Defects, and Noncompliance Orders," the National Highway Traffic Safety Administration will conduct a review of the petition and other pertinent information and will notify you further upon completion.

To assist us in our review of your petition, we are requesting additional information regarding some of the potential TIPM related failure consequences you claim in your petition. Your petition states:

*"Not only do Chrysler's faulty TIPMs result in vehicle stalling, they have also been implicated in **airbag non-deployment** [emphasis added], random, horn, headlight, taillight, door lock, instrument panel and windshield wiper activity, **failure of fuel pump shutoff resulting in unintended acceleration** [emphasis added], and fires."*

Please identify all CAS and NHTSA complaints that you believe implicate the TIPM in “airbag non-deployment” and the complaints you believe implicate the TIPM in “failure of fuel pump shutoff resulting in unintended acceleration.” In addition, please describe the specific mechanisms by which you believe TIPM malfunctions may result in airbag non-deployment or how the fuel pump failing to shutoff, or any other failure mode, could result in unintended acceleration and provide any additional evidence you possess relating to those issues. This additional information will allow us to more quickly reach a decision regarding the disposition of this petition.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank S. Borris II". The signature is written in a cursive style with a large, stylized initial "F".

Frank S. Borris II
Director, Office of Defects Investigation

Enclosure:
DP14-004 Opening Resume