



September 15, 2014

Mr. Gregory E. Magno  
Defects Assessment Division,  
U.S. Department of Transportation

National Highway Traffic Safety Administration (NHTSA)  
Office of Defects Investigation (ODI)  
Room W48-334  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Reference: Greg Magno's email of September 3, 2014

Dear Mr. Magno:

Attached is Chrysler Group LLC's ("Chrysler") response to the TREAD EWR fatal crashes that were reported to NHTSA and to which further information has been requested. This information was requested via email on September 3, 2014. By providing the information contained herein, Chrysler is not waiving its claim to attorney work product and attorney-client privileged communications.

Chrysler considers some of the responsive information confidential business information and has provided it via separate cover to NHTSA's Office of the Chief Counsel.

Sincerely,

A handwritten signature in blue ink, appearing to read "Philip S. Hartnagel", written over the word "Sincerely,".

Philip S. Hartnagel

Attachment and Enclosures

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 Re: Summary of Selected TREAD EWR  
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As identified in Greg Magno's email of September 3, 2014, the TREAD EWR fatal crashes that were reported to NHTSA and require further information are identified in Table 1, below.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2007 Q1	46	2007	GRAND CARAVAN
	N/A	2009 Q1	41	2007	RAM 1500 QUAD CAB SWB
	N/A	2009 Q2	25	2008	RAM 2500 HD QUAD CAB 4X4 SWB
	N/A	2010 Q2	13	2009	GRAND CARAVAN
	N/A	2012 Q1	38	2008	GRAND CHEROKEE 4X4
	N/A	2012 Q3	4	2008	TOWN & COUNTRY
	N/A	2012 Q3	5	2008	TOWN & COUNTRY
	N/A	2013 Q1	20	2007	RAM 1500 QUAD CAB SWB
	N/A	2013 Q1	26	2007	GRAND CHEROKEE 4X4
	DI08-073	2008 Q1	98	2007	LIBERTY 4X4
	DI08-108	2008 Q2	229	2007	RAM 2500 HD QUAD CAB 4X4 SWB
	DI09-063	2009 Q1	63	2008	WRANGLER 4-DR 4X4
	DI10-003	2009 Q3	14	2007	RAM 2500 HD QUAD CAB 4X4 SWB
	DI11-001	2010 Q3	24	2010	JOURNEY
	DI11-068	2011 Q1	36	2008	RAM 1500 QUAD CAB 4X4 SWB
	DI11-093	2011 Q2	15	2008	GRAND CARAVAN
	DI11-093	2011 Q2	22	2010	RAM 1500 REG CAB SWB
	DI11-106	2011 Q3	42	2011	GRAND CHEROKEE 4X4
	DI11-106	2011 Q3	49	2011	WRANGLER 4-DR 4X4
	DI12-013	2011 Q4	23	2011	GRAND CARAVAN
	DI12-062	2012 Q2	23	2009	JOURNEY
	DI12-106	2012 Q3	22	2009	JOURNEY
	DI12-106	2012 Q3	36	2011	GRAND CHEROKEE 4X4
	DI14-010	2013 Q4	32	2012	WRANGLER 4-DR 4X4

**Table 1: Selected TREAD EWR Death and Injury Incidents**

Below is a summary of each of these 24 incidents, which contains the information available to Chrysler Group as of September 12, 2014, and follows the same reporting format of a TREAD DI inquiry response. As noted in Table 1, detailed information about 15 of these 24 incidents was previously compiled and timely reported to NHTSA in connection with routine TREAD DI inquiry responses. The TREAD DI inquiry responses previously submitted are repeated verbatim and followed by any available new information or analysis.



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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2007 Q1	46	2007	GRAND CARAVAN

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Record (CAIR) and the notice of potential claim received from Alamo are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3. On February 24, 2007 at 6:00 a.m., [REDACTED] (age 22) was operating a 2007 Dodge Grand Caravan (rented from Alamo) westbound on I-94 in northwest Wisconsin, near Hudson, in the vicinity of the Wisconsin/Minnesota border. There were a total of eight (8) people in the vehicle. They were members of an acrobatic team traveling from Chicago, Illinois to Fargo, North Dakota for a competition. Mr. [REDACTED] told the police he had been driving since 7:00 p.m. The highway was snowing and "slush" covered. When Mr. [REDACTED] attempted to change lanes, the vehicle started to slide on the soft snow and started to fishtail. When he applied the brakes, the vehicle skidded and left the roadway where it traveled into the ditch, struck a delineator post, then a tree stump and two more trees and the struck two sign posts before coming to a rest.

As noted in a supplemental police accident reconstruction report, driver Mr. [REDACTED] told an officer that he lost control when a gust of wind forced the vehicle off the road into the ditch. Mr. [REDACTED] told the police he believed he had been traveling at 50 or 55 mph. Six occupants were injured and two of the occupants received fatal injuries. Decedent, [REDACTED] (age 15), a passenger in the right rear second row passenger seat, was ejected from the vehicle. Decedent, [REDACTED] (age 27) was in the front right seat. Mr. [REDACTED] was cited for driving too fast for conditions and operating a vehicle without a license. The police report noted "two doors from the right (passenger side) of the vehicle were torn off the vehicle and both frontal airbags did not deploy, with the exception of a lower side air bag on the driver's side."

The vehicle manufacture was given notice of this incident on March 8, 2007, when it received a call from Alamo Rental Inc. A wrongful death lawsuit was filed in St. Croix County, Wisconsin, by [REDACTED], the mother of [REDACTED], against [REDACTED] Vanguard Car Rental Claims, Inc. No



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party involved in this accident has made any claim against Chrysler Group, nor has there been any allegation that the subject vehicle was defective.

ANALYSIS: By the driver's own statements, the loss of control was likely due to weather conditions and/or driver error. This vehicle was equipped with a Totally Integrated Power Module 7 ("TIPM7"), which feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the side airbag deployed is evidence that the ignition was in the "On" position and the TIPM7 was functioning properly.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2009 Q1	41	2007	RAM 1500 QUAD CAB SWB

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On December 3, 2007, around 9:30 AM, driver [REDACTED] and three of his passengers were traveling eastbound on U.S. Hwy. 84 (a two-lane highway) in Catahoula Parish, Louisiana, when the 2007 Dodge Ram 1500 Quad Cab pickup truck collided head-on with a 2005 Chevrolet cargo driven by [REDACTED]. According to the police report, the Dodge Ram was traveling at a high rate of speed (73 MPH) and drifted left-of center while travelling on a straight roadway, striking the cargo van that had slowed to about 37 MPH before being struck



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head-on. Fire ensued in the Dodge Ram post-impact. Both drivers died at the scene. Two other passengers in the Dodge Ram died, one at the crash scene ( ) and another shortly after being transported to the hospital ( ). , a passenger in the right front seat of the 2007 Dodge Ram, sustained multiple contusions and abrasions, the most serious of which was a ruptured small intestine. The police report coded air bag deployment in the Dodge Ram as "unknown."

The vehicle manufacturer was given notice of this incident on January 22, 2009, when it was served with Plaintiff's Summons and Complaint. The complaint generally alleges improper design, improper construction or manufacture, and lack of proper warning of dangerous conditions, but no vehicle components are specifically mentioned. There was never an inspection of this vehicle.

ANALYSIS: Based upon the available information, there was no indication of what caused the Dodge Ram to drift from its lane of travel. However, an eyewitness reported that she avoided the Dodge Ram as it was drifting over center, and stated that the driver was not looking at the road. Rather, the witness said the Dodge Ram driver had his head turned toward the front passenger as they passed each other. It is unknown whether the vehicle's air bags deployed. This vehicle was equipped with a TIPM6a and there are no allegations or facts that support a malfunction of the TIPM6a occurred and caused or contributed to the crash or injuries.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2009 Q2	25	2008	RAM 2500 HD QUAD CAB 4X4 SWB

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Records (CAIRs) and the letter of a potential claim received from Secura Insurance are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**



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A2. Chrysler Group does not have a copy of the Police Accident Report.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On April 27, 2009 a 2008 Dodge Ram Laramie Quad Cab 4x4 crossed the centerline into on-coming traffic and struck a school bus with 22 children onboard. Two occupants in the 2008 Dodge Ram sustained fatal injuries.

The vehicle manufacturer was given notice of this incident on April 29, 2009, when it received a call from a representative of Secura Insurance Company. On May 1, 2009, the vehicle manufacturer received a claim letter from Secura Insurance Company, which only gave notice of a claim and made no allegation of defect. There was no inspection of the vehicle.

ANALYSIS: This vehicle was equipped with a TIPM6a. Based upon the available information, there are no allegations or facts that a malfunction of the TIMP6a occurred and caused or contributed to the crash or injuries.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2010 Q2	13	2009	GRAND CARAVAN

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

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**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On April 5, 2010, [REDACTED] (age 61) was traveling eastbound on US 41 in Naples, Florida, in a 2009 Dodge Grand Caravan that had been rented from ELCO. [REDACTED] (age 39) was driving westbound in a 2006 Toyota Sequoia. The Toyota travelled over the centerline and the left front of the Toyota Sequoia struck the left front of the Dodge Grand Caravan. A 2005 Pontiac Montana being operating by [REDACTED] (age 42) was traveling behind Ms. [REDACTED] and turned right to avoid the collision, traveling off the roadway coming to rest where it struck some shrubbery. Ms. [REDACTED] suffered fatal injuries.

Chrysler Group was given notice of this incident on May 24, 2010, when it received a letter from ELCO requesting that Chrysler Group participate in an inspection of the vehicle and a download of the Event Data Recorder. Neither ELCO nor the parties involved in this incident have made any claims against Chrysler Group or allegations that the subject vehicle was defective.

Chrysler Group inspected the vehicle and obtained EDR data from the 2009 Dodge Grand Caravan and from the 2006 Pontiac Montana. The data showed that both vehicles had a travel speed prior to the accident of around 52 mph. There was significant damage to the front end of both the Sequoia and the Dodge Grand Caravan. The front left wheels of both vehicles were torn off during the accident and there was significant damage to both frames. The driver and right front passenger airbag for the Dodge Caravan deployed.

ANALYSIS: It is undisputed that the Toyota travelled over the centerline and there was no loss of control of the Dodge Grand Caravan that preceded the head-on crash. This vehicle was equipped with a TIPM7, which feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the front airbags deployed is evidence that the ignition was in the "On" position and the TIPM7 was functioning properly.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.



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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2012 Q1	38	2008	GRAND CHEROKEE 4X4

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On April 9, 2010, [REDACTED] (age 84) was driving a 2008 Jeep Grand Cherokee southbound on State Rte. 87 in Payson, Gila County, Arizona, at approximately 70-75 mph when he attempted to change lanes and collided with the rear corner of the vehicle ahead of him, a 1999 Ford pickup truck driven by [REDACTED]. The 2008 Jeep Grand Cherokee traveled partially into the left shoulder median. [REDACTED] overcorrected to his right and traveled across both lanes, sideswiped a 1991 Chevrolet S10 pickup truck driven by [REDACTED], continued off the road down an embanked area and contacted three trees. Although the accident report does not indicate that the 2008 Jeep Grand Cherokee rolled, an eyewitness indicated the vehicle rolled and photographs confirm this. Mr. [REDACTED] wife, [REDACTED] (age 78) was a right front seat passenger in the 2008 Jeep Grand Cherokee.

Chrysler Group was given notice of this incident on March 6, 2012, when it was served with Plaintiffs' Complaint. Plaintiffs claim the front air bags failed to deploy resulting in fatal injuries to [REDACTED] and severe injuries to [REDACTED].

ANALYSIS: The loss of control was attributed to driver error in performing a lane change. This vehicle was not equipped with a TIPM; rather, the vehicle was equipped with a Front Control Module ("FCM"). The FCM feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the side airbag deployed is evidence that the ignition was in the "On" position and the FCM was functioning properly. Moreover, an analysis of the inspection photos of the vehicle damage revealed that the impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags. There are no allegations or facts that support a malfunction of the FCM occurred and caused or contributed to the crash or injuries.



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Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the FCM prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2012 Q3	4	2008	TOWN & COUNTRY

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Record (CAIR) and claim letter are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On July 5, 2012 at 3:05 p.m. at the intersection of Greenwood St. West and State Hwy. 325 in Thief River Falls, Minnesota, a 2008 Chrysler Town & Country minivan being driven by [REDACTED] (age 72) crossed into the on-coming lane. The vehicle in the on-coming lane, a 2013 Kenworth Truck driven by [REDACTED] (age 39), turned to try and avoid a collision. According to the police accident report, the 2008 Chrysler Town & Country struck the 2013 Kenworth truck on the left side near the fuel tank. The right front passenger in the 2008 Chrysler Town & Country, [REDACTED] (age 68), sustained fatal injuries. Mrs. [REDACTED] injured her left shoulder. Mrs. [REDACTED] told the police that she may have fallen asleep while driving.

Chrysler Group was given notice of this incident on August 14, 2012, when it received a letter from State Farm advising of a possible claim involving their insured, [REDACTED]. State Farm alleged that the airbags were defective because they did not deploy in this crash.

ANALYSIS: By the driver's own statements, the loss of control was likely due to her falling asleep while operating the vehicle. An inspection of the subject vehicle revealed that the impact



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occurred outside the frame rails, involving the suspension and left inner and outer fender. There was some crush, but it was primarily rotational. There was no air bag deployment and, therefore, no EDR data was retrieved. An analysis of the vehicle damage revealed that the impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags. This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the crash or injuries.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Chrysler did note that, during an April 13, 2012 service visit, the dealer technician wrote in a cryptic service narrative that the "IS ON." The dealer technician then wrote "CK OVER AND HAS CODES PASS SEAT TRACK, SEAT BELT TENSIONER." Last, the dealer technician noted that "WILL NEED TO DO DIAG FOR CODES CUST WILL RESCHEDULE AT LATER TIME." This service visit narrative is included with this submission in the folder name referencing "Service History" and in a file named "NHTSA 24VIN QNA data export 9-12-2014 CONF BUS INFO.xlsx."

Chrysler Group has interviewed the Service Manager at the servicing dealership. Chrysler Group has also acquired a copy of the WiTech (diagnostic tool) report relating to certain Occupant Restraint Controller (ORC) trouble codes that the dealer technician seemed to be describing. This WiTech report is included in this submission, but below is an excerpt of the ORC trouble codes reported by WiTech that relate to the dealer technician narrative.

2008 RT 4.0L | VIN: 2A8HR64X18R [REDACTED]

ECU	Code	Status	Description
ORC	B1B97	active	Passenger Seat Track Position Sensor Configuration Mismatch
ORC	B1CFB	active	Seat Belt Sensors Configuration Mismatch

Based upon Chrysler Group's understanding of these trouble codes, is believed that the dealer service technician intended to report in the narrative that the "air bag light is on." This would be consistent with the above sensor mismatch trouble codes which, when present, are designed to activate the air bag warning light on the instrument cluster. There are no records available that would indicate this condition was ever repaired after the April 2012 dealer visit, and it is unknown whether these sensor mismatch trouble code conditions were present at the time of the July 2012 crash. However, the presence of the trouble code conditions that were recorded in



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April 2012 would not have affected air bag deployment at the time of the July 2012 crash. In any event, trouble code conditions are unrelated to the TIPM7.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	N/A	2012 Q3	5	2008	TOWN & COUNTRY

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) and the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On October 10, 2011, around 12:20 pm, [REDACTED] (age 28), was driving a 2008 Chrysler Town & Country westbound on I-40 in Conway, Arkansas, when he crossed the grassy median, entered the eastbound lanes and collided head on with a Toyota Solara driven by [REDACTED] (age 30). Passengers in the 2008 Chrysler Town & Country included the front passenger, [REDACTED] (age 24), and rear seat children [REDACTED] (age 3) and [REDACTED] (3 months). [REDACTED] sustained fatal injuries and was pronounced dead at the scene. The Police Accident Report indicates all the occupants were properly restrained. [REDACTED] and [REDACTED] were both restrained in child seats and sustained injuries.

Chrysler Group was given notice of this incident on October 27, 2011, when it received a call from Mr. [REDACTED] grandmother, [REDACTED]. Mrs. [REDACTED] reported that the air bags did not deploy in the crash. Chrysler Group was served with Plaintiffs' Complaint on December 13, 2012. Plaintiffs allege the vehicle was defective in that the front driver and front passenger seat belts failed to deploy and the passenger inboard seat belt failed.

ANALYSIS: This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIMP7 occurred and caused or contributed to the crash or injuries.



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There is no indication of what caused the loss of control. The decedent's grandmother, [REDACTED], told Chrysler Group that Mr. [REDACTED] may have been fatigued after driving for about 8 hours and fell asleep while driving. She also reported that Mr. [REDACTED] may have lost control due to a seizure or a consequence of the seizure medication he was taking.

Chrysler Group inspected the vehicle. There was nothing discovered during the inspection that would suggest a vehicle-based reason for the loss of control. Moreover, the subject vehicle crush damage indicates that the impact was angular from left to right with a high lateral input. This type of crash would not have generated the longitudinal deceleration necessary to deploy the frontal air bags.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
[REDACTED]	N/A	2013 Q1	20	2007	RAM 1500 QUAD CAB SWB

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On April 23, 2012 at midnight, [REDACTED] (age 38) was driving a 1992 Chevy pickup truck that was towing a 1988 Sprinter Motorhome being steered by [REDACTED] (age 41). [REDACTED] (age 32) was in the front passenger seat of the Chevy pickup truck. The [REDACTED] were operating this combined unit southbound on Highway 69 near Zavalla in Angelina County, Texas, when they lost control, causing the combined unit to jack-knife and block both the northbound and southbound lanes of Highway 69. [REDACTED] (age 69)



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was driving his 2007 Dodge Ram 1500 Quad Cab pickup truck northbound on Highway 69 and crashed into the combined unit. Mr. [REDACTED] told the police that he was doing 55 mph when he noticed the road was blocked. To avoid hitting pedestrians that were on the right shoulder, he swerved to the left and hit the motorhome. The Police Accident Report states that Mr. [REDACTED] sustained a non-incapacitating injury, but he was taken to a nearby hospital after initially refusing treatment and died two days later. The autopsy report identifies Mr. [REDACTED] cause of death as blunt force injuries complicating atherosclerotic and hypertensive cardiovascular disease. The autopsy report also indicates that Mr. [REDACTED] was restrained at the time of the crash, but due to the pattern of bruising on his body concluded that he had the seatbelt under his left arm.

Chrysler Group was given notice of this incident on February 14, 2013, when it received it was served with Plaintiff's First Amended Petition. Mr. [REDACTED] was reportedly belted. Plaintiffs allege that the driver air bag failed to deploy and the seat belt failed to protect Mr. [REDACTED] in the crash. Specifically, Plaintiffs contend Mr. [REDACTED]'s chest struck the steering wheel, and that this caused his fatal injuries.

ANALYSIS: By the driver's own statements, there was no loss of control and the subject vehicle struck the truck and RV that were jack-knifed in the travel portion of the roadway. This vehicle was equipped with a TIPM6a and there are no allegations or facts that support a malfunction of the TIMP6a occurred and caused or contributed to the crash or injuries. Moreover, an analysis of the vehicle damage revealed that the impact was outside of the right frame rail and did not produce the longitudinal deceleration necessary to deploy the frontal air bags.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
[REDACTED]	N/A	2013 Q1	26	2007	GRAND CHEROKEE 4X4

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint is contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

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**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On April 26, 2012 at 5:03 p.m., [REDACTED] (age 30), a West Virginia state mine inspector, drove a state-owned 2007 Jeep Grand Cherokee through a red light, over a guardrail and into the Kanawha River in Charleston, West Virginia. Due to the water depth and speed, the vehicle and Mr. [REDACTED] body were not recovered for three days. The coroner noted cause of Mr. [REDACTED] death as drowning.

Chrysler Group was given notice of this incident on January 4, 2013, when an attorney representing the estate of Mr. [REDACTED] sent a request via electronic mail asking that Chrysler Group participate in an inspection of the vehicle and perform a download of the EDR. On June 26, 2014, Chrysler Group was served with a lawsuit filed by [REDACTED] (Mr. [REDACTED] wife). Plaintiff claims the vehicle should have been equipped with "escape technology" for use in submersion events. There were no allegations of loss of control due to a vehicle defect.

ANALYSIS: This vehicle was equipped with a FCM and there are no allegations or facts that support a malfunction of the FCM occurred and caused or contributed to the crash or injuries. There is no indication of what caused the loss of control, but there were indications that some medical event, potentially associated with Mr. [REDACTED] diabetes, caused him to lose consciousness and drive into the river without steering or braking inputs. The FCM in this vehicle feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the front and side curtain airbags deployed is evidence that the ignition was in the "On" position and the FCM was functioning properly. There was no EDR data due to the loss of power from vehicle's electrical system damage caused by the crash.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the FCM prior to this incident.

Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.



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*The following incidents were previously reported to NHTSA in connection with routine TREAD DI inquiry responses. The TREAD DI inquiry responses previously submitted are repeated verbatim below and followed by any available new information or analysis.*

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI08-073	2008 Q1	98	2007	LIBERTY 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the notice of a news article regarding this incident is on the enclosed CD ROM. No claim has been made against Chrysler Group regarding this incident.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This incident occurred on May 3, 2007 in the Bronx, New York when [REDACTED] alleges her parked 2007 Jeep Liberty Sport went into reverse running over her baby, [REDACTED]. The vehicle then continued rearward striking another parked vehicle. [REDACTED] died from his injuries.

According to the New York Police report, Ms. [REDACTED] stated: "I parked my car in the driveway and opened the garage door so that I can take my baby inside. The car was in Park and I reached back and took the baby out of the car seat. I got out with the baby and reached back in to get my bag. I think my bag caught on the thing (transmission) and the car started to roll back. It dragged me and my baby down the driveway and I fell back and the baby hit his head on the ground. The baby's arm was stuck under the front tire." An investigation revealed that Detective Ryan of the NYPD believed that Ms. [REDACTED] pulled the transfer case out of park into neutral allowing it to start rolling freely down the sloped driveway.

Based upon the facts known to date, there is no indication that the fatality was the result of a design or manufacturing defect in the subject vehicle.



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**September 15, 2014 Update:**

Police photos have been received and are included with this updated submission.

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the movement of the vehicle. In fact, the vehicle ignition was in the "Off" position and the vehicle was not running at the time of the incident. The police investigator believed that Ms. [REDACTED] pulled the transfer case into the Neutral position thereby allowing the vehicle to start rolling freely down the sloped driveway. A TIPM7 malfunction cannot cause an inadvertent shifting of the transfer case into the Neutral position.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
[REDACTED]	DI08-108	2008 Q2	229	2007	RAM 2500 HD QUAD CAB 4X4 SWB

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This single-vehicle rollover crash occurred at 2:00 a.m. on May 6, 2007 on Highway 91 Bridge over Bayou Queue de Tortue, Louisiana. [REDACTED] was driving a 2007 Dodge Ram Pickup truck when she left the roadway causing the vehicle to overturn. Ms. [REDACTED], who was unbelted, was ejected and sustained fatal injuries. Her husband, [REDACTED] who was a front seat passenger did not sustain injuries.



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According to the Louisiana Police Report, [REDACTED] was operating her 2007 Dodge Ram Pickup truck at 2:00 a.m. south on State Highway 91. After crossing the Highway 91 bridge over Bayou Queue de Tortue, and upon approaching a slight curve to the left, Mrs. [REDACTED] left the roadway and traveled South in the West embankment of Hwy. 91 for approximately 407 feet. The front end of the vehicle struck the embankment, and became airborne and traveled 106 feet before landing in a ditch. Upon the second impact, the vehicle overturned at least one time, rotated clockwise and struck the ground three more times. At some point while the vehicle was overturning, Mrs. [REDACTED] was ejected, causing her death. After striking a utility pole, the vehicle came to rest in a ditch. According to the police report, Mrs. [REDACTED] was not belted. Mr. [REDACTED], the only witness to the accident, was asleep at the time of the accident and claims to have no recollection of what happened. Mr. [REDACTED] admits to consuming alcoholic beverages prior to the accident but claims his wife had not. He stated to the investigating officer, Trooper Donald McFarlain, that his wife had been very tired the whole night. Trooper McFarlain's report states "It is unknown why the vehicle Mrs. [REDACTED] was driving left the roadway. There were no indications that another vehicle was involved. There was no indication of tire failure or equipment failure that contributed to the crash. Weather conditions were favorable and traffic was light. There were no signs of any type of steering maneuvers enacted by the driver prior to the crash. The only conclusion that may be pointed out is that the driver possibly fell asleep."

There is a lawsuit pending against Chrysler in this matter. [REDACTED]  
[REDACTED] (for the Estate of [REDACTED]) are alleging non-deployment of the air bag.

Based upon the facts known to date, there is no indication that the fatality was the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM6a and there are no allegations or facts that support a malfunction of the TIPM6a occurred and caused or contributed to the loss of control of the vehicle. Moreover, an analysis of the vehicle damage revealed that the frontal impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags. This vehicle was not equipped with rollover sensing or side curtain airbags.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.



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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI09-063	2009 Q1	63	2008	WRANGLER 4-DR 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the claim letter and the Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This incident was initially reported to Chrysler LLC as a product liability legal claim by way of a letter from counsel for the decedent's family. Chrysler LLC obtained a copy of the police investigation report. Copies of both of these items are included with this submission.

According to the police report, on August 17, 2008, [REDACTED] was the properly restrained driver of a 2008 Jeep Wrangler that was involved in an offset frontal accident. Mr. [REDACTED] was traveling below the posted speed limit of 70 miles per hour when he impacted a U-Haul that was stopped on the right shoulder. He struck the U-Haul with significant enough force to move the U-Haul off the paved shoulder into a grass area with the U-Haul ultimately overturning. [REDACTED] suffered fatal injuries in the crash.

Claimant contends that Wrangler was defective because the driver's side airbag failed to deploy and the seat belt allegedly failed to restrain Mr. [REDACTED]. Claimant further contends that alleged structural failures of the Wrangler may have contributed to Mr. [REDACTED] injuries.

Based upon the facts known to date, there is no indication that the alleged injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss of control of the vehicle. Moreover, an analysis of the vehicle damage revealed this was a underride impact



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affecting only sheet metal; therefore, the impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI10-003	2009 Q3	14	2007	RAM 2500 HD QUAD CAB 4X4 SWB

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Plaintiff's Complaint filed Circuit Court in Venezuela and an English language translation, are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Plaintiff's Complaint filed Circuit Court in Venezuela and an English language translation, are contained on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On October 28, 2009, the owner of a 2007 Dodge RAM 2500 vehicle, [REDACTED], filed a Complaint in Venezuela against Chrysler de Venezuela LLC as a result of a single-vehicle rollover crash. According to the Complaint, on October 2, 2008, the plaintiff's father, [REDACTED], was traveling in an area known as El Alivio on the highway from the town of Santa María de Ipire in the State of Guárico, leading to Pariaguán in the State of Anzoátegui, when the left rear tire "exploded," causing him to lose control of the vehicle and overturn. One of the passengers was thrown from the vehicle and died. Each of the other passengers received unknown injuries.

According to the police report sketch of the accident scene, the accident occurred mid-way through a tight curve. The vehicle, driving on the inside lane of the curve, proceeded across the oncoming lane towards the outside of the curve and at some point rolled over. The tires and



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wheels on the driver's side of the vehicle, including the tire that allegedly "exploded," were both spare tires and wheels.

The Complaint identifies the cause of the fatality in two conflicting ways: (1) the failure of the air bags to deploy and (2) the fact that the vehicle does not have air bags, but that the dealer did not warn the purchaser of the lack of air bags at the time of purchase. There is no further explanation or detail regarding the alleged defects. The subject vehicle has not been inspected.

Based upon the facts known to date, there is no indication that the crash or injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM6a and there are no allegations or facts that support a malfunction of the TIPM6a occurred and caused or contributed to the loss of control of the vehicle. A TIPM6a malfunction cannot deflate a tire. Moreover, an analysis of the vehicle damage revealed that the impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags during this rollover event and this vehicle was not equipped with rollover sensing or side curtain airbags.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI11-001	2010 Q3	24	2010	JOURNEY

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) is contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.



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**NOTE: we have from one scene photo and PA inspection photos. Also a letter to claimant re inspection results was included in prior submission. NEED THE DATA REPORTS**

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This matter involves a multiple-vehicle crash that occurred on May 13, 2010, involving a 2010 Dodge Journey, a 2001 GMC Sierra C1500 pickup truck, and a 1999 Jeep Cherokee.

According to the police report, [REDACTED], 18 years, was driving a 2001 GMC Sierra C1500 pickup truck heading eastbound on State Road 9 near St. George, Utah. A light rain was falling and the roadway was wet. [REDACTED] lost control of the GMC Sierra while rounding a curve, went off the right side of the road, then overcorrected to the left, crossing the centerline and traveling into the westbound lanes. The GMC Sierra struck the left front of a 2010 Dodge Journey that was traveling westbound and the Dodge Journey then struck a rocky hill. A 1999 Jeep Cherokee driven by [REDACTED] which was following the Dodge Journey, struck the rear of the GMC Sierra.

The Dodge Journey was rented from Enterprise Rent-A-Car of Los Angeles, LLC ("Enterprise") and was being driven by 29 year old [REDACTED], who resides in the Netherlands. [REDACTED] girlfriend, 25 year old [REDACTED], was in the front passenger seat. [REDACTED] and [REDACTED] were traveling from the Zion National Park to Las Vegas.

Both [REDACTED] were trapped in the vehicle and had to be extricated by emergency personnel. The seat belts had to be cut to extract the occupants from the vehicle. [REDACTED] was pronounced dead at the scene and the exact nature of her injuries is unknown. Mr. [REDACTED] was transported to the Dixie Regional Medical Center and was treated for his injuries, which included a broken right wrist. The driver of the GMC Sierra was transported to Dixie Regional Medical Center and was treated for his injuries, which included five broken vertebra. The driver and passenger in the Jeep Cherokee were not injured.

Chrysler Group was put on notice of this incident when Enterprise called to inform Chrysler Group of its intent to conduct a vehicle inspection. Chrysler Group participated in the inspection, the results of which are memorialized in a letter that is included on the enclosed CDROM. In short, Chrysler Group has concluded that the vehicle's occupant protection system performed as designed.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss of control of the vehicle. The TIPM7 feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the airbags and



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pretensioners deployed is evidence that the ignition was in the "On" position and the TIPM7 was functioning properly.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
██████████	DI11-068	2011 Q1	36	2008	RAM 1500 QUAD CAB 4X4 SWB

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This matter involves a reported engine fire in a parked and occupied 2008 Ram 1500 SLT Quad Cab 4x4, which resulted in a fatality. According to police and fire investigators, on December 18, 2010, at approximately 5:04 am, the truck was found fully engulfed in flames in the driveway of ██████████ residence in Poth, Wilson County, Texas. ██████████ (age 24), was asleep in his truck with the engine and heater running when it caught fire, resulting in fatal injuries caused by the fire. A toxicology study later showed Mr. ██████████ blood alcohol level was at .293%.

Chrysler Group was put on notice of this incident on March 14, 2011 when Chrysler Group received a claim letter from an attorney representing Mr. ██████████ family, which is included on the enclosed CD ROM. Mr. ██████████ family alleges the truck was unreasonably dangerous due to defective electrical system, engine throttle control system and fuel system integrity; produced an electrical charge which started a fire in the engine compartment while the vehicle was idling - an anomaly occurred when hot combustible engine fluid was ignited by an electrical charge in the electrical control mechanism.



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Chrysler Group has not yet inspected the vehicle. The Poth Volunteer Fire Department determined that the fire originated "from the left aft area of the engine compartment above the left front wheel and tire." They did not identify a cause of the fire. A fire investigator for the auto insurer drafted a report, a copy of which is included on the enclosed CD ROM and makes similar conclusions. This investigator also noted that the subject vehicle was equipped with aftermarket radio components, including the radio and an amplifier. He also was told by the decedent's family that the truck was equipped with an aftermarket "computer chip" to improve "horsepower and performance."

Based upon the facts known to date, there is no indication that the fire or the resulting injuries were the consequence of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM6a and there are no allegations or facts that support a malfunction of the TIPM6a occurred and caused or contributed to the fire.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM6a prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI11-093	2011 Q2	15	2008	GRAND CARAVAN

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the claim letter and the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**



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A3: This incident occurred on February 27, 2011, as [REDACTED] (age 75) was pulling her 2008 Dodge Caravan into her garage at her home in Menifee, California. There were no witnesses to the incident. According to the available investigative reports, it is believed that Mrs. Coats had pulled part way into the garage when she noticed her husband, [REDACTED] (age 83), lying on the garage floor and that she may have run over one of his feet before she saw him. As Mrs. [REDACTED] exited the vehicle to go to the aide of her husband, the vehicle began to move rearward and pinned Mrs. [REDACTED] between the driver's door and the frame of the garage door. The investigative reports note that the vehicle was found in reverse gear. Police concluded that the "primary collision factor" was "Other Improper Driving" and that Mrs. [REDACTED] "caused the collision." Both Mrs. and Mr. [REDACTED] were pronounced dead at the scene. The coroner concluded the cause of Mrs. [REDACTED] death was asphyxiation and that Mr. [REDACTED] death was due to a cardiac event.

Chrysler Group was put on notice of this incident when counsel representing Chrysler in California received an email from the attorney representing the [REDACTED] estate on May 31, 2011. Counsel for the [REDACTED] estate claims the vehicle's transmission was defective allowing Mrs. [REDACTED] to put the vehicle in "false park." The email is on the enclosed CD ROM.

Based upon the facts known to date, there is no indication that this incident or the injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the unintended movement of the vehicle. The driver attempted to place the vehicle in Park prior to exiting the running vehicle, but did not actually achieve Park, which caused the vehicle to roll rearward.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
[REDACTED]	DI11-093	2011 Q2	22	2010	RAM 1500 REG CAB SWB

**Original DI Inquiry Response:**

**FARTHING**

1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing



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**the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) is contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This is a single vehicle collision involving a 2010 Dodge Ram 1500. On May 2, 2011 at 2:22 a.m., [REDACTED] (age 29) was driving the truck along Red House Road in Madison County, Kentucky. For reasons unknown, the truck crossed over the left lane, went off the road and travelled along approximately 265 feet of tree line and hit several tree branches before coming to rest against a tree. The police estimated the vehicle speed before leaving the road to be 50 to 55 MPH. The police found no skid marks on the roadway or any signs of braking. Mr. [REDACTED] was pronounced dead at the scene.

Chrysler Group was put on notice of this accident on May 6, 2011, when Mr. [REDACTED] wife called Chrysler stating that the driver's airbag did not deploy. The Customer Assistance Inquiry Report (CAIR) is on the enclosed CD ROM. The claimant has retained counsel and no inspection has been performed on the vehicle.

Based upon the facts known to date, there is no indication that the crash or occupant injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss of control of the vehicle. Moreover, an analysis of the vehicle damage revealed that the impact did not produce the longitudinal deceleration necessary at impact to deploy the frontal air bags. The impact damage was to the roof and windshield due to repeated impact from low hanging tree limbs. The vehicle did not sustain any front impact damage and, therefore, did not sustain the necessary rate of longitudinal deceleration.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI11-106	2011 Q3	42	2011	GRAND CHEROKEE 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) and the claim letter are contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This matter involves a 2011 Jeep Grand Cherokee owned by Enterprise Rent A Car. The South Carolina Department of Public Safety accident report provides little details. Based on the limited information available from Enterprise and media articles about the incident (included on the CD ROM), [REDACTED], was working as a private security guard at a manufacturing plant in Anderson, South Carolina. On the morning of June 16, 2011, Mr. Chastain was working the 11 pm to 7 am shift patrolling the property in the subject vehicle. According to information the coroner provided to a local paper, at approximately 4 am Mr. Chastain lost control of the subject vehicle and the vehicle traveled through a fence, down a hill, through a second fence and struck a building wall. The incident was not discovered until approximately 6:50 am. The coroner is further quoted as believing that Mr. [REDACTED] suffered a diabetic reaction, which caused him to lose control of the vehicle.

Chrysler Group was put on notice of this accident on July 15, 2011, when Chrysler Group received a letter from Enterprise's claims administrator, ELCO. ELCO advised Chrysler Group that the decedent's attorney was alleging the vehicle's throttle stuck causing decedent to drive into a building. The CAIR is on the enclosed CD ROM. No claim or suit has been filed against Chrysler Group the decedent's estate. The vehicle's event data record was interrogated, which showed evidence of near wide open throttle (72 percent) and no braking just prior to impact. A copy of the Bosch Crash Data Retrieval System EDR report is included on the CD ROM.

Based upon the facts known to date, there is no indication that the crash or occupant injuries were the result of a design or manufacturing defect in the subject vehicle.



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**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss of control of the vehicle. The electronic throttle control function is not wired through the TIPM7; it is wired directly to the powertrain control module and a malfunction of a TIPM7 cannot cause an unregulated increase in engine torque.

This vehicle was equipped with a TIPM7, which feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the airbags deployed is evidence that the ignition was in the "On" position and the TIPM7 was functioning properly.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI11-106	2011 Q3	49	2011	WRANGLER 4-DR 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint is contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This matter involves a 2011 Jeep Wrangler Rubicon equipped with an automatic transmission. According to the Oklahoma Traffic Collision Report, on June 27, 2011, [REDACTED] drove to a friend's lake cabin on Grand Lake in Grove, Oklahoma. When they arrived at the cabin the [REDACTED] left their son, Lincoln (21 months old) asleep in his car seat in the



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center rear position. They left the Wrangler running, allegedly with the shift lever in the Park position, and let the child continue to sleep while they exited the vehicle and began to prepare the cabin. Mrs. [REDACTED] returned to the 2011 Jeep Wrangler twice as she unloaded groceries and other personal items. When she returned for a third time, the 2011 Jeep Wrangler was gone. She then saw the 2011 Jeep Wrangler's taillights in the lake just above the water line, about 45-50 feet away. The vehicle had rolled forward and into the lake. A neighbor was able to enter the vehicle before it became completely submerged and he was unable to release the harness of the child seat and remove the child. A police officer that arrived at the scene was eventually able to remove the child from the vehicle, but the child had already expired, and attempts to resuscitate him were unsuccessful. When the 2011 Jeep Wrangler was removed from the water the next day, the shift lever was found in the Drive position.

Chrysler Group was put on notice of this accident on June 30, 2011, when counsel representing Chrysler Group in Oklahoma notified Chrysler Group that they had been advised that an attorney, appointed by the court to represent the estate of [REDACTED], was inviting Chrysler Group to attend a vehicle inspection. Chrysler Group later received a copy of Plaintiff's unserved Complaint that contains no specific allegation of design or manufacturing defect. A copy of the unserved Complaint is on the enclosed CD ROM. [REDACTED] father is named as a Defendant in the suit as well as Chrysler Group LLC, Bob Moore Dodge Chrysler Jeep, Inc., Hypertech Inc. and Dorel Juvenile Group, Inc., d/b/a Cosco Home and Office Products.

Based upon the facts known to date, there is no indication that this incident or occupant injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to unintended movement of the vehicle. A TIPM7 malfunction cannot cause inadvertent shifting of the transmission out of park.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident. Chrysler Group notes that the TIPM7 was replaced three years after the incident (in June 2014) for a no-start condition, after the vehicle received a junk title and was evidently being restored. The dealer replaced the TIPM7, the WIN module, the instrument cluster and several other electrical components. It is believed these parts were potentially damaged in the submersion and there is no indication they were malfunctioning at the time the vehicle was being restored.



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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI12-013	2011 Q4	23	2011	GRAND CARAVAN

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Summons and Complaint is contained on the enclosed CD ROM.

**2. Provide a copy of the Police Accident Report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: This matter involved a two-vehicle crash that occurred on October 29, 2011 in Lincoln Township, Michigan. [REDACTED] (age 31) of Kansas City, Missouri, was driving a 2011 Dodge Grand Caravan that had been rented from Enterprise Rent-A-Car. According to the police accident report, [REDACTED] (age 59) stated he was traveling in the far left lane in his 2005 Ford Five Hundred when an unidentified vehicle, traveling to his right in the center lane, moved into the left lane and toward his car causing him to swerve to the left and onto the shoulder of the highway. When Mr. [REDACTED] swerved back onto the highway, he lost control of his car and struck the left rear of the Dodge Grand Caravan which was traveling in the center lane. After being hit, the minivan traveled into the median and rolled over. There were a total of nine occupants in the minivan, which had seven available seating positions. Seven of the passengers were children and, according to the police accident report, at least three of them were not properly seated or belted. [REDACTED] (age 10), who was in the third row seat, was ejected from the minivan and sustained fatal injuries. The front right passenger, [REDACTED] (age 28), was the only other passenger in the minivan reportedly injured.

Chrysler Group was put on notice of this accident on November 8, 2011, when it received a call from a representative of Enterprise Leasing requesting information from Chrysler Group about the crash. The Enterprise representative reported a "non-air bag deployment" to the Call Center. The CAIR report is on the enclosed CD ROM. There has been no claim made on behalf of any occupant in the 2011 Dodge Grand Caravan and the matter remains under investigation.

Based upon the facts known to date, there is no indication that this incident or the injuries were the result of a design or manufacturing defect in the subject vehicle.



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**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss of control of the vehicle. The driver's own statement attributes the loss of control due to a crash avoidance evasive maneuver. Also, the TIPM7 feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the pretensioners deployed indicates that the ignition was in the "On" position and the TIPM7 was functioning properly.

The EDR data indicates that the vehicle's electrical systems and TIPM7 were operating at the time of the incident. Moreover, the EDR indicates that the air bags did not deploy due to slow developing roll event.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI12-062	2012 Q2	23	2009	JOURNEY

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the claim letters and the Summons and Complaint are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: According to the Police Accident Report, this matter involves a 2009 Dodge Journey that was involved in a multi-vehicle collision on June 16, 2011 at 4:53 p.m., on Braselton Highway



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(S.R. 124) in Gwinnett County, Georgia. Braselton Highway is an asphalt roadway with one lane of travel for northbound traffic and one lane of travel for southbound traffic. The posted speed limit is 45 m.p.h. [REDACTED] (age 58) was the front seat passenger in the 2009 Dodge Journey that was being operated by her daughter, [REDACTED] (age 36). The 2009 Dodge Journey was traveling southbound. A 2008 Jeep Wrangler, driven by [REDACTED] (age 38), was traveling northbound. Mr. [REDACTED] signaled to make a left hand turn onto Amber Creek Drive and stopped. A 2004 Jeep Grand Cherokee traveling behind [REDACTED], driven by [REDACTED] (age 30), was following [REDACTED] too close. [REDACTED] struck the left rear bumper of Mr. [REDACTED]. Wrangler then crossed into the southbound lane and struck the 2009 Dodge Journey head-on.

Both the driver and passenger front seat belts in the 2009 Dodge Journey were cut by emergency personnel in order to extract Ms. [REDACTED] and Mrs. [REDACTED]. Mrs. [REDACTED] sustained a closed head injury and abdominal injuries and died two weeks after the accident. [REDACTED] were also injured. Following Mrs. [REDACTED] death, [REDACTED] was charged with vehicular homicide in the 2nd degree, following too closely, failure to maintain lane and driving on the wrong side of the road.

Chrysler Group was put on notice of this claim when it received a letter from the attorney for the family of Mrs. [REDACTED] on October 17, 2011. Claimants allege the front passenger's seat belt spooled-out upon impact allowing Mrs. [REDACTED] to submarine under the lap belt and jackknife over the lap belt, causing her head to collide with the center console. Although police photographs of the 2009 Dodge Journey taken at the scene of the accident show that both front air bags deployed, Claimants allege that the front passenger side air bag failed to protect Mrs. [REDACTED]. The 2009 Dodge Journey's event data recorder was imaged and analyzed. The Crash Data Retrieval (CDR) report indicates the 2009 Dodge Journey's speed was 48-50 mph at impact. A copy of the claim letters and the CDR report are on the enclosed CD ROM. No lawsuit has been filed.

This matter remains in the claim stage and is still under investigation. Based upon the facts known to date, there is no indication that the crash or occupant injuries were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

Based upon the driver's own statements and other available information, there was no loss of control of the subject vehicle, which was struck in its lane of travel. This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7. The TIPM7 feeds power to the Occupant Restraint Controller ("ORC") while the ignition switch is in the "Run/Start" and "Run/On" positions. The fact that the airbags deployed is evidence that the ignition was in the "On" position and the TIPM7 was functioning properly.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.



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Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI12-106	2012 Q3	22	2009	JOURNEY

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) is contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. A copy of the Police Accident Report is on the enclosed CD ROM.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: According to the police accident report, on October 6, 2011, Mr. [REDACTED] struck a pedestrian while driving his 2009 Dodge Journey. [REDACTED] was traveling on the New Highway 90 West Access Road in San Antonio, Texas. He was at the intersection attempting to turn left onto Old Highway 90 West at 6:30 a.m. when a pedestrian attempted to cross the roadway at a point where there was no crosswalk. The pedestrian was struck and sustained fatal injuries. According to the police accident report, Mr. [REDACTED] did not say anything to the police about the vehicle's brakes failing. Rather, [REDACTED] told the police that he did not see the pedestrian due to the darkness in the area and the dark clothing that the pedestrian was wearing.

Chrysler Group was put on notice nine months after the pedestrian crash, when Mr. [REDACTED] contacted Chrysler Group via email on July 5, 2012 and suggested that his brakes failed before the crash. Mr. [REDACTED] stated he did not report a brake failure to the police because he "didn't want a huge court case." [REDACTED] also claimed he was diagnosed with post-traumatic stress disorder that was caused by the crash. Mr. [REDACTED] did not present his vehicle to any Chrysler Group dealer for brake repairs following this accident. A copy of the CAIR is on the enclosed CD ROM.

Based upon the facts known to date, there is no indication that this incident or the injuries sustained by the pedestrian were the result of a design or manufacturing defect in the subject vehicle.



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**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the loss braking effectiveness.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI12-106	2012 Q3	36	2011	GRAND CHEROKEE 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. A copy of the Customer Assistance Inquiry Report (CAIR) and the claim letter are contained on the enclosed CD ROM.

**2. Provide a copy of the Police accident report.**

A2. Chrysler Group does not have a copy of the Police Accident Report.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On December 20, 2010, [REDACTED] was driving a 2011 Jeep Grand Cherokee that was rented from Enterprise. Mr. [REDACTED] was attempting a left turn when he struck a pedestrian, [REDACTED], who sustained fatal injuries. Mr. [REDACTED] alleges that the vehicle suddenly accelerated causing him to lose control of the vehicle.

Chrysler Group was put on notice four months after the crash, on April 15, 2011, when it received a letter from Enterprise advising that the attorney for the estate of Ms. [REDACTED] issued a subpoena requesting the vehicle be produced for inspection. On September 17, 2012, Chrysler Group received a letter from the attorney representing [REDACTED] in a lawsuit brought against him by Ms. [REDACTED] estate, requesting Chrysler Group's investigative file. A copy of the CAIR is



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on the enclosed CD ROM. No legal claim has been made against Chrysler Group.

Based upon the facts known to date, there is no indication that this incident or the injuries sustained by the pedestrian were the result of a design or manufacturing defect in the subject vehicle.

**September 15, 2014 Update:**

This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused an unintended acceleration event. The electronic throttle control function is not wired through the TIPM7; it is wired directly to the powertrain control module and a malfunction of a TIPM7 cannot cause an unregulated increase in engine torque.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident. Chrysler Group notes that there was a TIPM7 replacement on 1/8/13 for a windshield wiper malfunction, which occurred over two years after the pedestrian crash.

Matter Name	Reported in DI#	Year Q	Seq_ID	MY	Model
	DI14-010	2013 Q4	32	2012	WRANGLER 4-DR 4X4

**Original DI Inquiry Response:**

**1. Provide a complete copy of the initial claim or notice document(s) that notified Chrysler of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.**

A1. Chrysler Group has not received a claim letter or a lawsuit regarding this accident.

**2. Provide a copy of the Police accident report.**

A2. Chrysler Group does not have a copy of the Police Accident Report.

**3. At your option, provide Chrysler's assessment of the circumstances that led to the incident including Chrysler's analysis of the claim and/or notice regarding allegations of a defect.**

A3: On November 10, 2013 Chrysler Group's Office of the General Counsel was notified in a privileged communication by Chrysler Asia-Pacific Investment Co., Ltd. (a subsidiary of Chrysler Group LLC) that the owner of a 2012 Jeep Wrangler vehicle reported that a friend had



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an accident while driving his vehicle on November 8, 2013, in Ziyang County, Sichuan Province, China. The driver allegedly struck a tree and both the driver and the front seat passenger were killed. The owner of the vehicle claimed that the front airbags did not deploy. Chrysler Group has no other information regarding this accident and has not had the opportunity to inspect the vehicle.

This matter remains under investigation. Based upon the facts known to date, there is no indication that this incident or the resulting injuries were the result of a design or manufacturing defect in the subject vehicle.

September 15, 2014 Update:

There is no new information on this incident. This vehicle was equipped with a TIPM7 and there are no allegations or facts that support a malfunction of the TIPM7 occurred and caused or contributed to the crash or injuries.

Per NHTSA's request, Chrysler Group is including the available service and warranty records for this vehicle. There is nothing in these records that indicate any malfunction of the TIPM7 prior to this incident.

DP14-004

CHRYSLER

9/15/2014

Warranty PUBLIC



Code	Name 1	Name 2	Address 1	Address 2	City	State	Zip	
33133	SICHUAN HUACHI AUTO SALES&SERVICE	CO.LTDRVICE CO. LTD	NO.151 YINHUI RD	CHENGHUA DISTRICT		CHENG'DU	EX	0
42012	LADD HANFORD CHRY DODGE JEEP		2247 CUMBERLAND ST		LEBANON	PA	17042	
23179	KELLY JEEP		501-523 STATE ROAD		EMMAUS	PA	18049	
67323	STEPHENS AUTO CENTER		104 STEPHENS DR		DANVILLE	WV	25053	
23257	ROYAL JEEP		1901 PATRICK STREET PLAZA		CHARLESTON	WV	25362	
67281	LOGAN CHRYSLER JEEP DODGE		ROUTE 44 SOUTH		LOGAN	WV	25601	
68794	GLEN DALE MOTOR COMPANY		1502 WHEELING AVE		GLEN DALE	WV	26038	
65074	HAYES CHRY-DODGE-JEEP INC		719 W PIKE STREET		LAWRENCEVILLE	GA	30045	
X7114	Dollar Thrifty Automotive Group		3100 SE 6TH AVE		FT LAUDERDALE	FL	33316	
X7388	Dollar Thrifty Automotive Group		3100 SE 6TH AVE		FT LAUDERDALE	FL	33316	
42646	PALM CHRYSLER JEEP DODGE		1801 S TAMIAAMI TRAIL		PUNTA GORDA	FL	33951	
X7936	THRIFTY RAC MONTGOMERY		3360 SELMA HIGHWAY		MONTGOMERY	AL	36108	
42576	JIM COGDILL DODGE COMPANY		8544 KINGSTON PIKE		KNOXVILLE	TN	37919	
43284	GREVE CHRY-JEEP-DODGE OF VAN WERT	INC	756 W ERVIN		VAN WERT	OH	45891	
61884	TOM O'BRIEN CHRYSLER JEEP NORTH		4630 E 96TH STREET		INDIANAPOLIS	IN	46240	
43870	HEARTLAND MOTORS INC		717 NINTH STREET		HAWARDEN	IA	51023	
59828	TAUKE MOTORS INCORPORATED		1000 NINTH STREET SOUTHEAST		DYERSVILLE	IA	52040	
68478	LITCHFIELD CHRYSLER CENTER		640 EAST HIGHWAY 12		LITCHFIELD	MN	55355	
65995	WESTSIDE MTRS OF TRF INC		1730 HWYS 1 & 59 NORTH		THIEF RIVER FALLS	MN	56701	
43491	GLADSTONE DODGE INC		5610 NORTH OAK		GLADSTONE	MO	64118	
44107	ACADIANA DODGE INCORPORATED		1700 SOUTHEAST EVANGELINE HIGHWAY		LAFAYETTE	LA	70508	
26492	BOB MOORE DODGE CHRYSLER JEEP		INC.	7420 NW EXPRESSWAY		OKLAHOMA CITY	OK	73132
X7138	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7149	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7439	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7485	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7549	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7880	VANGUARD CAR RENTAL	WARRANTY DEPT	.		6929 N LAKEWOOD AVE.		TULSA	OK 74117
X7699	VANGUARD RAC RICHMOND		6929 N. LAKEWOOD AVE STE 100		TULSA	OK	74117	
43290	HUFFINES CHRYSLER JEEP DODGE LEWIS	VILLE	1024 SOUTH STEMMONS FRWY		LEWISVILLE	TX	75067	
44743	MIKE SMITH CHRYSLER JEEP DODGE		1945 INTERSTATE 10 S		BEAUMONT	TX	77701	
43884	FIESTA AUTO CENTER		6320 BANDERA RD		SAN ANTONIO	TX	78238	
45286	LITHIA DODGE OF CORPUS CHRISTI		4313 S STAPLES ST		CORPUS CHRISTI	TX	78411	