CHRYSLER

July 30, 2014

Mr. D. Scott Yon, Chief
Vehicle Integrity Division (VID), NVS-212
U.S. Department of Transportation

National Highway Traffic Safety Administration (NHTSA)
Office of Defects Investigation (ODI)
Room W48-314
1200 New Jersey Avenue SE
Washington, D.C. 20590

Reference: NVS-212mjl; PE14-017

Dear Mr. Yon:

Attached is Chrysler Group LLC's partial response to the referenced inquiry (Questions 1through 4). In performing the analyses and reaching conclusions, and by providing the information contained herein, Chrysler Group LLC is not waiving its claim to attorney work product and attorney-client privileged communications. As agreed during our July 23, 2014 communication, Chrysler Group LLC plans to provide the remainder of its response to this inquiry on August 20, 2014.

Sincerely,

Philip Hartnagel

Attachment and Enclosures

Preliminary Statement

On April 30, 2009 Chrysler LLC, the entity that manufactured and sold the vehicles that are the subject of this Information Request, filed a voluntary petition for relief under Chapter 11 of Title 11 of the United States Bankruptcy Code.

On June 10, 2009, Chrysler LLC sold substantially all of its assets to a newly formed company now known as Chrysler Group LLC. Pursuant to the sales transaction, Chrysler Group LLC assumed responsibility for safety recalls pursuant to 49 U.S.C. Chapter 301 for vehicles that were manufactured and sold by Chrysler LLC prior to the June 10, 2009 asset sale.

On June 11, 2009, Chrysler LLC changed its name to Old Carco LLC. The assets of Old Carco LLC that were not purchased by Chrysler Group LLC, as well as the liabilities of Old Carco LLC that were not assumed, remain under the jurisdiction of the United States Bankruptcy Court – Southern District of New York (*In re Old Carco LLC, et al*., Case No. 09-50002).

Note: As instructed in the June 30, 2014 Information Request ("IR"), Chrysler Group LLC ("Chrysler") responded on July 14, 2014, to Questions 10 through 17. Pursuant to an agreement with ODI, Chrysler is now responding to Questions 1 through 4, with responses to the remaining questions due on or before August 20, 2014. Unless indicated otherwise in the response to a question, this document contains information through June 24, 2014, the date the IR was received.

Subject Vehicle Definition

Chrysler has defined the subject vehicles as 2005 – 2007 Model Year (MY) Jeep Grand Cherokee vehicles and 2006 – 2007 MY Jeep Commander vehicles. Chrysler included the 2007 MY Jeep Grand Cherokee as it is equipped with the identical ignition switch location, as noted in response to Question 11, Assessment 2.

Subject Component Definition

Chrysler has identified several parts that make up the subject components, which include the ignition switch assembly (ignition switch and housing), the key cylinder and key.

Alleged Defect Definition

Chrysler does not agree with ODI's characterization of certain reported events involving a frontal airbag non-deployment as an "alleged defect" in its IR definitions and questions. Frontal airbags are not designed to deploy in all crashes and deployment thresholds are dependent on a number of factors, including impact orientation and severity (rate of deceleration). Moreover, non-deployment of frontal airbags does not constitute evidence of a safety-related defect simply because -- as the "alleged defect" definition implies -- the crash event involved "Stalling", "Off-road crashes," "Multiple impact crash events," a "Fatality in the subject vehicle," or an "Injury in the subject vehicle."

Accordingly, what ODI has defined in this IR as "alleged defect .... number 2" will be referred to by Chrysler in this and other responses as "Reported Non-deployment Events."

1. State, by model and model year, the number of the subject vehicles that Chrysler has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Chrysler, state the following:

a. Vehicle identification number (VIN);
b. Make;
c. Model;
d. Model Year;
e. Date of manufacture;
f. Date warranty coverage commenced; and

g. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

Provide the table in Microsoft Access 2010, or a compatible format, entitled "PRODUCTION DATA."

A1. The 2005 - 2007 MY Jeep Grand Cherokee and 2006 – 2007 MY Jeep Commander United States (US) market vehicles are designated as the WK and XK models respectively, and were built in the Jefferson North Assembly Plant in Detroit, MI. The total number of subject vehicles manufactured by Chrysler for sale or lease for the US and federalized territories was 649,913.

The detailed response that lists the production data is provided in Enclosure 1 – Production Data as Microsoft Access 2010 tables titled “PRODUCTION DATA (PE14-017).accdb”.

2. Separately, by model, state the number of each of the following, received by Chrysler, or of which Chrysler is otherwise aware, which relate to, or may relate to, the alleged defect related to inadvertent change in ignition switch position (i.e., item number 1 in the alleged defect definition) in the subject vehicles:

a. Consumer complaints, including those from fleet operators;
b. Field reports, including dealer field reports;
c. Reports involving a crash, injury, or fatality;
d. Property damage claims;
e. Third-party arbitration proceedings where Chrysler is or was a party to the arbitration; and
f. Lawsuits, both pending and closed, in which Chrysler is or was a defendant or codefendant.

For subparts "a" through "f," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Chrysler's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f," identify the parties to the action, as

well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

A2. The following summarizes the reports identified by Chrysler that relate to, or may relate to, the alleged defect related to inadvertent change in ignition switch position ("Alleged Defect 1") in the subject vehicles. Chrysler has conducted a reasonable and diligent search of the normal repositories of such information.

a. There are 101 consumer complaints, consisting of Customer Assistance Inquiry Requests (CAIRs) and Customer Promoter Score (CPS) narratives, that relate to, or may relate, to the Alleged Defect 1 in the subject vehicles, which represent 96 unique VINs.

b. There are 15 field reports that relate to, or may relate to, the Alleged Defect 1 in the subject vehicles, which represent 14 unique VINs.

c. There no reports of crash, injury, or fatality, alleging a crash that relates to, or may relate to, the Alleged Defect 1 in the subject vehicles.

d. There are no claims alleging property damage that relate to, or may relate to, the Alleged Defect 1 in the subject vehicles.

e. There are no third-party arbitration proceedings that relate to, or may relate to, the Alleged Defect 1 in the subject vehicles.

f. There is one legal claim that relates to, or may relate to, the Alleged Defect 1 in the subject vehicles. This legal claim is duplicative of a consumer complaint counted in subpart a.

Based on the analysis of these complaints for the subject vehicles, Chrysler has determined that all of the responsive reported data relates to 109 unique VINs.

Summary descriptions of the Alleged Defect 1, causal and contributing factors, and Chrysler's assessment of the problem, to the extent available, are included in Enclosure 4 – Field Data. These summaries include the significant underlying facts and evidence, when available.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

a. Chrysler's file number or other identifier used;
b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);

c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
d. Vehicle's VIN;
e. Vehicle's make, model and model year;
f. Vehicle's mileage at time of incident;
g. Incident date;
h. Report or claim date;
i. Whether a crash is alleged;
j. Whether property damage is alleged;
k. Number of alleged injuries, if any;
l. Number of alleged fatalities, if any; and
m. Summary of Chrysler's findings concerning the alleged ignition key movement/rotation.

Provide this information in Microsoft Access 2010, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

A3. The detailed response that lists the consumer complaints, field reports and a legal claim from Request No. 2, as requested in Items a. through m. is provided in Enclosure 3 – Request Number Three Data in a Microsoft Access 2010 table, titled "PE14-017 REQUEST NUMBER TWO DATA.mdb".

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Chrysler used for organizing the documents.

A4. Copies of all documents within the scope of Question No. 2 are provided in Enclosure 4 – Field Data. The documents for the subject vehicles contain consumer complaints, field reports and a legal claim. The customer complaint summaries are submitted in one .pdf file and the related documents are arranged in folders by complaint number.

Questions 5 through 9: Pursuant to agreement with ODI, responses to the remaining questions are due on or before August 20, 2014.

Questions 10 through 17: The following original responses to these questions were submitted on July 14, 2014.

10. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles that Chrysler has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or

communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Chrysler is planning to issue within the next 120 days.

A10. Chrysler issued two Star Cases, two technical line communications and a Zone Technical Advisor Report that relate to, or may relate to, Alleged Defect 1 in the subject vehicles. Chrysler did not issue any bulletins that relate to, or may relate to, the Reported Non-deployment Events. No other communications are planned over the next 120 days.

These documents are provided in Enclosure 10 Dealer Communications.

11. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Chrysler. This includes, but is not limited to, any and all actions by the subject component manufacturer relating to the alleged defect. For each such action, provide the following information:

a. Action title or identifier;
b. The actual or planned start date;
c. The actual or expected end date;
d. Brief summary of the subject and objective of the action;
e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action. If an action is not complete, provide a detailed schedule for the work to be done, tentative findings and/or conclusions, and provide an update within 10 days of completion of the action.

A11.

Assessment 1: Alleged Defect and Reported Non-deployment Events-Complaint Analysis by Report Open, Build Dates, Mileage, Months in Service, Model Year, Location and Complaint Type

Start Date	End Date	Engineering Group Responsible
06/24/2014	07/30/2014	Regulatory Affairs

Objective: Study reports that relate to, may relate to, Alleged Defect 1 and Reported Non-deployment Events in the subject vehicles.

Analysis Results: Results to be provided by the July 30, 2014 due date.

Assessment 2: Packaging Study – Ignition Switch Location

Start Date	End Date	Engineering Group Responsible
06/25/2014	07/07/2014	Advance Concept Engineering

Objective: Conduct a packaging study to determine if other Jeep Grand Cherokee and/or Jeep Commander vehicles are equipped with an ignition switch location that is identical to the subject vehicles.

Analysis Results: Previous model year Jeep Grand Cherokee vehicles were equipped with steering column mounted ignition switches. The packaging study confirmed that the ignition switch location was identical for the 2007 Jeep Grand Cherokee, but changed from the 2007 MY to the 2008 MY for both the Jeep Commander and the Jeep Grand Cherokee.

This document is provided in Enclosure 11 Assessments CONF BUS INFO, Assessment 2 Switch Location Comparison CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Assessment 3: Packaging Study – Occupant Packaging Study

Start Date	End Date	Engineering Group Responsible
06/25/2014	07/07/2014	Advance Concept Engineering

Objective: Conduct a packaging study to evaluate the distance of the driver's knee in relation to the lower edge of the key in subject vehicles and certain other Chrysler vehicles with an instrument panel mounted ignition switch.

Analysis Results: The packaging study confirmed no contact between the driver's knee and the key at design position. This was verified during occupant packaging of both the 95th and 5th percentile SAE mannequins when placed along the respective SAE seating accommodation curves. Furthermore, an additional packaging study confirmed that when the 95^{th} and 5^{th} SAE mannequins were moved to the top of seat track travel, and then forward until the

knee contacted the instrument panel surface, no contact was feasible between the driver's knee and the key.

This document is provided in Enclosure 11 Assessments CONF BUS INFO, Assessment 3 Occupant Packaging CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Assessment 4: Vehicle Torque Study

Start Date	End Date	Engineering Group Responsible
6/26/14	07/10/14	Cabin Electrical Engineering

Objective: Perform subject vehicle ignition switch torque measurements.

Analysis Results: The results are provided in Enclosure 11 Assessments CONF BUS INFO, Assessment 4 Torque Study CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Assessment 5: Follow-up Survey on Customer Complaints

Start Date	End Date	Engineering Group Responsible
06/30/2014	7/3/2014	Regulatory Affairs

Objective: Contact customers with previous complaints of Alleged Defect 1 in the subject vehicles to gather additional information.

Analysis Results: Survey results are provided in Enclosure 11 Assessments PUBLIC, Assessment 5 Customer Survey.

Assessment 6: Customer Advocate Group Draft Transmittal

Start Date	End Date	Engineering Group Responsible
06/13/2006	Unknown	Customer Advocate Group

Objective: Study Jeep Grand Cherokee engine shut off while driving.

Analysis Results: CAG transmittal letter (11797) was prepared in draft form.

This document is provided in Enclosure 11 Assessments CONF BUS INFO, Assessment 6 CAG Draft CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Assessment 7: Engineering Study

Start Date	End Date	Engineering Group Responsible
Approx. 05/2006	05/02/2007	Cabin Electrical Engineering

Objective: Study reports that relate to, or may relate to, unintended change in ignition switch state while driving in certain vehicles, including the subject vehicles.

Analysis Results: CN number, 70105-J09, implemented on 05/02/07 at the plant, which had a corrective action of changing "…the profile of the rotor in the area of the run detent to increase average counterclockwise effort from 0.2NM to 0.4NM".

The documents are provided in Enclosure 11 Assessments Public, Assessment 7 Engineering PUBLIC, and Enclosure 11 Assessments CONF BUS INFO, Assessment 7 Engineering CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Assessment 8: Regulatory Affairs – Product Investigations and Campaigns

Start Date	End Date	Engineering Group Responsible
Approx. 06/2006	03/11/08	Regulatory Affairs

Objective: Study reports that relate to, or may relate to, unintended change in ignition switch state while driving in certain vehicles, including the 2005-2007MY Jeep Grand Cherokee and 2006-2007 MY Jeep Commander vehicles.

Analysis Results: CN number, 70105-J09, implemented on 05/02/07 at the plant, which included a corrective action of changing "…the profile of the rotor in the

area of the run detent to increase average counterclockwise effort from 0.2NM to 0.4NM".

The documents are provided in Enclosure 11 Assessments Public, Assessment 8 Regulatory Affairs PUBLIC, and Enclosure 11 CONF BUS INFO, Assessment 8 Regulatory Affairs CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

12. Describe in detail all modifications or changes made by or on behalf of Chrysler (e.g., by a supplier) in the design, material composition, manufacture, quality control, supply, or installation of the subject components in, or for use on, the subject vehicles from the start of production to the end of production of the subject vehicles, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:

a. The date, or approximate date, on which the modification or change was incorporated into vehicle production;
b. A detailed description of the modification or change;
c. The reason(s) for the modification or change;
d. The part number(s) (engineering and service) of the original component;
e. The part number(s) (engineering and service) of the modified component;
f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
g. When the modified component was made available as a service component; and
h. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Chrysler is aware of which may be incorporated into vehicle production within the next 120 days.

A12. The change history for the subject components is provided in Enclosure 12 Change History CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment. There is no change history for the housing component that relates to, or may relate to, the Alleged Defect 1. Chrysler is not aware of any modification or changes that may be incorporated into the subject vehicle components within the next 120 days.

13. Separately for each model and model year of the subject vehicles, state the manufacturer and part number of the ignition switch and any other device that provides a detent force intended to keep the ignition key in an intended position (run, accessory, off).

A13. The manufacturer and part numbers of the subject components for each model and model year of the subject vehicles are provided in Enclosure 13 Part Numbers and Manufacturer.

14. For each unique design version and/or part number of the ignition switches in the subject vehicles:

a. Provide photographs, diagrams, engineering drawings, and turning torque performance requirements for the subject components and all sub-components it consists of, including photographs, diagrams, and engineering drawings for each unique design version of OEM ignition key and/or key fob/remote control device intended to be used in the subject switch; and

b. Discuss and describe any and all factors that may affect the likelihood that the alleged defect condition 1 will occur, such as key chain type or weight, non-OEM ignition key design, the specific vehicle dynamic/crash conditions that are of most concern, and any driver/occupant actions/practices that may be a factor.

A14a. Photographs for the subject components and all sub-components are provided in Enclosure 14 Drawings Standards and Photos Public. The diagrams, engineering drawings and performance standards are provided in Enclosure 14 Drawings Standards and Photos CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

Pursuant to the performance specification PF-10163, Methode, as supplier of the ignition switch, was required to provide force/torque versus travel profile curves for each switch function. Methode was obligated to provide these curves for memorialization on the release VPN/Catia model. Chrysler is investigating whether this specification was provided to Chrysler and has contacted Methode to request relevant documents and information that are responsive to this IR. See the letter to Methode, dated July 11, 2014, in Enclosure 14 Drawings Standards and Photos Public. As of this filing, Chrysler has not received any response from Methode.

A14b. If the ignition key ring is carrying added weight and the vehicle experiences a harsh bump or other jarring event and/or the driver's knee interferes with the ignition key position, the ignition switch may unintentionally move

counterclockwise out of the "on" position. If the key unintentionally moves from the "on" to "accessory" position, engine power, power steering, braking assist and other dynamic features will be affected. While the power steering and brake assist may be affected, the driver would still have steering and braking capabilities, with the key in the "accessory" position. Movement of the ignition switch out of the "on" position may disable one or more of the vehicle's passive restraint features, including airbags.

15. For each unique design and location of the ignition switches in the subject vehicles, provide photographs, diagrams, and engineering drawings that depict the design and location of the ignition switches within the vehicles. Also, discuss and describe the designs and locations of the ignition switches in the subject vehicles and other Chrysler model vehicles (model years 2005-2007). Provide documents related to any and all assessments, analyses, tests, studies, surveys, and/or simulations that compared the ignition switch designs and locations in the subject and other Chrysler or competitor vehicles.

A15. For each of the subject vehicles, diagrams and engineering drawings are provided in Enclosure 11 CONF BUS INFO, Assessment 2 CONF BUS INFO, and Enclosure 14 Drawings Standards and Photos CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment. The photographs for each of the subject vehicles are provided in Enclosure 14 Drawings Standards and Photos PUBLIC.

The designs and locations of the ignition switches in the subject vehicles and other Chrysler model vehicles (model years 2005-2007) are provided in Enclosure 14 Drawings Standards and Photos CONF BUS INFO and Enclosure 15 Ignition Switch Locations And Benchmarking CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

All available assessments, analyses, tests, studies, surveys, and/or simulations that compared the ignition switch designs and locations in the subject and other Chrysler or competitor vehicles are provided in Enclosure 15 CONF BUS INFO, Competitive Analysis CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

16. Discuss and explain in precise detail how the alleged defect condition involving the subject ignition switch moving from the on or run position to the accessory or off or an interim position results in, or may result in, the disablement of one or both frontal air bags, or can otherwise affect in any way other components or functionality of a passive safety system intended

for occupant protection during a vehicle crash. Discuss and explain how the air bag control module or Occupant Restraint Controller (ORC) is affected by the alleged defect condition 1, and how and why the ORC determines or otherwise causes the disablement of the air bags or other active components when the alleged defect condition occurs. State whether or not Chrysler intended for the air bags in the subject vehicles to deploy in a crash when the ignition switch is in the accessory or off or an interim position, and describe any additional conditions or factors that may affect whether or not the ORC disables the air bags when the ignition switch is in the accessory or run position (e.g., time elapsed since key-on, or time elapsed since key-off). State whether or not the ORC has any built-in, or onboard energy storage capability intended to provide power for the case where the normal power supply is interrupted, either through the ignition switch/intended power supply or via a crash related consequence (such as mechanical damage to the electrical harnessing, etc.), and if so, discuss the backup system and its capabilities and limitations.

A16. The response is provided in Enclosure 16 Airbag Strategy CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

17. State, by model and model year, all part numbers of the subject components that have been installed on the subject vehicles as assembled by Chrysler, and the service part numbers of the subject components Chrysler designates for installation on the subject vehicles. State, by sales month, sales year and part number, the total number of subject components sold as service parts by Chrysler. Identify any kits that Chrysler has released or developed for use in service repairs to the subject components or assembly.

For each subject component part number, provide the supplier's name, address, and point of contact used by Chrysler (name, title and telephone number). Also, identify by model and model year, any other vehicles of which Chrysler is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.

A17. All available part numbers for the ignition switch and housing that have been installed on the subject vehicles as assembled by Chrysler, and the service part numbers of the ignition switch and housing Chrysler designates for installation on the subject vehicles, are provided in Enclosure 17 Part Sales and Service Part Numbers CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment.

The parts usage information for the ignition switch is provided in Enclosure 15 Ignition Switch Locations and Benchmarking CONF BUS INFO in a folder

marked, Chrysler Vehicle Ignition Switch Chart CONF BUS INFO, which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment. Chrysler part sales information is only available going back five years.

The supplier information for the ignition switch is provided in Enclosure 17 Part Sales and Service Part Numbers PUBLIC.

The part sales table in Enclosure 17 Part Sales and Service Part Numbers CONF BUS INFO includes all ignition switch and housing service part sales, whether or not they are related to Alleged Defect 1.

Questions 18 and 19: Pursuant to agreement with ODI, responses to the remaining questions are due on or before August 20, 2014.

PE14-017

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7/30/2014

ENCLOSURE 4

CHART

PE14-017 – ENCOSURE 4 - PUBLIC DOCUMENTS CHART

Question No.	Enclosure	File/Document Name	Bates No.
4	Enclosure 4 - Field Data/Legal	Orourke.pdf	PE14-017 – Chrysler – 02437
	Enclosure 4 – Field Data/ CAIR Backup/ 13109010	131090101-0.pdf	PE14-017 – Chrysler – 02438 through 02439
		131090102-0.pdf	PE14-017 – Chrysler - 02440
	Enclosure 4 – Field Data/ CAIR Backup/ 13165923	131659231-0.pdf	PE14-017 – Chrysler – 02441 through 02442
		131659232-0.pdf	PE14-017 – Chrysler - 02443
	Enclosure 4 – Field Data/ CAIR Backup/ 13305174	133051741-0.pdf	PE14-017 – Chrysler – 02444
		133051742-0.pdf	PE14-017 – Chrysler -02445 through 02446
	Enclosure 4 – Field Data/ CAIR Backup/ 13315501	133155011-0.pdf	PE14-017 – Chrysler - 02447
		133155012-0.pdf	PE14-017 – Chrysler – 02448 through 02449
	Enclosure 4 – Field Data/ CAIR Backup/ 13800479	138004791-0.pdf	PE14-017 – Chrysler - 02450
		138004792-0.pdf	PE14-017 – Chrysler – 02451 through 02452
	Enclosure 4 – Field Data/ CAIR Backup/ 13975389	139753891-0.pdf	PE14-017 – Chrysler - 02453
		139753892-0.pdf	PE14-017 – Chrysler – 02454 through 02455
	Enclosure 4 – Field Data/ CAIR Backup/ 13991025	139910251-0.pdf	PE14-017 – Chrysler – 02456 through 02457
		139910252-0.pdf	PE14-017 – Chrysler - 02458

4	Enclosure 4 – Field Data/ CAIR Backup/ 14051286	140512861-0.pdf	PE14-017 – Chrysler - 02459
		140512862-0.pdf	PE14-017 – Chrysler – 02460 through 02461
		140512863-0.pdf	PE14-017 – Chrysler – 02462 through 02463
		140512864-0.pdf	PE14-017 – Chrysler - 02464
	Enclosure 4 – Field Data/ CAIR Backup/ 14098533	140985331-0.pdf	PE14-017 – Chrysler – 02465 through 02466
		140985332-0.pdf	PE14-017 – Chrysler - 02467
	Enclosure 4 – Field Data/ CAIR Backup/ 14409702	144097021-0.pdf	PE14-017 – Chrysler - 02468
		144097022-0.pdf	PE14-017 – Chrysler - 02469
		144097023-0.pdf	PE14-017 – Chrysler – 02470 through 02471
		144097024-0.pdf	PE14-017 – Chrysler – 02472 through 02473
		144097025-0.pdf	PE14-017 – Chrysler – 02474 through 02476
		144097026-0.pdf	PE14-017 – Chrysler – 02477 through 02479
	Enclosure 4 – Field Data/ CAIR Backup/ 14512628	145126281-0.pdf	PE14-017 – Chrysler - 02480
		145126282-0.pdf	PE14-017 – Chrysler – 02481 through 02482
	Enclosure 4 – Field Data/ CAIR Backup/ 14676291	146762911-0.pdf	PE14-017 – Chrysler – 02483 through 02484
		146762912-0.pdf	PE14-017 – Chrysler – 02485 through 02487
	Enclosure 4 – Field Data/ CAIR Backup/ 14794622	147946221-0.pdf	PE14-017 – Chrysler - 02488
		147946222-0.pdf	PE14-017 – Chrysler – 02489 through 02490
		147946223-0.pdf	PE14-017 – Chrysler – 02491

4	Enclosure 4 – Field Data/ CAIR Backup/ 14794622	147946224-0.pdf	PE14-017 – Chrysler - 02492
		147946225-0.pdf	PE14-017 – Chrysler – 02493 thru 02495
		147946226-0.pdf	PE14-017 – Chrysler – 02496 thru 02497
		147946227-0.pdf	PE14-017 – Chrysler – 02498
		147946228-0.pdf	PE14-017 – Chrysler – 02499 thru 02500
		147946229-0.pdf	PE14-017 – Chrysler - 02501
		1479462210-0.pdf	PE14-017 – Chrysler - 02502
		1479462211-0.pdf	PE14-017 – Chrysler - 02503
		1479462212-0.pdf	PE14-017 – Chrysler - 02504
		1479462213-0.pdf	PE14-017 – Chrysler - 02505
		1479462214-0.pdf	PE14-017 – Chrysler – 02506 through 02507
		1479462215-0.pdf	PE14-017 – Chrysler – 02508 through 02509
		1479462216-0.pdf	PE14-017 – Chrysler - 02510
	Enclosure 4 – Field Data/ CAIR Backup/ 14829913	148299131-0.pdf	PE14-017 – Chrysler – 02511 through 02512
	Enclosure 4 – Field Data/ CAIR Backup/ 14839375	148393751-0.pdf	PE14-017 – Chrysler – 02513 through 02514
		148393752-0.pdf	PE14-017 – Chrysler - 02515
	Enclosure 4 – Field Data/ CAIR Backup/ 14896732	148967321-0.pdf	PE14-017 – Chrysler – 02516 through 02517
	Enclosure 4 – Field Data/ CAIR Backup/ 15050732	150507321-0.pdf	PE14-017 – Chrysler - 02518
		150507322-0.pdf	PE14-017 – Chrysler – 02519 through 02520
		150507323-0.pdf	PE14-017 – Chrysler - 02521
		150507324-0.pdf	PE14-017 – Chrysler - 02522
	Enclosure 4 – Field Data/ CAIR Backup/ 15210794	152107941-0.pdf	PE14-017 – Chrysler - 02523

4	Enclosure 4 – Field Data/ CAIR Backup/ 15210794	152107942-0.pdf	PE14-017 – Chrysler – 02524 through 02525
	Enclosure 4 – Field Data/ CAIR Backup/ 15270946	152709461-0.pdf	PE14-017 – Chrysler - 02526
		152709462-0.pdf	PE14-017 – Chrysler – 02527 through 02528
	Enclosure 4 – Field Data/ CAIR Backup/ 15463050	154630501-0.pdf	PE14-017 – Chrysler – 02529 through 02531
	Enclosure 4 – Field Data/ CAIR Backup/ 15515339	155153391-0.pdf	PE14-017 – Chrysler – 02532 through 02533
		155153392-0.pdf	PE14-017 – Chrysler - 02534
		155153393-0.pdf	PE14-017 – Chrysler - 02535
	Enclosure 4 – Field Data/ CAIR Backup/ 15531747	155317471-0.pdf	PE14-017 – Chrysler - 02536
		155317472-0.pdf	PE14-017 – Chrysler – 02537 through 02538
	Enclosure 4 – Field Data/ CAIR Backup/ 15778182	157781821-0.pdf	PE14-017 – Chrysler - 02539
		157781822-0.pdf	PE14-017 – Chrysler - 02540 through 02541
		157781823-0.pdf	PE14-017 – Chrysler – 02542 through 02544
		157781824-0.pdf	PE14-017 – Chrysler – 02545 through 02547
	Enclosure 4 – Field Data/ CAIR Backup/ 15879554	158795541-0.pdf	PE14-017 – Chrysler - 02548
		158795542-0.pdf	PE14-017 – Chrysler – 02549 through 02550
		158795543-0.pdf	PE14-017 – Chrysler - 02551

	Enclosure 4 – Field Data/ CAIR Backup/ 16032570	160325701-0.pdf	PE14-017 – Chrysler - 02552
		160325702-0.pdf	PE14-017 – Chrysler – 02553 through 02554
	Enclosure 4 – Field Data/ CAIR Backup/ 16055529	160555291-0.pdf	PE14-017 – Chrysler – 02555 through 02557
	Enclosure 4 – Field Data/ CAIR Backup/ 16069278	160692781-0.pdf	PE14-017 – Chrysler - 02558
		160692782-0.pdf	PE14-017 – Chrysler – 02559 through 02560
	Enclosure 4 – Field Data/ CAIR Backup/ 16486319	164863191-0.pdf	PE14-017 – Chrysler – 02561 through 02576
	Enclosure 4 – Field Data/ CAIR Backup/ 16989696	169896961-0.pdf	PE14-017 – Chrysler – 02577 through 02579
		169896962-0.pdf	PE14-017 – Chrysler – 02580 through 02582
		169896963-0.pdf	PE14-017 – Chrysler – 02583 through 02587
	Enclosure 4 – Field Data/ CAIR Backup/ 16994672	169946721-0.pdf	PE14-017 – Chrysler – 02588
	Enclosure 4 – Field Data/ CAIR Backup/ 17155467	171554671-0.pdf	PE14-017 – Chrysler – 02589
		171554672-0.pdf	PE14-017 – Chrysler – 02590 through 02591
	Enclosure 4 – Field Data/ CAIR Backup/ 17328942	173289421-0.pdf	PE14-017 – Chrysler – 02592
		173289422-0.pdf	PE14-017 – Chrysler – 02593 through 02594
		173289423-0.pdf	PE14-017 – Chrysler – 02595 through 02597

	Enclosure 4 – Field Data/ CAIR Backup/ 21119438	211194381-0.pdf	PE14-017 – Chrysler – 02598
		211194382-0.pdf	PE14-017 – Chrysler – 02599 through 02600
	Enclosure 4 – Field Data/ CAIR Backup/ 21401249	214012491-0.pdf	PE14-017 – Chrysler – 02601
		214012492-0.pdf	PE14-017 – Chrysler – 02602 through 02603
		214012493-0.pdf	PE14-017 – Chrysler – 02604 through 02605
		214012494-0.pdf	PE14-017 – Chrysler – 02606 through 02608
		214012495-0.pdf	PE14-017 – Chrysler – 02609 through 02610
		214012496-0.pdf	PE14-017 – Chrysler – 02611 through 02614
		214012497-0.pdf	PE14-017 – Chrysler – 02515 through 02617
		214012498-0.pdf	PE14-017 – Chrysler – 02618 through 02621
		214012499-0.pdf	PE14-017 – Chrysler – 02622 through 02625
		2140124910-0.pdf	PE14-017 – Chrysler – 02626 through 02630
		2140124911-0.pdf	PE14-017 – Chrysler – 02631 through 02636
		2140124912-0.pdf	PE14-017 – Chrysler – 02637 through 02641
		2140124913-3.pdf	PE14-017 – Chrysler – 02642 through 02644
	Enclosure 4 – Field Data/ CAIR Backup/ 24719998	247199981-1.pdf	PE14-017 – Chrysler – 02645
		247199982-2.pdf	PE14-017 – Chrysler – 02646 through 02647
	Enclosure 4 – Field Data/ CAIR Backup/ 24847129	248471291-2.pdf	PE14-017 – Chrysler – 02648 through 02649

4	Enclosure 4 – Field Data/ CAIR Backup	CAIRS Report.pdf	PE14-017 – Chrysler – 02650 through 02783
4	Enclosure 4 - Field Data/ Field Reports	PE14-017 Field Report Summary.pdf	PE14-017 – Chrysler – 02784 through 02807