

**CHRYSLER**

---

January 21, 2016

[REDACTED]  
[REDACTED]  
South Range, MI [REDACTED]

RE: CAIR: [REDACTED]  
VIN: [REDACTED]

Dear Mr. [REDACTED]

This will acknowledge your concern about the accident that occurred involving your 2011 Dodge Ram 3500.

Naturally, we were sorry to learn of this incident and the costly damage that occurred to your vehicle. We appreciate the opportunity to look into this matter.

FCA (Fiat Chrysler Automobiles) provided for an independent inspector to examine your vehicle. We feel that the expense of this inspection is in the best interest of you, our customer, and the corporation, in our efforts to properly evaluate serious concerns such as yours.

The inspection involved a thorough examination of your vehicle and the photographing of all critical areas. A diagnostic scan tool was linked to the air bag computer module in order to determine whether or not any fault codes were present, which would have indicated a condition that would have prevented the air bag from deploying. As you may know, any fault with the air bag system prior to the accident would have caused the air bag light to come on and stay on beyond its normal 7 to 9 second self-check following start-up.

Deployment of the air bag depends upon the angle and severity of an impact. Deployment is not based upon vehicle speed; rather, deployment is based upon the rate of deceleration as measured by the forces of gravity (G force) upon the acceleration-type front impact sensors, or by a pressure wave as measured by the pressure-type side impact sensor. When an impact is severe enough, the microcontroller within the ORC signals the inflator of the appropriate airbag units to deploy their airbag cushions.

The conclusion of our investigation is that the primary impact was not sufficient to merit air bag deployment in this incident. Your vehicle is not equipped with airbags designed to deploy in a rollover accident. Also, we are not led to believe that the accident was due to a manufacturing responsibility.

Thank you for bringing this matter to our attention.

Sincerely,

*Lisa Martinez*

Lisa Martinez  
Special Investigations  
(586) 274-8169

LMM/sk

Phone 800.502.1397

**CHRYSLER**

---

January 21, 2016

[REDACTED]  
South Range, MI [REDACTED]

RE: CAIR: [REDACTED]  
VIN: [REDACTED]

Dear Mr. [REDACTED]

This will acknowledge your concern about the accident that occurred involving your 2011 Dodge Ram 3500.

Naturally, we were sorry to learn of this incident and the costly damage that occurred to your vehicle. We appreciate the opportunity to look into this matter.

FCA (Fiat Chrysler Automobiles) provided for an independent inspector to examine your vehicle. We feel that the expense of this inspection is in the best interest of you, our customer, and the corporation, in our efforts to properly evaluate serious concerns such as yours.

The inspection involved a thorough examination of your vehicle and the photographing of all critical areas. A diagnostic scan tool was linked to the air bag computer module in order to determine whether or not any fault codes were present, which would have indicated a condition that would have prevented the air bag from deploying. As you may know, any fault with the air bag system prior to the accident would have caused the air bag light to come on and stay on beyond its normal 7 to 9 second self-check following start-up.

Deployment of the air bag depends upon the angle and severity of an impact. Deployment is not based upon vehicle speed; rather, deployment is based upon the rate of deceleration as measured by the forces of gravity (G force) upon the acceleration-type front impact sensors, or by a pressure wave as measured by the pressure-type side impact sensor. When an impact is severe enough, the microcontroller within the ORC signals the inflator of the appropriate airbag units to deploy their airbag cushions.

The conclusion of our investigation is that the primary impact was not sufficient to merit air bag deployment in this incident. Your vehicle is not equipped with airbags designed to deploy in a rollover accident. Also, we are not led to believe that the accident was due to a manufacturing responsibility.

Thank you for bringing this matter to our attention.

Sincerely,

*Lisa Martinez*

Lisa Martinez  
Special Investigations  
(586) 274-8169

LMM/sk

Phone 800.502.1307

Chrysler Credit Corp. | 2016 451-31-04 | P.O. Box 21-000 | Auburn Hills, MI 48315 | 1/19/16

# Vehicle View

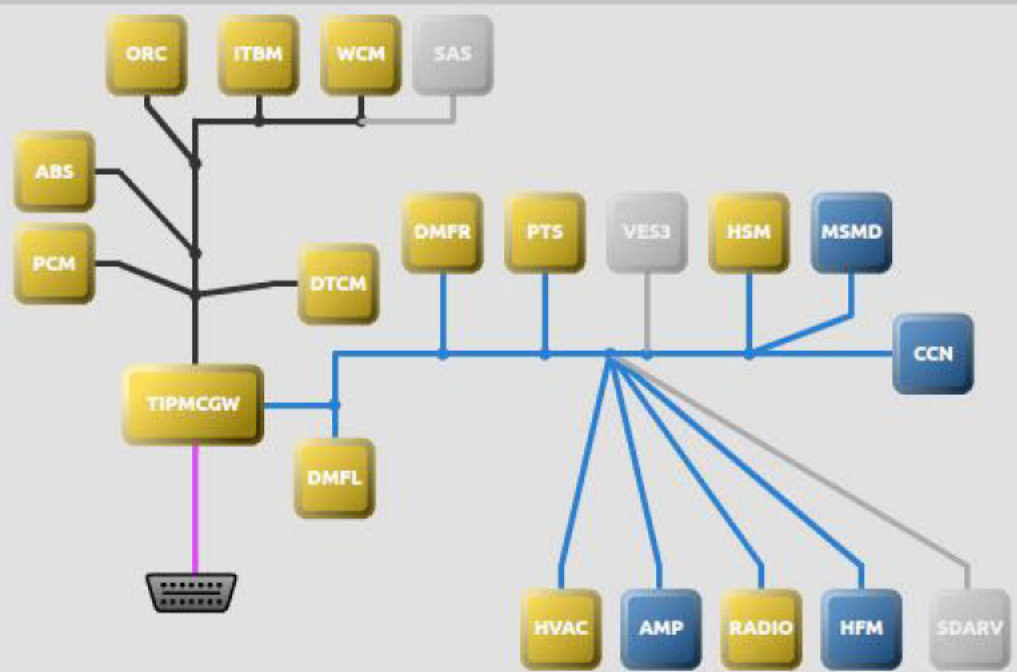
Roll over an ECU to see full name. Click on an ECU for complete details.



2011 D2 6.7L  
VIN: [REDACTED]  
Battery: 11.52 volts

**Legend**

- Active ECU
- Non-responsive ECU
- DTCs Present
- ECU Not Built
- Scanning ECU
- New Flash Available
- Diag CAN-C
- CAN-C
- CAN-IHS



All DTCs Diagnostic Procedures Customer Preferences Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All Active Stored Pending

View Freeze Frame View Event Data Clear Stored DTCs

	ECU	Code	Status	Description
	PCM	P0524	Stored	Engine Oil Pressure Too Low



# Vehicle View

Roll over an ECU to see full name. Click on an ECU for complete details.

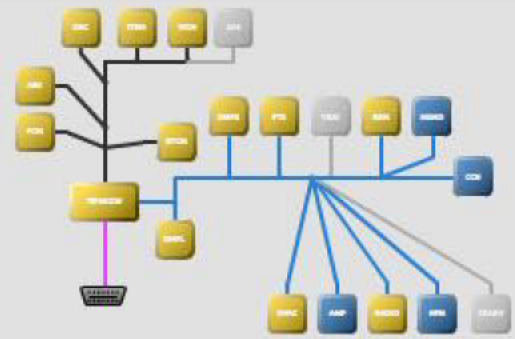


2011 D2 6.7L  
VIN: XXXXXXXXXX

Battery: 11.55 volts

Legend

- Active ECU
- Non-responsive ECU
- DTCs Present



All DTCs Diagnostic Procedures Customer Preferences Vehicle Preparations

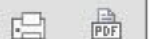
Double-click row selection to view environmental data. Click on column heading to sort table.

All | Active | Stored | Pending

View Freeze Frame View Event Data Clear Stored DTCs

	ECU	Code	Status	Description
	PCM	P0524	Stored	Engine Oil Pressure Too Low
	PCM	P1507	Stored	Crankcase Filter Restriction
	PCM	P0513	Stored	Invalid SKIM Key
	PCM	P063D	Active	Generator Voltage Sense High
	PCM	P2504	Active	Charging System Output High
	PCM	P0107	Active	Manifold Absolute Pressure Sensor Circuit Low
	PCM	P007D	Active	Charge Air Cooler Temperature Sensor Circuit High
	ABS	C2202	Stored	Original VIN Mismatch/Missing

A A





# Vehicle View

Roll over an ECU to see full name. Click on an ECU for complete details.

Search Service Information



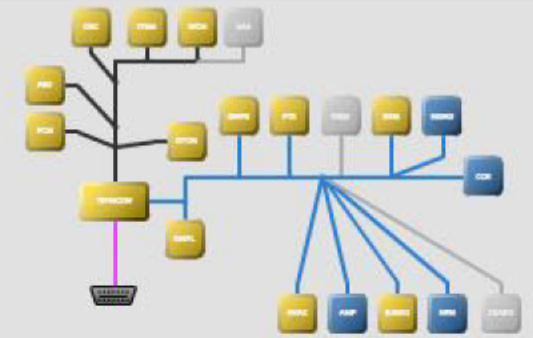
2011 D2 6.7L

VIN: [REDACTED]

Battery: 11.70 volts

Legend

- Active ECU
- Non-responsive ECU
- DTCs Present



- All DTCs
- Diagnostic Procedures
- Customer Preferences
- Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All | Active | Stored | Pending

View Freeze Frame View Event Data Clear Stored DTCs

ECU	Code	Status	Description
ABS	U0100	Stored	Lost Communication With ECM/PCM
ABS	U0141	Stored	Lost Communication With IPM (FCM/TIPM)
ABS	U0401	Stored	Implausible Data Received From ECM/PCM
ABS	C1009	Stored	Brake Fluid Level Low
DTCM	U0402	Stored	Implausible Data Received From TCM
DTCM	U0101	Stored	Lost Communication with TCM
DTCM	U0100	Stored	Lost Communication With ECM/PCM
DTCM	U0415	Stored	Implausible Data Received from ABS



# Vehicle View

Roll over an ECU to see full name. Click on an ECU for complete details.



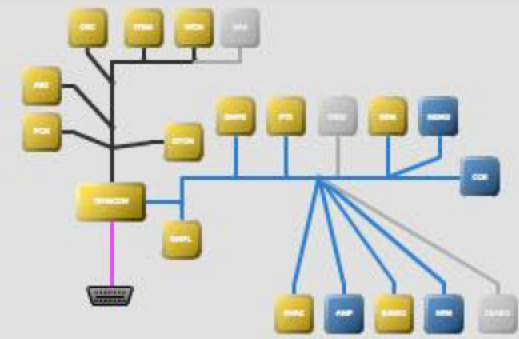
2011 D2 6.7L

VIN: XXXXXXXXXX

Battery: 11.70 volts

**Legend**

- Active ECU
- Non-responsive ECU
- DTCs Present



- All DTCs
- Diagnostic Procedures
- Customer Preferences
- Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All | Active | Stored | Pending

ECU	Code	Status	Description
ORC	U1414-00	Stored	Implausible/Missing ECU Network Configuration Data-
ORC	U1415-00	Stored	Implausible/Missing Vehicle Configuration Data-
WCM	U0100	Stored	Lost Communication With ECM/PCM
WCM	B1A28	Stored	ECM Mismatch with SKIM
WCM	U1197	Stored	Security Seed Response Not Received from ECM/PCM
DMFL	B21A1-00	Stored	ECU Reset/Recovery Occurred-
DMFR	B1D17-11	Active	Passenger Mirror Horizontal Position Sensor Input-Circuit Short to Ground
DMFR	B21A1-00	Stored	ECU Reset/Recovery Occurred-



# Vehicle View

Roll over an ECU to see full name. Click on an ECU for complete details.



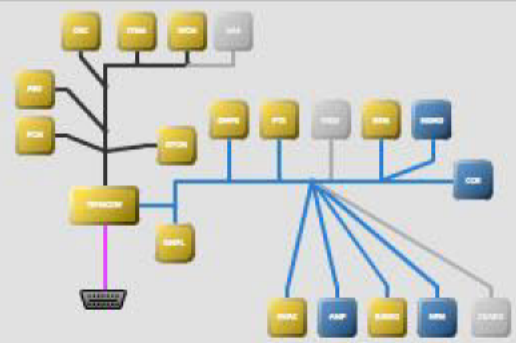
2011 D2 6.7L

VIN: XXXXXXXXXX

Battery: 11.70 volts

Legend

- Active ECU
- Non-responsive ECU
- DTCs Present



- All DTCs
- Diagnostic Procedures
- Customer Preferences
- Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All | Active | Stored | Pending

View Freeze Frame View Event Data Clear Stored DTCs

ECU	Code	Status	Description
DMFR	B1D14-11	Active	Passenger Mirror Vertical Position Sensor Input-Circuit Short to Ground
HVAC	B1058	Stored	Recirculation Door Control Circuit/Performance
HSM	B1E9D-11	Stored	Front Left Vent Control Circuit-Circuit Short to Ground
ITBM	U0401-00	Stored	Implausible Data Received From ECM/PCM-
ITBM	U0100-00	Stored	Lost Communication With ECM/PCM-
ITBM	U0415-00	Stored	Implausible Data Received from ABS-
PTS	U0431-00	Stored	Implausible Data Received from IPM (FCM/TIPM)-
RADIO	B157B	Active	Satellite Region Mismatch - US/Canada



# Vehicle View

Roll over an ECU to see full name. Click on an ECU for complete details.



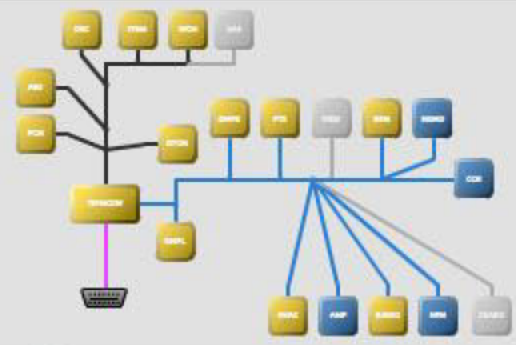
2011 D2 6.7L

VIN: [Redacted]

Battery: 11.70 volts

Legend

- Active ECU
- Non-responsive ECU
- DTCs Present



- All DTCs
- Diagnostic Procedures
- Customer Preferences
- Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All Active Stored Pending

View Freeze Frame View Event Data Clear Stored DTCs

ECU	Code	Status	Description
HVAC	B1058	Stored	Recirculation Door Control Circuit/Performance
HSM	B1E9D-11	Stored	Front Left Vent Control Circuit-Circuit Short to Ground
ITBM	U0401-00	Stored	Implausible Data Received From ECM/PCM-
ITBM	U0100-00	Stored	Lost Communication With ECM/PCM-
ITBM	U0415-00	Stored	Implausible Data Received from ABS-
PTS	U0431-00	Stored	Implausible Data Received from IPM (FCM/TIPM)-
RADIO	B157B	Active	Satellite Region Mismatch - US/Canada
TIPMCGW	U0100	Stored	Lost Communication With ECM/PCM



# ORC View

Click on tabs to access various ECU operations and information for the selected ECU.

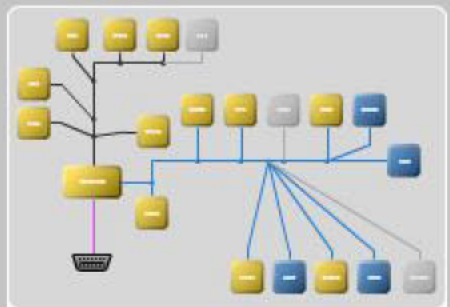


- Flash
- Data
- DTCs
- Actuators
- System Tests
- Misc Functions
- ECU Details**

Click on the buttons to view the desired information. Click on column heading to sort table.

- Overview**
- Configuration

Name	Value
Original VIN	[REDACTED]
Current VIN	[REDACTED]
ECU Serial Number	TTXMF237003103
Hardware Supplier	TRW
Chrysler ECU Identification: Hardware Part Number	68079625AA
Chrysler ECU Identification: ECU Part Number	68079625AA
Diagnostic Version	3
Diagnostic Variant	4
Hw Version Year	8
Hw Version Patch Level	75
Hw Version Week	41
Sw Version Year for Logical Block 1 (Data)	9
Sw Version Year for Logical Block 0 (Code)	9
Sw Version Patch Level for Logical Block 0 (Data)	65
Sw Version Week for Logical Block 0 (Code)	43
Sw Version Week for Logical Block 1 (Data)	42



### Overview

**Name:**  
Occupant Restraint

**Flash Part Number:**  
68079625AA

**Bus Type:**  
CAN C

**Hardware Version:**  
08.29.4B

**Software Version:**  
#0: 09.43.01, #1: 09.43.65

**Spare Part Number:**  
Not Available

**ISO Code:**

**Software Number:**  
Not Available

**Hardware Number:**  
Not Available

**Original VIN**  
[REDACTED]



# ORC View

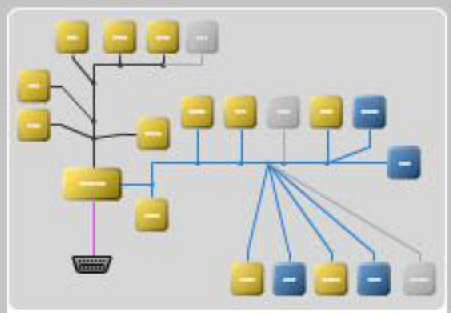
Click on tabs to access various ECU operations and information for the selected ECU.

- Flash
- Data
- DTCs
- Actuators
- System Tests
- Misc Functions
- ECU Details**

Click on the buttons to view the desired information. Click on column heading to sort table.

- Overview**
- Configuration

Name	Value
Chrysler ECU Identification: ECU Part Number	68079625AA
Diagnostic Version	3
Diagnostic Variant	4
Hw Version Year	8
Hw Version Patch Level	75
Hw Version Week	41
Sw Version Year for Logical Block 1 (Data)	9
Sw Version Year for Logical Block 0 (Code)	9
Sw Version Patch Level for Logical Block 0 (Data)	65
Sw Version Week for Logical Block 0 (Code)	43
Sw Version Week for Logical Block 1 (Data)	43
Sw Version Patch Level for Logical Block 0 (Code)	1
Software Supplier for Logical Block 1 (Data)	TRW
Software Supplier for Logical Block 0 (Code)	TRW
ECU File Name	ORC/ORC/04
ECU Database ID	9008



### Overview

**Name:**  
Occupant Restraint

**Flash Part Number:**  
68079625AA

**Bus Type:**  
CAN C

**Hardware Version:**  
08.29.4B

**Software Version:**  
#0: 09.43.01, #1: 09.43.65

**Spare Part Number:**  
Not Available

**ISO Code:**

**Software Number:**  
Not Available

**Hardware Number:**  
Not Available

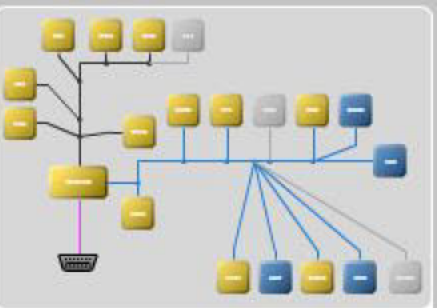
**Original VIN**  
[Redacted]



# ORC View

Click on tabs to access various ECU operations and information for the selected ECU.

- Flash
- Data
- DTCs**
- Actuators
- System Tests
- Misc Functions
- ECU Details



Click on the buttons to view the desired information. Click on column heading to sort table.

- Environmental Data
- Snapshot Data

### Environmental Data for ORC | U1414-00 Implausible/Missing ECU Network Configuration Data-

Name	Value	Units
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	64026	miles
Most Recent Odometer Value	64026	miles
Frequency Counter	1	
Operation Cycle Counter	10	

#### Overview

**Name:**  
Occupant Restraint

**Flash Part Number:**  
68079625AA

**Bus Type:**  
CAN C

**Hardware Version:**  
08.29.4B

**Software Version:**  
#0: 09.43.01, #1: 09.43.65

**Spare Part Number:**  
Not Available

**ISO Code:**

**Software Number:**  
Not Available

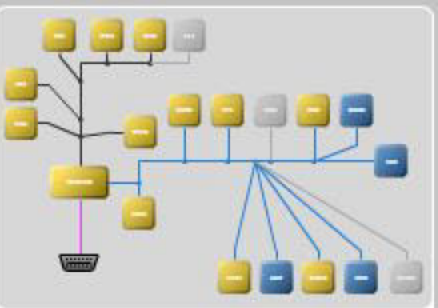
**Hardware Number:**  
Not Available

**Original VIN**  
[Redacted]



# ORC View

Click on tabs to access various ECU operations and information for the selected ECU.



- Flash
- Data
- DTCs**
- Actuators
- System Tests
- Misc Functions
- ECU Details

Click on the buttons to view the desired information. Click on column heading to sort table.

- Environmental Data**
- Snapshot Data

### Environmental Data for ORC | U1415-00 Implausible/Missing Vehicle Configuration Data-

Name	Value	Units
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	Error	
Original Odometer Value	64026	miles
Most Recent Odometer Value	64026	miles
Frequency Counter	1	
Operation Cycle Counter	11	

#### Overview

**Name:**  
Occupant Restraint

**Flash Part Number:**  
68079625AA

**Bus Type:**  
CAN C

**Hardware Version:**  
08.29.4B

**Software Version:**  
#0: 09.43.01, #1: 09.43.65

**Spare Part Number:**  
Not Available

**ISO Code:**

**Software Number:**  
Not Available

**Hardware Number:**  
Not Available

**Original VIN**  
[Redacted]

































BE CUMMIN'  
THAN STROKIN'



























BFGoodrich  
Rain T/A RD



Barcode sticker with alphanumeric characters.

KH 13

ain T/











































1.7L TURBO DIESEL



12 Q4



3P  
30A  
FUSE

BRAKE FLUID

Do not touch the battery terminals.  
Do not use the battery as a power source.  
Do not use the battery for anything other than its intended purpose.  
Do not use the battery for anything other than its intended purpose.

MFD BY **CHRYSLER GROUP LLC**

DATE OF MFR: 9-10

GVWR: 4582 KG 1010

GAWR FRONT: 2495 KG 5500 LB WITH  
17X8.0

RIMS AT LT265/70R17E  
410 KPA ( 60 PSI)

GAWR REAR: 2813 KG 6200 LB WITH  
17X8.0

RIMS AT LT265/70R17E  
520 KPA ( 75 PSI)

4582 KG 10100 LB

T265/70R17E TIRES

80 KPA ( 60 PSI) COLD

T265/70R17E TIRES

80 KPA ( 75 PSI) COLD

Ignition

64030 mi





P R N D ↗

Transmission mode indicator showing Park (P), Reverse (R), Neutral (N), and Drive (D) with a shift arrow.



NE CAL  
Oil Change  
Vehicle In  
Message

00

P R N







**▲WARNING**  
EVER WITH ADVANCED AIR BAGS



\* CHILDREN CAN BE KILLED OR SERIOUSLY INJURED BY THE AIR BAGS  
\* THE BAGS SEAT IS THE SAFEST PLACE FOR CHILDREN.  
\* NEVER PUT A REAR-FACING CHILD SEAT IN THE FRONT.  
\* ALWAYS USE SEAT BELTS AND CHILD SAFETY SEAT.  
\* THE DRIVER'S FOOTREST AIR BAG IS NOT AN AIR BAG. ALWAYS WEAR YOUR SEAT BELT AND CHILD SAFETY SEAT.



©2007 GM

READ ALL OTHER INFORMATION  
BEFORE USING THIS EQUIPMENT

**WARNING**

• ALWAYS WEAR YOUR SEAT BELT  
• ALWAYS WEAR YOUR SAFETY BELT  
• ALWAYS WEAR YOUR SAFETY BELT  
• ALWAYS WEAR YOUR SAFETY BELT  
• ALWAYS WEAR YOUR SAFETY BELT  
• ALWAYS WEAR YOUR SAFETY BELT



**EVEN WITH ADVANCED AIR BAGS**

**WARNING**

© 2008 Ford Motor Company











A dark green SUV is shown from a rear three-quarter view, heavily damaged. The rear window is completely missing, and the metal body panels are crumpled and bent. The interior seats are visible through the opening. A sticker on the lower part of the rear window frame reads "BE CUMMIN' THAN STROKIN'". The vehicle is parked in what appears to be a parking lot or repair area, with other vehicles and buildings visible in the background.

BE CUMMIN'  
THAN STROKIN'











TCORU249071120

P52029426AD

HERSTELLUNGSJAHR: 2010

Yellow label with illegible text, likely technical specifications or safety information.





















34076951

1009

















3PPC

34976951

8000







