

## **CLOSING REPORT**

**Investigation:** PE19-014

**Date Opened:** 09/09/2019

**Principal Investigator:** Iulian Gugiu

**Approver:** Tanya Topka

**Subject:** Active Head Rest (AHR) Inadvertent Deployment

**Subject Vehicle:** Model Year (MY) 2014 Jeep Grand Cherokee and Dodge Durango

**Reviewer:** Bruce York

**Date Closed:** 02/24/2026

**Manufacturer:** Chrysler (FCA US, LLC)

**Products:** MY 2010-2014 Dodge Avenger 200, MY 2010-2014 Dodge Caliber, MY 2010-2014 Chrysler Sebring, MY 2013-2015 Ram Tradesman, MY 2012 Ram Van, MY 2010-2019 Dodge Grand Caravan, MY 2010-2016 Chrysler Town and Country, MY 2010-2017 Jeep Compass, MY 2011-2020 Dodge Durango, MY 2011-2020 Jeep Grand Cherokee, MY 2010-2019 Dodge Journey, MY 2010-2012 Jeep Liberty, MY 2010-2011 Jeep Nitro, and MY 2010-2011 Jeep Patriot

**Population:** 7.5 M Vehicles (approximate)

**Problem Description:** The driver and/or passenger front seat padded Active Head Rest inadvertently deploys without a rear impact event.

**Complaints:** **8,770**

**Number of Injuries:** **753**

**Number of Crashes:** **11**

**Number of Fatalities:** **0**

**Action:** Close this Preliminary Evaluation (PE)

**Basis:** The Office of Defects Investigation (ODI) opened PE19-014 on September 9, 2019, to investigate 128 complaints alleging that the Active Head Rest (AHR) inadvertently deployed without the occurrence of a crash or other rear impact event in model year (MY) 2014 Jeep Grand Cherokee and Dodge Durango vehicles. When ODI opened the investigation, ODI was aware of thirteen alleged injuries. A small number of Early Warning Reports identified driver and/or passenger front seat AHR inadvertent deployments without a rear impact event. Reported safety consequences resulting from the AHR deployments include concussions, headaches, soft tissue injuries, disorientation, nausea, vomiting and/or loss of vehicle control as a result of being hit in the head by the padded headrest.

**Alleged Safety Defect:** The driver and/or passenger front seat AHR inadvertently deploys without a rear impact event. The padded head rest can strike an occupant sitting in the affected seat, either on the driver side or passenger side (or both), potentially causing an injury or loss of vehicle control.

**Active Head Rest Definition:** An AHR is a passive device that supports the head and is attached to the back of an automobile seat. During a crash, the spring-loaded head rest releases and moves forward towards the back of the head. The goal of AHR is to reduce the number of head and neck injuries during rear-end collisions. These devices use the lever motion between the seatback and head rest to transfer the force into the seatback.

**Active Head Rest Description:** The AHR in the subject vehicles is designed to mitigate neck injuries by moving forward and upward during certain rear impact collisions while positioning the assembly farther away from the occupant's head for increased comfort in the stowed position prior to deployment. Because of the pervasiveness of neck injuries in vehicle accidents, active head restraints have been developed to reduce the frequency and severity of these injuries. Unlike with air bags, the AHR is a solenoid-activated, spring-powered system that does not contain a pyrotechnic device. Figures 1 and 2 below show the AHR assembly in stowed and deployed positions, respectively.



*Figure 1 Stowed Position - AHR Assembly*



*Figure 2 Deployed Position - AHR Assembly*

**Subject Active Head Rest System Description:** In the stowed position, the AHR is secured by a pawl that latches onto a retention pin mounted to a sled made of Polycarbonate - Acrylonitrile Butadiene Styrene ("PC-ABS") plastic. The pawl keeps the AHR's springs in compression prior to deployment. The AHR is triggered to deploy when the vehicle's occupant restraint control ("ORC") module detects a rear impact event that meets a specific criterion. This ORC action sends an electronic signal to the solenoid causing the pawl to release the retention pin, which in turn, allows the springs to discharge their stored energy, moving the head rest forward and upward resulting in the proper deployed state. Figure 3 below shows a deployed AHR assembly with the latch pawl, retention pin, and sled bracket.

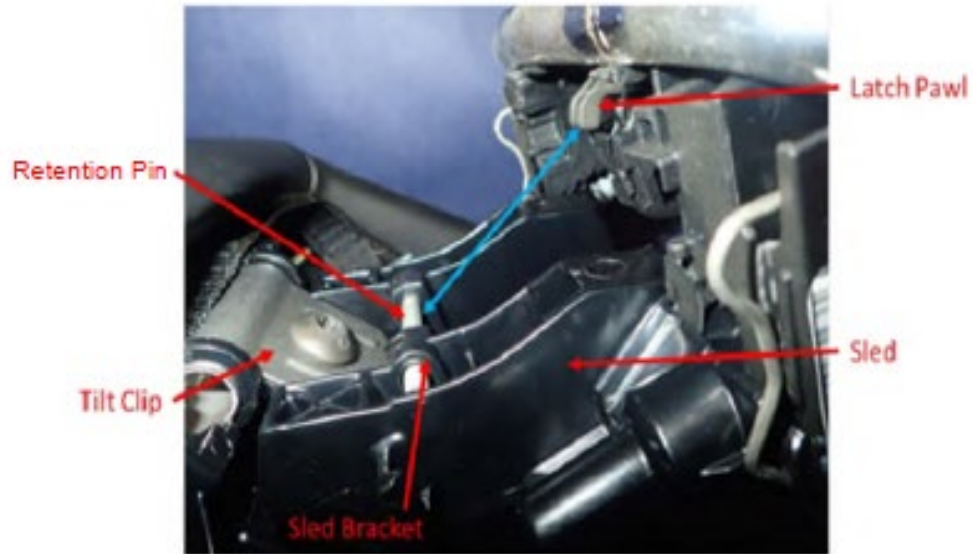


Figure 3: Inside Deployed AHR

Grammer, the supplier of the subject component, began supplying AHR assemblies for installation on Fiat Chrysler Automobiles (FCA) vehicles beginning with model year 2010 vehicles. Since this introduction, more than 14.7 million Grammer AHR assemblies have been installed on FCA vehicles, encompassing 87 different make/model combinations. Prior to production, Grammer AHR assemblies met FCA's performance standards. This included, among other validation requirements, successful testing of the AHR such as: high temperature and humidity endurance exposure, thermal shock, vibration shipping/storage temperature exposure, deployments at temperature, handling drops, and adjustment misuse.

**Failure mechanism:** Following the introduction of AHR technology in the FCA fleet, and in response to customer complaints, FCA's Vehicle Safety and Regulatory Compliance (VSRC) group investigated inadvertent AHR deployments in the subject component. FCA discovered a period of time during which a defect in the injection molding process resulted in inadequate parts that could allow the AHRs to deploy prematurely. Grammer subsequently addressed the issue by implementing manufacturing mitigations. FCA also learned of a latch condition that can erroneously make the AHR appear to have been fully and properly latched. This was corrected through a design change to the solenoid housing and a manufacturing process change. Based on investigations undertaken by both FCA and Grammer, the most frequently reported failure mode relates to environmental stress cracking (ESC) of the PC-ABS plastic sled housing, particularly in the area where the retention pin is mounted. The ESC is caused by contamination from a hydrocarbon-based oil present on the PC-ABS sled. The degradation of the PC-ABS plastic due to the contaminant and environmental factors, in conjunction with the constant spring load on the sled, caused sled fractures in some AHRs. These fractures, in turn, allowed the retention pin to separate from the sled, resulting in the inadvertent deployment of the AHR. Images of an intact deployed AHR and one showing deployment resulting from ESC are shown in Figures 4 and 5 below.



Figure 4 Housing Intact and Latch Pin in Housing



Figure 5 Housing Fractured and Pin in Latch

**Manufacturer Field Actions:** FCA authorized a 10-year warranty extension (with no mileage limitation) via Field Action 23-018-20 (NHTSA 10177527) for Grammer AHR assemblies in certain MY 2010-18 vehicles, which includes all subject vehicles.

**NHTSA’s Bioengineering Assessment:** NHTSA’s Human Injury Research Division performed computer simulations of the AHR deployment to evaluate the risks of skull fracture as well as brain injury. A human crash test dummy was positioned in different ways, including AHR straight and at an angle to the back of the head (to maximize the probability of head rotation that could lead to higher risk of brain injury). To assess the risks of skull fracture and brain injury, the Head Injury Criterion (HIC15) and Brain Injury Criterion (BrIC) were used respectively. Figure B below shows that the maximum achievable value of HIC15 in the simulations was 107.2, indicating a very small probability (less than 2%) of moderate injury (AIS 2) on the Abbreviated Injury Score (AIS) scale. This HIC15 score corresponds to the maximum values measured in physical tests of AHR deployment with a Hybrid III test dummy conducted by the Biodynamic Research Corporation (discussed below).

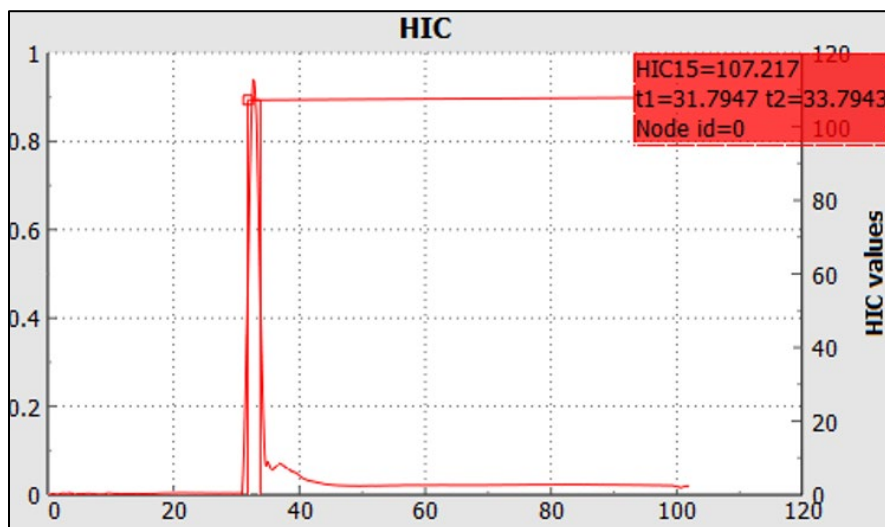


Figure B: Head Injury Criterion (15 ms Window) – HIC15

A concern NHTSA had was the loading scenario in which the head of a passenger is positioned at an angle to the striking force from the head rest that could potentially induce head rotations large enough to cause brain injury. This scenario may occur if the front passenger turns their head to speak with a passenger in the rear seat when the head rest deploys. To evaluate this scenario, a study estimated forces acting on the head due to the head rest deployment as well as resulting three-dimensional (3D) head rotational kinematics, which was necessary to calculate the maximum value of BrIC. The stiffness of the AHR cushion and the impact velocity were varied such that HIC15 values were matching the maximum of those measured in the physical testing. The time histories of the head angular velocities are shown in Figure C below together with the maximum achievable value of BrIC. The maximum BrIC was recorded when the head was positioned at an angle to the striking AHR. The maximum BrIC was 0.15 indicating a very small probability (less than 1%) of concussion or any other type of brain injury.

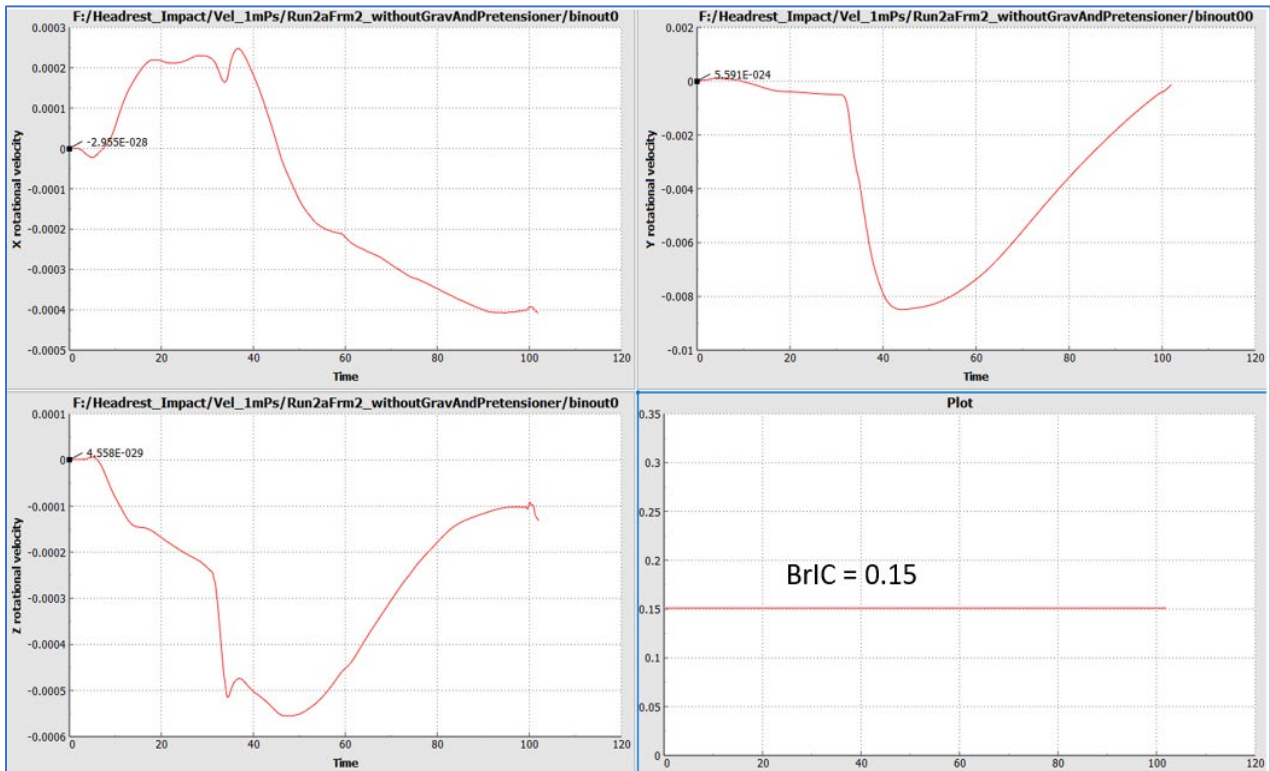


Figure C: 3D Head Rotational Velocity vs. Time and the Value of BrIC.

**Anthropomorphic Test Dummy (ATD) Active Head Rest Testing:** In March 2017, FCA conducted deployment testing involving 12 Grammer Jeep Grand Cherokee AHRs on two different types of ATDs: a 50% male Hybrid III and a 50% male BioRID. The AHR was tested at four different backsets (distance from the ATD head form to the headrest) and three different AHR adjustment heights (full-down, mid-position, full-up). This ATD testing resulted in a total of six test combinations (four backset and two height). These six combinations were run for both the Hybrid III and BioRID ATDs.

The ATD testing resulted in five different measurements quantifying the effects of AHR deployment and a comparison to relevant regulatory limits.

1. Head Acceleration/Deceleration in a 3-millisecond clip. FMVSS 201 (Occupant Protection in Interior Impact) provides that acceleration/deceleration forces on the head in the event of an impact may not exceed 80 g continuously for more than 3 milliseconds. In the ATD testing conducted by FCA US, the highest value recorded on a Hybrid III ATD (required for FMVSS testing) was 5.8 g, or 7.3% of the regulatory limit.
2. Head Injury Criterion (HIC) is a commonly used measure of the likelihood of head injury arising from an impact. Frequently discussed in terms of HIC-15, or the measurement of impact over 15 milliseconds, HIC is a unitless measurement that takes into account the peak acceleration, onset and duration of the acceleration pulse measured at the center of gravity of the head. HIC measurements are integrated into several of the safety standards: FMVSS 202a (Head Restraints), which sets a limit of 500 (S4.3.1), and FMVSS 208 (Occupant Crash Protection), which sets a limit of 700 (S6.2). The highest HIC measurement observed on a Hybrid III ATD (required for FMVSS testing) was 0.4, which 0.08% of 500 HIC limit provided in FMVSS 202a, and 0.06% of the 700 regulatory limit under FMVSS 208.
3. Upper Neck Tension. FMVSS 208 also provides upper limits of peak neck tension (S6.6) at 4170 N. The highest peak tension value recorded during the ATD testing was 112 N, or 2.7% of the regulatory limit. This was recorded on one of the Hybrid III ATD tests (required for FMVSS testing).
4. Upper Neck Compression. FMVSS 208 likewise sets peak neck compression limits at 4000 N (S6.6). The highest peak compression value recorded during ATD testing was 98.4 N, or 2.5% of the regulatory limit. This was recorded on one of the Hybrid III ATD tests (required for FMVSS testing).
5. Normalized Neck Injury Criterion (Nij). Also integrated into FMVSS 208, Nij is a unitless measurement of the simultaneous moment and axial loads on the upper neck for the Hybrid III. Nij takes into account four possible loading conditions: tension-extension, tension-flexion, compression-extension, or compression-flexion and is assessed relative to maximum value of 1.0. The highest Nij value recorded during FCA US' ATD testing was 0.06, or 6% of the regulatory limit. This was recorded on one of the Hybrid III ATD tests (required for FMVSS testing).

**Surrogate Active Head Rest Deployment Testing:** To substantiate the 2017 ATD testing, in 2019, FCA contracted an independent expert with a Bachelor of Science in Mechanical Engineering and Doctor of Medicine to conduct AHR deployment tests on human surrogates. To cover a range of potential vehicle occupants, the testing involved using three human surrogates of varying size, weight, and gender. The AHR testing was performed using a 2015 Jeep Grand Cherokee Limited vehicle.

A total of 12 AHR deployment tests were performed, including four deployment tests per surrogate. The surrogate testing matrix utilized a range of head restraint positions and backsets. The head restraint deployments were triggered remotely using a power supply. The human surrogates were instrumented with a six-axis translational accelerometer/angular rate sensor attached to a bite block that was rigidly held in their mouth. A translational accelerometer was also attached to each surrogate's cervicothoracic spinal junction. The bite block and cervicothoracic spinal junction sensors measured the translational accelerations in the front-to-back, side-to-side and up-down directions at

each of these body locations according to the polarities. The rotational rate sensors in the bite block measured the rotational velocities of the head in three mutually orthogonal directions.

The human surrogate's translational accelerations were used to calculate the resultant magnitudes for the translational acceleration profiles of the head and cervicothoracic spinal junction. Each resultant acceleration magnitude for the head was used to calculate the Head Injury Criteria (HIC) according to SAE J1727 recommended practice.

In addition to the AHR deployment tests conducted on human surrogates, sound level testing was also conducted to determine if an AHR deployment might cause hearing damage to a vehicle occupant. The maximum sound level measured was 68.1 dBA. This is approximately the same sound level as a dishwasher.

Testing conducted on the surrogates validated the results found in the 2017 ATD testing conducted by FCA and the computer modeling conducted by NHTSA.

**Manufacturer's Evaluation of the Alleged Safety Defect:** Following introduction of AHR technology into the FCA fleet, and in response to customer complaints, FCA's Vehicle Safety and Regulatory Compliance ("VSRC") department first investigated reported inadvertent deployment related to the Subject Component in September 2016. FCA again investigated the subject component in February 2017 and June 2018. Each of these investigations was closed without a safety field action. Following these VSRC investigations, FCA conducted an analysis of potentially relevant warranty claims for consideration of a potential quality field action. These various FCA investigations identified multiple potential root causes for the alleged inadvertent deployment events. For example, FCA discovered a brief period of time during which a "short shot" in the injection molding process resulted in incomplete parts that could allow the AHRs to inadvertently deploy. The supplier addressed this issue in production by implementing manufacturing changes. FCA also learned of an incomplete latch condition that erroneously made the AHR appear to have been fully and properly latched. This was corrected in production through a design change to the solenoid housing and a manufacturing process change.

FCA investigated the issue of inadvertent AHR deployment multiple times from a vehicle safety perspective. The conclusion of each of those investigations was that inadvertent AHR deployment does not present an unreasonable risk to motor vehicle safety.

FCA also feels the inadvertent AHR deployment does not pose a startle or distraction risk based on the dearth of real-world field incidents. More than 7 million FCA vehicles with more than 14 million subject AHR assemblies have been on the road for years. FCA identified two incidents, neither of which could be verified, in which inadvertent AHR deployment is alleged to have caused a crash.

According to FCA, its conclusion that there is not an unreasonable risk to motor vehicle safety is grounded in testing and data-driven analysis performed according to accepted scientific principles. This includes anthropomorphic test dummy ("ATD") testing performed by FCA in 2017 and human subject testing performed by an independent expert in 2019. The results from every test conducted show that the load, force, and impact measurements resulting from deployment of the AHR are minimal and well under any relevant regulatory limit.

To review a complete FCA analysis of the alleged safety defect, see FCA's Information Request response dated December 3, 2019.

### **ODI's Analysis:**

On September 24, 2019, ODI sent an Information Request (IR) letter to Fiat Chrysler Automobiles (FCA). ODI requested certain detailed information from FCA related to the following subject vehicles: MY 2010-2014 Dodge Avenger 200, MY 2010-2014 Dodge Caliber, MY 2010-2014 Chrysler Sebring, MY 2013-2015 Ram Tradesman, MY 2012 Ram Van, MY 2010-2019 Dodge Grand Caravan, MY 2010-2016 Chrysler Town and Country, MY 2010-2017 Jeep Compass, MY 2011-2020 Dodge Durango, MY 2011-2020 Jeep Grand Cherokee, MY 2010-2019 Dodge Journey, MY 2010-2012 Jeep Liberty, MY 2010-2011 Jeep Nitro, and MY 2010-2011 Jeep Patriot vehicles. On December 2, 2019, ODI received a response from FCA that included vehicle production data, consumer complaints, field reports, warranty claims, manufacturer actions, production changes, and other data related to the alleged defect from the start of production (2010) through September 24, 2019. On January 27, 2020, ODI received an update to the December 2, 2019, IR response from FCA. On September 22, 2020, ODI requested additional subject vehicle AHR information from FCA. ODI received FCA's response on October 21, 2020. ODI subsequently received an update to FCA's October 21, 2020, response on February 16, 2021. During the investigation, ODI requested updates to certain IR questions on two occasions. FCA provided updates to question #2 on March 5, 2021, and questions #2 and #5 on May 26, 2023.

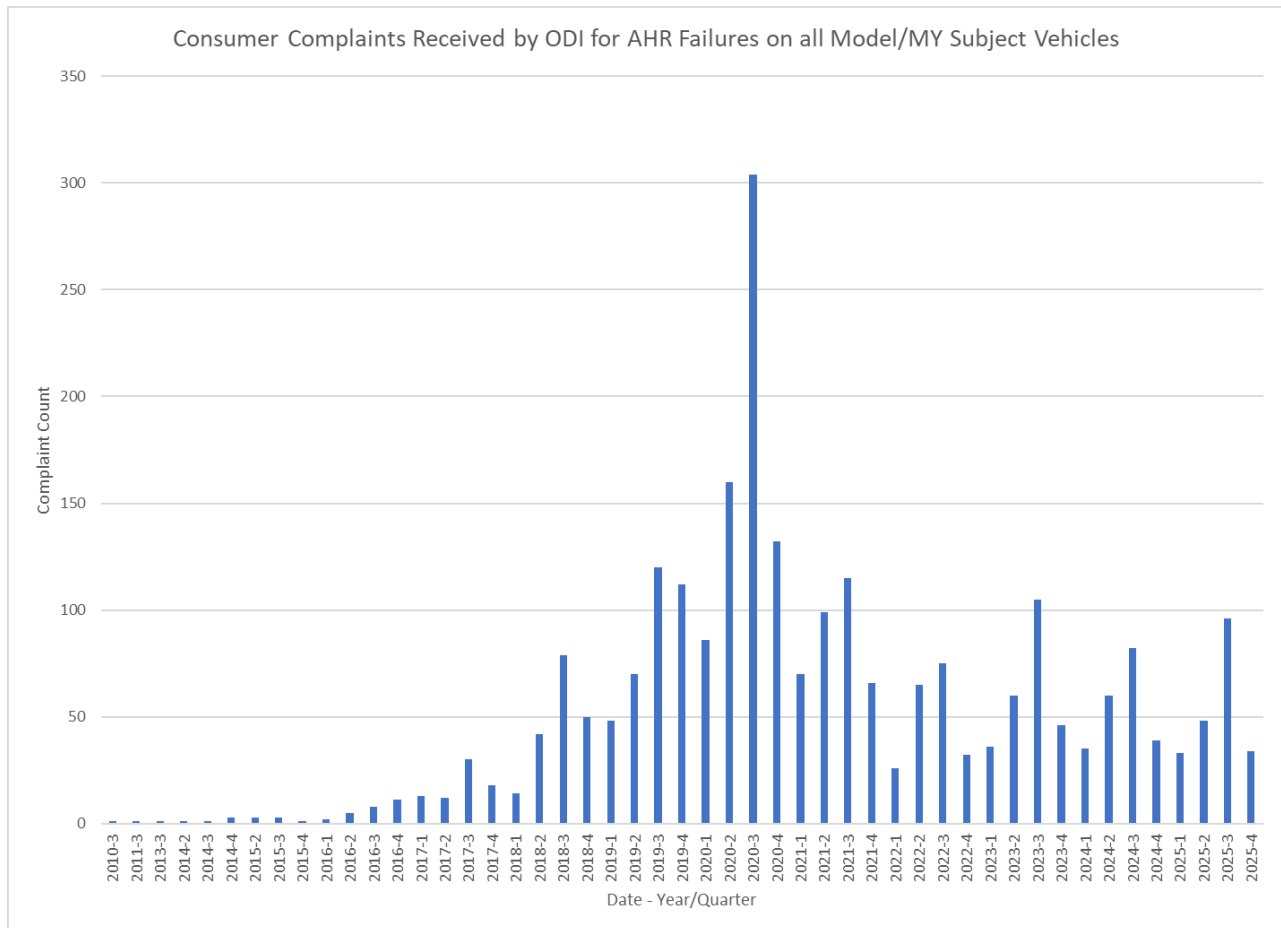
FCA's IR response data identified approximately 7.5 million subject vehicles (with approximately 15 million AHR assemblies). Due to the large number of vehicles and failure reports, ODI focused its analysis on the FCA vehicle model with the highest failure rate to represent the worst-case scenario. For this purpose, ODI focused on MY 2012-2015 Jeep Grand Cherokee vehicles for its analysis. This population includes 710,890 vehicles that FCA manufactured between August 19, 2011 and August 8, 2015. ODI identified 2,839 alleged AHR failures within this limited population. ODI identified 263 alleged injuries that were caused by AHR failures in MY 2012-2015 Grand Cherokees vehicles. Of these alleged injuries, ODI categorized them as eighty-two (82) soft tissue (neck/whiplash, bruise) injuries, four (4) concussions, fifty-nine (59) headaches, and one hundred eighteen (118) without a specific injury description. Although complainants have alleged injuries, ODI has been unable to obtain evidence to substantiate or validate any serious injuries where medical treatment was required. Consumer outreach was conducted by ODI, where sixty-three (63) FCA complainants with alleged injuries were contacted. Twelve of the sixty-three FCA consumers responded and were interviewed by ODI. ODI requested medical records, however, only one response was provided. Attorneys representing the responding complainant provided a synopsis that indicated they had experienced prior neck-related injuries dating to the mid-1990s. ODI also contacted one hundred (100) consumers who submitted Vehicle Owner Questionnaires (VOQ) in an attempt to validate alleged injuries. Despite the efforts of ODI, the office has been unsuccessful at obtaining substantive documentation/evidence supporting complaints that allege serious injuries (where pre-existing medical conditions did not already exist).

In addition to the low severity of alleged injuries caused by AHR deployments, there have been eleven alleged crashes and two alleged lane departures within the entire subject vehicle population that has been in the field up to sixteen years (with over 8,500 AHR inadvertent deployments). ODI was not able to validate that the alleged crashes were the result of inadvertent head rest deployments and the crashes were minor in nature.

In reviewing complaint and warranty data for MY 2012-2015 Grand Cherokee vehicles, ODI found that the average amount of time before AHR failure was approximately 5 years. The data also showed that the longest amount of time before AHR failure was approximately 10 years.

In June 2020, FCA published the first of seven warranty extension programs to cover the cost of repairing an inadvertently deployed AHR for 10 years beyond the vehicle in service date. FCA announced its most recent warranty extension program in December 2020. FCA's combined seven warranty extension programs cover the entire population of subject vehicles.

The number of AHR inadvertent deployment complaints received by ODI continues to decrease over time. The peak of 304 complaints received by ODI occurred in the third quarter of 2020 and has dropped to 34 complaints in the fourth quarter of 2025, as shown in Chart 1 below.



**Chart 1.**

**Reasons for Closing:**

ODI has conducted a thorough investigation of the alleged safety defect, and with up to sixteen years of exposure for some vehicles and over 8,500 inadvertent AHR deployments, no serious crashes or injuries could be validated in the sub-population of focus. The lack of serious injuries validated by ODI with such large period of field exposure is consistent with the work done by NHTSA's Human Injury Research Division and the Biodynamic Research Corporation, which support that an inadvertent AHR deployment is not likely to cause serious injury. In addition to the low risk of injury, FCA released an extended warranty program that covers inadvertent AHR deployment for ten years / unlimited mileage from the vehicle's In-service date.

PE19-014 is closed with the FCA extended warranty program. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist, and the Agency reserves the right to take additional action if warranted by new circumstances.

ODI will continue to monitor the vehicles outside of the extended warranty program's population for inadvertent AHR deployments. Despite the fact there have been many failures over years of exposure, there have been no confirmed serious injuries or fatalities. In addition, testing demonstrates that severe head injury or hearing loss is not likely to occur as a result of an inadvertent AHR deployment.

The consumer complaints cited above can be reviewed at <https://www.nhtsa.gov/> using the following complainant identification numbers:

10346185, 10413285, 10533923, 10596788, 10628774, 10651588, 10652250, 10660932, 10705568, 10725202, 10730267, 10760016, 10761678, 10778531, 10787045, 10839215, 10850420, 10862167, 10863915, 10865189, 10881230, 10881490, 10883198, 10883426, 10883614, 10883998, 10891943, 10893336, 10894153, 10903739, 10911074, 10914077, 10915604, 10917942, 10920379, 10924285, 10924630, 10925749, 10925778, 10927064, 10934157, 10955730, 10956220, 10958456, 10958790, 10959997, 10960080, 10965838, 10965997, 10966138, 10967160, 10967268, 10969067, 10969575, 10971121, 10972104, 10981413, 10986042, 10990483, 10990681, 10993306, 10993658, 10993914, 10994348, 11000632, 11001590, 11005289, 11005297, 11005402, 11006274, 11006781, 11010437, 11010988, 11011571, 11011841, 11012274, 11012383, 11012467, 11013049, 11013126, 11015251, 11016129, 11019294, 11019348, 11019542, 11019908, 11020319, 11020593, 11021003, 11022444, 11022744, 11023610, 11024108, 11024225, 11030319, 11030524, 11030843, 11032648, 11032924, 11034029, 11034038, 11034590, 11036080, 11039243, 11041372, 11042968, 11042996, 11044852, 11046339, 11048770, 11052500, 11052748, 11055603, 11056942, 11061267, 11062915, 11064275, 11065269, 11065459, 11066484, 11071713, 11073944, 11074940, 11076058, 11080834, 11081153, 11081960, 11082301, 11083501, 11089573, 11090036, 11090467, 11090758, 11091019, 11091020, 11091281, 11091393, 11091564, 11092693, 11093402, 11096428, 11096783, 11096809, 11098705, 11098944, 11099374, 11099424, 11099481, 11099594, 11099941, 11100202, 11100450, 11100719, 11101311, 11101371, 11101689, 11101699, 11102187, 11102226, 11102628, 11102629, 11102731, 11102804, 11103770, 11103876, 11103883, 11104084, 11104140, 11104643, 11104890, 11104976, 11104997, 11105034, 11105130, 11105243, 11105315, 11105420, 11109606, 11110124, 11110144, 11110427, 11110604, 11110633, 11110796, 11110851, 11110951, 11111846, 11111961, 11113149, 11113179, 11113235, 11113344, 11113353, 11113512, 11113657, 11114322, 11114514, 11114570, 11114629, 11114757, 11114959, 11115105, 11115428, 11115613, 11118290, 11118302, 11118345, 11118642, 11118896, 11119341, 11119663, 11119850, 11120036, 11120080, 11120167, 11120505, 11120528, 11120529, 11120650, 11120869, 11121283, 11121298, 11121301, 11121538, 11121625, 11121633, 11121861, 11122368, 11122657, 11122847, 11123049, 11123383, 11123942, 11124100, 11124271, 11124408, 11129538, 11129861, 11130367, 11130382, 11130417, 11130639, 11130671, 11130878, 11131508, 11131920, 11131923, 11132309, 11132410, 11132448, 11132657, 11132955, 11133070, 11138760, 11138796, 11139255, 11139395, 11139578, 11139923, 11140134, 11140239, 11140268, 11140803, 11140827, 11141350, 11141427, 11141690, 11141805, 11142280, 11142311, 11142880, 11143555, 11144298, 11144424, 11144681, 11144897, 11149744, 11150163, 11150228, 11150730, 11151705, 11151814, 11152554, 11153743, 11153978, 11154443, 11154557, 11154636, 11155859, 11161484, 11161719, 11161949, 11162433, 11162933, 11162943, 11163075, 11163429,

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