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April 7, 2009

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590



Dear Mr. Smith:

Attached is Chrysler LLC's ("Chrysler") Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in a small number of 2009 model year Dodge Journey, Jeep Grand Cherokee, Jeep Commander and Jeep Wrangler vehicles. The wiring may be reversed on the steering column control module (SCCM) driver airbag (DAB) squib connector. As a result, the DAB may not deploy as intended.

Chrysler will conduct a safety recall to inspect the DAB squib wires on all affected vehicles and replace the SCCM if necessary.

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence J. Sak".

Lawrence J. Sak

Enclosure: Defect Information Report for Chrysler Recall J13

cc: K.C. DeMeter, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL J13

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Submission Date: April 7, 2009

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume
Dodge	Journey	2009	February 09 - 26, 2009	4,336 (estimated)
Jeep	Grand Cherokee Commander Wrangler			

Estimated percentage containing defect: 3%

Description of defect:

Wiring may be reversed on the steering column control module (SCCM) driver airbag (DAB) squib connector. As a result, the DAB may not deploy as intended, which can increase the risk of injury to the driver under certain accident conditions.

The name, address and telephone number of the supplier who manufactured the subject components:

TRW Automotive Electronics Group
24175 Research Drive
Farmington Hills, MI 48335
(248) 478-7210

The following chronology of principal events led to the determination of a defect:

- On February 25, 2009 a defective SCCM was found at a Chrysler instrument panel supplier. Analysis determined that wiring was reversed on the DAB squib connector.
- A yard hold was initiated at all Chrysler assembly plants utilizing the subject SCCM.
- Investigation determined that the SCCM supplier manufacturing process locates the DAB squib wires into a fixture by hand and a vision system checks for correct wire color and position prior to soldering. It was also determined that if the fixture is in program mode, the squib wires can be soldered even if not correctly positioned.
- Further investigation found that the SCCM manufacturing process allowed the potential for reversed DAB squib wires during a four day window (February 9-12, 2009) at the SCCM supplier.
- Analysis of parts obtained from this build window indicated approximately 3% exhibited the reversed wiring condition. Review of vehicle build records indicated that parts from this suspect build window may have been utilized on vehicles built through February 26, 2009.
- The affected vehicles all utilize multi-stage driver airbags, and reversed squib wires may

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result in improper DAB deployment performance as the inflator stages fire in reverse order.

- This condition is not detectable by vehicle on-board diagnostics, and no malfunction indicator lamp will illuminate.
- Software was modified at the SCCM supplier to prevent soldering of squib wires when the vision system is in program mode.
- Chrysler is not aware of any injuries, fatalities or property damage result from this condition.
- This data was presented to the Chrysler Vehicle Regulations Committee on March 31, 2009 who decided to conduct a safety recall.

Statement of measures to be taken to correct defect:

Chrysler will conduct a safety recall to inspect the DAB squib wires on all affected vehicles and replace the SCCM if necessary. Chrysler expects to initiate national notification to both dealers and owners in May of 2009.

Chrysler has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, Chrysler, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.