

RECEIVED

By Recall Mgt Div. at 8:12 am, Nov 30, 2009

09V-454 (3 pages)



November 25, 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 Group 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 some 2010 model year Jeep Grand Cherokee vehicles. The passenger airbag may not properly deploy through the instrument panel top cover tear seam.

Chrysler will conduct a safety recall to replace the instrument panel top cover on all affected vehicles.

Sincerely,

A handwritten signature in cursive script that reads "David D. Dillon".

David D. Dillon

Enclosure: Information Report for Chrysler Recall J33

cc: K.C. DeMeter, NHTSA

Submission Date: November 25, 2009

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume
Jeep	Grand Cherokee (LHD) (WK-Body)	2010	October 22, 2009 through November 12, 2009	2990 (estimated)

Estimated percentage containing defect: 100%

Description of issue:

The passenger airbag (PAB) may not properly deploy through the instrument panel (I/P) tear seam, affecting the impact protection for the passenger.

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

Masonico LLC
 17085 Masonic
 Fraser, MI 48026
 586-741-2500

Recall determination:

Chrysler Group LLC

Potentially affected population and safety recall decision criteria:

- On November 11, 2009, a cold temperature continuing conformance test (CCT) of left hand drive (LHD) I/P and PAB assemblies at the I/P supplier, Masonico, revealed an improper PAB deployment.
- Masonico conducts weekly CCT testing to confirm proper deployment performance. Since the launch of the 2005 MY WK, there have been no similar CCT failures.
- For vehicles built in the U.S. market, these I/P Assemblies are built into vehicles at Chrysler's Jefferson North Assembly Plant (JNAP).
- On November 12, 2009, a yard hold was established at JNAP.
- On November 12, 2009, additional cold and ambient I/P Assembly PAB deployment tests of the suspect I/P population confirmed that the PAB system was not properly deploying through the I/P top cover tear seam.
- On November 12, 2009 JNAP stopped production and remained down until November 17, 2009.
- On November 12, 2009, a Chrysler Black Belt Study was initiated.
- Review of performance records for the PAB module, produced by Autoliv, and Chrysler Materials Engineering analysis of I/P top cover material from old and suspect production dates enabled the team to rule out both the PAB module and the I/P top cover material respectively as contributors.

- The Black Belt Study revealed an interaction between the PAB chute to cover weld (Red X – 75%) and the I/P tear seam score depth (Pink X – 25%) were the two contributors to the failed tests.
- On November 14th, modifications were made to improve the strength of the PAB chute weld to the I/P and to shift the I/P PAB door score process to the nominal.
- From November 15, 2009 thru November 16, 2009 a total of fifteen verification tests were performed and all were successful.
- On November 17, 2009 a clean point was established at JNAP.
- Based on additional testing of I/P assemblies from various production dates, it was determined that the dirty point at JNAP started with vehicles built on October 22, 2009.
- No property damage, crash, injuries or fatalities have been found attributable to this condition.
- This data was presented to the Chrysler Vehicle Regulations Committee on November 24, 2009 who decided to conduct a voluntary safety recall.

Statement of measures to be taken to correct defect:

The owners of all affected 2010 model year Jeep Grand Cherokee vehicles will be contacted by mail. Owners will be requested to take their vehicle to a Chrysler dealer to have the I/P top cover replaced. Chrysler expects to initiate national notification to both dealers and owners in December 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 expense confirmation.