



February 17, 2010

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



Reference: Chrysler Customer Satisfaction Notification J38 (NHTSA ODI Defect Investigation NVS-212mj; RQ09-003)

Dear Mr. Smith:

This document updates the Chrysler Group LLC Information Report for Chrysler Customer Satisfaction Notification J38 submitted to you on January 7, 2010.

Due to an administrative error, Chrysler Group LLC originally submitted the incorrect number of vehicles affected by this campaign. Additionally, the project launch date of the campaign has been delayed due to a supply shortage of the one of the required service parts. The modifications are shown on the attached updated Info Report.

We apologize for any inconvenience that this may have caused. As always, please contact our office should you have any questions or concerns about this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "David D. Dillon".

David D. Dillon

Enclosure: Information Report for Chrysler CSN J38

cc: K.C. DeMeter, NHTSA

Submission date: January 7, 2010 (original)
 February 17, 2010 (updated affected volumes and projected launch date)

Identification of vehicles potentially affected:

| Make | Model | Model Year | Inclusive Dates of Manufacture | Volume | Other Info |
|----------|------------------------|--------------|--------------------------------|------------------------|---|
| Dodge | Caravan, Grand Caravan | 2005 2006 | 01/19/05 through 04/05/06 | 312,442 (estimated) | UFSs molded with Ultradur material and steel bushings, originally sold in or currently registered in 20 salt belt states plus DC, KY, ND, SD, UT, NE, KS and AK |
| Chrysler | Town & Country | | | | |

Estimated percentage containing issue: 29% (Estimated over 15 year life)

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

Robert Bosch Corporation
 38000 Hill Tech Drive
 Farmington Hills, MI 48331
 248-876-1000

Description of Condition:

Chrysler has determined that the supplemental front crash sensors may crack under certain environmental conditions and allow water to enter into the sensor. This can cause the sensor to become inoperative and illuminate the airbag warning light. These sensors were added to enhance the performance of the airbag system in certain frontal crashes.

The following chronology of events led to the Chrysler planned CSN J38:

- In July of 2009 NHTSA opened RQ09-003, a query on the scope of Chrysler Customer Satisfaction Notification (CSN) G09 / extended warranty X16 (NHTSA Campaign ID 07V192000) based on 45 customer complaints of airbag warning lamp illumination as a result of inoperative UFSs.
- G09 was a CSN launched in July 2007 for the replacement of UFSs molded with Ultradur material and brass bushings on 2005 MY subject (EA06-003) minivans in areas of the U.S. subject to road salt and colder climates (“Salt Belt”)
- X16 was an extended lifetime warranty launched in July 2007 for the balance of geographic regions for the EA06-003 subject minivans built with UFSs molded with Ultradur material and brass bushings.

- The UFSs molded with Ultradur material and brass bushings which were in production for the 2005 MY subject minivans thru early February 2005. This version of UFS was subject to cracking, leaking, corroding and becoming inoperative in the Salt Belt.
- UFSs are auxiliary crash detection sensors that provide input to the occupant restraint controller (ORC). The ORC houses the primary crash sensor which remains functional without UFS input (but an airbag warning light will illuminate).
- On March 29, 2007 NHSTA agreed to close EA06-003 (upgraded from PE05-061), contingent on the proposed field actions, without the determination that a safety defect existed in the UFSs molded with Ultradur material and brass bushings.
- At the time of G09 / X16 launch, the subsequent UFS version which had been in production until April 2006 and was molded with Ultradur and steel bushings, exhibited relatively lower warranty rates and demonstrated significantly better results in environmental testing.
- In April 2006, Chrysler introduced a third version of UFS into production which superceded the previous version. These UFSs, which were of a redesigned shape and molded with DuPont Crastin material and steel bushings, were also used as a remedy for Chrysler actions G09 and X16.
- Since the opening of RQ09-003, investigation revealed that:
 - The warranty rates in the Salt Belt for UFSs molded with Ultradur material and steel bushings had climbed such that the projected fallout would reach 29% in 15 years.
 - The warranty rates in the non-salt belt and for UFSs molded with Crastin material and steel bushings in all regions are low.
- There are no confirmed reports of accidents or injuries related to any failure of a UFS in the subject minivans.
- This information was presented to the Vehicle Regulations Committee (VRC) on December 22, 2009. The VRC decided that Chrysler would conduct a Customer Satisfaction Notification to replace the UFSs molded with Ultradur material and steel bushing on 2005 and 2006 MY RS minivans that were sold or are currently registered in NHTSA defined salt belt (20 states plus District of Columbia) in addition to Kentucky, North Dakota, South Dakota, Utah, Nebraska, Kansas and Alaska.

Statement of measures to be taken:

Chrysler will replace supplemental up front airbag sensors (UFSs), molded of Ultradur material and containing steel bushings, with UFSs molded of Crastin material and containing steel bushings, on 2005 and 2006 MY Dodge Caravan, Dodge Grand Caravan and Chrysler Town & Country minivans that were originally sold or are currently registered in the NHTSA defined salt belt (20 states plus District of Columbia) in addition to Kentucky, North Dakota, South Dakota, Utah, Nebraska, Kansas and Alaska. Chrysler expects to begin national notification to both dealers and to owners in June 2010 or sooner as part supply becomes available.

Chrysler has a long-standing 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.

These actions by Chrysler do not constitute the determination of a safety-related defect, and Chrysler has not made such a determination.