



January 4, 2011

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

Dear Mr. Harris:

Attached is Chrysler Group LLC's ("Chrysler Group") *updated* 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 2009 model year Dodge Journey vehicles. *The update is to correct inclusive date of the affected vehicle population from September 7, 2008 to November 7, 2008. This does not affect the number of vehicles involved as the quantity was based on the correct date.*

Chrysler Group will conduct a voluntary safety recall to replace the front left & right door wiring harnesses.

Sincerely,

David D. Dillon

Enclosure: Information Report for Chrysler Recall K07

cc: Richard Boyd, NHTSA

UPDATED DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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Submission date: January 4, 2011

Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant(s)
Dodge	Journey (JC)	2009	November 1, 2007 – November 7, 2008	65,180 (estimated)	Toluca Assembly

Estimated percentage containing defect: Unknown

Description of defect:

Wires within the front door wire harnesses may fatigue and break, which can interrupt the circuits for the side impact sensor(s), resulting in an airbag warning lamp illumination and loss of side crash sensing capability.

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

Delphi Product & Service Solutions
5820 Delphi Drive
Troy, Michigan 48098-2815
248-813-2848

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

- In March of 2010, Chrysler Group's Vehicle Safety Office (VSO) began to investigate elevated field data related to air bag warning lamp illumination conditions in the subject vehicles. The data suggested that the conditions identified during the 1st quarter of 2010 may have exceeded the sum of the previous eight quarters.
- The wiring harness bundles that pass through the front driver and passenger doors on the subject vehicles contain up to ten separate wire circuits that control various functions, including power locks, power windows, power mirrors and audio speakers. One of the circuits carries the signal for the side impact pressure sensors.
- An analysis of warranty returns on the wiring harness led engineering to believe that the individual wires within the wiring harness could fatigue and break, causing interrupted signals to one or more of various modules and components. The warranty data for the wiring harnesses, however, did not identify which of the ten circuits were damaged.
- Chrysler's investigation revealed that the offset between the wire routing holes in the door-side and body-side surfaces, along with the type of wire being used, may have attributed to fatiguing and breaking of one or more of the ten possible circuits in the harness bundle. Based upon a review of the field data and an extensive vehicle survey, it was concluded that the side

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impact pressure sensor circuit may be at risk of fatigue and breakage. Cold weather was also believed to contribute to the inability of the harnesses to guard against wire fatigue or breakage. This condition was isolated to a harness design used in production from the beginning of production, starting in November of 2007 through November 7, 2008.

- It was concluded that the disproportionate number of airbag warning lamp illumination reports were traceable to fatigued or broken pressure sensor wires in the original front driver and passenger door harness bundles in the subject vehicles.
- From model launch to date, there have been 23 customer complaints of air bag lamp illumination in the subject vehicles of which over half were received after initiating the investigation. There have been approximately 341 warranty claims received, of which over 70% were also received after initiating the investigation.
- There have been no reports of crashes, fires or injuries attributable to wire fatigue or breakage in the affected wire harness bundles.
- On December 21, 2010, this data was presented to the Vehicle Regulations Committee, who decided to conduct a voluntary safety recall.

Statement of measures to be taken to correct defect:

Chrysler Group will conduct a voluntary safety recall replace the front left & right door wiring harnesses on the affected vehicles. Chrysler expects to initiate national notification to both dealers and owners in January of 2011.

Chrysler Group 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 Group, 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.