



July 2, 2013

Ms. Nancy Lummen Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Recall Management Division (NVS-215)  
Room: W48-302  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Ms. Lewis:

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 vehicles.

Chrysler Group will conduct a voluntary safety recall on all affected vehicles to flash the Totally Integrated Power Module (TIPM) or replace the Occupant Restraint Control Module (ORC) as required.

Sincerely,

A handwritten signature in blue ink that reads "Kristin Kolodge".

Kristin J. Kolodge

Enclosure: Defect Information Report for Chrysler Group LLC. Recall N38

cc: Frank Borris, NHTSA

# DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

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**Submission Date:** July 2, 2013

**573.6(c)(1): Manufacturer's Name, Brand Name**

Chrysler Group LLC, Chrysler, Dodge, Jeep

**573.6(c)(2): Identification of Affected Vehicles**

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Chrysler	Sebring, 200	2011-2013	June 28, 2011 – December 13, 2012
Dodge	Avenger	2011-2013	June 25, 2011 – January 14, 2013
Dodge	Nitro	2011-2012	June 17, 2011 – December 15, 2011
Jeep	Liberty	2011-2012	June 17, 2011 – August 15, 2012

**573.6(c)(2)(iv): Component manufacturer name, address, telephone number, and country of origin:**

TRW Automotive  
24175 Research Drive  
Farmington Hills, MI 48335-2642  
248-699-4655  
USA

**573.6(c)(3): Potentially Affected Vehicle Population**

442,481 (estimated)

**573.6(c)(4): Percentage of Affected Vehicles**

Unknown

**573.6(c)(5): Description of Defect or Noncompliance**

Some vehicles may illuminate an airbag warning lamp (ABWL) due to an electrical overstress (EOS) condition to a resistor (R198) within the Occupant Restraint Control (ORC) Module which would cause the active head restraints (AHR) to not deploy in certain rear impact collisions. The resistor, which controls deployment of the AHR, was experiencing an EOS condition due to an in-rush of current that exceeded the resistors power dissipation ability.

AHR are required in these vehicles to meet FMVSS-202a.

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### **573.6(c)(6): Chronology of Principal Events Leading to Determination of a Safety Defect**

- In September 2012, Chrysler Quality opened Transmittal #20082, which was created due to warranty conditions involving the ORC in the 2012 MY KK vehicle.
- The ORC supplier (TRW) identified the cause of the ABWL was due to a resistor (R198) EOS.
- It was determined that the R198 resistor was experiencing an EOS condition due to an in-rush of current to the energy reserve capacitor that exceeded the resistors power dissipation ability.
- In December 2012, Chrysler Regulatory Affairs opened an investigation of the R198 EOS condition.
- There are 2 current paths to the ORC energy reserve capacitor. Those paths are by the ignition RS circuit via R198 or by the ignition Run-Only (RO) circuit via R197, which is a different resistor by specification. There were no instances of EOS issues involving the R197 resistor.
- The R198 and R197 resistor were incorporated into the ORC module along with the Pictus Micro, which replaced the Renesas Micro late in 2011 due to shortages after the Japan earthquake & tsunami.
- In May of 2013, warranty analysis indicated increasing trends as a result of the R198 EOS.
- During its investigation, Chrysler identified 4 CAIR, 0 VOQ's, and 4 Field Reports reported between May 23, 2012 and June 8, 2013 potentially related to this electrical overstress condition.
- Chrysler is not aware of any accidents or injuries related to this issue.
- On June 25, 2013, Chrysler decided to conduct a voluntary safety recall to flash the TIPM or replace the ORC as required.

### **573.6(c)(7): Information Used in Determination of a Noncompliance**

N/A

### **573.6(c)(8): Description of Remedy**

Chrysler will conduct a voluntary safety recall to flash the TIPM or replace the ORC.

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 the original receipt and/or other adequate proof of payment to the company for confirmation of the expense.

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**573.6(c)(10): Dealer and Owner Communications**

Chrysler plans to begin notification of dealers and owners in August 2013. Chrysler will provide the dealer and owner letters when available.

**573.6(c)(11): Manufacturer's Campaign Number**

Chrysler has assigned recall number N38 to this action.