

**CHRYSLER**

November 6, 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:

The following information is submitted pursuant to the requirements of 49 CFR Part 573.6, Defect and Noncompliance Reports, which contains details of a safety defect in vehicles as determined by Chrysler Group LLC.

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

Chrysler Group LLC, Dodge

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

Make	Model	Model Year	Inclusive Dates of Manufacture
Dodge	Dart	2013	May 10, 2013 to August 24, 2013

The determination of the recall population is described in Section 573.6(c)(6).

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

Ground Effects LLC
795 Landmark Drive
Belvidere, IL 61008
Country of Origin: USA
248-613-7876

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

374 (estimated)

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

Unknown

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

Some Dodge Dart vehicles, equipped with the "Mopar 13" Upfit package, may have front seat mounted side airbags ("SAB") that were not inserted into the seat cover intensifier sleeve prior to being secured to the seat side member which may affect the performance of the SAB during a side impact event. If the SAB is not inserted into the intensifier sleeve prior to being secured to the front seat side member, the SAB may not properly deploy through the seat tear seam and may not perform as designed in certain types of collisions.

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

- On September 24, 2013, Chrysler opened an investigation after being informed of an issue at the Belvidere Mopar Upfit Center. The issue involved the improper installation of SABs into the front seats on certain PF vehicles.
- The investigation determined the root cause for the improper installation of the SAB, at the Belvidere Mopar Upfit Center, was operator noncompliance with work instructions, which state the SAB must be inserted into the intensifier sleeve prior to being secured to the seat side member.
- The suspect period conclusion date, at Belvidere Mopar Upfit Center, was established on September 24, 2013 with updated work instructions and control plan.
- In October 2013, the identification criteria was confirmed, the inspections and repairs were completed on contained vehicles, and the suspect period start date of June 14, 2013 at the Belvidere Mopar Upfit Center, was identified for potentially affected vehicles.
- As of October 24, 2013, there are approximately 0 CAIRs, 0 VOQs, and 0 field reports related to this issue.
- As of October 24, 2013, Chrysler is unaware of any accidents or injuries potentially related to this issue.
- On October 30, 2013, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

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

Not applicable

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573.6(c)(8)(i): Description of Remedy

Chrysler will conduct a voluntary safety recall to inspect the SAB installation on all affected vehicles and remove/re-install as necessary.

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.

573.6(c)(8)(ii): Dealer and Owner Communication

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

573.6(c)(10): Submission of Recall Communications

Chrysler will provide the dealer and owner letters when available.

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

Chrysler has assigned recall number N61 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA