

Chrysler Group LLC Chronology
14V-770

- On November 10, 2014, Takata Corporation (“Takata”) submitted a 573 Safety Defect Information Report to the National Highway Traffic Safety Administration (“NHTSA”), stating that certain Takata passenger inflators [produced from April 13, 2000 – July 31, 2004] exposed to consistently high absolute humidity regions could be susceptible to rupture and the front passenger airbag could deploy abnormally in a crash, increasing the risk of injury to the occupant. The cause of the potential for ruptured inflators and the influence of high absolute humidity are under investigation.
- As of December 1, 2014, Takata has laboratory tested 524 SPI front passenger airbag inflators, from multiple manufacturers and from high humidity regions. Of the 524 tested, Chrysler is aware of 8 failures, all from other manufacturers.
- Chrysler is aware of 2 SPI inflator field failures involving vehicles from other manufacturers.
- Chrysler is not aware of any SPI inflator laboratory or field failures involving a Chrysler vehicle.
- Chrysler currently has no information to distinguish the SPI inflator it used from the SPI inflator used by other manufacturers.
- Although Chrysler is not aware of any incident from the field or laboratory testing where a SPI front passenger airbag inflator from a Chrysler vehicle ruptured, out of an abundance of caution and concern for the safety of our customers, on December 2, 2014 the Chrysler Vehicle Regulatory Committee approved the execution of a voluntary safety recall of all SPI front passenger airbag inflators that were originally sold in or ever registered in the states of Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, and Texas, along with the US Territories of American Samoa, Guam, Puerto Rico, Saipan, and the Virgin Islands.

Below supplemental information added on 12/10/14 relating to Takata PSPI passenger side inflators.

- As of December 4, 2014, Takata has laboratory tested 595 PSPI front passenger airbag inflators of the type used in Chrysler vehicles, from high humidity regions. Of the 595 tested, Chrysler is aware of 0 failures.
- Chrysler is aware of 0 PSPI inflator field failures involving vehicles from any manufacturers.
- Based on information recently provided by Takata, the PSPI passenger side airbag inflator used in Chrysler vehicles is distinguishable from Takata PSPI passenger side airbag inflators used by other manufacturers by output, construction, and more specifically, the surface area of the generate wafers used to inflate the airbags.
- Although Chrysler is not aware of any incident from the field or laboratory testing where a PSPI front passenger airbag inflator of the type used in Chrysler vehicles ruptured, out of an abundance of caution and concern for the safety of our customers, on December 9, 2014 the Chrysler Vehicle Regulatory Committee approved the execution of a voluntary safety recall of all PSPI front passenger airbag inflators that were originally sold, or ever registered, in the states of Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, and Texas, along with the US Territories of American Samoa, Guam, Puerto Rico, Saipan, and the Virgin Islands.