

Part 573 Safety Recall Report**15V-041****Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** FEB 23, 2016**NHTSA Recall No. :** 15V-041**Manufacturer Recall No. :** R05**Manufacturer Information :**

Manufacturer Name : Chrysler (FCA US LLC)
Address : 800 Chrysler Drive
 CIMS 482-00-91 Auburn Hills MI 48326-2757
Company phone : 1-800-853-1403

Population :

Number of potentially involved : 230,290
Estimated percentage with defect : 100

Vehicle Information :**Vehicle :** 2014-2015 Jeep Cherokee**Vehicle Type :** LIGHT VEHICLES**Body Style :** SUV**Power Train :** GAS

Descriptive Information : 2014-2015 Jeep Cherokee ("KL") vehicles may experience unwanted side curtain and seat airbag deployments.

Production Dates : JAN 01, 2013 - NOV 19, 2014**VIN (Vehicle Identification Number) Range****Begin :** NR**End :** NR Not sequential VINs**Description of Defect :**

Description of the Defect : Some Jeep Cherokee ("KL") vehicles may experience unwanted side curtain and seat airbag deployments.

FMVSS 1 : NR**FMVSS 2 :** NR

Description of the Safety Risk : Airbags that unexpectedly deploy increase the possibility of a crash and risk of injury.

Description of the Cause : The root cause was determined to be that the KL vehicle was experiencing more angle on off-road events than previously seen on other Jeep vehicles, causing a crossing of the deployment threshold within the Occupant Restraint Module's software.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : TRW Automotive

Address : 24175 Research Drive

Farmington Hills 48335-2642

Country : NR

Chronology :

- In April 2014, Chrysler Engineering became aware of alleged KL unwanted side airbag deployments in Dubai and at the Italy Press Event. In June 2014, Chrysler Engineering received the Occupant Restraint Control Module ("ORC"), from the Italy Press Event, for analysis of the Event Data Record ("EDR").
- In June 2014, Chrysler Engineering was also investigating an alleged KL unwanted side airbag deployment in Russia, at the Jeep Territory Event. This ORC was later received for analysis of the EDR.
- In June 2014, Engineering initiated a calibration investigation utilizing available EDR data, modeling, and additional event data.
- EDR analysis found that the deployments were commanded events.
- In September 2014, Chrysler Engineering received ORC modules from the Dubai vehicles for analysis of the EDR
- In September 2014, Chrysler Engineering became aware of a KL unwanted side airbag deployment at a Chrysler Vehicle Development 4x4 event in Moab, Utah.
- Chrysler Engineering was aware of approximately 7 incidents in total, involving 6 non-NAFTA vehicles (4 Dubai, 1 Italy, 1 Russia) and 1 Chrysler Development Vehicle (Moab).
- The vehicles are fully compliant to FMVSS-226 (Ejection Mitigation).
- On November 5, 2014, the Chrysler Vehicle Safety Office was informed by Chrysler Engineering that some 2014 MY KL vehicles were reported to have experienced side curtain and seat airbag unwanted deployment events, as a result of crossing the rollover calibration thresholds.
- The Chrysler Vehicle Safety Office investigation identified 2 domestic customer incidents that were potentially related, involving 2014 MY vehicles (4x2 and 4x4).
- In total, Chrysler is aware of 9 2014 KL VIN incidents worldwide.
- As of January 13, 2014, Chrysler is unaware of any accidents or injuries potentially related to this issue.
- On January 20, 2015, the Chrysler Vehicle Regulatory Committee approved a voluntary safety recall to re-flash the ORC modules on the affected vehicles.

Description of Remedy :

Description of Remedy Program : Chrysler will re-flash the ORC module software, free of charge. 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.

How Remedy Component Differs from Recalled Component : The remedy is to re-flash the ORC module software. The software re-flash contains an updated deployment calibration.

Identify How/When Recall Condition was Corrected in Production : Chrysler Engineering implemented an

updated deployment calibration
production change for the 2015 & 2016 KL
ORC modules on November 19, 2014.

Recall Schedule :

Description of Recall Schedule : FCA US LLC notified dealers on February 24, 2015. The owner notification mailing began on March 4, 2015 and finished on May 18, 2015. Through a process of matching Occupant Restraint Control Module part numbers to individual VINs based on vehicle production records, FCA US LLC inadvertently omitted a total of 62,491 2015 MY Jeep Cherokee vehicles that should have been included in 15V041. The error was discovered when a vehicle was found to have the condition and was not included in the recall population.

For the determination of future vehicle recall populations where Component Part Traceability is being used to identify VINs, FCA US has implemented an additional volume check procedure to ensure all vehicles are included.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported