

Chrysler Group LLC Chronology  
R06

- On February 5, 2013, Chrysler informed the National Highway Transportation Administration (“NHTSA”) of voluntary safety recalls M35 and N13, to install a jumper harness with an in-line diode filter to address inadvertent airbag deployments (“IAD”) in 2002-2003 Jeep Liberty (“KJ”), 2002-2004 Jeep Grand Cherokee (“WJ”), and 2003-2004 MY Dodge Viper (“ZB”) vehicles.
- Inspections of the TRW occupant restraint control (“ORC”) modules revealed electrical overstress (EOS) to one of two Application Specific Integrated Circuits (“ASIC”) that control the airbag squibs.
- At the time, Chrysler had not identified the root cause of the EOS.
- In September 2013, M35 was launched for the 2002-2003 MY KJ.
- In January 2014, M35 was launched for the 2002-2004 MY WJ.
- In March 2014, N13 was launched for the 2003-2004 MY ZB.
- On January 27, 2014, Chrysler informed the NHTSA of 2 2003 KJ IAD incidents involving vehicles that had previously received the M35 remedy.
- Chrysler and TRW continued its ongoing joint root cause investigation.
- On April 15, Chrysler informed NHTSA that it was aware of 4 KJ and 2 WJ instances where the M35 remedy did not prevent IAD events.
- On May 29, 2014, NHTSA opened Recall Query RQ14-001, relating to instances of IAD in vehicles that had been previously repaired under M35.
- On August 7, 2014, Chrysler responded to NHTSA’s Information Request regarding RQ14-001. At the time Chrysler was aware of 8 KJ and 4 WJ instances where the M35 remedy did not prevent IAD events.
- As of October 28, 2014, Chrysler is aware of 24 IAD incidents (18 KJ, 6 WJ) in vehicles that had previously received the M35 remedy.
- As of January 26, 2015, Chrysler has not identified the specific root cause of the EOS and resulting IAD events.
- Chrysler is not aware of any instances of IAD in 2003-2004 MY ZB vehicles, either before or after having the recall remedy performed.
- Chrysler is not aware of any crashes caused by an IAD event in affected KJ or WJ vehicles. Chrysler is aware of some minor injuries to occupants, related to contact with the deploying airbags.
- On January 20, 2015, Chrysler authorized a voluntary safety recall on all affected vehicles to replace the ORC module.