

FCA US LLC Chronology
2013 - 2015 MY D2, DS, DJ, & DX
Occupant Restraint Control Module
Submitted on July 21, 2015

- On March 9, 2015, FCA US LLC (“FCA US”) opened an investigation as a result of customer complaints of inadvertent side airbag deployments (“IAD”).
- The investigation determined that Occupant Restraint Control (“ORC”) module side impact calibration updates were implemented in September and November of 2014, after an FCA US Engineering fleet vehicle exhibited a side airbag inflatable curtain (“SABIC”) deployment as a result of a high-G door slam. The calibration updates were implemented as a product improvement in vehicles manufactured after these dates.
- The root cause was determined to be overly sensitive pressure and acceleration side impact thresholds, resulting in the ORC module commanding deployment without a vehicle impact.
- The investigation found that for the 2013 MY, the ORC and related sensors were re-sourced from TRW to Bosch. However, Bosch was not provided 2nd row door slam data to develop the side calibration, as it was not a part of the most recent test series.
- Original calibration door slam testing was performed at 12 feet per second (“fps”). As a result of the D-truck issue, FCA US Engineering revised the door slam calibration testing to 17 fps.
- If an ORC module with the original calibration detects acceleration sensor inputs within its calibrated deployment range (such as that experienced from high-G door slams or heavy road inputs) SABIC, seat airbag, and the seat belt pre-tensioners could deploy.
- On April 15, 2015, the investigation’s status was presented to the Investigation Steering Group (“ISG”). Additional information was requested from the ISG regarding old and new calibration door slam testing on standard cab (“2-door”) vehicles to compare with previous 4-door test results in order to confirm field data that indicated 2-door vehicles do not exhibit the issue.
- On May 6, 2015, the investigations status was presented to the ISG. Door slam testing was still in process.
- On May 20, 2015, Engineering conducted static door slam testing on 2-door vehicles. The results concluded that 2-door vehicles with the prior calibration were not subject to the same risk of SABIC IAD events based on differences in door size, pillar, and sensor locations, when compared to 4-door vehicles.
- On June 10, 2015, the investigations status was presented to the National Highway Transportation Safety Administration (“NHTSA”) for a possible CSN.
- Despite a very low rate of occurrence (4.2 c/100k) compared to other peer cases (114.6 c/100k), on June 17, 2015, NHTSA informed FCA US that it disagreed with conducting a CSN for this issue. FCA confirmed NHTSA’s decision and informed NHTSA that this issue would be presented at the next scheduled VRC.
- As of July 10, 2015, FCA US identified zero VOQs and 37 CAIRs (5 Quad Cab, 30 Crew Cab, 1 Mega Cab) related to this issue. No 2-door vehicles have customer complaints related to this issue.
- As of July 10, 2015, FCA US is aware of two minor injuries and zero accidents potentially related to this issue.
- On July 14, 2015, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.