

FCA US LLC Chronology  
2011-2014 LD  
Occupant Restraint Control Module  
Submitted on July 21, 2015

- On May 7, 2015, as a result of the Ram Truck side airbag inflatable curtain (“SABIC”) field input read-across, FCA US LLC (“FCA US”) opened an investigation into Dodge Challenger (“LC”), Dodge Charger (“LD”), and Chrysler 300 (“LX”) vehicles to review customer complaints potentially relating to inadvertent side airbag deployments.
- On May 15, 2015, the investigation identified that an Occupant Restraint Control (“ORC”) Module side calibration update was implemented for LD vehicles only in March of 2014, after two reported side airbag inflatable curtain SABIC deployments as a result of a door slam or kick event. The calibration update was implemented as a product improvement in vehicles manufactured after this date.
- The LD root cause was determined to be an overly sensitive front door pressure threshold, resulting in the ORC inappropriately commanding deployment.
- On June 24, 2015, the investigation’s status was presented to the Investigation Steering Group (“ISG”). Additional information was requested by the ISG regarding old and new calibration door slam/kick testing comparison and the differences that dictate calibration for LC and LX vehicles.
- Original calibration door slam testing was performed at 12 feet per second (“fps”), and various pendulum-impacts were performed on closed front doors at 25 kph (15.5 mph).
- Revised calibration door slam testing is now performed at 17 fps. In addition, door kick testing at 17 fps was added to the test series to induce both pressure and acceleration signals within the same kick-slam event. These test revisions occurred after issues were seen on some LD vehicles.
- Testing for this investigation, the week of June 22, 2015, confirmed that if an LD ORC module with the previous calibration detects pressure sensor inputs within its calibrated deployment range (such as that experienced from door slam/kick events or heavy road inputs) SABIC, seat air bag, and the seat belt pre-tensioners could inadvertently deploy.
- On July 1, 2015, the investigation determined that the LD, LX and LC all have different calibrations. The calibration is specific to the door skin, volume inside the door, and rate of pressure change during a misuse or impact event to the door. LD and LX door skins are different, and therefore have unique calibrations. Having an issue on LD does not mean there will be an issue on LX or LC.
- As of July 10, 2015, FCA identified zero VOQs and 25 LD CAIRs related to this issue.
- As of July 10, 2015, FCA US is aware of three 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.