



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V302

Manufacturer Name: Chrysler (FCA US, LLC)

Submission Date: Sep 30, 2025

NHTSA Recall No.: 25V302

Manufacturer Recall No.: 06C, 54C, 55C

Manufacturer Information

Population

Manufacturer Name: Chrysler (FCA US, LLC)

Address: 800 Chrysler Drive
CIMS 482-00-91
Auburn Hills MI, 48326-
2757

Total number of potentially involved: 250,651

Estimated percentage with defect: 14%

Vehicle Information

Vehicle 1: 2022-2025 Chrysler Pacifica

Product Category:

Product Type:

Fuel / Propulsion:

Production Dates: May 10, 2022 - Nov 03, 2024

Number of potentially involved:

Descriptive Information:

Some 2022-2025 MY Chrysler Pacifica vehicles may have been built with a curtain airbag ("CAB") that may not retain sufficient pressure during deployment.

The suspect period began on May 10, 2022, when suspect CABs were introduced into vehicle production, through November 3, 2024, when suspect CABs were no longer used in vehicle production. The vehicle population was determined through CAB traceability and vehicle production records.

Similar vehicles not included in this recall were built before or after the suspect period or with CABs that did not have insufficient pressure retention.

The total affected vehicles for this model is 209,668.

Vehicle 2: 2022-2025 Chrysler Voyager

Product Category:

Product Type:

Fuel / Propulsion:

Production Dates: May 17, 2022 - Nov 03, 2024

Number of potentially involved:

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Descriptive Information:

Some 2022-2025 MY Chrysler Voyager vehicles may have been built with a CAB that may not retain sufficient pressure during deployment.

The suspect period began on May 17, 2022, when suspect CABs were introduced into vehicle production, through November 3, 2024, when suspect CABs were no longer used in vehicle production. The vehicle population was determined through CAB traceability and vehicle production records.

Similar vehicles not included in this recall were built before or after the suspect period or with CABs that did not have insufficient pressure retention.

The total affected vehicles for this model is 40,983.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Federal Motor Vehicle Safety Standard ("FMVSS") 226 S4.2.1 requires that "When propel[led] ... into the impact target locations ... the most outboard surface of the ... headform must not displace more than 100 millimeters beyond the zero displacement plane." Suspect CABs may not retain sufficient pressure to prevent headform displacement of more than 100 mm.

FMVSS1: 226 - Ejection mitigation

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Curtain airbags which do not have proper pressure retention may reduce occupant protection and increase the risk of partial and complete ejection and injury of an occupant through a side window during certain types of crashes.

Description of the cause:

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: Autoliv ASP, Inc.

Address: 1320 Pacific Drive
Auburn Hills MI, 48326

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25V302**Country:** United States

Involved Components

Component Name 1: Right side curtain**Component Description:** Airbag**Component Part Number:** 682224526AI / 68224526AJ**Component Name 2:** Left side curtain**Component Description:** Airbag**Component Part Number:** 68224527AG / 68224527AH

Chronology

- On April 13, 2023, Transport Canada ("TC") notified the FCA US LLC ("FCA US") Technical Safety and Regulatory Compliance ("TSRC") organization that compliance testing was taking place.
- On November 24, 2023, TC sent notice that a potential noncompliance was found.
- On April 4, 2024, TC performed follow-up test with repeated noncompliance.
- On April 4, 2024, TC notified FCA US TSRC organization that a 2023 Chrysler Pacifica failed to meet the head form excursion requirements during CMVSS 226 audit testing.
- From April 2024 through August 2024, FCA US analyzed TC's and internal testing to determine the validity of the test results.
- On June 19, 2024, TC shipped CAB test parts to Automotive Research and Development Centre ("ARDC").
- On August 21, 2024, TC inquired on an update for what was done with test parts.
- On September 9, 2024, the FCA US TSRC organization opened an investigation into some 2022-2025 MY Chrysler Pacifica and Voyager vehicles which may have been built with curtain airbags that may not retain sufficient pressure during deployment.
- From September 2024, through April 2025, FCA US TSRC met with the supplier and FCA US engineering to review root cause, supplier manufacturing records, part traceability, and the possible affected vehicle population.
- On February 5, 2025, TC inquired on an update for what executive decisions were being made.
- On April 7, 2025, TC sent formal information request on all meetings, testing, progress etc..., to date.
- On April 23, 2025, FCA US TSRC recognized that a supplier manufacturing issue existed in certain CABs that may not retain sufficient pressure during deployment, potentially resulting in a noncompliance with FMVSS No. 226.

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- On May 01, 2025, FCA US determined, through the Vehicle Regulations Committee, that a noncompliance with FMVSS No. 226 potentially exists in all affected vehicles.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

FCA US will conduct a voluntary safety recall on all affected vehicles to replace one or both CABs as needed. For vehicles in FCA US Recall ID 06C, FCA US will replace both CABs. For vehicles in FCA US Recall ID 54C, FCA US will replace the driver's side CAB. For vehicles in FCA US Recall ID 55C, FCA US will replace the passenger's side CAB.

How remedy component differs from recalled component:

The remedy part will be a CAB with proper pressure retention.

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

****09/30/2025:** This will be a Phased remedy campaign. FCA US will begin mailing Final Owner Letters on or about 10/14/2025 to owners of 2024 and 2025 model year vehicles and on or about 12/04/2025 to owners of 2022 and 2023 model year vehicles.

****6/20/2025:** FCA US will notify dealers on 06/24/2025 and begin notifying owners with an interim mailing on or about 06/30/2025.

Planned Dealer Notification Date: Jun 24, 2025 - Jun 24, 2025

No Dealers

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Planned Interim Owner Notification Date: Jun 30, 2025 - Jul 03, 2025 No Owners

Planned Remedy Owner Notification Date: Oct 14, 2025 - Dec 11, 2025 Phased Recall

Date when VIN will be searchable: Jun 24, 2025