

From: Clarence Ditlow

Sent: Saturday, February 13, 2016 4:08 PM

To: Frank.Borris@dot.gov

Cc: alison.pascale@dot.gov; 'peter.ong@dot.gov' <peter.ong@dot.gov>

Subject: Chrysler Airbag Non-Deployment Due to Clockspring Failure in 2007-12 Jeep Wranglers and “all other model year FCA vehicles equipped with the same subject component” - EA15-007

Frank,

Our website has a driver fatality on a non-deploying airbag in a 2005 Wrangler. The passenger airbag did deploy. The NHTSA website has an injury on a non-deploying driver airbag in a 2005 Wrangler that hit a tree. The crash into a tree deformed the steering wheel. The steering column was also damaged and had to be replaced.

EA15-007 investigates 2007-12 Wranglers for faulty clocksprings that can result in airbag non-deployment and cites 4 injuries. Chrysler was successful in getting the scope of the investigation limited to the failure of the clockspring where the airbag light illuminated. What if the light didn't illuminate or the consumer didn't notice it & the airbag failed to deploy? Would such an incident be provided in FCA's response? The docket does not include the letter from FCA requesting the limiting of the scope of the investigation as stated in the below & attached memo to the PE15-025 file. Would you have FCA's letter placed in the investigatory file? Note also that the response from FCA indicating the company had received 1, 703 complaints including 6 crashes and 1 injury plus 16,955 warranty claims on just the 2007-12 Wrangler has not been placed in the docket although the response on the 2007-12 Wranglers was submitted by September 2, 2015. Another response on “all other model year FCA vehicles equipped with the same subject component” was submitted by September 16, 2015 and also has not been placed in the docket. The Center requests these responses be placed in the docket.

It is vitally important for the public to know whether on “other model year FCA vehicles [are] equipped with the same subject component” yet NHTSA has failed to put this information in the public file or otherwise alert the public to the danger of clockspring failure if this clockspring is in other FCA vehicles.

Since the Center has identified two 2005 Wrangler crashes with driver airbag non-deployments involving one death and one injury, we request NHTSA to extend EA15-007 to cover the 2005 model year if the clockspring is the same or open a new defect investigation if the 2005 Wrangler has a different clockspring. When the passenger airbag deploys and the driver airbag does not deploy in the same crash, what other explanation is there than a driver airbag system malfunction?

The Center requests a response to this email as to whether the agency will open an investigation and when the agency will place the missing records in the docket of PE15-025.

Clarence

Clarence Ditlow
Executive Director
Center for Auto Safety
1825 Connecticut Ave NW #330
Washington DC 20009