

FCA US LLC Chronology
EVCU / BPCM Software Incompatibility
Submitted Update on May 4, 2016

- On March 13, 2014, updated the Electric Vehicle Control Unit (“EVCU”) and Battery Pack Control Module (“BPCM”) software went into production to implement improvements in charging system robustness, diagnostic capability and range estimation over life. In addition to the primary reasons for the software update, Limp Home Mode was included as part of battery pack software continuous improvement. It was because of this software update that the software incompatibility occurred where the EVCU did not recognize the Limp Home Mode.
- On May 15, 2014, a Technical Service Bulletin (“TSB”) was launched to update vehicles built prior to March 13, 2014, with the latest production calibration thereby introducing the communication incompatibility issue to that vehicle population.
- On July 3, 2014, Chrysler Group LLC (“Chrysler”) Quality began investigating 2013-2015 MY FF vehicles as a result of electrical system shut down events.
- On October 28, 2014 Chrysler Regulatory Affairs opened an investigation due to the issue identified by the Quality Organization.
- On October 31, 2014, Chrysler implemented new production EVCU software that corrected the failure to detect Limp Home Mode.
- During mid-November 2014, the Chrysler Vehicle Safety and Regulatory Compliance (“VSRC”) organization conducted a review of warranty claims and narratives.
- On December 10, 2014, the Chrysler VSRC analyzed and summarized the investigation data.
- On January 7, 2015, FCA US LLC (“FCA US”) VSRC conducted a review of production data and all vehicles repaired by the TSB to assess scope of the issue.
- On January 8, 2015 TSB was issued for software update.
- On January 16, 2015, FCA US engineering arranged for a vehicle review as requested by VSRC management to confirm status of power steering during software incompatibility issue occurrence.
- On January 20, 2015, FCA US engineering provided an overview of the electrical system to aide in reviewing/understanding this issue.
- As of January 23, 2015, FCA US identified approximately 36 CAIRs, one VOQ and one field report potentially related to this issue.
- As of January 23, 2015, FCA US is not aware of any accidents or injuries related to this issue.
- On February 18, 2015, the FCA US VSRC presented the investigation at the FCA US Investigation Steering Group (“ISG”) and it was requested that the investigation come back to the next ISG.
- On February 26, 2015, the FCA US VSRC brought the investigation back to the FCA US ISG where it was recommended that the investigation proceed to the next Vehicle Regulations Committee (“VRC”) meeting.
- On March 17, 2015, FCA US determined, through the VRC, to conduct a voluntary safety recall of the affected vehicles.