

FCA US LLC Chronology
2015 MY DP Front Upper Control Arm Weld
Submitted on July 21, 2015

- Certain 4500 and 5500 Ram Truck vehicles may have inadequate penetration of the front upper control arm loop to spacer weld. Root cause was determined to be insufficient fusion between the loop and spacer bar caused by weld wire starvation during the weld cycle due to debris build up in wire liner.
- On May 14, 2015, during 2016 MY DP durability testing, upper control arm weld failures occurred on two separate units at the Chelsea Proving Grounds resulting in a test shutdown notice. The parts were both produced on the same day/with the same Lot Code at the supplier.
- On May 15, 2015, the upper control arm supplier, Tenneco, was informed of the failure; parts were certified and an investigation was opened.
- On May 19, 2015, FCA US LLC ("FCA US") began an in-depth investigation of the supplier's quality control system and details of suspect part shipments.
- On June 9, 2015, FCA US established suspect vehicle population parameters based on the supplier's investigation results, build dates of affected durability test vehicles and the assembly plant materials handling.
- Note: Affected durability test vehicles were produced one after the other on the production line.
- On June 22, 2015, the supplier's root cause investigation was completed and received concurrence by FCA US on June 23, 2015.
- Root cause was determined to be insufficient fusion between the loop and spacer bar caused by weld wire starvation during the weld cycle due to debris build up in wire liner. Supplier quality documents show a non-conforming destructive test on January 15, 2015 (Lot Code 5015) and a subsequent repair to the weld wire feed and liner that same day. Subsequent analysis of failed parts found appropriate fusion on ~5% of the targeted weld area. Based on review of the supplier's quality documents and field data, this issue appears to be an isolated case.
- On June 24, 2015, this information was presented to the Investigation Steering Group ("ISG") for preliminary review.
- On July 6, 2015, extraction parameters were loaded into the system and a preliminary affected VIN list established.
- On July 8, 2015, this information was presented to the ISG for review and recommendation. The ISG recommended a presentation to the FCA US Vehicle Regulatory Committee on July 14, 2015.
- As of July 7, 2015, FCA US has not identified any CAIRs, VOQs or field reports related to this issue.
- As of July 7, 2015, FCA US has not identified any warranty claim trends that would indicate this issue has occurred previously.
- On July 14, 2015, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.