

FCA US LLC Chronology  
2015 MY WK/WD Rear Lower Control Arm  
Submitted on July 21, 2015

- Some 2015 Jeep Grand Cherokee (“WK”) and Dodge Durango (“WD”) vehicles may experience a fracture of the rear lower control arms resulting in a sudden change in ride height; potentially reducing rear end stability and reducing braking capabilities. A supplier process non-conformance resulted in the shipping of rear lower control arms that were incorrectly heat treated resulting in parts with material properties below specification.
- On June 26, 2015, the FCA US LLC’s (“FCA US”) Vehicle Regulations Committee (“VRC”) determined that FCA would conduct a voluntary Safety Recall on 7,725 WK and WD vehicles built between June 12, 2015 and June 20, 2015 to inspect and/or replace the rear lower control arms. In addition, the VRC directed that a “Do Not Drive” directive be issued to dealers and owners of affected vehicles.
- On June 26, 2015, Vehicle Safety and Regulatory Compliance office issued a Part 573 Defect Information Report to the National Highway Traffic Safety Administration (“NHTSA”) outlining our intentions to conduct a safety recall and issue a Do Not Drive directive on the affected population. Repair and inspection procedures were also finalized that evening. This was to be denoted as FCA US Recall R33 and NHTSA Recall 15V-407.
- On June 27, 2015, at 12:00 a.m. all VINs for the recall were loaded into the NHTSA portal and the recall was made active. Dealers were notified of the action and the Customer Care Center began contacting sold vehicle owners with instructions on how to have their vehicles inspected and/or repaired.
- From June 27 through present, dealers were inspecting and/or repairing affected vehicles and assisting owners of the 62 identified sold vehicles. The completion rate as of July 13 was 33% for US vehicles.
- On July 8, 2015, the supplier discovered and notified FCA US that the Telesis date and/or time in the inspection procedure was found to be incorrect for the left and right rear lower control arm.
- On July 8, 2015, FCA US was notified that the suspect population on both right and left rear lower control arms was different than originally broadcast, thus increasing the suspect population.
- As of July 14, 2015, there are zero CAIRs, zero VOQs and zero QNA field reports alleging any changes to the rear lower control arms of vehicles in suspect build dates.
- As of July 15, 2014, FCA US is not aware of any accidents or injuries 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. In addition, the VRC directed that a “Do Not Drive” directive be issued to dealers and owners of affected vehicles.