FCA US LLC Chronology
2015 MY UF Terminal Spread
Submitted on July 21, 2015

- Some UF vehicles may have been produced with spread terminals within the C4 Connector relating to the PDC, which may result in a stall (Pin 18) or neutral event (Pin 15.)
- The root cause of the spread terminals was Android's test head and process of applying the test head to the C4 connector. As a result of the application of the test head to the C4 connector, terminals were at risk of being spread within the C4 connector, which could result in intermittent connection between a pin of the C4 Connector and the PDC.
- From October of 2014 through January of 2015, the FCA US LLC ("FCA US") Customer Satisfaction Powertrain Quality ("CSPQ") organization was investigating a quality concern of MIL lights being set. The investigation focused on several pins within the C4 Connector.
- On January 20, 2015, a representative of the Vehicle Safety and Regulatory Compliance ("VSRC") office met with FCA US CSPQ to discuss the status of the quality investigation and the potential safety implications of the C4 Connector pins setting MIL lights. Also on January 20, 2015, a June 14, 2014 a dealer technician report of a vehicle with spread terminals was confirmed.
- The VSRC's investigation confirmed a containment date of July 25, 2014 at the Android facility. The end of the Sterling Heights Assembly Plant suspect build period was September 23, 2014.
- Beginning on or about January 20, 2015 the VSRC commenced, and CSPQ continued, to review and analyze warranty claims and customer complaints relating to the C4 Connector and the PDC.
- On February 20, 2015, FCA US Engineering provided its field remedy recommendation to correct the perceived quality issue. At this time, no safety consequence had been identified. Field data reviewed did not signify a stall or neutral event trend related to this issue. FCA US Engineering proposed a Customer Satisfaction Notification campaign be conducted by the FCA US Quality Organization to correct the quality concern.
- On or about February 25, 2015, CSPQ's review and analysis of warranty claims identified a concern regarding "coil ionization faults" possibly related to potential stall or neutral events. A team was formed to study the issue of coil ionization faults and the relationship, if any, to potential stall or neutral events.
- On or about February 27, 2015, the FCA US Wiring Engineering team was brought in to assist the investigation.
- During bi-weekly meetings throughout March and April of this year, the FCA US Wiring Engineering team, CSPQ and the VSRC examined field data, looking for evidence of a connection between coil ionization faults and stalls or neutral events and the potential safety consequences thereof.
- On or about May 6, 2015, the investigation team reported that the issue resulted in a potential quality concern relating to 10 out of the 12 pins within the C4 connector which can cause MIL lights; the remaining two pins (Pin 15 & 18) may result in a potential safety concern.
- The team continued to review field data to analyze differences, if any, between the 2.4L engine and 3.6L engine suspect population.
- Additional field data gathered since June 10, 2015 indicates the root cause of the spread terminals was Android's test head and process of applying the test head to the C4 connector. As a result of the application of the test head to the C4 connector, terminals were at risk of being spread within the C4 connector, which could result in intermittent connection between a pin of the C4 Connector and the PDC.
- The scope has been determined to be all UF vehicles manufactured from the January 7, 2014 through the test head change and training at Android on September 23, 2014.
- As of July 10, 2015, FCA US has identified approximately 78 CAIRs, four VOQs and eight field reports 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.