

FCA US LLC Chronology
Select 2014-2015 Vehicles
Battery Harness Rub at Right Engine Mount
Submitted on August 11, 2015

- Some 2014-2015 MY Ram 1500 Diesel 4x2 (“DS”) vehicles may experience a high resistive short resulting in a loss of motive power or vehicle fire.
- On June 11, 2014, FCA US LLC (“FCA US”) became aware of a trend in early warranty claims occurring between May 7, 2014 and June 10, 2014 involving 2014 MY DS 4x2 trucks equipped with 3.0L Diesel engines.
- Early Warranty claims indicated a battery harness rub condition at the right engine mount frame bracket.
- If the harness sheathing is worn through, a high resistance connection may result.
- On June 11, 2014, corrective action was established at the Warren Truck Assembly Plant (“WTAP”) with the implementation of an offset clip at the right engine mount.
- On June 12, 2014, Quality Engineering at WTAP initiated Product Related Issue 14-467-01 to identify affected trucks and rework opportunity.
- On June 13, 2014, a repair procedure was identified by electrical engineering requiring the replacement of a tower clip with an offset clip to allow clearance between the battery harness and the engine mount frame bracket.
- On June 17, 2014, a Change Notice was written to permanently change the harness clip in assembly.
- On June 23, 2014, FCA US opened an internal investigation.
- FCA US identified a limited number (five) of field inputs potentially related to this condition, and limited safety consequence.
- All five of the identified vehicles had been repaired under warranty and the incidents had occurred at very low mileage, indicating this issue may occur early in life. None of these five incidents resulted in a fire or accident.
- Due to the low number of field inputs, the low mileage at the time of the incident and the limited safety consequence, FCA US monitored this issue, looking for additional field data from July 2014 through March of 2015.
- On March 23, 2015, the investigation identified additional instances of battery harness damage at the right engine mount resulting in blown fuses, MILs, no starts, stalls followed by no starts, and an overnight battery drain.
- Three of these additional incidents identified by FCA US occurred at more than 4,000 miles.
- To date FCA US is unaware of any instances of fire resulting from this condition.
- On March 25, 2015, inspection of WTAP built trucks in the suspect population confirmed the potential for harness rub at the right engine mount in one of two trucks inspected.
- Rework of the two WTAP built trucks identified in the suspect population showed difficulty seating the harness clips, prompting production vehicle surveys.
- On April 8, 2015, a survey of 16 production vehicles at WTAP confirmed difficulty seating clips using the previously implemented process and clips.
- In all production trucks surveyed at WTAP on April 8, 2015, adequate clearance to the right engine mount frame bracket was maintained.
- On May 11, 2015, inspection of a Saltillo Truck Assembly Plant (“STAP”) built truck in the suspect population showed the prescribed rework procedure was not always followed.
- On May 15, 2015, the FCA US Vehicle Safety and Regulatory Compliance department requested an inspection of STAP production trucks.
- On May 20, 2015, an inspection report for one truck at STAP revealed potential for contact with the right engine mount frame bracket due to incorrect harness routing.
- Additional vehicles were unavailable to survey due to the low volume production of this configuration.
- On June 6, 2015, a review of in process and prior vehicle program durability data was conducted. No evidence of wear was present in the two vehicles reviewed.
- On July 15, 2015, the FCA US Investigation Steering Group reviewed this issue.

- On July 20, 2015, a review of assembly process and parts was conducted at STAP by engineering to confirm production clean point.
- As of August 4, 2015, FCA US is not aware of any accidents or injuries related to this issue.