FCA US LLC Chronology
2013-2014 D2, 2014 DJ, DD and DX Track Bar Bracket
Submitted on August 25, 2015

- On May 15, 2014, the FCA US LLC ("FCA US") Vehicle Safety and Regulatory Compliance ("VSRC") department became aware of two incidents involving 2013 model year Ram Truck ("D2") vehicles (DG609181, DG597993) where the front track bar bracket frame welds had separated.
- Additional incidents involving Ram Truck ("D2") vehicles were reported on February 7, 2014 (DG604202) and May 22, 2014 (DG575130).
- The front track bar frame bracket assembly is welded to the frame with robotic welds. In the front track bar bracket assembly two welds are straight lap welds applied manually at the bracket supplier, Metalsa. The straight lap welds are classified as front and rear. The track bar bracket and associated welds are similar between D2 (2013 MY) and DJ, D2 and DD (2014 MY).
- In each of the four incidents above the straight lap welds had separated due to a lack of fusion between the weld and the parent metal (two front & two rear failures).
- Two of the four incident vehicle brackets were completely separated from the frame, while the other two were only partially separated at the time of discovery.
- The manufacturer's build dates for the four frames in question ranged from May 20, 2013 to June 20, 2013.
- At the time of discovery, the root cause for the 2013 MY D2 vehicles was thought to be caused by inadequate training during the addition of a second shift at the frame supplier, Metalsa, between the months of April and July 2013, while the 2014 MY vehicle failures were deemed an isolated incident.
- On July 1, 2014, the FCA US VSRC became aware of an additional incident involving a 2014 MY vehicle (EG180503). The manufacturer's build date for this frame was November 29, 2013.
- On July 14, 2014 Metalsa implemented robotic welding for the straight lap welds to replace the previous manual process.
- As of September 8, 2014, FCA US was unaware of any accidents or injuries potentially related to this issue.
- On September 10, 2014, due to the small number and isolated nature of the incidences, FCA US continued to monitor the field for input.
- On March 5, 2015, Metalsa presented to FCA US the root cause investigation status, corrective action and review of incidents for this issue.
- As of April 4, 2015, FCA US was made aware of one minor accident related to this issue with no alleged injuries.
- On May 4, 2015, the FCA US VSRC reviewed internal weld analysis of incident parts from the field. Results showed some welds with inadequate fusion.
- On May 20, 2015, Metalsa presented to FCA US an updated description of issue, corrective action and review of incidents.
- On June 11, 2015, the FCA US VSRC reviewed additional internal weld analysis of incident parts from the field. Analysis confirmed additional examples of welds with inadequate fusion.
- On July 15, 2015, the FCA US VSRC held an Investigation Steering Group ("ISG") meeting with recommendation to review this item with all governing members at the next meeting.
- On July 22, 2015, the FCA US VSRC held an ISG meeting in which it was requested that engineering revisit inspection techniques that could be made available to the dealer to identify affected vehicles.
- On July 27, 2015, FCA US Chassis Frame Engineering reviewed possible inspection options with FCA US Materials Engineering and determined there was no reliable inspection method to detect if these particular welds had inadequate fusion.

- On July 29, 2015, the FCA US VSRC held an ISG meeting which recommended that the issue be forwarded to the Vehicle Regulations Committee ("VRC") once supporting documentation was completed.
- The potentially affected vehicles include 2013 MY D2 and 2014 MY DJ, D2 and DD, vehicles built from start of volume production to July 29, 2014, at Saltillo Truck Assembly Plant ("STAP").
- The suspect period was established as SOP for 2013 D2 to July 29, 2014, SOP 2014 DJ DD DX to July 29, 2014 at STAP.
- As of July 30, 2015, FCA US identified approximately 11 CAIRs, zero VOQs and zero field reports related to this issue.
- As of August 11, 2015, total warranty is 43 at 0.2c/1000.