

FCA US LLC Chronology
PE 15-003 Cherokee A/C line
Submitted on October 15, 2015

- On January 13, 2015, the National Highway Traffic Safety Administration (“NHTSA”) opened PE15-003 regarding two complaints of smoke and fire from the engine compartment in 2015 MY KL vehicles.
- On January 16, 2015, the FCA US LLC (“FCA US”) Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an internal investigation in response to the PE15-003 Opening Resume.
- On January 28, 2015, FCA US received the Information Request (PE15-003) from NHTSA.
- Throughout the course of investigating and responding to the PE, a total of four inputs were identified, with the origin of the fire was identified as being within the engine compartment, with no root cause determined.
- FCA US submitted the response to PE15-003 on March 18, 2015. At the time of FCA US’ initial response to NHTSA, VSRC’s investigation did not identify a defect and no root cause could be determined, as all of the reported incidents appeared to be random and isolated occurrences of under hood fire.
- On April 16, 2015, NHTSA requested supplemental information regarding technical analysis of the field inputs and ongoing investigation activities.
- On April 23, 2015, FCA US responded to NHTSA’s supplemental information request with data ascertained from a survey of employee lease vehicles to inspect for fluid leaks.
- On April 27, 2015, FCA US was notified of an additional event. The cause of this event was unable to be determined.
- On April 30, 2015, FCA US was notified of an additional event
- On June 1, 2015, the results of the inspection and analysis of the April 30, 2015 event were submitted to NHTSA as part of a voluntary submission.
- On June 8, 2015, FCA US was notified of an additional event. The cause of this event appeared to be the A/C suction discharge line being misrouted to directly contact the exhaust manifold.
- Discovery of the A/C line failure mode triggered an in-depth investigation into the in-plant-processes at Toledo North Assembly Plant (“TNAP”).
- Investigation revealed a trend of warranty claims due to assembly process errors related to the misrouting of the A/C line.
- It was revealed that during assembly, the plant procedure was to store the A/C suction/discharge combo line between the alternator and the manifold heat shield to prevent it from being crushed by Front End Module decking.
- The procedure called for the operator to remove the line from the stowage location prior to connection to the condenser. However, the line is of a sufficient length that it may still be connected while trapped, albeit with much higher effort.
- Previously, in response to warranty claims, TNAP instituted a remote Quality buyoff (“Q-buy”) on November 11, 2014.
- While the Q-buy was highly effective, residual warranty remained, so a second downstream validation check was implemented on April 22, 2015.
- On June 17, 2015, the VSRC recommended a new stowage location to eliminate the issue completely, which TNAP adopted immediately.
- On July 15, 2015, NHTSA requested additional information regarding the A/C line routing issue.
- In response to the data collected on July 15th, NHTSA informed FCA US that NHTSA intended to recommend close and monitor without action on PE 15-003.
- On July 22, 2015, FCA US presented the requested information via teleconference to NHTSA

- On July 24, 2015, FCA US sent warranty information, and data on two new field inputs caused by the trapped A/C line in a voluntary submission to NHTSA and awaited response.
- On August 17, 2015, NHTSA requested update information on A/C warranty.
- On August 24, 2015 FCA US provided A/C warranty to NHTSA.
- On September 2, 2015, in response to two more inputs, FCA US reached out to NHTSA with technical analysis.
- In response to the two inputs, NHTSA requested updated warranty information.
- On September 11, 2015, FCA US submitted updated information in a voluntary submission.
- On September 21, 2015, NHTSA requested minor edits and updates to the July 24th information.
- On September 23, 2015, FCA US submitted the requested information in a voluntary submission
- The suspect period was concluded on June 18, 2015 at TNAP.
- As of September 24, 2015, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On October 9, 2015, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.