

FCA US LLC Chronology
Tire Jack Collapse 2011-2016 MY LD Vehicles
Submitted on January 26, 2016

- On July 30, 2015, the FCA US LLC (“FCA US”) Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an investigation based on field reports of tire jack failures.
- On August 10, 2015, FCA US Body Engineering was requested to investigate body sill changes to improve the performance at the jack point.
- During September 2015, FCA US commenced a review of returned warranty jack failures .
- On October 21, 2015, a meeting was held to write a Common Change Document to release wheel chocks into production, arrange a production trial for wheel chocks, and review potential body-side sill virtual analysis results of proposed changes.
- On November 9, 2015, six vehicles were produced representing two different proposed body-side sill jack point improvements to support testing with the current jack. Test results indicated one proposal may be viable as a long-term fix.
- On December 3, 2015, FCA US Body Engineering conducted testing that confirmed the body-side sill bending issue only occurs on Dodge Charger (“LD”) vehicles; no similar damage was detected on Dodge Challenger or Chrysler 300 vehicles.
- On December 10, 2015, design was completed on wheel chocks including storage location confirmation and rattle noise abatement.
- On December 16, 2015, FCA US Chassis Engineering provided reports showing that warranty returned jack assemblies did not have any quality issues that contributed to the reported cases of jack failure.
- As of January 6, 2016, FCA US has identified 15 CAIRs, zero VOQs and zero field reports related to this issue.
- As of January 6, 2016, there are 58 warranty claims for jack assembly that may be related to this issue. Of these, 38 claims had failure codes of 06 (Bent) or 11 (Broken or Cracked).
- As of January 6, 2016, FCA US is aware of three hand injuries potentially related to this issue.
- On January 7, 2016, wheel chocks were added into LD production.
- On January 19, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.