

FCA US LLC Chronology  
OCM or SCF Replacement as a Mis-Calibrated Set – 2015 MY UF  
Submitted on February 23, 2016

- On July 21, 2015, based on parts returned in the Parts Return Analysis System (“PRAS”), the OCM supplier alerted the FCA US LLC (“FCA US”) Passive Safety Engineering department who alerted the Vehicle Safety and Regulatory Compliance (“VSRC”) organization to the issue relating to 2015 Chrysler 200 (“UF”) vehicles. The OCM supplier had received eight cushion foam parts evidencing that service kit parts (consisting of the OCM and the SCF) had been separated and were being installed independently and not as one kit.
- The Passive Safety Engineering department established that the OCM and SCF are calibrated together as a set and must be serviced and installed as a set to maintain the integrity of the seat safety system. Analysis has shown that a OCM-SCF set that is not calibrated together has the potential to not deploy the passenger seat airbag at the proper stage for the occupant or Rear Facing Infant Child Seat (“RFIS”).
- Investigation determined that on June 20, 2015, Technical Service Bulletin #08-065-15 was issued to replace a lumpy foam cushion for customers who complain, this was later suspended because of other, unrelated service kit issues.
- On August 7, 2015, the suppliers of OCM-SCF kits implemented an interim Information Sheet (“I-Sheet”) for Chrysler 200 (“UF”) vehicle service parts until an approved I-sheet was released.
- On September 22, 2015, two additional UF PRAS parts returns were found evidencing that service kit parts had been separated, bringing the total to ten UF PRAS returns to have either OCM or SCF returned without the mating part. The Service Technical Specialist contacted the dealer to bring the customers back and replace the entire service kit; this action was completed on October 30, 2015.
- Since the first service parts shipment on December 23, 2014 until November 20, 2015, the Tier 1 supplier was shipping calibrated set parts separately to the third-party service kit packaging company. The third-party service kit packaging company indicated that the two parts came loosely stacked in a tote where any combination of the two parts could be packaged together.
- On November 20, 2015, the Tier 1 supplier started producing OCM-SCF kits in plastic bags with the I-sheet. Subsequent to the inclusion of the I-sheet, PRAS has received zero returned parts with evidence that the service kit parts had been separated and may have been installed independently.
- On November 23, 2015, service procedures for OCM-SCF replacement were re-reviewed by FCA US Engineering and the Technical Service Advisor for accuracy and no change was required. All required information was correct including a cautionary statement that the parts of the system were calibrated together and needed to be replaced as an entire kit.
- Dealer training material was also deemed to accurately explain proper service instructions for OCM-SCF replacement.
- The read across included Dodge Dart, Jeep Cherokee and Dodge Viper vehicles, which use a similar seat classification system. These vehicle programs show no evidence of this issue to date. FCA US’ investigation found that the Jeep Cherokee has used an I-Sheet with the OCM-SCF service part kits since the launch of service parts for the 2014 MY on April 14, 2014.

- On December 3, 2015, the new service kits were released to Mopar with a Change Notice (CN# 50824-V01) which re-tagged the service kit to new part levels. A note was added to service parts to use this latest part level only, and prior service kits were purged.
- As of January 27, 2016, there are 78 VINs within the warranty system which were serviced with a service kit during the suspect period. The 10 vehicles caught through the PRAS system were repaired once but they will require an additional repair with the latest kit from the latest process approved with the December 3, 2015 Change Notice along with the remaining 68 VINs.
- As of January 27, 2016, FCA US identified zero CAIRs or VOQs and 60 warranty claims related to this issue.
- As of January 27, 2016, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On February 16, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.