FCA US LLC Chronology
2nd- and 3rd-Row Overhead Seat Belt Bezel
Submitted on June 28, 2016

- On March 26, 2016, FCA US LLC ("FCA US") Windsor Assembly Plant ("WAP") discovered a broken second and third row overhead seat belt stow clip during vehicle inspection. The location of the break in the clip did not prevent removal of the seat belt from the stowed position.
- During March 2016, FCA US engineering determined a tooling error and material contamination at the supplier contributed to the failure.
- During March 2016, a tooling change was made at the supplier to correct the tooling error.
- During April 2016, a reassessment of the clip material was conducted. It was determined a non-ultraviolet inhibitor formulation was a more appropriate material selection for this part.
- On April 6, 2016, FCA US engineering completed validation of second and third row overhead seat belt bezels manufactured with stow clips made from Celcon M90.
- On April 7, 2016, WAP performed a Production Evaluation Run of the seat belt bezels with stow clips made from Celcon M90.
- On April 25, 2016, WAP discovered a broken second row overhead seat belt stow clip which trapped the seat belt D-ring in the stowed position. The broken stow clip was made with Celcon UV140LG; production with Celcon M90 had not yet started.
- On April 27, 2016, the FCA US Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation as a result of Product Related Issue ("PRI") 16-112-02 at WAP for this failure.
- On April 28, 2016, WAP received seat belt bezels containing clips molded with Celcon M90 and established the clean point for the issue.
- On May 5, 2016, FCA US engineering demonstrated the failure by extracting the seat belt D-ring at approximately a 45° angle from the seat belt bezel stowing slot. The seat belt was trapped by the broken clip and could not be removed with considerable force or manipulation.
- On June 7, 2016, the investigation was presented to the FCA US Vehicle Regulations Committee ("VRC"). The VRC requested a statistically-significant sample study of two different materials, which was presented at the VRC on June 21, 2016.
- On June 17, 2016, returned warranty part reviewed at the FCA US Quality Engineering Center ("QEC") confirmed failure mode.
- As of June 20, 2016, FCA US identified zero CAIRs, VOQs or field reports related to this issue.
- As of June 20, 2016, total warranty includes one known incident at 0.18 c/1000.
- As of June 20, 2016, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On June 21, 2016, FCA US determined, through the VRC, to conduct a voluntary safety recall of the affected vehicles.