FCA US LLC Chronology
Track Bar Bracket Frame Welds
Submitted on July 26, 2016

- On November 11, 2015, the FCA US LLC ("FCA US") Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation of track bar bracket welds at the interface between the bracket and the frame (welds "34A/B") which were found during inspections conducted as part of the R46 (NHTSA 15V-541) recall campaign. The suspect welds 34A/B attach the track bar bracket to the frame and are separate from the affected welds (known as 17/18) in 15V-541 which are in the middle of the track bar bracket.
- On December 15, 2015, FCA US Chassis Engineering shared field analysis of three subject vehicles (VINs: EG276185, EG244116 and EG 239148) which indicated the presence of cold welds at weld locations 34A/B.
- In January 2016, the Tier 1 supplier performed a design of experiments analysis to confirm the root cause.
- On January 20, 2016, FCA US Materials Engineering completed analysis on the three suspect track bar brackets. These three vehicles had brackets that showed failures consistent with cold welds.
- On February 8, 2016, FCA US Durability Engineering completed computer aided engineering analysis concluding that R46 remedy brackets could provide acceptable durability when 34A/B and/or 17/18 cold welds are present.
- On February 22, 2016, FCA US Chassis Engineering began component testing for cold welds at locations 34A/B in an effort to fully determine scope, cause and consequence of the issue.
- On May 11, 2016, the FCA US warranty group informed the FCA US VSRC of 64 Pre-Series ("PS") 2015 MY vehicles that were built during the subject time frame of both R46 and the weld 34A/B issue.
- On June 22, 2016, FCA US Chassis Engineering completed component testing for the weld 34A/B issue. The testing validated CAE results that the brackets used in the R46 recall kit provide acceptable durability when 34A/B and/or 17/18 cold weld issues are present.
- Scope was established as 64 PS production vehicles built from May 24, 2014, to July 3, 2014.
- The root cause for the 34A/B weld issue was established as cold welds from weld tip wear causing lack of weld penetration.
- The suspect period was established as May 24, 2014, when the PS production build began for the 2015 MY DJ, D2, DD and DX to July 3, 2014, when the PS production build was completed for the 2015 MY DJ, D2, DD and DX at Saltillo Truck Assembly Plant ("STAP"). These vehicles are not covered under R46 and the R46 remedy is non-compatible to their track bar bracket design.
- As of July 15, 2016, FCA US identified approximately zero CAIRs, zero VOQs and one potentially related field report related to these 64 vehicles.
- As of July 15, 2016, total warranty for these 64 vehicles is zero at 0c/1000.
- As of July 15, 2016 FCA US is unaware of any accidents or injuries potentially related to these 64 vehicles.
- On July 19, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.