

FCA US LLC Chronology
Assembly Damage to Fuel Rail Crossover Tube – 2016 MY WD and WK vehicles with 3.6L V6 engine
Submitted on November 4, 2016

- On April 22, 2016, damage to the fuel rail crossover tube was visually observed on some 2016 MY 3.6L V6 engines (sales code ERC) built at the Saltillo Engine Plant (“SEP”).
- On April 27, 2016, FCA US initiated PRI #16-111-01 for the concern.
- Between April 22, 2016, and April 28, 2016, an inspection of uninstalled engines at the SEP and Jefferson North Assembly Plant (“JNAP”) found 21 total engines with damage to the fuel rail crossover tube among 20,158 units inspected.
- On May 12, 2016, the FCA US Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an investigation as a result of PRI #16-111-01.
- On April 29, 2016, FCA US began testing to determine the effect of the damage on the life of the parts and the potential failure mode at end of life (leak, odor, weep, drip or burst).
- Initial engineering laboratory tests completed on June 22, 2016, produced no failures, however these tests did not include the effects of fuel exposure and temperature cycling.
- On August 3, 2016, additional testing was requested to confirm the risk level (time to failure, nature of the failure and end-of-test condition of the parts) by testing on the full standard validation test for these components.
- On September 12, 2016, testing was initiated at an outside laboratory per PF-9083, the normal validation protocol for FCA US fuel systems, using worst-case damaged parts.
- On September 20, 2016, two damaged samples leaked during the pressure pulsation test at 18,100 cycles, roughly 15% of the expected number of cycles.
- Approximately 34,633 2016 MY WK and WD vehicles equipped with the 3.6L V6 (sales code ERC), built between February 10, 2016, the start of production for the 3.6L V6 engine for use in 2016 MY vehicles and April 28, 2016, when an assembly clean point was established with the implementation of additional plant process error-proofing and inspection; (30,183 US; 2,534 CAN; 489 MEX; and 1,427 non-NAFTA).
- As of October 28, 2016, FCA US identified zero CAIRs, VOQs and field reports related to this issue.
- As of October 28, 2016, total warranty is zero at 0c/1000.
- As of October 28, 2016, FCA US is not aware of any injuries potentially related to this issue.
- On November 1, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.