FCA US LLC Chronology
Intermittent Crankshaft or Camshaft Sensor Operation –2016 MY JC and MK Vehicles
Submitted on December 13, 2016

- On July 7, 2016, Toluca Assembly Plant ("TAP") reported spread terminals on the crankshaft connector in Cavity 1, resulting in poor contact.
- On July 8, 2016 PRI: #16-126-01 was opened for Dodge Journey ("JC"), Jeep Compass and Jeep Patriot ("MK") vehicles with 2.4L and 2.0L engines related to terminal spread in the crankshaft sensor which resulted in intermittent operation.
- On July 9, 2016, a Third-party Containment and Problem Resolution ("3CPR") was initiated with certified gages to sort harness inventory at Belvidere Assembly Plant ("BVAP").
- On July 11, 2016, the Tier 2 supplier confirmed open terminals on retained crankshaft connectors traced to six reels of terminals with manufacturing dates of April 26, 27, 28 and 30.
- On July 12, 2016, a 3CPR was initiated with certified gages to sort harness inventory at TAP.
- Preliminary analysis of the issue by the FCA US Vehicle Safety and Regulatory Compliance ("VSRC") organization showed the issue as a crank no-start concern. The issue was monitored using the P0335-Crankshaft position sensor circuit engine code to track additional failures.
- Continued monitoring by the FCA US Emissions team, and examination of the P0339-Crankshaft position sensor intermittent code showed a small trend of vehicles experiencing an engine stall while driving.
- On September 9, 2016, the FCA US VSRC opened an investigation as a result of stalling concerns that were attributed to a previous PRI #16-126-01.
- On September 19, 2016, a FCA US VSRC-led cross functional team analyzed customer narratives, warranty claims and information from PRI #16-126-01 to gain a better understanding of scope and root cause.
- On September 19, 2016, an FCA US Customer Satisfaction representative presented multiple narratives on the crankshaft sensor warranty data which indicated events of stalling while driving.
- On September 19, 2016, based on FCA US engineering analysis of the systems involved with the sensors the FCA US Powertrain and Electrical groups confirmed stalling while driving as a potential failure mode, as a result of intermittent connection in the crankshaft or camshaft position sensors.
- On September 26, 2016, FCA US Supplier Quality Engineering confirmed root cause to be associated with the newly added blanking tool "B" only. Additionally, the scope was expanded to include Job 1 on blanking tool "B".
- On October 10, 2016, FCA US Supplier Quality Engineers and TAP and BVAP Resident Engineers were able to provide an accurate suspect population after reviewing vehicle sorts from the assembly plants.
- This issue affects approximately 49,793 2016 MY JC and MK vehicles built between May 9, 2016 and July 15, 2016, which were assembled with suspect engine harnesses at Toluca Assembly Plant ("TAP") and Belvidere Assembly Plant ("BVAP").

- As of December 1, 2016, FCA US identified approximately 21 CAIRs, 10 VOQs and zero field reports related to this issue.
- As of December 1, 2016, total warranty is 222 at 0.5 C/1000.
- As of December 1, 2016, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On December 6, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.