

FCA US LLC Chronology
2013-2016 MY DS/DJ and 2014-2016 D2 Roll Rate Sensor Diagnostic
Submitted on May 9, 2017

- On December 7, 2016, the FCA US LLC (“FCA US”) Office of General Counsel (“OGC”) notified the FCA US Vehicle Safety and Regulatory Compliance (“VSRC”) organization of pending litigation involving a 2014 MY Ram 1500 (“DS”) vehicle involved in a single vehicle rollover accident with no airbag or pretensioner deployment.
- On December 21, 2016, a working group consisting of FCA US’ OGC and VSRC met to review the Crash Date Record (“CDR”) for the incident.
- On February 3, 2017, FCA US’ OGC and the supplier inspected the Occupant Restraint Controller (“ORC”) from the subject vehicle where the supplier used its proprietary software to obtain sub-fault codes for the Diagnostic Trouble Codes (“DTC”) in the ORC.
- On February 23, 2017, FCA US’ OGC, FCA US engineering and the supplier discussed the results of the data acquired on February 3, 2017.
- On March 15, 2017, the FCA US VSRC organization opened an investigation as a result of discussions with FCA US Product Analysis and FCA US engineering regarding the results of the data acquired on February 3, 2017.
- On March 20, 2017, the FCA US VSRC, engineering and the supplier met to discuss the CDR and data retrieved from the ORC. The analysis determined that a DTC, which disables the roll rate sensor data, was set during the crash event prior to the vehicle rollover.
- From March 21, 2017 to April 7, 2017, FCA US engineering conducted a review of DTC fault setting criteria for the roll rate sensor determining there is a higher probability of the ORCs in the suspect vehicles, when compared to ORCs using the same rollover sensing element, setting the DTC under specific conditions due to the relatively short sub-fault maturation time. The maturation time in the suspect vehicle ORCs is 30 msec compared one second or greater in other ORCs.
- This issue affects 2013-2015 MY and 2016 MY pre-production DS, and Ram 2500 (“DJ”) and 2014-2015 MY and 2016 MY pre-production Ram 3500 (“D2”) vehicles equipped with roll rate sensing.
- As of April 28, 2017, FCA US identified approximately one CAIR, one VOQ and two field reports related to this issue.
- As of April 28, 2017, total warranty is 16 at 0.0125 c/1000.
- As of April 28, 2017, FCA US is aware of two injuries and one fatality potentially related to this issue.
- On May 2, 2017, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.