

FCA US LLC Chronology
Engine Oil Cooler Line Separation
Submitted on August 8, 2017

- On May 13, 2017, Product Related Issue (“PRI”) #17-057-01 was initiated at Brampton Assembly Plant (“BRAP”) by FCA US Product Engineering due to three warranty part returns, in a two-week period with the same failure mode of a joint separation on the EOC line.
- On May 13, 2017, the FCA US Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an investigation into EOC lines failing with a potential consequence that impacts motor vehicle safety.
- On May 15, 2017, the supplier initiated testing of lot #2536 EOC lines to determine if changing the oven temperature and curing time for the glue would improve the joint; test failures were observed at the time.
- On May 30, 2017, testing of non-lot #2536 EOC lines, taken from Mopar stock exhibited no joint separation conditions.
- During the week of June 12, 2017, a design of experiment began to aid in determining root cause of the hose failures.
- On June 29, 2017, a field inspection procedure at dealers began to inspect 50 vehicles for the hose failures.
- On July 12, 2017, Hutchings provided material analysis of inner hose material on lot #2536 showing the material was out of specification for modulus, elongation, hardness and tensile properties.
- On July 14, 2017, the FCA US Master Black Belt completed confirmation testing concluding at a 95% confidence level, inner tube material from lot #2536 performs differently than inner tube material from other lots sampled.
- As of July 24, 2017, FCA US is aware of eight CAIRs, zero VOQs and zero field reports potentially related to this issue.
- As of July 28, 2017, total warranty is 16 at 10.3 C/1000.
- As of July 28, 2017, FCA US is not aware of any accidents or injuries potentially related to this issue.
- On August 1, 2017, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.