FCA US LLC Chronology
Third Row Seat Cushion to Seat Back Nut
Submitted on May 10, 2016

- Between March 16, 2016, and March 17, 2016, the Crow's Foot torque adapter tool had increased internal torque resistance that generated a false pass, when the actual dynamic torque applied to the marriage studs was lower than the dynamic torque requirement of 50 +/- 5 Nm, and a minimum static torque requirement of 40 Nm. Three eight-hour shifts of suspect assembled seats passed through the Automatic Storage Retrieval System, ("ASRS"), at Magna Integram and approximately two eight-hour shifts of suspect seats were shipped to Windsor Assembly Plant, ("WAP").
- On March 17, 2016, a static daily torque check on the Magna Integram assembly line was done on 10 third row 60% seats and all had readings between 28-31 Nm of torque, which is below the minimum static torque requirement of 40 Nm. Upon discovery, the Magna Integram assembly line was shut down, the ASRS was locked down, the torque adapter tool was replaced, the newly installed dynamic torque tool was verified on the first 10 seats and all were above the minimum static torque requirement of 40 Nm. All of the seats that were stored in the ASRS were re-torqued to specification and the next shipment going to WAP had verified stock. The ASRS inventory of seats that were built between March 6, and March 15, 2016 all met the minimum static torque requirement of 40 Nm.
- On March 17, 2016, the static torque checks were increased from once per day to twice per eight-hour shift so that any future issue will be contained within the Magna Integram seat assembly plant, ASRS storage facility.
- On March 17, 2016, Magna Integram notified WAP of potentially low torqued marriage nuts on third row 60% seats for the RT vehicles. WAP requested the VINs of the last known good part from March 16, 2016 as well as the VINs from the first certified shipment.
- On March 17, 2016, WAP requested pictures of the fasteners affected, a rework procedure was developed for WAP and a PRI would be called on March 18, 2016.
- On March 18, 2016, a PRI# 16-093-01 was called to review the issue that was detected at Magna Integram.
- On March 21, 2016, a follow-up PRI# 16-093-01 was called to verify the assembly procedures of the seat back frame to seat cushion frame and the initiation of the VIN Delete Lists.
- On March 21, 2016, the FCA US LLC ("FCA US") Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation into the low torque on the marriage studs on the 2016 MY RT third row 60% seat.
- On March 23, 2016, Magna Integram increased the number of static torque checks from twice per eight-hour shift to four times per eight-hour shift, added regular tool checks and automated notification of grease application to the tool.
- On April 6, 2016, FCA US WAP generated the VIN Delete lists of 866 vehicles to be subtracted from the original DoAll list of 968 vehicles for a remainder of 102 VIN#s that were shipped to the dealerships.
- Root cause was found to be the grinding of the gears of the Crows Foot torque adaptor tool and insufficient static torque checks to keep any suspected parts within the Magna Integram assembly plant. The Crow's Foot torque adapter tool had increased internal torque resistance that generated a false pass, when the actual dynamic torque applied to the marriage studs was lower than the dynamic torque requirement of 50 +/- 5 Nm, and a minimum static torque requirement of 40 Nm.
- The suspect period was established as March 16, 2016, when the Crows Foot torque adapter began generating false passes and March 17, 2016, when the tool was replaced at Magna Integram and a 100% static torque check of the marriage studs was implemented.

- As of April 18, 2016, FCA US identified zero CAIRs, VOQs or field reports related to this issue.
- As of April 27, 2016, total warranty is 0 at 0c/1000.
- As of April 18, 2016, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On May 3, 2016, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.