

FCA US LLC Chronology
2014-2017 MY Chrysler 300 and Dodge Charger Front Propshaft bolts
Submitted on February 14, 2017

- On January 14, 2016, a 2014 MY Dodge Charger (“LD”) all-wheel-drive (“AWD”) police vehicle (VIN EH371351) was reported to have the front propshaft come loose and damage the transmission.
- On January 26, 2016, the FCA US LLC (“FCA US”) Vehicle Safety and Regulatory Compliance (“VSRC”) organization opened an investigation as a result of additional police vehicle field reports of loose propshaft bolts.
- On February 12, 2016, an FCA US VSRC representative visited Brampton Assembly Plant (“BAP”) to observe the propshaft assembly process during a Production Evaluation Run (“PER”) with an updated pulse tool.
- On March 2, 2016, a field survey request was sent to the FCA US Quality Engineering Center (“QEC”). The request asked for 30 AWD L-program retail vehicles to be tested for front propshaft bolt torque. Both the Dodge Charger (LD) and Chrysler 300 (“LX”) vehicles were requested for audit.
- On May 5, 2016, an expansion of the March 2, 2016, survey was requested to include field vehicles outside of the QEC to obtain additional vehicle data quicker.
- On June, 2 2016, a review was conducted on the current status of the field survey and it was determined to expand the survey and include fleet vehicles in the survey population.
- Between June and September 2016, the warranty and field data requested was analyzed for the fleet and retail populations.
- On June 30, 2016, a torque Change Notice (“CN”) #60222-L17 was implemented at BAP to increase the dynamic torque of the propshaft bolts to obtain additional clamp load and center the torque distribution. The minimum dynamic torque increased from 54.90 Nm to 57.90 Nm and the target dynamic torque increased from 61 Nm to 62 Nm. No new reports from the field have been discovered with loose propshaft bolts after this torque update.
- On September 13, 2016, the FCA US VSRC and Driveline Engineering held a meeting to review the field data, warranty and assembly plant process to determine a collaborative recommendation to address loose propshaft bolts in 2014-2016 MY L-family vehicles in the field.
- On October 5, 2016, the FCA US VSRC reviewed a Weibull analysis to predict the number of future disconnected propshafts in the field resulting from loose front propshaft bolts.
- On October 12, 2016, the Weibull analysis was reviewed which resulted in the narrowing of the recommended scope of the vehicles to 2014-2016 MY LD AWD Police Fleet vehicles. An additional review with NHTSA occurred to review the recommended scope.
- On November 2, 2016, the FCA US VSRC kicked off a residual torque audit at the QEC in an effort to fully determine scope, cause and consequence of the issue, which included police and retail usage vehicles. Both the Dodge Charger (LD) and Chrysler 300 (LX) vehicles were audited. The front propshaft is common between both LD and LX AWD vehicles.
- As of December 14, 2016, a total of 35 vehicles have been audited between the QEC and the CTC Chassis Lab. Of the 35 vehicles audited, five vehicles measured residual torque lower than the lower spec limit of 56 Nm. One vehicle audited had three of the eight bolts at zero torque. The five vehicles with low or no torque had retail, non-police type usage.
- Between December 14, 2016 and February 3, 2017, the VSRC reviewed all data to determine the number of potential vehicles with loose front propshaft bolts.
- As of February 3, 2017, FCA US LLC (“FCA US”) identified approximately one CAIR and zero VOQs or field reports related to this issue.
- As of February 3, 2017, total warranty is 66 claims at 0.7 c/1000.
- As of February 3, 2017, FCA US is unaware of any accidents or injuries potentially related to this issue.
- On February 7, 2017, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.