

FCA US LLC Chronology  
6.7L Cummins ECM  
Submitted on September 22, 2015

- On August 12, 2015, Saltillo Truck Assembly Plant (“STAP”) was notified of the concern by Cummins. Suspect engines were segregated and finished trucks were inspected by STAP.
- On August 27, 2015, the Vehicle Safety and Regulatory Compliance department of FCA US was notified of the issue, it was presented to the FCA US Investigation Steering Group (“ISG”), and GE Hold was placed on the suspect population.
- Root cause was determined to be at Continental’s Screw Cell, line A, where the bracket that holds the screwdriver in place had loose screws, and therefore, the screwdriver was found offset from the Printed Circuit Board (“PCB”) Screw hole. The screw would hit and damage the edge of the PCB Hole.