

DAIMLERCHRYSLER

DaimlerChrysler Corporation
Stephan J. Speth
Director
Vehicle Compliance & Safety Affairs

August 17, 2005

Mr. Jeff Quandt
Office of Defects Investigation, Director
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Quandt:

Reference: NVS-213SY; EA04-025

This document contains DaimlerChrysler Corporation's ("DCC") response to Question 19 from the referenced inquiry regarding 2003-2005 model year heavy duty Dodge Ram pickup trucks. By providing the information contained herein, DCC is not waiving its claim to attorney work product and attorney-client privileged communications.

Sincerely,


For Stephan J. Speth

Attachment

COMMUNICATIONS
DIVISION
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19. **Provide a park-to-reverse and reverse-to-park shift sequence chart (similar to that provided in DCX's June 22, 2004 letter in response to Request No. 8) identifying the status of significant shift system components for each unique peer vehicle transmission and shift linkage design configuration. Base the chart on MDL shaft rotational displacement. State whether the chart was based on data from in situ shift system components (installed in vehicles) or bench mounted components. The chart should identify the status of the PRNDL readout, engagement/disengagement of the park and reverse gates, park pawl position and state (disengaged, ratchet, engaged) and the energizing/de-energizing of any transmission hydraulic circuits.**

- A19. DaimlerChrysler Corporation's (DCC's) Transmission Engineering Laboratory performed two bench mounted evaluations of the 545RFE automatic transmission utilized in the peer vehicles. The attached charts summarize the manual shaft rotation, which drives the transmission gear selection, and is shown in sequence to the transmission gear selection as well as the position indicated by the PRNDL.



