



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 14-013  
**Date Opened:** 05/19/2014  
**Investigator:** Stephen Mchenry  
**Approver:** Frank Borris  
**Subject:** Clutch Interlock Switch Malfunction  
**Date Closed:** 12/23/2014  
**Reviewer:** Jeff Quandt

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Mitsubishi Motors North America, Inc., Chrysler Group LLC  
**Products:** 2004-06 Dodge Ram 2500 & 3500 with manual transmissions  
**Population:** 109,861 (Estimated)  
**Problem Description:** A malfunctioning clutch interlock switch may allow the vehicle to be started while in gear, resulting in unintended vehicle movement.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	6	9	14**
<b>Crashes/Fires:</b>	0	3	3
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	1	1	1**
<b>Number of Fatalities:</b>	1	1	1**
<b>Other*:</b>	0	16	16

\*Description of Other: Warranty claims

\*\* Total eliminates duplicates received by ODI and manufacturer.

## ACTION / SUMMARY INFORMATION

**Action:** This Preliminary Evaluation is closed. Recall 14V-795.

### Summary:

On December 16, 2104, Chrysler Group LLC submitted a Safety Recall Report to NHTSA describing a defect in the clutch ignition interlock switches in approximately 66,819 model year (MY) 2006 through early-2007 Dodge Ram Trucks, Dodge Dakota, and Mitsubishi Raider vehicles equipped with manual transmissions and built between July 1, 2005 and July 31, 2006 (NHTSA Recall No. 14V-795, Chrysler Recall No. P80), including 38,969 MY 2006 Dodge Ram 2500 and 3500 vehicles that are part of the subject vehicle population for PE14-013. Chrysler's Safety Report states that: 1) the clutch ignition interlock switch return springs may experience fatigue failure due to material issues; 2) if the return springs are broken, the switch contacts may not reflect actual clutch pedal position; and 3) the failures could result in a vehicle experiencing unintended movement if the ignition is cranked when the clutch pedal is not being pressed. Chrysler's recall remedy will replace the clutch ignition interlock switch on all affected vehicles with a switch with a more robust design.

On May 19, 2014, ODI opened PE14-013 to investigate clutch ignition interlock failure in MY 2004 through 2006 Dodge Ram 2500 and 3500 trucks with manual transmissions, based on two MY 2006 complaints and one MY 2004 complaint. One of the MY 2006 complaints involved a fatality that occurred when a young child was able to start a MY 2006 Ram 3500 truck that was parked with the transmission in gear, without depressing the clutch. The diesel engine started and the vehicle moved forward under power running over another child resulting in fatal injuries.

ODI's analysis of failure data from all sources identified a total of 14 complaints and 16 warranty claims for the subject vehicles. Thirteen (13) of the complaints and all 16 warranty claims were for the 38,969 MY 2006 Dodge Ram 2500

and 3500 trucks that were included in 14V-795. The single complaint that was outside the scope of Chrysler's recall was the MY 2004 ODI complaint identified in the opening resume for PE14-013. Further analysis of this incident indicates that the cause of the clutch switch failure in this vehicle was spring damage caused by hydraulic fluid leakage from the clutch master cylinder into the switch. The field data did not show any other similar incidents of switch failures caused by clutch master cylinder leakage.

This investigation is closed based on Chrysler's recall.