

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

FIELD REPORTS

PEER

Field Report

VEHICLE

Model Year	2003	Body	AN1E61	DODGE DAKOTA P/U REGULAR CAB 4X2		
VIN	1D7FL16X5 3S [REDACTED]	Built Date	04/04/2003	Mileage	13,392	
Plant	S	WARREN TRUCK ASSEMBLY PLANT 1	Market	U	US	
Engine	EHC	3.9L V6 SMPI ENGINE				
Transmission	DDC	5-SPEED HD MANUAL TRANSMISSION				
Color	PRV	DK. GARNET RED PEARL COAT				

GENERAL

Case Ref	4353182	Component Group	08 - ELECTRICAL
Customer Complaint	DR	STARTING CONCERN	
Created	11/05/2004 13:10:22	By	T1499JS
Updated	11/05/2004 13:10:22	By	T1499JS

CONTACT

Dealer	<input type="text"/>	Phone	<input type="text"/>
Address	<input type="text"/>		
City	State	ZIP	<input type="text"/>
Dealer Zone	County	Country	<input type="text"/>
Tech	<input type="text"/>		
STAR	<input type="text"/>		

CUSTOMER CONCERN

will start in gear and has a clutch over ride switch and there is no wiring to the switch. :JLS182:11/05/2004
Updated: 11/05/2004 13:10:22 By T1499JS

RESOLUTION

told tech to replace the harness. :JLS182:11/05/2004
Updated: 11/05/2004 13:10:22 By T1499JS

Field Report

VEHICLE

Model Year	2006	Body	DR1L41	DODGE RAM 1500 ST QUAD CAB 4X2		
VIN	1D7HA18N56	██████████	Built Date	03/29/2006	Mileage	35,944
Plant	J	ST. LOUIS ASSEMBLY II - NORTH	Market	U	US	
Engine	EVA	"MAGNUM" 4.7L V8 ENGINE				
Transmission	DEJ	6-SPEED MANUAL GETRAG 238 TRANS				
Color	PDM	MINERAL GRAY MET. CLEAR COAT				

GENERAL

Case Ref	9352555	Component Group	18 - VEHICLE PERFORMANCE			
Customer Complaint	IA	INFORMATION				
Created	01/29/2008 13:31:34	By	T0330PH			
Updated	01/29/2008 13:37:58	By	T0330PH			

CONTACT

Dealer	68842	GREENVILLE CHRYSLER	Phone	(903) 454-0283		
Address	5401 INTERSTATE HIGHWAY 30					
City	GREENVILLE	State	TX	ZIP	75402 7514	
Dealer Zone	63	County	HUNT	Country	USA	
Tech	JOHN MORRIS					
STAR	T0330PH					

CUSTOMER CONCERN

case # 9351953 found clutch switch failed, would start without depressing clutch pedal. with switch unplugged showed denied status as speed too low. test drove with clutch pedal switch unplugged, and cruise operates normally. replaced hydraulic clutch assy SERVO HAD BEEN REPLACED, PCM HAD BEEN REPLACED. SPEED CONTROL DENIED STATUS SHOWED "0E". ALL CONTROLLER SOFTWARE LEVELS CURRENT. BRAKE SWITCH ADJUSTMENT CORRECT. PINION FACTOR CORRECT. ALL SWITCH VOLTAGES CORRECT.

Updated: 01/29/2008 13:31:34 By T0330PH

RESOLUTION

John, Thanks for the feedback!! This will help others a great deal. This will end up as a STAR ON-LINE CASE! Congratulations on finding this and thanks again for letting us know!!!

Updated: 01/29/2008 13:37:58 By T0330PH

Field Report

VEHICLE

Model Year	2007	Body	DH7H41	DODGE RAM SLT 4X4 2500 QUAD CAB		
VIN	3D7KS28C6	7G [REDACTED]	Built Date	10/18/2006	Mileage	28,951
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETH	5.9L HO CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PRH	INFERNO RED CRYSTAL PEARL COAT				

GENERAL

Case Ref	9926485	Component Group	08 - ELECTRICAL
Customer Complaint	IA	INFORMATION	
Created	02/04/2009 11:36:37	By	T1118KR
Updated	02/04/2009 11:44:40	By	T1118KR

CONTACT

Dealer	44565	FRANK FLETCHER DODGE-CHRYSLER-JEEP	Phone	(501) 834-7700	
Address	5922 WARDEN RD				
City	SHERWOOD	State	AR	ZIP	72120 6041
Dealer Zone	63	County	PULASKI	Country	USA
Tech	D TRAMMELL				
STAR	T1118KR				

CUSTOMER CONCERN

ENGINE STARTED WITHOUT DEPRESSING CLUTCH PEDAL. AS SOON AS KEY WAS CYCLED ENGINE STARTED AND TECH WAS STANDING OUTSIDE VEHICLE. ANY CASES OF THIS HAPPENING? ECM FLASHED PER TSB 18-037-08. THERE ARE NO AFTER MARKET PERFORMANCE PARTS VISABLE.

Updated: 02/04/2009 11:36:37 By T1118KR

RESOLUTION

no, no reported cases of the engine starting without proper safety procedures. does the truck have a remote start system? is the starter-interrupt switch and circuit functioning properly?

Updated: 02/04/2009 11:44:40 By T1118KR

Field Report

VEHICLE

Model Year	2007	Body	DH7H42	DODGE RAM SLT 4X4 2500 QUAD CAB		
VIN	3D7KS28C8	7G [REDACTED]	Built Date	12/15/2006	Mileage	63,422
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETH	5.9L HO CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PXR	BRILLIANT BLACK CRYSTAL PEARL COAT				

GENERAL

Case Ref	10349085	Component Group	08 - ELECTRICAL
Customer Complaint	IT	INTERMITTENT	
Created	12/23/2009 13:44:24	By	T3836TJ
Updated	12/31/2009 15:32:39	By	T2310BC

CONTACT

Dealer	68640	WILLIAMS CHRYSLER DODGE JEEP	Phone	(817) 596-0050		
Address	1015 FORT WORTH HIGHWAY					
City	WEATHERFORD	State	TX	ZIP	76086 4509	
Dealer Zone	63	County	PARKER	Country	USA	
Tech	Michael Funderburgh					
STAR	T2310BC					

CUSTOMER CONCERN

Tech no crank no start , ignition switch was replaced and the clutch will show depressed all the time
Updated: 12/23/2009 13:44:24 By T3836TJ

RESOLUTION

Advised tech check connections at teh clutch , if connections are ok replace the tipm.

Updated: 12/23/2009 13:44:24 By T3836TJ

Tech states he replaced the TIPM with no change. Tech states the PCM is not on the BUS. Advise tech to reinstall the original TIPM and verify the PCM is present on the BUS. Advise tech if all ok to verify the correct flash is in the ECM.

Updated: 12/31/2009 15:32:39 By T2310BC

Field Report

VEHICLE

Model Year	2008	Body	DH7H41	DODGE RAM 2500 SLT QUAD CAB 4X4		
VIN	3D7KS28A2 8G [REDACTED]	Built Date	08/27/2007	Mileage	75,729	
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETJ	6.7L CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PXR	BRILLIANT BLACK CRYSTAL PEARL COAT				

GENERAL

Case Ref	60413401	Component Group	21A - TRANSAXLE - AUTO
Customer Complaint	ZR	WON'T MEET CUSTOMER REQUIREMENTS	
Created	08/20/2013 17:54:02	By	T5471PK
Updated	09/29/2013 00:27:43	By	SYSCAW

CONTACT

Dealer		Phone	
Address			
City	State	ZIP	
Dealer Zone	County	Country	
Tech			
STAR	T5471PK		

CUSTOMER CONCERN

Vehicle starts without pushing clutch in
Updated: 08/20/2013 17:54:02 By T5471PK
removed the t41 circuit from the TIPM connector and the concern is now no longer present??
Updated: 08/21/2013 09:28:43 By T5471PK

RESOLUTION

Ryan, advise to make sure there is no aftermarket equipment installed on this vehicle. If there is no aftermarket equipment installed, advise to remove the T41 circuit from the C1 TIPM connector. The T41 circuit is located in C1 pin 2. With this circuit remove, retest is the concern still present?

Updated: 08/20/2013 17:54:02 By T5471PK

Called technician. Ryan, states vehicle has aftermarket modifications done to the clutch pedal assembly. Ryan, with a modification done to the clutch pedal assembly, advise to return vehicle to OEM specifications.

Updated: 08/21/2013 09:28:43 By T5471PK

Repaired short to ground in the T41 circuit....

Updated: 09/29/2013 00:27:43 By SYSCAW

Field Report

VEHICLE

Model Year	2007	Body	DC8L43	DODGE RAM 4X4 3500 QUAD CAB CHASSIS		
VIN	3D6WH48A9 7G [REDACTED]	Built Date	05/21/2007	Mileage	127,694	
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETJ	6.7L CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PRH	INFERNO RED CRYSTAL PEARL COAT				

GENERAL

Case Ref	61109470	Component Group	06 - CLUTCH
Customer Complaint	ZP	WON'T ENGAGE PROPERLY	
Created	03/31/2014 10:44:04	By	T4083MW
Updated	04/22/2014 14:07:38	By	T6538CW

CONTACT

Dealer	67436	BARRETH CHRYSLER CENTER INC	Phone	(636) 239-6500		
Address	5824 HIGHWAY 100					
City	WASHINGTON	State	MO	ZIP	63090 4950	
Dealer Zone	51	County	FRANKLIN	Country	USA	
Tech	JEFFREY FOLK					
STAR	T6538CW					

CUSTOMER CONCERN

<p>vehicle starts w/o pressing in clutch <i>Updated: 03/31/2014 10:44:04 By T4083MW</i></p> <p>I have been monitoring PCM data for clutch switch state. The PCM would command the start circuit correct? <i>Updated: 03/31/2014 15:27:51 By T4083MW</i></p> <p>no, if the 2 pin clutch switch is unplugged it will not start. There is also another brake light switch on the clutch pedal. If disconnected it will start <i>Updated: 04/07/2014 10:21:33 By T4083MW</i></p> <p>is it possible it could be a normal condition on this particular build configuration? <i>Updated: 04/07/2014 10:21:33 By T4083MW</i></p>
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RESOLUTION

<p>Jeffrey. Please ensure that the clutch switch is adjusted properly. Are you checking the clutch switch data in the TIPM? Are there any aftermarket accessories, or a programmer, that may be interfering with the clutch switch operation. Also, compare the clutch switch operation to a like vehicle, if you can. Please let me know what you find <i>Updated: 03/31/2014 10:44:04 By T4083MW</i></p> <p>Jeff the clutch switch is hardwired to the TIPM. When the TIPM sees the clutch switch closed (See's a ground) then that info is bussed to PCM for the go ahead to crank vehicle. If the clutch wire to TIPM is grounded (or switch is always grounded) the vehicle vehicle will crank. OR possible TIPM issue. Question if you unplug clutch switch does it still start? <i>Updated: 03/31/2014 15:27:51 By T4083MW</i></p> <p>Jeff why would there be a brake light switch on the clutch pedal?? It would be on brake pedal ONLY. If clutch connector is unplugged and vehicle won't start then one of those circuits has to be grounded. Star is escalating case to Field Technical services for assistance. You should receive a reply from FTS. <i>Updated: 04/07/2014 10:21:33 By T4083MW</i></p> <p>Jeff I called while you were at lunch. There is one wire to the clutch switch. Suspect that wire is shorted to ground. Pull the T41 circuit y/l/db wire out of the TIPM connector C1 cavity 2. It should not crank. If it does replace the TIPM. Also make sure nothing aftermarket has been added to cause the concern. <i>Updated: 04/08/2014 13:24:50 By T8442KS</i></p> <p>it just started behaving itself</p>
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Updated: 04/22/2014 14:07:38 By T6538CW

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

FIELD REPORTS

SUBJECT

Field Report

VEHICLE

Model Year	2006	Body	D13L42	DODGE RAM 3500 ST QUAD CAB 4X2		
VIN	3D7ML48C5	6G [REDACTED]	Built Date	08/09/2005	Mileage	18,225
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETH	5.9L HO CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PW7	BRIGHT WHITE CLEAR COAT				

GENERAL

Case Ref	8364842	Component Group	18C - DIESEL ENGINE PERFORMANCE			
Customer Complaint	NST	NO START				
Created	07/10/2006 15:46:08	By	T4532VW			
Updated	07/14/2006 14:05:16	By	T0574CK			

CONTACT

Dealer	45153	ATLANTA DODGE CHRYSLER JEEP	Phone	(770) 216-9300		
Address	5765 PEACHTREE INDUSTRIAL BLVD					
City	ATLANTA	State	GA	ZIP	30341	
Dealer Zone	66	County	DE KALB	Country	USA	
Tech	BRAIN GRENLEAF					
STAR	T0574CK					

PART INFORMATION

Part Number	56049890AM	Part Qty.	1
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CUSTOMER CONCERN

Starter is engaging, during cranking, even when not pushing in clutch pedal, but engine is not starting p1277.
Updated: 07/10/2006 15:46:08 By T4532VW

RESOLUTION

Check yellow wire for chafe at starter crash bracket, check tipm
Updated: 07/10/2006 15:46:08 By T4532VW
S70967E: Controller was updated on 5/30/06.....found and repaired wiring..... ORDER NUMBER : 4449** ATL
Updated: 07/11/2006 08:50:37 By T2702MT
The tech replaced the TIPM, starts ok now. Advised the tech to configure the TIPM.
Updated: 07/14/2006 14:05:16 By T0574CK

Field Report

VEHICLE

Model Year	2006	Body	DH7H81	DODGE RAM 2500 SLT MEGA CAB 4X4		
VIN	3D7KS29C7	6G [REDACTED]	Built Date	12/05/2005	Mileage	57,188
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETH	5.9L HO CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PW7	BRIGHT WHITE CLEAR COAT				

GENERAL

Case Ref	9930683	Component Group	08 - ELECTRICAL
Customer Complaint	DT	PERFORMANCE	
Created	02/06/2009 10:46:44	By	T3123TP
Updated	02/06/2009 11:55:10	By	T3838D0

CONTACT

Dealer	68116	PARKS INC	Phone	(316) 775-6366	
Address	11987 SW US HWY 54				
City	AUGUSTA	State	KS	ZIP	67010 7941
Dealer Zone	74	County	BUTLER	Country	USA
Tech	SCOTT MATTIX				
STAR	T3838D0				

CUSTOMER CONCERN

Cc = Clutch pedal has to be in just the right place to start. It will start without touching the Dome light stays on with the door closed and go off with the door open. Tech states the status never changes in the ECM with the switch disconnected or shorted to ground.

Updated: 02/06/2009 10:46:44 By T3123TP

RESOLUTION

I suggested going to the C130 connector and disconnecting it and rechecking the status in the scanner. If no change to go back to the PCM and do the same after removing terminal 9 from the C2 ECM connector.

Updated: 02/06/2009 10:46:44 By T3123TP

Tech states the wiring diagram is incorrect and there is no terminal in pin 9 of the c2 connector .Tech states the clutch switch status will not show released when jumped across the terminals . Advise tech to load test pin 2 of the clutch to ground g104 . Advise to load test the t41 circuit from pin 5 of the starter relay to the clutch switch pin 1 . Advise tech to swap a known good starter relay and clutch switch one at a time .

Updated: 02/06/2009 11:55:10 By T3838D0

Field Report

VEHICLE

Model Year	2006	Body	D18L42	DODGE RAM 3500 ST QUAD CAB 4X4		
VIN	3D7MX48C96G		Built Date	09/28/2005	Mileage	50,842
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	ETH	5.9L HO CUMMINS TURBO DIESEL ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PS2	BRIGHT SILVER METALLIC CLEAR COAT				

GENERAL

Case Ref	10561514	Component Group	08 - ELECTRICAL
Customer Complaint	IA	INFORMATION	
Created	04/12/2010 10:42:05	By	T5355M0
Updated	04/12/2010 10:42:05	By	T5355M0

CONTACT

Dealer	68874	COLBY DODGE CHRYSLER JEEP	Phone	(785) 460-3317		
Address	1000 TAYLOR AVENUE					
City	COLBY	State	KS	ZIP	67701 9053	
Dealer Zone	74	County	THOMAS	Country	USA	
Tech	JAMES ELLING					
STAR	T5355M0					

CUSTOMER CONCERN

CC: Able to crank with clutch released. Tech unable to locate the starter relay.
Updated: 04/12/2010 10:42:05 By T5355M0

RESOLUTION

Advised if not located as described in Tech connect then trace the circuit back to the relay from the starter.
Updated: 04/12/2010 10:42:05 By T5355M0

Field Report

VEHICLE

Model Year	2006	Body	DH7H41	DODGE RAM 2500 SLT QUAD CAB 4X4		
VIN	3D3KS28D7	6G [REDACTED]	Built Date	10/07/2005	Mileage	58,671
Plant	G	SALTILLO TRUCK ASSEMBLY PLANT	Market	U	US	
Engine	EZA	5.7L HEMI V8 ENGINE				
Transmission	DEG	6-SPEED MANUAL G56 TRANSMISSION				
Color	PDM	MINERAL GRAY MET. CLEAR COAT				

GENERAL

Case Ref	11391136	Component Group	18 - VEHICLE PERFORMANCE
Customer Complaint	C1	CRUISE INOP	
Created	05/20/2011 16:34:53	By	T9381MN
Updated	05/26/2011 16:24:33	By	T9381MN

CONTACT

Dealer	44983	ALL AMERICAN CHRY-DODGE-JEEP	Phone	(806) 828-7155	
Address	8716 EAST HIGHWAY 84				
City	SLATON	State	TX	ZIP	79364
Dealer Zone	63	County	LUBBOCK	Country	USA
Tech	Joel Colgrove				
STAR	T9381MN				

CUSTOMER CONCERN

cruise control inoperative, wont engage.

Updated: 05/20/2011 16:34:53 By T9381MN

no evidence of water or corrosion, on/off switch replaced with clutch switch previous visit did not correct by different tech.

Updated: 05/20/2011 17:06:00 By T9381MN

cruise indicator does come on and go off when toggle switch. reference voltage at pcm is 4.55 volts, when press on/off reads .9 and 3.75 on star scan....please note this truck will start in gear with clutch out and clutch switch always reads released.

Updated: 05/23/2011 09:18:37 By T9381MN

reflash, capacitive discharge complete, pinion factor correct. still no cruise.

Updated: 05/24/2011 12:10:22 By T9381MN

sorry, but what is the t41 circuit? i can not seem to locate any reference to t41 except in the prndl info. color of wire, location, connectors???

Updated: 05/24/2011 14:06:22 By T9381MN

not showing pressed on star scan, displays released all times...that is what does not make sense.

Updated: 05/24/2011 17:07:34 By T9381MN

RESOLUTION

Joel, The voltage is backwards and too high on the on off switch. I want you to check the intermedeate connectors for water intrusion and if no issues are found replace the switch and re-evaluate. Thank you, Martin

Updated: 05/20/2011 16:34:53 By T9381MN

Joel, The volgage readings are incorrect. I want you to double check the readings and report what you find using a volt meter at the PCM. Thank you, Martin

Updated: 05/20/2011 17:06:00 By T9381MN

Joel, The software in the PCM is for a manual transmission vehicle. The vehicle is equipped with factory cruise so at this point I would flahs the PCM with the same software. Then perform a capacitive discharge battery disconnect and reset the pinion factor. Thank you, Martin

Updated: 05/23/2011 09:18:37 By T9381MN

Joel, I want you to check the t41 circuit for a short to ground. If there is no short to ground I want you to replace the TIPM and re-evalaute. Thank you, Martin

Updated: 05/24/2011 12:10:22 By T9381MN

Joel, The T41 circuit is a YL/DB wire that goes from pin one of the clutch switch to C1 pin 2 at the TIPM. I want you to check it for a short to ground. IT also splices at S123 and goes to the PCM at C3 pin 21 and TIPM C10 pin 21 (power wagon only). That is the only way i can think of the PCM thinking that the clutch switch is pressed all the time. Thank you, Martin

Updated: 05/24/2011 14:06:22 By T9381MN

Called tech, discussed the condition. Tech states that there is a winch installed on the vehicle along with off road lighting. Tech states that the cruise light comes on and the denied status reads allow. Tech states that the tires are factory. While on the phone verified the SET switch voltage reading with the tech. Advised tech to monitor engine load at a steady speed.

Updated: 05/24/2011 17:07:34 By T9381MN

customer did not want to replace tipm. truck has aftermarket power sliding bed cover.

Updated: 05/26/2011 16:24:33 By T9381MN

Field Report

VIN	3D7LS38C15G	Model Year	2005	Body	DH8H41	DODGE RAM SLT 3500 QUAD CAB PICKUP	
Built Date	11/26/2004	Market	U	US	Plant	G	SALTILLO TRUCK ASSEMBLY PLANT
Engine	ETH	5.9L I6 HO CUMMINS TD ENGINE			Serial#	F325447BA1	
Transmission	DEE	6-SPEED HD MANUAL TRANSMISSION			Serial#	N3224A0723	
Color	PDM	MINERAL GRAY MET. CLEAR COAT					

Report Number	687730456661	System Key	100801862	Report Version	1	Open Date	04/20/2007
Close Date		Narrative Date	04/24/2007	Category	Reliability	Mileage	28,000
TSB Group				TID	T9999DP		

Dealer	68773	FAYETTEVILLE DODGE CHRYSLER JEEP			Phone	(931) 433-4535	
Dealer City	FAYETTEVILLE	State	TN	Zip	37334		
Dealer Zone	66	South East - Orlando			Advisor		

Customer Invoice	\$0.00	Warrant Invoice	\$64.40	Other Invoice	\$0.00	Supplier RP	G1
Part Number	N/A	Part Description	N/A	Part Qty	0	Part Cost	0.00
LOP	06450101	A523-A543-A568 TRANSAXLE		Fail Code	UC	UNCODABLE (NARRATIVE REQUIRED)	
Labor Cost	64.40	Return Date	01/01/0001	Report Authorization	N/A	CAG Report Type	N/A

Complaint: CUSTOMER STATES THAT WHEN PUSHING THE CLUTCH IN IT MAKES A CLICKING NOISE. CHECUSTOMER STATES THAT WHEN PUSHING THE CLUTCH IN IT MAKES A CLICKING NOISE. CHE

Cause: CHECKED OUT AND FOUNDCLUTCH SWITCH OUT OF ADJUSTMENT CAUSING NOISE CHECKED OUT AND FOUNDCLUTCH SWITCH OUT OF ADJUSTMENT CAUSING NOISE

Correction: ADJUSTED CLUTCH SWITCH ADJUSTED CLUTCH SWITCH

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

LEGALS

FINAL LEGAL SUMMARIES

PEER VEHICLES

MATTER #	1200203
FILE TYPE	Legal Claim
FILE NAME	[REDACTED]
CAIR #	[REDACTED]
DATE OF INCIDENT	2/2/2009
DATE OF NOTICE	2/6/2009
MODEL/MODEL YEAR	2007 Dodge Ram 2500 Slit Quad Cab 4x4 (DH)
VIN	3D7KS28CX7G [REDACTED]
MILEAGE	28,970
OWNER	[REDACTED] [REDACTED] Kemp, TX [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Vehicle started without clutch pedal depressed
DESCRIPTION	Dealer technician states that the truck was brought in for a complaint of losing power but he was unable to duplicate the complaint. He parked the vehicle in his work stall in second gear with the parking brake on. Technician states that he was standing outside the driver's door and reached in to cycle the ignition without depressing the clutch pedal. When he turned the key, the engine started at high speed, spinning the right rear wheel on the floor. The truck moved forward about 12 feet into a wall and shop door opening. After the truck stopped, it could not be moved until the parking brake was released.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
ANALYSIS	An inspection ¹ of the vehicle revealed that the vehicle would not start without depression of the clutch pedal to 1.5 inches above the floor.

¹ The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

MATTER #	1172814
FILE TYPE	Legal Claim
FILE NAME	[REDACTED]
DATE OF INCIDENT	9/16/2006
DATE OF NOTICE	9/18/2006
MODEL/MODEL YEAR	2002 Dodge Ram 3500 Quad Cab (BE)
VIN	3B7MC33C52M [REDACTED]
MILEAGE	70,913
OWNER	[REDACTED] [REDACTED] Tampa, FL [REDACTED] [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT DESCRIPTION	Vehicle started without clutch pedal depressed Owner states he and his brother were installing front shock absorbers on the vehicle and needed to turn the steering wheel to allow access to the right shock absorber. Owner states that when his brother reached inside the open driver door to turn the ignition key in order to unlock the steering wheel, with the transmission in Reverse and the parking brake not applied, the engine started and the vehicle moved rearward, bending the open driver's door and damaging a parked vehicle. They found the vehicle in Reverse after it stopped moving.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
ANALYSIS	An inspection ² revealed that the vehicle could not be started in gear without depressing the clutch pedal, and that the vehicle would not move when the parking brake was applied.

² The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

MATTER #	1215633
FILE TYPE	Legal Claim
FILE NAME	[REDACTED]
DATE OF INCIDENT	8/23/2010
DATE OF NOTICE	8/24/2010
MODEL/MODEL YEAR	2009 Dodge Ram 3500 Slit Quad Cab 4x4 (D1)
VIN	3D7MX48L59G [REDACTED]
MILEAGE	90,247
OWNER	[REDACTED] [REDACTED] Winslow, AR [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Vehicle started without clutch pedal depressed
DESCRIPTION	Owner states that he opened the driver's door of his truck, reached over the seat, inserted the ignition key and turned it to the start position, with the vehicle in gear. Owner states that the vehicle started without depression of the clutch pedal, causing the truck to move forward and hit a chain link fence.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
ANALYSIS	An inspection ³ revealed that the vehicle could not be started without depressing the clutch pedal.

³ The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

LEGALS

SUBJECT VEHICLES

MATTER #	1243115
FILE TYPE	Lawsuit
FILE NAME	██████████
██████████	██████████
DATE OF INCIDENT	8/25/2013
DATE OF NOTICE	10/30/2013
MODEL/MODEL YEAR	2006 Dodge Ram 3500 Slit Quad Cab 4x2 (D1)
VIN	3D7ML48CX6G ██████████
MILEAGE	163,304
OWNER	██████████ ██████████ Westminster, TX
COURT	U.S. District Court for the Eastern District of Texas
DOCKET #	██████████
ALLEGED DEFECT	Vehicle started without clutch pedal depressed
DESCRIPTION	Owner states his four year old son took the key from inside the house and used it to start the vehicle in the driveway, without depressing the clutch pedal. The vehicle was in gear, without the parking brake set, and it moved forward, striking and killing the owner's 16 month old daughter. The vehicle came to a stop after striking a wooden fence.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	1
ANALYSIS	<p>An inspection¹ of the vehicle revealed that the clutch interlock switch was not operable, and the engine could be started in any gear (or Neutral) without depressing the clutch pedal. The cause appears to be broken springs within the switch housing. The springs are designed to separate the electrical contacts when the clutch pedal is released. The pedal itself is driven back to its idle, undepressed, position by the force of the hydraulic fluid in the master cylinder. The broken springs allowed the connector to remain in the closed-circuit position, thus allowing the starter motor to be energized without any clutch pedal movement.</p> <p>The inspection also confirmed that the vehicle's parking brake was non-functional at the time of the accident. The park brake pedal moved and locked in position, releasing with the hand-operated release cable mounted on the dashboard, but the wheels did not lock.</p>

¹ The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

MATTER #	1214813
FILE TYPE	Legal Claim
FILE NAME	[REDACTED]
DATE OF INCIDENT	6/18/2010
DATE OF NOTICE	7/16/2010
MODEL/MODEL YEAR	2006 Dodge Ram 3500 Slit Quad Cab 4x4 (D1)
VIN	3D7LX38C76G2 [REDACTED]
MILEAGE	45,909
OWNER	[REDACTED] [REDACTED] Pineville, OR [REDACTED] [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Vehicle started without clutch pedal depressed
DESCRIPTION	Owner states he parked on a slight incline, put the shifter into Reverse, and turned off the engine, without applying the parking brake. Owner states he left the key in the ignition, and his two year old child crawled into the driver's seat and turned the key, and the engine started without depression of the clutch pedal. The vehicle moved backwards about ten feet before it impacted a building.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
ANALYSIS	An inspection ² revealed that the vehicle could be started in any gear (or Neutral) without depressing the clutch pedal. The clutch interlock switch was securely mounted and the electrical connector was securely in place.

² The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

MATTER #	1235803
FILE TYPE	Legal Claim
FILE NAME	[REDACTED]
DATE OF INCIDENT	12/15/2012
DATE OF NOTICE	12/17/2012
MODEL/MODEL YEAR	2006 Dodge Ram 3500 Quad Cab (D1)
VIN	3D7LX38C86G [REDACTED]
MILEAGE	49,163
OWNER	[REDACTED] [REDACTED] Ashland, OR [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Vehicle started without clutch pedal depressed
DESCRIPTION	Owner states he was changing his tires to snow tires and had changed all but the left front. He wanted to straighten the tire before doing so. Owner states he reached in through the driver's side and turned the key, while the vehicle was in gear, and the engine started. The vehicle moved forward and ran into owner's fifth wheel.
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
ANALYSIS	An inspection ³ revealed a two-wire connector at the left of the clutch pedal push rod to be disconnected and hanging, rendering the clutch interlock switch inoperable, and the engine able to be started in any gear position (or Neutral) without depression of the clutch pedal.

³ The inspection was conducted at the request of counsel in anticipation of litigation and the report is being withheld under a claim of attorney work-product privilege.

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

LEGALS

FINAL LEGAL SUMMARIES

SUBJECT VEHICLES

PE14-013

CHRYSLER

8-11-2014

ENCLOSURE 6

Field Reports PUBLIC

LEGALS

SUBJECT VEHICLES

COMPLAINT

**Service of Process
Transmittal**

03/13/2014

CT Log Number [REDACTED]

TO: Melissa Gravlin
Chrysler Group LLC
Office Of General Counsel, 1000 Chrysler Drive
CIMS: 485-13-62
Auburn Hills, MI 48326-2766

RE: Process Served in Texas

FOR: Chrysler Group LLC (Domestic State: DE)

ENCLOSED ARE COPIES OF LEGAL PROCESS RECEIVED BY THE STATUTORY AGENT OF THE ABOVE COMPANY AS FOLLOWS:

TITLE OF ACTION: [REDACTED] Individually and on behalf of the Estate of [REDACTED] et al.,
vs. Stoneridge, Inc., etc., et al. including Chrysler Group, LLC, etc., Dfts.

DOCUMENT(S) SERVED: Letter(s), Summonses, Proof(s) of Service, Original Complaint(s), Cover Sheet(s),
Instructions

COURT/AGENCY: Eastern District of Texas - United States District Court - Tyler Division, TX
Case # [REDACTED]

NATURE OF ACTION: Product Liability Litigation - Manufacturing Defect - 2006 Dodge Ram 3500 Quad
St/SLT pick up truck, VIN 3D7ML48CX6G [REDACTED]

ON WHOM PROCESS WAS SERVED: C T Corporation System, Dallas, TX

DATE AND HOUR OF SERVICE: By Certified Mail on 03/13/2014 postmarked on 03/11/2014

JURISDICTION SERVED : Texas

APPEARANCE OR ANSWER DUE: Within 21 Days after service of this summons (not counting the day you received it)

ATTORNEY(S) / SENDER(S): Jeffrey T. Embry
Hossley & Embry, LLP
320 S. Broadway
Suite 100
Tyler, TX 75702
903-526-1772

ACTION ITEMS: CT has retained the current log, Retain Date: 03/13/2014, Expected Purge Date:
03/18/2014
Image SOP

SIGNED: C T Corporation System
PER: Beatrice Casarez-Barrientez
ADDRESS: 1999 Bryan Street
Suite 900
Dallas, TX 75201
TELEPHONE: 214-932-3601

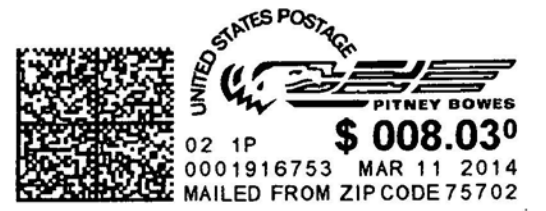


PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT
OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

CERTIFIED MAIL™



7004 1160 0007 2029 2085



HOSSLEY EMBRY
Attorneys and Counselors

320 S. Broadway Ave., Suite 100
Tyler, TX 75702

Chrysler Group, LLC
c/o CT Corporation System
350 N. St. Paul St., Ste. 2900
Dallas, TX 75201

March 11, 2014

Via CM/RRR 7004 1160 0007 2029 2085


Chrysler Group, LLC
c/o CT Corporation System
350 N. St. Paul St., Ste. 2900
Dallas, TX 75201

Re: [REDACTED] *et al. v. Stoneridge, Inc., et al.*
Cause No. 6:14-cv-157

Dear Sir or Madam:

Please find enclosed the Summons and Complaint and an additional copy of each in reference to the above filed action.

If you have any questions, please do not hesitate to contact our office.

Very truly yours,

Kathryn Burroughs
Legal Assistant to Jeffrey T. Embry

/kbb
w/enclosures

UNITED STATES DISTRICT COURT

for the

Eastern District of Texas

[Redacted], Individually and on behalf of the
Estate of [Redacted]

Plaintiff(s)

v.

Stoneridge, Inc., FTE Automotive USA, Inc., FTE
Automotive GmbH, Chrysler Group, LLC

Defendant(s)

Civil Action No. [Redacted]

SUMMONS IN A CIVIL ACTION

To: (Defendant's name and address) Chrysler Group, LLC
c/o CT Corporation System
350 N. St. Paul St., Ste. 2900
Dallas, TX 75201

A lawsuit has been filed against you.

Within 21 days after service of this summons on you (not counting the day you received it) — or 60 days if you are the United States or a United States agency, or an officer or employee of the United States described in Fed. R. Civ. P. 12 (a)(2) or (3) — you must serve on the plaintiff an answer to the attached complaint or a motion under Rule 12 of the Federal Rules of Civil Procedure. The answer or motion must be served on the plaintiff or plaintiff's attorney, whose name and address are:

Jeffrey T. Embry
Hossley Embry, LLP
320 S. Broadway Ave, Ste. 100
Tyler, TX 75702

If you fail to respond, judgment by default will be entered against you for the relief demanded in the complaint. You also must file your answer or motion with the court.

CLERK OF COURT

David Malone

Signature of Clerk or Deputy Clerk

Date: 3/11/14



Civil Action No. [REDACTED]

PROOF OF SERVICE

(This section should not be filed with the court unless required by Fed. R. Civ. P. 4 (l))

This summons for *(name of individual and title, if any)* _____
was received by me on *(date)* _____.

I personally served the summons on the individual at *(place)* _____
_____ on *(date)* _____ ; or

I left the summons at the individual's residence or usual place of abode with *(name)* _____
_____, a person of suitable age and discretion who resides there,
on *(date)* _____, and mailed a copy to the individual's last known address; or

I served the summons on *(name of individual)* _____, who is
designated by law to accept service of process on behalf of *(name of organization)* _____
_____ on *(date)* _____ ; or

I returned the summons unexecuted because _____ ; or

Other *(specify)*:

My fees are \$ _____ for travel and \$ _____ for services, for a total of \$ _____ 0.00

I declare under penalty of perjury that this information is true.

Date: _____

Server's signature

Printed name and title

Server's address

Additional information regarding attempted service, etc:

IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF TEXAS
TYLER DIVISION

Individually and on §
behalf of the ESTATE OF §
§
§
§

Plaintiffs, §

v. §

STONERIDGE, INC., an Ohio Corporation; §
FTE AUTOMOTIVE USA, INC., a Michigan §
Corporation; FTE AUTOMOTIVE GmbH, a §
German Corporation; and CHRYSLER §
GROUP, LLC, a Delaware Limited Liability §
Company.

Defendants.

CIVIL ACTION NO.

PLAINTIFFS' ORIGINAL COMPLAINT

Plaintiffs file the following Original Complaint and would show the Court as follows:

PARTIES

1. Plaintiff [REDACTED] is a resident of Westminster, Texas within the Eastern District of Texas. Mr. Verde is [REDACTED] father.
2. Plaintiff [REDACTED] is a resident of Westminster, Texas within the Eastern District of Texas. Ms. [REDACTED] is [REDACTED] mother.
3. Plaintiff Asuncion [REDACTED] is a resident of Trenton, Texas within the Eastern District of Texas. Ms. [REDACTED] is [REDACTED] grandmother.
4. Plaintiff [REDACTED] is a resident of Mexico. Ms. [REDACTED] is [REDACTED] aunt.

5. Plaintiff, [REDACTED], is the heir-at-law to [REDACTED] (deceased) and there has not been an administration of her estate and none is necessary. [REDACTED] is the proper representative of the Estate of [REDACTED].

6. Stoneridge, Inc. is an Ohio corporation and can be served via its Texas Registered Agent, CT Corporation System, 350 N. St. Paul St., Ste. 2900, Dallas, Texas, 75201.

7. FTE Automotive USA, Inc. is a Michigan corporation and can be served through the Texas Secretary of State's Office and via the Texas Long Arm Statute at its home office located at [REDACTED], Auburn Hills, MI [REDACTED].

8. FTE Automotive GmbH, a German Corporation, can be served via the [REDACTED], through international registered mail to its home address located at Postfach 11 80, D-96104, Ebern, Germany.

9. Chrysler Group, LLC is a Delaware corporation and can be served via its Texas Registered Agent, CT Corporation System, 350 N. St. Paul St., Ste. 2900, Dallas, Texas, 75201.

JURISDICTION AND VENUE

10. This Court has diversity jurisdiction pursuant to 28 U.S.C. § 1332(a) because the controversy is between citizens of different states and the amount in controversy is greater than the minimum jurisdictional limits of this Court.

11. Venue is proper in this judicial district pursuant to 28 U.S.C. § 1391(a)(1) & (2) because all Defendants are subject to personal jurisdiction in this district and are therefore "residents" of this district. All Defendants manufacture or market goods that are targeted for sale and distribution within the State of Texas and this District and purposefully avail themselves of the benefit of doing

business in the State of Texas. Moreover, the majority of Plaintiffs reside within this District. Finally, the subject accident occurred within this district.

FACTUAL BACKGROUND

12. In 2006, Plaintiff [REDACTED] purchased a 2006 Dodge Ram 3500 Quad ST/SLT pick up truck, VIN 3D7ML48CX6G [REDACTED] (subject vehicle).

13. The subject vehicle was equipped with a clutch safety interlock switch assembly which was designed to prevent ignition and engine start up unless the clutch pedal was depressed. This safety device, if functioning properly, would prevent a child or other untended user from starting the vehicle without simultaneously depressing the clutch—an act requiring the strength, knowledge, and dexterity of an adult.

14. Chrysler Group, LLC and its predecessors-in-interest manufactured and sold the subject vehicle. The vehicle was originally purchased within the Eastern District of Texas. The vehicle design activities, including the decision to incorporate a clutch safety interlock switch assembly and decisions concerning any related design performance criteria took place in Auburn Hills, Michigan. In addition, the decision to establish material specification, supplier quality control criteria, and which suppliers to utilize were made in Auburn Hills, Michigan.

15. Chrysler Group, LLC and its predecessors-in-interest decided to purchase the clutch safety interlock switch assembly from FTE Automotive GmbH. FTE Automotive GmbH's design activities for the subject components, including the establishment of design performance criteria and materials specifications, took place in Germany. The switch was marketed to Chrysler and warrantied for sale by FTA Automotive USA, Inc. The clutch safety interlock switch assembly was manufactured in Mexico.

16. The switch used in the clutch safety interlock assembly is a mechanical, spring loaded switch. The switch, along with the entire clutch safety interlock assembly, is a "lifetime part" that is designed to operate properly for the lifetime of the vehicle without any scheduled maintenance and in all foreseeable environments of use. The switch was supplied to the FTE Automotive parties by Stoneridge, Inc.

17. Stoneridge, Inc. selected the springs for us in the subject switch and was responsible for insuring the material quality of the springs and there ability to meet the design needs of the subject clutch safety interlock switch. Stoneridge, Inc. made all the decisions concerning the design and manufacture of the subject switch at its facility in Ohio.

18. On August 25, 2013 [REDACTED] young son, [REDACTED], age 4, and daughter, [REDACTED] age 16 mos., were in the vicinity of the subject vehicle as the family prepared to leave the house. Moments before the family loaded into the vehicle, [REDACTED] entered the vehicle, inserted and turned the ignition key. The engine started even though the clutch was not depressed. Unknown to Plaintiffs, the clutch interlock safety switch had failed sometime prior to August 25, 2013 and the springs which would act to open the circuit and prevent ignition without the clutch depressed were broken. As a result, the clutch safety interlock switch malfunctioned enabling ignition without the clutch depressed. When young Alex playfully turned the key in the vehicle the pickup started and moved forward. [REDACTED] was struck by the moving vehicle and was killed.

CAUSE OF ACTION - DESIGN DEFECT

19. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

20. The subject clutch safety interlock assembly, switch, and vehicle were unreasonably dangerous and defectively designed because the clutch safety interlock was prone to fail during

ordinary and foreseeable use. The subject vehicle was also defectively designed because it was not equipped with any method to alert and warn a user that the clutch safety interlock assembly was not functioning.

21. The utility associated with clutch safety interlock switch, as installed in the subject vehicle, was entirely defeated in light of its failure and outweighed by the risks of unintended vehicle start-up and movement resulting personal injury or death. There were economically and technologically feasible safer alternative designs at the time the subject switch, clutch safety interlock assembly, and vehicle left Defendants' control which were available by application of existing or reasonably achievable scientific knowledge. These alternative designs would have prevented or significantly reduced the risk of the Plaintiffs' personal injuries and [REDACTED] death without substantially impairing these products' utility.

22. The design defect(s) in the subject switch, clutch safety interlock assembly, and vehicle were a producing cause of the damages alleged herein.

CAUSE OF ACTION - MANUFACTURING DEFECT

23. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

24. The intended design of the subject clutch safety interlock assembly, switch, and vehicle called for an intact and functioning switch for the lifetime of the subject vehicle in all environments of use. The subject switch, vehicle and clutch safety interlock assembly were defectively manufactured because they deviated from the intended design and performance specifications in a manner that rendered the product unreasonably dangerous. These manufacturing defects existed at the time these products left their respective manufacturers and in the final assembled vehicle at the time it was sold.

25. The manufacturing defect(s) described above were a producing cause of the damages alleged herein.

CAUSE OF ACTION - NEGLIGENCE

26. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

27. Defendants were negligent and failed to act as a reasonable, prudent manufacturers when they committed the following acts and/or omissions:

- (a) manufactured the subject switch, switch springs, clutch safety interlock assembly, and vehicle without adequate design guidelines, manufacturing requirements, component part specifications, or quality control procedures related to the function of the clutch safety interlock;
- (b) failed to adequately monitor manufacturing processes;
- (c) failed to conduct adequate quality control verification in the United States and abroad;
- (d) failed to implement safer alternative designs which would have prevented the subject hazard and failed to warn of the risks created by a failed switch;
- (e) failed to adequately investigate other reported claims or incidents involving clutch safety interlock failures;
- (f) failed to adequately notify the public concerning the existence of a defect in the subject clutch safety interlock;
- (g) negligently failed to perform adequate failure mode and effects analysis and similar engineering activities to prevent such failures; and,
- (h) negligently designed the components.

28. Defendants' negligent acts and/or omissions were a proximate cause of the damages alleged herein.

CAUSE OF ACTION - GROSS NEGLIGENCE AND EXEMPLARY DAMAGES

29. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

30. Defendants' conduct complained of above was grossly negligent. Defendants' conduct, when viewed objectively, from the standpoint of the actor at the time of its occurrence involved an extreme degree of risk, considering the probability and magnitude of the potential harm to others; and Defendants both directly and by and through their employees and Vice-Principals, had actual, subjective awareness of the risk involved, but nevertheless proceeded to engage in the complained of conduct with conscious indifference to the rights, safety, and welfare of others.

31. As a result of Defendants' conduct, Plaintiffs seek the maximum exemplary damages permitted by law as to each Defendant.

SURVIVAL CLAIM - ESTATE OF LEIHLANY VERDE

32. Plaintiffs adopt each paragraph above as if fully set forth herein.

33. Plaintiffs Fernando and [REDACTED] are heirs of the Estate of [REDACTED] and no administration of the Estate has taken place and none is necessary. As such, [REDACTED] is the legal representative of the Estate of [REDACTED].

34. [REDACTED], deceased, had a legal cause of action for personal injury before she died.

35. [REDACTED], deceased, would have been entitled to bring an action for injury if she had lived.

36. Defendants' wrongful conduct and defectively designed and manufactured product(s) alleged herein caused [REDACTED] injuries.

37. Prior to her death, [REDACTED] suffered conscious pain, suffering, and mental anguish.

38. [REDACTED] incurred medical expenses associated with her injury and funeral and burial expenses associated with her death.

39. [REDACTED] Estate adopts and claims entitlement to exemplary damages as set forth previously herein.

40. Defendant's wrongful acts and/or omissions, including the defectively designed and manufactured product(s), complained of herein were a proximate and/or producing cause of [REDACTED] injuries.

WRONGFUL DEATH CLAIMS

41. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

42. Plaintiffs, [REDACTED] Verde are Texas statutory wrongful death beneficiaries of [REDACTED] deceased.

43. Defendants are corporations or limited liability companies.

44. Defendants' wrongful acts and/or omissions, including the defectively designed and manufactured product, caused the death of [REDACTED].

45. [REDACTED], deceased, would have been entitled to bring an action for injury had she lived.

46. Plaintiffs have each suffered an actual injury.

47. Plaintiffs have suffered pecuniary loss in the past and will suffer pecuniary loss in the future. Plaintiffs have suffered loss of love, companionship, society, and affection in the past and will suffer this loss in the future.

48. Plaintiffs have suffered mental anguish and loss of companionship and society in the past and will suffer such damages in the future.

49. Plaintiffs adopt and claim entitlement to exemplary damages as set forth previously herein.

50. Defendant's wrongful conduct complained of herein was a proximate and/or producing cause of Plaintiffs' damages.

PLAINTIFFS' BYSTANDER CLAIMS

51. Plaintiffs adopt each paragraph above as if fully set forth herein.

52. Plaintiffs were all at the scene of the subject incident. Plaintiffs are each closely related to [REDACTED]. Plaintiffs suffered contemporaneous shock associated with witnessing [REDACTED] injuries and subsequent death. Plaintiffs suffered mental anguish in the past and will suffer mental anguish in the future associated with the subject incident.

53. Plaintiffs adopt and claims entitlement to exemplary damages associated with their bystander claims.

54. Defendant's wrongful conduct complained of herein was a proximate and/or producing cause of Plaintiffs' direct bystander damages and exemplary damages.

INTEREST AND COURT COSTS

55. Plaintiffs pray for the maximum allowable pre-judgment and post-judgment interest on any damages they may be awarded and pray to recover all court costs associated with this action.

PRAYER

56. Plaintiffs pray that a jury be empaneled to decide the fact issues presented by their claims and that they receive a final judgment for all the the damages alleged herein.

Respectfully submitted,

/s/ Jeffrey T. Embry

Jeffrey T. Embry

Bar Number: 24002052

Attorney-in-Charge

George Cowden IV

Bar Number 24071492

Hossley Embry, LLP

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Telecopier No. 903-526-1773

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B. Ward Maedgen

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Bar Number: 00794211

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Dallas, Texas 75206

Telephone No. 214-651-4288

ward@texcrime.com

ATTORNEYS FOR PLAINTIFFS

CIVIL COVER SHEET

The JS 44 civil cover sheet and the information contained herein neither replace nor supplement the filing and service of pleadings or other papers as required by law, except as provided by local rules of court. This form, approved by the Judicial Conference of the United States in September 1974, is required for the use of the Clerk of Court for the purpose of initiating the civil docket sheet. (SEE INSTRUCTIONS ON NEXT PAGE OF THIS FORM.)

(b) County of Residence of First Listed Plaintiff (EXCEPT IN U.S. PLAINTIFF CASES)
(c) Attorneys (Firm Name, Address, and Telephone Number)
Jeffrey T. Embry; Hossley Embry, LLP; 320 S. Broadway Ave, Ste. 100
Tyler, TX 75702; 903-526-1772

DEFENDANTS
Stoneridge, Inc., FTE Automotive USA, Inc., FTE Automotive GmbH, Chrysler Group, LLC
County of Residence of First Listed Defendant (IN U.S. PLAINTIFF CASES ONLY)
NOTE: IN LAND CONDEMNATION CASES, USE THE LOCATION OF THE TRACT OF LAND INVOLVED.
Attorneys (If Known)

II. BASIS OF JURISDICTION (Place an "X" in One Box Only)
1 U.S. Government Plaintiff
2 U.S. Government Defendant
3 Federal Question (U.S. Government Not a Party)
4 Diversity (Indicate Citizenship of Parties in Item III)

III. CITIZENSHIP OF PRINCIPAL PARTIES (Place an "X" in One Box for Plaintiff and One Box for Defendant)
Citizen of This State PTF DEF
Citizen of Another State
Citizen or Subject of a Foreign Country

IV. NATURE OF SUIT (Place an "X" in One Box Only)
CONTRACT
PERSONAL INJURY
REAL PROPERTY
GIVIL RIGHTS
FORFEITURE/PENALTIES
LABOR
IMMIGRATION
BANKRUPTCY
PROPERTY RIGHTS
SOCIAL SECURITY
FEDERAL TAX SUITS
OTHER STATUTES

V. ORIGIN (Place an "X" in One Box Only)
1 Original Proceeding
2 Removed from State Court
3 Remanded from Appellate Court
4 Reinstated or Reopened
5 Transferred from Another District (specify)
6 Multidistrict Litigation

VI. CAUSE OF ACTION
Cite the U.S. Civil Statute under which you are filing (Do not cite jurisdictional statutes unless diversity):
Brief description of cause: Automotive product liability wrongful death case

VII. REQUESTED IN COMPLAINT:
CHECK IF THIS IS A CLASS ACTION UNDER RULE 23, F.R.Cv.P. DEMAND \$
CHECK YES only if demanded in complaint: JURY DEMAND: X Yes [] No

VIII. RELATED CASE(S) IF ANY (See instructions):
JUDGE DOCKET NUMBER

DATE 03/06/2014 SIGNATURE OF ATTORNEY OF RECORD /s/Jeffrey T. Embry

FOR OFFICE USE ONLY
RECEIPT # AMOUNT APPLYING IFP JUDGE MAG. JUDGE

INSTRUCTIONS FOR ATTORNEYS COMPLETING CIVIL COVER SHEET FORM JS 44

Authority For Civil Cover Sheet

The JS 44 civil cover sheet and the information contained herein neither replaces nor supplements the filings and service of pleading or other papers as required by law, except as provided by local rules of court. This form, approved by the Judicial Conference of the United States in September 1974, is required for the use of the Clerk of Court for the purpose of initiating the civil docket sheet. Consequently, a civil cover sheet is submitted to the Clerk of Court for each civil complaint filed. The attorney filing a case should complete the form as follows:

- I.(a) Plaintiffs-Defendants.** Enter names (last, first, middle initial) of plaintiff and defendant. If the plaintiff or defendant is a government agency, use only the full name or standard abbreviations. If the plaintiff or defendant is an official within a government agency, identify first the agency and then the official, giving both name and title.
- (b) County of Residence.** For each civil case filed, except U.S. plaintiff cases, enter the name of the county where the first listed plaintiff resides at the time of filing. In U.S. plaintiff cases, enter the name of the county in which the first listed defendant resides at the time of filing. (NOTE: In land condemnation cases, the county of residence of the "defendant" is the location of the tract of land involved.)
- (c) Attorneys.** Enter the firm name, address, telephone number, and attorney of record. If there are several attorneys, list them on an attachment, noting in this section "(see attachment)".
- II. Jurisdiction.** The basis of jurisdiction is set forth under Rule 8(a), F.R.Cv.P., which requires that jurisdictions be shown in pleadings. Place an "X" in one of the boxes. If there is more than one basis of jurisdiction, precedence is given in the order shown below.
- United States plaintiff. (1) Jurisdiction based on 28 U.S.C. 1345 and 1348. Suits by agencies and officers of the United States are included here.
- United States defendant. (2) When the plaintiff is suing the United States, its officers or agencies, place an "X" in this box.
- Federal question. (3) This refers to suits under 28 U.S.C. 1331, where jurisdiction arises under the Constitution of the United States, an amendment to the Constitution, an act of Congress or a treaty of the United States. In cases where the U.S. is a party, the U.S. plaintiff or defendant code takes precedence, and box 1 or 2 should be marked.
- Diversity of citizenship. (4) This refers to suits under 28 U.S.C. 1332, where parties are citizens of different states. When Box 4 is checked, the citizenship of the different parties must be checked. (See Section III below; **NOTE: federal question actions take precedence over diversity cases.**)
- III. Residence (citizenship) of Principal Parties.** This section of the JS 44 is to be completed if diversity of citizenship was indicated above. Mark this section for each principal party.
- IV. Nature of Suit.** Place an "X" in the appropriate box. If the nature of suit cannot be determined, be sure the cause of action, in Section VI below, is sufficient to enable the deputy clerk or the statistical clerk(s) in the Administrative Office to determine the nature of suit. If the cause fits more than one nature of suit, select the most definitive.
- V. Origin.** Place an "X" in one of the six boxes.
- Original Proceedings. (1) Cases which originate in the United States district courts.
- Removed from State Court. (2) Proceedings initiated in state courts may be removed to the district courts under Title 28 U.S.C., Section 1441. When the petition for removal is granted, check this box.
- Remanded from Appellate Court. (3) Check this box for cases remanded to the district court for further action. Use the date of remand as the filing date.
- Reinstated or Reopened. (4) Check this box for cases reinstated or reopened in the district court. Use the reopening date as the filing date.
- Transferred from Another District. (5) For cases transferred under Title 28 U.S.C. Section 1404(a). Do not use this for within district transfers or multidistrict litigation transfers.
- Multidistrict Litigation. (6) Check this box when a multidistrict case is transferred into the district under authority of Title 28 U.S.C. Section 1407. When this box is checked, do not check (5) above.
- VI. Cause of Action.** Report the civil statute directly related to the cause of action and give a brief description of the cause. **Do not cite jurisdictional statutes unless diversity.** Example: U.S. Civil Statute: 47 USC 553 Brief Description: Unauthorized reception of cable service
- VII. Requested in Complaint.** Class Action. Place an "X" in this box if you are filing a class action under Rule 23, F.R.Cv.P.
- Demand. In this space enter the actual dollar amount being demanded or indicate other demand, such as a preliminary injunction.
- Jury Demand. Check the appropriate box to indicate whether or not a jury is being demanded.
- VIII. Related Cases.** This section of the JS 44 is used to reference related pending cases, if any. If there are related pending cases, insert the docket numbers and the corresponding judge names for such cases.

Date and Attorney Signature. Date and sign the civil cover sheet.

UNITED STATES DISTRICT COURT

for the

Eastern District of Texas

[Redacted], Individually and on behalf of the
Estate of [Redacted]

Plaintiff(s)

v.

Stoneridge, Inc., FTE Automotive USA, Inc., FTE
Automotive GmbH, Chrysler Group, LLC

Defendant(s)

Civil Action [Redacted]

SUMMONS IN A CIVIL ACTION

To: (Defendant's name and address) Chrysler Group, LLC
c/o CT Corporation System
350 N. St. Paul St., Ste. 2900
Dallas, TX 75201

A lawsuit has been filed against you.

Within 21 days after service of this summons on you (not counting the day you received it) — or 60 days if you are the United States or a United States agency, or an officer or employee of the United States described in Fed. R. Civ. P. 12 (a)(2) or (3) — you must serve on the plaintiff an answer to the attached complaint or a motion under Rule 12 of the Federal Rules of Civil Procedure. The answer or motion must be served on the plaintiff or plaintiff's attorney, whose name and address are:

Jeffrey T. Embry
Hossley Embry, LLP
320 S. Broadway Ave, Ste. 100
Tyler, TX 75702

If you fail to respond, judgment by default will be entered against you for the relief demanded in the complaint. You also must file your answer or motion with the court.

CLERK OF COURT

David Malone

Signature of Clerk or Deputy Clerk

Date: 3/11/14



Civil Action No. [REDACTED]

PROOF OF SERVICE

(This section should not be filed with the court unless required by Fed. R. Civ. P. 4 (l))

This summons for *(name of individual and title, if any)* _____
was received by me on *(date)* _____.

I personally served the summons on the individual at *(place)* _____
_____ on *(date)* _____ ; or

I left the summons at the individual's residence or usual place of abode with *(name)* _____
_____, a person of suitable age and discretion who resides there,
on *(date)* _____, and mailed a copy to the individual's last known address; or

I served the summons on *(name of individual)* _____, who is
designated by law to accept service of process on behalf of *(name of organization)* _____
_____ on *(date)* _____ ; or

I returned the summons unexecuted because _____ ; or

Other *(specify)*:

My fees are \$ _____ for travel and \$ _____ for services, for a total of \$ _____ 0.00.

I declare under penalty of perjury that this information is true.

Date: _____

Server's signature

Printed name and title

Server's address

Additional information regarding attempted service, etc:

IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF TEXAS
TYLER DIVISION

[REDACTED] Individually and on §
behalf of the ESTATE OF [REDACTED] §
[REDACTED] §
[REDACTED] §

Plaintiffs, §

v. §

STONERIDGE, INC., an Ohio Corporation; §
FTE AUTOMOTIVE USA, INC., a Michigan §
Corporation; FTE AUTOMOTIVE GmbH, a §
German Corporation; and CHRYSLER §
GROUP, LLC, a Delaware Limited Liability §
Company.

Defendants.

CIVIL ACTION NO.

PLAINTIFFS' ORIGINAL COMPLAINT

Plaintiffs file the following Original Complaint and would show the Court as follows:

PARTIES

1. Plaintiff [REDACTED] is a resident of Westminster, Texas within the Eastern District of Texas. Mr. [REDACTED] father.

2. Plaintiff [REDACTED] is a resident of Westminster, Texas within the Eastern District of Texas. Ms. [REDACTED] mother.

3. Plaintiff Asuncion [REDACTED] is a resident of Trenton, Texas within the Eastern District of Texas. Ms. [REDACTED] grandmother.

4. Plaintiff [REDACTED] is a resident of Mexico. Ms. [REDACTED] aunt.

5. Plaintiff, [REDACTED], is the heir-at-law to Leihlany Verde (deceased) and there has not been an administration of her estate and none is necessary. [REDACTED] is the proper representative of the Estate of [REDACTED].

6. Stoneridge, Inc. is an Ohio corporation and can be served via its Texas Registered Agent, CT Corporation System, 350 N. St. Paul St., Ste. 2900, Dallas, Texas, 75201.

7. FTE Automotive USA, Inc. is a Michigan corporation and can be served through the Texas Secretary of State's Office and via the Texas Long Arm Statute at its home office located at 4000 Pinnacle Court, Auburn Hills, MI 48326-1754.

8. FTE Automotive GmbH, a German Corporation, can be served via the Hague Convention on International Service Abroad section 10A, through international registered mail to its home address located at Postfach 11 80, D-96104, Ebern, Germany.

9. Chrysler Group, LLC is a Delaware corporation and can be served via its Texas Registered Agent, CT Corporation System, 350 N. St. Paul St., Ste. 2900, Dallas, Texas, 75201.

JURISDICTION AND VENUE

10. This Court has diversity jurisdiction pursuant to 28 U.S.C. § 1332(a) because the controversy is between citizens of different states and the amount in controversy is greater than the minimum jurisdictional limits of this Court.

11. Venue is proper in this judicial district pursuant to 28 U.S.C. § 1391(a)(1) & (2) because all Defendants are subject to personal jurisdiction in this district and are therefore "residents" of this district. All Defendants manufacture or market goods that are targeted for sale and distribution within the State of Texas and this District and purposefully avail themselves of the benefit of doing

business in the State of Texas. Moreover, the majority of Plaintiffs reside within this District. Finally, the subject accident occurred within this district.

FACTUAL BACKGROUND

12. In 2006, Plaintiff [REDACTED] purchased a 2006 Dodge Ram 3500 Quad ST/SLT pick up truck, VIN 3D7ML48CX6G [REDACTED] (subject vehicle).

13. The subject vehicle was equipped with a clutch safety interlock switch assembly which was designed to prevent ignition and engine start up unless the clutch pedal was depressed. This safety device, if functioning properly, would prevent a child or other untended user from starting the vehicle without simultaneously depressing the clutch—an act requiring the strength, knowledge, and dexterity of an adult.

14. Chrysler Group, LLC and its predecessors-in-interest manufactured and sold the subject vehicle. The vehicle was originally purchased within the Eastern District of Texas. The vehicle design activities, including the decision to incorporate a clutch safety interlock switch assembly and decisions concerning any related design performance criteria took place in Auburn Hills, Michigan. In addition, the decision to establish material specification, supplier quality control criteria, and which suppliers to utilize were made in Auburn Hills, Michigan.

15. Chrysler Group, LLC and its predecessors-in-interest decided to purchase the clutch safety interlock switch assembly from FTE Automotive GmbH. FTE Automotive GmbH's design activities for the subject components, including the establishment of design performance criteria and materials specifications, took place in Germany. The switch was marketed to Chrysler and warrantied for sale by FTA Automotive USA, Inc. The clutch safety interlock switch assembly was manufactured in Mexico.

16. The switch used in the clutch safety interlock assembly is a mechanical, spring loaded switch. The switch, along with the entire clutch safety interlock assembly, is a "lifetime part" that is designed to operate properly for the lifetime of the vehicle without any scheduled maintenance and in all foreseeable environments of use. The switch was supplied to the FTE Automotive parties by Stoneridge, Inc.

17. Stoneridge, Inc. selected the springs for us in the subject switch and was responsible for insuring the material quality of the springs and there ability to meet the design needs of the subject clutch safety interlock switch. Stoneridge, Inc. made all the decisions concerning the design and manufacture of the subject switch at its facility in Ohio.

18. On August 25, 2013 [REDACTED] young son, [REDACTED], age 4, and daughter, [REDACTED] age 16 mos., were in the vicinity of the subject vehicle as the family prepared to leave the house. Moments before the family loaded into the vehicle, [REDACTED] entered the vehicle, inserted and turned the ignition key. The engine started even though the clutch was not depressed. Unknown to Plaintiffs, the clutch interlock safety switch had failed sometime prior to August 25, 2013 and the springs which would act to open the circuit and prevent ignition without the clutch depressed were broken. As a result, the clutch safety interlock switch malfunctioned enabling ignition without the clutch depressed. When young [REDACTED] playfully turned the key in the vehicle the pickup started and moved forward. [REDACTED] was struck by the moving vehicle and was killed.

CAUSE OF ACTION - DESIGN DEFECT

19. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

20. The subject clutch safety interlock assembly, switch, and vehicle were unreasonably dangerous and defectively designed because the clutch safety interlock was prone to fail during

ordinary and foreseeable use. The subject vehicle was also defectively designed because it was not equipped with any method to alert and warn a user that the clutch safety interlock assembly was not functioning.

21. The utility associated with clutch safety interlock switch, as installed in the subject vehicle, was entirely defeated in light of its failure and outweighed by the risks of unintended vehicle start-up and movement resulting personal injury or death. There were economically and technologically feasible safer alternative designs at the time the subject switch, clutch safety interlock assembly, and vehicle left Defendants' control which were available by application of existing or reasonably achievable scientific knowledge. These alternative designs would have prevented or significantly reduced the risk of the Plaintiffs' personal injuries and [REDACTED] death without substantially impairing these products' utility.

22. The design defect(s) in the subject switch, clutch safety interlock assembly, and vehicle were a producing cause of the damages alleged herein.

CAUSE OF ACTION - MANUFACTURING DEFECT

23. Plaintiffs adopt each paragraph set forth above as if fully set forth herein.

24. The intended design of the subject clutch safety interlock assembly, switch, and vehicle called for an intact and functioning switch for the lifetime of the subject vehicle in all environments of use. The subject switch, vehicle and clutch safety interlock assembly were defectively manufactured because they deviated from the intended design and performance specifications in a manner that rendered the product unreasonably dangerous. These manufacturing defects existed at the time these products left their respective manufacturers and in the final assembled vehicle at the time it was sold.