

MATTER #	[REDACTED]
FILE TYPE	Pre-Litigation
FILE NAME	[REDACTED])
CAIR #	[REDACTED]
DATE OF INCIDENT	[REDACTED]
DATE OF NOTICE	3/14/2014
MODEL/MODEL YEAR	2013 Ram 2500 Slit Crew Cab 4x4
VIN	[REDACTED]
MILEAGE	5,058
OWNER	[REDACTED] [REDACTED] West Jordan, UT [REDACTED]
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Suspension; Tie Rods / Drag Links
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
DESCRIPTION	Driver/Owner stated he was driving about 25-30 mph when suddenly a "loud pop" occurred and he lost control of his vehicle. He lost the steering, veered to the right and struck a light pole (knocking it down) and then ran into a concrete barrier.
ANALYSIS	FCA US' inspection of the vehicle ¹ revealed the drag link ball end bent before it snapped which would be consistent with the impact damage to the front of the vehicle. Damage to the steering/suspension components were found to be due to impact. Based upon the facts known to date, there is no indication that this incident was the result of a design or manufacturing defect in the subject vehicle.

¹ This 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 #	██████████
FILE TYPE	Pre-Litigation
FILE NAME	████████████████████
CAIR #	██████████
DATE OF INCIDENT	██████████
DATE OF NOTICE	4/8/2016
MODEL/MODEL YEAR	2010 Ram Ram 2500 Laramie Crew Cab 4x4
VIN	████████████████████0
MILEAGE	73,452
OWNER	████████████████████ ████████████████████ Holly Pond, AL ██████████
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Steering; Steering Wheel/Column; Performance
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	1
FATALITIES	0
DESCRIPTION	Owner/Driver reported that he had an accident about 10 days after having Recall N49 was completed on March 24, 2016. He drove the vehicle for about 1,800 miles after the recall repair and stated that in the last 300 miles he had noticed that there was a slight vibration and more play in the steering wheel than he was accustomed to. Driver/Owner stated that on ██████████, while he was going into a curve the vehicle straightened itself out and when he attempted to correct the vehicle back into the curve he lost his ability to control the vehicle and had an accident.
ANALYSIS	FCA US' inspection of the vehicle ¹ revealed impact damage to the front suspension, passenger side front fender, front bumper, passenger side mirror and passenger side front door. The right side tie rod end was broken. The right outer tie was attached and intact. Damage to the steering/suspension components were found to be due to impact. No

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	<p>steering/suspension related component caused or contributed to this accident. Based upon the facts known to date, there is no indication that this incident or injury was the result of a design or manufacturing defect in the subject vehicle.</p>
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MATTER #	██████████
FILE TYPE	Pre-Litigation
FILE NAME	██████████
CAIR #	██████████ ██████████
DATE OF INCIDENT	██████████
DATE OF NOTICE	8/25/2014
MODEL/MODEL YEAR	2012 Ram 2500 Laramie Mega Cab 4x4
VIN	████████████████████
MILEAGE	58,303
OWNER	██████████ ██████████ Idaho Falls, ID ██████████
COURT	N/A
DOCKET #	N/A
ALLEGED DEFECT	Suspension; Tie Rods / Drag Links; Broke
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	0
DESCRIPTION	Driver/Owner stated that on August 23, 2014, his employee was driving the vehicle on a gravel road pulling a utility trailer, when he suddenly lost control of the steering and the vehicle went off the roadway towards the passenger side. The vehicle had been at the dealership about a month prior (7/21/2014) to have Recall N49 performed. The owner stated he felt the recall was not performed correctly. He felt the tie rod end retaining nut broke or it was not properly torqued. The retaining nut was lost at the incident scene and could not be found. To move the vehicle off the roadway, his driver removed a wheel lug nut, put the shank of the driver side tie rod into the steering knuckle, and applied the lug nut to the tie rod shank.
ANALYSIS	FCA US' inspection of the vehicle ¹ revealed that the steering drag link between passenger side and driver side front wheels was replaced

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	<p>prior to inspection. When Recall N49 was performed, yellow paint was used for quick inspection of improper torque issues. The yellow paint was gone from this tie rod shank. Yellow paint was observed to be applied to all attachments of the recall apparatuses. The drag link was in place with applied yellow paint. The replaced drag link was observed to have no yellow paint. When the wheels were removed an observation of yellow paint revealed no sign of steering drag link attachments loosening. Based upon the facts known to date, there is no indication that this incident or injury was the result of a design or manufacturing defect in the subject vehicle.</p>
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MATTER #	██████████
██████████	Lawsuit
FILE NAME	██████████████████
CAIR #	N/A
DATE OF INCIDENT	██████████
DATE OF NOTICE	8/12/2015
MODEL/MODEL YEAR	2008 Dodge Ram 2500 Laramie Mega Cab 4x4
VIN	██████████████████
MILEAGE	Unknown
OWNER	██████████████████ ██████████████████ Alvin, TX ██████████
COURT	Superior Court, San Bernardino, CA 152nd Judicial District Court, Harris County, TX
DOCKET #	██████████████████ ██████████
ALLEGED DEFECT	Steering; Linkage; Recall/Campaign Steering; Tie Rod; Broke Steering; Shaft Sector; Broke
CRASH	Yes
PROPERTY DAMAGE	Yes
INJURIES	0
FATALITIES	1
DESCRIPTION	On ██████████ at 12:50 p.m., ██████████ (age 42) was driving a 2008 Dodge Ram 2500 Mega Cab pickup truck ██████████ in Jefferson County, Texas, when the tie rod allegedly broke along with the steering shaft, causing her to lose control of the vehicle. The Dodge truck rolled over several times. Ms. ██████████ was ejected from the vehicle, sustaining fatal injuries. The police accident report indicates Ms. ██████████ was not wearing a seat belt.
ANALYSIS	FCA US' inspection of the vehicle ¹ revealed that the truck had a lift kit installed, including oversized tires (35") and a raised Pitman arm. The

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steering box sector shaft fractured right at point where it mates with the Pitman arm. The part number on the after-market Pitman arm matched a recalled Pitman arm manufactured by FabTech Industries. According to FabTech's Part 573 Notice to NHTSA (4/27/2010), "Certain pitman arms may not have the correct tapered angle in the splined hole to mate to the steering box sector shaft. When the spline taper is different it will allow the pitman arm to move back and forth on the sector shaft. This creates spline wear and eventually causes cracking and finally breaks away. Once broken off there is no other component connecting the steering box to the front wheels of the vehicle, resulting in total steering loss" (NHTSA Recall Campaign number 10E-013). The shaft fractured due to the high crash forces. Based upon the facts known to date, there is no indication that this incident or injury was the result of a design or manufacturing defect in the subject vehicle.