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DEFECTS INVESTIGATION
RECALL MGMT DIV.

DAIMLERCHRYSLER

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

October 2, 2007

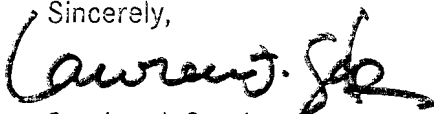
Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590

07V-472
(3 Pages)

Dear Mr. Smith:

Attached is Chrysler LLC's ("Chrysler") Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in a small number of 2007 model year Dodge Ram 3500 cab chassis pickup trucks with an optional 23 gallon fuel tank. Incorrect material was used during the manufacture of the fuel tank retention straps. Chrysler will conduct a safety recall to replace the straps and fasteners on the affected vehicles.

Sincerely,


for Stephan J. Speth

Enclosure: Defect Information Report for Chrysler LLC Recall G34

cc: K.C. DeMeter, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL G34

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Submission date: October 2, 2007

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume (estimated)	Other
Dodge	Ram 3500 cab/chassis pickup truck	2007	2/24/06 through 6/28/07	564	With optional 23 gallon fuel tank only

Estimated percentage containing defect: 100%

Description of Defect:

The fuel tank straps were improperly manufactured and could separate. This can cause the fuel tank to loosen and leak fuel. Fuel leakage in the presence of an ignition source can result in an underbody fire.

The name, address and telephone number of the supplier who manufactured the subject components:

Gleason S.A. de C.V.
Riva palacio N62
Colony of San Lorenzo
State of Mexico
Postal Area 54000
(52) (55) 5565-0672

The following chronology of principal events occurred between July and September of 2007 and led to the determination of a defect:

- In July of 2007, a 2008 model year DC (3500 rated cab/chassis Ram pickup truck) pilot vehicle equipped with an optional 23 gallon fuel tank experienced fuel tank retention strap fracture while undergoing proving grounds accelerated durability testing.
- Chrysler’s Saltillo (Mexico) Truck Assembly Plant (STAP) contained all 2008 model year DC vehicles built with the optional 23 gallon fuel tank. 2007 model year DC production had completed in June of 2007 and all vehicles had been shipped.
- Engineering evaluation of the fractured strap determined it was manufactured with 25 ksi mild steel material instead of the specified 50 ksi high strength steel.
- Investigation determined that three 2007 model year DC pilot vehicles equipped with the 23 gallon fuel tank had successfully completed proving grounds accelerated durability testing. These vehicles contained prototype fuel tank straps manufactured with the specified 50ksi high strength steel.

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- It was subsequently determined that 2007 model year production DC vehicles, as well as 2008 model year DC pilot and production vehicles, equipped with the 23 gallon fuel tank, were built with straps manufactured with 25 ksi mild steel.
- All 2008 model year DC vehicles, equipped with the 23 gallon fuel tank, were repaired by STAP prior to shipment.
- In August and September of 2007, vehicle strain measurements at the proving grounds and computer analysis predicted an overload condition for the 25 ksi fuel tank straps. The 50 ksi high strength material was validated using the same analysis in addition to successfully completed proving grounds accelerated durability testing.
- Chrysler is not aware of any customer complaints or field reports related to this issue.
- This data was presented to the Chrysler Vehicle Regulations Committee on September 25, 2007 who decided to conduct a safety recall.

Statement of measures to be taken to correct defect:

Chrysler will replace the fuel tank retention straps and fasteners on all affected vehicles. Chrysler expects to initiate national notification to dealers and to owners in November of 2007.

Chrysler has a long standing policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, Chrysler, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.