



Chrysler LLC
Stephan J. Speth
Director
Vehicle Compliance & Safety Affairs

December 4, 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

RECEIVED
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DEFECTS INVESTIGATION
RECALL MGMT DIV.

07V-555
(3 Pages)

Dear Mr. Smith:

Attached is Chrysler LLC's ("Chrysler") Defect Information Report G28, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in certain model year (MY) 2001-2002 Dodge Dakota, Durango, Ram van and MY 2002 Dodge Ram pick-up truck vehicles, equipped with column shift automatic transmissions. The ignition / park shift interlock may become inoperative.

Chrysler will conduct a voluntary safety recall to replace the gearshift blocker and bracket assy.

Sincerely,

A handwritten signature in black ink, appearing to read "S. J. Speth".

Stephan J. Speth

Enclosure: Defect Information Report for Chrysler LLC G28

cc: K.C. DeMeter, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL G28

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Submission date: 12/4/2007

Identifying classification of vehicles potentially affected (manufactured by Chrysler LLC):

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume	Other
Dodge	Dakota Durango Ram van	2001- 2002	7/01/2000 - 7/18/2002	452,492	With automatic transmission only
Dodge	Ram pick-up	2002	7/01/2001 - 7/5/2002	123,926	

Estimated percentage containing defect: 3-6%

Description of Defect:

The ignition / park shift interlock system may become inoperative. This can allow the shifter to be moved out of the "Park" position with the ignition key removed (or in the "Lock" position). This can also allow the ignition key to be removed when the shifter has not been placed in the "Park" position. Either of these conditions could allow the vehicle to roll away and cause a crash without warning.

The following chronology of principal events led to the determination of a defect:

- The Dodge Dakota, Durango and Ram van each implemented a newly designed steering column for the 2001 model year. The Dodge Ram pick-up truck implemented the new design for 2002 model year. All of these new steering columns shared the same ignition / park shift interlock design.
- In December 2001, two steering columns from the subject vehicles were found to exhibit the condition described in the above "Description of Defect".
- An engineering analysis determined that the height of the blocker was insufficient when taking into account the worst case tolerance stack of the components involved in the ignition / park shift interlock system.
- Surveys of the subject vehicles in December 2001 and January 2002 indicated that the occurrences of this issue were isolated and overall this issue had very limited scope.
- Effective January 2, 2002, Chrysler made interim modifications to the steering column component assembly to ensure that the gearshift blocker height would be sufficient, considering tolerances, to prevent the condition described in the above "Description of Defect". Effective for the 2003 model year (July 2002), Chrysler made permanent design modifications to the gearshift blocker to sufficiently increase its height.
- Field data complaints of subject vehicles able to be shifted out of park with the key out of the ignition confirmed very low fallout with an average complaint rate of only one complaint every two to three months from 2002 through 2004 calendar years.
- In the 2005 calendar year the complaint rate increased. In the 2006 calendar year the complaint rate increased to approximately one per month.
- Chrysler, in June 2006, commenced conducting additional surveys and long term durability testing to re-assess the fallout from this condition.

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- The testing and surveys revealed that the wear factor, when coupled with the previously known tolerance issue, could further reduce the height of the gearshift blocker over the life of the vehicle, increasing the scope of the issue beyond what was originally believed.
- The data was presented to the Chrysler Vehicle Regulations Committee on November 27, 2007 who decided to conduct a voluntary safety recall.
- The recall population's inclusive dates of manufacture begin with the production of the affected model years' vehicles and conclude when the interim modifications to the steering column component assembly (as described above) were implemented.

Statement of measures to be taken:

Chrysler will conduct a voluntary safety recall to replace the gearshift blocker and bracket assembly on the affected vehicles. Chrysler expects to initiate national notification to dealers and to owners in January of 2008.

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.