



January 6, 2009

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



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 steering linkage safety related defect in some 2008-2009 model year Dodge Ram heavy duty pickup trucks. The drag link inner tie rod to pitman arm ball stud may fracture. This could result in a loss of steering control and cause a crash without warning. Also, on some of these vehicles, the steering damper attaching bracket may yield and shift on the linkage. This could result in a restricted ability to turn the vehicle in one direction.

Chrysler will conduct a safety recall to replace the steering linkage drag link inner tie rod end assembly on all affected vehicles and, at the same time, inspect the steering linkage damper bracket and replace those that may be susceptible to yielding.

Sincerely,

A handwritten signature in cursive script that reads "Lawrence J. Sak".

Lawrence J. Sak

Enclosure: Defect Information Report for Chrysler Recall H36

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

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OFFICE OF RECALL
MANAGEMENT DIVISION

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL H36

Page 2

- Held vehicles within the company's control were retrofit with the revised bracket and attaching bolts.
- A review of all available field data indicated one report from a customer who appeared to experience this condition.
- There are no reports of injury, fatality or property damage attributable to this condition.
- In September of 2008, a company vehicle undergoing durability testing at Chrysler's Yucca Proving Grounds experienced a condition of drag link inner tie rod ball stud fracture during low speed, full lock-to-lock steering maneuvers.
- Analysis of the returned component determined that there were no ball stud material issue or manufacturing anomalies.
- In October of 2008 two field reports and a Chelsea Proving Grounds durability vehicle report of ball stud fracture were also received.
- Additional analysis determined that the ball stud could contact the socket opening during a full left turn.
- Vehicles were again held at Chrysler's Saltillo Truck Assembly Plant.
- A revised drag link inner tie rod socket opening was validated and released into production on November 3, 2008.
- Held vehicles within the company's control were retrofit with the revised drag link inner tie rod end assembly.
- A review of all available field data indicated twelve reports from customers who appear to have experienced this condition.
- There are no reports of injury, fatality or property damage attributable to this condition.
- This data was presented on December 18, 2008 to the Vehicle Regulations Committee who decided to conduct a safety recall.

Statement of measures to be taken to correct defect:

Chrysler will conduct a safety recall to replace the steering linkage drag link inner tie rod end assembly, and at the same time, inspect the steering linkage damper bracket on the affected vehicles. Vehicles with a suspect damper bracket will also have the bracket replaced. Chrysler expects to initiate national notification to both dealers and owners in January of 2009.

Chrysler has a longstanding 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.

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL H36

Page 1

Submission date: January 6, 2009

Identifying classification of vehicles potentially affected:

Make	Model	Model Years	Inclusive Dates of Manufacture	Volume	Other
Dodge	Ram Pickup Trucks	2008 - 2009	February 29, 2008 through November 3, 2008	32,865 (estimated)	Heavy Duty Only (2500 / 3500 / 3500 cab chassis)

Estimated percentage containing defect: 100%

Description of defect:

The steering linkage drag link inner tie rod to pitman arm ball stud may fracture. This could result in a loss of steering control and cause a crash without warning. Also, on some of these vehicles, the steering linkage damper attaching bracket may yield and shift on the linkage. This could result in a restricted ability to turn the vehicle in one direction.

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

Powers and Sons LLC
1613 Magda Drive
Montpelier, Ohio 43543
(419) 485-3151

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

- In late February of 2008, a redesigned steering linkage system was introduced into production as a running change for the 2008 model year Dodge Ram heavy duty pickup truck (2500 / 3500 / 3500 cab chassis).
- In July of 2008, a company vehicle undergoing durability testing at Chrysler's Chelsea Proving Grounds experienced a condition of restricted ability to turn the vehicle in one direction.
- Investigation determined that the bracket which mounts the steering damper had yielded and translated on the linkage, restricting the steering linkage lateral movement and the ability to turn the vehicle in one direction.
- Affected vehicles were held at Chrysler's Saltillo Truck Assembly Plant.
- A damper bracket with additional stiffening features and larger diameter attaching bolts was validated and released into production on August 22, 2008.