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December 7, 2010

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 Group 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 some 2010-2011 model year Dodge Ram vehicles.

Chrysler will conduct a voluntary safety recall to replace the power steering reservoir cap on all affected vehicles.

Sincerely,

A handwritten signature in black ink, appearing to read "David D. Dillon".

David D. Dillon

Enclosure: Defect Information Report for Chrysler Recall K33

cc: Richard Boyd, NHTSA

# DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC RECALL K33

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**Submission date:** December 7, 2010

## Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant(s)
Dodge	Ram	2010-2011	March 2009 - October 2010	76,122 (estimated)	Saltillo Truck Assembly Plant

**Estimated percentage containing defect:** 1%

## Description of defect:

Some vehicles equipped with a diesel engine and a hydroboost brake system may be equipped with a power steering reservoir cap with excessive vent pressure levels that may result in brake pedals that are slow to return and brake lights that are slow to extinguish.

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

JTEKT North America  
5932 Commerce Blvd.  
Morristown, TN 37814  
(423) 585-2581

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

- 2010 and 2011 model year Dodge Ram trucks with a diesel engine utilize a hydroboost brake system that uses power steering system pressure for brake assist.
- In June of 2010, Chrysler became aware of 13 warranty claims during the month of May regarding brake light switch replacements and initiated an investigation.
- An assessment indicated that a total of 12 warranty claims had been received during the prior 7 months in which the vehicles had been available for sale in the field.
- An assessment determined that dealers had been replacing the stop lamp switches in an effort to address brake lights that were slow to extinguish.
- An engineering investigation revealed that that the stop lamp switch may not have contributed to the condition. One theory emerged to suggest that elevated power steering system pressures may have been causing an inadvertent partial engagement of the brake pedal, which engaged the brake pedal switch and illuminated the brake lights. Completely removing the power steering reservoir cap eliminated the condition.
- In the event reduced power steering pressure would, in fact, eliminate the condition if a safety defect was ultimately determined to exist, the power steering fluid reservoir cap was modified to reduce elevated power steering system pressures.

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- Regardless of its effect on the condition, this change was implemented in October 2010 to better manage the fluid pressures in the hydroboost brake system.
- It was ultimately concluded that the brake switch was not the cause of the brake elevated power steering system pressures were, in fact, the root cause of the inadvertent partial engagement of the brake pedal and brake switch activation.
- Chrysler has received a total of 175 warranty claims between January and October of 2010, an unknown number of customer complaints and is unaware of any field reports regarding this condition. 151 of the 175 warranty claims were received after May of 2010.
- Chrysler is not aware of any accidents, injuries, or property damage resulting from this condition.
- This data was presented to the Chrysler Vehicle Regulations Committee on November 30, 2010.

### **Statement of measures to be taken to correct defect:**

Chrysler will conduct a voluntary safety recall to replace the power steering reservoir cap on all affected Dodge Ram vehicles. Chrysler expects to initiate national notification to both dealers and owners in February of 2010.

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.