



November 8, 2013 (updated)
November 6, 2013 (original)

Ms. Nancy Lummen Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
Room: W48-302
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Ms. Lewis:

The following *updated* information is submitted pursuant to the requirements of 49 CFR Part 573.6, Defect and Noncompliance Reports, which contains details of a safety defect in vehicles as determined by Chrysler Group LLC. *The updated information identifies an additional Brand referenced in section 573.6(c)(1) and additional vehicles to be included in the Identification of Affected Vehicles referenced in section 573.6(c)(2)(i).*

573.6(c)(1): Manufacturer's Name, Brand Name

Chrysler Group LLC, *Dodge and RAM*

573.6(c)(2)(i): Identification of Affected Vehicles

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
<i>Dodge and RAM</i>	<i>2500 4x4</i>	<i>2008-2012</i>	<i>February 14, 2008 to January 21, 2012</i>
<i>Dodge and RAM</i>	<i>3500 4x4</i>	<i>2008-2012</i>	<i>February 14, 2008 to December 22, 2012</i>
<i>Dodge and RAM</i>	<i>3500 Cab Chassis 4x2</i>	<i>2008-2012</i>	<i>February 14, 2008 to December 22, 2012</i>
<i>Dodge</i>	<i>1500 Mega Cab 4x4</i>	<i>2008</i>	<i>February 14, 2008 to August 15, 2008</i>

The determination of the recall population is described in Section 573.6(c)(6).

573 REPORT FOR CHRYSLER GROUP LLC

Page 2

573.6(c)(2)(iv): Component manufacturer name, address, telephone number, and country of origin:

Not applicable

573.6(c)(3): Potentially Affected Vehicle Population

265,044 (estimated)

573.6(c)(4): Percentage of Affected Vehicles

Unknown

573.6(c)(5): Description of Defect or Noncompliance

Some vehicles may experience a fracture of the left tie rod ball stud resulting in the potential loss of directional stability.

573.6(c)(6): Chronology of Principal Events Leading to Determination of a Safety Defect

- On June 28, 2011, an investigation for 2008-2011 MY RAM 2500/3500 4x4 Left Outer Tie Rod Assembly was taken to the Vehicle Regulations Committee meeting and approved to conduct a voluntary safety recall (L16). The item was related to customers experiencing a fractured ball stud on the driver side tie rod.
- At the time of the L16 recall, repair procedures were published to describe how to use the required special tools and perform the ball stud alignment check when performing a toe set procedure.
- On May 21, 2013, NHTSA contacted Chrysler with a request to discuss 17 VOQ reports filed by customers who had recall L16 previously completed.
- In June 2013, the repair instructions were evaluated for clarity. It was determined that some misinterpretation could exist when inspecting the relative ball stud alignment of the driver side tie rod. This may lead to over articulation and subsequent fracture of the tie rod ball stud.
- In June 2013, field returned parts that were placed on retention were returned and analyzed to ensure the failure mode was consistent with parts reviewed for L16.
- Between July and October 2013, Chrysler analyzed data to relating to vehicles experiencing fractured ball studs after the recall (L16) had been completed to correlate potential root causes and determine the scope of affected vehicles.

573 REPORT FOR CHRYSLER GROUP LLC

Page 3

- The scope of the potentially affected vehicles was expanded to include the original L16 population plus vehicles built from the original L16 suspect period conclusion date (March 28, 2011) to the production release date (January 22, 2012 for 2500 4x4, and December 23, 2012 for 3500 4x4) of a new tie rod design to prevent ball stud misalignment.
- There are approximately 360 CAIRs that had a post-recall tie rod fracture, 89 CAIRs where a vehicle was built after the L16 established suspect period conclusion date and had a tie rod fracture, and 0 field reports related to this issue.
- Chrysler Group LLC is aware of 6 accidents with 2 injuries related to this issue.
- On October 30, 2013, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

573.6(c)(7): Information Used in Determination of a Noncompliance

Not applicable

573.6(c)(8)(i): Description of Remedy

Chrysler will conduct a voluntary safety recall to install a redesigned tie rod assembly on all affected vehicles.

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 the original receipt and/or other adequate proof of payment to the company for confirmation of the expense.

573.6(c)(8)(ii): Dealer and Owner Communication

Chrysler plans to begin notification of dealers and owners in December 2013. Chrysler will provide the dealer and owner letters when available.

573.6(c)(10): Submission of Recall Communications

Chrysler will provide the dealer and owner letters when available.

573 REPORT FOR CHRYSLER GROUP LLC

Page 4

573.6(c)(11): Manufacturer's Campaign Number

Chrysler has assigned recall number N49 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA