



March 4, 2014

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 information is submitted pursuant to the requirements of 49 CFR Part 573.6, Defect and Noncompliance Reports, which contains details of a noncompliance in vehicles as determined by Chrysler Group LLC.

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

Chrysler Group LLC, RAM

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

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
RAM	5500	2014	August 14, 2013 to January 7, 2014

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

N/A

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

195 (estimated)

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

100% (estimated)

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

Some RAM 5500 incomplete diesel vehicles may have an incorrect Gross Vehicle Weight Ratio (GVWR) on the certification label and an incorrect payload value on the TREAD label, resulting in a noncompliance of Part 567. Root cause is an incorrect coding in the vehicle configuration system for the 4.10 rear axle ratio.

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

- 49 CFR Part 567.4 requires manufacturers of motor vehicles to affix to each vehicle a label containing, among other things, a statement of the vehicle's "Gross Vehicle Weight Rating" or "GVWR" followed by the appropriate value in pounds.
- On December 18, 2013, Chrysler discovered an incorrect GVWR value printed on a vehicle certification label at Saltillo Truck Assembly Plant (STAP).
- On December 18, 2013, Chrysler discovered that 224 vehicles had shipped with potentially incorrect labels.
- The suspect population is incomplete vehicles with an Incomplete Vehicle Document (IVD) which includes duplicates of the Certification and TREAD labels
- On December 18, 2013, a correction was made in the Specify the Vehicle (STV) system for the 4.10 rear axle ratio for automatic transmission vehicles, which had inadvertently created an incorrect GVWR for manual transmission vehicles. Vehicles in gate line were not corrected until January 7, 2014.
- The scope of the affected vehicles was determined to be all 2014 MY RAM 5500 diesel vehicles equipped with the Aisin transmission and DMF axle, built before January 7, 2014.
- The suspect period was established as August 14, 2013 to January 7, 2014 at STAP.
- On February 25, 2014, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary noncompliance recall.

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

Chrysler will conduct a voluntary noncompliance recall to remove existing labels and replace the certification, TREAD, and IVD labels 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.

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

Chrysler estimates it will notify dealers and owners in April 2014.

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

Chrysler will provide representative copies of the dealer and owner letters to NHTSA's Recall Management Division when available.

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

Chrysler has assigned recall number P07 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA