



April 1, 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 safety defect 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	1500 4x4	2014	January 24, 2014 to February 5, 2014

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

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

ZF Transmissions Gray Court, LLC
2846 N. Old Laurens Road
Gray Court, SC 29645
Country of Origin: USA
864-934-8163

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

125 (estimated)

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

50% (estimated)

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

Some RAM 1500 vehicles may have been built with improperly machined transmission cases which could result in a low torque condition on the park rod guide plate fasteners and/or a reduction of park pawl engagement. The root cause was determined to be the supplier's failure to change the machining program to compensate for the smaller size of a resurfaced cutting tool.

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

- On January 27, 2014, Chrysler opened an investigation as a result of a defect notification from the RAM 1500 transmission supplier ZF Transmissions Grey Court, LLC (ZF).
- On January 30, 2014, ZF and their supplier began reviewing production records to determine the scope of the issue.
- On February 3, 2014, as a result of the review, ZF notified Chrysler that additional transmissions were likely affected.
- The transmission case casting is machined by a ZF supplier. When the cutting tool followed the programmed path of the machining operation, a smaller machined area was formed, leaving un-machined "lips" in some locations. As a result, when the guide plate is installed, it interferes with the lips and will not sit flat at the attachment points.
- The root cause was determined to be the supplier's failure to change the machining program to compensate for the smaller size of a resurfaced cutting tool. One of two machining lines was affected.
- Park pawl engagement depth is, in part, dependent on proper location of the guide plate.
- Additionally, the case/guide plate joint misalignment may result in low fastener torques that may exacerbate the park pawl engagement.
- As a result of the records review, ZF identified a total 259 suspect transmission assemblies that were shipped to Chrysler.
- The plant built 159 of the 259 transmissions into vehicles and shipped them before an inspection could be completed.
- The suspect period was established as January 24, 2014 to February 5, 2014 at Warren Truck Assembly Plant based on transmission serial numbers and vehicle traceability.

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- As of March 20, 2014, Chrysler identified no CAIRs, VOQs or field reports related to this issue.
- As of March 20, 2014, Chrysler is unaware of any accidents or injuries potentially related to this issue.
- On March 25, 2014, Chrysler determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall.

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

Chrysler will conduct a voluntary safety recall on all affected vehicles to inspect for improper machining and replace the transmission if necessary.

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 estimates it will notify dealers and owners in May 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 P13 to this action.

Sincerely,



Kristin J. Kolodge
Product Investigations and Campaigns Senior Manager

cc: Frank Borris, NHTSA