

Part 573 Safety Recall Report**14V-795****Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** MAY 05,2015**NHTSA Recall No. :** 14V-795**Manufacturer Recall No. :** P80**Manufacturer Information :**

Manufacturer Name : Chrysler (FCA US LLC)

Address : 800 Chrysler Drive

CIMS 482-00-91 Auburn Hills MI 48326-2757

Company phone : 1-800-853-1403

Population :

Number of potentially involved : 54,061

Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2006-2007 Dodge Ram trucks

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : Certain 2006-2007 Dodge Ram Trucks with manual transmissions.

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2006-2007 Dodge Ram 2500, 3500 trucks

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : DIESEL

Descriptive Information : Certain 2006-2007 Dodge Ram Trucks with manual transmission.

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2006-2007 Dodge Dakota pickup trucks

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : Certain 2006-2007 Dodge Dakota trucks with manual transmissions

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2006-2006 Mitsubishi Motors Corp Raider

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : Certain 2006-2007 MMC Raider with manual transmission.

Production Dates : JUL 01, 2005 - JUL 31, 2006

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : If the clutch ignition interlock switch return springs are broken, the switch contacts may not reflect actual clutch pedal position.

Description of the Safety Risk : Broken springs, in most cases, result in a no-start condition however, in a small number of instances a vehicle could experience unintended movement when the ignition is cranked if recommended starting procedures are not followed.

Description of the Cause : Clutch ignition interlock switch return springs experience fatigue failure due to material issues.

Identification of Any Warning that can Occur : Customers may hear noise from a broken spring within the switch when functioning the clutch pedal.

Cruise control in gasoline vehicles will not function.

Supplier Identification :**Component Manufacturer**

Name : FTE automotive USA Inc.

Address : 4000 Pinnacle Ct.

Auburn Hills FOREIGN STATES 48326

Country : NR

Chronology :

- May 5, 2014, Chrysler opened an investigation as a result of informal questions by NHTSA related to the clutch ignition interlock switch.
- On May 27, 2014, NHTSA issued a Preliminary Evaluation to which Chrysler responded on August 11, 2014.
- Root Cause is clutch switch return spring fatigue failure due to material issues.
- Non-conforming spring material (i.e., non-conforming wire) was shipped from March, 2005 through May, 2006.
- Warranty claims relating to the clutch interlock switch for the subject vehicles increased significantly during 2006MY from August, 2005.
- The suspect period was established based on warranty claims and when it is believed non-conforming wire was shipped to the spring manufacturer.
- As of December 8, 2014, Chrysler identified approximately 24 CAIRs, 5 VOQs and 6 field reports related to this issue in the affected vehicles.
- As of December 8, 2014, Chrysler is aware one death and no other accidents or injuries potentially related to this issue in the affected vehicles.

Description of Remedy :

Description of Remedy Program : • Chrysler will conduct a voluntary safety recall to replace the clutch ignition interlock switch 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.

How Remedy Component Differs from Recalled Component : The clutch ignition interlock switch is of the same fundamental design. The recalled switch internal spring was pre plated tin, 0.019" wire diameter, and 20.5 active coils. The current production internal spring which has zinc coating, 0.020" wire diameter, and 21.5 active coils in the spring.

Identify How/When Recall Condition was Corrected in Production : • In April 2006, the tier two supplier of the switch requested its spring material supplier to investigate spring material and implement, as necessary, corrective actions. It is believed that non-conforming spring material (i.e., non-conforming wire) was shipped from March, 2005 through May, 2006.

- The suspect period was established based on warranty claims and when it is believed non-conforming wire was shipped to the spring manufacturer. The end of the material suspect period is based on improvement in warranty, and when it is believed conforming wire was used again.

Recall Schedule :

Description of Recall Schedule : FCA US LLC notified dealers on March 13, 2015. The owner notification mailing began on March 27, 2015 and finished on March 27, 2015.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported