

# Part 573 Safety Recall Report

# 17V-821

**Manufacturer Name :** Chrysler (FCA US LLC)**Submission Date :** FEB 13, 2018**NHTSA Recall No. :** 17V-821**Manufacturer Recall No. :** T79**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 : 1,482,874

Estimated percentage with defect : 3 %

**Vehicle Information :**

Vehicle 1 : 2009-2017 Ram 1500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** This issue affects all 2009-2017 MY Ram 1500 trucks equipped with a column shifter. The suspect period began for Warren Truck Assembly Plant ("WTAP") on May 28, 2008, for St. Louis Assembly II North on September 5, 2008, when 2009 MY Ram 1500 truck production began, and for Saltillo Truck Assembly Plant ("STAP") on April 17, 2009 when 2010 MY Ram 1500 truck production began. The suspect period ended on December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with rotary or floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

Production Dates : MAY 28, 2008 - DEC 31, 2016

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2010-2017 Ram 2500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** This issue affects all 2010-2017 MY Ram 2500 trucks equipped with a column shifter. The suspect period was established as August 31, 2009, when 2010 MY Ram 2500 truck production began at STAP, to December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an

unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

Production Dates : AUG 31, 2009 - DEC 31, 2016

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 3 : 2010-2017 Ram 3500

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** This issue affects all 2010-2017 MY Ram 3500 trucks equipped with a column shifter. The suspect period was established as September 1, 2009, when 2010 MY Ram 3500 truck production began at STAP, to December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

Production Dates : SEP 01, 2009 - DEC 31, 2016

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 4 : 2011-2017 Ram 3500 Cab Chassis

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** This issue affects all 2011-2017 MY Ram 3500 Cab Chassis trucks equipped with a column shifter. The suspect period was established as February 3, 2010, when 2011 MY Ram 3500 Cab Chassis truck production began at STAP, to December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

Production Dates : FEB 03, 2010 - DEC 31, 2016

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 5 : 2016-2017 Ram 3500 Cab Chassis with a Gross Vehicle Weight Rating ("GVWR") less than 10,000 lbs.

Vehicle Type :

Body Style : PICKUP TRUCK

Power Train : NR

**Descriptive Information :** This issue affects all 2016-2017 MY Ram 3500 Cab Chassis with a Gross Vehicle

**Descriptive Information :** Weight Rating (“GVWR”) less than 10,000 lbs. trucks equipped with a column shifter. The suspect period was established as April 22, 2015, when 2016 MY Ram 3500 with a GVWR less than 10,000 lbs. truck production began at STAP, to December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

**Production Dates :** APR 22, 2015 - DEC 31, 2016

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

**Vehicle 6 :** 2011-2017 Ram 4500/5500 Cab Chassis

**Vehicle Type :**

**Body Style :** PICKUP TRUCK

**Power Train :** NR

**Descriptive Information :** This issue affects all 2011-2017 MY Ram 4500/5500 Cab Chassis trucks equipped with a column shifter. The suspect period was established as February 3, 2010, when 2011 MY Ram 4500/5500 truck production began at STAP, to December 31, 2016 due to the lack of field input beyond this date. This issue affects the above referenced vehicles equipped with a column shifter and does not affect vehicles equipped with floor shifters. The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in a vehicle crash or injury without prior warning.

**Production Dates :** FEB 03, 2010 - DEC 31, 2016

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

## **Description of Defect :**

**Description of the Defect :** Depression of the brake pedal when the vehicle is in PARK and running energizes the Brake Transmission Shift Interlock (“BTSI”). When the BTSI is energized for prolonged periods, the temperature rises, causing the BTSI housing plastic to swell and the grease to degrade, which causes the BTSI locking pin to stick in the open position. With the BTSI locking pin in the open position, the transmission can be shifted out of PARK and to or from any gear position without depression of the brake pedal and/or without the key in the ignition, if key applicable.

**FMVSS 1 :** NR

**FMVSS 2 :** NR

**Description of the Safety Risk :** The defect can result in the ability to shift the transmission out of the PARK position without a key in the ignition or a brake pedal application, which increases the potential for an unintended vehicle rollaway that may result in

Description of the Cause : a vehicle crash or injury without prior warning. NR

Identification of Any Warning that can Occur : This issue is not detectable to consumers.

## Supplier Identification :

### Component Manufacturer

Name : NR  
Address : NR  
NR  
Country : NR

## Chronology :

Please see the attached supplemental information titled "FCA US LLC Chronology – 2009-2017 Ram Truck BTSI – 12202017.pdf".

## Description of Remedy :

Description of Remedy Program : FCA US will conduct a Voluntary Safety Recall on all affected vehicles. The remedy for this item is currently under development.

FCA US 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, FCA US, 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 : Part Name: Bracket, Gearshift  
Part Description: Bracket with solenoid (Brake Transmission Shift Interlock)  
Part Number: 05057506AD, 05057507AB

Identify How/When Recall Condition was Corrected in Production : NR

## Recall Schedule :

Description of Recall Schedule : \*\*02/13/2018: This will be a phased mailing campaign with the below

phases:

Phase 1 - 2017 MY (February 22, 2018)

Phase 2 - 2015-2016 MY (April 12, 2018)

Phase 3 - 2013-2014 MY (June 14, 2018)

Phase 4 - 2009-2012 MY (August 2, 2018)

**\*\*12/20/2017: FCA US will notify dealers and begin notifying owners on or about 02/08/2018.**

Planned Dealer Notification Date : FEB 08, 2018 - FEB 08, 2018

Planned Owner Notification Date : FEB 08, 2018 - FEB 08, 2018

\* NR - Not Reported