



September 27, 2012

Mr. Jeffrey L. Quandt, Chief  
Vehicle Controls Division (VCD), NVS-213  
U.S. Department of Transportation

National Highway Traffic Safety Administration (NHTSA)  
Office of Defects Investigation (ODI)  
Room W48-312  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Reference: NVS-213hkb; PE12-021

Dear Mr. Quandt:

As per conversations with ODI, Chrysler Group LLC's is submitting the service parts sales information responsive to question 10 in the referenced inquiry, prior to the October 5, 2012 submission. As agreed during our September 14, 2012 communication, Chrysler Group LLC plans to provide the remainder of its response to this inquiry on October 5, 2012.

Sincerely,

A handwritten signature in black ink, appearing to read "David D. Dillon".

David D. Dillon

Attachment and Enclosures

Mr. Jeffrey L. Quandt  
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ATTACHMENT

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**Preliminary Statement**

On April 30, 2009 Chrysler LLC, the entity that manufactured and sold the vehicles that are the subject of this Information Request, filed a voluntary petition for relief under Chapter 11 of Title 11 of the United States Bankruptcy Code.

On June 10, 2009, Chrysler LLC sold substantially all of its assets to a newly formed company now known as Chrysler Group LLC. Pursuant to the sales transaction, Chrysler Group LLC assumed responsibility for safety recalls pursuant to the 49 U.S.C. Chapter 301 for vehicles that were manufactured and sold by Chrysler LLC prior to the June 10, 2009 asset sale.

On June 11, 2009, Chrysler LLC changed its name to Old Carco LLC. The assets of Old Carco LLC that were not purchased by Chrysler Group LLC, as well as the liabilities of Old Carco that were not assumed, remain under the jurisdiction of the United States Bankruptcy Court – Southern District of New York (*In re Old Carco LLC, et al.*, Case No. 09-50002).

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**Note: Unless indicated otherwise in the response to a question, this document contains information through August 6, 2012, the date the information request was received.**

**This attachment contains Chrysler Group LLC's partial response to the Dodge Ram 1500 pickup trucks Question 10.**

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- 10. State the number of each of the following that Chrysler has sold that may be used in the subject vehicles by component name, part number (both service and engineering/production), model and model year of the vehicle in which it is used and month/year of sale (including the cut-off date for sales, if applicable)**
- a. Subject components;**
  - b. Drives/propeller shaft; and**
  - c. Any kits that have been released, or developed, by Chrysler for use in service repairs to the subject components.**

**For each component part number, provide the supplier's name, address, and appropriate point of contact (name, title, and telephone number). Also identify by make, model and model year, any other vehicles of which Chrysler is aware that contain the identical component, whether installed in production or in service, and state the applicable dates of production or service usage.**

- A10. The requested information for the subject components, specifically relating to the alleged defect, is provided in Enclosure 10 – Service Part Sales – CONF BUS INFO which has been submitted under separate cover to the NHTSA Chief Counsel's Office with a request for confidential treatment. The table in Enclosure 10 includes all subject component, drive/propeller shaft, and service kit part sales, whether or not they are related to the alleged condition. It is difficult to determine whether the alleged condition prompted these part sales as there are unrelated circumstances that generate sales. In particular, the subject vehicles are off-road vehicles and susceptible to damage from severe off-road driving. Subject component replacements due to customer induced damage, accidents or miscellaneous warranty claims will increase subject component part sales and are all unrelated to the alleged condition. It should also be noted that many of these service parts are backward compatible to previous model years and vehicles, thus Chrysler has concluded that the use of part sales data will not be conclusive to assess any trend related to the alleged condition.