2006 Dodge Ram 1500 at 148,000 mi

1D7HU18216S123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Ram 1500 · DR Ram 1500 Quad Cab SLT 5.7 Hemi 4x4	5.7L Hemi V8, first generation (2003–2008, no VVT; MDS from 2005–2006)	148,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '6' = 2006, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (7)

- **16V-352** · Air bags · passenger frontal inflator: The passenger air bag inflator can rupture in a crash after long exposure to heat and humidity, throwing metal fragments at occupants.
- **15V-313** · Air bags · driver frontal inflator: Moisture can get into the driver air bag inflator over time, so it can rupture in a crash and throw metal fragments at occupants.
- **07V-038** · Front suspension · wheel bearing grease: Some front wheel bearings got too little grease at the factory. They can wear, and if the noise and vibration are ignored the hub can separate.
- **06V-354** · Seat belts · front passenger belt and child seats: The front passenger belt may not tighten securely on some child seats, raising the injury risk to the child in a crash.
- **06V-353** · Air bags · passenger air bag and rear-facing child seats: The passenger air bag may deploy too hard when some rear-facing child seats are fitted in the front passenger seat.
- **06V-038** · Brakes · ABS control unit (four-wheel ABS): The ABS control unit may upset front-to-rear brake balance, so the rear brakes can lock early and the driver can lose control.
- **05V-461** · Transfer case · TIPM calibration (4x4): The power module may hold the wrong transfer case settings, so the transfer case can drop into neutral. Unless the parking brake is set, the truck could roll away.

A model-year list, not a VIN check. Repairs are free at a Dodge dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Dodge dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $432–$632

Spark plugs (16) and ignition misfires — $332–$472

Past the range (Every 30,000 miles with the factory copper plugs (owner guide)) · if the records don't show it done

independent shop, installed

Inspection: check now, while it's cheaper to fix — $100–$160

Dropped valve seats and broken valve springs: Past the range (64,000–109,000 mi, the middle half of 14 owner reports) · if it fails: $3,750–$8,000

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 160,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 178,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Lifters and camshaft (the "Hemi tick") — $0–$150

Any mileage (no reliable figure) · Ask for this check at every service

independent shop, installed

Exhaust manifold bolts — $642–$800

Any mileage (Older engines; owners report rusted, snapped bolts) · Inspect at each service; fix at the first sign

independent shop, installed

Recommended now

$432–$632

Independent shop, installed. Dealers often charge more.

Planned through 178,000 mi

$432–$632

No other repairs on the list before 178,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 148,000 mi to 178,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs 16-plug 5.7L Hemi: replace spark plugs every 30,000 mi (Schedule A).	every 30,000 mi	**Was due at 120,000 mi, next 150,000 mi** [M1]
Engine coolant Flush and replace engine coolant at 60 months or 102,000 mi, whichever comes first.	every 102,000 mi or 5 years	**Was due at 102,000 mi and by age (check records)** [M1][M2]

M1. 2006 Jeep Commander Owner's Manual (Maintenance Schedules) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2006/Commander/865.pdf

M2. 2008 Chrysler Town & Country Owner's Manual (Maintenance Schedules) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Chrysler/2008/Town_Country/784.pdf

WHERE 148K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Dropped valve seats and broken valve springs	64,000–109,000 mi (middle half of 14 owner complaints that state the failure mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Lifters and camshaft (the "Hemi tick")	Any mileage; no reliable figure FORUM/BLOG	Any mileage
3	Exhaust manifold bolts	Older engines; owners report rusted, snapped bolts COMPUTED FROM NHTSA DATA	Any mileage
4	Spark plugs (16) and ignition misfires	Every 30,000 miles with the factory copper plugs (owner guide) FORUM/BLOG	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2006 Dodge Ram 1500

Safety recall repairs are free at Dodge dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1D7HU18216S123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Dodge dealer for a campaign printout; it also lists completed campaigns.

5.7L HEMI (2003–2008) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 5.7L Hemi (2003–2008) as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2006 DODGE RAM 1500 (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-352	Air bags · passenger frontal inflator	The passenger air bag inflator can rupture in a crash after long exposure to heat and humidity, throwing metal fragments at occupants. Details
15V-313	Air bags · driver frontal inflator	Moisture can get into the driver air bag inflator over time, so it can rupture in a crash and throw metal fragments at occupants. Details
07V-038	Front suspension · wheel bearing grease	Some front wheel bearings got too little grease at the factory. They can wear, and if the noise and vibration are ignored the hub can separate. Details
06V-354	Seat belts · front passenger belt and child seats	The front passenger belt may not tighten securely on some child seats, raising the injury risk to the child in a crash. Details
06V-353	Air bags · passenger air bag and rear-facing child seats	The passenger air bag may deploy too hard when some rear-facing child seats are fitted in the front passenger seat. Details
06V-038	Brakes · ABS control unit (four-wheel ABS)	The ABS control unit may upset front-to-rear brake balance, so the rear brakes can lock early and the driver can lose control. Details
05V-461	Transfer case · TIPM calibration (4x4)	The power module may hold the wrong transfer case settings, so the transfer case can drop into neutral. Unless the parking brake is set, the truck could roll away. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: RAM 1500. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (RAM 1500): 14V-795 (clutch ignition interlock switch, manual transmissions only), 13V-528 (tie rod, 1500 Mega Cab 4x4 only), 10E-013 (aftermarket Fabtech pitman arms on Mega Cab 4x4), 10E-040 (aftermarket replacement wheel hubs, 2WD only) and 07E-104 (aftermarket replacement side/rear glass) do not fit this automatic Quad Cab 4x4 sample. 05V-461, 06V-038 and 07V-038 cover certain trucks only; a VIN check shows which apply.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
X53 lifetime warranty extension: fuel tank (2005–2006 300, Charger, Magnum)	Chrysler replaces the 19-gallon fuel tank free for life if the engine stalls just after a fill-up (bulletin 14-002-14). OFFICIAL [4]	2005–2006 LX cars only: check by VIN
X48 lifetime warranty extension: fuel filler tube (2005–2006 Durango)	Chrysler replaces the fuel filler tube free for life on gasoline Durangos built Dec 1, 2004 to Jan 31, 2006 that spit fuel back at the pump (bulletin 14-002-13 REV. A). OFFICIAL [5]	2005–2006 Durango only: check by VIN
No engine recall found	We found no recall or warranty extension for 5.7L valve seats, valve springs or lifters in NHTSA's records for these models. OFFICIAL [19]	Owner's cost

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (DR). Left out because they apply to other models, years, engine sizes or body codes: Stalling at low speed (2003–2005 Ram and Durango); Rain misfires and water in the engine (2004–2006 Durango); Stall after refuelling or fuel spit-back (2005–2006 cars and Durango).

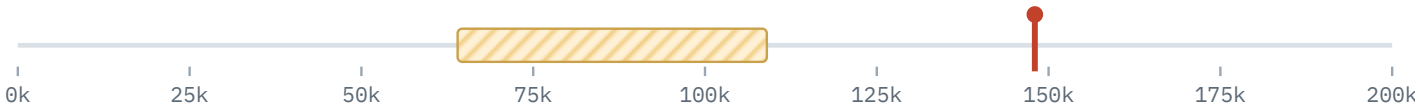
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1 Dropped valve seats and broken valve springs

Past the range

Severity: Critical: rare, but can badly damage the engine · 60 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 148,000 mi this car is past the reported range (64,000–109,000 mi (middle half of 14 owner complaints that state the failure mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 64,000–109,000 mi (middle half of 14 owner complaints that state the failure mileage) COMPUTED FROM NHTSA DATA [1]



WHAT FAILS FORUM/BLOG [1][15][7]

Owners of these engines report a valve seat working loose from the aluminum cylinder head and falling into the cylinder, usually at a restart after a hot shutdown, which wrecks the piston, head and often the block. Reports cluster on 2005–2007 300C, Charger and Magnum cars but also come from trucks and SUVs. A repair blog links it to heat: the aluminum head grows away from the pressed-in steel seat, so a weak cooling system raises the risk. Separately, Chrysler issued a bulletin on 5.7L valve spring breakage for 2003 Rams, and early-truck owners report broken springs. There is no recall or warranty extension.

SYMPTOMS

- Metallic clatter or 'gravel' noise at start-up
- Engine will not restart after a short stop
- Sudden misfire and loss of compression on one cylinder
- Earlier overheating or coolant loss

IF IT'S LEFT TOO LONG

A dropped seat usually destroys the engine; owners report $3,750–$8,000 bills.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep the cooling system in top shape and act on any overheating. A buyer cannot check the seats without

ESTIMATED REPAIR COST

Cooling-system pressure test and compression test (no published price)	**No published price** independent shop, installed
Owner-reported head or engine replacement bills in NHTSA complaints (n=15)	**$3,750–$8,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 15 NHTSA owner complaints that quote a repair bill for a dropped valve seat or broken valve spring (middle half of the bills; median $7,200). Examples: ODI 10593658, 11081606, 10553281, 10554209, 10817379, 11021846. Owner-reported, often dealer prices; not shop quotes. Mileage range from 14 complaints that state the failure mileage (examples: ODI 10144096, 10895301, 11084854).

PARTS FOR DR

- Ask your parts supplier for the OE part number for this VIN.

taking the heads off; get a compression or leak-down test on a car that misfires.

WHAT TO ASK YOUR SHOP

- Any overheating or coolant top-ups?
- Heads or engine ever replaced?

2 Lifters and camshaft (the "Hemi tick")

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 52 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure FORUM/BLOG [16]

WHAT FAILS OFFICIAL [14][8][1]

A lifter roller can seize or collapse and wear its camshaft lobe; owners hear a tick that follows engine speed, then get misfires. From 2005 (300C, Magnum, Grand Cherokee) and 2006 (all 5.7L cars and SUVs and the Ram 1500, not the 2500/3500) the engine has the Multi-Displacement System, which shuts off four cylinders through special lifters, and Chrysler issued a bulletin on the oil viscosity grades MDS engines need. Not every tick is a lifter: exhaust manifold leaks and injectors also tick.

SYMPTOMS

- Tick at idle that follows engine speed
- Misfire codes on one cylinder
- Rough idle
- Metal in the oil filter

IF IT'S LEFT TOO LONG

A wiped lobe sheds metal through the engine; the job grows from a cam and lifters to a full engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use the oil grade on the filler cap and change it on time. Act on a persistent tick with a misfire.

ESTIMATED REPAIR COST

Listen and scan at a service visit	**$0–$150** OUR ESTIMATE independent shop, installed
Camshaft and lifter replacement, owner shop quotes (later 5.7L)	**$4,500–$5,000** FORUM/BLOG [16] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early cost is an ESTIMATE for a scan and listen during a routine visit (about 1 h at $100–160/h, often bundled free). The failure range is forum shop quotes for later 5.7L engines; early engines use the same pushrod layout.

PARTS FOR DR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any tick or misfire codes?
- Lifters or camshaft replaced?
- Oil grade used?

3 Exhaust manifold bolts

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Older engines; owners report rusted, snapped bolts), so mileage doesn't say much here. Range: Older engines; owners report rusted, snapped bolts COMPUTED FROM NHTSA DATA [1]

WHAT FAILS OFFICIAL [1]

Owners report the bolts holding the exhaust manifolds to the heads rusting and snapping, mostly at the rear of the engine, so the manifold leaks. The leak ticks loudly at a cold start and fades as the manifold warms, and is often mistaken for a lifter tick.

SYMPTOMS

- Sharp tick at a cold start that fades when warm
- Exhaust smell in the engine bay
- Soot at the manifold flange

IF IT'S LEFT TOO LONG

More bolts break over time and the leak gets louder; drilling out more bolts raises the bill.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it when it ticks, before more bolts break.

ESTIMATED REPAIR COST

Owner-reported bolt and gasket repair bills in NHTSA complaints (n=5)	**$642–$800** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Same job	**$642–$800** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($721) is about 1.0× the early-fix midpoint ($721). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a bill for broken exhaust manifold bolts (middle half of the bills; median $700). Examples: ODI 10514139, 10659902, 10632940, 11084337, 10628968. Owner-reported; small sample.

PARTS FOR DR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any cold-start tick that fades?

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4 Spark plugs (16) and ignition misfires

Past the range

Severity: Medium: leaks and wear · 40 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 148,000 mi this car is past the reported range (Every 30,000 miles with the factory copper plugs (owner guide)). If the original parts are still fitted, have them checked and plan for them. Range: Every 30,000 miles with the factory copper plugs (owner guide) FORUM/BLOG [17]



WHAT FAILS OFFICIAL [10][9][17]

The 5.7L Hemi has two spark plugs per cylinder, 16 in all, and the factory copper plugs are on a 30,000-mile interval

ESTIMATED REPAIR COST

per owner service guides. Chrysler issued several misfire bulletins for these years: multiple-cylinder misfire and rough idle on 2005–2006 300, Charger and Magnum, P0300 and P0303 codes on 2006 cars, and misfire or ignition coil faults on 2004–2006 Durangos, including in heavy rain.

SYMPTOMS

- Misfire codes
- Rough idle
- Flashing check-engine light under load

IF IT'S LEFT TOO LONG

Worn plugs load the coils and can damage the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Change all 16 plugs on schedule and ask whether the misfire bulletins were done on a 2005–2006 car.

Spark plug replacement, 2006 Ram 1500 (KBB, one ZIP; engine not stated)	**$332–$472** SHOP/RETAILER [18] independent shop, installed
Same job	**$332–$472** SHOP/RETAILER [18] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($402) is about 1.0× the early-fix midpoint ($402). A cost ratio, not a probability.

PARTS FOR DR

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- When were the plugs last changed?
- Any misfire codes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 5.7L Hemi (2003–2008) owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling (all causes)	577	All stall reports, across models: low-speed calibration stalls on 2003–2005 trucks, stalls after refuelling on 2005–2006 cars and rain-related stalls on Durangos are each covered by their own weak point; the rest have mixed causes.
Air bags / brakes / steering	373	Body and chassis complaints (including the Takata inflator recalls); not engine faults.
Transmission	92	Trucks and SUVs use the 45RFE/545RFE and the cars the NAG1 (W5A580) automatic; Chrysler bulletins cover delayed engagement and converter shudder. Not an engine fault.
Throttle control / ETC light	33	Chrysler bulletins cover throttle body coking (18-016-05) and electronic throttle codes on early trucks; mixed causes, diagnose case by case.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Metallic noise at a hot restart
- Tick at idle, hot and cold
- Exhaust manifold flange soot
- Coolant level and any overheating history
- Water in the coil wells (Durango)

Ask the seller

- Heads or engine ever replaced?
- When were the 16 spark plugs changed?
- X53 / X48 lifetime extension done (2005–2006 cars and Durango)?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Dropped valve seats and broken valve springs: fault found on inspection	$3,750–$8,000
	Lifters and camshaft (the "Hemi tick"): fault found on inspection	$4,500–$5,000
	Exhaust manifold bolts: symptoms or fault codes present	$642–$800
●	Spark plugs (16) and ignition misfires: original, no replacement invoice	$332–$472
	Pre-ticked rows (●), if no records clear them	**$332–$472**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Stellantis documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for Ram 1500/2500/3500, Durango, Aspen, Grand Cherokee and Commander complaints that name the Hemi or 5.7L; Chrysler 300, Charger and Magnum complaints that name the Hemi, 5.7L, 300C or R/T; complaints that name an SRT, 6.1L or diesel are left out: 1,370 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. About 1,370 complaints. Most owners of these models do not name the engine, so counts under-count; the pool leans to the 2004–2005 Durango and 2005–2006 cars. NHTSA files 2003–2004 Rams under "RAM". COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Stalling (all causes)	577	Also reported
Air bags / brakes / steering	373	Also reported
Stall after refuelling / spit-back	190	Other years or engine sizes
Stall when slowing or turning	128	Other years or engine sizes
Transmission	92	Also reported
Valve seats / valve springs	60	Item 1
Lifters / camshaft / tick	52	Item 2
Water in engine / broken rod	47	Other years or engine sizes
Misfire / plugs / coils	40	Item 4
Throttle control / ETC light	33	Also reported
Exhaust manifold bolts	9	Item 3
PCV freeze-up	1	—

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2003–2008 Dodge Ram 1500/2500/3500, 2004–2008 Durango, 2007–2008 Aspen, 2005–2008 Grand Cherokee, 2006–2008 Commander, 2005–2008 Chrysler 300, 2006–2008 Charger and 2005–2008 Magnum that name the Hemi or 5.7L (300C and R/T also counted for the cars) and no SRT, 6.1L or diesel, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA investigations PE05-027 and EA05-018: engine stall in 2004–2005 Durango and Ram 1500 (later also 2500/3500) with the 5.7L; most stalls traced to an idle-undershoot calibration fixed by PCM software in TSB 18-013-05/05A; closed Aug 29, 2007 without a recall OFFICIAL
https://www.nhtsa.gov/?nhtsaId=EA05018

3. NHTSA investigation PE13-016: engine stall after refuelling, 2005–2006 Chrysler 300, Dodge Charger and Magnum with 5.7L and 6.1L Hemi; swollen fuel-shutoff float in the 19-gallon tank; Chrysler gave lifetime coverage on the tank; closed Feb 10, 2014 OFFICIAL
https://www.nhtsa.gov/?nhtsaId=PE13016

4. Chrysler bulletin 14-002-14: Engine stall immediately following fuel tank fill-up (X53 lifetime warranty extension), 2005–2006 LX 300/Charger/Magnum with the 19-gallon tank; replace the fuel tank, 2.3 h (2014-04-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10217975-9999.pdf

5. Chrysler bulletin 14-002-13 REV. A: Fuel spit back during refuelling due to the inlet check valve (X48 lifetime warranty extension), 2005–2006 Durango gasoline models built Dec 1, 2004 to Jan 31, 2006; replace the fuel filler tube (2013-03-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/MC-10216276-9999.pdf

6. Chrysler bulletin 18-013-05 (NHTSA item 1801305): Idle fluctuation / diagnostic trouble codes; PCM software update (2004 Ram 1500/2500, 2005 Ram 2500, 2004–2005 Durango) (2005-04-19), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10015058

7. Chrysler bulletin 02021: 5.7L engine valve spring breakage (2003 Ram) (2002-11-04), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10000442

8. Chrysler bulletin 09-015-04 (NHTSA item 0901504): Engine oil viscosity grades for the 5.7L Multiple Displacement System (MDS) (2005 Grand Cherokee, 300, Magnum) (2004-11-04), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10011560

9. Chrysler bulletin 18-024-06 (NHTSA item 1802406): Engine cylinder misfire or ignition coil malfunction during heavy rain or car wash (2004–2006 Durango) (2006-07-21); and 18-006-05: Cylinder misfire / ignition coil malfunction (2004–2005 Durango) (2005-05-13), filed with NHTSA (summaries only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020194

10. Chrysler bulletins 09-005-05: Multiple cylinder misfire or rough idle (2005–2006 300, Magnum, 2006 Charger) (2006-09-16); 18-011-06: Rough idle, MIL, DTC P0303 (2006 300, Charger, Magnum) (2006-03-23); 18-013-07: MIL, DTC P0300 multiple cylinder misfire (2006 300, Charger, Magnum) (2007-02-17), filed with NHTSA (summaries only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018981

11. Chrysler bulletin 25-001-08 (NHTSA item 2500108): PCV system freezes in extreme cold; install revised PCV components (2003–2006 Ram, 2004–2006 Durango, 2005–2006 Grand Cherokee, 2006 Commander) (2008-01-08), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10024083

12. Chrysler bulletins 21-015-05: 45RFE/545RFE delayed engagement after cooler return filter replacement (2005-09-01) and 21-011-05: NAG1 (W5A580) shudder when the torque converter clutch engages (2006-02-18), filed with NHTSA (summaries only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10017000

13. Chrysler bulletin 18-016-05 (NHTSA item 1801605): Throttle body coking (2004 Ram 1500/2500, Durango) (2005-04-12), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10015068

14. DaimlerChrysler press release, Aug 10, 2005: "What's Better Than a HEMI? A Million of Them!" (MDS standard with every 5.7L Hemi in the 2006 300, Commander, Grand Cherokee, Charger, Durango, Magnum and Ram 1500) OFFICIAL
https://media.stellantisnorthamerica.com/print.do?id=1518

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17. DodgeForum how-to: Dodge Ram 2002–2008 engine maintenance (factory copper spark plugs, 30,000-mile interval, 16 plugs on the 5.7L), via search extract Oct 28, 2026 FORUM/BLOG
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19. NHTSA recall lists for 2003–2008 Ram 1500/2500, 2004–2007 Durango, 2005–2008 Grand Cherokee, 2006 Commander, 2005–2008 300, 2006 Charger, 2005 Magnum and 2007 Aspen (no recall for the 5.7L engine itself), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls

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