

# DAIMLERCHRYSLER

DaimlerChrysler Corporation

October 7, 2003

Mr. Jeffrey L. Quandt, Chief  
Vehicle Control Division  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
U.S. Department of Transportation  
400 Seventh Street, SW  
Washington, D.C. 20590

Dear Mr. Quandt:

Reference: NVS-213dsy; EA03-011

This document contains DaimlerChrysler Corporation's supplemental response to the referenced inquiry regarding 1999 Chrysler Sebring Convertible and Cirrus, Dodge Stratus, and Plymouth Breeze vehicles manufactured by DaimlerChrysler Corporation.

DaimlerChrysler has been conducting a field survey to better understand the Ignition-shift Interlock override event. As discussed in the September 29, 2003 Phone Conference, DaimlerChrysler has updated the field survey data matrix with the following information:

1. Transmission type – AutoStick or ATX
2. Shift handle type – Cobra or T-Handle
3. Estimated plunger travel measured on field returns
4. LH vehicle family survey data

The plunger travel measurements were made on the standard bench test set-up. If a shifter was returned with an attached Interlock cable, it was assumed that this was the original assembly plant adjustment and tested in that configuration. If no cable was returned, a new interlock cable was attached and adjusted following the assembly plant procedure.

The enclosed CD contains the field survey data compiled through October 6, 2003 in the agreed upon format.

DaimlerChrysler is continuing the survey and will continue to provide updates to NHTSA through the duration of this survey at the agreed to intervals.

Sincerely,

  
Stephen J. Speth

Attachment and Enclosure (a/s)

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NVS-210  
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INVESTIGATION