



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

Investigation: EA05-018  
Prompted By: PE05-027  
Date Opened: 11/02/2005  
Principal Investigator: Chris Lash  
Subject: Engine Stall

Manufacturer: DaimlerChrysler Corporation  
Products: 2004-05 Dodge Durango/Ram pickups with 5.7L V8 Engine  
Population: 420,000 (estimated)

Problem Description: The engine may stall while driving.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	124	594	718
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	17,328	17,328

\*Description Of Other: Warranty claims for PCM repair/replace potentially related to engine stall.

Action: An Engineering Analysis has been opened.

Engineer: Christopher Lash *CL*

Date: 11/02/2005

Div. Chief: Jeffrey L. Quandt

Date: 11/02/2005

Office Dir.: Kathleen C. DeMeter

Date: 11/02/2005

Summary: On May 16, 2005, ODI opened Preliminary Evaluation PE05-027 to investigate complaints of engine stalling in model year 2004-05 Dodge Durango SUVs and Ram 1500 series pickups equipped with the 5.7L V8 engine. Information provided by DaimlerChrysler during PE05-027 indicated that a large percentage of the complaints are related to an idle undershoot condition that may cause the engine to stall during turning maneuvers. In February 2005, DaimlerChrysler revised the powertrain control module software in production vehicles and issued a Technical Service Bulletin (TSB 18-013-05) releasing the new software as a service remedy for the idle undershoot condition. The bulletin was superseded by TSB 18-013-05A in April 2005. DaimlerChrysler believes that the failure rate for stalling while driving due to the idle undershoot condition is low and that the bulletin has adequately addressed the problem. Since PE05-027 was opened, ODI has continued to receive complaints from owners of the subject vehicles who allege experiencing engine stall incidents under all types of driving conditions. In some instances the stalling has continued after the vehicle received the service bulletin repairs. This investigation has been upgraded to an Engineering Analysis (EA05-018) to further assess the scope, frequency, and safety consequences of the alleged defect in the Dodge Durango and Ram 1500/2500/3500 series pickup trucks that were produced before the PCM calibration change was implemented in production in February 2005.

*MJ*  
*11/9/05*