

DAIMLERCHRYSLER

Speth
3/7/07

March 5, 2007

DaimlerChrysler Corporation
Stephan J. Speth
Director
Vehicle Compliance & Safety Affairs

Mr. Jeffrey L. Quandt
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:

This document provides an update as requested per EA05-018, Questions 2 through 4, regarding alleged 5.7L V8 engine stalling while driving on 2004-2005 model year Dodge Durango sport utility vehicles and Dodge Ram pickup trucks. This update provides claims that may be related to the alleged defect that were received by DaimlerChrysler Corporation ("DCC") from December 29, 2005 through January 29, 2007. DCC has conducted a reasonable and diligent search of records kept in the ordinary course of business for such information. By providing the information contained herein, DCC is not waiving its claim to attorney work product and attorney-client privileged communications.

- 2. State the number of each of the following, received by DaimlerChrysler, or of which DaimlerChrysler is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:**
- a. Consumer complaints, including those from fleet operators;**
 - b. Field reports, including dealer field reports;**
 - c. Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;**
 - d. Reports involving a stall, based on claims against the manufacturer involving a**

death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;

- e. Property damage claims; and
- f. Third-party arbitration proceedings where DaimlerChrysler is or was a party to the arbitration; and
- g. Lawsuits, both pending and closed, in which DaimlerChrysler is or was a defendant or codefendant.

For subparts "a" through "e" state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "g," provide a summary description of the alleged problem and causal and contributing factors and DaimlerChrysler's assessment of the problem, with a summary of the significant underlying facts and evidence. For items f and g, identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

- A2. The following summarizes the non-privileged reports received by DCC that relate to, or may relate to, the alleged condition in the subject vehicles. DCC has conducted a reasonable and diligent search of our records kept in the ordinary course of business for such information. Please note that only complaints, reports, etc. that were reported from December 29, 2005 through January 29, 2007 are included in the summary below. Any complaints, reports, etc. that were received prior to December 29, 2005 have previously been reported in EA05-018.
- a. There are a total of 184 customer complaints (160 unique VINs) that may be related to the alleged condition based on text within the complaint narrative showing that the vehicle stalls while driving. DCC's analysis shows that these complaints are likely due to multiple causes, where any cause has been identified.
 - b. There are a total of 235 field reports (218 unique VINs), of which 1 is from a fleet operator, that may be related to the alleged condition based on text within the complaint narrative showing that the vehicle stalls while driving.

- c. There are no reports involving a fatality. There are five legal matters involving a crash. Four of those legal matters involve alleged property damage, three involve alleged injuries. There is also one consumer complaint involving a crash that relates or may relate to the alleged defect in the subject vehicles.
- d. There are no reports involving a fatality. There are three reports involving a stall that are based on claims against DCC involving injury or notices received by DCC alleging or proving that an injury was caused by a possible defect in a subject vehicle.
- e. There are four reports that allege property damage that are responsive to this inquiry. For the purposes of this response, "property damage" is defined as any non-vehicle component that was allegedly damaged during the reported incident.
- f. There are no third-party arbitration proceedings where DCC is, or was, a party to the arbitration, that are responsive to this inquiry.
- g. There are 47 legal claims and 43 lawsuits where DCC is, or was, a defendant or codefendant, that are responsive to this inquiry.

In summary, there are a total of 509 field inputs, of which 428 are unique vehicles.

Subject Vehicle Population 495,133				
Category Description	CAIR	Field Reports	Claims/Lawsuits	Total Unique VINS
Steady State Stalls > than 15 MPH	14	19	6 / 6	40
Low Speed Stalls < than 15 MPH	3	3	3 / 3	10
Turning	10	17	4 / 2	26
Decelerating or coming to a stop	18	68	5 / 7	81
Stalls - garage shift, idle or while stopped	22	26	6 / 4	50
Accelerating	4	8	2 / 0	12
Indeterminate ¹	113	94	21 / 21	209

¹ May or may not be related to the subject component (all powertrain control modules and associated software as defined in IR EA05-018). Due to insufficient information, DCC was unable to categorize these reports.

3) Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

- a. DaimlerChrysler's file number or other identifier used;
- b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
- c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
- d. Vehicle's VIN;
- e. Vehicle's make, model and model year;
- f. Vehicle's mileage at time of incident;
- g. Incident date;
- h. Report or claim date;
- i. Whether a crash is alleged;
- j. Whether property damage is alleged;
- k. Number of alleged injuries, if any; and
- l. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2003, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

A3. The information requested in Items a. through l, is provided in the detailed response to Question No. 2, Enclosure 1, as part of a Microsoft Access 2000 table, and titled "REQUEST NUMBER TWO DATA".

4) Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method DaimlerChrysler used for organizing the documents.

A4. Copies of all documents within the scope of Question No.2 are provided in Enclosure 2 - CONSUMER COMPLAINTS, FIELD REPORTS, LEGAL CLAIMS AND LAWSUITS.

Per ODI request, the service history for the vehicles in this response are provided in Enclosure 3 for the 434 unique vehicles identified in A3.

DCC has not identified a single causal factor that may be responsible for the reported stalling events occurring in the 2004 and 2005 MY Dodge Durango and Dodge Ram pickup trucks equipped with 5.7L engines. All, or nearly all, of these vehicles were evaluated by our

trained dealership technicians, and the alleged condition was not repeatable nor did it leave any fault codes identifying a problem with the subject component. All of the vehicles in the population are covered by DCC's 8 year / 80,000 emission system warranty, which will correct free of charge any identified issue with the PCM.

DCC has not identified a single failure mechanism responsible for the alleged stalling events. Based on calibration development experience, most stalling conditions can be explained by idle undershoot during transient load and/or environmental conditions. The field input suggests that stalling due to calibration related issues does not typically occur during steady state operation with a warm engine. In addition, problems with any of the hardware providing input to the engine control software would generate a fault code and/or illuminate the MIL, which is not the case.

The corrective measures that have been taken to date have significantly reduced the number of occurrences of alleged stalling events in those vehicles where no causal condition could be identified. Accordingly, DCC believes there is no unreasonable risk to motor vehicle safety and this investigation should be closed.

Sincerely,

A handwritten signature in cursive script, appearing to read "S. J. Speth".

Stephan J. Speth

Enclosure