DAIMLERCHRYSLER

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

June 16, 2006

Mr. Thomas Z. Cooper, Chief
Vehicle Integrity 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. Cooper:

Reference: NVS-212jfa; EA05-022

This document supplements the DaimlerChrysler Corporation ("DCC") response to Question 7 of EA05-022 submitted on March 22, 2006. Test data is provided that was not complete at the time of the response submission.

Feel free to contact my office if you have any further questions on this matter.

Sincerely,

Laurent J. Speth

for Stephan J. Speth

cc: Mr. John Abbott

Attachment

DaimlerChrysler Corporation
800 Chrysler Drive CIMS 482-00-91
Auburn Hills MI USA 48326-2757

Mr. Thomas Z. Cooper
Reference: NVS-212jfa; EA05-022
June 16, 2006

Attachment

Addendum to A7:

Following is a summary of testing performed on 2002 MY Jeep Liberty front seat belt buckle assemblies retrieved during a DCC employee vehicle survey. A total of 14 buckles built in the timeframe defined by warranty returned parts, as described in A6 of the DCC response on March 22, 2006, were retrieved. Of the 14 buckles retrieved, 13 were utilized for this testing.

The buckles were subjected to latchplate cycle testing, utilizing a non-standard test and test set-up, which was intended to intentionally represent a misalignment of the latchplate during insertion. A spring loaded latchplate was used in the test set-up and biased towards the right side of the buckle opening, resulting in a momentary contact with the right leg of the latch guide as the latchplate was inserted. The buckles were checked at 5,000 cycle intervals throughout the testing for fractured latch guide leaf springs. The results are shown in the table below.

It is important to note that in addition to this being a non-standard test, the buckles utilized for this testing were previously subjected to an undetermined number of customer latch/unlatch cycles (vehicle mileages as high as 103,000 miles).

KJ Buckle Cycle Tests*

VIN#	D / P	Mileage	Bkl Build	Tongue Angle	Cycles	Remarks
2W[redacted]	P	103,000	695011	5°	10-15K	Both springs fracture
2W	P	99,000	162011	5°	50K	No spring fractures
2W	P	59,600	135011	5°	30-35K	Right spring fracture
2W	P	59,500	344012	5°	45-50K	Right spring fracture
2W	P	91,000	331011	5°	20-25K	Right spring fracture
2W	P	69,280	403011	5°	30-35K	Both springs fracture
2W	P	76,000	351011	5°	40-45K	Right spring fracture
2W	P	49,300	362011	5°	35-40K	Right spring fracture
2W	P	92,700	502011	5°	50K	Left spring fracture
2W	D	30,000	473012	5°	15-20K	Right spring fracture
2W	P	30,000	473012	5°	35-40K	Right spring fracture
2W	D	49,300	063021	5°	25-30K	Both springs fracture
2W	P	49,300	063021	5°	5-10K	Right spring fracture

*** This is a non-standard test developed specifically for EA05-022 seatbelt buckle evaluation.**

Note: The number of latching/unlatching cycles from occupant usage while incurring mileage is unknown. Cycle count from testing, listed above, is in addition to occupant usage.