

DAIMLERCHRYSLER

June 6, 2007

Ms. Kathleen C. DeMeter
Office of Defects Investigation
National Highway Traffic Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

Reference: Closing Report for EA06-003

Dear Ms. DeMeter:

DaimlerChrysler ("DCC") has reviewed the closing report for EA06-003 and believes that ODI may have inadvertently misrepresented DCC's assessment of the alleged defect. DCC would like to clarify its position.

Page 11 of the closing report contains a section that purports to summarize DCC's "assessment of the alleged defect." Paragraph 2 of that section states, "Alkali or other corrosion products can attack the sensor's plastic housing and initiate cracking." While Robert Bosch Corporation ("Bosch"), the supplier of the front sensors in the subject vehicles, has advanced that theory, DCC has not concluded that alkali or other corrosion causes the initial cracks in the sensor housing. This is confirmed by the following statement in DCC's August 11, 2006 response to Question 21 of ODI's EA information request: "DCC has not come to a conclusion in its assessment of the failure progression of frame rail mounted UFS failures due to corrosion Another potential cause, suggested by Robert Bosch Corporation, is that corrosion of the bushing creates an alkali that attacks the plastic thereby creating an initial housing crack."

DCC also notes that paragraph 7 on page 11 of the closing report does not contain a complete description of the company's position with respect to NHTSA's 25-mph ODB crash test.

DCC therefore requests that this letter be included with the public file on EA06-003 so that these clarifications will be annotated for the record.

Sincerely,


Stephan J. Speth

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