ODI RESUME

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

Investigation: EA 06-004
Prompted By: PE 05-056
Date Opened: 03/09/2006
Principal Investigator: Stephen McHenry
Subject: Steering wheel and shaft bolts

Manufacturer: DaimlerChrysler Corporation
Products: 2004-06 Dodge Durango and 2005-06 Dodge Dakota
Population: 358,455

Problem Description: The steering wheel or steering shaft coupling bolts may be loose or missing resulting in a loss of steering control.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	2	22	24
Crashes/Fires:	1	0	1
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	142	142

*Description Of Other: warranty claims of loose or missing steering wheel or steering shaft bolts.

Action: An Engineering Analysis has been opened.

Engineer: *Stephen McHenry* SM4 Date: *03/09/2006*
Div. Chief: *Jeffrey L. Quandt* Date: *03/09/2006*
Office Dir.: *Kathleen C. DeMeter* Date: *03/09/2006*

Summary: On October 26, 2005, ODI opened a Preliminary Evaluation (PE 05-056) to investigate allegations of loose or missing steering wheel or steering shaft coupling bolts in model year (MY) 2004 and 2005 Dodge Durango sport utility vehicles and MY 2005 Dodge Dakota pickup trucks manufactured by DaimlerChrysler Corporation (DCC). During PE 05-056 ODI identified 3 owner complaints to ODI or DCC, 21 field reports to DCC and 142 warranty claims related to the alleged defect conditions. The reports and claims included 8 incidents of either steering wheel separation or steering shaft decoupling while driving due to loose or missing bolts. One of the failures resulted in a crash.

The population and failure report data given in this resume are limited to the MY 2004-2005 Dodge Durango and MY 2005 Dodge Dakota vehicles that were the subject of PE 05-056. DCC has indicated that the manufacturing process did not change for the MY 2006 vehicles, so those vehicles have been added to the scope of this Engineering Analysis. PE 05-056 has been upgraded to an Engineering Analysis to continue to investigate the scope, frequency and safety consequences of the alleged defect.

Fax 3/9/06 SM4