

DAIMLERCHRYSLER

Speth
1/4/07

DaimlerChrysler Corporation

Stephan J. Speth

Director
Vehicle Compliance & Safety Affairs

December 22, 2006

Kathleen C. DeMeter
Office of Defects Investigation
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Reference: NVS-212mjl; EA06-003


Dear Ms. DeMeter,

This document contains DaimlerChrysler Corporation's ("DCC") response to the referenced inquiry regarding alleged front airbag crash sensor failures on some 2005 and 2006 model year Dodge Caravan, Dodge Grand Caravan, and Chrysler Town & Country ("RS") vehicles. By providing the information contained herein, DCC is not waiving its claim to attorney work product and attorney-client privileged communications.

To date DCC has conducted a thorough investigation and analysis but has not been able to identify from field data, or any other source, evidence suggesting that the alleged condition with the up front crash sensors in the subject vehicles constitutes a safety-related defect. The up front crash sensors are auxiliary sensors designed to optimize the crash detection system in some types of oblique or offset collisions, but the single point sensing system remains functional and provides adequate performance should one or both of the up front crash sensors become disabled. Also, should an up front sensor become disabled in the field, the driver is immediately notified by illumination of an airbag warning light that the vehicle should be promptly serviced.

DCC continues to monitor and assess this condition.

Sincerely,



Stephan J. Speth

Attachment and Enclosures

1. Produce copies of all documents related to the two fatal accidents in which the frontal air bags did not deploy in the subject vehicles. DaimlerChrysler previously provided CAIR reports on the two cases with the following CAIR numbers and VINs:

a. CAIR 13685428 / 2D4GP44L65R[REDACTED]

b. CAIR 14970721 / 2A4GP44R26R7[REDACTED]

A1. DCC is supplying the report for CAIR 14970721 in ENCLOSURE 1. (The CAIR 13685428 report and photos have been previously supplied as ENCLOSURE 3 to an IR response to ODI on January 27, 2006 for PE05-061.) In addition, as of the date of this response, DCC's attorneys have received and are in possession of the following non-privileged documents regarding these two incidents:

a. CAIR 13685428 / 2D4GP44L65R40[REDACTED]):

- o Atlanta Police Department report, statements, and photographs;
- o Fulton County Medical Examiner's report, investigation, and photographs;
- o 911 call records;
- o Dennis Guenther vehicle and site inspection photographs;
- o Michael Klima vehicle inspection photographs;
- o Elizabeth Raphael, M.D. vehicle inspection photographs;
- o Criminal records regarding A [REDACTED];
- o Correspondence and e-mail between the attorneys for the [REDACTED] family, Enterprise Rental, and DaimlerChrysler Corporation;
- o New vehicle invoice;
- o Vehicle records; and
- o Inspection Sign-In Sheet for an October 2, 2006 vehicle inspection.

b. CAIR 14970721 / 2A4GP44R26R7[REDACTED]):

- o Settlement Brochure (with SMAC simulation) from the attorneys for the Engelbrecht family;
- o Clute Police Department accident report;
- o Filed copy of complaint;
- o Courtesy copies of Plaintiff's Initial Request for Disclosure;
- o Courtesy copies of Plaintiff's First Set of Discovery Requests;
- o Vehicle and site inspection photographs taken by Dennis Guenther of SEA, Ltd.;
- o Vehicle inspection photographs and inspection protocol of Michael Cassidy of Cassidy Consulting;
- o Vehicle inspection photographs of James Benedict, M.D., of Biodynamic Research Corporation.
- o Vehicle and site inspection photographs of Ron Wood of Briscoe Investigations;

- o Select photographs provided by the attorneys for the [REDACTED] family;
- o VHS recordings of 10/24/06 vehicle transportation and towing;
- o VHS recording of news media regarding crash;
- o Correspondence and e-mail between the attorneys for the [REDACTED] family and DaimlerChrysler Corporation;
- o New vehicle invoice;
- o Vehicle records;
- o Medical records of [REDACTED] following the crash;
- o Stipulated Vehicle Preservation Protocol signed by counsel for the attorneys for the Engelbrecht family and DaimlerChrysler Corporation;
- o Stipulated Inspection and Testing Protocol signed by counsel for the attorneys for the Engelbrecht family and DaimlerChrysler Corporation; and
- o Stipulated AECM (ORC) Inspection Protocol signed by counsel for the attorneys for the Engelbrecht family and DaimlerChrysler Corporation.

DCC's attorneys have been working with the attorneys for the [REDACTED] and Engelbrecht attorneys in order to gain access to and evaluate the Occupant Restraint Controller (ORC) in each vehicle. However, DCC does not have control over either vehicle and access to the ORC in each vehicle has been restricted. In the Engelbrecht vehicle, damage to the power distribution box has prevented access to the diagnostic data contained in the ORC, and the attorneys for the family have prohibited the removal of the ORC for downloading or accessing any diagnostic data. In the [REDACTED] vehicle, the attorneys for the family have restricted access to the ORC pending the completion of all inspections of the vehicle. Therefore, at this time, DCC does not have detailed information on the performance of the vehicles' occupant protection systems in the respective crash events. Of particular relevance to this investigation, the claimants / plaintiffs have not provided any information indicating that either of the up front sensors (UFS) were not operational at the time of the incidents.

DCC's attorneys have retained documents that are covered by the attorney work-product protection and / or the attorney-client privilege. Copies of all non-privileged documents within the scope of this Request 1 are provided in ENCLOSURE 2 and two separate DVDs of video footage.

- 2. Furnish DaimlerChrysler's assessment of the driver's frontal air bag system performance in the September 13, 2006 NHTSA 25-mph, left 40%-offset deformable barrier crash test of a DaimlerChrysler Minivan. In this test, the left front crash sensor in the test vehicle was disconnected prior to the test. The 5th-percentile female driver dummy had a neck tension measure of 3349 N at 111 ms after impact (exceeding the 2620 N maximum allowed under FMVSS 208). This assessment must include, but is not limited to, DaimlerChrysler's assessment of the following:**
 - a. The manner in which the test was conducted**

- b. Whether the performance of the frontal air bag system in this test was consistent with the system design, and;**
- c. Any and all consequences of the disconnection of the left front crash sensor prior to the test.**

A2. DCC has reviewed the information about the referenced test provided by ODI and has not identified any anomalies in the test setup (test speed, barrier overlap, dummy positioning, etc) to date. However, the performance of the frontal airbag system in this test was inconsistent with the design because the airbag deployed at 98 milliseconds, which is later than expected. When the left front sensor was disconnected prior to the test, the ORC in this vehicle defaulted to backup calibration mode which utilizes its internal accelerometers alone (disregards input from both UFSs) to decide if, when and at what output level an airbag deployment should occur in a frontal impact. Based on simulation data provided to DCC by Robert Bosch Corporation for the backup calibration mode (document previously provided to ODI in an IR response as ENCLOSURE 6 - CONFIDENTIAL for EA06-003 on August 11, 2006), DCC had been aware that if a UFS was not operational, there could be some delay in airbag deployment; however, 98 milliseconds is outside the range of possibilities that Bosch identified.

With regard to the response of the 5th percentile driver dummy, DCC has conducted an extensive analysis and concluded that the neck tension measure of 3349 N for the driver dummy is not a true indication of the potential for injury in a 25mph ODB crash because of an artificial spike in the neck tension measurement.

There are several factors which have led DCC to this conclusion. The first observation is that the head acceleration near the peak tension is in the downward direction, but it is clear from the video of the test that the airbag did not produce a force in that direction. See ENCLOSURE 3 – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment. Also, DCC's extensive experience with airbags and crash testing indicates that the duration of the spike is much shorter than is physically possible with airbag loading. The most striking observation, however, is that the onset of the 3349 N neck tension spike clearly starts prior to the airbag, or any other vehicle component, contacting the head of the dummy. The airbag does not touch the head at all during the first half of the spike and does not develop a significant load (1900 N max) on the head until after the spike is over. Therefore, the airbag cannot be a source of the neck tension.

The test data shows that the tension in the neck is increasing virtually simultaneously with downward acceleration of the head. The only plausible physical explanation for this is that something is "pulling down" on the head through the neck with a high force for a very short time. It is likely that it was due to some internal mechanism within the dummy. DCC has assembled a brief history of known problems regarding the Hybrid 3 dummies noting that forces can

inappropriately be transmitted from one part of the dummy to another due to its internal construction. See ENCLOSURE 4 – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment. This report includes references to an SAE task force that had been assembled to investigate this problem. DCC is not certain whether one of the issues described in this document, or perhaps some other issue, is responsible for the force spike.

Human beings do not have such internal mechanisms and forces cannot be transmitted in this manner. Therefore, the spike in measured neck tension is an artifact of the dummy and not an indication of potential neck injury in the real world. Apart from this artificial spike, the highest neck tension occurs during the airbag loading at approximately 122 milliseconds with a magnitude of approximately 1900 N. This is well below the 2620 N maximum limit specified in FMVSS No. 208, and all other injury criteria values are acceptable. Therefore, even if a malfunction in the UFS were to cause the airbag to deploy at 98 milliseconds in a 25 mph ODB test, it would not pose a safety issue.

3. Produce copies of communications between DaimlerChrysler and the supplier of the subject components that relate to, or may relate to, the alleged defect in the subject components. State whether any of those communications were verbal in nature and provide all documents related to these verbal communications, including, but not limited to, any notes, written transcripts, summaries, or presentations given as part of those communications.

A3. DCC has already produced communications through May 16, 2006, and has conducted a diligent search for communications from May 17, 2006 through November 17, 2006, the day this IR was received. See ENCLOSURE 5A – Communications and ENCLOSURE 5B – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment. Per verbal directive on May 31, 2006 from Thomas Cooper, Chief of Vehicle Integrity Division at NHTSA ODI, no written transcripts of any oral communications were reconstructed.

4. Describe in detail, and produce copies of all documents related to, the frontal air bag deployment requirements or criteria when (1) the Occupant Restraint Controller (ORC) is in backup calibration mode (i.e., front crash sensor(s) has set a fault code) and (2) the ORC is in normal calibration mode (i.e., no front crash sensor fault code) in the subject vehicles.

A4. There are two versions of Occupant Restraint Controller (ORC) available in the subject vehicles. The 8.7E ORC module was originally released at 2005 MY launch for all applications of the subject vehicles. A mid-model change introduced the 8.7+ ORC module for all subject vehicles not equipped with side airbags and the 8.7E ORC module continued to be used for vehicles with side airbags. Both

ORC modules are designed to provide equivalent frontal crash sensing performance. For each ORC module, the deployment target criteria are listed along with the results in separate worksheets for the driver airbag, passenger airbag and seat belt pretensioners / inflatable knee bolsters. There are additional tabs for the targets and results when in the backup calibration mode. See ENCLOSURE 6 – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

There was a 2005 mid-model year modification that affected the way in which the sensor system reacts to faults in one of the UFSs. In vehicles produced in the first part of the 2005 model year, when one UFS fails, the ORC switches to the backup mode, and it disregards input from both UFSs. In vehicles produced after the 2005 mid-model year change, if one UFS fails, the system will stay in the primary (normal) calibration mode, and the ORC will continue to monitor input from the functioning UFS in deciding whether, when and at what level to deploy the airbag. In these later vehicles, the system will only go into the backup calibration mode if both UFSs have failed.

5. **Describe in detail, and furnish the design specifications related to, the front seat belt retractor modifications and front passenger air bag venting modification in mid-MY 2005 subject vehicles which were discussed in DaimlerChrysler's letter dated July 21, 2006, to ODI.**
- A5. The referenced modifications are described, and the design specifications are furnished, in ENCLOSURE 7 - CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.
6. **Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, DaimlerChrysler. For each such action, provide the following information:**
 - a. **Action title or identifier;**
 - b. **The actual or planned start date;**
 - c. **The actual or expected end date;**
 - d. **Brief summary of the subject and objective of the action;**
 - e. **Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and**
 - f. **A brief summary of the findings and/or conclusions resulting from the action.**

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. This includes, but is not limited to, all electronic files and hardcopies that contain the test procedures, findings, results and photographs of each test/component related to the parts return analysis program and corrosion testing. Organize the documents chronologically by action. If an action is not complete, provide a detailed schedule for the work to be done, tentative findings and/or conclusions, and provide an update within 10 days of completion of the action.

- A6. The following eight actions relate to the alleged condition and are listed individually below in approximate chronological order. In its responses to earlier ODI information requests, DCC described additional actions that it had taken with respect to the alleged condition. The actions listed below are all new actions, with the exception of the MADYMO computer simulation study, which is an update of the information previously provided in an IR response to question 16 for EA06-003 submitted to ODI on August 11, 2006.

Assessment 1 – Robert Bosch Corporation Corrosion/Freeze Test

Start Date	End Date	Engineering Group Responsible
7/3/2006	Ongoing	Robert Bosch Corporation

Corrosion/Freeze Test Objective: The objective of the action was to understand the possible reasons for corrosion of the UFS in the subject vehicles by attempting to duplicate in the lab the environment in the areas where the UFS was experiencing a high warranty claims rate. These environmental conditions were then incorporated into a test cycle that is repeated 38 times per week. Various hardware versions of the UFSs were tested and then checked for cracks around the sensor housing using the leak current detection method. The leak current test is very sensitive and can detect extremely small cracks well in advance of a UFS causing an airbag warning lamp to illuminate. The leak current detection method has been previously provided to ODI as ENCLOSURE 5B – CONFIDENTIAL in an IR response for EA06-003 submitted August 11, 2006.

Corrosion/Freeze Test Results: The test results to date indicate that UFSs manufactured with Ultradur plastic housing material and brass bushings often experienced current leakage after a relatively small number of test cycles (50 or so). The UFSs with Ultradur housing and steel bushings generally were able to complete more test cycles than the UFSs with brass bushings before experiencing current leakage. The UFSs made with Crastin material and steel bushings (i.e., those manufactured after approximately April 2006) have not had a problem during the test (currently in excess of 1000 cycles).

Corrosion/Freeze Test Summary: No formal report has been written. See ENCLOSURE 8 – CONFIDENTIAL for the current test matrix, which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

Assessment 2 – MADYMO Computer Simulations

Start Date	End Date	Engineering Group Responsible
7-15-2006	11-12-2006	DCC Scientific Labs

MADYMO Computer Simulations Objective: The objective of the evaluation was to use MADYMO computer modeling to assess the occupant injury risk in the subject vehicles without UFSs for the following FMVSS 208 crash modes: 25 mph flat frontal, 25 mph left angle, 25 mph right angle, 25 mph offset deformable barrier. Additionally, an assessment was conducted for the 40 mph IIHS offset deformable barrier test. The Bosch analysis of deployment times to fire (TTF) and deployment levels in the backup mode (without UFSs), which was previously provided to ODI (in an IR response as ENCLOSURE 6 – CONFIDENTIAL for EA06-003 on August 11, 2006), was used in the modeling to identify “worst case” conditions.

MADYMO Computer Simulations Results: No formal report was written. A summary tabulation is in ENCLOSURE 9 – CONFIDENTIAL, which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

MADYMO Computer Simulations Summary: The MADYMO modeling demonstrates that in these crash modes, the HIC and chest g levels would be well below acceptable limits, even with the UFSs disabled and even assuming the “worst case” TTFs and airbag deployment levels identified by Bosch.

Assessment 3 – DCC Corrosion/Freeze Test

Start Date	End Date	Engineering Group Responsible
9-11-2006	4-1-2007 (expected)	DCC Materials Engineering & DCC Vehicle Safety Office – Product Investigations

Corrosion/Freeze Study Objective: The objective of this action is to better understand the corrosion mechanism in the UFSs in the subject vehicles and to determine if a field-applied coating could seal cracked UFSs to eliminate water intrusion. DCC modified the SAE standard corrosion test procedure by adding a freeze cycle. The original “unmodified” SAE test is designed to accelerate corrosion by simulating 10 years of field exposure in a 6-month timeframe. The testing evaluated various versions of the UFS used in the subject vehicles. The

UFSs were checked for cracks around the sensor housing using the leak current detection method.

Corrosion/Freeze Study Results: No formal report has been written. Several photographs are in ENCLOSURE 10A and a test matrix is in ENCLOSURE 10B – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

Corrosion/Freeze Study Summary: This testing is ongoing, and conclusions are not available at this time.

Assessment 4 – DCC Shuttle Vehicle Sealer Evaluation

Start Date	End Date	Engineering Group Responsible
10-13-2006	4-1-2007 (expected)	DCC Vehicle Safety Office – Product Investigations

DCC Shuttle Vehicle Sealer Evaluation Objective: The purpose of this assessment is to review the field performance of different coatings on UFSs that have been exposed to the environment but have not exhibited a problem. The study is utilizing two subject vehicles from the DaimlerChrysler Technical Center shuttle fleet.

DCC Shuttle Vehicle Sealer Evaluation Results: No formal report has been written.

DCC Shuttle Vehicle Sealer Evaluation Summary: The condition of the UFSs and the sealer performance will be evaluated at the end of the winter and no summary is available at this time.

Assessment 5 – Warranty Study

Start Date	End Date	Engineering Group Responsible
10-19-2006	10-26-2006	DCC Vehicle Safety Office – Product Investigations

Warranty Study Objective: The objective of the study was to remove the seasonal effect of comparing 2005MY to 2006MY for the 12 months in service warranty data.

Warranty Study Results and Summary: The adjusted data demonstrates that the rate of warranty repairs for the UFS in MY2006 subject vehicles is greatly improved compared to the warranty rate for MY2005 subject vehicles for each month in service (MIS). For the completed study see ENCLOSURE 11 – CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

Assessment 6 – DCC Employee Vehicle Sealer Evaluation

Start Date	End Date	Engineering Group Responsible
11-11-2006	4-1-2007 (expected)	DCC Vehicle Safety Office – Product Investigations

DCC Employee Vehicle Sealer Evaluation Objective: To evaluate the effectiveness of two potential coating products for the UFSs.

DCC Employee Vehicle Sealer Evaluation Results: No report has been written. Based on the preliminary evaluation of the two aerosol products – a clear sealer and a black undercoat product – the clear sealer worked the best from an application standpoint. The clear sealer product sprayed evenly over the intricate surfaces of the UFS while the black undercoat product was more difficult to apply and did not coat the UFSs as well.

DCC Employee Vehicle Sealer Evaluation Summary: The clear aerosol product was superior in all aspects of coverage, application, and dry time to the undercoat product. The condition of the UFSs and the effectiveness of the two sealers in reducing corrosion will be evaluated at the end of the winter for all vehicles involved in the survey.

Assessment 7 – VOQ Statistical Study

Start Date	End Date	Engineering Group Responsible
11-12-2006	11-27-2006	DCC Vehicle Safety Office – Product Investigations

VOQ Statistical Study Objective: The objective of this study was to use statistical methods to assess whether the rate of consumer complaints regarding the UFSs in the subject vehicles and the rate of consumer complaints regarding late deployment or non-deployment of the airbags in the subject vehicles fit the geographic patterns exhibited by DCC warranty data for UFS replacements.

VOQ Statistical Study Results and Summary: The warranty data indicates that approximately 94% of the claims for UFS sensor replacement come from states in the Northeast and Midwest regions of the country (“salt belt”). These same states represent only 52% of the subject vehicle population. The VOQs related to UFSs lines up nearly perfectly with the geographic pattern exhibited by the warranty data, but the VOQs for late / non airbag deployments do not as they are randomly distributed throughout the country. The VOQs complaints about UFS appear to be related to the alleged defect, but those for airbag non or late deployment are likely not related. See ENCLOSURE 12 CONFIDENTIAL which is being supplied to the Office of Chief Counsel under separate cover with a request for confidential treatment.

Assessment 8 – Additional Statistical Studies

Start Date	End Date	Engineering Group Responsible
11-30-2006	1-7-2007 (expected)	Independent 3 rd Party Consulting Firm

Additional Statistical Studies Objective: JP Research, Inc., (JPR) conducted an analysis of data from the Office of Defect Investigations (ODI), NHTSA's Fatality Analysis Reporting System (FARS), and police-reported motor vehicle accident data from various state patrol agencies (States data) at the request of DCC. A brief description of the analyses is below:

- 1) Analysis of Vehicle Owner Questionnaires (VOQs) in the ODI database related to complaints of UFS problems, air bag non-deployment, or air bag late deployment in the subject vehicles compared to similar complaints in peer vehicles. Preliminary findings show that the rates of complaints of non-deployment in the subject vehicles are comparable to those of peer vehicles and better than several peer vehicles.
- 2) Analysis of FARS and States data related to the safety performance of the subject vehicles compared to the safety performance of peer vehicles. Preliminary findings show that the serious injury and fatality rates for the subject vehicles in frontal crashes with no air bag deployment are comparable to the rates for peer vehicles. The overall safety performance of the subject vehicles in frontal crashes in the field is excellent.

Additional Statistical Studies Results and Summary: This activity is ongoing and no summary is available at this time.

7. Provide any other information or documents not previously supplied to NHTSA by DaimlerChrysler that DaimlerChrysler believes are relevant to this investigation, including any new findings, assessments and conclusions related to the alleged defect in the subject vehicles.

A7. DCC has monitored and continues to diligently monitor the safety of the subject vehicles. To date DCC has not been able to identify from field data or any other source evidence suggesting that the alleged condition with the UFS in the subject vehicles constitute a safety-related defect.

The UFSs are auxiliary sensors designed to optimize the crash detection system in some types of oblique or offset collisions, but the single point sensing system remains functional and provides adequate performance should one or both of the UFSs become disabled. MADYMO computer modeling supports this assertion. Moreover, if a UFS becomes disabled in the field, the driver is

notified by illumination of an airbag warning light that the vehicle should be promptly serviced.

The results of ODI's 25 mph ODB crash test with the UFS disabled on the left side do not demonstrate the existence of a safety problem, since the apparently high reading for neck tension in that test was the result of an artificial spike due to dummy construction and not reflective of potential injury to a human occupant. Without this anomalous spike, all of the injury measures were below the FMVSS 208 specified limits. Furthermore, NHTSA also conducted a 25 mph Left Angle test of a subject vehicle with the UFS disabled, and all injury measures were below FMVSS 208 specified limits. The results from both of these crash tests, as well as the MADYMO simulations, indicate that a disabled UFS does not pose a safety risk in the subject vehicles.

A statistical study of VOQ data on the subject vehicles strongly suggests that airbag non / late deployment complaints are unrelated to the alleged condition. The complaints of airbag non / late deployment are randomly scattered throughout the United States, while the UFS warranty data and VOQs related to UFSs are primarily from the "salt belt" regions of the country. Airbag non / late deployment complaints occur due to customer misperception of when frontal airbags are designed to deploy. Indeed, review of peer vehicles, none of which are the subject of any crash sensor defect investigation to DCC's knowledge, show comparable complaint rates for airbag non / late deployment.

DAIMLERCHRYSLER

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

December 22, 2006

Mr. Anthony M. Cooke
Chief Counsel
National Highway Traffic Safety Administration
400 Seventh Street, S.W. Rm. 5219
Washington, DC 20590

Re: Request for Confidential Treatment of Documents Provided in EA06-003

Dear Mr. Cooke:

DaimlerChrysler Corporation ("DCC") is submitting information on DVD ROM discs to the NHTSA Office of Defects Investigation in connection with the above-referenced Information Request ("IR"). Based on a careful review of the submission, DCC has determined that some of the files in Confidential Enclosures 3, 4, 5B, 6, 7, 8, 9, 10B, 11, & 12 consist of confidential information that should be accorded confidential treatment under this agency's regulations at 49 C.F.R. Part 512 and Exemption 4 of the Freedom of Information Act ("FOIA"), 5 U.S.C. § 552(b)(4).¹ Therefore, DCC is submitting these DVD's, together with this request for confidential treatment to the Office of Chief Counsel.

As required by Part 512, DCC is submitting certificates executed by responsible DCC and Bosch personnel. A further Bosch confidentiality certificate pertaining to communications with DCC will follow after the holiday. The information required by Part 512 is set forth below.

A. Description of the Information (49 C.F.R. § 512.8(a))

The information for which confidential treatment is being sought is:

1. A thorough analysis of the Hybrid III Dummy family report (Enclosure 4, Bates #DCC-EA06-003-000004-000012);

¹ DCC has taken steps to assure that the DVD's are free of any errors or defects that would prevent NHTSA from opening each file on the disc. If, however, the agency is unable to open any of the files, DCC respectfully requests that the agency inform DCC of the issue, so that DCC may take steps to supply NHTSA's Office of Chief Counsel with a disc that is fully functional.

2. A subset of email communications between Bosch and Dino DePaolis, Gary Long, Marcus Metz, Ronald David and Will Todd that contain Bosch design information, testing procedures and analysis as well as problem solving capabilities. (Enclosure 5B, Bates #DCC-EA06-003-000200-000309) The attachments include a materials engineering document "Dissimilar Metals"; a test set-up and procedure "051122 Leakage Current Test"; testing analysis and problem solving capabilities "DCX Corrosion Test Update"; and a parts return analysis system "04686957AB". Testing analysis and problem solving capabilities are in "Testmatrix DC UFS1 FCCT 061130", "Microsoft PowerPoint Test Matrix DC UFS1 FCCT 060811", "Testmatrix DC UFS1 FCCT 061102"; design process and changes with problem solving capabilities in "Splash Shield Concept" and "DC.UFS1 Sealer RS 041006"; Downloaded ORC data in Human Readable Format from the Electronic Data Recorders ("EDRs") is in "TMD026437962 EDR from RAW Data" and "TMD157439071 EDR from RAW Data". (Enclosure 5B, Bates #DCC-EA06-003-000177-000199);

3. PRAS Logs which are system generated reports that DCC developed to communicate with its suppliers (Enclosure 5B, Bates #DCC-EA06-003-000167-000173);

4. Two Excel spreadsheets, 9C.0009.9C03 and 92.0105.924B, that have design information and the standards of performance for the front crash sensors in the subject vehicles (Enclosure 6);

5. Three change notices, Seat Belt & Pass Airbag Mods, CN40702-M01 Seat Belt Retractor Changes, and 40621-M04-05RS NCAP Initiative. These change notices have design change information and testing analysis on the changes in the design. Operational procedures and lead time capacity are also within the change notices (Enclosure 7, Bates #DCC-EA06-003-000138, 00013-000038);

6. Design information and performance standards in the PF10525S Digressive and Load Limit Retractors, PF-9007 Passenger Airbag, and an Excel spreadsheet Pass Airbag Inflator Change Info (Enclosure 7, Bates #DCC-EA06-003-000039-000137);

7. Information pertaining to Bosch's testing procedures and analysis as well as the problem solving capabilities. There are six documents from Bosch: Bosch Test Matrix DCC UFS1 FCCT 061102, Bosch Test Matrix DCC UFS1 FCCT 061130, Microsoft PowerPoint - Test Matrix UFS1 FCCT 060811, Test matrix DC UFS1 FCCT 060825, Test matrix DC UFS1 061102, and Test matrix DC UFS1 FCCT Analysis 060825 (Enclosure 8, Bates #DCC-EA06-003-000139-000146);

8. Information pertaining to DCC's testing procedures and analysis as well as the problem solving capabilities including: DCC Corrosion & Freeze Test Matrix, Root Cause Confirmation Test Plan - cycle, RS Sensor MADYMO matrix 110106, VOQ study and 2005-2006 MIS Comparables Worksheet for Regions 12MIS (Enclosures 9, 10B, 11, & 12, Bates #DCC-EA06-003-000147-000166).

The table attached to this letter will more fully describe the documents.

B. Confidentiality Standard (49 C.F.R. § 512.8(b))

This submission is subject to the substantial competitive harm standard set forth in 49 C.F.R. § 512.15(b) for information that a submitter is required to provide to the agency.

C. Justification for Confidential Treatment (49 C.F.R. § 512.8(c))

This agency's regulations and Exemption 4 of the Freedom of Information Act ("FOIA"), 5 U.S.C. § 552(b)(4), protect the confidentiality of information that would be likely to cause substantial competitive harm to the submitter is disclosed. *See, e.g., 49 C.F.R. § 512.15(b); Nat'l Parks & Conservation Ass'n v. Morton*, 498 F.2d 765, 770 (D.C. Cir. 1974). FOIA Exemption 4 was enacted to prevent disclosures that would "eliminate much of the time and effort that would otherwise be required to bring to market a product competitive with the [submitter's] product." *Public Citizen Health Research Grp. v. FDA*, 185 F.3d 898, 905 (D.C. Cir. 1999). "Because competition in business turns on the relative costs and opportunities faced by members of the same industry, there is a potential windfall for competitors to whom valuable information is released under FOIA. If those competitors are charged only minimal FOIA retrieval costs for the information, rather than the considerable costs of private reproduction, they may be getting quite a bargain. Such bargains could easily have competitive consequences not contemplated as part of FOIA's principal aim of promoting openness in government." *Worthington Compressors, Inc. v. Costle*, 662 F.2d 45, 51 (D.C. Cir. 1981). Substantial competitive harm also may result from disclosures that would reveal a firm's "operational strengths and weaknesses" to competitors. *See Nat'l Parks & Conservation Ass'n v. Kleppe*, 547 F.2d 673, 684 (D.C. Cir. 1976). The information at issue here should be protected under these standards.²

Competitors could determine the type of testing and reporting that DCC and Bosch do in evaluating products and the process of analysis, product testing methodology and product design information if this information is disclosed. These documents reveal valuable information about the processes for remedying problems and evaluating and improving products. The disclosure of such information would enable competitors to refine their own product evaluation, remediation, and improvement procedures without incurring the costs normally required for independent development of such procedures, and also would provide information about DCC's operational strengths.

There is also a great deal of developmental and design testing information in this submission. NHTSA has recognized that developmental testing information should be protected under Exemption 4 because it reveals the scope, nature, and results of a submitter's proprietary and developmental testing, as well as the submitter's design and performance standards, design philosophies, and the reasons for various design choices.

² As noted above, DCC is providing a table that identifies the confidential information on the enclosed discs, and specifies the location of the information (by enclosure number and, where applicable, by folder and sub-folder as well as the Bates page numbers). The table also briefly states the basis for the confidentiality claims.

Such information could enable a competitor to develop and upgrade its own testing protocols, improve its design decisions, and gain insights into DCC's operational capacities.

The Bosch test data, including the slide regarding the leak test, are all related to Bosch internal tests that reveal tests developed by Bosch for the purpose of developing, designing and analyzing up front sensors. The parameters utilized in the tests are not publicly available or disclosed outside of Bosch other than to DCC. The development of tests and the analysis of the results of the tests (all of which are disclosed in the slides shared with DCC) reveals important information regarding the design and manufacture of the up front sensors and how the various properties of the up front sensors perform under different conditions. The test information would allow a competitor to develop competitive products without the time and money Bosch has had to spend.

In addition, some of the documents provide information about the performance and operational capacities of a supplier. The disclosure of such information could relieve competitors of the costs and burdens of independently identifying and assessing suppliers, thereby enabling them to bring products competitive with DCC's products to market more quickly and at less cost. See *SMS Data Prods. Grp., Inc. v. United States Dept. of Air Force*, Civ. A. No. 88-0481-LFO, 1989 WL 201031, at *4 (D.D.C. May 11, 1989) (submitter of information had spent years developing a network of subcontractors, and release of the information would give competitors the information "without needing to expend the same time and resources").

The download of the ORC contains proprietary information that relates to how Bosch stores and retrieves data from the ORC. Much, if not all, of the data stored is required by DCC. How the information is stored and the manner in which the data is stored is proprietary to Bosch. If a competitor obtains the data, it can identify design strategies that Bosch deems important and use the data to better compete with Bosch in the marketplace. It would cause substantial competitive harm to DCC because competitors could use this information to improve the codes within their Electronic Data Recorder. These competitors would not have the time and costs involved in developing this code themselves.

D. Class Determination (49 C.F.R. § 512.8(d))

The information for which confidential treatment is sought does not fit within a class determination.

E. Duration for Which Confidential Treatment is Sought (49 C.F.R. § 512.8(e))

Because DCC anticipates that the information will be competitively sensitive indefinitely, DCC request that the information be accorded confidential treatment permanently.

F. Contact Information (49 C.F.R. § 512.8(f))

Please direct all inquiries and responses to the undersigned at:

800 Chrysler Drive, CIMS 482-00-91
Auburn Hills, MI 48326
248-512-4188
SS6@dcx.com

If you receive a request for disclosure of the information for which confidential treatment is being sought before you have completed your review of our request, DCC respectfully requests notification of the request(s) and an opportunity to provide further justification for the confidential treatment of this information, if warranted.

Sincerely,



Stephan J. Speth

cc: Kathleen DeMeter

Attachment and Enclosures

Certificate in Support of Request for Confidentiality

I, Stephan J. Speth pursuant to the provisions of 49 C.F.R. Part 512, state as follows:

- (1) I am DaimlerChrysler Corporation's Director, Vehicle Certification, Compliance and Safety Affairs and I am authorized by DaimlerChrysler Corporation to execute documents on its behalf;
- (2) I certify that the information contained in the attached documents is confidential and proprietary data and is being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552(b)(4);
- (3) I hereby request that the information contained in the indicated documents be protected on a permanent basis;
- (4) This certification is based on the information provided by the responsible DaimlerChrysler Corporation personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside DaimlerChrysler Corporation;
- (5) Based upon that information, to the best of my knowledge, information and belief, the information for which DaimlerChrysler Corporation has claimed confidential treatment has never been released or become available outside DaimlerChrysler Corporation, except to certain contractors of DaimlerChrysler Corporation with the understanding that such information must be maintained in strict confidence;
- (6) I make no representations beyond those contained in this certificate and, in particular, I make no representations as to whether this information may become available outside DaimlerChrysler Corporation because of unauthorized or inadvertent disclosure (except as stated in paragraph 5); and
- (7) I certify under penalty of perjury that the foregoing is true and correct.

Executed on this 26th day of December, 2006



Stephan J. Speth

Certificate in Support of Request for Confidentiality

I, Joachim Schmidt, pursuant to the provisions of 49 C.F.R. Part 512, state as follows:

- (1) I am the Director of Engineering Restraint Systems for Robert Bosch Corporation and I am authorized by Robert Bosch Corporation to execute documents on its behalf;
- (2) I certify that the information contained in the documents described in the accompanying request for confidential treatment and defined as Confidential Bosch Material are confidential and proprietary data and are being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. § 552(b)(4);
- (3) I hereby request that the information contained in the indicated documents be protected on a permanent basis;
- (4) This certification is based on the information provided by the responsible Robert Bosch Corporation personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Robert Bosch Corporation;
- (5) Based upon that information, to the best of my knowledge, information and belief, the information for which Robert Bosch Corporation has claimed confidential treatment has never been released or become available outside Robert Bosch Corporation, except for disclosures to DaimlerChrysler with the understanding that such information must be maintained in strict confidence;
- (6) I make no representations beyond those contained in this certificate and, in particular, I make no representations as to whether this information may become available outside Robert Bosch Corporation because of unauthorized or inadvertent disclosure (except as stated in paragraph 5); and
- (7) I certify under penalty of perjury that the foregoing is true and correct.

Executed on this twenty-first day of December, 2006



**ATTACHMENT TO REQUEST FOR CONFIDENTIAL
TREATMENT OF CERTAIN DOCUMENTS SUBMITTED IN
CONNECTION WITH EA06-003C WITHIN CONFIDENTIAL
ENCLOSURES 3, 4, 5B, 6, 7, 8, 9, 10B, 11 & 12**

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
2 DCC	4	Hybrid III Dummy family report.pdf	Chronology of history of the hybrid III dummy	DCC- EA06-003- 000004- 000012	Document shows the chronology of the history of the HYBRID III Dummy including graphics showing the design changes. This knowledge which cost DCC a considerable amount of time and money to develop and competitors could use this information without spending the time and money to research this info on their own and could reduce their costs to better compete with DCC
2 DCC	3	NHTSA Test plot Analysis.pdf	DCC testing analysis of NHTSA test and problem solving capabilities of DCC	DCC- EA06-003- 000001- 000003	This document shows how DCC analyzes barrier crash testing data and problem solving capabilities are revealed which competitors could use to improve their own analysis and problem solving techniques.
3 DCC	5B	Dino DePaolis- emails.pdf	Design change information, problem solving capabilities, and testing procedures and analysis	DCC- EA06-003- 000200	These emails have design change information and problem solving capabilities that competitors could use to improve/develop

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					<p>their own designs and problem solving techniques. The testing procedures and analysis are also competitively sensitive because a competitor could use this information to improve their own testing procedures and analysis to better compete with DCC.</p>
<p>3 DCC</p>	<p>5B</p>	<p>Gary Long e-mails.pdf</p>	<p>Testing procedures, problem solving capabilities, design information and DCC internal computer system login information</p>	<p>DCC- EA06-003- 000239- 000257</p>	<p>These emails have design information that competitors could use to improve/develop their own designs. The testing procedures and analysis are also competitively sensitive because a competitor could use this information to improve their own testing procedures and analysis to better compete with DCC. These emails also reveal how to login to the DCC internal computer system which is proprietary information that should be accorded confidential treatment.</p>
<p>3 DCC</p>	<p>5B</p>	<p>Marcus Metz emails.pdf</p>	<p>Testing procedures, reporting and analysis, and problem solving capabilities</p>	<p>DCC- EA06-003- 000258- 000273</p>	<p>The problem solving capabilities, testing procedures and analysis are competitively sensitive because a</p>

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					competitor could use this information to improve their own testing procedures and analysis or problem solving capabilities to better compete with DCC.
3 DCC	5B	PRAS Log 04686957AC.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000167	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed.
3 DCC	5B	PRAS Log 04896023AA.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000168	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed.
3 DCC	5B	PRAS Log 05170520AA.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000169	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					could use this system without the time and expense if this document is disclosed
3 DCC	5B	PRAS Log 05175788AA.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000171	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed
3 DCC	5B	PRAS Log 05170520AB.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000170	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed
3 DCC	5B	PRAS Log 05175978AA.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000172	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
3 DCC	5B	PRAS Log 05175978AB.pdf	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000173	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed
3 DCC	5B	Ronald P David Emails.pdf	Problem solving capabilities and cost/financial information	DCC- EA06-003- 000274- 000279	These emails reveal DCC/Bosch problem solving capabilities which competitors could use to improve their capabilities to solve problems. There is also cost/financial information included in these emails that reveal information that competitors could use to improve their own cost basis for their products and better compete with DCC.
3 DCC	5B	Will Todd e- mails.pdf	Problem solving capabilities and testing information	DCC- EA06-003- 000280- 000286	These emails reveal DCC/Bosch problem solving capabilities which competitors could use to improve their capabilities to solve problems. The testing procedures and analysis are competitively sensitive because a competitor could use

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					this information to improve their own testing procedures and analysis to better compete with DCC.
4 Bosch	6/AB8.7+	9C.0009.9C03.xls	Design information and performance standards of airbags	N/A Excel spreadsheet	This spreadsheet shows the design specifications of the crash sensing system in the subject vehicles. Competitors could use this information to improve their airbag design without the time and expense of independently developing this design.
4 Bosch	6/Ab8.7e	92.0105.924B.xls	Design information and performance standards of airbags	N/A Excel spreadsheet	This spreadsheet shows the design specifications of the crash sensing system in the subject vehicles. Competitors could use this information to improve their airbag design without the time and expense of independently developing this design.
5 DCC	7	Seat Belt & Pass Airbag Mods.pdf	Testing analysis, design information in a design change notice	DCC- EA06-003- 000138	This change notice is confidential on the grounds that competitors could improve their own designs and manufacturing processes and compete more effectively against DCC.
5	7	CN40702-M01	A change notice	DCC-	This change notice is

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
DCC		Seat Belt Retractor Changes.pdf	with testing analysis, design information, DCC/Supplier operational procedures, cost/financial information and lead time capacity information	EA06-003-000015-000038	confidential on the grounds that competitors could improve their own designs and manufacturing processes and compete more effectively against DCC.
5 DCC	7	PF10525S Digressive and Load Limit Retractors. pdf	Design information and performance standards	DCC-EA06-003-000128-000137	This document shows the standards DCC has set for the performance and design of the subject vehicle seat belts. Competitors could improve their own performance standards and designs without the time and expense that DCC implemented and therefore compete more effectively against DCC.
5 DCC	7	40621-M04-05RS NCAP Initiative. pdf	A change notice with testing analysis, design information, DCC/supplier operational procedures, cost/financial information and lead time capacity information.	DCC-EA06-003-000013-000014	This change notice is confidential on the grounds that competitors could improve their own designs and manufacturing processes and compete more effectively against DCC.
5 DCC	7	PF-9007 Passenger Airbag.pdf	Design information and performance standards	DCC-EA06-003-000039-000127	This document shows the standards DCC has set for the performance and

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					design of the subject vehicle passenger airbag. Competitors could improve their own performance standards and designs without the time and expense that DCC implemented and therefore compete more effectively against DCC.
5 DCC	7	Pass Airbag Inflator Change Info.xls	Design information and performance standards	N/A Excel spreadsheet	This document shows the standards DCC has set for the performance and design of the subject vehicle passenger airbag. Competitors could improve their own performance standards and designs without the time and expense that DCC implemented and therefore compete more effectively against DCC.
6 Bosch	8	Bosch Test Matrix DCC UFS1 FCCT 061102.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000139	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 Bosch	8	Bosch Test Matrix DCC UFS1 FCCT 061130.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000140	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					which competitors could use to improve their own processes.
6 Bosch	8	Microsoft Powerpoint - Test Matrix UFS1 FCCT 060811.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000141	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 Bosch	8	Testmatrix DC UFS1 FCCT 060825.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000142	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 Bosch	8	Testmatrix DC UFS1 061102.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000143	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 Bosch	8	Testmatrix DC UFS1 FCCT Analysis 060825.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000144- 000146	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 DCC	10B	DCC Corrosion & Freeze Test Matrix.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000149	Confidential on the grounds that document reveals DCC testing analysis

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					and problem solving capabilities which competitors could use to improve their own processes.
6 DCC	10B	Root Cause Confirmation Test Plan - cycle.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000150	Confidential on the grounds that document reveals DCC testing analysis and problem solving capabilities which competitors could use to improve their own processes.
6 DCC	9	RS Sensor MADYMO matrix 110106.pdf	Testing analysis and problem solving capabilities with proprietary information showing airbag deployment times and level of deployment	DCC- EA06-003- 000147- 000148	This document is confidential on the grounds that it reveals proprietary information of DCC showing a system that DCC uses to analyze testing data. This analysis reveals details on the design and operation of the subject component.
6 DCC	12	VOQ study.pdf	Data analysis as well as problem solving capabilities	DCC- EA06-003- 000152- 000166	Document is confidential on the grounds that it reveals DCC's procedures for field data analysis and statistical techniques. Problem solving capabilities are evident in this analysis.
6 DCC	11	2005-2006 MIS Comparables Worksheet for Regions 12MIS.pdf	Analysis using problem solving capabilities	DCC- EA06-003- 000151	Document is confidential on the grounds that it reveals DCC's procedures for warranty analysis.
3	5B/Bosch emails and	Bosch emails and Bosch emails 2	Testing procedures and	DCC- EA06-003-	The problem solving capabilities, testing

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
Bosch	attachments		analysis, problem solving capabilities, and design information	000287- 000309	procedures and analysis are competitively sensitive because a competitor could use this information to improve their own testing procedures and analysis or problem solving capabilities to better compete with DCC.
3 DCC	5B/Bosch emails and attachments	Dissimilar Metals.pdf	Guidelines for selections of fasteners based on galvanic action	DCC- EA06-003- 000193	Document reveals metals combinations to use for base metal and fasteners. Competitors could determine the materials engineering that DCC used to determine the best metal combinations to use in its products. They could use this information without the time and expense of engineering this information on their own to better compete against DCC.
3 Bosch	5B/Bosch emails and attachments	051122 Current Leakage Test.pdf	Test set-up and procedure.	DCC- EA06-003- 000177	Document reveals the test set-up and procedure for testing leakage of the UFS. Competitors could determine the test set- up and procedure that Bosch does in its testing of the UFS and save themselves the time and money needed to develop these tests on their

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					own and better compete with DCC and Bosch.
3 DCC	5B/Bosch emails and attachments	DCX Corrosion Test Update.pdf	Testing analysis and problem solving capabilities	DCC- EA06-003- 000192	Confidential on the grounds that document reveals DCC testing analysis and problem solving capabilities which competitors could use to improve their own processes.
3 DCC	5B/Bosch emails and attachments	04686957AB.pdf Parts Return Analysis System (PRAS Log)	Analysis of problem solving capabilities that DCC developed to use in communicating with suppliers	DCC- EA06-003- 000178- 000187	The PRAS Log is a method of communicating with suppliers that DCC developed to streamline the communication process in solving issues. Competitors could use this system without the time and expense if this document is disclosed
3 Bosch	5B/Bosch emails and attachments	Testmatrix DC UFS1 FCCT 061130	Testing analysis and problem solving capabilities	DCC- EA06-003- 000199	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
3 Bosch	5B/Bosch emails and attachments	Splash Shield Concept	Problem solving capabilities and design process and changes	DCC- EA06-003- 000195- 000197	Confidential on the grounds that document reveals design changes and processes for change and problem solving capabilities that competitors could use to improve their own

QUESTION # SOURCE	ENCLOSURE/SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
					processes and designs and compete more effectively
3 Bosch	5B/Bosch emails and attachments	Microsoft PowerPoint Test Matrix DC UFS1 FCCT 060811	Testing analysis and problem solving capabilities	DCC- EA06-003-000194	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
3 Bosch	5B/Bosch emails and attachments	Testmatrix DC UFS1 FCCT 061102	Testing analysis and problem solving capabilities	DCC- EA06-003-000198	Confidential on the grounds that document reveals DCC/Bosch testing analysis and problem solving capabilities which competitors could use to improve their own processes.
3 Bosch	5B/Bosch emails and attachments	TMD026437962 EDR from RAW Data.txt	Electronic Data Recorder ("EDR") data from minivan front crash sensors/ORC download	N/A Text File	Confidential on the grounds that data reveals the airbag deployment levels that are used to pass NHTSA regulatory tests which is proprietary information. The unique hexadecimal code that was developed for use in DCC's EDR would also be revealed and competitors could use this information to improve/develop their own code without the time and expense that DCC spent.
3	5B/Bosch emails and	TMD157439071 EDR from RAW	Electronic Data Recorder	N/A Text File	Confidential on the grounds that data

QUESTION # SOURCE	ENCLOSURE/ SUB-FOLDER	FILE/DOCUMENT NAME	DOCUMENT DESCRIPTION	BATES PAGE #	CONFIDENTIALITY JUSTIFICATION
Bosch	attachments	Data.txt	("EDR") data from minivan front crash sensors/ORC download		reveals the airbag deployment levels that are used to pass NHTSA regulatory tests which is proprietary information. The unique hexadecimal code that was developed for use in DCC's EDR would also be revealed and competitors could use this information to improve/develop their own code without the time and expense that DCC spent.
3 Bosch	5B/Bosch emails and attachments	DC.UFS1 Sealer RS 041006	Design changes	DCC- EA06-003- 000188- 000191	Document reveals a design change to the front crash sensors and competitors could determine the process that DCC and Bosch go through to implement design changes and the capabilities needed to implement the change in design.