

# DAIMLERCHRYSLER

04V-111 ① of ③

March 2, 2004

Mr. Kenneth N. Weinstein  
Associate Administrator, Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

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

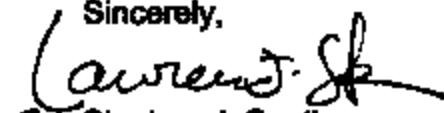
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MAR 21 2004  
DEFECTS INVESTIGATION  
MAR 11 A 9 45

Dear Mr. Weinstein:

Attached is DaimlerChrysler Corporation's Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in some 2004 model year Jeep Liberty vehicles. Certain remote keyless entry input may cause the body control module software to actuate the door lock motors continuously and seize the lock motor bearings. If this occurs, the door lock system will become inoperative.

DaimlerChrysler Corporation will conduct a voluntary safety recall to update the body control module software and inspect, and replace as necessary, the door latch assemblies on affected vehicles.

Sincerely,

  
for Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall # D09

cc: K. C. DeMeter, NHTSA  
Division of Occupational Safety & Health  
California Department of Industrial Relations

**DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL # D09**

Page 1

**Submission date:** March 2, 2004

04V-111 ② of ③

**Identifying classification of vehicles potentially affected:**

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume
Jeep	Liberty	2004	1/16/2004- 1/28/2004	2875 (estimated)

**Estimated percentage containing defect:** 100%**Description of defect:**

Certain remote keyless entry (RKE) input may cause the body control module (BCM) software to actuate the door lock motors continuously. This can cause the lock motor bearings to overheat and seize. If this occurs, the door lock system will become inoperative.

**The following chronology of principal events occurred between late January 2004 and late February 2004 and led to the determination of a defect:**

- On January 26<sup>th</sup>, 2004, four vehicles at DaimlerChrysler Corporation's Toledo North Assembly Plant were found to have multiple door locks seized in the unlocked position.
- Plant yard containment was initiated on January 28<sup>th</sup>, 2004. Review of repair records identified four additional vehicles with multiple locks seized.
- Review of the design history established that the internal positive thermal coefficient (PTC) was removed from the lock motor. The PTC is a thermally-activated circuit breaker that protects the internal components of the lock motor. This change was implemented on January 16<sup>th</sup>, 2004.
- If continuous battery power is applied to a lock motor without PTC protection, the lock motor bearing can overheat and become inoperative. This can result in a door lock that is seized in its current state of lock or unlock without the ability to be manually overridden.
- Review of the BCM software established that multiple inputs from the RKE within a short amount of time may have the potential to place the BCM software into a state of providing continuous power to all door locks. Cycling the power door locks in the opposite direction will clear the erroneous condition. For most customers this is more likely to occur when unlocking the car since it is a more common practice to press the

## **DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL # D09**

Page 2

04V-111 ③ of ③

- RKE unlock button multiple times while approaching the car.
- With the lock motors seized in the unlock position, the doors can not be locked. With the lock motors seized in the lock position, the front door interior handle override is still functional and the door can be opened from the inside. However, the rear doors without interior handle override can not be opened.
- Testing confirmed root cause and an updated BCM software package was validated and implemented on February 2<sup>nd</sup>, 2004. All vehicles held in the yard containment were inspected and the BCM software updated prior to release.
- There are no known field inputs for this condition.
- This data was presented to the Vehicle Regulations Committee who on February 24<sup>th</sup>, 2004 decided to conduct a safety recall to repair affected vehicles.

### **Statement of measures to be taken to correct defect:**

DaimlerChrysler Corporation will update the BCM software and inspect, and replace as necessary, the door latch assemblies on affected vehicles. DaimlerChrysler expects to initiate national notification to both dealers and owners when a sufficient quantity of parts becomes available. DaimlerChrysler's scheduling information for implementing this recall is not available at this time.

DaimlerChrysler Corporation has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, DaimlerChrysler Corporation, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.