

DAIMLERCHRYSLER

March 2, 2004

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

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

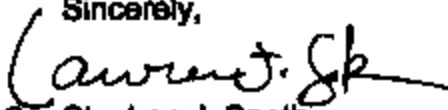
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Dear Mr. Weinstein:

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 Chrysler Pacifica vehicles. The engine may stall during low speed cornering with a cold engine and closed throttle deceleration.

DaimlerChrysler Corporation will conduct a voluntary safety recall to install revised engine controller software on the affected vehicles.

Sincerely,


for Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall # D15

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

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DEFECTS INVESTIGATION

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL # D15

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Submission date: March 2, 2004

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Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume	Other
Chrysler	Pacifica	2004	1/16/2003-7/01/2003	34,561	with NGC1 powertrain control module

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

In vehicles with the next generation controller (NGC) version 1 powertrain control module, the software protocol used to test the vehicle exhaust gas recirculation (EGR) system may lead to engine stalling during low speed, closed throttle cornering with a cold engine at cold ambient temperature.

The following chronology of principal events occurred during the month of February 2004 and led to the determination of a defect:

- DaimlerChrysler Corporation is aware of approximately 98 field reports of early built 2004 model year Pacifica vehicles experiencing cold engine stalling during closed throttle deceleration, typically coupled with a turning maneuver. The earliest report received by the company thought to be related to this condition was in October of 2003. Since over 80% of the reports were received between December of 2003 and February of 2004, a trend suggesting the potential for a safety related defect was not established until February of 2004.
- The vehicles were able to be immediately restarted, although several instances of repeat occurrence at a separate time on the same vehicle were noted.
- It was established that the condition generally occurs at lower vehicle speed with a closed throttle deceleration shortly after cold start with ambient temperature between 15F and 40F (approximately) and may coincide with power steering load on the engine during a turning maneuver.
- Dealer service personnel were unable to reproduce the condition, which does not set a fault code or illuminate a malfunction indicator lamp.

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- Investigation determined that the condition is due to software protocol used to test the vehicle EGR system.
- The on-board diagnostic monitor with the NGC1 powertrain control module tests EGR function by slightly opening the EGR valve during closed throttle deceleration. In conjunction with a cold engine and power steering load, this may cause unstable engine combustion which may lead to a stalling condition.
- This condition was duplicated using one of the vehicles for which this complaint was reported.
- The NGC3 powertrain control module which went into production in July 2003 utilizes a different protocol for EGR function testing that does not result in this condition.
- DaimlerChrysler Corporation is not aware of any accidents or injuries related to this condition.
- This data was presented to the Vehicle Regulations Committee who on February 24th, 2004 decided to conduct a safety recall to repair affected vehicles.

Statement of measures to be taken to correct defect:

DaimlerChrysler Corporation will conduct a voluntary safety recall to install revised engine controller software which will eliminate the potential for the stalling condition. DaimlerChrysler expects to initiate national notification to both dealers and owners in March of 2004.

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.