

DAIMLERCHRYSLER

July 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

04V-337
(3 pages)

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OFFICE OF
DEFECTS INVESTIGATION

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 2004 model year Jeep Liberty vehicles with 3.7L engines. Two valve cover studs may interfere with the fuel injector and alternator wiring harnesses. DaimlerChrysler Corporation will conduct a voluntary safety recall to add protective caps to the valve cover studs and re-route the wiring to provide clearance as necessary on all affected vehicles.

Sincerely,



Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall D33.

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL D33

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Submission date: July 2, 2004

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume	Other
Jeep	Liberty	2004	5/26/2004 - 6/25/2004	1,600 (estimate)	w/ 3.7L engine only

Estimated percentage containing defect: Unknown**Description of defect:**

Two valve cover studs may interfere with the fuel injector and alternator wiring harnesses. Chafing of the fuel injector wiring harness may lead to engine stalling. Damage to the alternator wiring harness could result in an under hood fire.

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

- Two 2005 model year 3.7L Jeep Liberty development vehicles experienced engine stalls while driving. Investigation determined that the condition was caused by chafing of the fuel injector wiring harness on the left rear valve cover stud.
- On June 22, 2004, the Toledo North Assembly Plant (TNAP) issued a yard hold on all 3.7L Jeep Liberty vehicles and an investigation commenced.
- For the 2005 model year, the 3.7L engine valve cover will be changed from metal to plastic. To accommodate a wire routing issue on another product that will utilize the 3.7L engine, studs were added to the common valve cover as a wiring attachment location.
- The valve cover change was pulled ahead for the 2004 model year Jeep Liberty to mid May 2004. For the Jeep Liberty application, the valve cover studs are not utilized as a wiring attachment location. Engineering analysis determined that the fuel injector wiring may move and contact the valve cover stud if it is not permanently attached.
- On June 26, 2004, a survey of 109 yard containment vehicles at TNAP found approximately 50 percent of the injector wiring harnesses in contact with the valve cover stud.
- During the TNAP yard containment it was also determined that the alternator wiring harness routed over a valve cover stud that could possibly result in a long term chafe condition.

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- Contained vehicles were corrected by placing protective caps over the two subject valve cover studs, and repositioning the fuel injector harness to provide clearance to the rear stud. The alternator wiring harness was secured via tie strap to the fuel injector harness to provide clearance to the front stud.
- A subsequent change was made to remove the valve cover studs on the 3.7L engine and to replace them with bolts.
- This data was presented on June 29, 2004 to the Vehicle Regulations Committee who decided to conduct a safety recall to repair the affected vehicles.

Statement of measures to be taken to correct defect:

DaimlerChrysler Corporation will conduct a safety recall to add protective caps to the valve cover studs and re-route the affected wiring harnesses to provide clearance as necessary on all affected vehicles. DaimlerChrysler expects to initiate national notification to both dealers and owners in July 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.