

DAIMLERCHRYSLER

104 001 -8 P 11-34

10/5/04
6:27:02 AM

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

October 5, 2004

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

04V-481
(3 pages)

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 a small number of 2005 model year Chrysler PT Cruiser vehicles. On certain vehicles there may be inadequate clearance between the left front brake tube and the heavy duty manual transaxle housing. DaimlerChrysler Corporation will conduct a voluntary safety recall to install a revised brake tube which provides adequate clearance to the transaxle housing on all affected vehicles.

Sincerely,


Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall D45
Dealer and Owner Notification Letters – Recall D45

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL D45

Page 1

Submission date: October 5, 2004

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume	Other
Chrysler	PT Cruiser	2005	8/10/2004 – 9/3/2004	115	Equipped with 4 wheel ABS, 2.4L high output turbocharged engine, and 5-speed manual transaxle only

The involved Vehicle Identification Number range is:

<u>Low</u>	<u>High</u>
5T500520	5T701503

(VIN last eight characters) – 5 = 2005 model year; T = Toluca Assembly Plant, Toluca, Mexico; the last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because most vehicles with a VIN within the range are not affected by the recall.

Estimated percentage containing defect: 100%

Description of defect:

Some PT Cruiser vehicles may exhibit inadequate clearance between the left front brake tube and the transaxle housing. Contact between the brake tube and the transaxle housing over an extended period of time may eventually lead to perforation of the brake tube, which could lead to a loss of braking force in the left front/right rear circuit of the vehicle.

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL D45

Page 2

- In late August of 2004, DaimlerChrysler Engineering discovered during a design review that in nominal position the left front brake tube, between the 4-wheel ABS module and the left front brake hose, exhibited an interference with the heavy duty manual transaxle housing.
- Investigation established that a design change in the PT Cruiser brake system packaging for the 2005 model year resulted in a revision to the brake tube routing, and subsequently an interference condition. The design review activity that would normally validate clearances between affected components was not properly completed at the time of the design change.
- Further review of all engine/transaxle/brake system combinations confirmed there were no additional driveline combinations which exhibited interference with the brake tube.
- On August 30, 2004, all PT Cruiser vehicles equipped with 4-wheel ABS and the heavy duty manual transaxle were held at DaimlerChrysler's Toluca Assembly Plant pending determination of an appropriate corrective action. Inspection of the 141 held units showed varying degrees of contact, or witness marks indicating the potential for contact, between the brake tube and transaxle housing.
- Inspection of an additional four Engineering vehicles also identified two units which exhibited contact between the brake tube and transaxle housing.
- Concurrent with the inspection activity, it was established that the brake tube's final position may vary due to the reaction torque generated as the front brake line is tightened at DaimlerChrysler's Toluca Assembly Plant.
- On September 3, 2004 a brake tube revision was introduced to provide proper clearance and eliminate the potential for a contact with the transaxle. All held vehicles were retrofit and a clean point established at the Toluca Assembly Plant.
- This data was presented on September 28, 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 install revised brake tubes on all affected vehicles. DaimlerChrysler expects to initiate national notification to dealers and owners in October 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.