

DAIMLERCHRYSLER

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

November 1, 2004

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

04V-532
(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 2005 model year Dodge Stratus and Chrysler Sebring sedan vehicles. The rear seat outboard seat belt fasteners may not have been properly tightened. DaimlerChrysler Corporation will conduct a voluntary safety recall to inspect and tighten the fasteners.

Sincerely,



Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall D52

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL D62

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Submission date: November 1, 2004

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume
Dodge	Stratus Sedan	2005	7/1/2004 – 08/26/2004	8,000 (est.)
Chrysler	Sebring Sedan			

Estimated percentage containing defect: 0.5%

Description of defect:

The left and right rear outboard retractor and turning loop bolts may not have been properly tightened.

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

- In late August of 2004, a rattle condition was detected on a four door sedan (JR41) during the Protect the Customer Audit at Sterling Heights Assembly Plant (SHAP). It was established that the rattle was from one of the rear seat belt retractor fasteners which was not properly tightened.
- Review of the vehicle history established that the vehicle did not pass torque during vehicle assembly, was identified for repair, and was subsequently bought off in system as corrected by repair personnel.
- SHAP stopped shipment and contained vehicles in their shipping yard.
- As a precautionary measure, a downstream 100% verification was implemented in late August to check all seatbelt fasteners. Furthermore, any conditions identified at the verification must be reviewed and verified by plant supervision.
- During September of 2004, a survey of approximately 2500 contained vehicles was completed, with a fall out rate of approximately 0.5%.
- Process reviews at the plant in October established that the rear seat belt installation operation on the JR41 was experiencing a high rate of torque rejects. It was further established that the increased rate of torque related rejects corresponded to a line rate reduction implemented in late July of 2004.
- Investigation completed in late October established that significant changes had been made to the rear seatbelt installation process when the line rate reduction was implemented.
- Because of the job configuration, the operator installing the rear seatbelt retractor could work out of station. As a result, the torque data could be recorded against the incorrect

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vehicle history record.

- SHAP reduced the operator's workload to ensure that all operations could be completed within cycle time. Additionally, an end of cycle button was enabled to ensure that the correct torque information is married to the correct vehicle history.
- The Sebring convertible (JR27) seat belt installation process at SHAP is unique and unaffected by this condition.
- There are no complaints or field reports associated with this condition.
- This data was presented to the Vehicle Regulations Committee on October 26, 2004 who decided to conduct a safety recall to repair affected vehicles.

Statement of measures to be taken to correct defect:

DaimlerChrysler Corporation will inspect and tighten the affected fasteners. DaimlerChrysler expects to initiate national notification to both dealers and owners in November 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.