

# DAIMLERCHRYSLER

DaimlerChrysler Manufacturing International LLC

SENT VIA E-Mail and FedEx

January 14, 2005

04V-600  
Revised

Kenneth N. Weinstein, Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W. (NSA-01)  
Washington, D.C. 20590

**Re: Revised Part 573 Defect Information Report**

Dear Mr. Weinstein:

This letter is submitted by DaimlerChrysler Manufacturing International LLC (DCMI) on behalf of our parent company, DaimlerChrysler AG (DCAG) pursuant to 49 C.F.R. Part 573. Specifically, this report revises the Part 573 Report submitted to you on December 16, 2004 concerning a defect in certain model years Sprinter vehicles. The revisions contain more updated information and are marked in **bold** and underlined below:

573.6(c)(1): Manufacturer's Name

DaimlerChrysler AG, Stuttgart, Germany

Designated Agent: Wolf-Dieter Kleimeier  
DaimlerChrysler Manufacturing International LLC  
8936 NorthPointe Executive Drive  
Huntersville, NC 28078  
Tel: 704-655-1050  
Fax: 704-655-1055

573.6(c)(2): Identification of Vehicles

Make	Model/Type	Model Year	Inclusive Dates of Manufacture
Sprinter	<u>2500</u>	2002 through 2005	<u>April</u> 2001 through December <u>2004</u>

The affected vehicle population was identified through an analysis of the production records at the production plant in Duesseldorf, Germany. These "subject vehicles" are those Sprinter models equipped with a tire valve TR 600, produced by Alligator Ventilfabrik GmbH. The TR 600 valve is currently used only on Sprinter vehicles with 16 inch' tires.

573.6(c)(2)(iv): Manufacturer of the Component Containing the Defect

The component containing the defect is the valve TR600 produced by Alligator Ventilfabrik GmbH with the Mercedes-Benz Part no.: A 000 400 27 13, the “subject component”.

Contact address in Germany: Alligator Ventilfabrik GmbH  
Alleenstrasse  
89537 Giengen, Germany

573.6(c)(3): Total Number of Vehicles Potentially Containing the Defect

Approximately 23,000 vehicles are potentially affected. These “subject vehicles” include all MY 2002 through MY 2005 Sprinter vehicles produced between **April** 2001 and December 2004, which had the subject component installed. The subject vehicles are marketed under the Freightliner and Dodge brands.

573.6(c)(4): Percentage of Vehicles Estimated to Actually Contain the Defect

All affected parts contain the subject rubber compound noted in (c)(5). However, because the defective condition is caused by a combination of both the materials used and transient variations in the valve stem production process, the percentage of valve stems actually affected is unknown.

573.6(c)(5): Description of Defect

DCAG has determined that the subject component, due to the chemical specification of the chosen rubber components together with a production process of the supplier that is not sufficiently stable for the materials used, can develop cracks within the rubber part or between the metal part and the rubber part of the valve stem. This cracking occurs only under abnormally hot conditions. Such cracking may lead to a loss of air pressure at the valve stem and may pose a risk to motor vehicle safety.

573.6(c)(6): Chronology of Principal Events

DCAG, after learning of customer complaints about alleged tire valve failures, examined 10 allegedly defective valves from the US market. 3 of 10 valves showed the described defects and leaked. The tests showed that the leaks found will regularly deflate the tire **within** 80 seconds, **during** which the driver will notice an unusual vehicle driving behaviour. The remaining 7 showed no defect and had no leak. Based on this information, the company determined in December, 2004 to conduct this action.

573.6(c)(8): Remedy Program

