

DAIMLERCHRYSLER

October 4, 2005

Mr. Daniel Smith
Associate Administrator of Enforcement, Office of Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

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

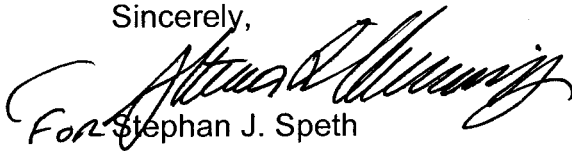
05V-460
(3 pages)

Dear Mr. Smith:

Attached is DaimlerChrysler Corporation's (DCC'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 2005 model year Dodge Dakota, Durango and Magnum, Jeep Liberty and Wrangler, and Chrysler 300 vehicles with automatic transmissions. On a small number of vehicles, a cup plug internal to the transmission that retains the park pawl anchor shaft may be improperly installed. If the shaft moves out of position, the operator may not be able to achieve "park". Once a subject vehicle has achieved "park" and the park pawl has engaged the parking sprag, the anchor shaft is loaded and the transmission will not lose "park". There have been no reports of vehicle crash or injury associated with this condition.

DCC will conduct a voluntary safety recall to inspect the transmission for proper anchor shaft position, and will install a bracket to retain the shaft, even if the cup plug is improperly installed or missing.

Sincerely,


For Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall # 05-4

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

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DEFECTS INVESTIGATION

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Submission date: October 4, 2005

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume (est.)	Other
Dodge	Dakota	2005	09/01/2004 – 06/01/2005	94,602	With 42RLE automatic transmission only
	Durango			27,734	
	Magnum			31,244	
Jeep	Liberty	5,515			
	Wrangler	37,750			
Chrysler	300			59,564	

Estimated percentage containing defect: unknown

Description of defect:

The cup plug that retains the park pawl anchor shaft on the 42RLE automatic transmission may be improperly installed. If the shaft moves out of position, the vehicle may not be able to achieve "park" position. If this occurs and the parking brake is not applied, the vehicle may roll away and cause an accident without warning.

The following chronology of principal events occurred between May and September of 2005 and led to the determination of a defect:

- In May of 2005, a slight increase in valve body warranty for the 42RLE automatic transmission was observed for certain 2005 model year applications.
- The 42RLE automatic transmission is manufactured at DaimlerChrysler Corporation's Kokomo (Indiana) Transmission Plant.
- During June and July of 2005, a team consisting of representatives from Engineering and Manufacturing, during the course of normal warranty investigation, evaluated various internal data sources in an attempt to determine the cause of the 42RLE warranty increase.
- While evaluating valve body warranty data, the team became aware of several inputs indicating that the cup plug which retains the 42RLE park pawl anchor shaft was out of position or missing. The team focused its investigative effort on the cup plug, which is installed manually during transmission build at Kokomo and driven into position with a vibration tool.
- Through August and into September of 2005, a review of all narrative field data found 249 instances referencing the 42RLE cup plug. Nearly all of this input was for 42RLE

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transmissions built beginning in December of 2004 at Kokomo.

- Investigation showed that the increased level of field input corresponded to timing of ergonomic changes made in December of 2004 at Kokomo to the cup plug installation tooling. A small amount of field data also exists from 42RLE transmissions built during the three months prior to the ergonomic changes at Kokomo.
- Investigation also found that in early May of 2005, Kokomo had implemented a secondary staking operation for the cup plug to further improve processing during 42RLE transmission assembly.
- If the cup plug is missing, the park pawl anchor shaft can move out of position under certain conditions. This movement can occur only during vehicle operation, i.e., with the transmission not in "park", since the anchor shaft is loaded when the transmission is in "park" position. Once a vehicle has achieved "park" and the pawl has engaged the sprag, the anchor shaft will be loaded and "park" will not be compromised.
- If the cup plug is missing and the anchor shaft moves out of position during vehicle operation, the operator will be unable to achieve "park". This condition will be obvious to the vehicle operator, and is supported by the fact that there are no reports of accident or injury associated with this issue.
- This data was presented on September 27, 2005 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:

DCC will inspect the 42RLE transmissions on the affected vehicle population and install a bracket to ensure the park pawl anchor shaft is retained in the proper position. Due to the low existence of this issue in the field, the fact that the condition is easily diagnosable and repairable under normal vehicle warranty, and the advanced warning it provides through normal operation of the vehicle as evidenced by no reports of accident or injury, DCC has concluded that the three day dealer notification rule does not apply. DCC expects to notify dealers and owners beginning in November of 2005.

DCC 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, DCC, 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.