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OFFICE OF DEFECTS
INVESTIGATION

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

February 7, 2006

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

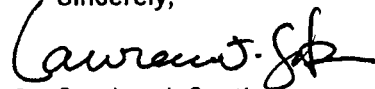
06V-039
(3 pages)

Dear Mr. Smith:

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 some 2006 model year Dodge Durango, Dodge Dakota and Mitsubishi Raider vehicles. An electrostatic discharge event between the operator and the vehicle can result in a loss of turn signal functionality and headlamp or windshield wiper activation or deactivation. There have been no reports of vehicle crash or injury associated with this condition.

DaimlerChrysler Corporation will conduct a safety recall to re-flash the instrument cluster on the affected vehicle population with a software revision that will prevent all undesirable conditions if an electrostatic discharge event occurs.

Sincerely,


for Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall F08

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL F08

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Submission date: February 7, 2006

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume (estimated)
Dodge	Durango	2006	07/01/05-01/27/06	47,720
Dodge	Dakota			23,980
Mitsubishi	Raider			8,001

Estimated percentage containing defect: unknown

Description of defect:

An electrostatic discharge event between the operator and the vehicle can result in a loss of turn signal functionality and headlamp or windshield wiper activation or deactivation. This can impair the driver's vision and cause an accident without warning.

The following chronology of principal events occurred between December of 2005 and January of 2006 and led to the determination of a defect:

- An increase in field input describing various electrical anomalies with the 2006 model year Dodge Durango, Dodge Dakota and Mitsubishi Raider vehicles was noted in December of 2005.
- This field input described an electrostatic discharge (ESD) event between the driver and the vehicle, while the vehicle is either static or in motion. Reports of inadvertent horn actuation, a loss of turn signal functionality, interior courtesy lamp activation, headlamp activation or deactivation, or windshield wiper and/or washer activation were noted.
- Investigation determined that an ESD transient was coupling onto the circuits that interface between the instrument cluster / cab compartment node microprocessor and the vehicle communication bus.
- Additional investigation determined that the ESD transients on these circuits can cause the cab compartment node to enter a lock-up state and result in these conditions. It was found that this lock-up state was recoverable by performing a battery or ignition off draw fuse disconnect with

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL F08

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the ignition off.

- Further investigation determined that the 2006 model year subject vehicles utilize a redesigned cab compartment node that is more susceptible to ESD compared to the 2005 model year.
- There are no known reports of accidents, injuries, or property damage associated with this condition. A review of field data found 226 reports for 2006 model year vehicles that may be related to this condition, although only a small number of these inputs specifically refer to a loss of turn signal, headlamp or wiper functionality.
- This data was presented on January 31, 2006 to the Vehicle Regulations Committee who decided to conduct a safety recall to re-flash the instrument cluster on the affected vehicle population.

Statement of measures to be taken to correct defect:

DCC will conduct a safety recall to re-flash the instrument cluster on the affected vehicle population with a software revision that will mask any undesirable conditions if an electrostatic discharge event occurs. Due to the need for certain circumstances to induce the condition while a vehicle is in motion and the lack of any known accidents, injuries, or property damage, DaimlerChrysler Corporation has concluded that the three day dealer notification rule does not apply. DaimlerChrysler Corporation expects to initiate national notification to both dealers and to owners beginning in February of 2006.

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.