

DAIMLERCHRYSLER

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-044
(3 pages)

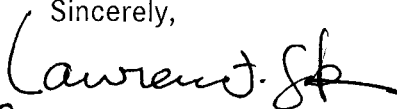
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NHTSA

Dear Mr. Smith:

Attached is DaimlerChrysler Corporation's Noncompliance Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a recall regarding a noncompliance in a small number of 2006 model year Dodge Durango vehicles. The driver occupant restraint system does not meet some of the requirements of FMVSS 208, Occupant Crash Protection.

DaimlerChrysler Corporation has issued a stop sale order and will conduct a safety recall to replace the occupant restraint control module on the affected vehicles.

Sincerely,


for Stephan J. Speth

Enclosures: Stop Sale Order for DaimlerChrysler Corporation Recall F09
Noncompliance Information Report for DaimlerChrysler Corporation Recall F09
Dealer and Owner Notification letters for Recall F09

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

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL F09

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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
Dodge	Durango	2006	01/13/2006 - 01/18/2006	335

Estimated percentage containing defect: 100%

The involved Vehicle Identification Number range is:

Low High
6F137623 6F150927

(VIN last eight characters) - 6 = 2006 model year; F = Newark Assembly Plant, Newark, Delaware; and 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.

Description of noncompliance:

The driver restraint system on a small number of vehicles does not comply with FMVSS 208, Occupant Crash Protection.

The following chronology of principal events occurred in January of 2006 and led to the determination of a noncompliance:

- Testing had been successfully completed to validate a change to the Dodge Durango driver restraint system to utilize a common driver air bag (DAB) with other Dodge vehicle applications. This change required a modification to the occupant restraint control (ORC) module calibration for Durango applications.
- In mid January of 2006, a coordinated change was to be implemented at the Newark Assembly Plant to utilize the new ORC module along with the common DAB. However, this change was

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not properly coordinated and the existing stock was not properly removed from the assembly line.

- A small number of vehicles were built with the improper combination of DAB and ORC module. Previous development testing of this configuration had shown the potential for noncompliance with FMVSS 208.
- All vehicles within the control of the Newark Assembly Plant were held and corrected, but a small number were beyond the control of the plant.
- DaimlerChrysler Corporation is unaware of any accidents or injuries attributable to this condition and believes that few, if any, of the small number of affected vehicles are beyond the control of dealers.
- This data was presented to the Vehicle Regulations Committee on January 31, 2006 who decided to order a stop sale and conduct a safety recall to replace the occupant restraint control module on the affected vehicles.

Statement of measures to be taken to correct defect:

DaimlerChrysler Corporation will replace the occupant restraint control module on all affected vehicles. DaimlerChrysler Corporation has implemented national notification to dealers on February 7, 2006 and will notify owners when parts are available, anticipated in late 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.