

DAIMLERCHRYSLER

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OFFICE OF DEFECTS
INVESTIGATION

May 2, 2006

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

OCV-149
(3 Pages)

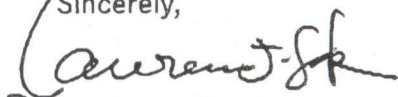
Mr. Daniel Smith
Associate Administrator of Enforcement, Office of Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

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 2006 model year Chrysler 300 and Dodge Charger/Magnum vehicles equipped with 2.7 liter engines. The exhaust gas recirculation (EGR) tube may contact the brake tubes, which may result in a brake fluid leak and potential engine compartment fire.

DCC will conduct a voluntary safety recall to inspect the rear brake tubes for damage and replace them if necessary. A clip will also be installed on all affected vehicles to secure the brake tubes to the right front shock tower to maintain proper clearance to the EGR tube.

Sincerely,


for Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall F18

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL F18

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Submission date: May 2, 2006

Identifying classification of vehicles potentially affected:

Make	Model	Model Years	Inclusive Dates of Manufacture	Volume	Other
Chrysler	300	2006	06/01/2005 through 02/20/2006	44,367 (estimated)	With 2.7L engine and MK25e braking system
Dodge	Charger/Magnum				

Estimated percentage containing defect: unknown

Description of defect:

Some vehicles may exhibit inadequate clearance between the rear brake tubes and the exhaust gas recirculation (EGR) tube. Contact between the brake tubes and EGR tube over an extended period of time may cause the brake tubes to wear through. This can result in a decrease of braking force and the potential for an engine compartment fire.

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

- In September of 2005, a field report for a 2006 model year 2.7L Dodge Charger showed evidence of contact between the EGR tube and MK25e brake system tube.
- Investigation determined the brake system changed from the MK25 to MK25e early in the 2006 model year for the Chrysler 300, Dodge Charger and Dodge Magnum vehicles. Shortly after, in July of 2005, DaimlerChrysler Corporation's (DCC's) Brampton Assembly plant began stowing the brake tube bundle behind the EGR to aid with the 2.7L engine decking operation.
- Investigation also determined that in early August of 2005 Brampton Assembly identified that the pre-engine decking operation could cause the brake tube bundle to become bent during decking. As a result, on August 2, 2005 Brampton Assembly implemented an in-process check to confirm that the brake tube bundle was not bent during the decking process.
- When the field report was received September of 2005, Brampton Assembly was contacted and their production engine decking process was verified with no issues found. Field input

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL F18

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was monitored.

- In late January of 2006, DCC became aware of several field reports of a low brake pedal and steam from under the hood that appeared similar in nature to the earlier field report. These included vehicles built outside of the late July and early August of 2005 time frame.
- As a precautionary measure, DCC's Brampton Assembly began using an additional clip on February 20, 2006 to achieve and maintain 30 mm of clearance between the brake tubes and the EGR tube while the investigation continued. A quality buy-off was also added during the assembly process to confirm that the brake lines were securely clipped.
- In February and March of 2006, analysis determined that a minimum static clearance of 12 mm is required between the brake tubes and the EGR tube.
- Through early April of 2006, DCC conducted a field survey of 44 fleet vehicles to evaluate the relationship between the brake tube bundle and EGR tube. None of the vehicles exhibited contact, but four of the vehicles were found with less than 12 mm clearance.
- The survey, as well as a concurrent analysis of all available field data, showed that vehicles built during the late July and early August of 2005 time frame typically exhibited less clearance than those built outside that time frame, believed due to the potential engine decking condition. However, all vehicles built from launch of the MK25e brake system through February 20, 2006 have the potential for insufficient clearance to the EGR tube.
- DCC is aware of 21 reports that may be related to this issue, including 9 reported engine compartment fires. There are no reports of accident, injury or property damage.
- This data was presented to the Vehicle Regulations Committee on April 25, 2006 who decided to conduct a voluntary safety recall to inspect and repair the affected vehicles.

Statement of measures to be taken to correct defect:

DCC will inspect the rear brake tubes for damage and replace them if necessary. A clip will also be installed on all vehicles to secure the brake tubes to the right front shock tower to maintain proper clearance to the EGR tube. Due to the need for certain specific build conditions and variability to induce the contact condition, and the lack of any known accidents, injuries, or property damage, DCC has concluded that the three day dealer notification rule does not apply. DCC expects to initiate national notification to both dealers and to owners when a sufficient quantity of parts is available. DCC's scheduling information for implementing this recall is not available at this time.

DCC has a long-standing 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.