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DAIMLERCHRYSLER

06V-432
(18 pages)

RECALL MANAGEMENT DIVISION

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

November 8, 2006

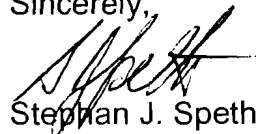
Mr. Daniel Smith
Associate Administrator for Enforcement, Office of Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

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 on some 2005-2006 model year Chrysler Pacifica vehicles. The fuel pump module and/or the powertrain control module (PCM) software may allow the engine to stall if driven under certain operating conditions. This could cause a crash without warning.

DCC will conduct a voluntary safety recall to reprogram the powertrain control module and replace the fuel pump module on all affected vehicles.

Sincerely,



Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall F44
Dealer and Owner Notification Letters for DaimlerChrysler Corporation Recall F44

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

**DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION
RECALL F44**

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Submission date: November 8, 2006

Identifying classification of vehicles potentially affected:

Make	Model	Model Years	Inclusive Dates of Manufacture	Volume
Chrysler	Pacifica	2005-2006	07/08/04 – 11/24/05	127,928

Estimated percentage containing defect: TBD

The involved Vehicle Identification Number range is:

<u>Low</u>	<u>High</u>
5R234161	5R674242
6R500001	6R746166

(VIN last eight characters) – 5 = 2005 model year; 6 = 2006 model year; R = Windsor Assembly Plant, Windsor, Ontario, Canada; and last six digits = sequential number.

DCC cautions 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.

The name, address and telephone number of the supplier who provided the subject fuel system components:

Inergy Automotive Systems, Inc.
2710 Bellingham Suite 400
Troy, Michigan 48083
(248) 743-5893

Description of defect:

The fuel pump module and/or the powertrain control module (PCM) software may allow the engine to stall if driven under certain operating conditions. This could cause a crash without warning.

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL F44

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

- In June of 2005, the company received complaint data describing occurrences of idle undershoot on 2005 model year Chrysler Pacifica (body model designation "CS") vehicles during certain operating conditions.
- The condition occurred intermittently, was difficult to reproduce, and it was not always possible to determine if the vehicle experienced an idle undershoot condition or had actually stalled.
- Subsequent investigation into the fall of 2005 determined that during an aggressive left turn with a partially filled tank, fuel sloshing could create a differential pressure condition. This pressure differential could allow fuel vapors to reach the engine, which could result in the observed idle undershoot condition.
- Further investigation determined that this condition was induced by software changes that had been made to meet stricter evaporative emissions standards for the 2005 model year CS launch.
- On November 24, 2005, revised powertrain control module (PCM) software was implemented into production to address this condition. On December 2, 2005, this PCM software was released for service per Technical Service Bulletin # 18-039-05 and field data was monitored.
- Concurrently, in July of 2005, the company began to receive complaint data describing erratic fuel gauge performance in some 2005 model year CS vehicles.
- Investigation determined that the jet pump brass fitting in the fuel pump module could dislodge from the reservoir tower. If this fitting dislodges, an inability to properly transfer fuel in the saddle design fuel tank could occur. It was also determined that this condition could lead to a fuel pump starvation issue during certain operating conditions.
- Further investigation revealed that one of the four tools used to produce the jet pump brass fitting had been out of specification. It was not possible to match the pump modules produced with this suspect tool to specific vehicles, but based on parts returned through warranty, it was determined that this condition only affected CS vehicles built during August and September of 2004.
- Even though no appreciable field input was observed outside this two month build window, as a precautionary measure beginning in August of 2005, additional procedures were implemented to assure proper fitting retention. This included additional measurement/sorting of parts and a revision to the retention scheme.
- Analysis of warranty data between November of 2005 and April of 2006 indicated that the input for this pump fitting issue had subsided. It was believed at that time that the issue had run its course, but the field data was continued to be monitored.
- Beginning in May of 2006, however, fuel pump warranty claims for vehicles built in August and September of 2004 began to increase consistently. A review of these

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL F44

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returned parts indicated loose or dislodged fittings. Data outside August and September of 2004 builds remained clean.

- This issue was the subject of NHTSA Engineering Analysis EA06-013, which was opened on June 22, 2006.
- DCC is aware of six accidents that may be related to this condition. There are no injuries or fatalities.
- On October 31, 2006, the Vehicle Regulations Committee decided to conduct a voluntary safety recall to reprogram the powertrain control module (PCM) on all affected vehicles, and replace the fuel pump module on vehicles built from August 1, 2004 through September 30, 2004.

Statement of measures to be taken to correct defect:

DCC will reprogram the powertrain control module (PCM) on all affected vehicles. The fuel pump module will also be replaced on vehicles built from August 1, 2004 through September 30, 2004. DCC expects to notify dealers during the week of November 13, 2006 and to begin owner notification during the week of November 20, 2006.

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.

November 2006

Dealer Service Instructions for:

Safety Recall F44

Fuel Pump Module and/or Reprogram PCM

Effective immediately, all repairs on involved vehicles are to be performed according to this recall. Service Bulletin #18-039-05 is being cancelled.

Models

2005 - 2006 (CS) Chrysler Pacifica

NOTE: This recall applies only to the above vehicles built from July 8, 2004 through November 24, 2005 (MDH 070800 through 112400).

IMPORTANT: Many of the vehicles within the above build period have already been inspected or repaired and, therefore, have been excluded from this recall.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The fuel pump module and/or the Powertrain Control Module (PCM) software on about 127,900 of the above vehicles may allow the engine to stall if the vehicle is driven under certain operating conditions. This could cause a crash without warning.

Repair

The PCM must be reprogrammed (flashed) on all involved vehicles. The driver's side fuel pump module must also be replaced on vehicles built from August 1, 2004 through September 30, 2004 (MDH 080100 through 093023). Refer to the DealerCONNECT VIP function and/or the Global Recall System (GRS) to determine those VIN's that need a fuel pump and a PCM reprogram vs. those that need a PCM reprogram only.

Parts Information

A. Fuel Pump Module Package

<u>Part Number</u>	<u>Description</u>
CBB2F440	Fuel Pump Module Package

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Module, Fuel Pump
1	Gasket, Fuel Pump Module

Each dealer to whom vehicles in the recall were assigned will receive one Fuel Pump Module **to service only those vehicles built from August 1, 2004 through September 30, 2004 (MDH 080100 through 093023).**

NOTE: Only vehicles built within the above two month period require fuel pump modules. Refer to the DealerCONNECT VIP function and/or the Global Recall System (GRS) to determine those VIN's that need a fuel pump and a PCM reprogram vs. those that need a PCM reprogram only.

B. Authorized Modifications Label

Due to the likelihood that the required labels are already in your parts inventory, no labels will be distributed initially. The following label may be ordered as needed.

Each vehicle requires application of the following labels:

<u>Part Number</u>	<u>Description</u>
04275086AB	Authorized Modifications Label

Special Tools

The following special tools are required to perform this repair:

- | | |
|-------------------|--|
| ➤ NPN | TechCONNECT PC or equivalent |
| ➤ CH2002 | General Purpose Interface Bus Cable Assembly |
| ➤ CH6000A | DRBIII [®] Scan Tool |
| ➤ CH7000A / J1962 | Cable with red DRBIII connector |
| ➤ NPN | TechCONNECT Workstation |

Service Procedure**A. Reprogram the Powertrain Control Module**

NOTE: An updated J1962 cable has been released. This cable has a red colored connector at the DRBIII® connection. Use this cable whenever a flash is being performed.

NOTE: Whenever a controller is reprogrammed, the software in the DRBIII scan tool must be programmed with the latest revision level available.

NOTE: If the flash process is interrupted or aborted, the flash should be restarted and then follow the directions on the DRBIII scan tool.

1. Before beginning the flash procedure, remove any old flash files from the DRBIII memory. To clear the memory from the “**Main Menu**”:
 - a. Simultaneously press the “**MORE**” and “**YES**” keys.
 - b. A screen will appear requesting a “**COLD BOOT**”.
 - c. Follow the on screen instructions by selecting the “**F4**” key.
 - d. When the DRBIII reboots to the MAIN MENU, continue with Step 2.
2. With the ignition switch in the “**RUN**” position, determine the original part number of the PCM currently in the vehicle. Using the DRBIII:
 - a. Select “**DRBIII Standalone**”.
 - b. Select “**1998 – 2007 Diagnostics**”.
 - c. Select “**All (Except Below)**”.
 - d. Select “**Engine**”.
 - e. Select “**Module Display**”.
 - f. Record the “**PCM part #**” for later reference.

Service Procedure (Continued)

3. Connect the DRBIII to TechCONNECT. Open TechTOOLS and verify that the “**DRBIII Status: Connected**” message is in the upper right corner of the TechTOOLS screen.
4. Enter the PCM part number recorded in Step 2f in the “**Parts Criteria**” area and select “**Show Updates**”. TechTOOLS will populate the appropriate flash file.
5. Select the flash file.
6. Select the “**DRBIII**” radio button which is next to the “**Download/Update**” button.
7. Select the “**Download/Update**” button.
8. Monitor the “**Flash Download/Update Progress**” window on the TechCONNECT and follow the instructions on TechCONNECT. When the flash process is complete, proceed to Step 9.
9. Disconnect the DRBIII from TechCONNECT.
10. Open the hood and install a battery charger. Using a voltmeter, verify that the charging rate provides 13.2 – 13.5 volts. Set the battery charger to continuous charge. Do not allow the charger to time out during the flash process.
11. Connect the DRBIII to the vehicle.
12. Download the flash file from the DRBIII to the vehicle. Using the DRBIII:
 - a. Select “**Vehicle Flash**”.
 - b. Follow the directions on the DRBIII screen.
 - c. When the flash process is complete, proceed to the next step.
13. Reset the “**Pinion Factor**” as necessary.
14. Perform the transmission Quick learn Procedure as necessary.

Service Procedure (Continued)

15. Due to the PCM programming procedure, a Diagnostic Trouble Code (DTC) may be set in other modules within the vehicle. Some DTC's may cause the Malfunction Indicator Lamp (MIL) to illuminate. Check all modules using "Module Scan", record the DTC's and erase these DTC's prior to returning the vehicle to the customer. Erase any DTC's in the PCM only after all other modules have had their DTC's erased.

DaimlerChrysler	AUTHORIZED MODIFICATIONS	THESE MODIFICATIONS HAVE BEEN APPROVED AS APPROPRIATE BY EPA, AND CALIF.
THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:		
Reprogram Powertrain Control Module		
CHANGE AUTHORITY	DEALER CODE	DATE
RECALL F44	XXXXX	XX/XX/XX
04275086AB		

Figure 1

16. Turn off the battery charger and disconnect it from the vehicle.
17. Type or print (with a ballpoint pen) the recall number, dealer code and date on an Authorized Modifications Label (Figure 1).
18. Attach the Authorized Modifications label near the VECI label.
19. For vehicles build from August 1, 2004 through September 30, 2004 (MDH 080100 through 093023) continue with **Section B. Replace Fuel Pump Module**. Vehicles with a build date that is **not** in the above date range **DO NOT** require a new fuel pump module.

Service Procedure (Continued)**B. Replace Fuel Pump Module**

NOTE: Fuel pump module replacement is only required on vehicles built from August 1, 2004 through September 30, 2004 (MDH 080100 through 093023).

1. Release the fuel pressure from the fuel system using the following procedure:
 - a. Open the Power Distribution Center (PDC) cover located next to the battery (Figure 2).
 - b. Remove the fuel pump relay (Figure 2).

NOTE: Refer to the PDC cover for fuel pump relay location.

- c. Start the engine and allow it to run until the engine stalls.
2. Disconnect the negative battery cable.
 3. Remove the fuel tank using the following procedure:
 - a. Drain the fuel from the fuel tank into a properly labeled **GASOLINE** safety container.
 - b. Raise vehicle on an appropriate hoist.
 - c. Loosen the exhaust pipe clamp and separate the exhaust system between the catalytic converter and the muffler.
 - d. Support the exhaust system with jack stands.
 - e. Remove muffler hanger rubber grommets.
 - f. Remove the center exhaust hanger rubber grommets.
 - g. With the help of an assistant, remove the rear portion of the exhaust system and set it on the floor.

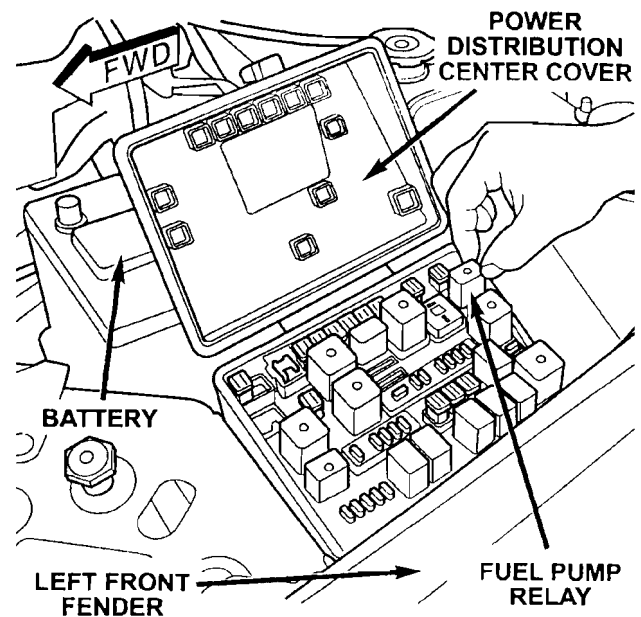


Figure 2

Service Procedure (Continued)

h. Disconnect the fuel tank electrical connector located at the rear of the tank (Figure 3).

i. Disconnect the fuel line, EVAP line, and vapor recirculation tube located at the right front corner of the fuel tank (Figure 4).

j. **For vehicles with all wheel drive**, place alignment marks on the driveshaft where it attaches to the PTU and the rear axle.

k. **For vehicles with all wheel drive**, remove the front muffler heat shield.

l. **For vehicles with all wheel drive**, support driveshaft using jack stands.

m. **For vehicles with all wheel drive**, disconnect the rear end of the driveshaft.

n. **For vehicles with all wheel drive**, remove the center and rear driveshaft support/bearing bolts.

o. **For vehicles with all wheel drive**, disconnect the front end of the driveshaft.

p. **For vehicles with all wheel drive**, with the help of an assistant, lower the driveshaft assembly and set it aside.

q. Remove the left rear tire and wheel well plastic splash shield.

r. Remove the fuel filler tube from the rubber hose on the fuel tank.

s. Support the fuel tank with a transmission jack.

t. Remove the two fuel tank straps.

u. Lower the fuel tank.

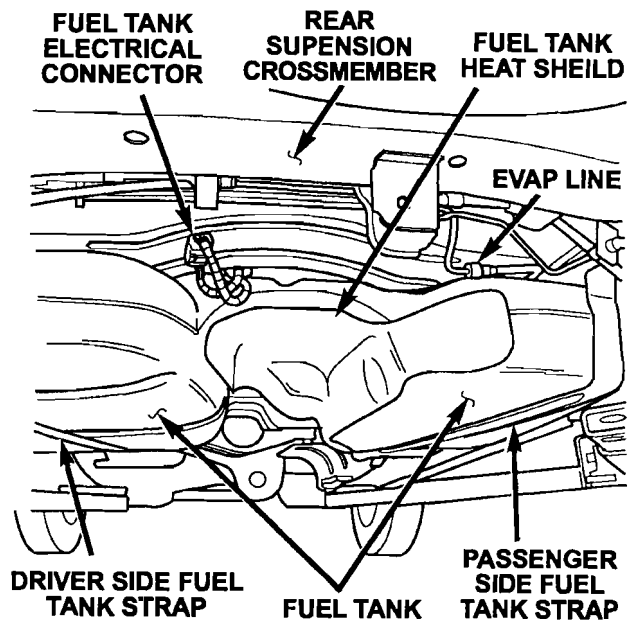


Figure 3

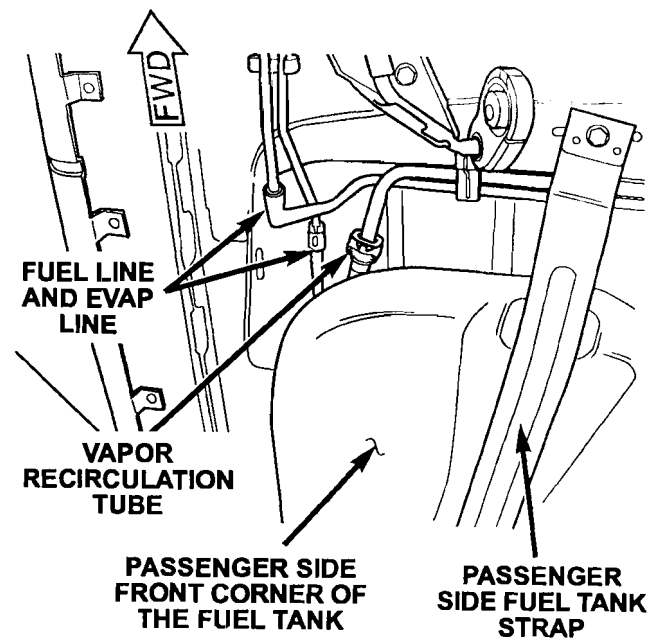


Figure 4

Service Procedure (Continued)

4. Place the fuel tank on the floor.
5. Using a vacuum cleaner, remove any debris from the area around the driver's side fuel pump module lock ring (Figure 5).
6. Disconnect the vapor line and the electrical connector on the driver's side fuel pump module (Figure 5).

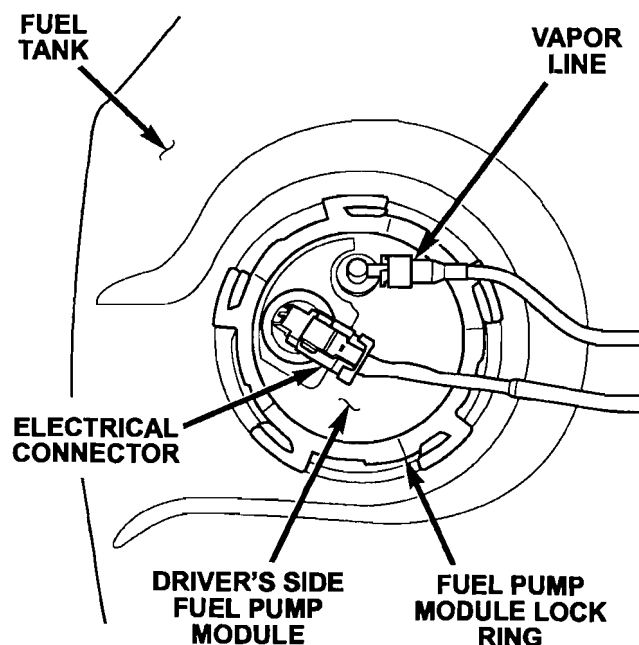


Figure 5

7. Using a brass punch and hammer, remove the driver's side fuel pump module lock ring (Figure 6).

NOTE: Use a brass punch to rotate the lock ring 1/4 turn. Make contact only at the points shown in Figure 6.

8. Lift the fuel pump module top and disconnect the wire connector inside of the tank for the passenger side level sensor.

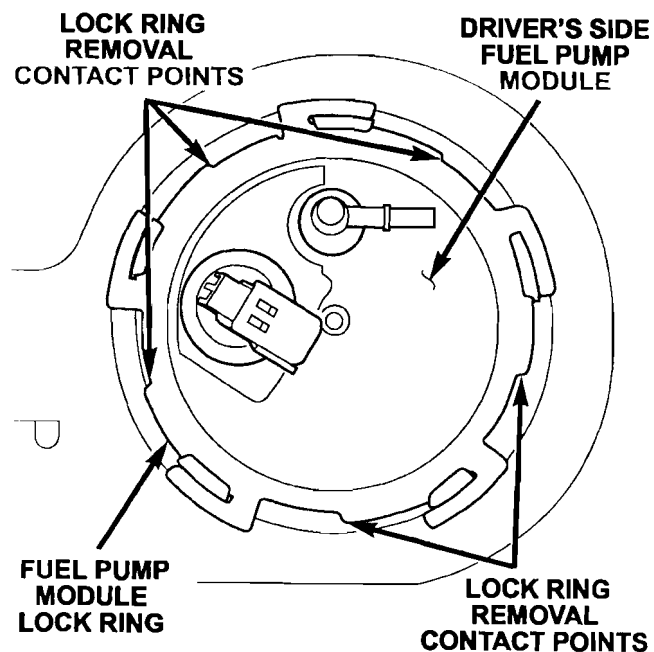


Figure 6

Service Procedure (Continued)

- Remove the internal tank return fuel line from pump module. Use a small screwdriver to pry the lock tab back and tilt the hose to one side. Pry the lock tab back on other side to release the hose (Figure 7).

CAUTION: Care should be taken to not crack/break the locking tabs or supply line fitting.

- Remove the internal tank supply fuel line from top of the pump module. Use a small screwdriver to pry the lock tab back and tilt the hose to one side. Pry the lock tab back on other side to release the hose (Figure 8).

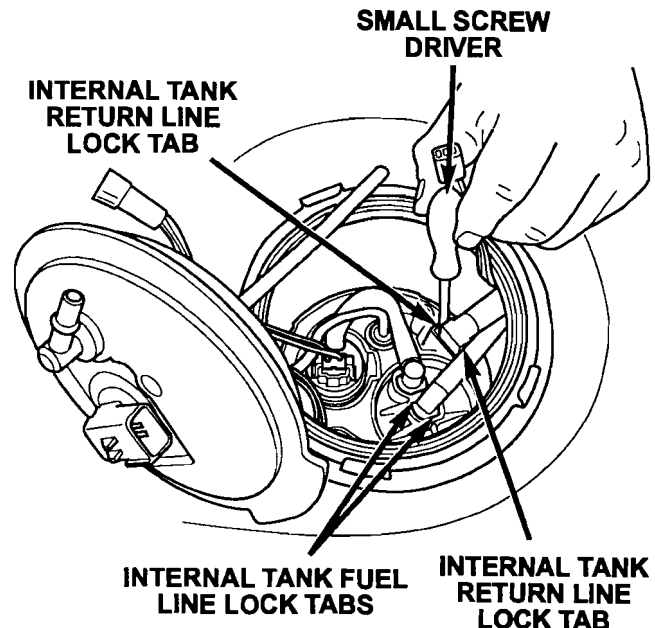


Figure 7

- Tip the fuel pump module on its side to remove fuel from the reservoir.
- Remove and discard the fuel pump module assembly and gasket.
- Place the new fuel pump module gasket into position.
- Install the new fuel pump module assembly into the fuel tank.

NOTE: The lower part of the fuel pump module is off-set from the upper part when correctly installed into the tank (Figure 8).

- Connect the return fuel line first and then connect the supply fuel line to the new fuel pump module (Figure 7).
- Connect the wires from the passenger side level sensor to the new pump module.

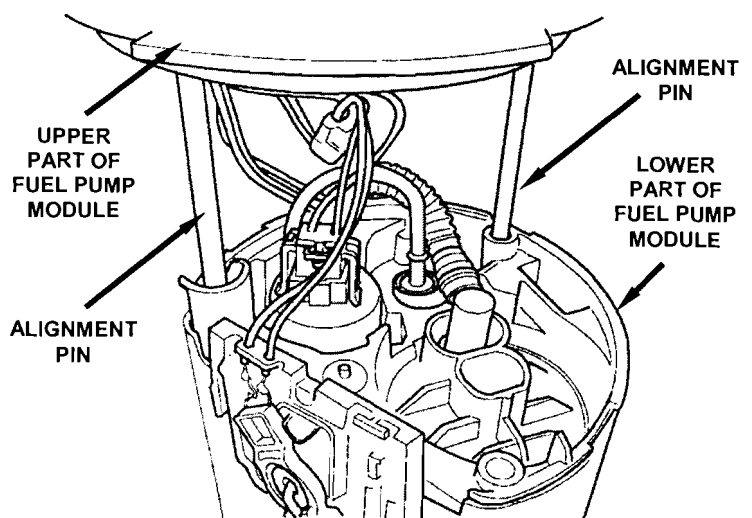


Figure 8

Service Procedure (Continued)

17. Install the fuel pump module top to fuel tank and then install the fuel pump module lock ring.

NOTE: Use a brass punch to install the lock ring 1/4 turn.

18. Connect the vapor line and the electrical connector onto the driver's side fuel module (Figure 5).

19. Place the fuel tank back onto the transmission jack.

20. Raise the fuel tank into position and install the fuel tank straps. Tighten the mounting strap bolts to 40 ft. lbs. (54 N·m).

21. Install the fuel filler tube onto the rubber fuel tank fill hose and tighten the screw clamp securely.

22. Install the left rear wheel well plastic splash shield.

23. Install the tire/wheel assembly. Tighten the lug nuts to 100 ft. lbs. (135 N·m) and in the sequence shown in Figure 9.

24. **For vehicles with all wheel drive**, place the driveshaft in position with jack stands.

25. **For vehicles with all wheel drive**, align the marks made in Step 3j and install the front driveshaft onto the PTU. Install the front driveshaft bolts and tighten to 22 ft. lbs. (30 N·m).

26. **For vehicles with all wheel drive**, install the driveshaft center and rear support/bearing mounts. Tighten the support-to-body bolts to 40 ft. lbs. (54 N·m).

27. **For vehicles with all wheel drive**, align the marks made in Step 3j and install the driveshaft onto the rear axle. Then tighten the bolts to 40 ft. lbs (54 N·m).

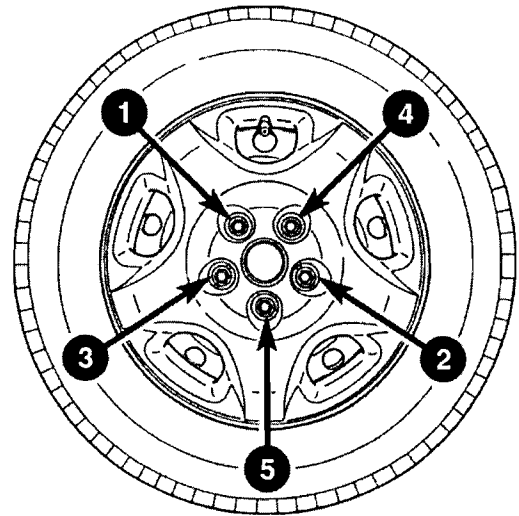
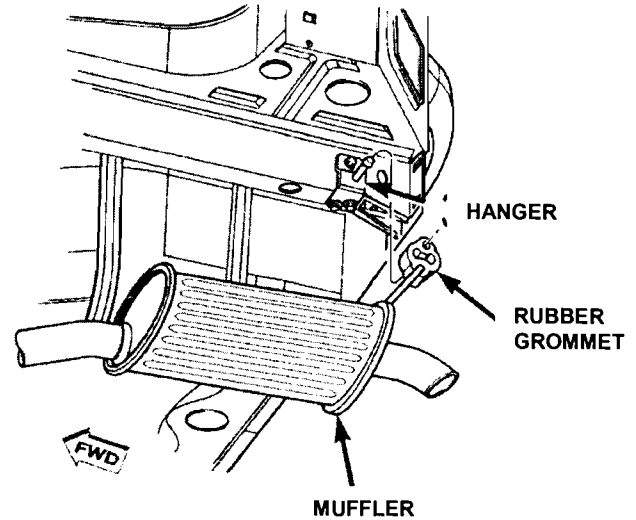


Figure 9

Service Procedure (Continued)

28. Connect the fuel line, EVAP line and vapor recirculation tube located at the right front corner of the fuel tank (Figure 4).
29. Connect the fuel tank electrical connector located at the rear of the tank (Figure 3).
30. With the help of an assistant, place the rear portion of the exhaust system into position and support the exhaust system with jack stands.

**Figure 10**

31. Connect the inlet pipe of the front muffler to the outlet pipe of the catalytic converter. Tighten the exhaust pipe clamp to 40 ft. lbs. (54 N·m)
32. Install the center exhaust hanger rubber grommets.
33. Install the rear muffler rubber grommets onto the hangers (Figure 10).
34. Lower the vehicle from the hoist.
36. Fill the fuel tank with the fuel removed in Step 3a.
37. Install the fuel pump relay into the PDC and then close and latch the PDC cover.
38. Connect the negative battery cable.
39. Using the DRBIII scan tool to pressurize the fuel system, check for any fuel leaks.
40. Disconnect and remove the DRBIII from the vehicle.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
PCM update previously performed	18-F4-41-81	0.2 hours
Reprogram the PCM	18-F4-41-82	0.7 hours
Replace fuel pump module (MDH 080100 through 093023) & PCM update previously performed	14-F4-41-82	1.3 hours
Replace fuel pump module (MDH 080100 through 093023) & reprogram the PCM	14-F4-41-83	2.0 hours

Optional Equipment:

All Wheel Drive	14-F4-41-60	0.6 hours
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Add the cost of the recall parts plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

Dealer Notification

All dealers will receive three copies of this dealer recall notification letter by mail. To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

Owner Notification and Service Scheduling

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

Vehicle Lists, Global Recall System, VIP and Dealer Follow Up

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System**”. Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

Additional Information

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations
DaimlerChrysler Corporation

DAIMLERCHRYSLER

SAFETY RECALL F44 – FUEL PUMP MODULE AND/OR REPROGRAM PCM

Dear: (Name)

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DaimlerChrysler Corporation has decided that a defect, which relates to motor vehicle safety, exists in some **2005 and 2006 model year Chrysler Pacifica vehicles.**

The problem is... **The fuel pump module and/or the Powertrain Control Module (PCM) software on your vehicle (VIN: xxxxxxxxxxxxxxxxx) may allow the engine to stall if the vehicle is driven under certain operating conditions. This could cause a crash without warning.**

What your dealer will do... **DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will reprogram your vehicle's PCM. Some vehicles built within a certain time frame must also have the fuel pump module replaced. This work will require up to two hours to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.**

What you must do to ensure your safety... **Simply contact your dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment. Remember to bring this letter with you to your dealer.**

If you need help... **If you have questions or concerns which your dealer is unable to resolve, please contact DaimlerChrysler at 1-800-853-1403.**

Please help us update our records, by filling out the attached prepaid postcard, if any of the conditions listed on the card apply to you or your vehicle.

If you have already experienced this condition and have paid to have it repaired, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement: DaimlerChrysler P.O. Box 4639 Oak Ridge, TN 37831, Attention: Reimbursement.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services Field Operations
DaimlerChrysler Corporation
Notification Code F44

*Buckle up
for Safety!*

Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.