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RECALL MANAGEMENT DIVISION

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

February 6, 2007

07V-038
(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 light duty Dodge Ram trucks. The front wheel bearing may have received an insufficient quantity of grease during the component manufacturing process. DCC will conduct a voluntary safety recall to replace the front hub and bearing units on all affected vehicles.

Sincerely,



Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall G02

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL G02

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Submission date: February 6, 2007

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume
Dodge	Ram Pickup Truck	2006	11/07/05 through 04/27/06	86,333 (estimated)

Estimated percentage containing defect: 100%

Description of defect:

The front wheel bearing may have received an insufficient quantity of grease during the manufacturing process. This could result in bearing degradation, and if subsequent noise and vibration are ignored, could result in hub assembly separation. This may result in a loss of vehicle control and cause a crash without warning.

The name, address and telephone number of the supplier who manufactured the subject components:

The Timken Corporation
28875 Cabot Drive
Suite 100
Northville, MI 48377
(248) 554-4870

The following chronology of principal events occurred between April of 2006 and January of 2007 and led to the determination of a defect:

- In April of 2006, Timken informed DCC that front wheel hub and bearing units manufactured between November 2, 2005 and April 1, 2006 on line 1 at their Lincolnton, NC plant for Dodge Ram pickup truck applications contained a low total volume of grease.
- It was determined by Timken that an error occurred with calibration of the scale used to control the amount of grease applied to the bearing. Assembly teardowns showed outboard grease weight ranging from 0.1 grams to 3.6 grams versus the requirement of 12 grams.
- Timken contained all affected material in their process and contacted all affected DCC assembly plants for containment of any suspect parts not built into vehicles. Affected service parts were also contained and returned to Timken.
- To assess the consequence of this decreased level of grease, rig testing at Timken was initiated,

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as well as accelerated vehicle testing at DCC's Chelsea Proving Grounds (CPG).

- During May and June of 2006, testing conducted at the CPG indicated that three modes of feedback were progressively presented to the driver and became more severe as the vehicle mileage increased. This feedback consisted of high speed vibration, lower speed vibration, and audible feedback. It was agreed by Timken, DCC Engineering and CPG personnel that the condition was undeniable and unavoidable by the average driver and would be addressed prior to any significant consequence. It was thus agreed to monitor the field data.
- Warranty data for bearing noise concurrently showed an increase during the suspect build period.
- Late in 2006, DCC subsequently became aware of three 4x2 vehicles built in the suspect time frame with reports of alleged front wheel bearing failure and wheel separation. Based on testing conducted at CPG, the drivers would have had to continue to operate the vehicles following the onset of substantial front end vibration and wheel bearing noise to ultimately achieve wheel separation.
- Further investigation showed that the 4x4 vehicle configuration would be less susceptible to separation due to presence of the front half shaft connection.
- In January of 2007, DCC became aware of three additional 4x2 reports alleging front wheel separation. There are no known reports of injury, fatality, or property damage associated with this condition.
- This information was presented to the Vehicle Regulations Committee on January 30, 2007 who decided to conduct a safety recall to replace the hub and bearing unit assemblies all affected vehicles.

Statement of measures to be taken to correct defect:

DCC will replace suspect front hub and bearing units on all affected vehicles. DCC expects to initiate national notification to both dealers and to owners in February of 2007.

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.