

DAIMLERCHRYSLER

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

April 3, 2007

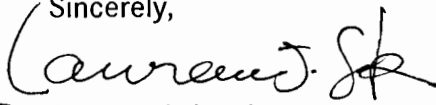
Mr. Daniel Smith
Associate Administrator of Enforcement, Office of Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

07V-149
(3 pages)

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 defect on some 2005 and 2006 model year Chrysler PT Cruiser sedans. The rear quarter glass attaching fasteners may pull through their mounts and allow the glass to separate from the vehicle. DCC will conduct a safety recall to inspect the rear quarter glass and replace if necessary.

Sincerely,


for Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall G01

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

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DEFECTS INVESTIGATION
RECALL MGMT DIV.

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL G01

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Submission date: April 3, 2007

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume	Other
Chrysler	PT Cruiser	2005-2006	5/17/05 through 9/01/05	38,447	Sedans only

Estimated percentage containing defect: TBD

Involved Vehicle Identification Number range:

<u>Low</u>	<u>High</u>
5T597501	6T230885

VIN last eight characters: 5 or 6 = 2005 or 2006 model year; T = Toluca Assembly Plant, Toluca, Mexico; 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.

Description of defect:

The rear quarter glass attaching fasteners may pull through their mounts and allow the glass to separate from the vehicle. If the glass separates while driving, it could strike another vehicle or injure a pedestrian.

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

Vitro Automotriz
Carretera Garcia KM 10.3
Garcia, N.L., Mexico
CP 66000
(586) 323-2880

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

- In October of 2006, NHTSA ODI opened preliminary evaluation PE06-046 which was based on two customer complaints of rear quarter glass separation while driving in 2006 model year PT Cruiser vehicles.
- Investigation determined that in May of 2005, a product change had been directed by the Toluca Assembly Plant to the PT Cruiser rear quarter glass supplier to address a quality issue with glass flushness. This change modified the height of the attachment stud mounting embossment.
- In August of 2005, there were a small number of reports received of PT Cruiser rear quarter glass warranty. Analysis of returned parts showed attachment studs pulled through the mounting embossment which could allow the glass to separate from the vehicle.
- In September of 2005, the tooling was modified to correct the mounting embossment height.
- A review of all available data sources at the time showed only a small number of narratives that indicated the glass had separated at a low mileage and a declining rate of input. It thus appeared that vehicles with the propensity for this issue had been corrected through warranty.
- In response to the information request from ODI for PE06-046 in December of 2006, DCC noted a recent increase in customer input with 41 complaints and 6 field reports of PT Cruiser sedan rear quarter glass separation. All input was from vehicles built within the time period corresponding to the attachment stud mounting embossment height change. It was also noted that many of these complaints occurred during the summer months and were biased to the warm weather states.
- In February of 2007, NHTSA ODI upgraded the investigation to engineering analysis EA07-004.
- To understand the effect of temperature on this condition, DCC conducted tensile pull testing on the rear quarter glass attachment studs. Results showed pull out forces approximately four times greater at ambient conditions than in extreme heat conditions.
- DCC is not aware of any accidents or injuries attributable to this condition.
- This information was presented to the Vehicle Regulations Committee on March 27, 2007, who decided to conduct a safety recall.

Statement of measures to be taken to correct defect:

DCC will conduct a safety recall to inspect the rear quarter glass and replace it if necessary. DCC expects to begin national notification to both dealers and owners in May 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.