

August 21, 2007

DaimlerChrysler Manufacturing International LLC

Mr. Daniel C. Smith
Associate Administrator for Safety Assurance
National Highway Transportation Safety Administration
1200 New Jersey Ave. S.E..
Washington, D.C. 20590



Re: Part 573 Information Report

Dear Mr. Smith:

This letter is submitted by DaimlerChrysler Manufacturing International, LLC (DCMI) on behalf of our parent company, DaimlerChrysler AG (DCAG), pursuant to 49 C.F.R. Part 573. Specifically, this letter is a revision to the original 573 report submitted on July 9, 2007. DCMI submits this report amending all areas with blue and underlined text.

573.6(c)(1): Manufacturer's name

DaimlerChrysler AG, Stuttgart, Germany

Designated Agent: Wolf-Dieter Kleimeier
DaimlerChrysler Manufacturing International LLC
8501 Palmetto Commerce Pkwy
Ladson, SC 29456
Tel: 843-695-5041
Fax: 843-695-5031

573.6(c)(2): Identification of vehicles

<u>Make</u>	<u>Model / Type</u>	<u>Model Years</u>	<u>Inclusive Dates of Manufacture</u>
Sprinter	2500 and 3500	2007	September 9, 2006 through March 15, 2007

573.6(c)(3): Total Number of Vehicles Potentially Containing the Defect

461 Sprinter vehicles are potentially affected and are sold under both the Dodge and Freightliner brand name.

573.6(c)(4): Percentage of Vehicles Estimated to Actually Contain the Defect:

The percentage of vehicles that are projected to actually contain the defect described below is 100%.

573.6(c)(5): Description of the defect:

DCAG has determined that the screw bolts of the tank fastening straps have been tightened with an undefined torque. As a consequence, a determination cannot be made that the design specifications for the screw bolts is met to assure proper attachment of the fuel tank.

573.6(c)(6): Chronology of principal events:

DCAG was informed that an irregularity occurred during the preparation for the shipment of the subject vehicles to our plant at Ladson SC. The normal production process for the Sprinter requires that after assembly in Germany, the vehicles are disassembled for shipment to the US. In this process, the tank is dismantled for evacuation before shipping. Upon disassembly, the screw bolt is removed after loosening. In the case of the subject vehicles, the screw bolts were tightened with an undefined torque when the fuel tank was reattached.

573.6(c)(8): Remedy Program:

DaimlerChrysler Corporation (DCC) will conduct a voluntary recall campaign for the subject Sprinter vehicles described above. On the subject vehicles the screw bolts of the tank fastening straps will be replaced by new screw bolts and will be tightened with the correct torque.

There will be no charge to owners of the subject vehicles. DCAG is unaware of any replacements of screw bolts for this condition but any owners who incurred costs to obtain a remedy for this condition prior to the recall will be reimbursed.

DCC will provide the dates when the action will begin, as well as when it will complete sending notifications to owners and dealers as soon as it is determined.

573.6(c)(9): Copies of Communication with Dealers and or Purchasers:

A copy will be provided by DCC when available.

573.6(c)(10): Copies of Proposed Owner Notification Letter:

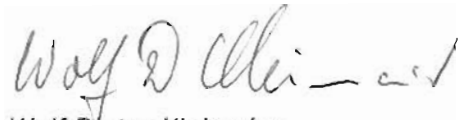
A copy will be provided by DCC when available.

573.6(c)(11): Manufacturer's Campaign Identification Number:

DCC will provide the Recall Campaign Number when available.

If you or your staff has any questions, please feel free to contact me at 843-695-5041 or Michael Scott of my staff at 843-695-5057.

Sincerely,

Handwritten signature of Wolf Dieter Kleimeier in black ink.

Wolf Dieter Kleimeier
Executive VP Engineering and Compliance
DaimlerChrysler Manufacturing
International LLC

Handwritten signature of Michael D. Scott in black ink.

Michael D. Scott
Safety and Emissions Compliance
DaimlerChrysler Manufacturing
International LLC