

# DAIMLERCHRYSLER

October 20, 2005

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

Mr. Jeffrey L. Quandt  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
U.S. Department of Transportation  
400 Seventh Street, SW  
Washington, D.C. 20590

Reference: NVS-213cla; PE05-027

Dear Mr. Quandt:

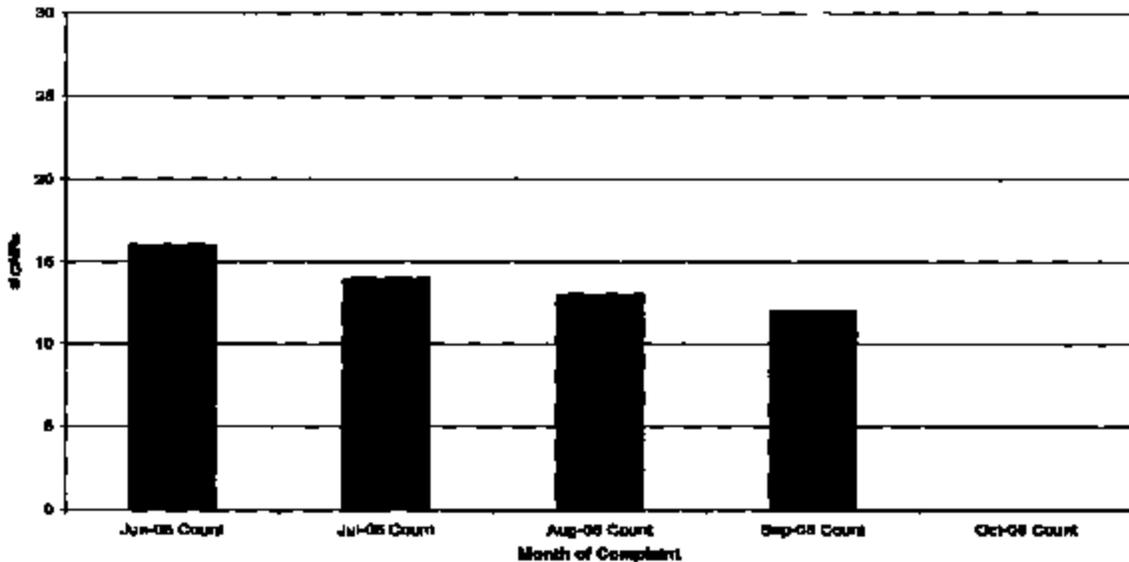
This document updates input received by DaimlerChrysler Corporation ("DCC") between June 8 and October 5, 2005 regarding alleged 5.7L V8 engine stalling while driving on 2004-2005 model year Dodge Durango sport utility vehicles and Dodge Ram pickup trucks manufactured for sale or lease in the United States. June 8, 2005 was the cut off date utilized for data provided with the July 28, 2005 response to PE05-027. DCC has conducted a reasonable and diligent search of records kept in the ordinary course of business for such information. By providing the information contained herein, DCC is not waiving its claim to attorney work product and attorney-client privileged communications.

A search of all available data sources found no legal claims or lawsuits alleging crash, injury, fatality, or property damage. In summary, there are a total 197 inputs that may be related to the alleged condition, of which 178 are unique vehicles, received by DCC between June 8 and October 5, 2005. These inputs are categorized by source as follows:

<b>Subject Vehicle Population 482,789</b>				
<b>Category Description</b>	<b>CAIR</b>	<b>Field Reports</b>	<b>Claims/Lawsuits</b>	<b>Total Unique VINS</b>
Steady State Stalls > than 15 MPH	36	23	0/2	56
Low Speed Stalls < than 15 MPH	17	16	3/0	33
Stalls – garage shift, idle or while stopped	24	20	6/0	48
Indeterminate	34	12	3/1	45

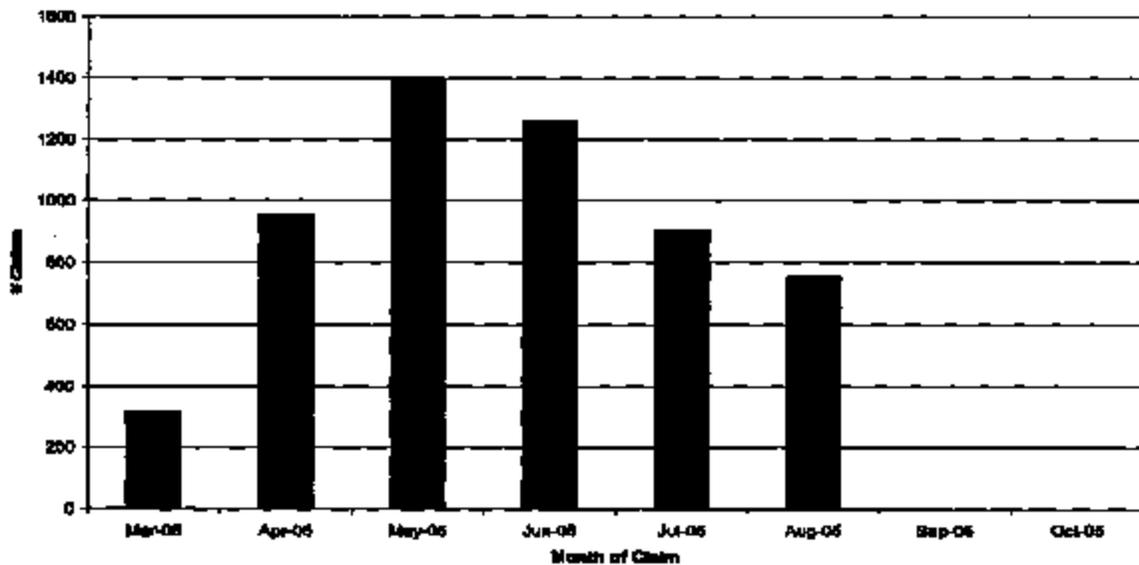
The chart below reflects CAIR input for steady state and low speed stall allegations received between June 1 and October 5, 2005. Through the data cut off date utilized for this update, there have been no inputs received during the month of October. This data shows an overall complaint rate that is low and clearly decreasing.

CAIRs by Month of Complaint



The chart below reflects the total number of warranty claims against the most recent calibration flash for the 5.7L V8 engine Powertrain Control Module (PCM), which was released into production on February 1, 2005 for the Durango and March 15, 2005 for the Ram pickup truck, and via Technical Service Bulletin (TSB) # 18-013-05 on March 16, 2005.

Warranty Claims by Claim Date  
LOP 08194391  
Latest Calibration, TSB 18-013-05



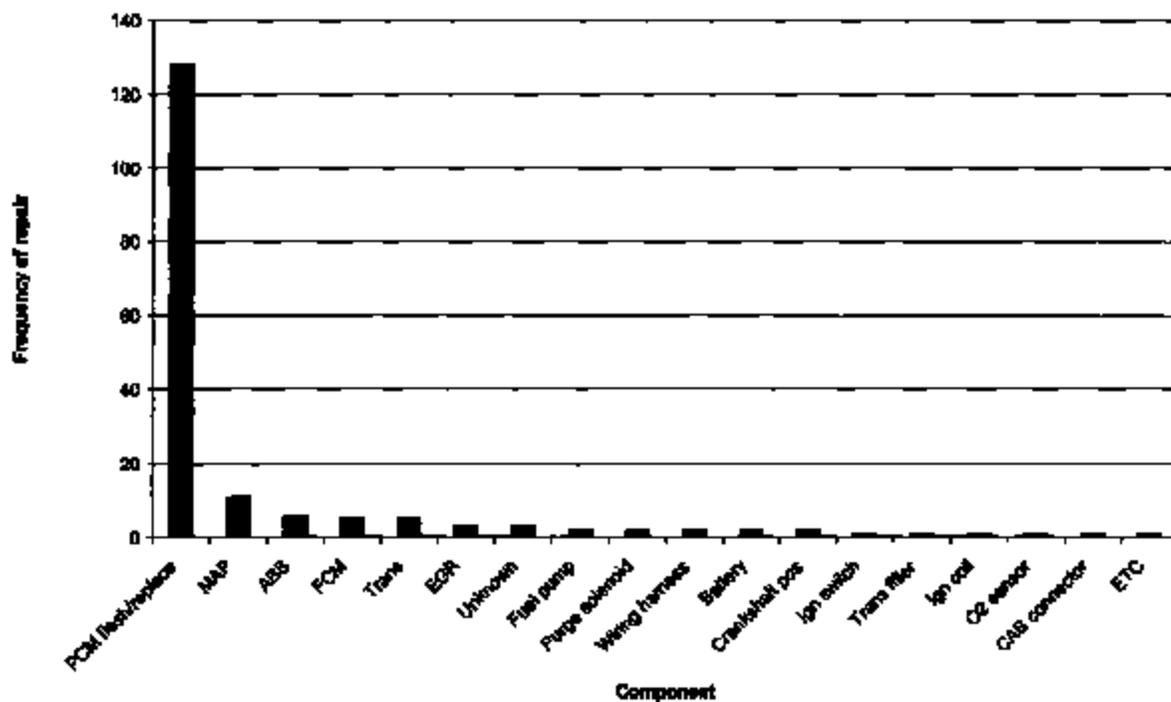
This TSB was released to address potential engine calibration concerns and involved reprogramming the PCM if the vehicle experienced rough idle, idle fluctuation, Malfunction Indicator Lamp illumination, or in isolated cases stalling.

DCC's customer concerns are being addressed as indicated by the previous chart summarizing TSB completions. Complaint data shows that the number of customer concerns is decreasing over time as the TSB becomes more widely applied in the field on vehicles experiencing the condition.

The rate of all field input (CAIRs, field reports, and legal claims/lawsuits) for the alleged condition on subject vehicles built since the engine calibration change is 18.8c/100k vehicles. This compares to a rate of 88.2c/100k for vehicles built prior to the calibration change, which in DCC's opinion still remains low compared to other similar cases that NHTSA has investigated.

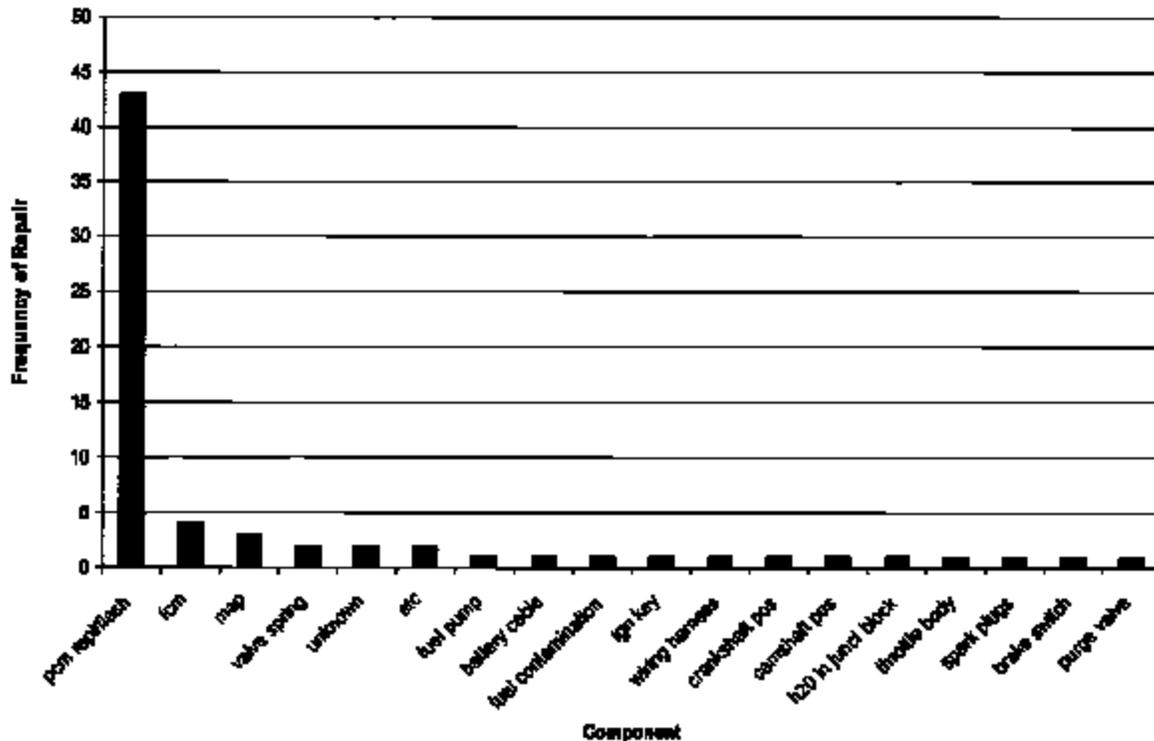
As detailed in the July 28, 2005 PE05-027 response, there were 355 vehicles identified with customer complaints, field reports, or claims/lawsuits that may relate to the subject condition. Additional analysis was completed on the repair history for those vehicles. The following chart depicts by frequency the repaired/replaced component for those vehicles with no further complaints after the repair was completed. As can be seen in this data, a PCM flash/replace was the final repair for the large majority of subject vehicles with the alleged condition.

Component Repaired/Replaced Under Warranty  
Vehicle Data through June 8, 2005



Identical analysis was conducted on the 178 vehicles for which DCC received input between June 8, 2005 and October 5, 2005. The chart that follows represents the findings of this analysis. PCM flash/replace was again the final repair for the vast majority of subject vehicles with the alleged issue.

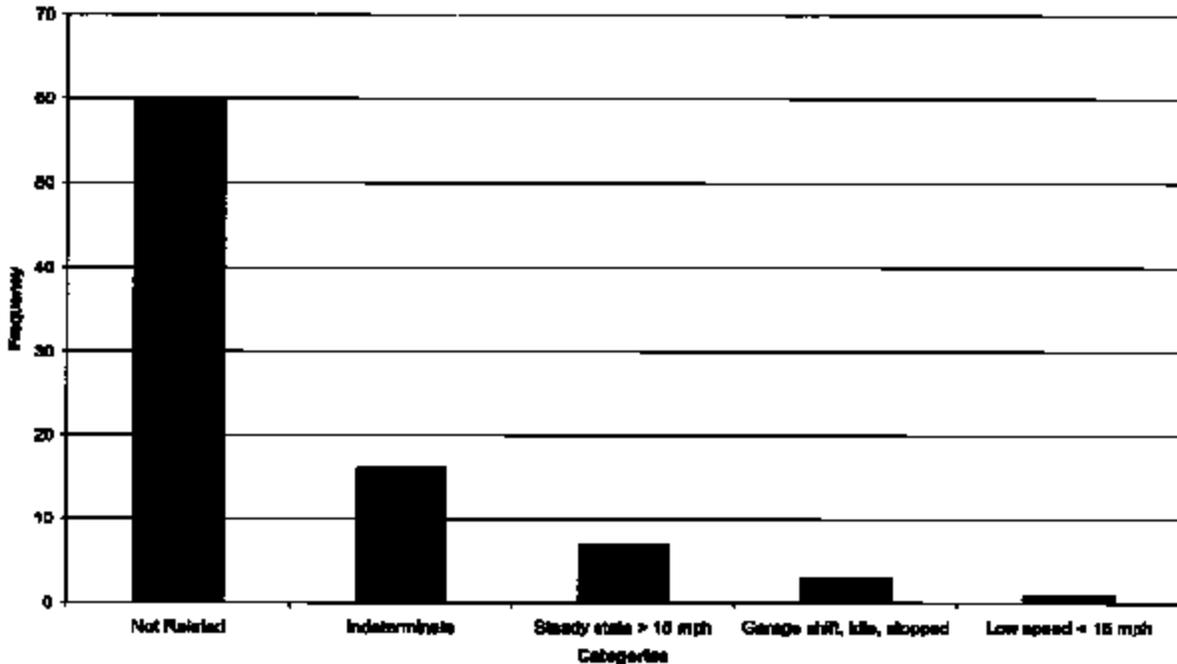
Component Repaired/Replaced Under Warranty  
Vehicle Data from June 8 through October 5, 2005



In the July 28, 2005 PE05-027 response, eight Labor Operation Codes were identified as potentially applicable to the alleged condition. Warranty claim counts were provided with the PE response, and it was noted that DCC's warranty system is designed to compensate dealers for repairs made and it is impossible to determine the reason for each particular warranty claim. There are also other random issues that are not related to the alleged condition, yet may still trigger replacement of the subject components.

Most warranty claims do not have associated narrative data. A small number of the warranty claims included with the PE response did have narrative data available. An analysis of those narratives showed that the vast majority or 69% (60 of 87) were clearly not related to the alleged condition. For another 18% (16 of 87) the narrative did not provide sufficient information to determine if the claim was related. Based on the available narrative data, only a small number were found that may relate to the alleged condition, and are shown on the following chart.

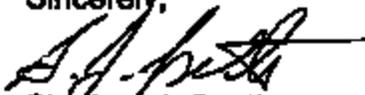
### Warranty Narratives by Categorization



The overall complaint rate for the subject condition is low. Data shows that the subject condition is isolated, contained, and declining. In addition, any PCM calibration issues were addressed through publication of the TSB and production implementation of the revised PCM calibration. The vast majority of complaints received indicate that the vehicle has only stalled once and has immediately restarted. In addition, all of the vehicles in the population are covered by DCC's 8 year / 80,000 mile emission system warranty, which will correct free of charge any identified issue with the PCM.

There are no allegations of accident, injury, fatality or property damage. This data indicates that the condition is benign from a vehicle control standpoint, and that operators have successfully dealt with it in the rare situations where it has occurred. In addition, DCC has taken corrective actions to prevent further occurrences in the cases where a specific cause has been identified, and has communicated these diagnostics and repairs to the field. Therefore, based on the evidence provided, DCC believes there is no risk to motor vehicle safety and this investigation should be closed.

Sincerely,



Stephan J. Speth