

DAIMLERCHRYSLER

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8/27/06
K. C. DeMeter

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

September 6, 2006

06 V-341
(3 pages)

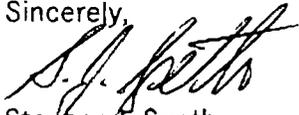
Mr. Daniel Smith
Associate Administrator for Enforcement, Office of Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

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 in a small number of 2007 model year Chrysler 300, Dodge Charger, Dodge Magnum, Dodge Ram, Dodge Durango, Dodge Dakota, Dodge Nitro and Jeep Liberty vehicles equipped with the 42RLE automatic transmission. The software programmed into the powertrain control module can cause a momentary lock up of the drive wheels if the vehicle is traveling over 40 mph and the operator shifts from drive to neutral and back to drive.

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

Sincerely,



Stephan J. Speth

Enclosure: Defect Information Report for DaimlerChrysler Corporation Recall F43

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL F43

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Submission date: September 6, 2006

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume (estimated)	Other
Chrysler/ Dodge	300/Charger/ Magnum	2007	07/01/06 - 08/11/06	763	with 42RLE automatic transmission only
Dodge	Durango			3	
• Dodge	Dakota			47	
• Dodge	Ram			99	
Dodge	Nitro			123	
Jeep	Liberty			1,298	

Estimated percentage containing defect: 100%

Description of defect:

The software programmed into the powertrain control module can cause a momentary lock up of the drive wheels if the vehicle is traveling over 40 mph and the operator shifts from drive to neutral and back to drive.

The following chronology of principal events occurred during August of 2006 and led to the determination of a defect:

- On August 3, 2006 the condition was discovered during evaluation of a 2007 MY vehicle.
- Investigation determined that a software issue within the Precision Electronic Modulation of Torque Converter Clutch (PEMCC) feature can result in incorrect solenoid operation, causing the control registers to not initialize properly during shifts to neutral. This feature was new for the 2007 MY on vehicles utilizing the 42RLE automatic transmission.
- All potentially affected vehicles were held while the investigation continued.
- It was found that if the vehicle is shifted from drive to neutral and back to drive, the vehicle may experience a momentary lock up of the drive wheels. The duration of the event is typically between 1 to 2 seconds and the transmission then shifts into the appropriate gear and functions normally. This condition is random and does not occur every time this atypical shift sequence is initiated by the operator.
- Validated Powertrain Control Module (PCM) software was implemented into production at all affected vehicle assembly plants to eliminate the potential for the issue. All vehicles held were reprogrammed prior to release.
- During the investigation, DaimlerChrysler Corporation (DCC) became aware of one minor accident with no injuries or property damage for a 2007 MY Dodge Dakota development

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL F43

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vehicle being driven by a DCC employee that may be related to this issue.

- This data was presented to the Vehicle Regulations Committee on August 29, 2006 who decided to conduct a safety recall to reprogram the powertrain control module on all affected vehicles.

Statement of measures to be taken to correct defect:

DCC will reprogram the powertrain control module on all vehicles affected. Due to the need for certain, specific circumstances to induce the random condition, DCC has concluded that the three day dealer notification rule does not apply. DCC expects to begin notification to dealers and owners in September of 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.