

DAIMLERCHRYSLER

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(14 pages)

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DEFECTS INVESTIGATION
RECALL MGMT DIV.

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

July 3, 2007

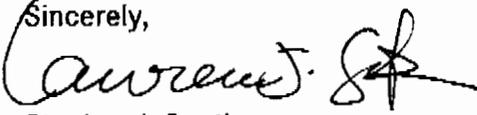
Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590

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 affects some 2007 model year Jeep Wrangler and Dodge Nitro vehicles.

The Totally Integrated Power Module (TIPM) was programmed with software that may allow the engine to stall under certain operating conditions. DCC will conduct a safety recall to reprogram the TIPM on all affected vehicles with revised software.

Sincerely,


for Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corporation Recall G25
Dealer and Owner Notification Letters for DaimlerChrysler Corporation Recall G25

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

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL G25

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Submission date: July 3, 2007**Identifying classification of vehicles potentially affected:**

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume
Jeep	Wrangler	2007	1/30/2006 through 01/22/2007	80,894
Dodge	Nitro			

Estimated percentage containing defect: 100%**The involved Vehicle Identification Number range is:**

<u>Low</u>	<u>High</u>
7L100001	7L159303
7W500027	7W636598

(VIN last eight characters) - 7 = 2007 model year; L = Toledo South Assembly Plant, Toledo, Ohio; W = Toledo North Assembly Plant, Toledo, Ohio; and the 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 Totally Integrated Power Module (TIPM) was programmed with software that may allow the engine to stall under certain operating conditions. This could cause a crash without warning.

The following chronology of principal events occurred during May and June of 2007 and led to the determination of a defect:

- NHTSA opened Preliminary Evaluation PE07-027 on May 29, 2007 based on 53 complaints of engine stall while driving in 2007 model year Jeep Wrangler vehicles. The Jeep Wrangler was redesigned for the 2007 model year.
- Analysis of the complaint data indicated that many described an event with a momentary loss of electrical power inside the vehicle and a corresponding loss of engine power, also sometimes described as a stall. Many of the reports indicated the cluster telltales illuminating momentarily during the event.
- Engineering analysis determined that the TIPM could respond to an error message on the communication bus and initiate an internal reset in response. This TIPM reset would last

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER CORPORATION RECALL G25

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approximately 75 ms.

- During a TIPM reset, the “key on” signal from the TIPM to the Powertrain Control Module (PCM) is lost. If the PCM loses the “key on” signal for more than 40 ms, it begins a power down routine, believing that the vehicle ignition has been turned off.
- Following the TIPM reset, the “key on” signal is restored and the PCM powers back up. If the rotating components of the engine contain sufficient inertia, the vehicle will restart with no input from the operator. This performance was consistent with that indicated in the complaints.
- Subsequent investigation determined that on January 22, 2007 the TIPM software had been revised. One of the results of this revision was a change in the reset time from 75 ms to 17 ms. The PCM will not respond to this duration of loss of the “key on” signal, and thus no engine stall.
- A review of available company data sources found 144 Jeep Wrangler complaints that appear potentially related to this condition. Complaint vehicle build data agreed with TIPM software change timing.
- During the investigation, it was also determined that the 2007 MY Dodge Nitro utilizes the same TIPM software, and is thus susceptible to this same issue. The Dodge Nitro is also new for the 2007 model year. A review of available company data sources found 123 Dodge Nitro complaints that appear potentially related to this condition.
- This information was presented to the Vehicle Regulations Committee on June 26, 2007, who decided to conduct a safety recall to reprogram the TIPM on all affected Jeep Wrangler and Dodge Nitro vehicles.

Statement of measures to be taken to correct the noncompliance:

DCC will reprogram the TIPM on all affected Jeep Wrangler and Dodge Nitro vehicles with revised software. DCC notified dealers on July 3, 2007 and expects to initiate notification to owners on July 5, 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.

July 2007

Dealer Service Instructions for:

Safety Recall G25

Reprogram TIPM – Engine Stalling

Models

- 2007 (JK) Jeep® Wrangler
- 2007 (KA) Dodge Nitro

NOTE: This recall applies only to the above vehicles built through January 22, 2007 (MDH 012200).

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The Totally Integrated Power Module (TIPM) on about 80,800 of the above vehicles was programmed with software that may allow the engine to stall under certain operating conditions. This could cause a crash without warning.

Repair

The Totally Integrated Power Module (TIPM) must be reprogrammed (flashed).

NOTE: Wrangler models with a disconnecting stabilizer bar (sway bar) option (sales code SHG) require additional unique steps in the flash procedure.

Parts Information

No parts are required to perform this service procedure.

Special Tools

The following existing special tools may be required to perform this repair:

- CH9401* StarSCAN® Tool
- CH9404* StarSCAN Vehicle Cable
- CH9409* StarSCAN Documentation Kit
- CH9410* StarSCAN Ethernet Cable 12 ft.
- CH9412* StarSCAN Software Update Device Kit
- CH9801 StarMOBILE Tool
- CH9804 StarMOBILE Vehicle Cable
- NPN TechCONNECT PC
- NPN StarSCAN/StarMOBILE Software Update CD

* Part of CH9400 kit.

Service Procedure

NOTE: Either StarSCAN or StarMOBILE can be used to perform this recall. This procedure must be performed using software release 8.01 or higher. If the reprogramming flash for the TIPM is aborted or interrupted, the TIPM must be replaced.

A. Program the TIPM using StarSCAN

1. Open the hood. Install a battery charger and verify that the charging rate provides 13.0 to 13.5 volts. Do not allow the charger to time out during the flash process. Set the battery charger timer (if so equipped) to continuous charge.

NOTE: Use an accurate stand alone voltmeter. The battery charger volt meter may not be sufficiently accurate. Voltages outside of the specified range will cause an unsuccessful flash. If voltage reading is too high, apply an electrical load by activating the park or headlamps and/or HVAC blower motor to lower the voltage.

2. Connect the CH9410 StarSCAN ethernet cable to the StarSCAN and the dealer's network drop.
3. Connect the CH9404 StarSCAN vehicle cable to the StarSCAN and the vehicle.
4. Place the Ignition in the "RUN" position, then Power "ON" the StarSCAN.
5. Retrieve the old TIPM part number using the procedure below:
 - a. With the StarSCAN on the "Home" screen, select "ECU View".
 - b. Touch the screen to highlight "TIPMCGW Central Gateway" in the list of modules.
 - c. Select "More Options".
 - d. Select "ECU Flash".
 - e. Record the old TIPM "Part Number" displayed at the end of the "Resident flash file for" statement near the top of "Flash PCM" screen for later reference.

Service Procedure (Continued)

6. Download the flash file from the internet to the StarSCAN. With the StarSCAN on the "**Flash TIPMCGW**" screen, follow the procedure below:
 - a. Select "**Browse for New File**". Follow the on screen instructions.
 - b. If the newly downloaded flash file "Part Number" displayed is the same as the number recorded in Step 5e, then the TIPMCGW is up to date. Continue to Step 9.
 - c. Highlight the listed calibration on the StarSCAN screen.
 - d. Select "**Download to Scantool**".
 - e. Select "**Close**" after the download is complete, then select "**Back**".
 - f. Highlight the listed calibration.
 - g. Select "**Update Controller**" and follow the on screen instructions.
 - h. When the update is completed, select "**OK**".

7. **For Wrangler models with a disconnecting stabilizer bar (sway bar) option,** perform the following steps to clear Active Fault Code U1159 (Loss of communication with Automatic Sway Bar System) from the TIPM.

NOTE: If the sway bar warning light in the instrument cluster begins to blink after the TIPM software has been updated, Active Fault Code U1159 must be erased.

- a. Go to the "ECU View" screen.
- b. Select "**ASBS Automatic Sway Bar System**" from the menu.
- c. Select "**Misc. Function**".
- d. Select "**Reset ECU**".
- e. Press the "**Start**" button.
- f. Press the "**Next**" button.
- g. Press the "**Finish**" button.
- h. Press the "**Back**" button.

Service Procedure (Continued)

8. Clear any Diagnostic Trouble Codes (DTCs) as follows:

NOTE: Due to the TIPM programming procedure, DTC(s) may be set in other modules (PCM, TCM, FDCM, ABS, BCM, MIC, WCM, etc.) within the vehicle, if so equipped. Some DTC's may cause the MIL to illuminate.

- a. From the “Home” screen select “System View”.
 - b. Select “All DTCs”.
 - c. Press “Clear All Stored DTCs” if there are any DTCs shown on the list.
9. Turn the ignition key to the “OFF” position and remove the StarSCAN unit, StarSCAN cable, and battery charger from the vehicle.

Service Procedure (Continued)

B. Reprogram the TIPM Module Using StarMOBILE

NOTE: The StarMOBILE can be used in Standalone mode when reprogramming all involved models except Wranglers equipped with a disconnecting stabilizer bar (sway bar) (sales code SHG). StarMOBILE must be used in the connected mode to reprogram Wrangler models with the disconnecting stabilizer bar (sway bar) option.

1. Open the hood and install a battery charger. Verify that the charging rate provides approximately 13.0 to 13.5 volts. Do not allow the charger to time out during the flash process. Set the battery charger timer (if so equipped) to continuous charge.

NOTE: Use an accurate stand alone voltmeter. The battery charger volt meter may not be sufficiently accurate. Voltages outside of the specified range will cause an unsuccessful flash. If voltage reading is too high, apply an electrical load by activating the park or headlamps and/or HVAC blower motor to lower the voltage.

2. Connect the StarMOBILE scan tool to the vehicle data link connector located under the steering column and turn the ignition key to the “RUN” position.
3. Power ON the StarMOBILE scan tool.
4. Connect the CH5410 StarMOBILE scan tool ethernet cable to the StarMOBILE and the dealer’s network drop.
5. From the desktop, launch the “StarMOBILE Desktop Client” software.
6. Establish a connection with the StarMOBILE scan tool.
7. Select “Flash Download”.
8. Select “Next” and then enter your ID and password.
9. Enter the vehicle information (manually or use the automatic function).

Service Procedure (Continued)

10. Highlight the required flash file and select **“Download to Client”**.
11. Select **“BACK”** then select **“ECU View”**.
12. Select **“TIPMCGW Central Gateway”**.
13. Select **“More Options”**.
14. Select **“ECU Flash”**.
15. Select **“Manage Files”**.

16. Highlight downloaded flash file.

17. Select **“Copy to SM Device”** and then follow the screen prompts.

18. Disconnect the ethernet cable from the StarMOBILE scan tool.

19. Turn off the StarMOBILE scan tool and then restart the scan tool.

NOTE: The StarMOBILE scan tool must be shut down and restarted to unlock the flash.

20. From the **“System Status”** screen press the **“Exit”** button.

21. From the **“Main Menu”** select **“Enter Standalone Diagnostic Mode”** and press the select button.

22. Select **“ECU View”** and press the select button.

23. Highlight **“TIPMCGW”** and press the select button.

24. Select **“FLASH ECU”** and press the select button.

Service Procedure (Continued)

25. Compare the highlighted software part number with the software part number displayed at the top of the screen.
 - **If the part numbers are the same, the module is up to date and reprogramming is not required.** Continue to Step 28.
 - If the software part numbers are different, press the select button to reprogram the module.
26. When the flash is complete, press the “**OK**” button.
27. Clear any Diagnostic Trouble Codes (DTCs) as follows:

NOTE: Due to the TIPM programming procedure, DTC(s) may be set in other modules (PCM, TCM, ABS, BCM, MIC, WCM, etc.) within the vehicle, if so equipped. Some DTC's may cause the MIL to illuminate.

 - a. From the “Standalone Home” screen highlight “**All DTC's**” and then press the select button.
 - b. Highlight “**Clear All Stored**” and then press the select button.
 - c. Follow the screen prompts on the StarMOBILE screen.
28. Turn the ignition key to the “**OFF**” position and remove the StarMOBILE unit, StarMOBILE cable, and battery charger from the vehicle.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	<u>Labor Operation Number</u>	<u>Time Allowance</u>
Totally Integrated Power Module Update Previously Performed	08-G2-51-81	0.2 hours
Reprogram Totally Integrated Power Module	08-G2-51-82	0.3 hours

Add the cost of the label plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

Dealer Notification

All dealers will receive three copies of this dealer recall notification letter by mail. To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

Owner Notification and Service Scheduling

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

Vehicle Lists, Global Recall System, VIP and Dealer Follow up

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System.**” Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

Additional Information

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations
DaimlerChrysler Corporation

DAIMLERCHRYSLER

SAFETY RECALL G25 – REPROGRAM TIPM – ENGINE STALLING

Dear: (Name)

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DaimlerChrysler Corporation has decided that a defect, which relates to motor vehicle safety, exists in some **2007 model year Dodge Nitro and Jeep® Wrangler models.**

The problem is... The **Totally Integrated Power Module (TIPM)** on your vehicle (VIN: (XXXXXXXXXXXXXXXXXX)) was programmed with software that may allow the engine to stall under certain operating conditions. This could cause a crash without warning.

What your dealer will do... DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will reprogram your vehicle's Totally Integrated Power Module. The work will take about ½ hour to complete. However, additional time may be necessary depending on service schedules.

What you must do to ensure your safety... Simply **contact your dealer** right away to schedule a service appointment. **Remember to bring this letter with you to your dealer.**

If you need help... If you have questions or concerns which your dealer is unable to resolve, please contact DaimlerChrysler at 1-800-853-1403.

Please help us update our records, by filling out the attached prepaid postcard, if any of the conditions listed on the card apply to you or your vehicle.

If you have already experienced this condition and have paid to have it repaired, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement: DaimlerChrysler P.O. Box 4639 Oak Ridge, TN 37831, Attention: Reimbursement.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services Field Operations
DaimlerChrysler Corporation
Notification Code G25

*Buckle up
for Safety!*

Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.