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National Highway Traffic Administration  
US Department of Transportation  
Washington, DC 20590

2005 JUL 15 AM 9:21

To whom it may concern,

6/18/2005

I am enclosing a copy of a letter I have sent to Chrysler Motor Company regarding a problem I experienced with the crank sensor on my Chrysler Sebring. As I indicated in my letter to Chrysler, my wife and I were in the car when the sensor failed causing the engine of the car to shut down taking with it the power steering and brakes. It created a potentially dangerous situation for us. Fortunately we were driving at low speed and there was no other traffic on the road. Had we been on an interstate in traffic, the outcome could have been very different.

I assume this sensor is present on many if not all cars. I am not an engineer, but it seems to me that a part that can fail while a vehicle is in motion should be scheduled for replacement as part of normal car maintenance. This seems to me to be especially needed for a part like the crank sensor that disables a car when that part fails.

I would appreciate it if you could tell me if your department has received similar letters reporting this problem either regarding Chrysler or other auto manufacturers.

If you need any further information from me, my contact information is noted below

Thank you for your assistance with this issue.

Sincerely

[Redacted Signature]

[Redacted Address Line]

West Kingston, RI [Redacted]

[Redacted Address Line]

[Redacted Address Line]

*Edinon*  
7/12/05

US Daimler Chrysler Motors  
Customer center  
PO Box 21-8004  
Auburn Hills, Michigan 48321-8004

June 18, 2005

I am an owner of a 2000 Chrysler Sebring convertible which I purchased new from Fred W. Smith, Inc. in Wakefield, RI. This dealership has regularly been performing all scheduled servicing on this vehicle. I recently had a problem with my car which has caused me to have great concern and had the possibility of putting my wife and me at great risk.

On the evening of Saturday May 28 my wife and I were in the car when the vehicle lost all power. The engine went down taking with it the power steering and brakes. There was no warning of any kind. Fortunately, we were traveling at low speed on a secondary road. We were able to get the car off to the side of the road. Had we been on an interstate or similar highway traveling at higher speed, I believe we could have been in significant danger. Just an hour earlier I was traveling at 65 MPH on I 95 in heavy traffic.

I had the car towed to Fred Smith. They determined the problem was a failed crank sensor. When I related to the service manager that we had been driving in the car when the sensor failed, he seemed very surprised. He indicated that this type of failure was not common when the vehicle is in motion.

I understand that this sensor is necessary for emissions purposes. What I don't understand is why Chrysler would not have this sensor scheduled to be replaced at some point in the service schedule for this car. I can't believe that Chrysler doesn't have a good idea of what the life expectancy of this part is. It seems to me that failing to schedule the replacement of a part that on failure will totally disable a vehicle is negligent on Chrysler's part.

I would appreciate hearing an explanation from Chrysler. I have enjoyed my Sebring to this point but right now I would be very hesitant to consider another Chrysler product.

Sincerely

[REDACTED]

[REDACTED]

West Kingston, RI [REDACTED]

CC; National Highway Traffic Administration