U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 27, 2013

The Honorable Mike Johanns
United States Senator
287 Federal Office Building
100 Centennial Mall North
Lincoln, NE 68508

NVS-216 nam
Ref. No. 10489942

Dear Senator Johanns:

Thank you for your correspondence on behalf of your constituent, [redacted] who wrote concerning her model year (MY) 2011 Dodge Charger vehicle. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI).

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect trend may exist. However, we cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

[redacted] indicates that carbon monoxide has been leaking into the interior of her MY 2011 Dodge Charger and caused her and her son to become sick. At the recommendation of her dealer, [redacted] used a home carbon monoxide detector which recorded a reading of 28 parts per million (ppm). The dealer sent an HVAC team to diagnose the problem; however, they could not determine the source or location of the leak. A Chrysler inspector recorded 29 ppm but was unable to provide a solution to the carbon monoxide problem. [redacted] states that she no longer drives the vehicle because it is not safe for her and her family.

ODI has contacted [redacted] to discuss her problem and is awaiting additional information. In addition, ODI is monitoring all available data concerning carbon monoxide, gas odor, and exhaust fumes entering the interior of MY 2011 through MY 2013 Dodge Charger vehicles. However, no determinations have been reached at this time. A brochure explaining the NHTSA investigation and recall process is enclosed for [redacted] information, and she may visit our website at www.nhtsa.gov. The information about her vehicle has been entered into our database and will be considered with future reports to identify any safety defect trends that may require our attention. Meanwhile, we recommend that [redacted] continue to work with the dealer or an independent shop capable of conducting an exhaust system leak test (see procedure enclosed).

[redacted] may consider contacting her local Consumer Protection Agency or the Nebraska Office of the Attorney General regarding her problem and rights under the State Lemon law. She may also ask her dealership for a meeting with a Chrysler district manager regarding her problem. In addition, the Federal Trade Commission (FTC) has jurisdiction over warranty and dealership problems. There are three ways to contact the FTC: by toll free telephone at 1-877-FTC-HELP (1-877-382-4357); by mail at Federal Trade Commission, CRC-240, Washington, DC 20580; and by using the Internet complaint form at www.ftccomplaintassistant.gov.

[redacted] may also consider contacting the Better Business Bureau (BBB) Auto Line. The BBB offers free mediation/arbitration to resolve warranty disputes under guidelines established by the FTC. Remedies include repair, reimbursement, repurchase or replacement, depending on program eligibility. [redacted] can visit their web site at www.bbb.org to file a complaint and review eligibility information, or call the BBB Auto Line at 1-800-955-5100.

I hope this information is helpful. If you have any questions, please contact me or Ms. Nancy L. Lewis, Associate Administrator for Enforcement, at (202) 366-3217.

Sincerely yours,

Chan D. Lieu
Director, Governmental Affairs,
Policy and Strategic Planning

Enclosures

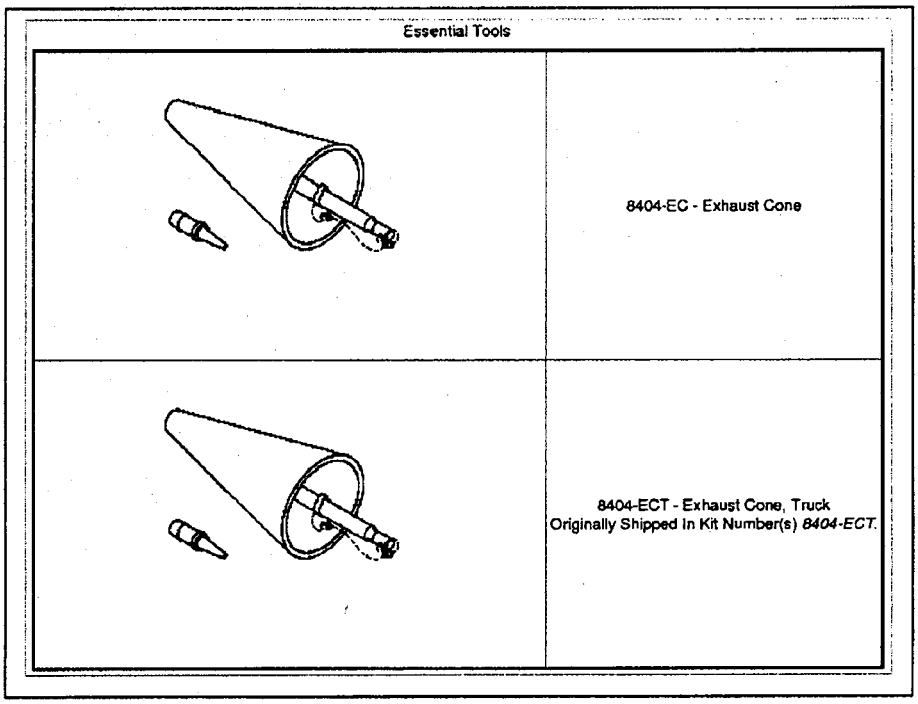
cc: Washington Office

2011 Dodge Charger V8-5.7L

Vehicle » Engine, Cooling and Exhaust » Exhaust System » Testing and Inspection » Checking The Exhaust System For Leaks

CHECKING THE EXHAUST SYSTEM FOR LEAKS

Special Tools:



CHECKING THE EXHAUST SYSTEM FOR LEAKS

1. Turn the ignition off.
2. Raise the vehicle.

WARNING: The normal operating temperature of the exhaust system is very high. Never work around or attempt to service any part of the exhaust system until it has cooled. Special care should be taken when working near the catalytic converter. **The temperature of the converter rises to a high level after a short period of engine operating time.**

3. Connect Exhaust Cone 8404-EC to Air Pressure Regulator (with hose) W-18-MIL-1146AS.

CAUTION: The air pressure must not exceed 27.6 KPA (4 psi), otherwise engine damage can occur.

4. Attach shop air to the air pressure regulator.

5. Adjust the Air Pressure Regulator to 27.6 KPA (4 psi).
6. Insert the exhaust cone into the vehicle tail pipe.
7. If the vehicle is equipped with dual exhaust. Use the with equipped attached plug, plug one side of the dual exhaust pipe. Pressurize the other as described above.
8. Apply Mopar(R) Air Leak Detector PN 05191804AA (or an equivalent leak finder liquid) to the following areas:

    - All welded joints from the exhaust manifold to 152.4 mm (6 in.) behind the downstream O2 sensor
    - O2 sensor seal points
    - O2 sensor boss welds
    - Flange/joint connection(s)
    - Exhaust manifold to cylinder head connection(s)
    - EGR solenoid gasket base and tube seal points (if equipped)

9. Watch for the Mopar(R) Air Leak Detector PN 05191804AA (or the equivalent leak finder liquid) to bubble.
10. Use the following definitions to help determine if system or component repair/replacement is necessary:

    - **Type 1 Leak** is defined as a leak where very small foam like bubbles 1 mm (0.04 of an inch) or less appear. Any Type 1 or greater leaks found in welded joints, O2 sensor seal points or O2 sensor boss welds must be repaired or the component must be replaced.
    - **Type 2 Leak** is defined as a leak where larger bubbles pea size, 8 mm (0.3 of an inch) or greater appear. Any Type 2 or greater leaks found in flange or joint connections, exhaust manifold to cylinder head connections, or EGR gasket and tube seal points must be repaired or the components must be replaced.

Leak Location	Repair required if results at 4 psi reveal bubble size:
Welded joints	Type 1: 1 mm (0.04 in.) or greater
O2 Sensor seal points	Type 1: 1 mm (0.04 in.) or greater
O2 Sensor boss welds	Type 1: 1 mm (0.04 in.) or greater
Flange/joint connections	Type 2: 8 mm (0.31 in.) or greater
Exhaust Manifold to cylinder head connections	Type 2: 8 mm (0.31 in.) or greater
EGR gasket and tube seal points	Type 2: 8 mm (0.31 in.) or greater

11. If a leak is found that matches the above definition, repair or replace the component as necessary.
12. Once the repair is complete, repeat the procedure to verify that all leaks have been repaired.

Were any exhaust leaks found?

Yes

- Repair or replace the leaking exhaust parts as necessary.

- Perform the PCM Verification Test. See: A L L Diagnostic Trouble Codes (DTC)\Testing and Inspection\Verification Tests\Powertrain Verification Test.

No

- Test complete.

DOT HS 808 795
Revised May 2011

Think your vehicle or car seat has a safety defect?

If so, please contact us to file a complaint by one of the three methods listed below:

www.safercar.gov

888-327-4236

NHTSA, Office of Defects Investigation (NVS-210)
West Building
1200 New Jersey Avenue, SE.
Washington, DC 20590

All complaints are carefully reviewed by our team of safety experts. We welcome your input.

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov

safercar.gov

Motor Vehicle Safety Defects and Recalls

What Every Vehicle Owner Should Know

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov