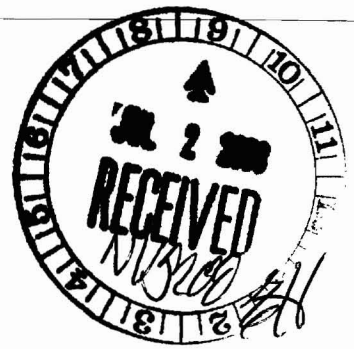
CHRYSLER



July 1, 2008

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

08V-295
(3 pages)

Dear Mr. Smith:

Attached is Chrysler LLC's ("Chrysler") 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 some 2008 model year Chrysler 300 and Dodge Magnum and Charger vehicles. The torque retention crimp feature was missed during the manufacture of one lot of rear axle hub nuts. This could cause the nuts to loosen and allow the halfshaft to disengage from the wheel hub. This could cause the vehicle to lose power. Chrysler will conduct a safety recall to replace the rear axle hub nuts on all affected vehicles.

Sincerely,

FOR Stephan J. Speth

Enclosure: Defect Information Report for Chrysler Recall H23

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

DEFECT INFORMATION REPORT FOR CHRYSLER LLC RECALL H23

Submission date: July 1, 2008

Identifying classification of vehicles potentially affected:

Make	Model	Model Year	Inclusive Dates of Manufacture	Volume (estimated)
Chrysler	300	2008	December 19, 2007 through March 12, 2008	5,509
Dodge	Magnum, Charger			

Estimated percentage containing defect: TBD

Description of defect:
The torque retention crimp feature was missed during the manufacture of one lot of rear axle hub nuts. This could cause the nuts to loosen and allow the halfshaft to disengage from the wheel hub. This could cause the vehicle to lose power and result in a crash without warning.

The name, address and telephone number of the supplier who manufactured the subject components:

MVS Metform LLC
7034 Route 84
Savanna, IL, 61074
815-273-2201

The following chronology of principal events occurred between March and June of 2008 and led to the determination of a defect:

- On March 12, 2008 a 2009 model year Dodge Challenger pilot vehicle undergoing pre-launch evaluation at Chrysler's Chelsea Proving Grounds experienced ABS lamp illumination diagnosed as a wheel speed sensor fault.
- When the vehicle's rear wheels were removed, the right side axle hub nut fell off and the left side hub nut was determined to be backed off approximately 3mm at the halfshaft.
- Potentially affected production vehicles at the Brampton Assembly Plant ("Brampton") were held and an investigation initiated.
- It was determined that MVS Metform LLC ("Metform") manufactured and shipped to Benteler Automotive ("Benteler") one lot of 10,540 rear axle hub nuts without the torque retention crimp feature.
- For Metform lot code 727513 (275th day of the 2007 calendar year) an incorrect scanning of in-process material routing cards resulted in the lack of the torque retention crimp feature.
- In addition to the 2009 model year Dodge Challenger pilot vehicles, these suspect axle hub nuts may have been utilized for production on the 2008 model year Chrysler 300 as well as

the 2008 model year Dodge Magnum and Charger.

- Benteler installs the hub nuts on the rear suspension module for the subject vehicles, which is subsequently shipped to Brampton for final vehicle assembly.
- Benteler scans the cartons of hub nuts prior to utilizing them for rear suspension module assembly and retains the information as it relates to the Vehicle Identification Number.
- Completed vehicles that were held at Brampton and in-process rear suspension modules were inspected and repaired as required. All potentially affected 2009 model year pilot vehicles were also inspected and repaired as needed.
- Concurrent with the investigation, vehicle testing was initiated with rear axle hub nuts without the torque retention crimp feature to assess consequence.
- In May at approximately 4,700 accumulated miles it was noted that the left axle hub nut was loosened. No noise or indication of an issue to the operator was noted at that time.
- On June 15, 2008 the vehicle had completed a total of 9,000 miles of on-road evaluation with no further degradation or indication of any issue to the operator.
- Static vehicle evaluation subsequently determined that over time a detached axle hub nut could allow the halfshaft to disengage from the wheel hub and cause the vehicle to lose power.
- Chrysler LLC is not aware of any accidents or injuries related to this issue.
- This data was presented to the Chrysler Vehicle Regulations Committee on June 24, 2008 who decided to conduct a safety recall to replace the suspect rear axle hub nuts.

Statement of measures to be taken to correct defect:
Chrysler will replace the rear axle hub nuts on the affected vehicle population. Chrysler expects to initiate national notification to dealers and owners in July of 2008.

Chrysler 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, Chrysler, 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.