

### **DAIMLERCHRYSLER DODGE CHRYSLER VEHICLES - IMPORTANT CONSUMER INFORMATION BEFORE YOU BUY**



Dodge, Chrysler formerly DaimlerChrysler has had a history of excessive vehicle quality issues, safety defects and poor service. This continued despite the 1998 Chrysler merger with Daimler Benz and constant claims by DaimlerChrysler that this was a significant benefit to consumers. If anything, given the dramatic quality decline, it seems Mercedes Benz may have embraced some of the cost cutting quality standards at Chrysler to increase overall profitability. The problems continue despite stylish new vehicles and claims of new stringent quality standards by Chrysler to regain consumer confidence. Chrysler continues to deceive consumers regarding known potentially life threatening vehicle defects such as unsafe Seatbelts and Steering which continue to put consumer lives at risk every day.

**Chrysler still refuses to recall several common serious safety defects that cannot be absolved through mergers and buyouts.**

Chrysler continues to reduce its warranty expense through an aggressive refusal to honor many valid warranty claims while blaming the consumer whenever possible, such as defective engines where on schedule oil changes can be proven. Consumers often attribute this to being a dealer problem while failing to recognize that this is because Chrysler pressures dealers to keep warranty costs to a minimum, even for known problems and defects. **Chrysler will do everything it can to avoid covering common problems under warranty whenever possible by blaming consumers or claiming issues cannot be duplicated.** We believe Chrysler is the most negligent, deceptive, misleading and arrogant automobile manufacturer that does not deserve your business. Through not purchasing Dodge, Chrysler vehicles you can also send DaimlerChrysler, now Chrysler LLC a clear message that these business ethics are not acceptable to consumers.

**Chrysler Buyout Update:** After DaimlerChrysler had been trying to dump Chrysler for months, Chrysler had been purchased by Cerberus, a private investment firm for less than 25 percent of what was originally paid. We believe that this may actually only make things go from bad to even worse at Chrysler. It is our belief that an investment firm is going to be mainly concerned with getting financial results, not improving quality and service to where it really needs to be at Chrysler. In fact, even with quality already suffering, Chrysler has already announced that it will cut an additional 25 percent in parts and production costs. Chrysler LLC's three brands each scored below average in a J.D. Power Initial Quality benchmark annual survey of new vehicle quality while Ford and GM scored above average.

[Chrysler Update - Cerberus Takes Over Majority Interest and Related Financial Services Business for \\$7.4 billion from DaimlerChrysler](#)

#### **Chrysler = "Five Star" Automobile Defects, Vehicle Quality Issues, Negligence, Denial And Uncertainty**

Former NHTSA Administrator Joan Claybrook - "Chrysler's view is in a cost-benefit ratio," says Claybrook. "It's cheaper to let these circumstances happen. A few people get killed, and Chrysler doesn't have to pay for all the replacement parts." - Statement made to CBS News regarding Dodge Durango and Dodge Dakota Ball Joint defect

#### **Chrysler Dealer Technicians Are Admitting Frequently Seeing These Problems, Are Told To Keep Quiet While They Agree With This Website**

"I am a technician for a Chrysler dealership in Florida. I fear for my job so I will not disclose what city. The problems this website shows are all true, us technicians are seeing this every day, and yet are told to keep our mouths shut. We are also told to do patch up jobs and the parts we need are not given to us. My advice to you as a mechanic would be to never buy a Dodge, Chrysler, Jeep, or a Mercedes Benz vehicle"

#### **Chrysler Deceives You With New Vehicle Styles And Skillful Marketing Tactics? Don't Be Deceived By Chrysler**



Chrysler continues to avoid liability and coverage for known issues, massive cover-ups, blame the consumer and everything else, make the customer pay to profit from defects - All while Chrysler has said they've changed and things have never been better as part of DaimlerChrysler's skillful marketing tactics to regain your confidence. Chrysler has used evasive and sometimes fraudulent tactics to avoid liability for known defects while the consumer often pays, out of pocket to repair problems it created in the first place and in some cases, the consumer could even potentially pay with their life. After having excessive quality problems, automobile defects, vehicle recalls, problems with service and customer satisfaction, Chrysler first profits from replacement parts and service in result then skillfully "reinvents" itself with new, innovative, great looking automobiles and marketing to rebuild consumer confidence while the quality problems and defects seem to stay the same at the company. Find out more about the real Chrysler. While consumers may admire the appearance of the new Dodge Charger, Magnum, Durango, Ram, Caliber, Chrysler 300C, these vehicles and others already have their share of ridiculous problems.

### Chrysler complaints - Samples of just some we receive daily

From Ms. Tiki - I would like you to know that I wish that I seen this website before I purchased my first new car, a Chrysler 300. The car has cut off on me twice, had it serviced over 5 times for engine, sunroof, shifting, steering wheel shaking, etc. Now, I am taking the car to trade in for a used car. I hope that the world will see how destructive this company is. I WOULD NEVER AGAIN PURCHASE A DAIMLER CHRYSLER PRODUCT. Thank you for the website.

From K. Nelson - Hi, I just wanted to let you know that my 2005 Chrysler 300C Hemi just blew its Transmission with a whopping 12,500 miles. I took it to San Francisco Chrysler, they had my car for 2 weeks and JUST told me I need a new transmission which will take ANOTHER 7-10 days or MORE.

From A. Beck - My husband's 2005 Chrysler PT Cruiser just caught on fire this morning. I don't know all the details yet, but has this been a problem?

From E. & M. Steck - We have a 2005 Chrysler 300 Touring vehicle which has been pulling to the right ever since we purchased it new. It has been in many times for this problem. At one point, I called Chrysler and was told that it was a SAFETY FEATURE FOR THE PURPOSE OF IF YOU HAD A HEART ATTACK OR PASSED OUT, IT WOULD PULL YOU OFF THE ROAD. GET REAL!

From P. Stuart - I bought a 2007 Dodge Caliber SXT. I have a leak when it rains or snow melts where I get a pool of water on the floor. My Dealer told me I will have to leave my car for several days for them to figure out the problem.

From B. Miller - We purchased our 2005 Dodge Grand Caravan SXT new. It wasn't even 5 months before we started having electrical problems, steering problems and brake problems. Thank You for your site, wish I found it sooner.

From F. Swinkels - Yesterday our 2000 Chrysler 300M w/103,000KM steering mechanism just broke off and the wheels had a mind of their own! luckily it happened at a parking lot. THIS CAR COULD HAVE KILLED MY FAMILY!

### Chrysler, Dodge Vehicle Complaints - Click Here To Read More

#### Lifetime Powertrain Warranty Scam? **Your Warranty May Mean Nothing - Internal Chrysler / DaimlerChrysler Documents Revealed**

In additional to blaming consumers whenever possible for engine failures covered under warranty, Chrysler also tells dealers in an internal memo that it is normal for their vehicles to consume up to 1 quart of oil every 1,000 and 1 quart every 750 miles for engines over 50,000 miles! Many engines only hold 4-5 quarts on average where you may be dangerously low on motor oil sooner than you would expect. Chrysler is avoiding honoring warranties for problems such as excessive Oil consumption, which is often an indication of future engine failure. To avoid defective Engine warranty claims, Chrysler sends internal memo to dealers stating that acceptable Oil consumption for Engines below 50,000 miles is one quart per 1,000 miles driven! Acceptable Oil consumption for Chrysler Engines with over 50,000 miles is one quart per 750 miles! For more proof, ask to see the memo at your local dealer.

### Chrysler / DaimlerChrysler Steering Related Lawsuit For Chrysler LH Vehicles

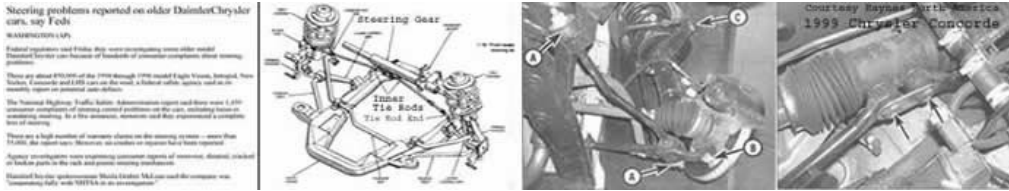
Lawsuit filed against Chrysler / DCX says Steering "defectively designed", "puts dangerously high load forces on inner tie rod ends when steering is turned and that the design of the thereby causing or contributing to cause sudden, premature failure of its various assemblies and components. A defective design Chrysler has known about while actively concealing the defect from consumers and Governmental regulators. Many consumers were lied to by Chrysler when it would deny responsibility for the defect."



"The acts of DaimlerChrysler manifested a flagrant disregard of the safety of persons who might or could have been harmed by the defects in the "steering system" in the (Dodge Intrepid, Chrysler 300M, Concorde, LHS)." "The attitude of Chrysler regarding upon discovery of the defects in the Steering system of Chrysler LH vehicles, was reprehensible and was motivated, in whole or in part, by a desire to continue trying to maximize market share and avoid the immense costs associated with an admission and a recall."

### Chrysler, Dodge Vehicle Steering Problems. Over 55,000 Chrysler Steering Related Warranty Claims And 1,450 Consumer Complaints Of Steering Control Problems In 1999-1996 Intrepid, LHS, Concorde

## Vehicles, Premature Problems and Failures Continue While DaimlerChrysler Ignores Ongoing Problems



Click To See NHTSA Investigation Article Regarding 55,000 Dodge / Chrysler LH DaimlerChrysler Steering Warranty Claims Reported In 1999 Alone



Chrysler (DaimlerChrysler) has clearly known about defective Steering in Dodge, Chrysler Intrepid, 300M, LHS, Concorde vehicles. Chrysler has been under investigation by the NHTSA for more than 55,000 warranty claims for Steering problems with these vehicles and 1,450 reports of steering control problems, some including complete loss of steering control with 1993-1996 models, reported as of 1999 alone. These statistics do not include 1997 and second generation models (1998-2004) and do not include LH vehicles that may have been brought in for warranty service where a Chrysler dealer "claimed" to be "unable to duplicate" a steering related problem. This report also does not include consumers who may have experienced failures under 36,000 miles past the 3 year factory warranty period (3 years/36,000 miles whichever comes first).

We believe that Chrysler has actively concealed the defect from consumers while deliberately misleading the NHTSA about the defect. The fact is that premature steering rack and pinion failures continue even with newer Dodge Intrepids, Chrysler 300Ms, LHS' and Chrysler Concordes (1998-2004). Over the years Chrysler has even issued internal TSB's to dealers that "quietly" and "delicately" address certain common Steering related problems. We feel that this is not nearly enough for what experts call a "negligently designed and dangerously defective steering system" that puts dangerously high load forces on inner tie rod ends and connecting bolts when steering is turned thereby causing or contributing to cause sudden, premature and unnecessary failure of its various assemblies and components. There have accidents, even serious injuries and possible deaths while Daimler Chrysler continues to choose profits over putting lives at risk. We believe many consumers have been lied to by Chrysler and its dealers through claiming not to have any prior knowledge of this defect and denying responsibility, thereby forcing consumers to live with the dangerous condition, sell the vehicle at a loss or incur the expensive of repairing the defects, especially when under warranty to reduce warranty costs and prevent defect liability. We suspect Daimler Chrysler was trying to reduce warranty costs while avoiding another "red flag" by avoiding diagnosis of steering problems and related warranty claims whenever possible. This would seem evident due to some consumer complaints stating dealers were unable to find actual problems that independent mechanics were able to find and repair. Some of the most common symptoms are clunks, excessive play, excessive tire wear, difficulty aligning, wandering and binding. Chrysler did not to follow an industry standard which is far safer and much more reliable. For more Steering defect information and consumer complaints [Visit Dodge Chrysler LH Steering Problems Website](#)



**Dodge RAM trucks also have common premature front end problems that can lead to loss of Steering control.**

Symptoms usually include excessive wandering, play in the Steering, vibration and wheel shimmy. Chrysler repurchased 35 state owned trucks due to front end problems. Although the Dodge RAM is marketed as a heavy duty truck, a Daimler Chrysler spokesman blamed road conditions. The founder of a Dodge Truck Steering Problems website had an accident while towing a trailer due to a failed Suspension component that was found "not durable enough". The founder of another website had a 2001 Dodge RAM 1500, which was eventually lemons back to Chrysler and a 2002 Dodge RAM 1500 that also had serious front end problems. This issue could lead to loss of control or an accident turning a Dodge RAM truck into a potential death trap. Both of these websites [dodgetrucksteeringproblems.com](#) and [dodge-sucks.com](#) have been since removed.

Article Regarding Repurchase of 35, 2001 Dodge RAM Trucks by Chrysler

## Frequent Premature 2.7L Engine Problems And Catastrophic Failure Found In Many Dodge, Chrysler Vehicles. Consumers Left To Pay Thousands For Replacement Engines That Were Clearly Defective In The First Place. Chrysler, Dodge 2.7L Oil Sludge And Timing Chain Failure Top The List



Chrysler's (DaimlerChrysler's) 2.7L DOHC V6 Engine is a popular Engine used in Intrepid, Concorde, Sebring and Stratus and also the new Dodge Charger, Magnum and 300. Unfortunately, these Engines typically have a short lifespan of only 30,000-70,000 miles on average without serious problems. Chrysler 2.7L Engines suffer from a Timing Chain defect that typically occurs around 60,000 miles (1998-2000 models). Chrysler quietly redesigns part with a new part number in an attempt to avoid a red flag. Consumers are left to pay thousands for new engines after this breaks causing Engine damage while Chrysler accepts no responsibility even in many warranty valid cases. The most common premature problem with these Engines is Oil Sludge due to what several Engine experts have stated is due to internal Oil passages that are too narrow for Engine Oil to properly circulate causing oil to "cook" inside the Engine. Some have also stated that additional there is a defect that in other cases allows coolant to slowly enter the crankcase

over time creating sludge. We have received reports of engine failure occurring as early as 30,000 miles with the average failure at around 50,000 miles. Although Chrysler and their dealers place blame on the consumer, this common sludge problem should NOT be blamed on consumers not changing their oil since most of the complaints we have received are from consumers who have changed their oil religiously every 3,000 miles with receipts to prove it. Additionally, to add insult to injury, Chrysler's own Owners Manual until recently clearly specifies oil change intervals up to 7,500 miles are acceptable in "normal" driving conditions. Chrysler is clearly aware



of and responsible for this problem however refuses to assist most consumers, even consumers who can prove they changed their oil every 3,000 miles with quality motor oil and leaves many already struggling consumers left to pay thousands out of their own pocket for replacement Engines that were defective in the first place. The problem is so common that 3rd party warranty companies are also aware of the problem and will also decline warranty assistance. Even a factory trained Chrysler mechanic with 10 years experience, admitted to us that, "yes these Engines have serious problems." Consumers have brought to our attention that there are often quite a few Dodge Intrepids being auctioned off cheap on Ebay solely because of defective Engines and that Chrysler 2.7L Engines are in such high demand that they have even been on backorder at times. Chrysler has a history of building defective Engines especially in this platform, some first generation 3.5L Chrysler LH vehicle Engines have also been known to literally "self destruct". These problems are common and nearly all consumers who experience these failures are forced to sell their vehicles at a major loss, allow their vehicle to be repossessed or pay \$4,000-\$8,000 for replacement engines and service, often while still paying monthly payments on their defective late model Chrysler vehicle.

### For More Information Visit Dodge Chrysler 2.7L Engine Problems Website

#### Chrysler Ignores Letter From Center For Auto Safety

Center For Auto Safety Letter To Chrysler President - Dieter Zetsche Regarding 2.7L Engine Problems, August 26, 2004

[First Letter To Daimler Chrysler RE: 2.7L Engine Problems](#)

Second Letter To Chrysler President - Dieter Zetsche Sent To Chrysler Regarding 2.7L Engine Problems, October 12th, 2004

[Second Letter To Daimler Chrysler RE: 2.7L Engine Problems](#)

In sharp contrast to Chrysler, VW, Audi, Toyota and Saab which have experienced problems with oil sludge and premature engine failure in their vehicles, have extended the warranty to cover engine oil sludge damage.

Although, the recommended oil change schedule printed in the manual is every 7,500 miles or 6 months for normal driving cycles under which most consumers fall, many Dodge and Chrysler vehicle owners report they change the oil more frequently and often meet the 3,000 mile heavy duty recommended oil change maintenance schedule. Even then, they have 2.7L engine failures due to oil sludge while Chrysler still fails to cover these failures even when occurring under warranty.

## Common Transmission Problems With Dodge, Chrysler LH Vehicles And Minivans. New Magnum, 300, Charger (LX Platform) and Crossfire Transmission Concerns Have Been Surfacing. Also Jeep Grand Cherokee Transmissions Shifting Into Reverse On Their Own.



Since the late 1980's Chrysler's front wheel drive A604 Transmission later renamed the 41TE commonly used in its minivans has proven to be one of the most unreliable transmissions ever made. However Daimler Chrysler continues to use this Transmission design and continued to use the almost identical 42LE in many of its newer vehicles. Chrysler transmissions require a special fluid that has been revised and modified at least 3 times in an attempt to keep Transmissions from destroying themselves. Between 1989 and 1991 Chrysler made 28 different changes in attempt to deal with common problems. Chrysler's A606/42LE used in Dodge, Chrysler vehicles such as Intrepid, LHS, Concorde, 300M and Eagle Vision is a nearly identical Transmission, which has also been plagued with the same problems. For years Chrysler has also used these knowingly flawed Transmissions to their advantage, capitalizing on replacement

Transmissions, parts and rebuild kits. More than 15 years later these same Transmissions are still being used with ongoing common problems such as premature rough shifting in lower gears, bump shift, hesitation, whining noises, slippage and complete failure. Chrysler would rather consumers have to purchase replacement Transmissions at the cost of \$1700-\$2500 for Transmissions that were defective and trouble prone in the first place. Chrysler continues to manufacture vehicles with some of the worst Transmissions available today. Daimler Chrysler's replacement line of vehicles for the LH Platform, the "LX Platform" is now rear wheel drive with a Mercedes Benz based Transmission, however we have already been receiving consumer complaints about Transmission problems with the new LX series such as transmissions shifting rough and slamming into gear. The BBC's Top Gear also reported in a Chrysler Crossfire review that the Crossfire had "an awful gear box that leaps out of first gear and goes "gaaah, gaaaunk!" every time you set off. Later in the show the other host says to Jeremy Clarkson "you should thank your lucky stars you weren't driving that automatic one". Jeremy replies, "I heard it's really bad" while the other host makes a sour face while tilting his head downward to express just how bad it is. Chrysler vehicles have suffered from chronic Transmission problems since the mid '80s, nearly 20 years of excessive, premature Transmission problems and a history of some of the most trouble prone Transmissions problems continue even with the help of Mercedes Benz. Chrysler now goes rear wheel drive with the new Chrysler 300, Dodge Charger and Dodge Magnum 300, using a Mercedes E-Class based drivetrain and is still having Transmission problems. We have been receiving Transmission complaints with the new Chrysler LX Platform (Chrysler 300 and Dodge Magnum), practically brand new vehicles. However, in many warranty cases, such as in cases of rough shifting dealers often tell customers they "cannot duplicate" obvious Transmission problems to assist Chrysler in reducing warranty costs.

#### More Chrysler Transmission defects - Jeep Transmissions have been shifting from park to reverse on their own.

There have been 900 reports of Jeeps shifting from park to reverse on their own, 5 deaths and 345 crashes. Chrysler at one time said they cannot do anything because they have not seen the problem happen and claim they have no idea what is causing Jeeps to suddenly shift from park to reverse on their own. NHTSA documents confirm that they have been able to duplicate the problem at least 3 times in their own testing. The NHTSA has received 4 times as many complaints from 1993-1999 Jeep Grand Cherokees than any other sport utility vehicle. The government has expanded the scope of the investigation from 1993 - present Jeep Grand Cherokees

#### Transmission Complaints Surfacing Regarding The New Chrysler 300, Dodge Charger and Dodge Magnum!

"Just a note regarding my Chrysler 300 Company Car, Base, 2.7L. The transmission "shudders" when shifting from 3rd to 4th and under most types of acceleration. This car spent 3 of its first 5 weeks at the dealer, and was NOT REPAIRED. Now with ~11K miles, I'll be taking it back in for more work on this yet un-repairable issue. There is a TSB, but it didn't do a thing." **Second Example:** "Just bought 2005 Magnum SXT, only 2 days, not even 100 miles yet while accelerating slams into each gear, you can hear as well as feel the jolt, when take foot off gas, it slams back down each gear. Of course dealer has it, test drives it and cannot duplicate it. Why am I not shocked?"

**Dealership owner says Chrysler pressured his dealership to only do patchwork on warranty repairs and in some cases no repairs at all. Witnesses saw valid warranty claims turned down by Chrysler representative.**

**Chrysler representative also states "assume the customer is guilty for causing a warrantable defect." Chrysler warranty representative also shows dealership technicians shortcuts and patchwork he states "may not be in the manuals"**



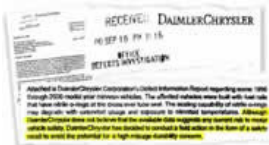
News 4 NBC, March 26, 1996 - When you buy a new car, you expect a few things could be wrong with it, and the warranty will take care of any trouble but what happens when a Chrysler dealer tells you he can't fix the problem under warranty because the manufacturer won't let him. Jack Fitzgerald, who owns Fitzgerald's Lakeforest Chrysler-Plymouth in Gaithersburg Maryland, claims Chrysler was instructing his people to make patchwork warranty repairs or, in some cases, no warranty repairs at all. This story is important because alot of new car owners are not getting the service they expect. In one case of a Chrysler Concorde having lifter noise Fitzgerald wanted to do the engine work. They were going to tear the engine apart, and whatever they had to do to correct the lifter problem but then a Chrysler service rep said no. In Chrysler's own words, its 3 year 36, thousand mile warranty "covers the cost of parts and labor needed to repair any item that's defective in material, workmanship, or factory preparation. We're told that's not always happening at Lakeforest Chrysler Plymouth, and the person telling who's is the dealership's owner." "I'm very concerned about the customers. we have cars out on the street that have been patched. We need to get them back and fix them correctly. Our reputation is built on taking care of our customers, and we're going to do that. and that's what this is all about."

Jack Fitzgerald says his problems began when Chrysler told him he was spending way too much money on warranty work. So Fitzgerald asked Chrysler to show him what he was doing wrong. That's when the company sent a field warranty service representative. David Jenkins, Service Manager "his basic principal is, is to try and reduce the amount of money we charge Chrysler, and he will take any path he can to reduce what we charge them." Jenkins gave us numerous examples where he says valid warranty work was denied. They included a Voyager with valve lifter noise at 9 thousand miles. Another Voyager had severely cupped tires at 6 thousand miles due to misalignment. And a 1995 Neon with 15 thousand miles had transmission fluid that looked and smelled burnt. Chrysler disagrees with these warranty claims and says in our examples, warranty coverage does not apply, either because the customer caused the trouble, or because there may be less expensive ways to fix the problem. Jack Fitzgerald says he became so upset with the Chrysler representative that he asked business associates to pose as technicians to witness the Chrysler representative's warranty instructions. The 2 witnesses we talked to say they saw several valid warranty claims turned down and were told "the dealer has no right to inform the customer about a warrantable item that was not mentioned by the customer." "Things I tell you may not be in the manuals." and "assume the customer is guilty of causing what would be a warrantable defect unless otherwise proven." Jack Fitzgerald claims Chrysler is putting warranty pressure on him and limiting his supply of the most popular Chrysler vehicles. Chrysler denies this stating that it allocates cars to dealers by a formula applied uniformly.

## Chrysler Refused To Recall Fire-Prone Minivan Until Deaths

3 have died in blazes; engine fuel leaks persisted while it seems that Chrysler had to have known about the problem with its minivans since a recall was issued for the same or similar O-Ring defect in another line of Chrysler vehicles 2 years prior

A 76-year-old Claxton, Ga., woman burned to death nearly two years ago in a Chrysler Town & County minivan she bought three days earlier. The parked Chrysler vehicle inexplicably erupted in flames, trapping her inside.



Jan. 25, 1999, 76-year-old Elinor Ovens died in a horrific fire in a brand-new, \$33,000 Chrysler Town & Country minivan in rural Georgia. Anne and Richard Caddock were killed when their Chrysler minivan erupted in flames after a traffic collision in Oregon. Even after these deaths and other reports, Daimler Chrysler defiant in issuing recall action even after NHTSA pressure for Daimler Chrysler to issue a recall. Finally, in September of 2000 Daimler Chrysler issues a recall for over 1 million of minivans. This issue is almost identical to the Fuel Rail and O-Ring defect, which affected many "Chrysler LH" vehicles since 1993, which Chrysler also refused to accept responsibility for even though it sparked fires and there were thousands of related reports. This was finally recalled

in 1998 after further NHTSA investigations. Given this, Daimler Chrysler had to have known about the minivan defect sooner being that the defect was almost identical to the "Chrysler LH" vehicle defect, which was recalled earlier in 1998. Chrysler had to have known that similar components were used in their line of minivans, however kept quiet and tried to avoid recalling their minivans.

**If this was acknowledged at the time Chrysler finally recalled their other line of vehicles for a nearly identical problem 2 years prior, then these deaths could have been prevented. DaimlerChrysler obviously does not value people's lives as it should.** "I count my blessings every day," says Peter Kidd, whose Dodge Caravan caught fire as he drove in New York on Oct. 27, 1999. "I could hardly open the door because the flames were so high. I jumped out of the van to save my life."

## Daimler Chrysler Also Ignored Fuel Rail And O-Ring Defect Earlier

Since 1993 Chrysler LH vehicles (Intrepid, LHS, Concorde and Eagle Vision) had a Fuel Rail and O-Ring defect where premature failure causes Fuel leakage with 3.3L and 3.5L Engines. Although there were reports of Engine fires and



thousands of reports of Fuel leakage and consumers smelling strong Fuel odors, Chrysler Corporation continued to manufacture these vehicles with this defect until 1997 even though Chrysler knew this was a fairly common and very serious safety defect. Finally, in 1998 after various defect investigations, Chrysler issues a recall however, knowingly allowed this issue to exist in its line of family targeted minivans that used the same or similar components where several people died. Then after defect investigations into the same issue with Chrysler minivans, Chrysler still refused to issue a recall until there were thousands of complaints regarding consumers smelling fuel odor, there were several fires and several people died. Finally, in September of 2000 Daimler Chrysler issues a recall for over 1 million of these minivans. This issue was basically identical to the Fuel Rail and O-Ring defect, which affected many "Chrysler LH" vehicles earlier. This proves Chrysler knew about the minivan issue yet did nothing until there were several deaths.

## Chrysler Continued To Use Obviously Defective Seatbelt Design. At Least 28 Known Deaths Due To Defectively Designed Chrysler Generation 3 Seatbelts. Chrysler Blamed One Consumer Who Died Alleging Consumer Was Not Wearing Seatbelt, Later Proven To Be Untrue.

March 8, 2002 - **14 Million 1993-2002 Chrysler vehicles have faulty seatbelts that should be recalled.** The Center for Auto Safety called on Daimler Chrysler to recall 14 million vehicles with Gen 3 seatbelt buckles that can inadvertently release in a crash due to a release button that protrudes too high and fails a simple safety test that other manufacturers' seatbelt buckles pass. The problem is that the release button can be hit by an elbow, a child seat or other object in a crash and release. According to CAS Executive Director, Clarence Ditlow, the defect can be deadly and escapes detection because after the crash it looks like the occupant was not wearing a seat belt. Mr. Ditlow said: "Seat belts are your last line of defense in a crash and should never fail. Yet Chrysler's Gen 3 seatbelt buckles are like a perfect crime because dead men tell no tales. After a fatal crash, the occupant is not alive to say the buckle came apart. The Center calls on Daimler Chrysler to recall all Gen 3 seatbelt buckles.



Automobile manufacturers are required to use a ball test when engineering new Seatbelt Buckles, GM uses a 30MM ball test and Ford, a 32MM ball test, Chrysler decided to skip the 30mm ball safety test to ensure its new Seat Belt Buckle is safe and within industry standards. Nearly all 1993-2003 Chrysler built vehicles except have Gen3 Seatbelt Buckles. Chrysler continued to use an obviously defective and

dangerous seatbelt design, which only takes contact from an arm or an elbow to unlatch during an accident in some cases. Internal documents show Chrysler also well aware of yet even another problem, a false latching issue where the seat belt plate may slip in between the outside of the latch and the frame where Chrysler began quietly implementing a revised version as of 1996 to solve this potential problem. Unfortunately this revision to the Gen3 Seatbelt Buckle Design does not remedy the problems mentioned above. Chrysler Corporation has known about the obvious design flaw of their "Generation 3" Seat Belts and has allowed this serious safety risk to continue even after there have been many failures, **at least 28 deaths and 42 serious injuries directly linked to Gen 3 seat belt failures. The figures may be much higher however because the public, including police officers at the scene may not look for evidence of accidental release or false unlatching.** Many newer Chrysler vehicles including many 2003 models, unbelievably still have Generation 3 Seatbelts. Chrysler's own crash test dummies have been ejected out of their vehicles during internal crash testing due to this defective seatbelt design and Chrysler continues to use this design in many vehicles when it only costs 24 cents per Seatbelt Buckle to implement safer, revised Gen4 Seatbelt Buckles. Chrysler has used a seatbelt design not within industry standards, has even lied claiming to have performed a 40mm ball drop test however when a Chrysler engineer performed this test, the Seatbelt Buckle unlatched! Chrysler has chose 24 cents per Seatbelt Buckle over consumer lives.

January 17, 1992 Email from engineer confirms Chrysler's decision to drop 30mm ball safety test requirement for design of new seat belt buckle, known as Gen3, to replace problem ridden Gen2 design. In letter to Chrysler, AlliedSignal Inc., safety belt manufacturer complains Chrysler is rushing installation of the Gen3 Seat Belt Buckle, without adequate testing. AlliedSignal insists "Chrysler must recognize the risks associated with this change and hold AlliedSignal harmless for any pitfalls that may occur on this program." 1993 Chrysler begins installing Generation3 Seat Belt Buckles in its vehicles and Gen3 becomes standard equipment in most Chrysler cars and minivans. May 31, 1995 NHTSA receives complaint from owner of 1993 Dodge Caravan that during minor accident, Seat Belt came unlatched.

February 6, 1996 Norwalk, CT owner complains to Chrysler that center Seat Belt releases too easily because nothing shields release mechanism. February 21, 1996 Virginia Beach, VA owner of 1996 Dodge Caravan complains to Dealership that driver's side Seat Belt pops off intermittently while driving. September 3, 1996 Owner of 1996 Voyager reports that on April 23, passenger side Seat Belt came out of Buckle. September 10, 1996 Chrysler conducts crash test on a Dodge Dakota in which Gen 3 Seat Belt unlatches. October 28, 1996 Chrysler Dealership in Gaithersburg, MD receives complaint that Safety Belt in middle Bench Seat of 1996 Plymouth Voyager came unlatched while braking, owner concerned with what could have happened if traveling faster. November 11, 1996 Clarkston, MI owner of 1996 Dodge Caravan reports to Chrysler that Seat Belt unlatched around child seat in middle Bench Seat. November 27, 1996 1994 Dodge Caravan owner reports to NHTSA that on this date during a rear end collision, the driver's and other occupant's Seat Belts unlatched. December 17, 1996 Bart Moran, Corpus Christi, is critically injured and later dies after Seat Belt unlatches during low speed collision involving new 1997 Dodge Caravan. Chrysler blamed the death on the consumer not wearing his seatbelt until strong evidence proving otherwise was presented. **Experts say that Bart Moran would have survived if his Seat Belt had functioned properly.**

February 24, 1997 Charlotte MI owner of 1996 Dodge Caravan reports to Chrysler that when van hit icy patch and spun out of control into a ditch, Safety Belt holding her son unlatched, causing him to be thrown about the passenger compartment. April 1, 1997 Hurricane, WV owner of 1996 Dodge Grand Caravan reports Seat Belts restraining his wife and 10 year old daughter came unlatched during five car accident. April 23, 1997 Chrysler Dealership receives complaint from Largo, FL from owner of 1996 Dodge Caravan that defect with the Seat Belt in middle seat causes the belt to unlatch on occasion. May 1, 1997 Kansas City, MO owner of 1996 Dodge Caravan complains Seat Belt came undone. June 12, 1997 Chrysler Dealerships deny issues. Dealership in Carlisle PA receives complaint from owner of 1996 Dodge Caravan that Chair Seat located behind driver's Seat "releases during quick stops." Owner is concerned child will be hurt. Dealership claims "because of how the child seat is designed, it will undo the seatbelt." Dealership claims "manufacture of child seat is at fault, not Chrysler." November 11, 1997 **Daimler Chrysler conducts crash test on Durango in which Gen3 Buckle unlatches.** January 3, 1998 Myron Lindeman, Panama City FL, is killed when his Seat Belt unlatches during an accident involving his 1996 Dodge Caravan. February 13, 1998 Davenport, IA owner of 1996 Dodge Caravan reports to Dealership that Seat Belt "comes off occasionally." March 1998 **Transport Canada conducts crash test of Durango and Dakota models in which Buckles unlatch** due to inadvertent contact. June 12, 1998 owner of 1996 Dodge Grand Caravan in Illinois reports to Chrysler Dealership that Safety Belt has released twice and is concerned because they are leaving on vacation. August 25, 1998 NHTSA receives complaint from owner Plant City, FL owner of 1996 Grand Caravan reports **Seat Belt unlatched around infant car seat while traveling at a low speed through mall parking lot, throwing baby to floor.** After reattaching infant seat, another belt restraining her five year old unlatches. March 3, 1999 NHTSA receives complaint from owner of 1994 Caravan that Seat Belt Latch failed to stay latched while involved in an accident. June 23, 2000 Corpus Christi jury finds Gen3 Buckle "defective as designed" and "99% responsible" for Bart Moran's death. December 29, 2000 **14 year old Kristin Smith is killed in Arizona when her Seat Belt unlatches in an accident involving 2000 Dodge Caravan.** For more information regarding Daimler Chrysler's defective seat belts. [Chrysler Vehicle Unsafe Belt Website](#)

## Chrysler Suspension Control Arm Bracket Defect

1993-1995 (LH) Dodge Intrepid, Eagle Vision, Chrysler Concorde, New Yorker and LHS

**Chrysler redesigned this part mid 1994 for later 1995 Chrysler LH Vehicles however waited until August 1999 to issue a recall for this potentially life threatening defect issuing a reinforcement bracket assembly.**



Approximately 560,000 1993-1995 Chrysler (LH) Dodge Intrepid, Eagle Vision, Chrysler Concorde, New Yorker and LHS vehicles are affected by this defect. Chrysler negligently waited until August 1999 to issue a recall for this potentially life threatening defect issuing a reinforcement bracket assembly to keep vehicle subframes from cracking and causing potential loss of control. As usual, Chrysler downplayed the recall as "potential loss of power" being the result of the failure when actually it can cause a loss of vehicle control being that a Suspension control arm is connected to where the failure occurs. The pictures above are from a 1994 Dodge Intrepid. The grease on failed bracket came from the transaxle, which half-shafts pulled out throwing bearings everywhere. Luckily for this consumer, the failure occurred at slow speeds while in a parking lot. Note there was no bent metal other than from the failure. There is a small perpendicular crack in the middle where it started. The crack propagated over time (note the rust), and followed the massive weld around the outside. In the consumer's opinion the irregularity of that weld helped cause the problem. The consumer points out that additionally the material seems thin for its application. Consumers would like to know why Chrysler waited until August 1999 to determine this might be a safety problem where recall notification began in February 2000? It appears they redesigned this mid-year on 1994 built vehicles. A structural fatigue problem like this is a serious safety problem.

## Chrysler Decided Against Brake Shift Interlock And Added Safety While Other Minivans Including Ford and GM Had It

**Chrysler made a clear decision that saving \$9.00 per minivan was more important than people's safety . . . .**

For years, the rest of the industry including Ford and GM had brake shift interlock in place. Chrysler decided against installing Brake Shift Interlock in its family targeted minivans to save \$9.00 per minivan. Chrysler decided against this important safety feature even though it was standard equipment in other minivans and most other vehicles at the time and even prior. Several Mothers were seriously injured, some killed from moving Chrysler vehicles when young children could grab and move the Steering Column mounted Gear Selector freely. One Mother was dragged downhill several hundred feet and smashed between her Chrysler minivan and her home. Consumers were not even aware that their Chrysler minivans did not have this important safety feature because they didn't understand why these vehicles would lack this expected feature. **The head of Chrysler's Safety Minivan Team stated that he warned company executives that this was a big mistake and that company executives were not concerned.** Chrysler denies that this was ever in question and that they were ever warned. For more on this dangerous, problem in detail visit an archive of the [Chrysler Brakeshift Interlock Website](#)

## Chrysler Seats That Collapse Backwards in Low Speed Impacts and Kill Small Children Behind Them and Former Chrysler Legal Counsel Works for NHTSA and Former NHTSA Associate Administrator works for DaimlerChrysler? Chrysler Made Deal With DOJ to Keep Information About Safety Problems From Public?

**Chrysler made decision that saving \$14.00 per minivan was more important than the safety of small children.**

The case involved injuries to and the death of an 8 month old child, Joshua Flax who was killed when the front passenger's seat back of a Chrysler minivan collapsed backward, and the passenger's head hit Joshua's forehead, fracturing his skull who died the next day. "Chrysler has known for over 20 years that these seats are deadly, dangerous. Instead, Chrysler continues to claim there's nothing wrong and to try to mislead the press, public, and juries. The evidence showed that, in addition to the seats failing in crash tests for the last 24 years, customer complaints began to come in to Chrysler's call center in the 1980s with complaints that seats were collapsing, and that children were being injured. Chrysler responded by claiming there was nothing wrong with the seats. For 20 years Chrysler, now DaimlerChrysler has been marketing minivans as "safe family" vehicles, despite the fact that before the first minivan was ever sold Chrysler's crash tests proved that seatbacks were collapsing in relatively minor rear impacts. In fact, in one rear crash test conducted by Chrysler in 1984, the test engineers braced the driver's front seat to keep it from collapsing on and damaging instruments which had been placed in the seat behind. Chrysler failed to produce a single such test in which the seatbacks did not collapse. For years Daimler Chrysler has warned parents to put children in the 2nd row of seats behind the front seats When Daimler Chrysler began selling an "integrated" child seat in its minivans, it put that seat behind the driver's seat. Chrysler knew that those front seats were liable to collapse in rear and, on occasion, in other impacts, and that children had in fact been injured as a result. The evidence showed without dispute by DaimlerChrysler that Chrysler had considered putting stronger seats in the minivans back in 1980, but did not because of cost, and again showed that when the minivans were redesigned for the 1996 model year, considered putting in stronger seats but again, did not because of "cost". Dr. Saczalski said without dispute by DaimlerChrysler, that the stronger seats would have cost Chrysler \$7 per seat. In 1992, Chrysler appointed a "Safety Leadership Team" and named Paul Sheridan, a Chrysler manager, to head that team. The Team concluded that the seatback problem needed to be fixed, and criticized Chrysler for defending allegations against the seats by claiming the seats satisfied the federal safety standards (FMVSS) #207. Sheridan testified at trial that Chrysler's response was to destroy meeting minutes, disband the team, and fire him. Sheridan also testified that **in the mid-90s, Chrysler, the NHTSA and the US Department of Justice (DOJ) reached a deal whereby they agreed to keep information about minivan safety problems from the public.** In 1989, plaintiffs and expert witness, Dr. Ken Saczalski, had filed a petition with NHTSA asking it to increase the safety standard, which Chrysler opposed. At 9:00 A.M. on the morning of November 16, 2004, DaimlerChrysler's lawyer introduced a posting by NHTSA that morning, announcing that it was suspending its study; timed for use by Daimler Chrysler at this trial. NHTSA notified no one of its decision except Daimler Chrysler, not even notify the scientist who had started the issue by filing the petition. The decision was no coincidence: NHTSA's current Chief Counsel is Jacqueline Glassman, who came to NHTSA from the legal staff of Chrysler, and the past Associate Administrator of NHTSA Barry Felrice, now works for Daimler Chrysler. **"the NHTSA has become a fraud,"** Butler said after the trial. It is not known exactly how many adult occupants of those seats and children sitting behind those seats have been killed and injured. Plaintiffs proved that 3 adults and 3 children had been killed as a result of the collapsing seats prior to the wreck which killed Joshua, and another 31 adults and children had been seriously injured, including paraplegia, skull fractures, and



brain damage in result.

## Chrysler Minivan Latch Defect "Gross Disregard For Safety." 6 Year Old Child Was Ejected Out Of The Rear Door Of His Family's Chrysler Minivan. The Door Opened Because The Chrysler Minivan's Door Latch Was Defectively Designed And Opened Upon Impact

Chrysler used and continued to use a latch design the rest of the industry had abandoned. During internal low speed bumper tests, minivan doors were flying open and Chrysler knowingly allowed this problem to continue. Chrysler engineers determined that it would take only 25-50 cents per vehicle to make the latches safe however the company took no action and instructed employees to write nothing down about the issue. **Chrysler's own engineers joked that "Chrysler had to duct tape the doors shut to protect their test equipment but didn't even have a latch adequate enough to keep people from falling out of the back of their minivans."**



The court, in Jimenez vs. Chrysler (Civil Action No. 2:96-1269-11) found that, in order to enhance its profits at the expense of its customers safety, Chrysler decided not to spend the 25 to 50 cents per vehicle its own engineers determined it would cost to make the latches safe. Instead Chrysler chose to conceal its wrongdoing and continue marketing the "safety" of its minivans. The trial judge found Chrysler "extraordinarily culpable in the deaths of Sergio Jimenez and perhaps as many as 36 other persons." On April 10, 1994, six year old Sergio Jimenez was ejected out of the rear door of his family's Chrysler minivan during a rollover accident. Because the Chrysler minivan door's latch was defectively designed, the Liftgate opened upon impact, and Sergio was killed. When his mother found him Sergio was lying in the road bleeding profusely from "a gaping hole in the side of his head." It was proven that Chrysler Corporation knew for years that its Latches were defective. In fact, Chrysler used a latch in its minivans that the rest of the industry had abandoned. Chrysler knew that latches appeared to be popping open even in low speed crashes and knew people were being killed, but covered up the problem even when it had a legal duty to disclose it so the company could keep its profits as high as possible. The judge condemned Chrysler for knowingly selling vans with deadly flaws, noting that during Chrysler Bumper tests, workers had to duct tape the minivans Cargo Doors shut so the test equipment would not fly out upon impact. While reviewing the tests, workers joked that they had to use duct tape to protect test equipment "but we didn't have a latch adequate enough to keep people from falling out of the back." Chrysler engineers determined that fixing the defective latch would cost approximately 25 to 50 cents per latch, but the company took no action to correct the problem and instructed employees not to write anything down about the issue. Chrysler used political influences to avoid having to issue a recall, burned all videotapes and written reports of crash tests involving impacts, purged all computer codes showing component failures in those tests and destroyed computer data. Evidence showed that Chrysler made a concerted effort to conceal the defect by selectively destroying crash test data and other potentially harmful evidence, ordering an internal research team not to write anything down about the latch, withholding information from government investigators, attempting in its words, to 'squash' a government recall of the latch, and misleading owners in its eventual communications with consumers.

## Entire Metro Nashville 2004 Dodge Intrepid Pursuit Vehicle Fleet Grounded (50 New Dodge Intrepids), w/Heavy Duty Braking Packages. Brakes Caught Fire Within 10 Minutes In Practice Pursuit, Brakes Completely In Flames. Chrysler Simply Dismisses Problem As New Pads And City May Want Its Money Back

NewsChannel 5 Investigates  
Dodge Intrepid Police Vehicle Brake Fires  
(Original Date: Apr. 16, 2003)

Metro Nashville has grounded a new fleet of police vehicles because of safety concerns.



It's a type of vehicle that, our investigation discovered, is used by police departments across the country. But it may have a safety defect that could lead to fire - especially during a dangerous high-speed pursuit. "Our pursuits may end in a crash, and that happens unfortunately all too often," says Calvin Hullett, local president of the Fraternal Order of Police. So when Metro Nashville purchased 50 new Dodge Intrepid police vehicles, police put them through a simulated chase last month. The result was a fire in the Chrysler vehicle's front brakes. "Our information from that test was that the brakes had caught fire on two separate cars that they had tested out there," Hullett adds. Two weeks ago, police returned to the test track to conduct simulated pursuits with two other Dodge Intrepids, this time with representatives from Daimler Chrysler looking on. The result was the same. "Ten minutes into the pursuit, the brakes were on fire - that is, open flames in the front wheel wheels of the Dodge Intrepids," Hullett tells NewsChannel 5's chief investigative reporter Phil Williams. "So you had four tests and the brakes caught fire all four times?" Williams asks. "That's correct - on all four vehicles."

In fact, the Dodge Intrepid police vehicle was supposed to include a heavy-duty braking system with safety in mind. Instead, officers they got was a prescription for disaster. "If you have a crash and you have the fluids from the vehicle - especially gasoline - spill out and you've got an open flame, we've got some real serious safety concerns with that." Those concerns were heightened last week when the brakes on another Dodge Intrepid police vehicle used by Metro Parks caught fire while on routine patrol. "When he pulled in, the brakes were actually on fire and flaming - and they had to use a fire extinguisher to put them out," the FOP president adds. "So it's a major problem." Metro legal director Karl Dean has now advised departments to immediately ground the new fleet. He says he expects the city will ask for its money back.

"Once you get the information that we received about these tests, the prudent - the safest - thing to do is to park the vehicles," Dean says. "We think we need to take whatever steps are necessary to protect our employees to protect the public." Officers who witnessed the second test say the representatives from Daimler Chrysler seemed to dismiss the fires as being due to the fact that the brake pads were brand new. However, one of the tests involved a Dodge Intrepid Police vehicle that had 130 miles on it and the brakes still caught fire. Now, Daimler Chrysler tells NewsChannel 5 simply that it will work with Nashville police to resolve the concerns.

## Update 04/18/03 - NewsChannel 5 Reports - The Intrepid Police Car Controversy Is Heating Up - Daimler Chrysler Incredibly Now Blaming Metro Nashville Police Department For Brake Fires





Daimler Chrysler Statement - "The department conducted extreme performance testing with brand new Dodge vehicles instead of following owner's manual guidelines." Chrysler claims that with 5,000 police vehicles on the road it hasn't received any such complaints. However, NewsChannel 5 pointed out that a Michigan State Police report stated that the test team had to extinguish a fire in the left front brake assembly of a Dodge Intrepid during testing. Ironically, there is also a magazine article from a Daimler Chrysler official acknowledging problems with the Dodge Intrepid police vehicle brakes in past years but claims that the brakes on the 2004 Dodge Intrepid Police model are a "big improvement". Unbelievably, Daimler Chrysler has the arrogance to make this statement when Metro Nashville's bid clearly required "pursuit ready vehicles" and even after an Intrepid used by Metro Park Services had a Brake fire that had to be extinguished after routine slow patrol. Additionally, **we do not believe that these are pursuit or public service worthy vehicles due to ongoing durability issues with these Chrysler vehicles and many other Chrysler vehicles, which may only put officers at further risk.**

## Dodge Durango and Dakota Premature Ball Joint Failure With 1998-2003 Models. Failure Can Occur At Low Mileage Causing Sudden Loss Of Steering Control

"Since CBS' first investigation aired last October, viewers have shared hundreds of stories about upper ball joint problems with their Dodge Durangos and Dodge Dakotas along with pictures of collapsed wheels or rusty misshapen Chrysler ball joints."

**March 3, 2004 (CBS NEWS)** - With its sleek and sporty design, the Dodge Durango is one of the most popular SUVs on the road. John Pealor bought one for his wife. It seemed to drive just fine, but, as Mika Brzezinski then the noise started. "It was a squeak," Pealor says. "Hit a little bump - WEEK, WEEK! Not one to take chances, Pealor had his mechanic check it out. Turns out the 1-year-old car had a worn out upper ball joint - a critical component of the wheel structure. Mechanic Mike Hudgins says, with only 31,000 miles on the vehicle, that's just too soon. "We very seldom see problems in a ball joint before 100,000 miles," say Hudgins. "It can be dangerous because if you lose control of your wheel, you would lose control of your car." And that's exactly what happened to Monique Conrad. "It really turned out to be a nightmare," she says. A news reporter for BET - Conrad's 2000 Durango had 31,000 miles on it when she bought it. A few months later the upper ball joints failed. She says she's lucky to be alive. "My tire along with a piece of metal about a foot long was bouncing across this four-lane road," says Conrad. With 900,000 Dodge Durangos on the road, Joan Claybrook, a former NHTSA administrator, says Daimler Chrysler should issue a recall immediately. NHTSA investigators say the upper ball joint complaints on Dodge Durango far outnumber any other SUV on the road: The Dodge Durango received 749 upper ball joint complaints, compared to the Ford Explorer, 14; the Chevy Blazer, 12. CBS News went undercover to a Dodge dealership where mechanics say they've actually seen more problems with the Dodge Dakota, which uses the same ball joints. In response to the NHTSA investigation, Daimler Chrysler states that "the overwhelming majority of customer complaints received regarding these ball joints do not communicate any safety concerns" The company declined CBS' repeated requests for an interview. Chrysler says it has opened up its own investigation and has "not found any indication of a safety defect". It happened to Tina Czech, a mother of two from Massachusetts. "I heard a very loud crash," says Czech. "It actually felt like my front fender had fallen off." Two days later, it happened to Kate McGeehan-Sawyer, a pregnant mother of three from Maine. "I was trying to steer, lost control of the car," she says. "I thought the car was going to roll over." "I thought that was the end." As CBS News Correspondent Mika Brzezinski reports, both women were driving their 2000 Dodge Durangos. "The wheel had completely fallen off," says Czech. "The wheel just flew out," says Sawyer. Since CBS' first investigation aired last October, viewers have shared with us hundreds of stories about upper ball joint problems on their Dodge Durangos and Dodge Dakotas along with pictures of collapsed wheels or rusty misshapen ball joints. CBS showed Czech's upper ball joint to mechanic Mike Thompson, who is fixing McGeehan-Sawyer's Dodge Durango. Asked if it looks like a defect, Thompson says, "I would say yes." Former NHTSA Administrator Joan Claybrook suspects Daimler Chrysler is more concerned about protecting the bottom line. "Their view is in a cost-benefit ratio," says Claybrook. "It's cheaper to let these circumstances happen. A few people get killed, and Chrysler don't have to pay for all the replacement parts. "I could have lost one of my kids that day," says Czech. "How can they let this happen?" Daimler Chrysler says it's actively working with NHTSA and says only a small number of customers have reported upper ball joint separation. The company says any drivers who experience unusual front end noise should contact their local dealership. "There were no warning signs whatsoever," said McGeehan-Sawyer. "There was no warning," says Czech. Since this story aired, Chrysler had finally issued a recall, recalling "some" Dodge Durangos for potential ball joint separation problem.



## Problems Already With Chrysler LX Platform - Dodge Magnum and Chrysler 300 Models



### Dodge, Chrysler, DaimlerChrysler = Uncertainty Comes Standard

As soon as consumers began to take ownership of these new Dodge, Chrysler vehicles we began hearing complaints regarding a drift problem with the new LX Platform. We have been informed that Chrysler may have issued an Internal TSB (Technical Service Bulletin) regarding this problem and additionally an Engine Shim and Bolt Kit in an attempt to compensate for the drift problem. One would think this would be a little embarrassing since Chrysler's previous LH Platform (Intrepid, Concorde, LHS, Vision, New Yorker, 300M), that the LX Platform replaced has had a history of chronic steering problems including drift since the first model year in (1993). Chrysler had even issued TSB's which covered shimming the engine mounts or compensating for the drift through alignment to correct that problem in the previous LH platform. Ready for another one? We are also starting to see Transmission complaints in regard to rough shifting and these Transmissions slamming into gear, which one would think would also be an embarrassment due to the fact that Chrysler's previous LH Platform suffered from chronic Transmission problems including but not limited to "rough shifting and slamming into gear etc." Chrysler vehicles have suffered from chronic Transmission problems since the mid '80s, nearly 20 years and even with the help of a Mercedes Benz E-Class RWD drivetrain Chrysler still has yet to get it right. In regard to another "oops!", Chrysler also initially used the wrong mix of coolant from the factory in some of these vehicles, which can cause the coolant to freeze over in cold climates, which was recalled. We've also heard many consumers have also been experiencing electrical glitches, glitches in sensors, engine management, stalling etc. We have been contacted by consumers that state Chrysler also refuses to correct the drift problem experienced in some LX Vehicles, where some have even been directly told by Chrysler that they "will not do anything more to try and fix the problem". And as a final shocker, we have already heard reports of 2.7L Engine failures in the new platform, even with the extra quart oil capacity a Chrysler engineer claimed would help with using the Chrysler 2.7L engine in the new platform.

## Dodge Neon, Stratus, Chrysler Sebring, Cirrus and Plymouth Breeze Problems, Countless Problems, Defects, Complaints, TSB's and Recalls With Additional Chrysler Vehicles



### Dodge Neon, Stratus, Chrysler Cirrus, Breeze

July 2000 - Center For Auto Safety - Thank you for contacting the Center for Auto Safety about your Dodge Neon Stratus. Chrysler Cirrus or Plymouth Breeze. CAS has received numerous consumer complaints on air conditioning leaks, electrical circuits that malfunction, transmission troubles, premature brake wear, head gasket failure, and poor drivability. The Chrysler PT Cruiser introduced in 2000 as a 2001 model is little more than a glorified Dodge Neon selling at excessive prices and can be expected to have similar problems as 2000 Neons. The Neon got off to a bad start with three safety recalls in the first month of introduction - two for brakes and one for a fuel leak. The 1995 Neon failed its 35-mph crash test with a driver Head Injury score of 1,088 indicating a 33% probability of life threatening injury in a 35-mph frontal crash. The passenger did not do much better with a 27% chance of death or serious injury. Of all the 1995 subcompact cars crash tested by the NHTSA, the Neon did the worst. By 1998, the Neon only improved to 22% and 15% for driver and passenger respectively. The front crash tests for the 1998 Breeze, Cirrus and Stratus twins showed a 25% and 19% probability of death or serious injury. Chrysler has issued many Technical Service Bulletins to dealers on how to fix problems in all of these cars ranging from fuel pumps that whistle so loudly they need to be replaced to bacteria in A/C systems to coil springs that must be replaced to brake moans and howls. The 1995 models had so many TSBs that CAS could not list all the ones that applied to just that model year.

### Dodge Avenger, Chrysler Sebring

July 2000 - Center For Auto Safety - Thank you for contacting the Center for Auto Safety about your Chrysler Sebring, Sebring Convertible or Dodge Avenger. All three Chrysler and Dodge models make the Car Book's worst car complaint list. Although called a Sebring, the convertible is based on the Cirrus/Stratus built by Chrysler while the Avenger and Sebring are built by Mitsubishi in Illinois. CAS has received many complaints from consumers concerning premature brake/rotor wear, steering drift, engine, electrical and body problems on their Chrysler Sebring, Dodge Avenger. Engines have numerous drivability problems led by stall, stumble and hesitation. Electrical problems include sunroofs that open on their own, malfunction indicator lights that send the wrong diagnostic codes and remote keyless entry systems that don't work. The electronically controlled transmissions have major problems going into or finding the right gear. Chrysler notified dealers but not owners about these problems in Technical Service Bulletins. CAS has listed many of the major TSBs in the enclosed Fact Sheet which tells you how to find any other TSBs on your vehicle. You'll find more information on these and other Chrysler Sebring, Dodge Avenger problems below and what you can do about them.

## 2002 Dodge Caravan w/13,500 miles on it begins smoking through interior vents while driving then suddenly and inexplicably goes up in flames. Daimler Chrysler refused to provide copy of report.



### Daimler Chrysler Declines Responsibility For Fire While Withholding Investigation Report From Consumer

My family and I are also victims of Daimler Chrysler. Here's the story: My husband, two children, and I were driving in our 2002 Dodge Caravan on May 31. Our minivan began to smoke under the hood and then smoke proceeded to come through the vents into the van. My husband immediately pulled over to the side of the road and we all jumped out of the van. My husband then popped the hood and walked around the back of the van. He then noticed our children's jackets on the rear seat and reached in to get them - at that point the entire front of the van was engulfed in flames. Literally within 2-3 minutes the entire van was fully engulfed in flames. Our children were horrified and we are all scared beyond belief. Once we returned home, I immediately called my insurance company to report this. The next day I called Chrysler to report it and was told it would go to an investigative unit. Well it did, someone came out to look, etc. However, on Saturday I received a letter from Chrysler stating they investigated, inspected the van and must deny our claim. They also refused to give me a copy of the report which makes me wonder if they are hiding something. We purchased this van brand new in November of 2002 and only had it for 18 months. The van had 13,500 miles on it. The part that scares us the most is that it happened without warning and God forbid we had a baby strapped into a car seat or an elderly or disabled person - the outcome could have been horrific. I found your website while doing a search and wanted to add my 2 cents. I'm interested in your thoughts.

## Chrysler Vehicle Fires From Fuse Blocks Or Faulty Wiring In Some Vehicles. We Have Been Contacted By Several Consumers So Far Whom Have Experienced Related Fires



1999 Jeep Grand Cherokee Limited Edition with only 48,000 miles. Investigators find the fire originated from the interior of the engine compartment and estimate that it probably started

## Transmission Fluid and Power Steering leaks are a potential fire hazard if leaking onto a hot engine or exhaust while Chrysler vehicles appear to often have these potentially dangerous leaks

Above is a photo of a 2002 Chrysler PT Cruiser after it caught fire in a parking lot after driving. An independent investigator found that the fire was caused by a loose Power Steering Fitting that was leaking. There was no evidence and no marks found to indicate the fitting was ever tampered with. There was evidence found that fluid had

sprayed or misted onto the hot Exhaust causing the fire that quickly put the entire vehicle into a blaze. The vehicle had only 51,869 miles on it. Although this was clearly not the fault of the consumer and even with the report of a professional independent investigator, Daimler Chrysler declines any responsibility for this fire. Our website also



due to a short-circuit. Due to depreciation value of these vehicles, the owner is only being offered less than half of what was originally paid for the vehicle from his insurance company, suffering a substantial loss.

knows of a 1999 Dodge Intrepid w/46,000 miles that caught fire due to a faulty Transmission Line Clamp where Daimler Chrysler also declined responsibility.

## **Chrysler Minivan Safety Team "Disbanded" By Management After Team Leader Expresses Concern Safety Is Not Priority With Management. Later Fired And Sued For \$82 Million For Allegedly Leaking Documents Regarding Safety Defects - Chrysler More Focused On Profits Than Safety**

**Safety team noted Chrysler's minivan did not match Ford Motor Company's Windstar Minivan in safety (Antilock Brakes, no Brake Shift Interlock, defective Liftgate Latches, lack of Fuel Cut Off Switch)**



DETROIT - Paul Sheridan has seen dozens of autopsies in more than 100 product-liability lawsuits. But the Whitt case shocked him. Whitt, 41, died in the driveway of her Tennessee home, her chest and neck crushed under the left rear wheel of her Chrysler minivan. Police said her 5-year-old son had accidentally pulled the gearshift lever, putting the van into reverse with his mother behind it. Sheridan studied the photos, then he lost it. "It pisses me off," he snapped. "Why should I have to look at these? Maybe Mr. Eaton should have to look at these photographs and tell me I'm some disgruntled employee making a living on Chrysler safety." He worked for Chrysler Corp. for a decade, and chaired the safety team on an all-new minivan when Bob Eaton was the automaker's chief executive. Chrysler fired him for allegedly leaking documents, sued him for \$82 million and unleashed teams of attorneys to keep him off the witness stand. Sheridan couldn't be muzzled. Instead, he became an

around-the-clock resource for trial lawyers targeting the most popular product in Chrysler history. "It's sort of a new career," said the 51-year-old former product planner. "What I could not accomplish while I was inside the company, I'm accomplishing now." Chrysler - now part of Daimler Chrysler AG - brands Sheridan a discontented, ex-middle manager who earns \$100 an hour peddling his services to attorneys for lawsuits against the company. But inside the automaker, Sheridan is regarded as a potent opponent. In an e-mail to Chrysler lawyers in February 2000, David Tyrrell, the company's top outside safety litigator, called Sheridan "organized, obsessive and detailed," and warned of the threat he posed. "He was at Chrysler for an extended period of time, had a good work history according to his late reviews and awards, and is willing to testify about Chrysler's knowledge on any number of different issues, this guy is not going away any time soon." He hasn't. Sheridan has been a witness or consultant in litigation over air bags, seat belts, liftgate latches, doors and fuel systems. He's currently focused on Chrysler minivans and light trucks lacking brake-shift interlock, a device that prevents shifting of the gear-shift lever without depressing the brake. In prior cases, Chrysler has attacked Sheridan's credentials and motives. At a May 16 court hearing in Florida, Tyrrell lashed out at an affidavit Sheridan filed in a brake-shift case. "He runs around the country as a disgruntled former employee giving testimony against Chrysler," Tyrrell said. Broward County Judge Victor Tobin offered a different view. "One man's disgruntled former employee," Tobin said, "is another man's expert." After eight years as a rank-and-file planner with Chrysler, Sheridan got his big break in the spring of 1993. As head of the safety leadership team for the company's new minivan, Sheridan had a unique opportunity to put his stamp on Chrysler's most important product. Chrysler dominated the minivan market, and planned to invest \$2.6 billion on a total redesign. Sheridan's team was charged with assessing safety features on competing models and applying them to the new van. A 1991 performance review rated his leadership and problem-solving skills "superior." According to Chrysler documents, Sheridan's team highlighted several safety components in Ford Motor Co.'s Windstar van - anti-lock brakes, brake-shift interlock, a fuel shut-off switch, dual latches on the liftgate. In Sheridan's view, Chrysler had to match Ford on safety. His convictions were fueled by a number of grisly accidents involving the Chrysler minivan. Lawsuits charged that liftgate latches failed in collisions, ejecting children from rear of the van. Chrysler defended the latches. Sheridan pressed for stronger latches, but soon found that he had minimal influence with senior executives. In October 1994, he fired a testy memo to Theodor Cunningham, general manager of the minivan platform. "SLT (safety leadership team) is concerned that its approach is not fully endorsed, or a priority of upper management," Sheridan wrote. Two weeks later, the team was disbanded. [Click Here To Read This Entire Chrysler Article](#)

### **Chrysler Dealership Technicians Fed Up**

I am a technician for a Chrysler dealership in Florida. I fear for my job so I will not disclose what city. The problems this website shows are all true, us technicians are seeing this every day, and yet are told to keep our mouths shut. We are also told to do patch jobs and the parts we need are not given to us. For example, this happened at my own dealership about a year ago. A long time customer of ours, who bought her car from us, had it towed in because it would not run. Her car had the 2.7 liter engine, and had approx. 63,000 miles on it. Later we found out the engine was dead due to oil sludge build up and our warranty claims adjuster blamed her for not maintaining the car. She then produced receipts to show that she had all oil changes done either on time or early at our own dealership. So what does this company do, blame the lube technician at our dealership and throw the engine cost at him. Yes, a 21 year old, barely making a living changing oil all day is now told by Daimler Chrysler that he must pay the repair costs for this lady. This company would rather blame things on its technicians then to admit its own problems. I will soon be leaving this dealership to work for Nissan. This company will throw its own employees under the bus to save itself money. My advice to you as a mechanic would be to never buy a Chrysler, Jeep, Dodge, or Mercedes.

### **Daimler Chrysler Engineer Confession made to NHTSA**

I am a tool and process engineer working for Daimler Chrysler Corporation's Detroit Axle Plant, 6700 Lynch Road, Detroit, MI and wish to absolve myself of any guilty knowledge concerning the incorrect manufacturing of Axle Shafts and subsequent dilatory and evasive tactics of management personnel in hiding the actions. One known failure happened recently in New Jersey. The splined end of the Axle Shaft has not been heat treated correctly. Field failures should be expected. Serious injury including possible death. Problem still occurring in manufacturing process. In a like and similar case another safety item occurring approximately the same time frame (last fall and throughout this winter) has arisen. The flange which is welded on the tube has field failure. The manufacturing facility changed its processing from a flux core welding process to a gas-assisted process. Product was made incorrectly, shipped to assembly plants, and delivered to dealerships without a system inspect or purge. Again, such field failure of this item may lead to serious injury and death. No action from manufacturer, public injury prevention or manufacturing processing remedy occurring. Threat of retaliatory actions for reporting this information to NHTSA highly likely. I have no interest in participating in engineering activities which may harm the public and feel I have the legal obligation to divulge any such activities to the proper authorities.

### **Chrysler releases ozone depleting refrigerants without recovering although forbidden by EPA**

**October 22, 1998 - Environmental Protection Agency (EPA) Cites Chrysler; Includes \$16,000 Fine** - EPA Cites Chrysler; Includes \$16,000 Fine CHICAGO, Oct. 22 - U.S. Environmental Protection Agency (EPA) Region 5 has recently filed an administrative complaint against Chrysler Corp. for alleged clean-air violations at the



company's Technology Center, 800 Chrysler Dr. East, Auburn Hills, MI. EPA has proposed a \$16,000 penalty. EPA said Chrysler did not recover refrigerants from one of its chillers before performing routine maintenance. Chrysler has 30 days from receipt of the complaint to file an answer and request a hearing. It may request an informal conference to discuss the allegations anytime. "EPA'S goal is to get companies to voluntarily comply with the Clean Air Act," said Stephen Rothblatt, acting director of the regional Air and Radiation Division. "When this goal is achieved, we will no longer have to ensure compliance by taking these enforcement actions." Chlorofluorocarbon refrigerants deplete the stratospheric ("good") ozone layer, allowing dangerous amounts of cancer-causing ultraviolet rays from the sun to reach the earth. Production of some of these chemicals was stopped in 1995, and Federal law strictly controls their use and handling. Releasing them into the atmosphere is forbidden.

## Dodge Viper Defect History - Alarming Defects and Faults! Make The Mistake of Paying \$85,000 For Chrysler's High Performance "Flagship" Vehicle, You'll Need The Anti-Venom



Most Dodge Viper owners know its not the best quality, but chalk it up to the fact that it's a "back-to-basics" sports car. This attitude covers up some alarming faults. From 1996 to 2000, the Viper GTS model (also known as Gen2. Gen 1 was from 1992-1995.5) experienced frame

fractures, where the suspension components attach to the frame. The frame is a very thin wall square tube. That is generally ok, but where the suspension attaches must be stiffened up. Many Viper owners never had any problems, because they never exert any stress on their vehicles. In contrast, there are many Viper owners who like to race their cars, either at the drag strip, autocross, or the road course. It is these owners who generally experience most failures. During the same model run, the Viper steering rack also had a problem. If you road raced your Viper, and/or put Hoosier racing tires on it, the stress on the steering rack would increase. This extra stress would make it come loose from the frame, and the car would steer itself, leading to crashes. Although this was mostly prevalent on cars that were raced, Daimler Chrysler issued a frame recall or TSB. Kits were sent out to the dealers, along with instructions on installation. Many Viper technicians misunderstood the instructions, and welded or riveted the stiffening angles on the wrong way, which obscured the oil filter, making it impossible to change the oil filter. In 2001, the frame was modified by Daimler Chrysler, including stiffening angles and plates welded in, from the factory. 1996 saw some wheels come apart at the track, leading to "off track excursions". They were a two-part welded wheel, that did not like lateral forces exerted on them although they were fine for everyday driving. The wheel style was changed. Another area of concern was engine overheating in normal driving. Many Viper techs have not been able to get certain Vipers to run cool, even after changing the water pump and trying a host of tricks. These owners are some of the most frustrated Viper owners. Some dealers would not do anything about it, and told their customers 250F was "normal", and this has been claimed by Daimler Chrysler reps also. How could 250 be normal, when most Vipers run 190-200?

Other overheating cars got quietly bought back by Chrysler. This era of Dodge Viper has had a few other more minor problems, like loose engine balancers, back windows that flew out, water pump failures, and under certain conditions like racing, wheel hub failures. The current version is called the Gen3, (2003 to present). Also known as the SRT to the public. It has rear end made by DANA, the same manufacturer that made the Gen2 rear axle. However many SRT owners are experiencing rear axle failures, without power adders, and sometimes this causes a severe loss of control. A company called Unitrax in Anaheim, CA, is constantly repairing them at the owners cost. They say the gears aren't properly heat treated, and there is some soft pin that shears, or splinters, too. The very first Gen3s that came out in 2003 had this problem, and now, in 2005, new SRTs are still having the rear axle fail. Owners don't want to say anything, lest their warranty be denied for other needed repairs. There is a sort of fear and silence about it. There was a recall for rocker arms that would make the engine run weakly. They ran low on power, but the recall got it fixed. There was a "gap" in power on other models, during acceleration, and this particular problem was discovered and fixed jointly between some dedicated Viper owners and Daimler Chrysler. Another SRT problem is the fact that the engine starves for oil, if road raced. As the car enters a high speed turn, the oil in the crankcase sloshes up on the side of the oil pan. The oil pickup tube then sucks air, and the engine goes dry, then seizes. It is well known now, in the Viper community, not to road race your SRT, unless you have an aftermarket Accusump, which provides oil pressure in this scenario. Currently, the SRT rear axle issue seems to be the only major flaw in the Gen3 Viper, but it also is not one of the problems that Daimler Chrysler is stepping up to the plate to fix. The problem continues, even with ones just driven off the showroom floor. It appears that the Dodge Viper may have gotten some more attention though than some other Chrysler models, largely because of the car's ownership, who are largely professionals, and many of them are lawyers or can afford lawyers who could cause trouble. - Dodge Viper GTS owner.

## Did You Know These Facts . . . ?

In 1996 California proposed a 60 day ban on all Chrysler vehicle shipments to California as a result of excessive lemon law violations?

Consumeraffairs.com says "To put it mildly, Daimler Chrysler has some serious problems with quality, service and reliability. "It's hard to know where to start".

There are currently more websites against Chrysler than Ford and GM Combined!

### Daimler Chrysler Illegal Lemon Laundering Scandal

March 2001 - Daimler Chrysler is alleged to be involved in a massive scandal involving the illegal resale of lemons the manufacture bought back from consumers while not informing new buyers that the vehicles were lemon buy backs before being resold to unsuspecting consumers. Attorney's for the plaintiffs state that Chrysler continued to flaunt a complete disregard for valid orders of the superior court.

### Consumer Reports Especially Risky Chrysler Vehicle Buys

Listed as especially risky used car buys and used cars to avoid due to multiple years of poor overall reliability by Consumer Reports are the Dodge Intrepid, Dodge/Plymouth Neon, Dodge Durango, Dodge RAM 1500, And Chrysler LHS.

## Why trust a company "Daimler Chrysler" that admittedly misled American consumers, shareholders and deceives consumers in regard to product quality and vehicle defects?



**"Poor Quality And Defects Seem To Remain With Dodge, Chrysler Vehicles, Lies And Deception"** In 1998, Chrysler Corporation which had been struggling with quality issues and defects was purchased by Germany's Daimler-Benz (Mercedes Benz), which was supposed to be a merger of equals but turned out to be a complete takeover. **The Daimler-Benz CEO Jurgen E. Schremp along with Daimler, had knowingly and even admittedly misled American consumers, investors and shareholders, we believe in an attempt for the German automaker to fully penetrate and to dominate the American automotive market.** Robert J. Eaton (Bob Eaton) was Vice President of Chrysler then was appointed Chairman of Chrysler in 1993 until 2000 to oversee the Chrysler buyout receiving \$3.7 million, \$66.2 million in stock and options to buy 2.3

million more. Robert Eaton retired as Chairman of DaimlerChrysler AG on March 31, 2000. Bob Eaton now serves on the board of Chevron Texaco. It has even been alleged that then Chrysler CEO, Robert J. Eaton was paid off in millions of dollars to make this merger happen, which has since been denied. Daimler-Benz knows of Chrysler's major quality issues, product defects and has tried to further mislead consumers into believing that the company has now embraced stringent Mercedes Benz quality standards, while the quality standards have seemed to actually pretty much stay the same at Chrysler. Daimler Chrysler has said in statements that it has made tremendous gains in product quality and customer satisfaction where if this is true, we ask "how much worse could it have been?" In fact it seems that if anything Mercedes-Benz quality has gone down hill dramatically, especially since the merger from overall quality ratings and what many Mercedes-Benz owners have been saying. Perhaps Mercedes Benz has embraced some of the cost cutting quality standards from Chrysler for Mercedes Benz to increase profitability. For nearly 10 years Chrysler was a fully German owned and headed company that continued to mislead consumers, which had continued to market Dodge, Chrysler and Jeep brands as all American brands, now with Mercedes Benz quality. However, The U.S. automotive industry was reduced to General Motors and Ford Motor Company. Chrysler was a German company in every respect.

## **Chrysler is a company that intended to bankrupt an American family with "mean spirited action" for filing suit for the death of their 7 year old daughter who was killed in their Chrysler minivan**

### **Daimler Chrysler "Mean Spirited" And Intended To Bankrupt American Family Filing Suit For Death**

Consumer Group Calls On Daimler Chrysler CEO To Withdraw "Mean Spirited" Legal Action - The Center for Auto Safety (CAS), Public Citizen and the Consumer Federation of America on Christmas Eve called on Daimler Chrysler Chairman Jurgen Schrempp to drop a court action seeking an award of \$574,341.65 against Elizabeth and Robert Sanders whose 7-year old daughter Alison was killed by an airbag in a 9.3 mph velocity change crash in a 1995 Chrysler minivan. The groups called this a "mean spirited and vindictive action" intended to bankrupt a family who dared sue Daimler Chrysler and who founded Parents For Safer Airbags to prevent similar tragedies from striking other parents. Daimler Chrysler submitted a bill of costs for \$574,341.65, of which only \$492.60 were for court costs, the astounding remainder of \$573,649.05 was for expert witness fees at hourly rates up to \$500. The family objected and Daimler Chrysler lowered the demand to \$277,366.16, still more than enough to bankrupt the family. On November 13, 2000, Judge Louis Simmons reduced the award for expert witnesses to \$12,150. Incredibly, Daimler Chrysler appealed the decision on December 4, 2000 in its relentless pursuit of vengeance against the Sanders family who dared sue Chrysler over the death of their daughter due to a defectively designed airbag system.

### **Chrysler To Plant Workers: "DRIVE OUR CARS OR WALK"**



- May 9, 2005 Kokomo, Indiana - Workers at Daimler Chrysler's Indiana Transmission Plant I and Plant II better allow more time to walk in from the parking lot if they drive Ford or General Motors vehicles. A new policy that takes effect today designates about 80 percent of employee parking spaces for Chrysler vehicles only and forces workers to park much farther away if they drive a car or truck made by a competing manufacturer. In case employees forget, there's new blue lines painted on the parking lot and signs that declare "Chrysler Parking Only" and "Daimler Chrysler Vehicle Parking." Workers have been told that non Chrysler vehicles parked in the reserved areas will be towed to at a cost of \$200, the Kokomo Tribune reported Sunday. Chrysler spokesman said most Chrysler plants across the country have similar parking policies, but he did not know exactly how many. Both plants have ample parking, and the new policy does not apply to vehicles with handicap plates, he said. "It is a management initiative, but we believe it has wide support from the employees," Saenz said. The plants posted signs and painted the new lines about two weeks ago, he said. Employees began receiving non-compliance warnings last week leading up to this week's enforcement. Nine-year employee Bill Parks considers the new policy "a form of harassment." He drives a Pontiac, made by GM. "I think we have other issues going on in the company besides where to park your vehicle," Parks said. He isn't disabled but has a back condition that occasionally flares up. He bought his Pontiac as a second vehicle because he didn't want to go into debt with two new Chrysler vehicles. "I tried to find a good Dodge vehicle when I was buying this one, but I couldn't find one at the time," he said. In an update to this story Chrysler management has unbelievably actually had non Daimler Chrysler vehicles towed at the employees expense.

### **Top Daimler Chrysler Executives held racist attitudes? Two recently unsealed depositions from Chrysler executives provide even more evidence that top Chrysler executives often used racial slurs and derogatory remarks, and held racist attitudes that may have weighed in their decisions to finance cars, according to published reports.**

DETROIT - Chrysler has agreed to issue 600,000 or 875,000 pre-approved loans to black and Hispanic people, court documents said. The agreement also puts limits on the amount a dealer is permitted to increase the annual percentage rate on a loan, commonly known as "dealer markup." Hagens Berman represents customers who were rejected financing in a proposed class action lawsuit accusing Daimler Chrysler's financing subsidiary, Chrysler Financial Company, of denying credit to customers in the Chicago area based on race, and repossessing vehicles of customers living in predominantly black neighborhoods without justification or proper notification. February 25, 2004 - In a similar case where two Chicago car dealerships are suing Chrysler over alleged redlining practices, Judge Wayne Andersen denied Chrysler's motion for summary judgment, striking down arguments that Chrysler Financial was not subject to the Automobile Dealers' Day in Court Act or the Illinois Motor Vehicle Franchise Act. In the past, Chrysler depended on these arguments to limit dealerships ability to seek redress for wrongs committed by dealers, and the ruling opens the door for suits from dealerships around the country. January 28, 2004 - Two recently unsealed depositions from Chrysler executives give even more evidence that top Chrysler executives often used racial slurs and derogatory remarks, and held racist attitudes that may have weighed in their decisions to finance cars, according to published reports.

### **Buy a Mercedes Benz vehicle, you can expect at least average if not good quality right? Not necessarily With Mercedes Benz Quality Declining. Daimler Now Has More In Common With Chrysler "Quality Problems".**



Efforts to wring out more savings through joint purchasing efforts with Chrysler and other brands seem to be hurting Mercedes' quality. That's Mercedes biggest problem now. In a recent survey of German car owners conducted by Auto Motor und Sport motoring magazine, Lexus, Porsche, Honda and BMW captured the four top slots, while

Mercedes came in 17th. In J.D. Power and Associates' 2003 U.S. vehicle dependability survey, Mercedes sank to 26th place, from 16th a year ago. Jay Jayamohan, chief operating officer of Fairfax, VA -based software consulting firm Comter Systems, purchased a \$42,000 2001-model-year ML320 SUV because Mercedes. "But we were disappointed," he said. "The power steering failed twice, we took it in twice, and then there was a recall for the power steering. In the interior, there are all these plastic pieces that keep breaking." Previously, he owned a Nissan Pathfinder. "It had much better quality," Jayamohan said. Mercedes salesman Lee Ross says his West Palm Beach, FL customers are fully aware of the reports. "Some even come in with clippings," he says. "Some of their concerns are outdated. There were problems with ML models from 1998 to 2000, but there have been 1,800 changes made to that model in the past three years to fix it." After initially dismissing the complaints, Mercedes executives are taking them to heart.

### Worlds Most Expensive Lemon - Dealership says \$1.7 million car won't run and maker Daimler Chrysler won't fix it.

NEW YORK (CNNMoney.com) - The owner of a Los Angeles car dealership is suing Mercedes-Benz and its parent company Daimler Chrysler, alleging that a \$1.7 million car purchased in 2004 wouldn't run for more than 10 blocks without problems. The car, a Mercedes-Benz AMG CLK-GTR Limited Edition Roadster, was supposed to be one of only five made. "Unfortunately, the car turned out to be 'exotic' in the worst possible way," dealership owner Mark Johnston said. "When we took it off the lot in 2004 for its first customer test drive, drove the car all of 10 blocks with a prospective buyer when the oil light came on. We've been trying to get it fixed ever since, but Mercedes has refused to stand behind the car as promised in our contract." Additionally, the car's transmission failed to shift properly, the hydraulic jack system failed and the car's window's came unglued. "It's unfortunate the defendants have forced us to bring a lawsuit in order to have our contract honored," said Johnston. "We obviously cannot sell the car in its current condition, which right now represents nearly \$2 million of scrap metal."



### Chrysler Spends Over 10 Million Annually Sponsoring Animal Abuse Rather Than Investing In Quality . . .

There is also another darkside to buying Chrysler, Dodge automobiles, for those who care about animals. Chrysler is one of the largest sponsors in the United States of the horrific "sport" of rodeo, supporting the barbaric and pointless abuse, injuries, and deaths of animals such as defenseless young baby calves forced into being abused. The U.S. PRCA alone boasts that Chrysler spends over 6.6 million dollars annually to support its rodeo animal abuse. Chrysler also sponsors another group, which teaches young people violence and cruelty. Chrysler's support of rodeo animal abuse, cruelty, injury and death of animals could easily top 10 million annually. Click Here For More

## Other Consumer Websites To Visit About Chrysler Vehicle Problems

The trend of problems with Dodge, Chrysler "DaimlerChrysler" vehicles, customer service, dealers and service seems all too common while all the other websites against Daimler Chrysler only further reflect this.



Please Note that several of the sites listed below have been shut down for reasons unknown where some may be linked to an archive

[Don't Buy Dodge, Chrysler, DaimlerChrysler Vehicles](#)

[Dodge Chrysler LH Steering Problems Website](#)

[Chrysler Dodge Intrepid 2.7L Engine Failure Stories](#)

[A Consumer's Nightmare With 2 Daimler Chrysler Vehicles](#)

[My Chrysler Sucks Website](#)

[Chrysler PT Cruiser Engine Problems Website](#)

[Chrysler DaimlerChrysler Dodge DCX Sucks Youtube Channel](#)

[Don't Buy One Dodge Chrysler DaimlerChrysler 2.7L Engine Website](#)

[Dodge Sucks Website About 2 New Dodge RAM Lemons by Chrysler](#)

[Chrysler Dodge Durango Engine Dies At 44,000 Miles](#)

[Chrysler Jeep Grand Cherokee Most Unreliable Vehicle Ever Website](#)

[Do Not Buy Dodge Chrysler Website](#)

[2007 Chrysler 300 Lemon - Chrysler Treats Customer Like Crap](#)

[Dodge Durango, Chrysler Engine Failure Webpage](#)

[My Dodge Sucks Chrysler Webpage](#)

[Dodge Truck Steering Problems Chrysler Website](#)

[Chrysler Dodge Intrepid From Hell Webpage](#)

[Dodge, Chrysler Caravan Premature Failure Webpage](#)

[Chrysler Complaint Letter To DaimlerChrysler](#)

[Dodge RAM Chrysler Transmission Problems](#)

[Webpage](#)

[Daimler Chrysler Issues Consumer Website](#)

[Dodge Chrysler Builds Lemon Trucks Website](#)

[Chrysler PT Cruiser Fake Chrome Wheels Ripoff Site](#)

[Madison County Dodge Chrysler Lemon Website](#)

[Chrysler PT Cruiser Is A Lemon Ask Me About It](#)

[Chrysler Minivan Defective Seals Causing Water Leaks](#)



- Chrysler Minivan Had Transmission Replaced 6 Times in 80,000 Miles
- Chrysler Dodge Intrepid Horror Stories Website
- Consumer So Angry He Wanted To Set His Dodge Durango On Fire
- Chrysler Neon LX Lemon Extreme Owner's Webpage
- Jeep Grand Cherokee Owner Letter To Daimler Chrysler
- Unofficial Fake New Chrysler Cars, Trucks, SUV's Website

- Chrysler Products Problems Webpage
- Jeep Grand Cherokee Freedom Edition Paint Defect
- Chrysler, Dodge Dealer Problem Consumer Webpage
- Daimler Chrysler Doesn't Care About Customers
- Dodge Neon Chrysler Services Woes
- Chrysler Minivan Clockspring Defect Website
- Chrysler LHS Safety Defect Webpage

**Chrysler, Dodge Videos: Click Here For Videos Showing Daimler Chrysler 's Poor Quality and Service**

Watch videos of a Dodge Durango, Chrysler Pacifica, Dodge Intrepid on fire, consumer having to replace a failed Dodge RAM Transmission with only 72 miles on it because Chrysler won't cover it. A practically new Chrysler Town & Country with a water leak Chrysler claims isn't there. Steering problems with a new Dodge Intrepid, Jeep Wrangler vibration Chrysler also refuses to cover under warranty and Instrument Cluster failures with practically new DaimlerChrysler vehicles.



**Chrysler "DaimlerChrysler" = Consumer Deception, Ongoing Vehicle Defects, Poor Service All Come Standard**

Since 1998 Dodge, Chrysler And Jeep Brands Were Fully Owned And Operated By Daimler Benz (Mercedes-Benz), A Completely German Company. American stockholders were led to believe it was going to be a merger of equals but turned out to be a complete takeover by Daimler Benz. The Daimler Benz CEO Jurgen E. Schrempp had knowingly and even admittedly misled American consumers, investors and shareholders. Nearly all high ranking American executives at Chrysler at the time were replaced with German Executives after American executives were let go or pressured to leave. The problem is that Dodge, Chrysler and Jeep brands had received very little to no substantial quality improvements contrary to DaimlerChrysler's claims of lending German Quality to Dodge, Chrysler and Jeep vehicles, which would indicate an obvious marketing scam to try and rebuild consumer confidence.

**If you are also dissatisfied we encourage you to complain to Chrysler LLC and be persistent.**

If you are currently having problems with your Dodge, Chrysler, Jeep vehicle or have concerns about future problems we encourage you to call and write certified letters to Chrysler LLC expressing your concerns. Let Chrysler LLC know how you feel after seeing this website. We urge you to be persistent. If you decided not to purchase a Dodge, Chrysler, Jeep, Mercedes Benz vehicle after seeing this website we urge you to let Chrysler LLC know that this website has influenced your decision or "inspired you otherwise". If you have a common vehicle problem or defect you feel DaimlerChrysler, now Chrysler LLC is responsible for and Chrysler (not a dealer) declines to assist you we urge you to stand up, get an attorney and take action against Chrysler or take Chrysler to small claims court. Chrysler should be held accountable for these problems, therefore we ask for your help in holding Chrysler accountable.

**Consumer Resources, Links And Contact Information**

National Highway Traffic Safety Administration  
 400 Seventh Street, S.W.  
 Washington D.C. 20590  
 Phone: 1-888-327-4326  
 Website: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov) [Submit Complaints](#) [Browse Complaints](#)

Seek Out Class Action Lawsuits Against Chrysler



**DaimlerChrysler (Dodge, Chrysler, Jeep)**  
**Vehicle Problems and Complaints Forum**  
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[Dodge, Chrysler, DaimlerChrysler Vehicle Complaints Archive](#)  
[Find Out More About The Daimler Chrysler Vehicle Problems Website](#)

**Visit Our Dodge, Chrysler Consumer Complaint Forum/Message Board**

A Forum Created For Frustrated Dodge, Chrysler, Plymouth, Jeep Vehicle Owners To Share Their Complaints!

[Dodge, Chrysler, Jeep, DaimlerChrysler Vehicle Complaints](#)

Chrysler Management, Company And Contact Information



Chrysler Corporation Chairman: Robert J. Eaton (1993-2000)  
 Daimler Chrysler Chairman: Jurgen E. Schrempp (2000-2005)  
 Daimler Chrysler Chairman: Dieter Zetsche (2005-2007)

Jurgen E. Schrempp has retired from Daimler Chrysler as of 2006 with Dieter Zetsche as his successor.

Daimler Chrysler Achieves \$8.6 Billion Operating Profit in 2002 - Daimler Chrysler Management Average Base Pay In 2001 - 3.6 Million  
 Daimler Chrysler Refuses To Release Individual Management Salaries



DaimlerChrysler is now Chrysler LLC, under new ownership of a private investment firm.  
 DaimlerChrysler retains a 19.1 percent stake in the new company, Chrysler LLC

New Chrysler Corporate Website: <http://www.chryslerllc.com>

New Chrysler CEO - Robert Nardelli

New Chrysler Vice President - Thomas W. Lasorda

Chrysler LLC  
 1000 Chrysler Drive  
 Auburn Hills, MI 48326-2766  
 Phone: 1-800-992-1997 (Monday - Friday)

Company Websites: <http://www.chrysler.com>  
<http://www.dodge.com> <http://www.jeep.com>

[Click Here To Contact Chrysler Online](#)

Daimler Chrysler Corporate Headquarters  
 Daimler Chrysler AG  
 70546 Stuttgart, Germany  
 Tel +49 711 17 0  
 Fax +49 711 19 9402

Daimler Chrysler Corporation Website  
<http://www.daimlerchrysler.com>

Chrysler Canada President - Mark Norman

Chrysler Canada Customer Assistance  
 P.O. BOX 1621  
 Windsor Ontario N9A 4H6  
 Website: <http://www.daimlerchrysler.ca>

[Click Here To Contact Chrysler Canada Online](#)

Chrysler Canada Customer Assistance  
 1-800-465-2001 English (Monday - Friday)  
 1-800-387-9983 French



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The words "Daimler Chrysler" appear in the domain of this website for the sole purpose of clarification and for the reason that this website has important information consumers are entitled to know, specific to this manufacturer; Specifically quality, durability and safety information pertaining to automobiles built by this manufacturer. The words DaimlerChrysler, Dodge, Chrysler, Jeep, Mopar, all brands and vehicle model names seen herein are used solely for clarification purposes only and are acknowledged as property of their respective owners. This website is not intended in any way to slander this manufacturer given that the truth to the best of our belief does not constitute slander. The First Amendment of the United States Constitution protects the right to freedom of speech, expression and press without interference or constraint.

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