

EXHIBIT 18

Message

From: [REDACTED]
Sent: 2/11/2013 2:09:44 PM
To: [REDACTED]
CC: [REDACTED]
Subject: RE: TPM Corrosion Issue

Since there was only a slight change to material and process(heat treatment) effecting the valve stem, it was covered by a Forever Requirement.

From: [REDACTED]
Sent: Monday, February 11, 2013 10:01 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

Thank you for the information! Final question(s): Did this change update the part number for the sensor? Volkswagen will want to make sure that they are replacing with the correct parts - was all the old stock purged?

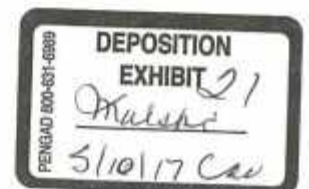
From: [REDACTED]
Sent: Friday, February 08, 2013 3:31 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

Thanks!

From: [REDACTED]
Sent: Friday, February 08, 2013 3:33 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

Slight material change(less copper) and heat treatment.

From: [REDACTED]
Sent: Friday, February 08, 2013 3:28 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue



CP = clean point. What was the specific corrective action that prevented the breaking and cracking?

From: [REDACTED]
Sent: Friday, February 08, 2013 3:24 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

I'm not exactly certain of reference to CP(CP = capacity plan??) but the change was implemented in later part of MY build, possibly April/May period of 2010MY at Windsor.

Customers were reporting breaking and cracking of the metal valve stem on sensor subsequent loss of pressure in tire.

Regards,

[REDACTED]
E/E Components - Tire Pressure Monitor

[REDACTED]
From: [REDACTED]
Sent: Friday, February 08, 2013 3:09 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

What is the CP for Windsor Assembly Plant? What are the specifics of the failure mode? Thanks.

[REDACTED]
Model Quality Responsible - RT/RM
Engineering Quality

From: [REDACTED]
Sent: Friday, February 08, 2013 3:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

Went clean during the 2010MY. It was a V2 change and staggered in plant by plant.

Regards,

[REDACTED]
E/E Components - Tire Pressure Monitor
[REDACTED]

From: [REDACTED]
Sent: Friday, February 08, 2013 3:02 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: TPM Corrosion Issue

[REDACTED] I just saw the question below for TPM release. [REDACTED] has recently assumed the responsibility for the TPM release. Brian Malski is the Sr. Engineer for TPM.

[REDACTED]
Manager CST Body Electronics, Active and Passive Safety Systems
[REDACTED]

From: [REDACTED]
Sent: Thursday, February 07, 2013 5:15 PM
To: [REDACTED]
Subject: FW: TPM Corrosion Issue

Do either of you the know the answer to [REDACTED]'s question below? Thanks.

[REDACTED]

Customer Satisfaction Team - Brakes, Wheels, Tires and Shifters

[REDACTED]

From: [REDACTED]
Sent: Thursday, February 07, 2013 5:13 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: TPM Corrosion Issue

[REDACTED]

Attempting to chase down the CP for the TPM corrosion issue. I know this issue pre-dates your responsibility on wheels. Can't remember the exact details, but I think we had aluminum embrittlement issue or an galvanic issue between the material of the shraider valve and the aluminum housing primarily from water and salt entering via the cap.

Do you know when we went clean? Who is responsible for the TPM release? Thanks.

[REDACTED]

Model Quality Responsible - RT/RM
Engineering Quality

[REDACTED]

Message

From: [REDACTED]
Sent: 2/8/2013 3:24:26 PM
To: [REDACTED]
CC: [REDACTED]
Subject: RE: TPM Corrosion Issue

I'm not exactly certain of reference to CP(CP = capacity plan??) but the change was implemented in later part of MY build, possibly April/May period of 2010MY at Windsor.

Customers were reporting breaking and cracking of the metal valve stem on sensor subsequent loss of pressure in tire.

Regards,

[REDACTED]
E/E Components - Tire Pressure Monitor
[REDACTED]

From: [REDACTED]
Sent: Friday, February 08, 2013 3:09 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

What is the CP for Windsor Assembly Plant? what are the specifics of the failure mode? Thanks.

[REDACTED]
Model Quality Responsible - RT/RM
Engineering Quality
[REDACTED]

From: [REDACTED]
Sent: Friday, February 08, 2013 3:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TPM Corrosion Issue

Went clean during the 2010MY. It was a V2 change and staggered in plant by plant.

Regards,

[REDACTED]

E/E Components - Tire Pressure Monitor

[REDACTED]

From: [REDACTED]
Sent: Friday, February 08, 2013 3:02 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: TPM Corrosion Issue

[REDACTED], I just saw the question below for TPM release. Jim Witalec has recently assumed the responsibility for the TPM release. Brian Malski is the Sr. Engineer for TPM.

[REDACTED]

Manager CST Body Electronics, Active and Passive Safety Systems

[REDACTED]

From: [REDACTED]
Sent: Thursday, February 07, 2013 5:15 PM
To: [REDACTED]
Subject: FW: TPM Corrosion Issue

Do either of you the know the answer to [REDACTED]'s question below? Thanks.

[REDACTED]

Customer Satisfaction Team - Brakes, Wheels, Tires and Shifters

[REDACTED]

From: [REDACTED]
Sent: Thursday, February 07, 2013 5:13 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: TPM Corrosion Issue

[REDACTED]

Attempting to chase down the CP for the TPM corrosion issue. I know this issue pre-dates your responsibility on wheels. Can't remember the exact details, but I think we had aluminum embrittlement issue or an galvanic issue between the material of the shraider valve and the aluminum housing primarily from water and salt entering via the cap.

Do you know when we went clean? Who is responsible for the TPM release? Thanks.

[REDACTED]

[REDACTED]

Model Quality Responsible - RT/RM
Engineering Quality

[REDACTED]

Message

From: [REDACTED]
Sent: 3/2/2010 11:43:30 AM
To: [REDACTED]
CC: [REDACTED]
Subject: Re: TG1C Aluminum 6000 Valve and Nut Change
Attachments: TG1C_Al6000_intro_01Mar10.pdf; TG1C PVPR Aluminum 6000 V5.0 Flow.pdf; TG1C PVPR Aluminum 6000 V5.0.pdf

Hello [REDACTED]

Just an fyi.

Reviewed material change w/ [REDACTED] and this change will be documented by a Forever Requirement. No CN will be issued by Engineering.

Please share this with your team.

Regards,

[REDACTED]
Tire Pressure Monitor
EE Engineering/Dept. 6180
[REDACTED]

[REDACTED]
03/01/2010 10:13 PM
[REDACTED]

Subject
TG1C Aluminum 6000 Valve and Nut Change

Hello [REDACTED],

Attached is the updated presentation and PVP summary and flow for the change to aluminum 6000 grade material for the TG1C valve stem and nut.

Continental would like to implement these no cost running changes at the earliest opportunity.

We will discuss this further in Tuesday's meeting.

Thank you.

(See attached file: TG1C_Al6000_intro_01Mar10.pdf)(See attached file: TG1C PVPR Aluminum 6000 V5.0 Flow.pdf)(See attached file: TG1C PVPR Aluminum 6000 V5.0.pdf)

Message

From: CN=[REDACTED]/OU=SCI/OU=DCC/O=DCX [CN=[REDACTED]/OU=SCI/OU=DCC/O=DCX]
Sent: 7/19/2010 11:07:06 AM
To: CN=[REDACTED]/OU=LCP/OU=DCC/O=DCX@wk-America
Subject: Re: 2500 Truck TPM's

[REDACTED]
Although the stem of the oneTPM I had was not broken the valve is stripped out. Could you possibly get one more TPM ?

Thanks,

[REDACTED]
Materials Engineering
[REDACTED]

[REDACTED]/LCP/DCC/DCX
07/16/2010 03:09 PM

To [REDACTED]/SCI/DCC/DCX@wk-America
CC
Subject
Re: 2500 Truck TPM's

I have no idea how the service group & dealerships determine what the price will be charged for service parts and kits. But I personally think the costs are typically much too high.

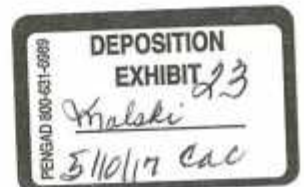
And it's not surprising why customers get upset with cost especially when they need something like a replacement sensor valve stem.

Just a fyi.....The safety office is looking at addressing problem of cracked and broken sensor valve stems. Focus at the moment is on the RT vehicles.

Regards,

[REDACTED]
Tire Pressure Monitor
EE Engineering/Dept. [REDACTED]

[REDACTED]
Chrysler LLC
[REDACTED]



Message

From: [REDACTED]@chrysler.com [REDACTED]@chrysler.com]
Sent: 3/15/2010 1:58:32 PM
To: [REDACTED]@continental-corporation.com
CC: [REDACTED]@chrysler.com; [REDACTED]@continental-corporation.com; [REDACTED]@continental-corporation.com;
[REDACTED]@chrysler.com; [REDACTED]@continental-corporation.com; [REDACTED]@continental-corporation.com;
[REDACTED]@chrysler.com
Subject: Re: Continental Tire Sensor Changes

Thank you.. but what is remarkable is not one of these comments has ever been entered in to the PRAS system... Not even one single time...

Has anyone done a correlation to even see if the issue with breakage has dropped off after the change in processing?

How is the communication issue and analysis of the parts going to be improved? Who is responsible?

When I meet with your VP's in a month.. I am going to make sure they are aware of the obvious disconnect between Continentals engineering groups and the people that they trust to submit the inaccurate analysis and the apparent lack of any management oversight, of what they enter into PRAS.

[REDACTED] - Lead Specialist, Electrical / Electronics
Parts Return Group
Chrysler Corporate Quality

[REDACTED]@continental-corporation.com
03/15/2010 01:41 PM

To
[REDACTED]@chrysler.com, [REDACTED]@chrysler.com, [REDACTED]@chrysler.com
CC
[REDACTED]@continental-corporation.com,
[REDACTED]@continental-corporation.com
Subject
Continental Tire Sensor Changes

Hello [REDACTED],

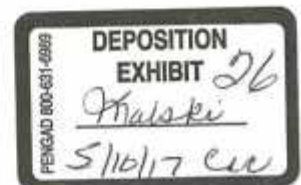
Got your message, sorry for the delay.

Regarding the tire sensors Continental supplies for the RT, PM/MK, JC, PT and JS platforms, there have been the following change.

Forever Requirement FR090817-10 which defines using only T4 heat treatment from the valve stem supplier Schrader. This T4 heat treatment is deemed to be more robust than the T6 process.

This change was implemented as follows for all platforms:
56053030AC (315MHz) - mfg Oct 9, 2009, ship Oct 10, 2009
56053031AD (433 MHz) - mfg Sept 11, 2009, ship Sept 12, 2009

We are launching a new tire sensor (TG1C) which is smaller and less expensive, which will replace the existing TG1B sensors. No change to the valve design, material or heat treating.
The TG1C is being launched and replacing the TG1B as follows:



56029526AA (315mHz)
56029527AA (433mHz)
launched in Nov 2009 at Windsor for RT/RM

Vehicle Not At Issue

stem and nut is
in-progress and we hope to have these implemented by the end of May 2010
on
the TGIC sensors only. This will be changed via a forever requirement.

Please let me know if you have any other questions.

[REDACTED]
Project Manager
Body & Security

Continental
[REDACTED]

Office Phone: [REDACTED]
Mobile Phone: [REDACTED]
e-mail: [REDACTED]@continental-corporation.com
www.continental-corporation.com