

EXHIBIT 20

Appointment

From: [REDACTED]
Sent: 10/18/2010 2:35:31 AM
To: [REDACTED]
CC: [REDACTED]
BCC: [REDACTED]
Subject: TPM CSN fact document discussion
Location: CN=AUTHREQD W INSUITE [REDACTED] CAG/O=DCTC West@wk-America; Room(s): CN=AUTHREQD W INSUITE [REDACTED] CAG/O=DCTC West
Start: 6/17/2010 12:00:00 PM
End: 6/17/2010 12:30:00 PM
Recurrence: (none)
Single

Review TPM facts to present to VSO for proposed extended warranty.

Let me know if anyone else should be included.

Draft document (See attached file: TPM Sensor CSN Report061110.doc)

ITEM # [XXXX]

Title – XXXX-XXXX MY RT/RM Vehicles

ISSUE

Unable to add air to tire due to tip of valve stem missing.

ASSESSMENT

- Valve stems on TG1B TPM Sensors found to be cracking and breaking due to corrosion and contamination. Valve stems made of AL 2000 w/T6 thermal treatment.
- In late April 2009, Black Belt project for broken or cracked valve stem initiated.
- In June 2009, mechanical and environmental lab testing performed on original valve stems revealed significant decrease in mechanical resistance to breakage over time.
- Sensor supplier, Continental, informs Chrysler Engineering valve stems available with T4 thermal treatment. Lab testing of stems w/T4 thermal treatment revealed improved resistance to breakage.
- Other contributors to cracked and broken valve stems include missing/loose valve caps and replacement valve caps w/o seals.
- In February 2010, Continental proposes valve stem made of AL 6000 for TG1C TPM sensor. Continental then completes extended salt fog PV test (480 hours vs. 96 hours) w/no issues.
- Chrysler Materials Dept. also confirms AL 6000 is more corrosion resistant.
- Warranty is currently running: 2009 MY average ~20 C/1000 @ 20 MIS, Weibull predicts 60-80 C/1000 @ 36 MIS
- There are approximately 28 CAIRs, x VOQs and 16 QNA field reports with pictures and narratives describing TPM sensor failure due to corrosion.
- Chrysler Group, LLC is not aware of any confirmed accidents or injuries related to this issue (if true).
- Preliminary Responsibility: Product Engineering – E/E systems

AFFECTED VEHICLES

Approximately XXXX DS, RT, JC, JS, MK, PM Vehicles

CORRECTIVE ACTION

- Begin using TG1B TPM Sensor valve stems which receive the T4 thermal treatment. First shipment date, 10/16/09.
- Transition to new designed TG1C TPM Sensor w/valve stem made of AL 6000 series w/T4 thermal treatment. First shipment date, 5/03/2010.
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RECOMMENDATION

Provide an extended warranty for the TPM sensor.