

EXHIBIT 23

Message

From: [REDACTED]@chrysler.com]
Sent: 4/28/2010 3:55:00 PM
To: [REDACTED]@chrysler.com
CC: [REDACTED]@chrysler.com]; [REDACTED]
Subject: Re: Fw: Tire Pressure Sensors
Attachments: pic06888.gif; 02115214.gif; 02875454.gif; 02444864.gif

[REDACTED],
I apologize for the delay. I am waiting for additional direction from my management.
[REDACTED]

[REDACTED]@chrysler.com

04/28/2010 03:38 PM

To

[REDACTED]@chrysler.com

cc

subject

Fw: Tire Pressure Sensors

[REDACTED],
Following up to my voice message, have you received any feedback and what I can share with GE Capital?
Please advise.

Thanks!

[REDACTED]
Regional Fleet Service Manager
Midwest Region
Mopar Fleet Service
Chrysler Group LLC
Outside: [REDACTED]
Mobile: [REDACTED]
Fax: [REDACTED]
E-Mail: [REDACTED]@chrysler.com

----- Forwarded by [REDACTED] 04/28/2010 03:36 PM -----
[REDACTED]@chrysler.com

[REDACTED] searched for any claims as requested. No claims where the TPS had broken, causing loss of vehicle control.

I owe [REDACTED] (Regional Fleet Service Manager) a reply to his question regarding a future RRT or Recall. As stated below, I don't believe a Safety Recall is warranted, but do acknowledge that customer satisfaction has been negatively affected by broken/leaking tire pressure sensors.

[REDACTED] has also asked what fleet operators can do relative to inspection of vehicle with TPS. I'll check with Engineering for input on this subject. A review of the 2010 JC Owners Manual shows the following:

"After inspecting or adjusting the tire pressure, always reinstall the valve stem cap. This will prevent moisture and dirt from entering the valve stem, which could damage the Tire Pressure Monitoring Sensor."

My only suggestion would be concerning the use of aftermarket caps that are not compatible with the aluminum bodied TPS. I've read CAIRs where chrome plated plastic caps or other aftermarket caps were installed by the customer, corroding the TPS on the vehicle.

----- Forwarded by [REDACTED] on 04/13/2010 08:49 AM -----

04/09/2010 09:51 AM
To

cc

[REDACTED]
Subject

Tire Pressure Sensors

[REDACTED],
I've been reviewing data on the tire pressure sensor (TPS) warranty and customer complaints. Pasted below is WIS data based on LOP 221401 (Sensor - Low Tire Pressure Replace). For vehicle lines with C/1000 > 20, I've added the sensor supplier identification at the left and the number of VOQ's on the right. The data in the 2nd pasted box below shows C/1000 across all vehicle lines.

The data in the 3rd pasted box below is run the same in WIS but by using LOP 224003 (Stem,Valve Replace). The conditions for the TPS are significantly higher than the standard Valve Stem.

The conditions for Continental versus Schrader TPS are very similar, vehicle line to vehicle line. While the JC and RT use the same Conti TPS, the JC shows a higher C/1000, but no VOQ's. The RT VOQ's are all related to leaking/broken TPS complaints. None of the VOQ's, RT or XK, reference being involved in an accident or losing control of the vehicle due to the TPS.

I've also reviewed CAIRs for these same vehicle lines shown below. Similar to the VOQ's, no CAIRs reference being involved in an accident or losing control of the vehicle due to the TPS. Customer complaints were often related to reimbursement costs for TPS replacements made outside of the dealer network. However other complaints referenced issues such as:

- aftermarket TPS caps reacted with the valve body, causing corrosion & breakage upon removal
- no caps on stems after tires serviced, causing corrosion
- stems breaking during filling
- stems breaking during tire service
- stems breaking while removing cap
- stems leaking

I've talked to [REDACTED] and he is unaware of any legal claims involving TPS breakage. Engineering is also unaware of any TPS breakage that has resulted in any loss of vehicle control. I am waiting for Karen to return and investigate any of her sources. I saw no CCRG's related to TPS.

At this time I believe that TPS are a source of customer dissatisfaction, but I do not feel they represent a potential safety issue. A TPS that breaks off will allow the air to escape from the tire, but at a rate that is much more gradual than a catastrophic blow-out of a tire. Also, the TPS indicator lamp and chime will alert the driver of the decreasing tire pressure, creating an awareness of a low tire pressure situation.

RECEIVED

By Recall Mgt Div. at 7:58 am, Nov 13, 2009

**Technical Bulletin**NISSAN NORTH AMERICA, INC.
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Reference:

NTB09-107

Date:

November 5, 2009

**VOLUNTARY SAFETY RECALL CAMPAIGN
ROGUE, MURANO, cube[®]; WHEEL VALVE STEM NUT**

CAMPAIGN ID #: R0908
NHTSA #: 09V-393
APPLIED VEHICLES: 2008 – 2009 Rogue (S35)
 2009 Murano (Z51)
 2009 cube[®] (Z12)

Check Service COMM to confirm campaign eligibility.

INTRODUCTION

Some Model Year 2008 – 2009 Rogue, 2009 Murano, and 2009 cube[®] vehicles may have been built with Tire Pressure Monitor System (TPMS) transmitter nuts that were not manufactured to specification. Over time, these nuts may corrode and potentially crack, especially in areas where heavy concentrations of road salt are used. To remedy this potential condition, Nissan is conducting this Voluntary Safety Recall Campaign for vehicles in dealer inventory located in “Salt States” and for customer vehicles registered in “Salt States” at the time of the launch of this campaign. The campaign repair will entail replacement of the TPMS transmitter nuts at no charge for parts of labor.

Salt States

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Missouri, and the District of Columbia.

Separately, Nissan is conducting a Voluntary Service Campaign for this issue in the “non-salt States” that do not use heavy concentrations of road salt in the winter. Owners with affected vehicles registered in those non-salt States will receive a letter offering replacement of the TPMS nuts on their vehicles, free of charge for parts and labor.

IDENTIFICATION NUMBER

Nissan has assigned identification number R0908 to this campaign. This number must appear on all communications and documentation of any nature dealing with this campaign.

DEALER RESPONSIBILITY

It is the dealer's responsibility to check Service Comm for the campaign status on each vehicle falling within the range of this voluntary safety recall which for any reason enters the service department. This includes vehicles purchased from private parties or presented by transient (tourist) owners and vehicles in a dealer's inventory. **Federal law requires that new vehicles in dealer inventory which are the subject of a safety recall must be corrected prior to sale. Failure to do so can result in civil penalties by the National Highway Traffic Safety Administration.** While federal law applies only to new vehicles, Nissan strongly encourages dealers to correct any used vehicles in their inventory before they are retailed.

SERVICE PROCEDURE

NOTE: Perform the following steps for all four wheels/tires.

1. Position the valve stem to the lower area (between 4 and 8 o'clock position).
2. Clean dirt and debris from around the valve stem.



Figure 1

3. Remove the TPMS transmitter nut.
 - Use a ¼ drive deep 12 mm socket.



Figure 2

4. Install a new transmitter nut.
5. **VERY IMPORTANT**: Use a small torque wrench to tighten the transmitter nut.

Torque specification: 7.7 N·m (0.79 kg-m, **68 in-lb**).

6. Check for leak around the valve stem.

- Apply soapy water around the valve stem.
- Use mild liquid hand soap mixed approximately 80% water and 20% soap.
- Wait a minimum of five minutes and then visually inspect to see if bubbles are forming around the base of the valve stem.
- If you see bubbles, there may be an air leak.



Figure 3

NOTE: This bulletin does not cover repairs for air leaks. If you discover an air leak, repair as needed with usual warranty repair procedures.

7. Adjust the tire pressure to the correct setting.

- For factory equipped tires, the tire pressure correct “Cold” setting is listed on the “Tire and Loading Information” placard (see example in Figure 4).

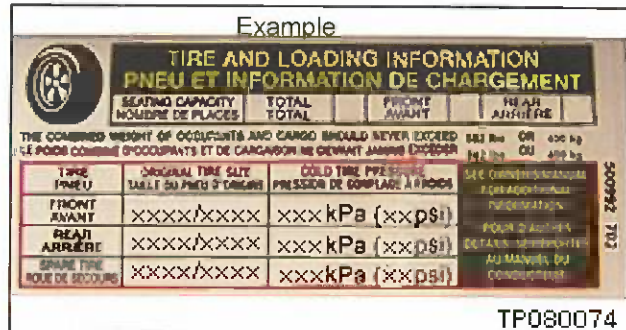


Figure 4

8. Make sure the TPMS dash warning light is OFF.

PARTS INFORMATION

DESCRIPTION	PART #	QUANTITY
Transmitter Nut	40780-JA01B	4

CLAIMS INFORMATION

Submit a Campaign (CM) line claim using the following claims coding:

“CM” I.D.: R0908

DESCRIPTION	OP CODE	FRT
Replace TPMS Transmitter nuts (4 wheels/tires)	R09080	0.3

OWNER'S LETTER (example of typical owner's letter)

Dear Nissan Rogue owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Nissan has decided that a defect which relates to motor vehicle safety exists in some 2008-2009 model year Nissan Rogue vehicles. Our records indicate that you own or lease the Nissan vehicle identified by the VIN on the cover of this notice.

Reason for Recall

The material used in the nut on your Rogue that secures the Tire Pressure Monitoring System (TPMS) sensor to the wheel may corrode and potentially crack if driven regularly in areas with heavy concentrations of road salt used in winter. If this occurs, the nut may come out of the sensor causing the TPMS lamp to illuminate. If the TPMS lamp is disregarded and the vehicle continues to be driven in this condition, the tire will quickly lose air pressure resulting in a flat tire.

Below are States that regularly use road salt in the winter:

Connecticut	Maine	Missouri	Pennsylvania
Delaware	Maryland	New Hampshire	Rhode Island
District of Columbia	Massachusetts	New Jersey	Vermont
Illinois	Michigan	New York	West Virginia
Indiana	Minnesota	Ohio	Wisconsin
Iowa			

According to our records, your vehicle is currently registered in one of these States and is subject to this safety recall campaign.

What Nissan Will Do

Your Nissan dealer will replace the TPMS nuts on your vehicles with new, more corrosion resistant ones. This free service should take about an hour to complete, but your Nissan dealer may require your vehicle for a longer period of time based upon the dealer's work schedule.

What You Should Do

Contact your Nissan dealer at your earliest convenience in order to arrange an appointment to have your vehicle repaired. **Please bring this notice with you when you keep your service appointment.** Instructions have been sent to your Nissan dealer.

If you have additional questions you may contact the National Consumer Affairs Department, Nissan North America, Inc., P.O. Box 685003, Franklin, TN 37068-5003. The toll free number is 1-800-NISSAN1 (1-800-647-7261). You may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Thank you for your cooperation. We are indeed sorry for any inconvenience this may cause you.



OFFICE OF DEFECTS INVESTIGATION RESUME

INVESTIGATION: EA02-018 **DATE OPENED:** Aug 19, 2002
SUBJECT: Tire Valve Stem Failure
PROMPTED BY: Ford Recall#01S05/NHTSA#01V-046, RQ02-002, Consumer Complaints
PRINCIPAL ENGINEER: [REDACTED] (202) 366-6617

MANUFACTURER: Ford Motor Company
MODELS: F350, F450, and F550 trucks and incomplete chassis conversions
 E350 and E450 vans and incomplete chassis conversions
MODEL YEARS: 1999-2001
VEHICLE POPULATIONS: 629,636 F-series vehicles
 249,467 E-series vehicles

PROBLEM DESCRIPTION: Valve stem may pop out while driving causing the tire to deflate rapidly and the driver to lose control of the vehicle.

FAILURE REPORT SUMMARY

	ODI	FORD	TOTAL
COMPLAINTS:	48	1,085	1,133
CRASHES:	1	3	4
INJURIES:	1	2	3
FATALITIES:	0	0	0

* Ford complaints represent Ford warranty reports and owner complaints (AWS, CGIS, and MORs).

ACTION: Open an Engineering Analysis.

ENGINEER:

DIV CHG:

OFC DIR:

DATE:

DATE:

DATE:

SUMMARY:

ODI is aware of 1,133 complaints on subject Ford vehicles for valve stem rupture. Reports allege three types of failures:

- (1) the valve stem fails allowing the valve to pop out of the rim completely. Often the part of the valve stem that is seated in the rim remains inside the rim. However, since it is no longer seated in the hole, air leaks out of the tire very rapidly (in less than 10 seconds) and can cause the driver to lose control of the vehicle. If a tire deflates in 10 seconds, at 60 miles per hour, the driver has less than 880 feet or 1/6th of a mile in order to react to the situation before the tire is completely deflated.
- (2) the valve stem partially fails allowing the valve to pop out of the rim partially while driving resulting in an air leak which may be slow. Usually the driver will have enough warning in this situation to pull over and fix the tire before it deflates completely.
- (3) The rubber part of the valve stem cracks resulting in a slow leak.

Of the 1,133 complaints, over 450 complainants allege that the valve stem popped out of the rim. Several drivers of F-series pickup trucks that experienced a front tire valve stem that popped out completely, lost control of their vehicles, often swerving into the next lane.

JAF
8/20/02

A large number of these vehicles are incomplete chassis sent to conversion companies that manufacture vehicles such as minibuses, stake trucks, ambulances, bucket trucks, specialty vehicles, motorhomes, etc. Many of these vehicles are duallies. If a valve stem fails on a rear wheel, the driver is usually able to maintain control and pull off the road, or drive somewhere to have the tire & valve stem replaced. However, when the valve stem pops out on a front tire, drivers may lose control.

Allegations of valve stem failure continue. As seen in Figure A below, the number of failures is increasing. The chart also shows a dramatic increase in the number of failures during the summer months.

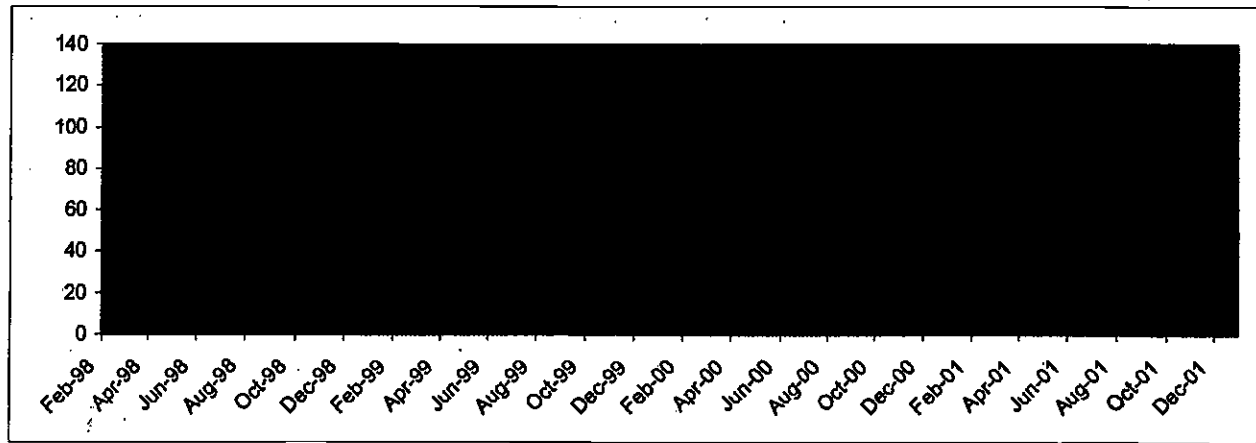


Figure A. Ford E-Series and F-Series valve stem complaints, warranty, and owner reports by date of repair at Ford dealer.

Fleets and owners who have replaced their original equipment rubber valve stems with all-metal valve stems have seen a dramatic reduction in the failure of the valves. One fleet reported switching to a competitor's rubber valve stem rated to 100 psi, with the same result. However, several fleets reported multiple failures of rubber/metal valves and have not had any incidents since switching over to all metal valve stems. ODI has received zero reports of failure of metal valve stems on any of the subject vehicles.

Ford recommends a wide range of tire pressures for the subject vehicles. F-350 trucks and E-series vehicle have recommended inflation pressures ranging from 40-80 psi. F450 and F550 trucks have recommended inflation pressures ranging from 70-95 psi. The valves in question are rated to 100psi and are manufactured by Dill.

ODI is aware of 4 crashes alleged to have been caused by this problem. In the most severe crash, the driver experienced a valve stem failure on a front tire while driving on the highway and swerved into a barrier wall causing damage to his vehicle and injuries.

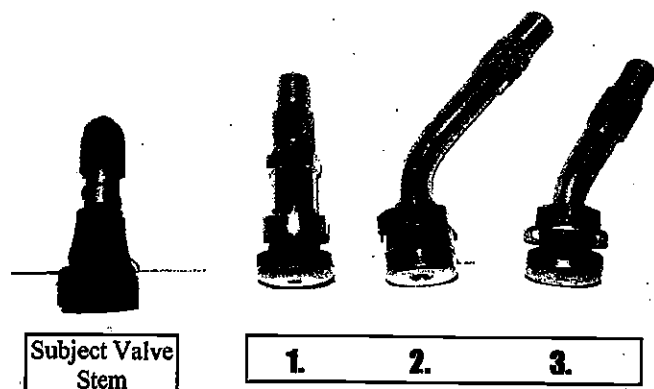


Figure B. The subject valve stem involved in this investigation is shown at left. The three remaining valve stems are, from left. (1) Used on all 2002 MY F350 duallies with aluminum wheels, (2) Used on all 2000+ F450 and F550 trucks with 19.5" wheels. (3) Used on all 2002 MY F340 duallies with steel wheels. These three valve stems are examples of all-metal valves referred to in the text.

On July 3, 2002 a final rule was issued and published in the Federal Register that implements the early warning requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. The rule establishes a new Federal Motor Vehicle Safety Standard that requires the installation of tire pressure monitoring systems (TPMSs) that warn the driver when a tire is significantly under-inflated. Congress and the agency are concerned about the loss of tire pressure. In this case when the valve pops out of the rim, air loss can be extremely fast with little warning to the driver.

ODI is upgrading this investigation for two reasons, (1) to obtain information from the valve stem manufacturer and certain conversion manufacturers and (2) because the risk to motorists when a tire rapidly deflates could be significant. Open an Engineering Analysis.



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

ODI RESUME

Investigation: PE08-036
 Date Opened: 05/15/2008
 Principal Investigator: [REDACTED]
 Subject: Tire Value Leaks

Manufacturer: Dill Air Controls Products
 Products: Dill TR400 Series tire valves manufactured in 2006
 Population: 30,000,000 (estimated)

Problem Description: The tire valves can crack and leak air. A leaking tire valve could result in tire deflation, tire damage (e.g., overheating, rupture) and possible vehicle control problems.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	1	1
Crashes/Fires:	0	1	1
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	1	1
# Fatalities:	0	1	1
Other*:	0	0	0

*Description Of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: [REDACTED] *arl*
 Div. Chief: [REDACTED]
 Office Dir.: [REDACTED]

Date: 05/15/2008
 Date: 05/15/2008
 Date: 05/15/2008

Summary: On April 30, 2008, Dill Air Controls Products (DILL) met with ODI to discuss a potential defect in some of the snap-in tire valves manufactured for Dill by Topseal, a subsidiary of the Shanghai Baolong Automotive Corporation. Dill described a problem with valves leaking from cracks due to apparent ozone exposure and indicated that early investigation had traced the concern to a five month manufacturing period in 2006. Dill also indicated that it had recently been served with a lawsuit alleging that air leakage from a cracked valve installed in September 2006 in the right rear wheel of a Model Year (MY)1998 Ford Explorer resulted in a fatal rollover crash in November 2007.

On May 2, 2008, Dill issued an advisory to it's North American customers in the Tire Retail Industry describing potential concerns with ozone resistance in TR 413, TR 413 chrome, TR 414 and TR 418 Dill ACP valve stems manufactured from July 2006 through November 2006. Dill indicated that the suspect valves were shipped to North American customers from August 2006 to February 2007. According to the bulletin, Dill's analysis of tire valves returned from the field identified problems with surface cracks on the outside of the rubber near the rim hole and that initial investigation centered on ozone exposure. Dill has advised ODI that approximately 30 million valves were manufactured during the suspect manufacturing range.

(Continued on page 2)

Dill's bulletin requests that its customers inspect lot numbers of stock at all levels of distribution and return all product manufactured in 2006 (lot numbers starting in 06). The bulletin also recommends that retailers inspect all valve stems installed from September 2006 through June 2007 as customers return to tire stores for regular service.

A Preliminary Evaluation has been opened to assess the scope, frequency and safety consequences of the alleged defect.

#

Message

From: [REDACTED]@chrysler.com]
 Sent: 8/29/2011 4:55:28 PM
 To: [REDACTED]@fcagroup.com]
 CC: [REDACTED]
 Subject: RE: Customer level concern - 09MY RT
 Attachments: image001.jpg

[REDACTED],

Chrysler has used various styles of sensors through the years, and the sensor repair kits that we have available are dependent on what style/supplier the sensor is.

For 09 RT vehicles, we have repair kits available that would allow you to change out the valve core (one of the most common failure modes is water intrusion under the valve stem cap - or sometimes caps are removed and not replaced - leading to corrosion, and contamination, all of which can cause the valve to leak.) Depending on how badly corroded your wife's sensors were, this may have solved the problem, or it may not have.

For other vehicle lines, such as the current LX / LD / LC and the older HB/HG vehicles, we have kits available to replace the entire valve stem.

I've taken a cursory look through the DealerConnect and StarParts catalogs, and all the vehicle lines I've looked at do have repair kits called out.

Thanks,

[REDACTED]

[REDACTED]

Chrysler - Mopar Service and Parts Quality

Product Quality Engineering

Phone: [REDACTED]

Fax: [REDACTED]

Email: mailto:[REDACTED]

From: [REDACTED]
 Sent: Friday, August 26, 2011 6:08 PM
 To: [REDACTED] a
 Cc: [REDACTED]
 Subject: Fw: Customer level concern - 09MY RT

[REDACTED]

From our phone call - I understood that there are in fact service kits in the field do exactly do what was suggested to me to keep customer repair cost down.

Can you share the details with the team how this is being managed.

From: [REDACTED]
Sent: Wednesday, August 17, 2011 1:34 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Customer level concern - 09MY RT

[REDACTED] is this possible?

[REDACTED]

_x0000_i1026

From: [REDACTED]
Sent: Wednesday, August 17, 2011 1:32 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Customer level concern - 09MY RT

Is there an consideration to having a rebuild kit for replacing the stem only?

From: [REDACTED]
Sent: Wednesday, August 17, 2011 12:06 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Customer level concern - 09MY RT

[REDACTED],

We looked at offering an extended warranty but the cost was \$300-\$400 million and to top it off the supplier can barely make production supply, let alone banking for a field action.

Regards,

[REDACTED]

Picture_x0020_1

From: [REDACTED]

Sent: Wednesday, August 17, 2011 1:03 PM
To: [REDACTED]
CC: [REDACTED]
Subject: RE: Customer level concern - 09MY RT

[REDACTED],

I apologize for the late response.

I worked with Owner Relations to provide Darryl with new Tire Pressure Sensors (zero cost). A field action was not approved due to significant cost.

Bob, what was cost of a field action and was there anything distributed to the field on this issue. To my knowledge none.

[REDACTED]

From: [REDACTED]
Sent: Sunday, August 14, 2011 3:23 PM
To: [REDACTED]
CC: [REDACTED]
Subject: RE: Customer level concern - 09MY RT

[REDACTED],

Is there any advice that you have given [REDACTED] and/or we should be given customers?

Thanks,

[REDACTED]

Chrysler Group, LLC

Model Responsible - Minivan

Phone: [REDACTED]

cell: [REDACTED]

From: [REDACTED]
Sent: Monday, July 25, 2011 2:57 PM

To: [REDACTED]
Cc: [REDACTED]
Subject: Customer level concern - 09MY RT

[REDACTED] -

In our conversation last week - you suggested that I send you a brief note regarding my issue with my wife's 09MY RT

With the details you requested. Here's my input:

My wife's 09MY RT VIN 9R676714 needs new tires at 52,000 miles. Based on the best price on the tires matching the original equipment came

From Costco, and they were not in stock - I ordered and paid for new Bridgestone Turanza from my local Costco. At the time,

The salesman suggested that he needed to look at the vehicle and TPM condition before he could do the work.

Several weeks later, Costco contacted my wife who took the vehicle in to have the tires swapped. Rich Bollei - the tire center manager -

Told my wife that there might be a problem before he ever saw the vehicle. Based on his inspection - he indicated he could not work on the

vehicle to install new tires because all 4 valve cores were "seized" in the TPM. His advice was that we need to go to the dealer and purchase

4 new TPM's and have them replace at the dealer before he would would install the new tires.

Since this was new to me, I asked several internal contacts about this issue - and I reviewed the parts on the vehicle. It appears that Mr. [REDACTED]

Is correct in his identification of the condition - and that his recommended action is the only available alternative. I spoke with Suburban Chrysler -

where we purchased the vehicle - and was given a rough estimate of \$130/sensor plus labor to do this work.

As a customer - this is very disappointing since the issue may have been present but was not identifiable by a customer until I tried to spend \$550 for new tires.

Now it appears I will need to spend \$520-600 additional and make two additional trips to a service facility to get the issue resolved.

Again - as a customer - I would appreciate any possible consideration in managing resolution of this issue on my wife's vehicle.

As an employee, I am concern that the local Costco was providing very negative input on my favorite brand ahead of even inspecting for the issue.

Please let me if I can provide more details.