

EXHIBIT 24

Message

From: [REDACTED]@chrysler.com]
Sent: 8/15/2012 12:38:32 PM
To: [REDACTED]@chrysler.com]
Subject: Fw: Customer TPM Sensor Letter

From: [REDACTED]
Sent: Wednesday, August 15, 2012 11:37 AM
To: [REDACTED]
Subject: Fw: Customer TPM Sensor Letter

Fyi

From: [REDACTED]
Sent: Wednesday, August 15, 2012 10:19 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Customer TPM Sensor Letter

All,

This is the information that was requested concerning a letter sent to Mr. [REDACTED] by a customer ([REDACTED]) on July 23rd regarding a TPM sensor issue and dealer experience she had with her vehicle. I have included some additional information based on the description written on the dealer work orders. The vehicle was a 2009 Charger with 33,700 miles and report to have flat tires due to the sensors being cracked or broken. The issue was not due to a dead battery in the TPM sensor.

- 1) The TPM sensor battery has a life of approximately 10 years. This period of time can vary by a few months based on the customers drive cycle. The battery life is the same for both Continental and Schrader sensors.
- 2) LX, LD (non SRT) and DS vehicles transitioned from a metal valve stem to rubber valve stem for the Schrader CORA sensor design beginning 2010MY V1.**
- 3) KK, KA, JK, ND vehicles transitioned from a metal valve stem to rubber valve stem for the Schrader BASIC sensor design as a 2010MY V2 change. The actual introduction dates were staggered beginning in Dec. 2009 through Mar. 2010CY.**
- 4) LX SRT vehicles received new metal valve stem (A1 6000 material and revised heat treat process) for the Schrader CORA Sensor & nut design as a 2010MY V2 change, approximately April 2010. The reason for the material and heat treat process change was to address high sensor warranty due to cracked or broken valve stems due to corrosion issues.
- 5) MK,PM,JS,JC,RT vehicles received new Continental metal valve stems (A1 6000 material and revised heat treat process) as a 2010 MY V2 change, approximately October 2010. This change was made to address cracked and broken stems due to corrosion.

** Schrader CORA(non SRT) and BASIC Sensors transitioned to rubber stem sensor before A1 6000 material became available.